

CHAIR:

N. IANNICCA

MEMBERS:

P. BROWN

G. CARLSON

B. CROMBIE

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P. FORTINI

A. GROVES

J. INNIS

J. KOVAC

M. MAHONEY

S. MCFADDEN

M. MEDEIROS

M. PALLESCHI

C. PARRISH

K. RAS

P. SAITO

R. SANTOS

I. SINCLAIR

R. STARR

A. THOMPSON

P. VICENTE



The Council of the
Regional Municipality of Peel

Date: Thursday, December 10, 2020

Time: 9:30 AM

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

Due to the efforts to contain the spread of COVID-19 there will be limited public access to the Council Chambers, by pre-registration only. Please email regional.clerk@peelregion.ca to pre-register. The meeting will be live streamed on <http://www.peelregion.ca/>.

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

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1. **CALL TO ORDER**
2. **INDIGENOUS LAND ACKNOWLEDGEMENT**
3. **DECLARATIONS OF CONFLICTS OF INTEREST**
4. **APPROVAL OF MINUTES**
 - 4.1. December 3, 2020 Regional Council meeting
(To be distributed when available)
5. **APPROVAL OF AGENDA**
6. **CONSENT AGENDA**
7. **DELEGATIONS**
 - 7.1. Alice Casselman, Founder and President, Association for Canadian Educational Resources;
and Catherine Soplet, Founder, Building Up Our Neighbourhoods

Requesting a Letter of Support for a Proposal to Environment Canada Regarding the Climate
Action and Awareness Fund
8. **COVID-19 RELATED MATTERS**
 - 8.1. Update on the Region of Peel's Response to COVID-19
(Oral)
Presentation by Dr. Lawrence Loh, Medical Officer of Health
 - 8.2. Update on COVID-19 Funding for the Vulnerable
 - 8.3. The Region of Peel's Submission to Ontario's Long-Term Care COVID-19 Commission
 - 8.4. COVID-19 Infrastructure Resiliency Fund
9. **COMMUNICATIONS**
10. **STAFF PRESENTATIONS**
 - 10.1. Approval of the 2020 Development Charge Background Study and By-law
Presentation by Stephanie Nagel, Director, Corporate Finance and Treasurer
(Related to Item 12.3 and By-law 77-2020)

- 10.2. Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update
Presentation by Tara Buonpensiero, Acting Manager, Integrated Planning and Duran Wedderburn, Acting Expert Growth Management Strategist, Regional Planning and Growth Management

11. ITEMS RELATED TO ENTERPRISE PROGRAMS AND SERVICES

- 11.1. Crane Swing Agreement – 100 Manett Crescent – City of Brampton, Ward 5 – Owner: Manett Residences Inc.
(Related to By-law 78-2020)
- 11.2. Crane Swing Agreement – 3610 Dixie Road – City of Mississauga, Ward 3 – Owner: Killam Kamres (Silver Spear) Inc.
(Related to By-law 79-2020)
- 11.3. Crane Swing Agreement – 4064, 4070 and 4078 Dixie Road – City of Mississauga, Ward 3 – Owner: Hazelton Development Corporation
(Related to By-law 80-2020)
- 11.4. Crane Swing Agreement – Northeast Corner of Bovaird Drive and Lagerfeld Drive – City of Brampton, Ward 6 – Owner: Daniels Choice Mount Pleasant Corporation
(Related to By-law 81-2020)
- 11.5. Participation in the 2020 Audit and Accountability Fund Program
- 11.6. Report of the Region of Peel Accessibility Advisory Committee (AAC-2/2020) meeting held on November 19, 2020

12. COMMUNICATIONS

- 12.1. Allan Thompson, Mayor, Town of Caledon
Letter dated December 1, 2020, Regarding Composition of Regional Council in Peel Region
(Receipt recommended)
- 12.2. Manav Sidhu, Special Assistant, Office of the Honourable Prabmeet Sarkaria, MPP Brampton South and Associate Ministry of Small Business and Red Tape Reduction
Email dated December 2, 2020, Regarding the *Supporting Local Restaurants Act, 2020*
(Receipt recommended)
- 12.3. Stephanie Nagel, Treasurer and Director, Corporate Finance and Adrian Smith, Acting Chief Planner and Director, Planning and Growth Management
Letter dated November 30, 2020, Providing a Copy of the Letter in Response to the October 8, 2020 BILD Submission on the Region of Peel Development Charges Review – Public Meeting (Receipt recommended) (Related to Item 10.1)

13. ITEMS RELATED TO PUBLIC WORKS

14. COMMUNICATIONS

15. ITEMS RELATED TO HEALTH

16. COMMUNICATIONS

17. ITEMS RELATED TO HUMAN SERVICES

17.1. Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

17.2. 360 City Centre Drive Affordable Housing Project – Shared Facilities Agreement (Contract 2021-013N)

18. COMMUNICATIONS

19. ITEMS RELATED TO PLANNING AND GROWTH MANAGEMENT

20. COMMUNICATIONS

21. OTHER BUSINESS/COUNCILLOR ENQUIRIES

22. NOTICE OF MOTION/MOTION

22.1. Motion Regarding Peel Regional Police Community Station for the City of Brampton
(As requested by Councillor Dhillon)

23. BY-LAWS

Three Readings

23.1. By-law 77-2020

A by-law to impose development charges against lands to pay for increased capital costs required because of increased needs for services arising from development within the Regional Municipality of Peel.
(Related to 10.1)

23.2. By-law 78-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 107 (Bovaird Drive West), City of Brampton.
(Related to 11.1)

23.3. By-law 79-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 4 (Dixie Road), City of Mississauga.
(Related to 11.2)

23.4. By-law 80-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 4 (Dixie Road), City of Mississauga.
(Related to 11.3)

23.5. By-law 81-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 107 (Bovaird Drive West), City of Brampton.
(Related to 11.4)

24. IN CAMERA MATTERS

24.1. December 3, 2020 Regional Council Closed Session Report

(To be distributed when available)

24.2. Proposed Property Acquisition, City of Brampton, Ward 7

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

24.3. Proposed Property Acquisition – City of Brampton, Ward 3

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

24.4. Early Years and Child Care Service System Manager

(Labour relations or employee negotiations)

25. BY-LAWS RELATING TO IN CAMERA MATTERS

26. BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL

27. ADJOURNMENT

Request for Delegation

FOR OFFICE USE ONLY

MEETING DATE YYYY/MM/DD 2020/12/10	MEETING NAME Regional Council
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Attention: Regional Clerk
Regional Municipality of Peel
10 Peel Centre Drive, Suite A
Brampton, ON L6T 4B9
Phone: 905-791-7800 ext. 4582
E-mail: council@peelregion.ca

DATE SUBMITTED YYYY/MM/DD 2020/11/05
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NAME OF INDIVIDUAL(S) Alice Casselman, B.Sc. (Hons), M.O.Ed. Catherine Sople
--

POSITION(S)/TITLE(S) Founder and President; Founder

NAME OF ORGANIZATION(S) ACER (Association for Canadian Educational Resources); Building Up Our Neighbourhoods

E-MAIL alice.casselman@acer-acre.ca; sople@sympatico.ca	TELEPHONE NUMBER (416) 275-9463	EXTENSION
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REASON(S) FOR DELEGATION REQUEST (SUBJECT MATTER TO BE DISCUSSED) A Letter of Support is requested from Peel Regional Council by ACER (Association for Canadian Educational Resources) for its proposal to Environment Canada: Climate Action and Awareness Fund. The proposal targets Peel Region heat islands, and delivers objectives of the Peel Climate Change Plan.

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

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

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



Proposal to Environment Canada: Community Action and Awareness Fund

Project Crossroads:

“Climate justice science, for trees and for people.”

Proof of concept: #AcerPx Project Crossroads in Knightsbridge, October 2020
Results and impacts contributed to Brampton Sustainable Neighbourhood Action Program

Peel Regional Council

Presented: December 10, 2020

Prepared: Catherine Soplet, Building Up Our Neighbourhoods

With: Alice Casselman, B.Sc.(Hons), M.O.Ed., Founder and President

ACER (Association for Canadian Educational Resources)

About this presentation: Requests

REQUESTS:

- Request from Peel Regional Council a Letter of Support for ACER's Proposal to Environment Canada: Climate Action and Awareness Fund.
- Refer to Peel Region staff responsible for Peel Climate Change Plan (PCCP).
 - By sharing information and reports ACER can ensure project alignment with aims and objectives of PCCP.
 - Engagement bridging horizontally across sectors and levels of government
 - Mitigation and emergency preparedness with community most impacted
 - Build green infrastructure according to Peel Region priorities
- Refer to Peel Region – Diversity, Equity and Anti-Racism Committee and staff
 - By sharing information and reports at the Committee, ACER can ensure project alignment with aims and objectives of DEAR.
- Refer to Peel Region staff responsible for Community Safety and Well-Being Plan (CSWBP)
 - By sharing information and reports at the Committee, ACER can ensure project alignment with aims and objectives of CSWBP.



Total Proposal value: \$ 1,472,588
EC-CAAF: \$ 816,712
In-Kind: \$ 655,876

Project Crossroads: *“Climate justice science, for trees and for people”*

ACER’s proposal supports health and wellbeing of communities with significant exposure to climate risk through:

- * action on climate change adaptation
- * risk reduction and
- * Greenhouse Gas (GHG) mitigation.

By 2025, ACER will engage more than 2000 people from all ages and backgrounds, to plant 7,500 native tree indicator species for climate change research.

After Year 4, more than 18 T of Carbon will have been sequestered - where people most need shade. Carbon capture will increase as tree canopies grow.

Using civic engagement and proven “Everyday Scientist” research protocols, ACER will develop high-exposure communities with knowledge, tools, and skills. Residents of all ages and backgrounds will engage in climate action to mitigate heat, by planting cooling indicator species shade trees and recording Smithsonian data for climate change research. 7.1-4

"Proof-in-Concept"

www.acer-acre.ca/project-crossroads

ACER's Project Crossroads



Volunteers
Family "bubbles"

.... and students

Sustainable Neighbourhood Action Program



ACER funded for Bramalea SNAP project by:



Interested in tree planting, measuring, and monitoring?
Get started with Mulch, Measure, and MOR!



RESULTS: October 2020, under COVID

- 5 planting events in 3 Knightsbridge locations
- 71 volunteers, include secondary students
- 153 large trees + native pollinator/bird shrubs (biomass equivalent to 1840 x 1-gallon 18" trees)

Impact:

- Measure-Mulch-MOR units w/ training videos
- Extend Million Trees program with mulch delivery
- Animate non-profit agency ecosystem
- Introduce Carbon Calculation for GHG emission

Project Crossroads is a Proof-in-Concept for proposal to Environment Canada under CAAF:

<https://bit.ly/ACER-Proposal-CAAF-11-2020>

Climate Action and Awareness Fund



Total Proposal value: \$ 1,472,588

EC-CAAF: \$ 816,712

In-Kind: \$ 655,876

Four years:
2021-2025

Project Crossroads – Bramalea (January 2020)

Low canopy, unmet social needs – near industrial areas.



About this presentation: Rationale

- Introduce ACER (Association for Canadian Educational Resources) and Founder - Alice Casselman, B.Sc.(Hons), M.O.Ed.
- Introduce: Project Crossroads: "*Climate justice science, for trees and for people*"
Proposal to Environment Canada under Climate Action and Awareness Fund
Period running four years, from 2021-2025: Total Value \$ 1,477,588
- Proof of Concept:
How ACER targets planting sites to foster equity, in Mississauga and in Peel
 - Presentation slides to Peel Poverty Reduction Strategy Committee – 2021 Priorities Session on November 27. 2020
 - Results and Impacts to deliver Project Crossroads in Knightsbridge, October 2020
 - Report to Funders: Arbor Day Foundation under TD Green Space Grants Program
- Pandemic Protocol to deliver ACER programs in 2020:
 - Planting for Change, November 2020 in Malton
 - Mulch, Measure and MOR to extend municipal One Million Trees programs
- Collecting annual data, for carbon calculation, for use in GHG emissions offset

One Million Trees

Project Crossroads-Bramalea Oct. 2020

Planting for Change adapts for urban reforestation in areas of low tree canopy where residents experience heat vulnerability and higher impact of extreme weather.

Planting for Change (P4C)

We create planting sites in schoolyards and train students to monitor tree growth. The school becomes a part of our climate change monitoring network.

Riparian Rangers (RR)

Plantings along watercourses
Partners choose sites and species
Long term monitoring of 10%

Measuring Our Resources (MOR)

We teach volunteers how to inventory the existing trees on their property for our climate change monitoring network.

Youth Stewardship Project (HYS)

Local youth are trained to restore and monitor natural areas of ecological concern through partnership initiatives.

Go Global (GG)

We train community volunteers to monitor one-hectare forest sites in our international network to track changes in biodiversity over time.

Tracking for Success (T4S)

We measure survival rates of trees to add value to our partners' plantings.



Tree Caching Trails (TCT)

Our mobile application for trails and schoolyards encourages individuals to learn more about their natural surroundings by scanning coded tree tags.

Est.
1987

ACER creates living labs on public school yards with Planting 4 Change program.

ACER is the preferred agency for City of Mississauga – One Million Trees.

Introducing Alice Casselman, B.Sc.(Hons), M.O.Ed.

- Ontario Teacher (Retired)
Founding Director, Outward Bound (ON)
- Science Department Head
Etobicoke School of the Arts
- Published author and ecology scientist
- 1987 - Founded ACER Canada to create
relevant Canadian-based textbooks
- Humber Arboretum demonstrates
five projects for climate change research
- Asset-Based Community Development



September 26, 2020 – Fridays for Future marched
to UN for first Youth Summit on Climate Change.
ACER launches Project Crossroads in Peel Region.

ACER targets planting sites to foster equity

In 2019, ACER prioritized equity sites in Peel

In 2020, COVID caseload worsened unmet needs

**Slides below
were presented
to “2021 Priorities”
PPRSC Meeting
November 27, 2020**

2019 Insight:

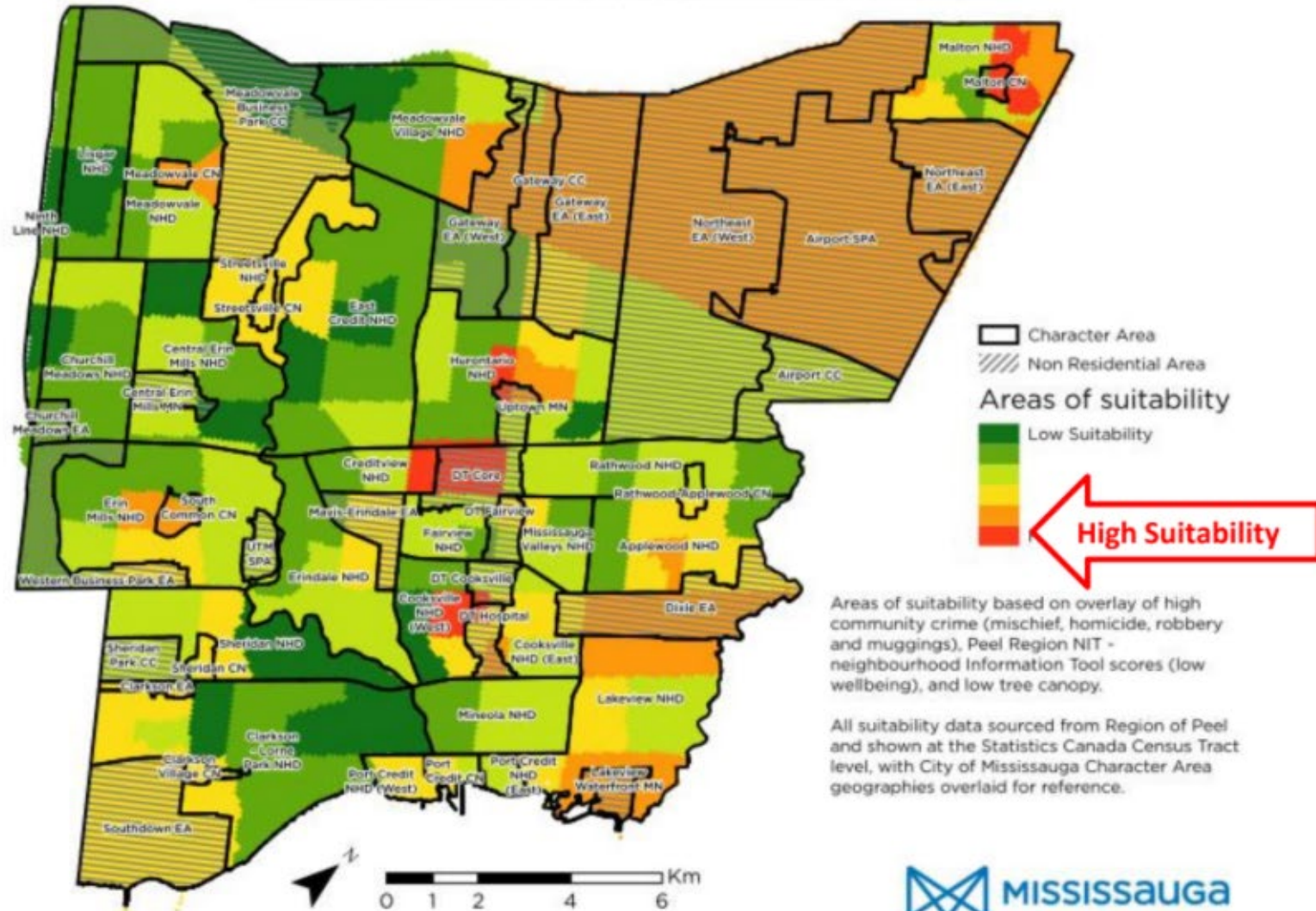
- Low tree canopy overlays with vulnerable social data.
- ACER moved P4C community tree planting for climate research from schoolyards to where students and families live.

2020 Innovation:

- Pandemic Learning: ACER pivots to digital delivery
- NFP Agency embedded ecosystems benefit from outdoor/ on-line/ remote activity to reconnect digitally and in the field with client students and families.

Where to plant for Anti-Racism Action Program: City of Mississauga overlays StatCan vulnerability data

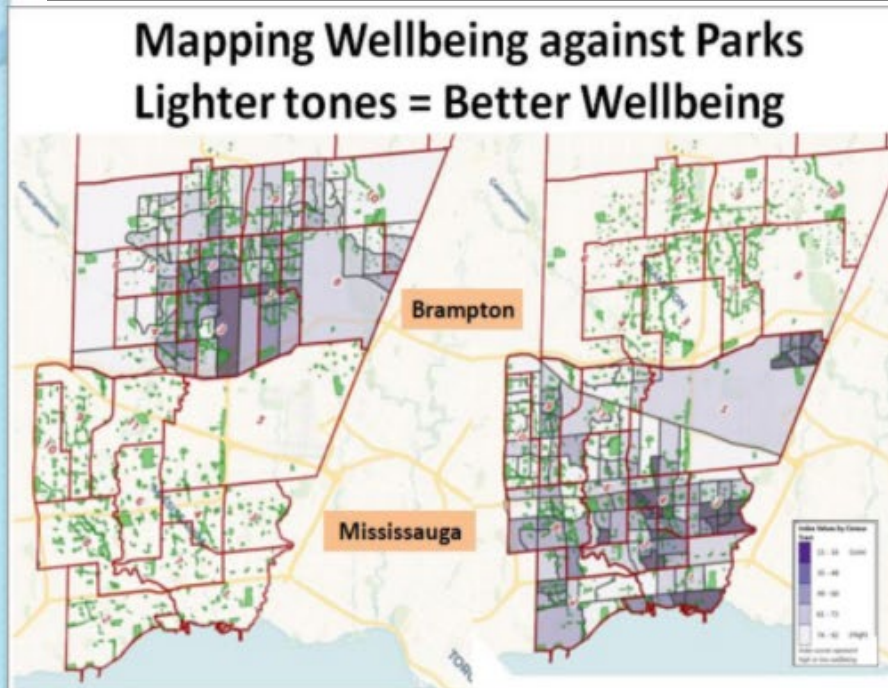
Slides presented
“2021 Priorities”
PPRSC Meeting
November 27, 2020



Climate Justice is at risk in Peel

New Immigrant is less likely to reside with easy access to Tree Canopy

Climate Change is a Crisis



Peel Region
Neighbourhood Information Tool

Racism is a Crisis



Recent Immigrants in Peel
by Dissemination Area (2016)
Peel Newcomer Strategy Group
Collective Impact Report (2019)

Covid-19 is a Crisis

Where to plant for Project Crossroads:
Region of Peel – Public Health COVID-19 Dashboard

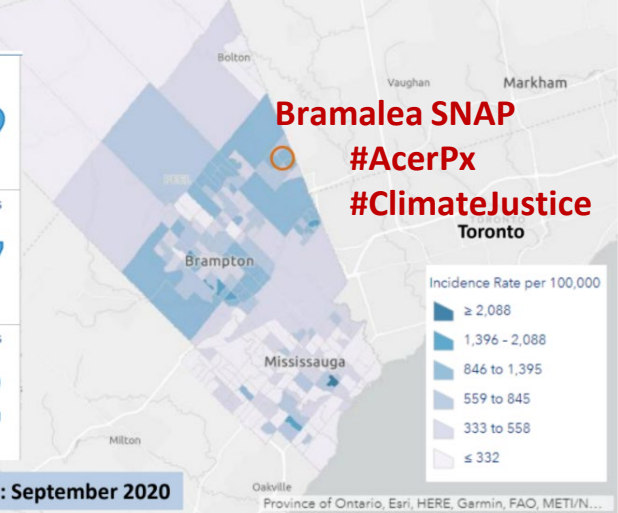
COVID-19 Caseload by Postal Code

Total Cases
7,659
Reported 02/23 to 08/29

Community Cases
6,977
Reported 02/23 to 08/29

Institutional Cases
682
Reported 02/23 to 08/29

Map prepared: September 2020



Bramalea SNAP
#AcerPx
#ClimateJustice
Toronto

In 2019 Knightsbridge targeted for
urban reforestation via community
tree planting for climate change
research

In 2020, COVID had disproportionate
high impact in same areas.

#AcerPx #Knightsbridge

"Climate justice science, for trees and for people."

Where to plant for Project Crossroads: City of Brampton overlays low trees w/ vulnerability

Bramalea SNAP (Google Maps)

Bramalea SS
Earncliffe Sr. PS
Eastbourne Drive PS
Fallingdale PS
Folkstone PS
Cardinal Newman Catholic Elem.
Georges Vanier Catholic

Bramalea Schools

int PS
ie Senior PS
r SS
ird PS
PS
t-D'arc Catholic ES

Greenbriar MS
Glenora BC

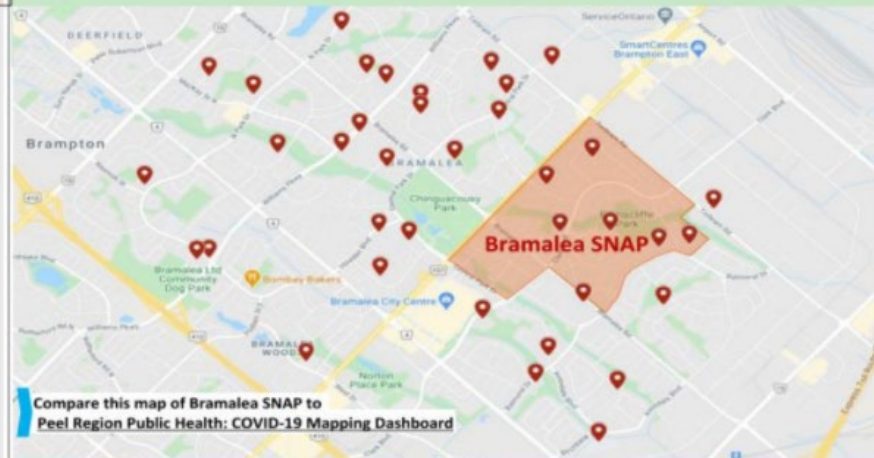
Project Crossroads: Planting for Change

Community Tree Planting in Bramalea SNAP Areas

(Sustainable Development Action Plan - Urban Revitalization)

Collaboration of ACER Canada (Association of Canadian Educational Resources)

City of Brampton Toronto and Regional Conservation Authority (TRCA)



Compare this map of Bramalea SNAP to
Peel Region Public Health: COVID-19 Mapping Dashboard

ACER Canada

Project Crossroads: Planting for Change - "Climate justice science, for trees and for people." [Read more...](#)

Toronto and Region Conservation Authority (TRCA), City of Brampton, Region of Peel and Healthy Communities Initiative are working closely with neighbourhood community leaders, residents and businesses to develop a Sustainable Neighbourhood Action Program (SNAP) for Bramalea. [Read more at TRCA site...](#)

Working Dates for Bramalea SNAP area community tree planting with ACER Canada - Subject to Conditions

Wednesday, October 7, 2020 | 9 a.m. to 2 p.m. | Peel Living (10 Knightsbridge Road, Brampton)

Saturday, October 17, 2020 | 10 a.m. to 12 p.m. | Folkstone Park (830 Clark Boulevard, Brampton)

Saturday, October 24, 2020 | 10 a.m. to 12 p.m. | Capreit Towers (11 Knightsbridge Road, Brampton)



Embedded Agency Ecosystem



Volunteers
Family "bubbles"

... and students

ACER thanks Knightsbridge residents for welcoming Project Crossroads ...
ACER thanks Knightsbridge residents for welcoming Project Crossroads
trees, to contribute much-needed cooling shade and sustained climate ...
us4.campaign-archive.com

Slides presented
"2021 Priorities"
PPRSC Meeting
November 27, 2020



St. Anthony School
St. Jean Brebeuf Separate School
Ste-Jeanne-D'arc Catholic ES
Ste. Marguerite Bourgeoys Separate
St. Jean de Brebeuf ES
St. John Bosco School
St. John Fisher Catholic School
St. Thomas Aquinas SS
Tall Pines School
Williams Parkway Sr. PS

ACER Canada funded by Arbor Day Foundation, under TD Green Space Program

P4C Planting for Change: Establish New Trees

A schoolyard program to establish outdoor learning and research across the curriculum and grades, teaches many skills to develop tree stewards. A suite of indicator tree species is selected and installed for long term maintenance, to annually measure, report and share data for analysis. A sense of shared ownership reduces vandalism.

Since 2008, P4C planted 60+ schools. Morning Star Middle School planted November 2020, before frost, with ACER-designed with Covid-adapted Planting Protocols meeting Peel Health restrictions that was tested and approved by Mississauga, Brampton, TRCA and CVC on August 6, 2020.



Using Planting 4 Change program, ACER is the preferred agency for City of Mississauga – One Million Trees



Malton - Middle School planting in November 2020

Mulch, Measure and MOR – For 1 Million Trees

Measuring Our Resources 2020 with ACER's Covid-19 protocols

ACER is finding free mulch for school yard trees as first step to help teachers get outdoors. Why?

1. Civic engagement (1 Million Trees)
2. To provide a real and relevant activity outdoors
3. To put Snow Boots on trees to insulate their roots for survival!
4. To provide FOLLOW UP activities with on-line component

FOLLOW UP ACTIVITIES:

OUTSIDE :

- Hands On - add measurement of dbh, silhouettes and bark photos to help identify the species

INSIDE:

- Online – confirm ID, map trees, use carbon calculator for Carbon stored and CO2 absorbed in Kg. then tons for reporting.

Hands On Measurements: Annual Data





ACER
ASSOCIATION FOR CANADIAN
EDUCATIONAL RESOURCES

7.1-19

Diameter at
Breast Height
(1.3 metres)

DBH



Questions ?

Thank YOU for the opportunity today to share our work!



www.acer-acer.ca

Alice Casselman

Cell 905-601-7685

ACER Canada
Proposal to Environment Canada - Climate Action Awareness Fund
Submitted October 26, 2020

Call for Proposals

Environment Canada – Climate Action and Awareness Fund (CAAF) objective is to support projects that will develop knowledge, tools and/or skills that engage communities in activities to enable climate action.

Community-based climate action projects should help to support Canada's goals for climate action, such as net zero greenhouse gas emissions by 2050

Project Title

Project Crossroads: Climate justice science, for trees and for people.

Total Proposal value: \$1,472,588 for 2021-2025

EC-CAAF: \$816,712

In-Kind \$655,876

Project Goals and Objectives

ACER Canada's proposal "Project Crossroads: Climate justice science, for trees and for people" supports health and wellbeing of communities with significant exposure to climate risk through action on climate change adaptation, risk reduction and Greenhouse Gas (GHG) mitigation.

Peel Region's geospatial maps show these exposed communities also coincide with highest COVID-19 caseload by postal code, and also disproportionately racialized

By 2025, ACER will engage more than 2000 people from all ages and backgrounds, to plant 7,500 native tree indicator species for climate change research. After Year 4, more than 18 T of Carbon will have been sequestered where people most need shade. Carbon capture will increase as tree canopies grow.

Using civic engagement and proven "Citizen Science" research protocols, ACER will develop high-exposure communities with knowledge, tools, and skills that engage them in climate action to mitigate heat by planting cooling indicator species shade trees and reporting Smithsonian data for climate change research.

Community risk reduction to both climate change and COVID-19 recovery, was demonstrated in October 2020 in Bramalea Sustainable Neighbourhood Action Plan areas, when community non-profits and public school councils reconnected to residents in COVID-compliant community tree planting.

Residents' tree growth data supports plans for future urban forest plantings and meets objectives of Peel Region Climate Change Action Plan for building community resilience with green infrastructure.

Carbon sequestration and carbon dioxide are easily computed by residents, using ACER's on-line Treepedia and Carbon Calculator, thus generating local climate solutions to meet federal Climate Change targets and offset GHG emissions.

Project Description

In delivering Project Crossroads, ACER will impart the knowledge, tools and skills to communities with significant exposure to climate risk to empower capacity to take action on climate change.

Key Performance indicators will be met. Residents of all ages and backgrounds are inclusively engaged, invited through their community ecosystem comprised of schools, faith and service groups, settlement and non-profit agencies.

Using proven "Citizen Science" research protocols, ACER will establish community indicator tree species sites to restore urban tree canopy.

Restoring tree canopy is needed to reduce heat vulnerability in areas where Peel health data show up to 500% higher emergency response calls during extreme heat events.

In August 2019, ACER targeted "heat islands" in collaboration with Peel Health, using Geographic Information System (GIS) data maps from Neighbourhoods Information Tool (NIT) <https://www.peelregion.ca/planning-maps/nit/>. Diverse and cross-sectoral stakeholders joined with conservation authorities and urban foresters to add further GIS layers for high crime, recent immigration and lowest-decile income.

In 2020, the heat island targets coincide with highest COVID-19 caseload by postal code, and are disproportionately racialized

Through meetings and digital/on-line resources, ACER prepares and resources residents to plant, monitor, measure, collect and report Smithsonian data for open-data sharing with international research and mitigate/iterate/innovate processes. ACER will support community's sustained collection and annual data reporting with celebrations.

ACER's Project Crossroads "proof in concept" demonstration in October 2020 delivered four community treeplanting events. ACER's outreach through community non profit ecosystem led to oversubscription of volunteers, especially students. Post-event mood perception surveys were vibrant.

ACER Canada (www.acer-acre.ca) was founded in 1987 by Alice Casselman B.Sc., M.O.Ed., retired Science Department Head and Founder of Council of Outdoor Educators of Ontario.

Project Team Experience

Since 1987, without exception, ACER has delivered all projects on time and within budget. (See ACER History of Accomplishments 1997-2020)

ACER's active Board is supported by a Science Advisory Committee, comprised of industry experts. (Refer to ACER's organization chart.)

ACER's core program coordinator and admin staff support each project with on site experts and "Citizen Science" volunteers.

Commencing in 1990, Eco-Action funded ACER's pioneer "Citizen Science" projects with Environment Canada - Ecological Monitoring and Assessment Network (EMAN) and Smithsonian Institution (SI)..

Citizen Science" prepares and trains on-site volunteers in international protocols to plant, monitor, mitigate, annually measure, record and freely share data to contribute to climate change research. All ACER program protocols sustain annual results supported with digital training modules.

ACER research produced academic papers and notable citations in both urban and rural settings. Data analysis identifies critical links between forest biodiversity changes and climate change. Conservation authorities have evolved practices for optimal species survival.

Following 1997 establishment of many Niagara Escarpment Biosphere Reserve Studies (NEBRs) GO Global 1-hectare plots, ACER and partners used SI's international monitoring protocols to collect data on forest growth and biodiversity.

ACER's best practices were demonstrated featured by Environment Canada: Climate Impacts and Adaptation Division, at SIs 2008 conference to field-train SI staff and university students in Panama, and assist Laurentian University establish their coastal plot in Costa Rica.

Project delivery experience

Financial Capacity

Since 1997, when ACER received its first major grant, all project undertaken have been delivered on time and on budget. EcoAction, our first funder, supported installation and inventory of 3 sets of one-hectare lots along the Niagara Escarpment for Environment Canada. Our key donors have supported us over the years funding continuing projects and new programs as ACER developed them i.e. Planting for Change with 60 schools by TD Friends of the Environment since 2008, Ontario Trillium Fund for larger grants as we built capacity, and Ontario Great Lakes Guardian Community Fund for 13 Conservation Authorities as partners in our Riparian Rangers program, planting and monitoring along watercourses.

Program Management Capacity

ACER's programs, once initiated, are contiguous and ongoing. On-site experts are developed and sustained.

- Despite 2020 pandemic and loss of spring planting season, ACER's completed its 2020 research across its programs. See maps <https://www.acer-acre.ca/programs>.
- See "ACER History of Accomplishments 1997-2020"

ACER constantly adapts programs to meet needs and address data gaps.

Project Crossroads following 2019 municipal Declarations: Climate Change is a Crisis. In October 2020 ACER demonstrated four pandemic-compliant community tree plantings for climate change research to Bramalea SNAP urban revitalization areas. Surplus volunteers were engaged in a new community delittering collaboration. Student volunteers logged 40 service hours.

In September 2020, delegations to Toronto and Peel school boards introduced pandemic-adapted Outdoor/On-line/Remote unit to deliver hands-on STEM unit "Shovel, Mulch and MOR" (Measure Our Resources). Data collection will capture carbon sequestration.

Major research ongoing since 2000 at Humber Arboretum, was embodied in papers presented at 2006 UN Convention on Bio Diversity by Environment Canada scientists <https://www.cbd.int/doc/reports/cbd-report-2006-en.pdf>)

Five separate demonstration models encompassing 2167 tree plantings distribute across SI GO Global 1-hectare experimental plots, and four indicator-species tree installations

- 2008 - Planting for Change partners with 60+ schools to install indicator-species tree plots with community planting event
- 2015 - Riparian Rangers partners with 13 Ontario Conservation Authorities in plantings along watercourses

Graduation and Jobs Creation: conduct field research and yield academic papers:

- 1993 - Canada Summer Jobs Students - 21 total
- 1993 - University of Toronto / UT Mississauga/ Sheridan College ~45 student program/Intern placements
-

Primary Activity

Project Crossroads: Climate science justice, for trees and for people proposes to take action on climate change mitigation, including environmental restoration to reduce greenhouse gas emissions.

Communities reached in Primary Activity:

Communities with significant exposure to climate risk

ACER's inclusively engages communities together with their non-profit ecosystem comprised of schools, faith and service groups, settlement and non-profit agencies. Taking the lead from established cultural norms, ACER taps local wisdom as it imparts proven knowledge, tools and skills that empower capacity for collective action on climate change. Key performance indicators are met.

Restoring tree canopy is a lead tenet for green infrastructure in Peel Climate Change Plan, which aligns with the federal Climate Change targets.

ACER identified Communities with significant exposure to climate risk in using Neighbourhoods Information Tool (NIT) <https://www.peelregion.ca/planning-maps/nit/>. EMS calls ranged 500% higher in areas of low tree canopy. ACER's stakeholders GIS layers for higher crime, recent immigration and lowest-decile income.

Ground truth from embedded community - Boys and Girls Club of Peel, settlement agencies, school parents, faiths and service groups confirmed many residents are racialized or newcomer families with unmet needs.

Peel Health COVID-19 caseload maps revealed heat islands were hardest hit. Toggle ACER's map of Bramalea SNAP schools: <https://www.acer-acre.ca/wp-content/uploads/2020/06/Bramalea-SNAP-Map.pdf>

Planting cooling shade brings residents action for relief from heat. Meetings to prepare and train for planting, monitoring, measuring, collect and report data help residents understand how to mitigate impact of climate change.

Increasing trust and community relationships leads to risk reduction, states resilience expert Daniel Aldrich, Director of Security and Resilience Studies Program, Northeastern University. Emergency preparedness is more efficient where relationships pre-exist crisis.

Data collection captures informs on climate change, as well as captures carbon sequestration that helps meet federal Climate Change Targets.

Additional groups to describe the selected community:

- Living with disabilities
- Low-income
- New Canadians
- Small to medium sized businesses (fewer than 500 employees)
- Visible minorities

For its Project Crossroads "proof in concept" demonstration run in October 2020, Knightsbridge community was identified in 2019 by ACER using maps of low tree canopy and Peel Regional health data for high incidence of EMS response during extreme heat as a community with significant exposure to climate risk.

Peel Region's geospatial maps show climate-exposed communities also coincide with highest COVID-19 caseload by postal code, who are also reported to be disproportionately racialized and low income. ACER publicized the connection between climate change and COVID-19 impact in creation of its digital invitation to Knightsbridge residents <http://bit.ly/ACER-invites-Knightsbridge-residents>. On Page 2 of the invitation appears ACER's map of Bramalea SNAP schools embedded with a clickthrough link to Peel Region's COVID-19 caseload by postalcode.

From the embedded community ecosystem of non-profit and settlement agencies, public schools, faith and service groups, local politicians and property owners, ACER knows that both physical and mental health disability are disproportionately prevalent amongst residents. NIT data confirms, with 30-day reporting

In addition to racialized, low-income, eroded mental health and physical disability, Knightsbridge community has other vulnerable populations comprising children and youth, New Canadians and small-medium business enterprise (SME).

Service sector, food, faith groups, settlement and non-profit agencies have been unable to adapt to pandemic protocols to reopen to the residents that they serve.

ACER's four demonstration plantings have brought relief, to all, together -- in outdoor activity that is safe, social and low-barrier to participate. ACER's inclusive approach reduces stigma, and residents feel comfortable to find other familiar members of their community and community ecosystem engaged in the community tree planting.

From ACER demonstration project, perception surveys were vibrant with enthusiasm, in anticipation of spring.

Communications Plan

Refer to Communications Plan document, attached.

ACER adapted its communications to pandemic protocols. New to ACER Board in June 2020 is a Journalist, who established a Communications Committee, and had the website evolved to a mobile-friendly format. ACER's communications are digital, through social media platforms of Twitter (2011) and Facebook (2010), and Instagram (2020). Digital messaging is amplified through resident community leaders, school parents and

non-profit agencies and include digital tags from local politicians. Digital analytics are tracked by ACER's webmaster. ACER creates MailChimp press releases at least once per month, with greater frequency to publicize planting events. As a result, since May 2019, ACER has been covered by Peel Weekly News and Toronto.com digital media eight times.

Since August 2020, community partner Brampton Focus /Brampton Neighbourhood Watch is training students in digital media to record video and publish content about ACER's community tree planting events. ACER creates printed materials only when budgeted, or as an in-kind with project partners. ACER's e-mail and telephone communications with community non-profit ecosystem are the most productive way to communicate information out to residents. Calls for volunteers are often oversubscribed, and ACER is adept to ensure that volunteers are kept engaged. ACER presents regularly in municipal Environmental Action Committees, school board curriculum activities, at Environment & Sustainability committees of local boards of trade, and at the Peel Region-Poverty Reduction Strategy Committee. ACER is very engaged with environment association ecosystem, such as Green Drinks of Mississauga and Mississauga Climate Action Network.

Reporting Plan

Key Performance Indicators are provided.

These include: mapping and tracking planting installations, as well as individual specimens; numbers of volunteers; new and updates to manuals; videos - produced and posted; Intake and post-event surveys of participants and residents at planting events;

Plantings data is collected annually. Planting teams have four-year follow-up. In 2020, Project Crossroads has a new KPI satisfaction survey for municipal and private land owners and residents. Photographic images will track changes to the landscape..

Social data collected on Peel NIT will be monitored for change. It is anticipated that over time as tree canopy improves that EMS calls during severe heat episodes can be mitigated. ACER will watch for reported rates of crime, and residents' perception for community safety and well-being through the embedded non-profit ecosystem partners.

As funding becomes available, more Project Crossroads sites can be installed. The ones that are established will continue to yield data to contribute to carbon sequestration, tree canopy, and hands-on STEM curriculum for students.

ACER believes there is costs savings and value-add when more residents participate. New ways to value carbon capture as offsets under Environmental Damages Fund can be a new revenue stream for municipalities and school boards to fund social and human infrastructure, as well as green infrastructure.

It is critical to avoid any data gaps in longterm measurements to calibrate/mitigate/iterate/innovate for future plantings aiming to increase health and wellbeing of the residents, whose exposure to impacts of climate change have been worsened and expose under COVID-19 pandemic.

Project externalities: risks, permits and environmental stability

Ahead of planting events, all participants from novice to experienced are apprised of the process. At planting events, everyone together is guided through safety and other protocols to guide the planting event, and the measuring to collect data.

Permits required for the project are "locates" from property owners, which are certificates obtained from utility

companies and facility management to avoid planting areas which would be contra-indicated for tree and vegetation roots.

Since 1987, ACER has coordinated with property owners for any required permits, and routinized the locates process into its tree planting program.

COVID-19 adaptation:and risk reduction

ACER's outdoor activities are scheduled in 2-hour increments. Participants are forewarned and understand there is no biobreak amenities for washrooms, or for food. Bottled water is available upon request. Participants are further advised to bring their own masks and gloves. Work gloves are provided if requested. Site visits will be conducted by masked and distanced stakeholders on projected planting sites, including a professional landscaper and city forestry staff. COVID planting protocols, ACER designed and field tested several times, modified by stakeholder organizations to fit local needs, will be used in these plantings.

Data analysis will be managed remotely. Google meet and other platforms will be used for planning and operations virtual meetings. Planting groups will not exceed 3 people working together in an outdoor setting. All people will be masked and follow social distancing. Equipment will be sanitized between groups. COVID precautions have been vetted by 4 organizations in planting events. Safety training and pandemic protection training will be provided ahead of time and checked for adherence during any event, in accordance with public health restrictions. A copy of ACER's COVID planting protocol can be found at www.acer-acre.ca/covidplantings

Project Evaluation

By 2025, ACER will engage more than 2000 people from all ages and backgrounds, to plant 7,500 native tree indicator species for climate change research. After Year 4, more than 18 T of Carbon will have been sequestered where people most need shade. Capture will increase as tree canopies grow.

ACER can predict how data will contribute to climate change research - by increasing canopy, capturing carbon sequestering, reducing risk to communities with installation of green infrastructure that help to meet Environment Canada goals.

ACER has been keeping Smithsonian data continuously and contiguously for decades. Its research contribution has helped to evolve investments in conservation areas which inform species thriving, for better return on investment.

There can be no gaps in the data. The time is now to ensure the future, and scale up recovery.

ACER requires adequate funding to scale up its community tree planting for climate change research so that it can make an even more meaningful impact. The Project Crossroads "proof in concept" demonstrates an appetite for communities to enthusiastically engage and play a role in climate mitigation, together.

ACER further want to get data on narrative that people do better from this activity. Resilience is bottom up, so long as decision makers can reach down to help.

Capturing carbon is a way to create revenue for municipalities and school boards, to continue virtuous investment in social and human care infrastructure.

Canada is at the Crossroads. Let us pick the best path, together, for our future, together.

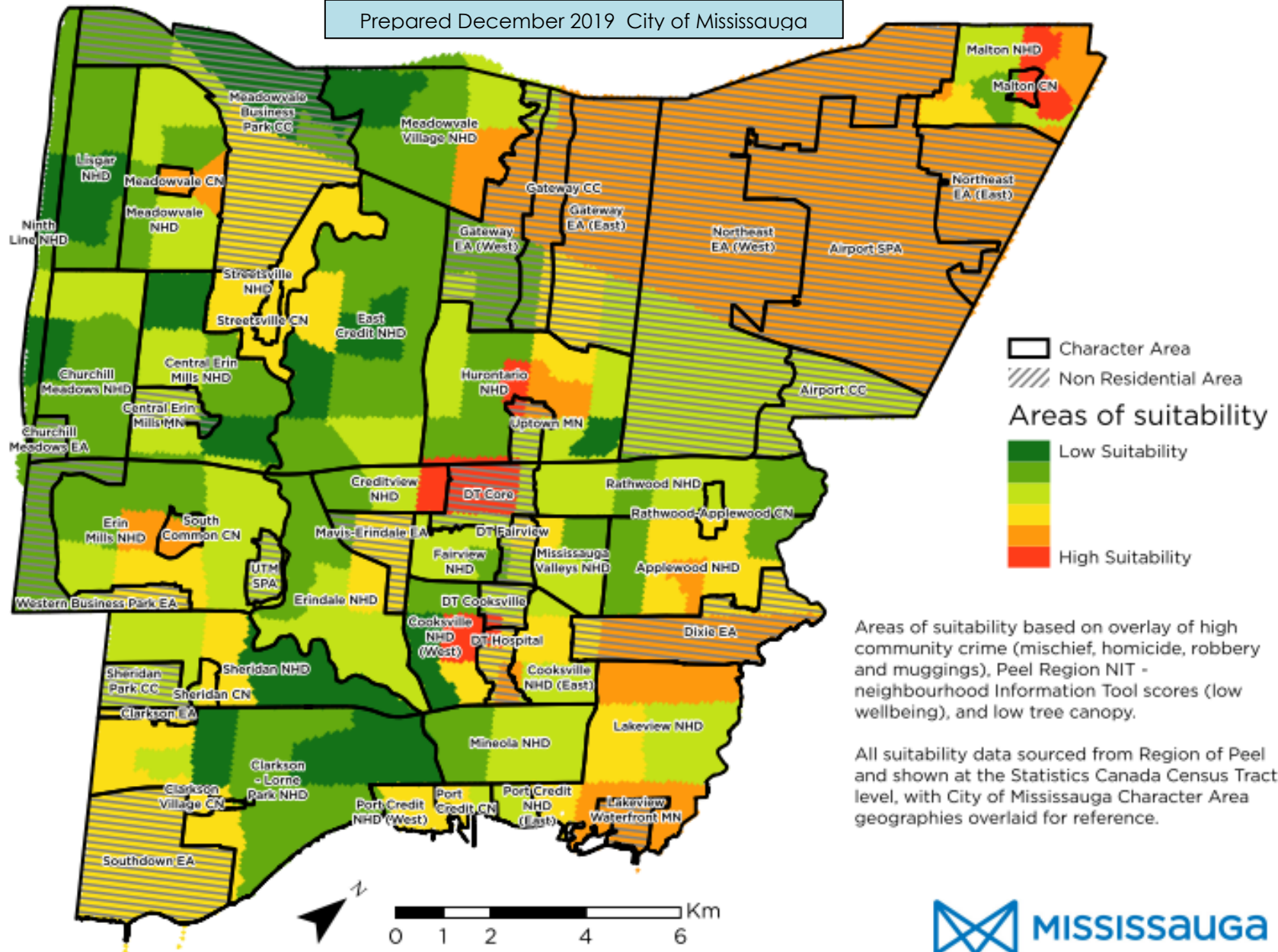
Project Crossroads

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Potential Areas of Focus for Anti Racism Action Program

Prepared December 2019 City of Mississauga



REPORT TITLE: **Update on COVID-19 Funding for the Vulnerable**

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the 2020 Housing Support gross revenues and expenditures be increased by \$5,891,606 as a result of additional federal Reaching Home funding.

REPORT HIGHLIGHTS

- The Region of Peel (Region) has received \$28.9 million from the federal Reaching Home and provincial Social Services Relief Fund to support the homeless and other vulnerable groups during the pandemic.
 - This emergency funding has allowed and will continue to allow the Region, together with local municipal and community partners to support vulnerable residents in Peel, by meeting basic needs and ensuring access to essential services and supports.
 - These funds have also prevented the spread of COVID-19 amongst the homeless population in Peel. As of October 31, 2020, 33 homeless and other vulnerable residents who tested positive for the virus were cared for in the recovery program.
 - Staff will keep Regional Council informed about the use of these funds through the Chief Financial Officer's updates on the management of the financial impacts of COVID-19 and through the regular triannual reporting process.
-

DISCUSSION

1. Background

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

On July 23, 2020, Regional Council was advised that the Region of Peel had received an additional \$1.4 million from the federal government's Reaching Home Program. On August 13, 2020 Regional Council was informed via a memorandum from the Chief Financial Officer that an initial allocation of \$9.7 million had been received under Phase 2 of the Social Services Relief Fund.

On September 24, 2020 through a report titled "Update on COVID-19 Funding for Human Services" staff updated Council on how these funds had been committed and/or spent (Resolution 2020-749).

Update on COVID-19 Funding for the Vulnerable

On October 22, 2020 Regional Council was advised that the Region of Peel had received a third allocation of Reaching Home emergency funds from the federal government, totalling \$5,891,606.

Finally, on November 26, 2020 Regional Council approved allocating up to \$400,000 of emergency COVID funding to address homelessness concerns.

All allocations received to date are listed in the table below.

Date Notified	Social Services Relief Fund (Provincial funding)	Reaching Home Funding (Federal funding)
April 2020	\$5,988,400	\$5,846,621
July 2020		\$1,387,165
August 2020	\$9,747,382	
October 2020		\$5,891,606
Totals	\$15,735,782	\$13,125,392

This report provides an update on how all Reaching Home and Social Services Relief Funds have been committed and/or spent to date. This report also summarizes the planned uses for the third allocation of Reaching Home funding.

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

As previously reported to Council, Reaching Home is a federally funded, community-based program aimed at preventing and reducing homelessness across Canada. The special directives for the emergency fund indicate that the funding is to focus on programs that serve the homeless or those at imminent risk of homelessness during the COVID-19 pandemic.

The provincial Social Services Relief Fund was developed to help communities respond to the increased and changing demands for services to the vulnerable, resulting from the COVID-19 pandemic.

a) Reaching Home

As of the end of October 2020, the total \$13.1 million of Reaching Home COVID-19 emergency funding has been fully committed, with \$4.4 million spent.

The third allocation of emergency Reaching Home funds will be used to sustain the Region's COVID-19 response, including the isolation and recovery programs, physical distancing of shelter clients in hotels, personal protective equipment and cleaning supplies. Two new programs, as outlined in the November 26, 2020 Council report, will also be supported with this funding in response to the growing concerns with homelessness including an out of the cold program at St. Leonard's Place and enhanced access to primary health care for street homeless.

Update on COVID-19 Funding for the Vulnerable

Region-Led COVID-19 Response	Description	Reaching Home Funding	
		Amount Spent as of October 31, 2020	Total Committed until March 31, 2021
Isolation and Recovery Programs	The isolation program serves homeless clients who are suspected of contracting the virus and awaiting test results. The Recovery program serves homeless clients who have tested positive for COVID-19. As of October 31, 2020, 414 clients were cared for in the isolation program and 33 clients in the recovery program.	\$1.5 million	\$5.3 million
Hotels	To prevent/slow the spread of the virus within the shelter system, hotels are used to house approximately 50% of shelter clients. As of the end of October 2020, 250 homeless clients were housed in hotels. This allows physical distancing to be practiced within the shelter system.	\$1.4 million	\$4.9 million
Primary Pandemic Care Outreach - Medical Clinic	Street primary care medical supports provided to homeless residents by medical doctor and registered nurses.	n/a	\$0.1 million
PPE, Cleaning, Security, Laundry services	Funds were used to purchase/ fund personal protective equipment, cleaning supplies, security personnel and laundry services for emergency, transitional, supportive and community housing providers.	\$0.6 million	\$1.2 million
	Subtotal Region-Led COVID-19 Response	\$3.5 million	\$11.5 million
Community Supports	Grants were provided to 20 community agencies in Peel. Additional details can be found in Appendix I.	\$0.9 million	\$1.4 million
St Leonard's Place Peel - Out of the Cold Program	Evening and overnight program that will serve up to 16 homeless clients with food, clothing, necessities while providing them with a safe place to sleep the night. Services also include access to showers and washrooms. Program will run from November 1, 2020 until March 31, 2021.	n/a	\$0.2 million
CIP Small Capital Agreements	Funding has been provided to 6 agencies resulting from their application to the Region's CIP Small Capital Grants proposal call. Funding has been approved in alignment with the funding directives to allow distribution of CIP Regional funds to additional items needed by community agencies.	n/a	\$0.03 million
	TOTAL	\$4.4 million	\$13.13 million

Update on COVID-19 Funding for the Vulnerable

b) Social Services Relief Fund

As of the end of October 2020, the \$15.7 million SSRF allocation (Phases One and Two) has been fully committed, with \$5.9 million spent.

On September 24, 2020 Council was informed that the Region of Peel had received an initial allocation of \$9,747,382 under Phase 2 of the SSRF. Submission of the Region's subsequent business case to the province outlining how the Region intends to allocate these funds was approved on October 26, 2020.

Details showing how the SSRF funding (both Phase One and Phase Two) has been spent or has been committed are in the table below.

Region-Led COVID Response	Description	Social Services Relief Fund	
		Amount Spent as of October 31, 2020	Total committed until March 31, 2021
Hotels	To prevent/slow the spread of the virus within the shelter system, hotels are used to house approximately 50% of shelter clients. This allows physical distancing to be practiced within the shelter system.	\$1.0 million	\$2.4 million
Housing Provider Supports	Supports to community housing providers for additional cleaning and personal protective equipment.	\$0.6 million	\$0.6 million
Rent and/or Utility Arrears	Funds to assist with rent arrears for clients who cannot pay their rent as a result of job loss due to COVID.	n/a	\$1.0 million
Additional services for homeless	Rental space and operating funds to enhance drop-in and warming/cooling centres for the street homeless.	n/a	\$1.1 million
PPE and Cleaning Supplies	Funds to cover the costs of food, security, cleaning, PPE and staffing for our Region-led COVID-19 response not covered by Reaching Home funding	n/a	\$0.5 million
Shelter capital acquisition and repairs	Funds to install plexiglass and other safety measures within the shelter system to prevent the spread of the virus and as well as funds to support the purchase of a new shelter.	n/a	\$4.8 million
	Subtotal Region-Led COVID-19 Response	\$1.6 million	\$10.4 million
Community Supports	Funding enhancement for mobile street outreach team to provide necessities to street homeless clients and grants to 65 community agencies in Peel. Additional details can be found in Appendix II.	\$4.2 million	\$4.7 million
Capital Renovations	Capital renovations for community organizations who serve the homeless.	n/a	\$0.1 million

Update on COVID-19 Funding for the Vulnerable

CIP Small Capital Agreements	Funding has been provided to 10 agencies resulting from their application to the Region's CIP Small Capital Grants proposal call. Funding has been approved in alignment with the funding directives to allow distribution of CIP Regional funds to additional items needed by community agencies.	n/a	\$0.1 million
Admin Funding	Program administration funding	\$0.1 million	\$0.4 million
	TOTAL	\$5.9 million	\$15.7 million

As part of the SSRF funded response, housing providers were offered additional funding to help offset operational costs. Forty-one housing providers received a total of \$638,192 to assist them with additional costs incurred as a result of the pandemic. This funding assisted housing providers with costs for increased cleaning, PPE, and equipment to work off-site. Housing providers were also offered an opportunity to apply for additional subsidy funding to support their operations, however no housing provider to date has requested financial assistance for this item.

RISK CONSIDERATIONS

COVID-19 funding from both the federal and provincial government has ensured that the homeless and other vulnerable groups within Peel received essential health and social services throughout the pandemic. The funding has also enabled the Region to work with our local municipal and community partners to prevent the spread of the virus within the shelter system, while providing needed supports and medical care to the homeless who were isolated awaiting test results or who tested positive for COVID-19.

It is anticipated that the funding allocated to the Region of Peel will sustain supports to the homeless and other vulnerable populations to the end of the provincial and federal fiscal year, March 31, 2021. Without additional long term or sustained pandemic related funding, all services noted will end as of March 31, 2021. As a result of this expected end date to the emergency COVID-19 funding from the provincial and federal governments; a transition plan will be developed in early 2021 that will ensure a smooth transition of services and clients back to pre-COVID service levels.

Advocacy to the province and federal government for long term sustained funding for 2021 and beyond is occurring at both political and staff levels. Staff will continue to closely monitor spending and will keep Council informed of new funding allocations or issues if and as they arise.

FINANCIAL IMPLICATIONS

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

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

Update on COVID-19 Funding for the Vulnerable

CONCLUSION

The Region of Peel has received a total of \$28.9 million from the federal Reaching Home and provincial Social Services Relief Fund to support the homeless and other vulnerable groups during the pandemic. This funding has allowed and will continue to allow the Region, together with local municipal and community partners, to support vulnerable residents in Peel, by meeting basic needs and ensuring access to essential social services and supports. During the pandemic staff has also housed over 600 households into permanent housing to ease the pressures on our emergency shelter system; it should be noted however that this accomplishment is not a result of temporary pandemic funding.

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

APPENDICES

Appendix I – Reaching Home Funded Agencies

Appendix II – Social Services Relief Fund Funded Agencies

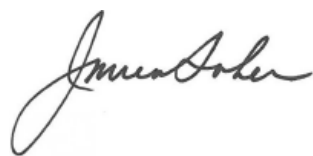
For further information regarding this report, please contact Aileen Baird, Director, Housing Services, Ext. #1898, aileen.baird@peelregion.ca

Authored By: Laura Tribble, Advisor, Housing Services

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Financial Support Unit.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

Appendix I
Update on COVID-19 Funding for the Vulnerable

Reaching Home COVID-19 Funding

COVID-19 COMMUNITY FUND - REACHING HOME FUNDING (Cumulative funding approvals for funding up until December 31, 2020)					
Community Agency	Municipality	Reaching Home Funding Approved – As of Aug 2020	Total Cumulative Reaching Home Funding Approved	Technology/Software	Other Agency Costs
MICBA Forum Italia Community Services	Mississauga	\$8,500	\$8,500	X	
Forum Italia Non Profit Housing Corporation	Mississauga	\$3,000	\$3,000	X	
The Governing Council of the Salvation Army in Canada - Peel Shelter & Housing Services	Mississauga	\$15,820	\$15,820	X	
Peel Career Assessment Services Inc.	Mississauga	\$3,981	\$3,981	X	
Mississauga Furniture Bank	Mississauga	\$1,500	\$1,500	X	
Mississauga Food Bank (Collaborative App)	Mississauga	\$19,893	\$19,893	X	
Volunteer Mississauga Brampton Caledon	Brampton	\$190	\$190	X	
Bethell Hospice	Caledon	\$416	\$416	X	
Wellfort Community Health Services	Brampton	\$5,000	\$5,000	X	
Moyo Health & Community Services	Brampton	\$16,800	\$16,800	X	
DEEN Support Services	Mississauga	\$27,911	\$27,911		X
Punjabi Community Health Services	Mississauga	\$11,000	\$11,000	X	
Sai Dham Canada	Mississauga	\$3,000	\$628,735	X	
Knight's Table	Brampton	\$127,173	\$306,203		X
Peel Aboriginal Network	Mississauga	\$4,700	\$4,700	X	
Peel Senior Link	Mississauga	\$3,000	\$3,000	X	
ISNA Canada	Mississauga	\$15,000	\$15,000	X	
Mohawk Park Tennis Club	Mississauga	\$5,580	\$5,580	X	
Totals		\$272,464	\$1,077,229		

All agencies noted in blue font received additional funding for use up until December 31, 2020

Appendix II
Update on COVID-19 Funding for the Vulnerable

Social Services Relief Fund (SSRF)

Social Services Relief Fund (Cumulative funding approvals for funding up until December 31, 2020)										
	Community Agency	Municipality	SSRF Funding Approved – As of Aug 2020	Total Cumulative SSRF Funding Approved	Basic Needs	Transportation	Cleaning Supplies & Services	Staffing	Technology/ Software	Other Agency Costs
1	MICBA Forum Italia Community Services	Mississauga	\$16,860	\$16,680	X		X	X		
2	Forum Italia Non Profit Housing Corporation	Mississauga	\$30,380	\$30,380	X		X			
3	The Governing Council of the Salvation Army in Canada - Peel Shelter & Housing Services	Mississauga	\$8,275	\$8,275	X	X			X	
4	The Governing Council of The Salvation Army - Community and Family Services	Mississauga	\$40,440	\$40,440	X			X		
5	ICNA Relief Canada	Mississauga	\$50,960	\$50,960	X			X		
6	Jesus Revival For Nation	Brampton	\$16,100	\$16,100	X			X		
7	Overcomer Community Development Center	Brampton	\$20,670	\$51,016	X			X		
8	The Church of the Holy Family	Brampton	\$16,200	\$16,200	X					
9	Bramalea Islamic Cultural Centre	Brampton	\$25,000	\$60,000	X			X		
10	Luso Canadian Charitable Society	Mississauga	\$8,619	\$16,494	X	X	X	X	X	
11	Glorious Women of Wonders Prayer Ministry	Brampton	\$17,650	\$43,340	X			X		
12	Mississauga Dolphins Cricket Association	Mississauga	\$3,000	\$8,040				X		
13	Peel Career Assessment Services Inc.	Mississauga	\$11,090	\$11,090				X		X
14	Afghan Women's Organization	Mississauga	\$28,500	\$70,140	X	X	X		X	
15	Eden Food for Change	Mississauga	\$94,632	\$202,841	X	X	X	X		
16	Sexual Assault/ Rape Crisis Centre of Peel (Hope 24/7)	Brampton	\$1,543	\$1,543		X				X
17	Music Education for the Young at Heart	Mississauga	\$1,000	\$3,000				X	X	

All agencies noted in blue font received additional funding for use up until December 31, 2020

Appendix II

Update on COVID-19 Funding for the Vulnerable

18	Jewels for Jesus Mission Inc.	Mississauga	\$12,200	\$27,667	X				X	
19	Five Save Life	Mississauga	\$24,250	\$121,250	X	X		X		X
20	Peel Family Education Centre	Brampton	\$22,190	\$39,390				X		X
21	Newcomer Centre of Peel	Mississauga	\$6,840	\$13,680	X					
22	Ecosource	Mississauga	\$16,400	\$16,400						X
23	Caledon Meals on Wheels	Caledon	\$8,134	\$23,407	X	X		X		
24	Caledon Community Services	Caledon	\$81,458	\$179,635	X	X	X		X	X
25	Mississauga Furniture Bank	Mississauga	\$4,660	\$4,660			X	X	X	
26	REST	Brampton	\$10,000	\$23,000	X					
27	Free for All Foundation	Brampton	\$22,556	\$50,018	X			X		
28	Mississauga Food Bank (Collaborative App)	Mississauga	\$255,724	\$255,724	X		X	X	X	X
29	Punjabi Community Health Services	Mississauga	\$61,952	\$145,270	X			X	X	
30	Regeneration Outreach Community	Brampton	\$317,355	\$516,668	X		X	X		X
31	Indus Community Services	Brampton	\$24,000	\$46,127	X	X				X
32	Daughters of Zion Outreach Ministries	Brampton	\$21,700	\$47,900	X			X		
33	Epilepsy South Central Ontario	Mississauga	\$74,970	\$74,970				X		
34	Volunteer Mississauga Brampton Caledon	Brampton	\$2,700	\$4,800		X			X	
35	Tetra Society of North America	Mississauga	\$3,000	\$7,000	X					
36	Ontario Parents Advocating for Children with Cancer	Mississauga	\$5,000	\$5,000	X					
37	Muslim Association of Canada	Mississauga	\$39,600	\$39,600	X					
38	Praise Cathedral Worship Centre Inc.	Mississauga	\$23,500	\$23,500	X			X		X
39	Langar Seva Meal & Support Services	Brampton	\$24,300	\$24,300	X			X		
40	Abbeyfield Houses Society of Caledon	Caledon	\$2,960	\$12,260			X		X	X
41	Peel Children's Aid Society	Mississauga	\$7,750	\$7,750	X	X				X
42	Bethell Hospice	Caledon	\$2,210	\$8,304	X				X	X
43	Christ's Chapel International (Overcomer	Brampton	\$41,220	\$94,100	X	X		X		

All agencies noted in blue font received additional funding for use up until December 31, 2020

Appendix II

Update on COVID-19 Funding for the Vulnerable

	House)									
44	Wellfort Community Health Services	Brampton	\$53,260	\$53,260	X	X			X	
45	Quality Continuous Improvement Centre for Learning	Mississauga	\$4,120	\$8,620				X		
46	CMHA Peel Branch	Brampton	\$65,934	\$85,134			X			X
47	Harvest Time United Church of Jesus Christ	Brampton	\$29,098	\$60,991	X	X		X		
48	MonstraARTity Creative Community	Mississauga	\$20,212	\$20,212				X	X	X
49	Moyo Health & Community Services	Brampton	\$23,816	\$57,224	X			X	X	X
50	Laadliyan Association for Celebrating Daughters Corp	Brampton	\$10,800	\$30,400	X			X		X
51	Interim Place	Mississauga	\$21,000	\$21,000	X	X				
52	The Concerned Kids Charity of Toronto	Mississauga	\$22,536	\$56,108		X		X		X
53	YMCA of Greater Toronto (Peel Student Nutrition Program)	Peel	\$84,000	\$84,000	X					
54	The Community Foundation of Mississauga	Mississauga	\$3,320	\$3,320					X	
55	Sai Dham Canada	Mississauga	\$57,113	\$166,203	X	X	X	X	X	
56	Knight's Table	Brampton	\$91,074	\$153,408	X		X	X		
57	Peel Aboriginal Network	Mississauga	\$72,000	\$271,658	X			X	X	X
58	Peel Senior Link	Mississauga	\$23,468	\$77,323			X		X	
59	The Kidney Foundation of Canada	Mississauga	\$17,884	\$31,440	X	X				
60	Food4Kids Mississauga	Mississauga	\$53,685	\$92,310	X					
61	HearthHouse Hospice	Mississauga	\$45,964	\$92,655	X		X	X	X	X
62	ISNA Canada	Mississauga	\$167,105	\$336,763	X	X	X	X	X	
63	African Community Services of Peel	Brampton	\$8,240	\$21,810	X	X				X
64	Community Alliance for Support & Empowerment	Brampton	\$11,722	\$35,712	X	X		X		
65	Mohawk Park Tennis Club	Mississauga	\$27,100	\$27,100			X	X	X	X
Funding Totals			\$2,420,999	\$4,245,570						

All agencies noted in blue font received additional funding for use up until December 31, 2020

REPORT TITLE: **The Region of Peel’s Submission to Ontario’s Long-Term Care COVID-19 Commission**

FROM: Nancy Polsinelli, Commissioner of Health Services

RECOMMENDATION

That the Region of Peel’s submission to Ontario’s Long-Term Care COVID-19 Commission, attached as Appendix I to the report of the Commissioner of Health Services, titled “The Region of Peel’s Submission to Ontario’s Long-Term Care COVID-19 Commission”, be endorsed and submitted to the Commission for consideration;

And further, that a copy of the subject report and submission be sent to local area MPPs, Ontario’s Minister of Health, Ontario’s Minister of Long-Term Care, the Association of Municipalities of Ontario and AdvantAge Ontario.

REPORT HIGHLIGHTS

- The long term care sector was among the hardest hit during the first wave of the COVID-19 pandemic, experiencing widespread outbreaks leading to numerous lives being lost.
- COVID-19 has highlighted the urgent need for the Provincial government to ensure that long term care homes are adequately supported to both manage the COVID-19 pandemic and to meet the complex care needs of the aging population into the future.
- Ontario’s Long-Term Care COVID-19 Commission (the Commission) was created to investigate how and why COVID-19 spread in long term care homes, the impact on residents, staff and families and the adequacy of measures taken to prevent and contain the spread.
- The Commission is expected to deliver a final report to the Provincial government by April 30, 2021.
- Recent interim recommendations released by the Commission are in alignment with several of the Region of Peel’s advocacy positions, particularly related to understaffing and improved infection prevention and control measures. However, additional long-term commitments to enable sustainable change and quality of care for seniors are required.
- The Region of Peel’s submission to Ontario’s Long-Term Care COVID-19 Commission (Appendix I) offers insight and experiences from our role as a municipal long term care operator and provides recommendations to address longstanding advocacy efforts related to enhanced funding, increased staffing and additional supports for seniors along the continuum of care.

The Region of Peel's Submission to Ontario's Long-Term Care COVID-19 Commission

DISCUSSION

1. Background

The COVID-19 pandemic has had a devastating impact on Ontario's seniors, particularly people living in long term care homes. During the first wave of the pandemic, 55 per cent of all long term care homes experienced COVID-19 outbreaks, and 75 per cent of all COVID-related deaths in the province were in long term care¹.

The Region of Peel continues to prioritize safeguarding the people living and working in our long term care homes during the pandemic, while maintaining a focus on providing high quality, compassionate and person-centred care. Despite our ability to act quickly, the pandemic has amplified long-standing systemic vulnerabilities across the sector, such as chronic under-resourcing, increasing care needs of people living in long term care homes, and insufficient infection prevention and control training and practices. COVID-19 has highlighted the urgent need for the Provincial government to support long term care home operators by implementing widespread improvements across the sector.

On May 19, 2020, the Minister of Long-Term Care announced that the Province will be conducting an independent commission into Ontario's long term care system.

a. Ontario's Long-Term Care COVID-19 Commission Overview

Ontario's Long-Term Care COVID-19 Commission has a mandate to investigate how and why COVID-19 spread in long-term care homes, what was done to prevent the spread, and the impact of key elements of the existing system on the spread. The investigation will determine the adequacy of measures taken by the province and other parties to prevent, isolate and contain the spread, and provide recommendations on how to better protect the residents and staff in Ontario's long term care homes in the future.

Over the last several months the Commission has received written submissions and met with several groups from sector associations (including the Association of Municipalities of Ontario and AdvantAge Ontario), long term care home operators, residents and families, and government officials to build their understanding of challenges across the sector and opportunities for change.

The Commission continues to meet with key stakeholders across Ontario and receive written submissions that will inform their final recommendations for the Ontario government. The Commission's final report to the Province is expected by April 30, 2021.

b. Commission's Interim Recommendations

Recognizing that Ontario had entered the second wave of the COVID-19 pandemic, the Commission released interim recommendations to the Provincial government on October 23, 2020. In alignment with the Region of Peel's submission outlined below and included as Appendix I, the interim recommendations recognize the need for long-term strategic investments in Infection Prevention and Control Canada (IPAC) supports and a

¹ As cited in the Interim Recommendations of Ontario's Long-Term Care COVID-19 Commission. Dated October 23, 2020.

The Region of Peel's Submission to Ontario's Long-Term Care COVID-19 Commission

comprehensive human resources strategy that addresses longstanding challenges related to recruitment, retention and remuneration across the sector.

Additionally, the Commission recommended a minimum daily average of four hours of direct care per resident. In response, the Provincial government has committed to moving forward with this recommendation and increasing care to four hours per day by 2024-25. Further detail about how the Province intends to implement and fund this commitment are expected in the Provincial Staffing Strategy, to be released in December 2020.

2. Region of Peel's Submission to the Commission

The Region of Peel's submission (Appendix I) calls on the province to enhance funding, staffing and supports across the continuum of care for seniors that will enable improvements to quality and accessibility of care, while also protecting emotional wellbeing and keeping people living and working in long term care homes safe. The submission outlines the Region of Peel's experience with COVID-19, and builds upon existing Regional priorities and advocacy positions, detailing several recommendations across four themes:

- i. **Investments in effective IPAC strategies and streamlining pandemic response:** Recommendations focus on supporting long term care homes to implement sustainable infection prevention control practices through funding for IPAC specialists and sufficient and reliable access to high quality personal protective equipment (PPE), as well as streamlined communication to support consistent implementation across the sector.
- ii. **Creating a stable and sustainable workforce strategy, including immediate investment in staffing to respond to COVID-19:** Recommendation for the province to work with system partners to develop and implement a comprehensive human resources strategy and make significant long-term investments to build workforce capacity, address staffing ratios and enable adequate care for people with complex conditions.
- iii. **Funding and support for person-centred care and specialized dementia care:** Recommendations to enhance dementia supports across the long-term care sector through funding that aligns with increasingly complex resident care needs, dedicated and consistent training related to person-centred emotional dementia care, enhanced specialized supports and supportive structural design, as well as supporting the mental wellbeing of seniors and their caregivers and increasing access to specialists.
- iv. **Funding and supports to meet community needs and client complexity along the seniors' care continuum:** Recommendations for robust and equitable funding for home care and community support services to enable aging in place and alleviate pressures in long term care and acute care settings, as well as funding for modernized and comprehensive build projects like the Seniors Health and Wellness Village as an immediate investment with far reaching impacts related to accessibility and integration of care for local seniors.

3. Continued Advocacy and Next steps

Ontario's Long-Term Care COVID-19 Commission provides an opportunity to influence provincial efforts to address longstanding challenges across the long term care sector. Staff

The Region of Peel's Submission to Ontario's Long-Term Care COVID-19 Commission

are pursuing opportunities to delegate to the Commission, and work in partnership with key stakeholders across the sector, such as AdvantAge Ontario and the Association of Municipalities of Ontario (AMO), to influence the Commission's recommendations. Through AMO's Health Task Force, the Region of Peel's Director of Long Term Care participated in a stakeholder consultation with the Commission and is contributing to AMO's comprehensive written submission.

The Region of Peel is looking for the province to take immediate action to ensure that long term care homes are adequately supported to both manage the COVID-19 pandemic and meet the complex care needs of the aging population into the future. Staff continue to seek opportunities to highlight the successes of the Region in transforming care to inform system wide change.

APPENDICES

Appendix I - Submission to Ontario's Long-Term Care COVID-19 Commission

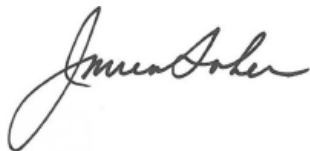
For further information regarding this report, please contact Cathy Granger, Director, Long Term Care, Ext. 2000, cathy.granger@peelregion.ca.

Authored By: Nicole Britten, Advisor, Public Policy & Advocacy

Reviewed and/or approved in workflow by:

Department Commissioner and Division Director.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer



Recommendations to Address System Pressures in the Long Term Care Sector

Submission to Ontario's Long-Term Care COVID-19 Commission

Regional Municipality of Peel

November 25, 2020

Region of Peel Submission

Ontario's Long-Term Care COVID-19 Commission

Introduction

The Region of Peel is home to 1.4 million residents living in the cities of Mississauga and Brampton and in the Town of Caledon. As is the trend across the country, seniors are the fastest growing age group in Peel. It is expected that by 2041, one in five residents in Peel will be over the age of 65. In addition to this, accelerated growth is expected among the oldest seniors in Peel, with the proportion of residents 85 years and older anticipated to grow from 1 per cent to 3.8 per cent between 2011 and 2041. The 85+ years cohort also represents the most frequent users of long term care and health care resources, with increasingly complex care needs.

The rapid rise and growth of the aging population creates increasing pressures across the seniors' services sector, including all levels of government. The COVID-19 pandemic has exacerbated these pressures, and had a devastating impact on Ontario's seniors, particularly people living in long term care homes. Appropriate staffing, funding and resources, would have better prepared long term care homes to manage outbreaks and saved lives. To ensure the safety of vulnerable seniors, their caregivers and long term care staff and that we don't return to the terrible scenario of more lives lost, the Province needs to take swift and significant action to support seniors along the continuum of care.

The Region of Peel commends the Commission for their leadership and efforts to influence much needed improvements across the long term care sector. There are aspects of strong alignment between the Commission's recent interim recommendations for the Province, and the Region of Peel's recommendations. In particular, there is alignment as it relates to needed investments in Infection Prevention and Control (IPAC) supports and a comprehensive human resources strategy. Beyond these immediate measures, it is imperative that the provincial government apply a system lens to their response to strengthen and ensure the sustainability of the sector. The Region of Peel submission details additional recommendations to address system gaps related to enhancing supports for seniors with complex care needs, and the role of innovative supports and care solutions across the continuum (including home care and community support services) to address pressures in the long term care sector.

Municipal Role in Long Term Care

The *Long-Term Care Homes Act*, 2007 mandates municipalities to operate at least one long term care home. As a municipal long term care operator, the Region of Peel cares for people with complex care needs, fills gaps in service to address community need and, as a decided leader in the sector, is transforming care through an emotionally based person-centred approach. Currently, the Region owns and operates 703 long term care beds, across five municipal long term care homes.

Moreover, the Region's term of council priority to ensure seniors have access to the services they need, responds to health system demands for enhanced community and home care services that support seniors across a continuum of care. Through its five long term care homes, the Region of Peel also supports up to 1000 people (clients and caregivers) through its Adult Day Services (ADS) program, and one short stay respite bed is available for 20-30 individuals, depending on the number of weeks booked per visit. The aim of the ADS program, caregiver supports and system navigation supports are to provide a continuum of care and support transitions from community to long term care when required.

Regional Response to the COVID-19 Pandemic

The Region of Peel continues to prioritize safeguarding the people living and working in our long term care homes during the pandemic, while maintaining a focus on providing high quality, compassionate and person-centred care. Since early March, the Region has worked collaboratively with system partners (health and social services) to mitigate risks associated with the COVID-19 pandemic and implement innovative solutions to maintain family and social connections for people living in long term care homes in these challenging times. Regional homes reacted quickly to adopt several measures including:

- **Staffing:** The Region of Peel acted ahead of the emergency order, asking staff to choose to work at only one health care site beginning on April 3, 2020. Many part-time staff have been provided full-time hours to ensure enough staffing in the homes as a result of this practice, and over 150 staff have been hired or redeployed to address increased staffing needs related to the pandemic.
- **Supportive Care Units:** Regional ADS spaces remain closed due to increased restrictions in Peel Region. These spaces were transformed into Supportive Care Units to cohort and isolate COVID-19 positive residents. All staff working with COVID-19 positive residents are also provided with the option of receiving Regionally funded temporary housing to support safe, working self-isolation.
- **Infection Prevention and Control:** Staff has continuously been reviewing the new provincial directives and guidelines to ensure necessary information and training is disseminated to front-line staff at Regional long term care homes to support processes including the effective use and stewardship of personal protective equipment (PPE).
- **Communication:** While visitors have been restricted in Regional long term care homes, social connections for residents have been maintained. Virtual visits are facilitated through reconfigured iPads and window visits are enabled through phones. It has been critical to maintain connections with families. This has included ongoing communication through weekly virtual townhalls, as well as setting up a Long Term Care Family Inquiry Line to provide timely responses to emails and phone calls.

Despite our ability to act quickly to protect residents and staff, the pandemic has amplified long-standing systemic vulnerabilities in long term care homes, such as chronic under-resourcing, lack of supportive technology, increasing care needs of people living in long term care homes, insufficient infection prevention and control training and practices, and staffing needs. Further, the Region's ADS program has been challenged to provide ongoing virtual support to its clients and caregivers with a skeleton staff due to most staff being redeployed to long term care.

Recommendations

The Region of Peel is well positioned to respond to the Commission given our role as a municipal long term care home provider and focus on enhancing supports and services for seniors as a current Term of Council priority.

Recommendations for the Commission's consideration are organized into four themes below.

1. Investments in effective Infection Prevention and Control strategies, and streamlining pandemic response

Supporting Long Term Care homes to implement sustainable Infection Prevention and Control (IPAC) strategies

The lives of our most vulnerable were compromised as a result of lack of investment in IPAC, insufficient staffing and training in IPAC best practices, and a lack of preparedness for a pandemic of this scale with sufficient personal protective equipment (PPE). Systematic and rigorous IPAC measures are crucial to managing the COVID-19 pandemic and should be an immediate and non-negotiable priority for the provincial government.

The Region has led a coordinated response with other health sector partners to implement safety measures including strict screening protocols, infection prevention and control supports, distribution and management of PPE and temporary closure of ADS and community programs. In addition to core IPAC training that all long term care staff receive upon hiring, the Region of Peel has identified staff within each home as IPAC leads to provide support to the home. The Region of Peel has also implemented several measures to audit, measure and report on PPE.

While these IPAC measures have allowed the Region to manage the pandemic in our long term care homes to-date, they are challenging to sustain, and have also resulted in financial impacts for the Region and its five homes. Recent funding provided by the Province through the Long-Term Care Preparedness plan will help to address IPAC challenges in the home, but this short term funding is not sufficient to meet demand nor does it allow for a long term sustainable approach to infection prevention control across the sector.

The inability to acquire sufficient high-quality PPE from the provincial government in a timely manner was a significant challenge, especially early in the pandemic. The provincial requirement that long term care homes must have less than 7 days of stock to make a request creates uncertainty in the homes and means that homes were often left to procure PPE elsewhere, which also led to price gauging. Further, our

suppliers have also shared that in some cases, acute care customers such as hospitals were provided priority access before the long term care sector. The Provincial government needs to ensure homes are adequately supplied with PPE both through the course of the pandemic and as a proactive measure in the event of future pandemics moving forward.

Additionally, only one of the Region of Peel's five identified IPAC leads has formal IPAC certifications. **Having an IPAC specialist (I.e., a dedicated staff person with formal IPAC training) within each home would allow homes to more effectively train staff, including those being rapidly hired on to address surge capacity, as well as oversee and implement IPAC measures effectively.** Having a dedicated specialist within each home can also help to streamline advice and prevent confusion in the event of an outbreak.

Recommendations:

- The Ministries of Long-Term Care and Health should provide dedicated and continuing funding for IPAC resources in each home including funding for a dedicated IPAC specialist to oversee, reinforce, and support proper IPAC measures in all long term care homes. Ontario Health and Public Health Ontario should provide dedicated IPAC expertise for long term care consultation and onsite assessments as required.
- The provincial government should support homes to address challenges with inventory management and ensure that long term care homes are prioritized for appropriate PPE both throughout the course of the pandemic and in the event of future pandemics, including a robust supply to manage outbreaks.

Streamlined and Coordinated Communication and Direction

Inconsistent and varied communication channels throughout the course of the pandemic has also been **difficult to manage, impacting the sector's ability to implement direction.** Throughout the pandemic, long term care homes have received several directives, memos, guidance documents and protocols from key system stakeholders including the Ministry of Long-Term Care, Ontario Health, Public Health Ontario, Local Health Integration Networks, Hospitals, and Regulatory Colleges. While these communications are necessary, they were often not coordinated, changed rapidly and sometimes were in contradiction with each other. This caused a lack of clarity, potential for misinterpretation and gaps in implementation across the sector.

While the Region of Peel understands that the pandemic evolved quickly, and as a result direction and measures needed to adapt accordingly, timelines for directions were often a challenge. **Many directives from the Province came down with requirements for very quick implementation, despite the fact that long term care homes had been advocating for direction on an earlier timeline. This made it challenging for homes to make appropriate changes within requested timeframes.** Further, news releases that happened before information was shared with the sector created anxiety for people living in our long term care homes, families and staff, and created additional pressure on home operators.

Finally, as community support services, and specifically ADS programs are now aiming to reopen, redesign and redevelop, they are further challenged to meet growing need in the community with inadequate support from the provincial government to ensure uniformity across the sector. These programs play an important role in supporting vulnerable seniors to age in place in the community, including those that are awaiting long term care placement. Policies and resources that support community support services to reopen effectively and recognize the key role that home care and community support services play in strengthening overall health system capacity should also be prioritized.

Recommendations:

- The provincial government should work collaboratively with key health system partners to streamline and coordinate communications and directives to support improved clarity and consistent implementation across the sector.
- The provincial government should work with the Community Support Services sector to develop and provide appropriate policy direction and resources to reopen in person programs and plan for continued virtual supports for seniors and their caregivers.

2. Creating a stable and sustainable workforce strategy, including immediate investment in staffing to respond to COVID-19

Issues related to fair wages and increasing opportunities for staff recruitment, training and retention have been of particular importance during COVID-19 and will continue to be a priority as the needs and demands on long term care and seniors' services increase.

Provincial Emergency Orders require that healthcare professionals only work in one location, which led to a loss of staff across the Region of Peel's five long term care homes. This happened at a time when staffing needs in the home were increasing, to ensure appropriate infection prevention and control measures such as enhanced cleaning and cohorting were taken. As an initial pandemic response, and due to immediate staffing needs, the Region of Peel implemented several short-term staffing solutions:

- Long term care staff were cross trained in other skills such as cleaning, and 67 Regional staff were redeployed temporarily to the five long term care homes. However, as services reopen these staff are required back in their base positions.
- Regional staff who were previously in part time roles have been moved into full time positions. This creates additional costs for the Region, which are taken on by local property taxpayers without additional funding from the Province.
- Cohorting has proven to be an effective preventative measure and is fundamental for contact tracing. While it is only mandated during outbreaks, we have continued to cohort residents and staff on each floor, but this makes it challenging to find coverage from a small staffing pool and can create staff shortages.

Staff shortages will lead to a loss of engagement in meaningful interaction and activities with people living in our long term care homes which will result in worsening outcomes, such as increasing depression, antipsychotic medication use and falls, as well as decreased resident and family satisfaction. Additional activation staff in cohorted areas would support meaningful and person-centred care in small groups and individual engagement activities to ensure physical distancing and safety.

In addition to chronic understaffing issues, the COVID-19 pandemic has also highlighted long-standing issues related to precarious part time work, and lower wages across the sector, as well as large turn over in the sector related to these issues. For example, while the Region of Peel has been able to transition some part time employees into full time positions, many part time staff are unable to work enough hours since they are unable to pick up shifts at more than one home. The Region has been calling on the Province to develop a comprehensive human resources strategy to address these challenges and make positions within the long term care sector more competitive.

Recent provincial investments, including short term pay increases for Personal Support Workers in the long term care sector is a significant step in the right direction, demonstrating a provincial commitment to enhancing the workforce to meet demands in long term care. However, **additional and more sustainable funding is required to address staffing shortages and ensure appropriate staffing ratios to maintain quality care and ensure a sustainable and robust workforce across the seniors' care continuum over the longer term.**

Recommendations:

- The provincial government should work with system partners to develop and implement a long term, integrated health human resources strategy to meet the demands on the long term care workforce, focusing on education and training, recruitment, retention, and remuneration for all staff.
- The provincial government should make significant long-term investments to build adequate workforce capacity and training to address staffing ratios and the ability to provide care to patients with complex conditions, such as dementia.

3. Funding and support for person-centred care and specialized dementia care

Supporting the adoption of emotion-based care models

The ability to provide quality, emotion-based care to people living with dementia in long term care homes has been further challenged by the COVID-19 pandemic. Since 2010, there has been a 50 per cent increase in the proportion of people living in our long term care homes with dementia, with nearly 2 out of 3 people in the Region of Peel's LTC homes impacted by dementia.ⁱ The needs of these individuals are complex and it is essential that long term care homes have the necessary resources to provide appropriate person-centred care.

Since 2017, the Region of Peel has been working to implement the Butterfly model of care across our long term care homes. This model shifts the way in which care is provided, from being task-oriented to more emotion- and compassion-based care for the residents. Long term care homes that have implemented the model have seen significant improvements in resident quality of life, particularly in areas related to the early identification and management of responsive behaviours and resident and staff safety. Evaluations of these homes demonstrate that residents become less agitated and react more positively to their social interactions with staff and the dementia friendly home environment, thereby reducing the need for resource-intensive specialized units.

Through the COVID-19 pandemic, the Region has remained dedicated to providing emotionally-focused care through the Butterfly model. However, the foundation of the model is creating a home like environment for residents and this has been challenging during the pandemic due to staffing challenges, communal dining is replaced by tray service in individual rooms, residents are unable to freely engage with others, and families have to follow IPAC measures to ensure residents are kept safe. **Providing emotionally-driven dementia care in the face of the pandemic is critically important, to support the wellbeing of people living in our homes. It is also important that quality of care is not sacrificed, as long term care home resources are stretched to respond to the pandemic.**

The Region of Peel commends the Province for their recent commitment to implement a minimum of four hours of direct care per resident. **In order to implement the minimum four hours of care and enhance quality of care, additional resources from the Province are required. Further, the Province needs to prioritize the emotional wellbeing of people living in long term care homes to enable health service providers to improve quality of life outcomes for seniors.** Key steps should include:

- A philosophy and more fulsome definition of emotional wellbeing in the Ontario Regulations (under *The Long-Term Care Act, 2007*).
- A mandate requiring an assessment and plan of care for emotional wellbeing in the *Mandatory Resident Quality Inspection*.
- Collaboration with academic institutions and trusted advisors in developing meaningful measures and validated assessments for the emotional wellbeing of staff, people living in homes and their families
- Mandates to ensure that living environments are smaller (10 to 12 people), dementia friendly, and more 'home-like'
- Funding to train staff, volunteers and families on supporting emotional-wellbeing for residents
- An updated funding formula that accounts for specialized dementia care
- Working collaboratively with people living with dementia, their families and partners such as the Alzheimer's Society to eliminate dementia-based bias, develop joint solutions and identifying ongoing needs for person centred care within homes
- Exploring opportunities to better support people living with dementia who are transitioning from home care to long term care placement to enable continuity of care and smooth care transitions.

Recommendations:

- The Ministry of Long-Term Care should enhance supports across the long term care sector by:
 - Re-evaluating the funding model for residents with responsive behaviours to ensure that base funding better matches staffing resources to resident care needs;
 - Funding dedicated and consistent training to build staff competencies related to emotionally focused and person centred care to manage dementia and responsive behaviours;
 - Enhancing specialized support programs, including Behaviour Supports Ontario and specialized Nurse Practitioners to complement staffing levels in long term care homes; and,
 - Investing in supportive structural design to ensure that the physical design of current and future long term care homes supports all residents, including those with dementia
- The provincial government should implement and adequately resource a minimum daily standard of care of four hours per resident based on level of acuity.

Supporting the mental health of seniors and caregivers

The COVID-19 pandemic has created an environment where social isolation of vulnerable seniors is widespread, which can negatively impact mental wellbeing. Prior to the pandemic, the Region of Peel has been calling on the provincial government to make sure that the mental health needs of seniors are accounted for within a comprehensive provincial mental health strategy. Along with dementia care, supports that address the broader mental health needs of seniors remains a gap in available services. Data collected by AdvantAge Ontario demonstrates that an increasing proportion of people living in long term care homes (over 40 per cent) are experiencing a range of mental health illnesses including anxiety, schizophrenia and bipolar disorder.ⁱⁱ In addition, people with psychiatric illnesses often end up living in long term care, due to lack of appropriate supportive housing options in the community.

In the face of greater social isolation, and restrictive environments that don't allow for as much interaction with staff or families, supporting mental health and wellbeing is a key challenge. Further, social opportunities and mealtime interactions that can help to support mental wellbeing within the home have been impacted by the need for social distancing. The Region of Peel welcomed the decision by the Province to reintroduce essential caregivers into homes and has received great support from families while successfully supporting both emotional wellbeing and preventing infection. It is critical that connections to essential caregivers are maintained to support emotional wellbeing.

The Region of Peel is making every effort to minimize the impact of COVID-19 restrictions on social connections and the home like environment in our long term care homes. While visitors have been restricted, virtual visits are facilitated through reconfigured iPads and window visits are enabled through phones. However, **isolation and a lack of personal connection with staff, family and other people living in**

our homes can still have a significant toll on the mental health of people living in long term care homes and their families. The provincial government should ensure that seniors and their caregivers have the appropriate resources to address their mental health needs.

Recommendation:

- The Ministry of Health, the Ministry of Long-Term Care, and the Ministry for Seniors and Accessibility should ensure that the long term care sector has access to mental health specialists, and plan for and address the broad mental health needs of seniors and their caregivers.

4. Funding and supports to meet community needs and client complexity along the seniors' care continuum

Robust and equitable funding for home care and community support services

Inadequate funding for home care and community support services is a contributing factor to local health systems being able to respond to the COVID-19 pandemic and support the wellbeing of vulnerable seniors. Unmet demand for long term care has been accelerated by the COVID-19 pandemic and the need for homes to move away from three and four bed living environments. **Many clients who access community support services are awaiting long term care placement and have increasingly complex care needs, including advanced dementia.** It can be challenging for families to manage these care needs, and individuals may end up in hospital waiting for a long term care bed to come available, creating further pressure on the acute care system. According to a recent report by the Canadian Institute for Health Information, 1 in 9 residents could be supported in the community with appropriate supports (i.e. not requiring long term care). If home care and community support services are appropriately resourced, this can help to delay the need for long term care placement, support aging in place and allow for better use of finite resources in long term care.ⁱⁱⁱ

The Region's ADS program, which provides programming and respite care for vulnerable seniors in the Peel community has seen a 22 per cent increase to waitlists since the onset of the pandemic as services were put on hold in mid-March. Peel has many clients with high levels of complexity; however, funding from the Ministry (through the Local Health Integration Networks) is not proportional to the number of complex clients.

The ability to respond to the evolving nature of client needs in the context of the pandemic and increasing pressures on caregivers is impeded by the ongoing need for redeployed staff to address new pressures on long term care operations. This is in addition to the fact that our Region is chronically underfunded and current funding formulas do not accurately account or compensate for high-growth and high-demand communities, leading to increasing waitlists and unmet demand. This vicious cycle has been further exacerbated by the pandemic.

The two Local Health Integration Networks serving Peel (Central West and Mississauga Halton) currently receive per patient funding for home and community care services that is well below the provincial average. Using the funding allocations for *Community Home Care* and *Community Support Services*¹ along with the projected 2019 populations², per capita funding was calculated to be **\$160** and **\$197** for Central West and Mississauga Halton LHINs, respectively. By contrast, the per capita funding for the same services was **\$243** for Ontarians. **Equitable and consistent funding will allow municipalities like Peel to implement sustainable solutions to support seniors in the community both throughout the pandemic and in the longer term.** Funding and supports for these services, in addition to emergency funding to address COVID-19 pressures in long term care and hospital settings can help to address surge capacity and prevent more acute care settings from getting overwhelmed by COVID-19 response efforts.

Recommendation:

- To alleviate pressures on long term care and delay the need for long term care placement, the Ministry of Health and Ministry of Long-Term Care should address historical inequities in funding for home and community care services using a provincial resource allocation strategy that recognizes the needs of high-growth communities, increased capacity needs of the home and community sector, and supports caregivers.

Investment in the redevelopment of Long Term Care homes

Challenges associated with older A-rated homes like Peel Manor have been exacerbated by the pandemic and made surge capacity a significant challenge (i.e. supporting isolation and containment in current design). While long term care home redevelopment is an opportunity to meet the changing needs of people living in long term care homes, many older buildings have remained ineligible for funding. Recent announcements from the provincial government have indicated a newly redesigned funding model that is expected to support the building of additional, modern long term care homes providing seniors with quality care. However, Peel Manor has yet to qualify for any financial assistance from the Province despite its age and deteriorating condition. **Funding to support the redevelopment of Peel Manor and the Region's long term care homes is essential to ensure that the existing infrastructure can be enhanced to support necessary infection prevention measures, improve accessibility, and support the expansion of necessary health and social services for seniors and their caregivers.** Adequate and accessible funding will also allow long term care homes to build smaller living environments, which will support IPAC measures, while also creating a more home like environment that enables emotional care.

¹ Ontario Treasury Board Secretariat. (2020). *Public Accounts of Ontario: Ministry Statements and Schedules 2019-2020*. Government of Ontario. <https://files.ontario.ca/tbs-public-accounts-2019-20-ministry-statements-schedules-en-2020-09-23.pdf>

² LHIN Population Projections 2019, Ontario Ministry of Health and Long-Term Care, IntelliHEALTH Ontario, Date Extracted: November 23, 2020

The planned Seniors Health and Wellness Village at Peel Manor will not only transform the facility to meet modern design standards and provide exceptional dementia care, but also provide health and social service supports to Peel's growing and aging population using a campus of care model. Plans for the new facility include:

- a 177-bed long term care home with an enhanced facility design that improves infection prevention and control (IPAC);
- inclusion of 59 "Butterfly" dementia care beds, with 29 of them tentatively targeted as specialized behavioural support beds, to allow residents with complex health needs to be better served;
- an integrated care model including expanded Adult Day Services program, providing wrap around care for clients and caregivers;
- an 8-bed respite care unit;
- a seniors-focused integrated health care clinic to serve clients and their caregivers;
- accessible dental care; and
- other health and social services co-located on the site.

While the Province has modernized its long term care capital funding program and committed to redeveloping 15,000 long term care beds over the next 5 years, critical projects like the one at Peel Manor are still unable to access funding. **Funding for modernized and comprehensive build projects like the Seniors Health and Wellness Village should be considered as an immediate investment for the Province with far reaching impacts related to accessibility and integration of care for local seniors.**

Recommendation:

- The Ministry of Long-Term Care should provide funding for modernized and comprehensive build projects like the Seniors Health and Wellness Village at Peel Manor to enable improved structural design that accounts for IPAC needs and support our shared vision for delivering integrated supports and services for seniors that promote aging in place.

Conclusion

The Region of Peel welcomes recent investments by the provincial government to support the long term care sector through the course of the pandemic. In addition to these responsive measures, the Province needs to address the long-standing challenges related to staffing, underfunding and resources, that would have better prepared long term care homes to manage the COVID-19 pandemic. To ensure both the safety and wellbeing of vulnerable seniors, their caregivers and long term care staff, the Province needs to take swift and significant action to support seniors along the continuum of care.

ⁱ Regional Municipality of Peel. The Butterfly Model – Supporting Person-Centred Care for People Living with Dementia.(<https://peelregion.ca/council/agendas/2019/2019-01-10-revised-rc-agenda.pdf> - Item 12.2); Brampton, ON: 2019.

ⁱⁱ Continuing Care Reporting System, RAI-MDS Quarterly, January 1, 2010 to June 30, 2015 (as cited in Ontario Association of Non-Profit Homes and Services for Seniors 2016-2017 Pre-Budget Submission).

ⁱⁱⁱ Canadian Institute for Health Information. Seniors in Transition: Exploring Pathways Across the Care Continuum. Ottawa, ON: CIHI; 2017.

REPORT TITLE: COVID-19 Infrastructure Resiliency Fund

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

RECOMMENDATION

That the projects listed in Appendix I to the report of the Commissioner of Finance and Chief Financial Officer, titled “COVID-19 Infrastructure Resiliency Fund,” be approved;

And further, that Appendix I of the subject report be submitted to the provincial government as part of Peel’s Investing in Canadian Infrastructure Program, COVID-19 Infrastructure Resiliency Stream – Local Government In-take application;

And further, that upon completion of successful negotiations with the eligible parties, the Commissioner of Finance and Chief Financial Officer be authorized to execute any agreements and ancillary documents required for the delivery of the COVID-19 Infrastructure Resiliency Stream funding on business terms satisfactory to the Commissioner of Finance and Chief Financial Officer and on legal terms satisfactory to the Regional Solicitor;

And further, that a copy of this resolution be sent to the Ministry of Infrastructure along with the Region of Peel’s project application(s).

REPORT HIGHLIGHTS

- The Region of Peel (Region) has been allocated \$18,705,389 in funding under the COVID-19 Infrastructure Resiliency Stream – Local Government In-take.
 - The COVID-19 Resilience Infrastructure stream is intended to deliver infrastructure projects addressing the current health crisis and support economic stability.
 - The Region is limited to a total of 5 projects for submission that must be completed by December 31, 2021.
 - Projects from external non-profit organizations such as the Credit Valley Conservation Authority and Peel Housing Corporation are eligible through Council’s approval.
 - The maximum eligible cost for an individual project is \$10 million.
 - As projects cannot be awarded prior to federal project approval, expected in Spring 2021, there will be a maximum nine-month window to complete the project.
 - Regional staff have identified 5 projects for Council’s consideration that meet the criteria, have the highest probability for being completed by December 31, 2021 and that maximize the return on impact to Peel’s community.
-

COVID-19 Infrastructure Resiliency Fund

DISCUSSION

1. Background

On November 16, 2020, the Provincial Government, in partnership with the Federal Government, opened the application process for the COVID-19 Infrastructure Resiliency Stream – Local Government In-take. The new stream is part of the Investing in Canadian Infrastructure Program (ICIP).

The COVID-19 Resilience Infrastructure stream is meant to deliver more infrastructure projects during the pandemic by increasing the types of projects eligible for ICIP funding and accelerating project approvals and timelines. The expanded program aims to address the current health crisis and support economic stability.

The Local Government In-take makes \$250 million available for municipalities across Ontario to address critical local infrastructure needs. The stream also has separate in-takes for education (\$700 million) and Long-Term Care (\$100 million), which make up the total \$1.05 billion announcement. The projects Peel submits through the Long-Term Care stream can not also be submitted through the municipal stream, as stacked funding is not allowed.

The Region has been allocated \$18,705,389 in funding through the Local Government In-take. The number of projects that the Region may apply for this allocated funding with is subject to a five-project cap. Project funding will follow an 80/20 cost-share between the federal and provincial governments. There is no municipal cost share requirement.

The COVID-19 Infrastructure Resiliency Stream is a reallocation of funding that would have otherwise been made available to municipalities through the ICIP Green Stream. It does not represent additional infrastructure funding on the part of the federal or provincial government.

The deadline for the Region's application(s) is 4:59pm on January 7, 2021. The Region will be notified of final approval of its projects in spring 2021.

2. Eligibility Criteria

The Region may submit projects under the following four provincial in-take categories:

- Retrofits, Repairs and Upgrades;
- COVID-19 Response Infrastructure;
- Active Transit Infrastructure; and,
- Disaster Mitigation and Adaptation.

Costs may include: third party costs such as project management, capital costs, construction and materials, design/engineering and planning, and contingency costs (25 per cent maximum).

In order to receive final approval, submitted projects must meet federal and provincial eligibility criteria. Among the project eligibility criteria listed in the Program Guidelines, are the following.

COVID-19 Infrastructure Resiliency Fund

Projects must:

- have a construction start date on or before September 30, 2021 and be completed by December 31, 2021.
- receive federal project approval before awarding any contracts;
- maximum eligible project costs of \$10 million;
- have a financial plan in place to operate the assets;
- a value-for-money procurement approach;
- ownership of the capital components infrastructure assets put forward for funding. If the municipality is partnering with another organization, they must attest that either the lead applicant (municipality) or the partner owns the infrastructure asset. The municipality must be the ultimate recipient, even if they do not own the asset; and
- Meet or exceed applicable energy efficiency and accessibility standards.

Asset Management Planning is exempted from the COVID-19 Resilience Infrastructure Stream.

Municipalities are eligible to partner on joint projects with other municipalities, non-profits and/or broader public sector organizations, subject to Council's approval and discretion.

- Municipal partners may combine their allocations to fund a joint project.
- Non-profit or broader public sector organizations may not apply without a municipality as lead applicant. Such a project would come solely out of the Region's allocation.

3. Project Prioritization and Decision-making Criteria

To identify the list of five projects for submission, Regional staff reviewed capital projects previously approved by Council that had not completed the procurement process yet and capital projects that will be included as part of the 2021 Capital Budget and Ten Year Capital Plan for Council's consideration.

To narrow the list of projects, staff focused on the following:

- Return on Impact – Identify where investment has the greatest long-term impact on service levels.
- Maximizing Use of the Allocation – As a maximum of only five capital projects can be submitted, projects should have a minimum threshold value of \$1 million and have a very high probability of being completed on time.
- Advancing Strategic Outcomes – The investment advances the achievement of one or more outcomes identified in Peel's Strategic Plan.
- Increase Financial Flexibility - As outlined in the Capital Financing Strategy, look at transferring high priority projects funded through capital reserves to the COVID-19 Stream, saving the flexibility of capital reserves for future projects that may not fit external funding criteria.

The final project list is attached as Appendix I to this report.

COVID-19 Infrastructure Resiliency Fund

4. Provincial Evaluation Process

Infrastructure Ontario and the Federal government are responsible for reviewing submitted project lists and determining if they meet the criteria set out in full in the Program Guidelines.

Once eligible projects have been given final approval by the federal government, the Region will be required to pass a municipal by-law to execute the project level contribution agreement with the Province. Applicants are encouraged to submit the municipal council resolution when submitting their applications, if possible.

RISK CONSIDERATIONS

- Any project deemed by the Province as not meeting the criteria would result in lost funding and Regional resources would be required to fund the difference.
- As only five capital projects can be submitted, the project values should be substantial (i.e. greater than \$1 million) to maximize use of the 5-project cap.
- The projects brought forward by external non-profit organizations such as the Credit Valley Conservation Authority and the Peel Housing Corporation, while eligible for funding if approved by Regional Council, would be funded through the Region's allocation and result in fewer projects submitted from Regionally controlled services.
- While projects that receive final approval are to be funded completely by the federal and provincial governments, applicants must pay for all ineligible project costs (all costs incurred after December 31, 2021 are ineligible), as well as any cost over-runs experienced on a project.

FINANCIAL IMPLICATIONS

The total submitted costs of the Region's selected eligible projects amounts to \$18.7 million; \$8 million for utility rate funded programs and \$10.7 million from tax supported programs.

As all the projects identified for submission under the COVID-19 Infrastructure Resiliency Stream – Local Government In-take program would otherwise be funded through the Region of Peel, successful application would result in decreased pressure of \$18.7 million on the net tax levy, utility rate and their related capital reserves.

CONCLUSION

Council's endorsement of the five projects identified by Regional staff for submission to the COVID-19 Infrastructure Resiliency Stream – Local Government In-take will allow the Region to address critical infrastructure needs, further its response to COVID-19 and enhance Peel's economic recovery from the pandemic. Staff will update Council on the results of the application process in the spring of 2021.

COVID-19 Infrastructure Resiliency Fund

APPENDICES

Appendix I – COVID-19 Infrastructure Resiliency Stream Project List

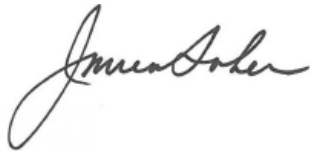
For further information regarding this report, please contact Norm Lum, Director, Business and Financial Planning, Ext. 3567, Norman.Lum@peelregion.ca or Sherona Hollman, Manager, Financial Policy and Strategic Initiatives, Ext. 3245, Sherona.Hollman@peelregion.ca.

Authored By: Todd Julie, Advisor, Financial Policy and Research

Reviewed and/or approved in workflow by:

Department Commissioner and Division Director.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

Appendix I
COVID-19 Infrastructure Resiliency Fund

Final Project List: COVID-19 Infrastructure Resiliency Stream – Local Government In-take

Program	Project Title	COVID-19 Infrastructure Resiliency Stream Category, Asset Type	Project Description	Months to Complete	Project Cost
Region Controlled Services					
Wastewater	East Sanitary Trunk Sewer Rehabilitation - Energy Dissipation Chamber and Inline Storage	Disaster Mitigation and Adaptation, Climate Change, natural disasters, extreme weather	This project includes the installation of a new local sewer to remove existing residential laterals from the sanitary trunk sewer. Benefits include reduced likelihood of basement flooding and creating additional capacity for diversion of upstream flows.	5 months	\$8 million
Long Term Care	LTC Facility Retrofits, Repairs and Upgrades	Retrofits, Repairs and Upgrades, Government Buildings	This project covers a number of facility improvements in multiple LTC homes including generator upgrades, replacement of humidifiers, replacement of boilers, chillers, hot water tanks and pumps, HVAC upgrades, and backflow prevention work.	8 months	\$4.5 million
Heritage	HVAC Remediation Building 9 Envelope	Retrofits, Repairs and Upgrades, Government Buildings	This project expands HVAC remediation to support quality of air for both community and collections. This grant would enhance PAMA's ability to offer the community an increased standard of exhibition and artifact.	6 months	\$1 million
External Agencies/ Non-profit organizations					
Housing (Peel Living)	Retrofit Common Area Spaces	Retrofits, Repairs and Upgrades, Government Buildings	Retrofit Common Area Spaces to address: 1. Ability to Sanitize Spaces by replacing outdated fixtures and flooring. 2. Improve Air Quality by replacing ventilation systems and/or increasing circulation and air exchange. 3. Retrofitting spaces to support population-based programming. 4. Swing space requirements (in light of COVID requirements) when in suite work needs to be done.	9 months	\$1.2 million
Conservation Authorities	Belfountain Conservation Area Phase I: Dam, Channel and Heritage Gardens	Disaster Mitigation and Adaptation, Climate Change, natural disasters, extreme weather	Project includes multiple COVID 19 Resilience categories, including dam mitigation, natural channel creation, reforestation and restoration, pedestrian trail and boardwalk infrastructure, and new parkland space.	8 months	\$4 million
Total Cost					\$18.7 million

REPORT TITLE: **Approval of the 2020 Development Charge Background Study and By-law**

FROM: Stephen Van Ofwegen, Commissioner of Finance and Chief Financial Officer
 Andrea Warren, Interim Commissioner of Public Works
 Patrick O'Connor, Regional Solicitor

RECOMMENDATION

That the Regional Municipality of Peel 2020 Development Charge (DC) Background Study dated September 18, 2020, and amended on November 26, 2020 (“the DC Background Study”) attached as Appendix I, to the report of the Commissioner of Finance and Chief Financial Officer, the Interim Commissioner of Public Works and the Regional Solicitor, titled “Approval of the 2020 Development Charge Background Study and By-law”, be approved;

And further, that the intention to ensure that the increase in the need for services attributable to growth will be met, be confirmed, recognizing that specific projects and project timing as contained in the DC Background Study may be revised, cancelled or discontinued from time to time at the discretion of Council;

And further, that the intention that the future excess capacity identified in the 2020 DC Background Study shall be paid by development charges or similar charges, be confirmed;

And further, that the Local Service Policy attached as Appendix II to the subject report, and other policy changes as outlined in the subject report, be approved;

And further, that additional costs estimated at approximately \$250,000 per year be included as part of the proposed 2021 operating budget to support the development charge partial exemption for religious organization space as outlined in the subject report and provided for in the DC By-law;

And further, that the existing development charge reserve fund “DC Transhelp” be renamed “DC Public Works” and be repurposed as a separate DC reserve fund for the Public Works class of service in accordance with and upon the effective date of the 2020 DC By-law;

And further, that the existing development charge reserve fund “DC Planning & Growth Study” be renamed “ DC Growth Studies” and be repurposed as a separate DC reserve fund for the Growth Studies class of service in accordance with and upon the effective date of the 2020 DC By-law;

Approval of the 2020 Development Charge Background Study and By-law

And further, that the two existing DC reserve funds “DC Social Housing” and “DC Shelters” be merged as a single DC reserve fund “DC Housing Services” in accordance with and upon the effective date of the 2020 DC By-law;

And further, that no further public meeting be required prior to the enactment of the DC By-law;

And further, that the Region of Peel 2020 Development Charge By-law be presented for enactment, to come into force on January 22, 2021 to give effect to the recommendations outlined in the subject report.

REPORT HIGHLIGHTS

- The Region of Peel (Region) current Development Charge (DC) By-law 46-2015 must be replaced prior to its expiry on January 24, 2021.
 - The Region’s 2020 DC Background Study and the proposed DC By-law were released to the public on September 18, 2020.
 - The statutory public meeting was held on October 8, 2020.
 - Amendments to the *Development Charges Act, 1997* resulting from recent legislative changes have been taken into consideration in the addendum DC Background Study and the proposed 2020 DC By-law when appropriate.
 - Consultation and engagement with stakeholders in the development community have been ongoing since 2017.
 - Feedback received from the public and the development community has been carefully considered in the preparation of the final 2020 DC By-law.
 - Compared to the current DC rates as of August 1, 2020, the calculated DC rates set out in the DC Background Study represent a 14 per cent increase for a new single detached dwelling unit, a 13 per cent increase for new industrial development and a 2 per cent decrease for new non-industrial non-residential development.
 - The DC rate increase largely reflects the increased eligible cost on a per capita basis which is based on the updated regional infrastructure capital programs and the updated growth forecast with a planning horizon of 2041.
 - The DC Background Study identifies that the growth related capital needs to 2041 will be approximately \$10.3 billion for Water, Wastewater and Roads services; the 2020-2029 growth related capital costs for services such as Social Housing, Long-Term Care, Public Works, Policing Services, Waste Diversion and Growth Studies total \$1.2 billion.
 - The 2020 DC By-law supports Regional objectives around financial risk management and continues to support the principal that growth pays for growth.
-

DISCUSSION

1. Background

The *Development Charges Act, 1997* (“DC Act”), as amended, sets out the legislative framework governing the establishment of development charges, which are used to pay for growth-related infrastructure.

The Region of Peel’s current Development Charge By-law 46-2015 expires on January 24, 2021.

Approval of the 2020 Development Charge Background Study and By-law

The Region's 2020 DC Background Study, completed by Watson & Associates Economists Ltd. (Watson), and the proposed DC By-law were released to the public on September 18, 2020. A comprehensive information report titled "2020 Development Charge Background Study and By-law Review" was brought to Regional Council on September 24, 2020. The report tabled the Background Study and the By-law for consideration at a statutory public meeting which was held on October 8, 2020, at which point Council was informed that a final DC by-law would be available for consideration on November 26, 2020.

2. Analysis

a) Public Meeting

The statutorily required public meeting was held on October 8, 2020 to present information to the public and to provide the public with an opportunity to ask questions, provide comments and make representations on the Region's proposed 2020 Development Charges By-law and the associated DC Background Study. At the meeting, Regional staff and Watson provided a presentation that included an overview of the development charge by-law update process, the calculated development charges rates and proposed development charges policies.

The public meeting did not receive any verbal presentation or formal delegation; a written submission was received from the Building Industry and Land Development Association (BILD). Subsequently, staff have held two additional technical meetings with BILD to discuss matters identified in the letter.

b) Stakeholder Engagement

At the time of the last DC by-law review, the Region initiated its current Growth Management Program which includes a deliberate, integrated and collaborative approach to manage where and how growth will be planned, serviced and financed to deliver on the overall outcome of achieving a financially sustainable and complete community.

Through this integrated approach, Regional staff have been engaged with various stakeholders to support the 2020 DC by-law update. This involved several activities including:

- The establishment of local municipal and industry working groups as forums for getting 'real time' input and collaboration on draft and emerging technical work;
- Testing of several growth scenarios and Council endorsement of a draft 2041 growth allocation;
- The preparation and approval of infrastructure master plans; and,
- Collaboration and input on various emerging land use and financial policy initiatives.

Staff leveraged the Growth Management Program's municipal and industry working groups as a platform to engage key stakeholders, on matters related to planning, growth management, infrastructure planning and finance. The DC consultation and stakeholder engagement have been undertaken through the following multiple forums:

Approval of the 2020 Development Charge Background Study and By-law

- Development Industry Working Group (DIWG) - Primary stakeholder consultation through meetings with the Building Industry and Land Development Association (BILD) and their lead consultant.
- Building Industry Liaison Team (BILT) - Supplementary consultation with broad BILD Peel Chapter members.
- Inter-Municipal Working Group (IMWG) – Supplementary consultation with local municipalities on growth allocation, infrastructure planning and financial policies.

A summary of meetings is included in Appendix III.

c) Updated Development Charges

On July 8, 2020 the Minister of Municipal Affairs and Housing, the Honorable Stephen Clark, introduced Bill 197, the *COVID-19 Economic Recovery Act, 2020* as part of the Province's efforts and plans for economic recovery and renewal. Bill 197 amended or enacted 20 pieces of legislation including the *DC Act*. Hours after the Region released its draft background study on September 18, 2020, the Province informed the Region that certain amendments to the *DC Act* had been proclaimed.

The amendments to the *DC Act* eliminated the 10 per cent "soft service reduction". Further, the amended *DC Act* provides an expanded but more prescribed list of services while adding provisions that a service class may be composed of any number or combination of eligible services or portions of services which is deemed to be a single service with respect to development charges, reserve funds, use of monies and credits. In following the principle of "growth pays for growth" and to ensure that the Region continues to be able to collect development charges to the fullest extent and in accordance with the legislation changes, the following changes to the services and associated reserve funds are recommended:

- A class of service "Public Works" is proposed to be set out in the DC by-law for portions of the services related to water services, wastewater services or a highway. This service class is deemed to be a single service; accordingly, it is recommended that the existing DC reserve fund "DC Transhelp" be renamed "DC Public Works" and be repurposed as a separate DC reserve fund for this service;
- A class of service "Growth Studies" is proposed to be set out in the DC By-law consisting of studies with respect to all eligible services. This service class is deemed to be a single service; accordingly, it is recommended that the existing DC reserve fund "DC Planning & Growth Study" be renamed "DC Growth Studies" and repurposed as a separate DC reserve fund for this service; and,
- "Housing Services" is proposed to be set out in the DC By-law which would combine two existing services: "Social Housing" and "Shelters"; accordingly it is recommended that the DC reserve funds "DC Social Housing" and "DC Shelters" be merged as a single reserve fund "DC Housing Services".

Staff have been working extensively with the development community and consultants on development charge technical issues that came out of the 2015 By-law update including issues identified by the Local Planning Appeal Tribunal (LPAT) outlined in its decision on the appeal by Amacon Development (City Centre) Corp. of the 2015 By-law. Based on discussions with the development community, common ground has been

Approval of the 2020 Development Charge Background Study and By-law

identified for a number of these technical and policy inputs, a majority of which have been incorporated in the draft Background Study.

The review of the technical and policy items continued in consultation with the development community after the public meeting. Further stakeholder feedback and legislative changes have been carefully considered in the preparation of the addendum to the 2020 Development Charge Background Study and the final By-law.

The addendum to the 2020 DC Background Study is provided in Appendix I. The proposed 2020 DC By-law with rate schedules for adoption is detailed in the DC By-law presented for enactment.

A summary of the changes of the DC rates since the Public Meeting is provided in Appendix I. Table 1 summarizes the current development charge rates and the updated rates proposed under the 2020 DC By-law.

Table 1 – Comparison of Development Charges

DC Category	Brampton & Mississauga		Caledon		Increase (Decrease)
	Current Rates	Proposed Rates	Current Rates	Proposed Rates	
Single/ Semi-detached	\$53,510.42	\$60,750.66	\$53,083.06	\$60,093.31	14%
Apartment > 750 sq ft.	\$32,752.38	\$44,066.64	\$32,491.01	\$43,589.82	35%
Small Unit	\$21,662.28	\$23,305.57	\$21,489.21	\$23,053.40	8%
Other Residential	\$43,840.09	\$48,114.77	\$43,489.23	\$47,594.15	10%
Industrial	\$157.77	\$177.82	\$156.20	\$174.92	13%
Non-industrial	\$234.43	\$229.88	\$232.86	\$226.98	(2%)

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

d) 2020 DC By-law Policies

A detailed discussion on the proposed DC By-law policy changes was presented to Regional Council on September 24, 2020 in a report titled “2020 Development Charge Background Study and By-law Review”.

These policies are reflected in the proposed DC By-law and key policy proposals are summarized herein.

Approval of the 2020 Development Charge Background Study and By-law

Exemptions: Exemption for religious organization space (for worship, services, or rites) is now to be limited to not more than 25 per cent of total floor space of a new building or structure (as opposed to a limitation to one room under the exemption in the current DC by-law). In addition, the proposed DC by-law will reflect DC exemptions associated with second units as required by Provincial legislation (i.e. Bill 108). An annual operating budget of \$250,000 had been initially estimated for the existing place-of-worship exemption starting in 2019. Should Council approve the proposed exemption definition, funding to support the policy will need to be committed in the budgets for fiscal year 2021 and onward. Based on current estimates, the grant required to offset development charges revenue loss resulting from the expanded exemption is forecasted to be approximately \$500,000 per year.

Apartment Definition: “stacked” townhomes be defined as apartments and “back-to-back” townhomes be categorized as “other residential”. This approach is consistent with the way that Statistics Canada defines these units.

Demolition Credit Limit: for a residential building, the credit is available within 5 years from the date the demolition permit was issued; for demolition of non-residential buildings/structures, the credit is available within 10 years from the date the demolition permit was issued. In further considering this policy after the DC public meeting, a transitional provision has been included in the draft DC By-law to allow for demolition permits issued prior to the effective date of the By-law to begin the time limit on the day the By-law is effective.

Industrial Definition: The definition is refined by removing the word “raw” from the term “producing or processing of raw goods” in order to reflect the changing nature of manufacturing; in addition, cannabis growing, processing, and packaging are excluded from the definition of agricultural uses, as these are proposed to be defined as industrial.

e) Other Policies and Considerations

i) Consideration of Area Specific Development Charges

The *DC Act* requires that Council must consider area rates before implementing a new DC by-law. Analysis was undertaken to allow consideration of the use of area rating techniques for this DC By-law update. This is as reported in a report titled “Financial Policy and Technical Inputs for 2041 Growth Based Development Charges By-law Update” that was received by Council on October 26, 2017.

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

Approval of the 2020 Development Charge Background Study and By-law

ii) DC Interest Rate Policy

On January 1, 2020, changes to the *DC Act* came into force. In responding to the requirements of the updated *DC Act*, Regional Council approved the Development Charge Interest Rate Policy in July 2020. This policy applies to development applications that are eligible for the regulated development charges freeze and/or development charges deferral provided under Section 26.1 and Section 26.2 of the *DC Act*. The policy establishes a framework that aims to strike a balance between mitigating financial risks associated with servicing growth while promoting an increase in the supply of affordable housing.

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

iii) Local Services Policy

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

iv) Effective Date of DC By-law and Indexing Provision

The draft Development Charges By-law released on September 18, 2020 proposed to set the effective date of the new By-law as January 1, 2020. Since the public meeting, feedback has been received suggesting that the By-law come into force at a later date that is closer to the By-law expiry date of January 24, 2021 citing that readiness to draw building permits has potentially been adversely affected by the pandemic. Staff reviewed this and recommend that the effective date of the 2020 DC By-law be January 22, 2021. Shifting the date will ease local municipal administration of the permitting process in and around the busy holiday season.

The draft development charges by-law proposed that the bi-annual indexing of the development charge commence on February 1, 2021 which is in line with the current practice. With the new effective date of the 2020 by-law (i.e. January 22, 2021) occurring only two weeks prior to February 1, 2020, Regional staff recommend revising the first index date in the proposed 2020 by-law to occur on August 1st, 2021. The development charges will continue to be indexed semi-annually for the life of the DC By-law with the base index value being that in effect on August 1, 2020. This would help lessen the administrative confusion associated with the posting of the new schedule of indexed rates and will also provide developers and builders six months of cost certainty while they adjust to an updated development charge by-law.

RISK CONSIDERATIONS

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

On August 28, 2020, the Province released a new market-based land needs assessment methodology and new Growth Plan Schedule 3 population and employment forecast. The Provincial documents extend the planning horizon from 2041 to 2051 and add an additional 310,000 people and 100,000 jobs to be accommodated in Peel.

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

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

Staff reports to Council on an annual basis to present the Region's growth management and development charge performance. Should a need be identified to conduct the next DC background Study sooner than the ordinary 5-year expiry time, a report to this effect will be brought to Council for consideration.

b) Financial Risk Management

Recent trends in development in the Region highlight risks of slower than anticipated development influenced by the changing nature of employment and further negatively affected by the COVID-19 pandemic. Given the inter-relationship of the growth patterns and the financial plans, risks to achieving the growth targets can easily manifest themselves as risks to the financial plans associated with growth.

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

The Region has implemented a Financial Risk Management Strategy which provides an iterative process to evaluate and adjust capital spending. The objective of the Strategy is to ensure the Region's capital program is aligned to Peel's evolving economic

Approval of the 2020 Development Charge Background Study and By-law

circumstances and balances expectations to deliver infrastructure in a timely manner without taking on undue financial risks.

FINANCIAL IMPLICATIONS

The 2020-2029 growth-related capital program for soft services including Housing Services, Long -Term Care, Public Health, Public Works/Transhelp, Police, Waste Diversion, Growth Studies, and Paramedics, totals \$1.2 billion. The hard services capital program including Water, Wastewater, and Transportation to provide growth-related infrastructure to 2041 totals an additional \$10.3 billion.

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

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

The Region reviews and updates its Long-Term Financial Planning Strategy periodically which considers the Region's Term of Council strategic plan, growth plans, asset management plan, development charge study, and its treasury management strategies. These long term fiscal planning tools are intended to be used to analyze and recommend funding strategies, spending capacities, tax levy implications and the Region's financial affordability/resiliency and will be used to further inform the Region's annual budgeting processes and related financial policies to ensure that financial decisions are mindful of short-term and long-term financial impacts from the Region's growth.

CONCLUSION

The draft 2020 DC Background Study and the proposed DC By-law were released to the public on September 18, 2020. A comprehensive report titled "2020 Development Charge Background Study and By-law Review" was brought to the Regional Council meeting on September 24, 2020. A statutory public meeting was held on October 8, 2020 as a part of the DC By-law review consultation process. The feedback received from the public and the development community has been carefully considered in the preparation of the final 2020 DC By-law.

Various policies have been considered in further depth to ensure that Council is presented with an updated development charge background study and by-law that is fiscally responsible,

Approval of the 2020 Development Charge Background Study and By-law

protects existing taxpayers and ratepayers, and responds to the evolving environment and economy as they affect the region and the development industry.

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

APPENDICES

Appendix I - 2020 Development Charge Background Study and Addendum

Appendix II - Local Service Policy

Appendix III - DC Stakeholder Engagement Summary

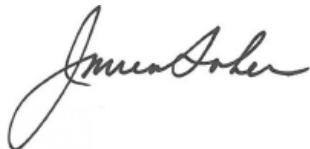
For further information regarding this report, please contact Stephanie Nagel, Treasurer, Ext.7105, Stephanie.Nagel@peelregion.ca or Adrian Smith, Director, Regional Planning and Growth Management and Chief Planner, ext.4047, Adrian.Smith@peelregion.ca.

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Reviewed and/or approved in workflow by:

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

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer



Region of Peel
working with you



Addendum # 1 to the September 18, 2020 Development Charges Background Study

Region of Peel

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
B.T.E.	Benefit to Existing
D.C.	Development charge
D.C.A.	Development Charges Act, 1997, as amended
O.P.P.	Ontario Provincial Police
O.Reg.	Ontario Regulation
P.P.B.	Post-Period Benefit
sq.ft.	square foot
sq.m	square metre

Addendum Report to the September 18, 2020 Development Charges Background Study



1. Background

Commensurate with the provisions of the Development Charges Act, 1997, as amended (D.C.A.), the Region has undertaken a Development Charges (D.C.) Background Study and released the study in accordance with the D.C.A. The following provides a summary of the key dates in the D.C. by-law process:

- Fall 2017 to Summer 2020 – Meetings with Regional staff, growth forecast development, policy review and meetings with Development Industry Working Group
- September 18, 2020 – Release of the D.C. Background Study and draft by-law
- October 8, 2020 – Public Meeting of Council
- November 24, 2020 – Addendum to September 18th report released
- December 10, 2020 – Passage of Development Charges By-law

On September 18, 2020, subsequent to the release of the D.C. background study and draft by-law, the Province proclaimed the proposed changes in Bill 197: COVID-19 Economic Recovery Act, to the D.C.A. and the *Planning Act*. These changes were outlined in Chapter 1 of the background study. The mandatory 10% deduction previously applied to certain services is now removed as a result of proclamation. The D.C. calculations have been revised as per this addendum report to reflect the removal of the previously legislated reduction. Bill 197 also allowed for classes of services to be included in the D.C. calculation. This addendum report updates Growth Studies and Public Works as classes of services.

During the public process, the Region received comments from the general public and input from the development community. As a result, refinements were made to individual projects within the capital listings, i.e. revision of gross costs, added deductions, project additions/deletions. These changes have been included as per this addendum report and are discussed further in Section 2.

Further, certain changes have been made to the draft by-law. These include changes to the effective date of the by-law, the first indexing date for D.C. rates, and redevelopment credits. This addendum report and the updated draft by-law include these refinements.



2. Discussion

This section of the addendum report provides for further explanation of the above-noted refinements.

2.1 Elimination of the 10% Mandatory Deduction

On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. Many of these changes were revised through Bill 197 (COVID-19 Economic Recovery Act, 2020), which was tabled on July 8, 2020, and received Royal Assent on July 21, 2020. These changes were proclaimed and came into effect on September 18, 2020, subsequent to the release of the Region's D.C. Background Study. One of the changes in the amending legislation was to remove the mandatory 10% deduction for all services that remain eligible in the D.C. For the Region, this means that the 10% deduction for the following services is removed:

- Long Term Care;
- Public Health;
- Paramedics;
- Housing Services;
- Growth Studies; and
- Waste Diversion.

The overall change in the D.C. calculation as a result of the removal of this legislated reduction is discussed in section 2.9. The D.C. background study and draft by-law referred to a contingent rate schedule that would be utilized in the event that Bill 197 was proclaimed prior to by-law passage. Any reference to these contingent schedules in the by-law and report have been removed and replaced with the schedules in the appended pages to this addendum report, in order to reflect the proclamation of Bill 197.

2.2 Classes of Services: Growth Studies and Public Works

An additional change brought forth through the Bill 197-amended legislation concerned classes of services. A class of service may be composed of any number or combination



of services and may include parts or portions of each D.C.-eligible service. Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C.-eligible service or the capital costs with respect to those services. These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds.

In addition, Section 7(3) of the D.C.A. states that:

“For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).”

As a result of these changes to the D.C.A., this addendum report provides for growth studies and public works to be categorized as classes of services. These classes are comprised of the following services:

- Growth Studies:
 - Peel Regional Police Services;
 - Police – O.P.P.;
 - Services Related to a Highway – Transportation;
 - Paramedics Services;
 - Long Term Care Services;
 - Housing Services;
 - Waste Diversion Services;
 - Wastewater Services; and
 - Water Supply Services.
- Public Works:
 - Services Related to a Highway – Transportation;
 - Wastewater Services; and
 - Water Supply Services.

The amended pages that are appended to this report describe how the costs of capital projects were allocated across the services. The allocation of the projects did not result in a change to the gross capital costs included, however, with respect to growth-related planning studies, a 5% deduction was identified to account for the portion of these studies that were attributable to non-D.C.-eligible services.



2.3 Refinements to Growth Studies Capital Costs

Based on comments received during the public process, the following project has been removed from the growth studies D.C. calculation:

- Regional Official Plan Amendments (R.O.P.A.s) Appeals - \$4,800,000

This change has been incorporated into the calculation and has been updated as per this addendum report.

2.4 Refinements to Services Related to a Highway – Transportation

As a result of comments/discussions received during the public process, the land acquisition costs previously included as one line item in the capital listing have been split out into the following two separate categories:

- Property – New Roads: \$95,938,000; and
- Property – Road Widenings and Intersection Improvements: \$138,970,000.

A benefit to existing (B.T.E.) deduction of \$6,948,500 has been applied to the road widenings and intersection improvements resulting in a reduction of the net capital costs related to property acquisition.

In addition, after discussions with staff, an adjustment to the existing reserve fund deficit has been made to account for existing encumbrances and commitments. The change has resulted in the reserve fund deficit decreasing from \$198,939,867 to \$187,341,862. These changes have been incorporated into the updated D.C. calculations as per this addendum report.

Based on further review by Regional staff, the writeup related to the Services Related to a Highway – Transportation has been revised to increase understanding and transparency in the D.C. process. This change has been provided for in the appended pages.



2.5 Refinements to Water Supply Services Capital Program

Regional Water Services

Based on further review by staff, the costs for two components of a project included in the capital listing were found to have been duplicated. As a result, the following two components have been removed from the D.C. calculation.

- Construction of a 400 mm water main on Dixie Road from Old School Road to 2,620 metres southerly
 - Design – 400 mm Water Main – Dixie Road (Mayfield West Phase 1): \$184,797
 - Water Main – 400 mm Water Main – Dixie Road (Mayfield West Phase 1): \$899,699

The gross capital costs for the following projects have also been updated, as a result of this duplication:

- Construction of a 400 mm water main on Dixie Road from the future Abbotside Way to 720 metres northerly
 - Design – 400 mm Water Main – Dixie Road (Mayfield West Phase 1): change of costs from \$223,900 to \$184,797
 - Water Main – 400 mm Water Main – Dixie Road (Mayfield West Phase 1): change of costs from \$1,048,700 to \$899,699

The D.C. calculations have been updated to reflect these changes and are provided in section 2.9.



2.6 Refinements to Wastewater Services Capital Program

Regional Wastewater

Based on discussions subsequent to the release of the D.C. background study and draft by-law an adjustment to the post period benefit of the following two projects has been made:

- Construction of 600 mm sanitary sewer on a Coleraine Drive from Manchester Court to McEwan Drive. Design in 2023
 - Design – 600 mm Sanitary Sewer – Coleraine Drive (Bolton West): decrease P.P.B. from \$220,000 to \$169,700
 - Wastewater Main – 600 mm Sanitary Sewer – Coleraine Drive (Bolton West): decrease P.P.B. from \$1,030,100 to \$794,400

South Peel Wastewater

A project was missing from the capital project listing that was included in the background study. The project details are as follows:

- Project #: 94.1 Design – G.E. Booth Wastewater Treatment Plant – Odour Control Improvements: \$1,000,000

The P.P.B. and other contributions allocations for the following projects have also been adjusted based on further staff review:

- Project #87 Design – G.E. Booth W.W.T.P. Expansion – New Outfall
 - P.P.B.: changed from \$158,900 to \$175,000
 - Other Contributions: changed from \$325,500 to \$309,200
- Project #88 W.W.T.P. – G.E. Booth W.W.T.P. Expansion – New Outfall
 - P.P.B.: changed from \$1,929,500 to \$2,125,000
 - Other Contributions: changed from \$3,952,500 to \$3,754,900

These changes have been updated as per this addendum report.



2.7 Refinements to Paramedics Capital Costs

Based on further staff review, the paramedics capital cost related to the following project was modified.

- Ambulance Facilities – Growth: Changed from \$43,000,000 to \$120,000,000

The P.P.B. deduction on this project has been increased from \$38,270,000 to \$115,270,000. As a result of this deduction, the net capital cost included in the D.C. calculation is equivalent (prior to the mandatory 10% deduction in the September 18, 2020 background study). This change has been updated as per this addendum report.

2.8 Changes to D.C. Policy

Based on comments received during the public process, the following D.C. policy changes have been provided for in this addendum report:

- Updated D.C. rates effective date:
 - The date the by-law comes into effect has been updated from January 1, 2021 to January 22, 2021;
- Indexing of D.C. Rates:
 - The first date the D.C. rates will be indexed has been changed from February 1, 2021 to August 1, 2021. The charges will continue to be indexed semi-annually for the life of the by-law; and
- Demolition Credits:
 - A transitional provision has been included in the draft by-law to allow for demolition permits issued prior to the effective date of the by-law to begin the time limit on the day the by-law is effective.

Adjustments to Chapter 7 of the background study and the draft by-law have been made to accommodate these changes.



2.9 Overall Changes in the D.C. Calculation

Based on the changes noted above, the calculated development charge (single/semi-detached unit) has decreased from \$60,913 to \$60,751 per unit for the Region of Peel (excluding Caledon) for full services. The corresponding charge for single/semi-detached units in Caledon has decreased from \$60,255 to \$60,093.

The non-residential, non-industrial charge has decreased from \$230.92 to \$229.88 per sq.m. in the Region of Peel (excluding Caledon) for full services and from \$228.03 to \$226.98 per sq.m. in Caledon.

The industrial charge has decreased from \$178.23 to \$177.82 per sq.m. for full services in the Region (excluding Caledon) and from \$175.33 to \$174.92 per sq.m. in Caledon.

The above changes have been incorporated into the calculations. The summary below outlines the current charges vs. the charges as calculated in the September 18, 2020 D.C. Background Study and the charges calculated in this addendum report.



Residential (Single Detached) Comparison

Program	Current (amended) ¹	Rates Presented at Public Meeting	Calculated for Addendum Report
Region of Peel			
Water Supply Services	28,627	22,393	22,385
Wastewater Services	11,809	23,372	23,379
Services Related to a Highway - Transportation	11,466	9,191	9,080
Sub-total Hard Services:	51,902	54,955	54,844
Public Works	N/A		
Transhelp ²	4	273	273
Peel Regional Police Services	427	762	762
Growth Studies	88	229	178
Long Term Care	162	839	839
Public Health	-	-	-
Paramedics	93	223	223
Social Housing ³	728		
Shelters ³	106	3,265	3,265
Waste Diversion	N/A	367	367
Sub-total Soft Services:	1,608	5,958	5,907
TOTAL REGION OF PEEL	53,510	60,913	60,751
Town of Caledon:			
Sub-total Hard Services:	51,902	54,955	54,844
Soft Service Rate Without Peel Regional Police	1,181	5,195	5,145
Police - O.P.P.	-	105	105
TOTAL CALEDON	53,083	60,255	60,093

¹Amended as per LPAT decision

²Transhelp is now combined with Public Works

³Social Housing and Shelters are now combined into Housing Services



Non-Industrial (per sq.m.) Comparison

Program	Current (amended) ¹	Rates Presented at Public Meeting	Calculated for Addendum Report
Region of Peel			
Water Supply Services	88.17	76.19	76.16
Wastewater Services	41.95	79.01	79.04
Services Related to a Highway - Transportation	102.30	69.42	68.58
Sub-total Hard Services:	232.42	224.62	223.78
Public Works	N/A		
Transhelp ²	-	1.10	1.10
Peel Regional Police Services	1.57	3.19	3.19
Growth Studies	0.44	0.93	0.72
Long Term Care	-	-	-
Public Health	-	-	-
Paramedics	-	0.90	0.90
Social Housing ³	-	-	-
Shelters ³	-	-	-
Waste Diversion	-	0.19	0.19
Sub-total Soft Services:	2.01	6.31	6.10
TOTAL REGION OF PEEL	234.43	230.93	229.88
Town of Caledon:			
Sub-total Hard Services:	232.42	224.62	223.78
Soft Service Rate Without Peel Regional Police	0.44	3.12	2.91
Police - O.P.P.	-	0.29	0.29
TOTAL CALEDON	232.86	228.03	226.98

¹Amended as per LPAT decision

²Transhelp is now combined with Public Works

³Social Housing and Shelters are now combined into Housing Services



Industrial (per sq.m.) Comparison

Program	Current (amended) ¹	Rates Presented at Public Meeting	Calculated for Addendum Report
Region of Peel			
Water Supply Services	88.17	76.19	76.16
Wastewater Services	41.95	79.01	79.04
Services Related to a Highway - Transportation	25.64	16.72	16.52
Sub-total Hard Services:	155.76	171.92	171.72
Public Works	N/A	1.10	1.10
Transhelp ²	-		
Peel Regional Police Services	1.57	3.19	3.19
Growth Studies	0.44	0.93	0.72
Long Term Care	-	-	-
Public Health	-	-	-
Paramedics	-	0.90	0.90
Social Housing ³	-	-	-
Shelters ³	-		
Waste Diversion	N/A	0.19	0.19
Sub-total Soft Services:	2.01	6.31	6.10
TOTAL REGION OF PEEL	157.77	178.23	177.82
Town of Caledon:			
Sub-total Hard Services:	155.76	171.92	171.72
Soft Service Rate Without Peel Regional Police	0.44	3.12	2.91
Police - O.P.P.	-	0.29	0.29
TOTAL CALEDON	156.20	175.33	174.92

¹Amended as per LPAT decision

²Transhelp is now combined with Public Works

³Social Housing and Shelters are now combined into Housing Services



2.10 Changes to Background Report

Based on the above, the following revisions are made to the pages within the background study (new pages are appended to this report):

Page Reference	Description of Revisions
Table of Contents	Revised to reflect renumbering of pages
ES (i)	Updated wording to remove reference to the mandatory 10% deduction.
ES (ii) – ES (iv)	Updated wording to reflect proclamation of Bill 197.
ES (v)	Updated Table ES-1.
ES (vi) – ES (viii)	<p>Removed references to Appendix G (Alternative D.C. Calculations for Refinements as per Bill 197) and updated summary of costs to be incurred over the life of the by-law.</p> <p>Updated services included in the by-law to reflect the classification of Growth Studies and Public Works as classes of services.</p> <p>Updated wording to reflect passage of the D.C. by-law in December 2020.</p>
ES (ix) – ES (x)	Updated Table ES-2 and removed Table ES-3 (ES (x)), contingent D.C. rate schedule for removal of 10% deduction.
1-3 and 1-4	Updated Figure 1-1 to include the release of the addendum report, additional meetings, and revised by-law passage date.
1-5	Revisions to page numbering.
1-6 to 1-11	Revised wording to reflect proclamation of Bill 197.
4-1 to 4-6	Revised Figure 4-1 and Table 4-1 to reflect elimination of mandatory 10% deduction.
4-7	Revisions to page numbering.
4-8	Added new section 4.7: Discussion on classes of services.
4-9 to 4-10	Updated reserve balances table to reflect updated opening balance for Services Related to a Highway – Transportation.



Page Reference	Description of Revisions
4-10 to 4-15	Revised writeup on deductions to reflect removal of legislated 10% deduction.
5-1 to 5-3	Revised wording to include Public Works in the D.C. calculation as a class of service. Updated table for Public Works to reflect class of service and service to which each capital project relates to.
5-9 to 5-10	Revised wording to reflect Growth Studies classification as a class of service. Updated table to reflect class of services and service to which each capital project relates to. Removal of R.O.P.A. Appeals project.
5-11 to 5-21	Revised wording to reflect removal of 10% mandatory deduction from Long Term Care, Public Health Services, Paramedics, Housing Services, and Waste Diversion. Updated tables to remove mandatory deduction from calculation of D.C. recoverable costs for these services. Updated Paramedics capital costs and P.P.B. deduction for new facilities.
5-22	Revised introduction to Services Related to a Highway – Transportation to increase transparency of the process for the reader.
5-43	Updated writeup and table to reflect decrease in reserve fund deficit, and the addition of a B.T.E. deduction for property for road widenings.
5-51	Updated table for adjustments to reserve fund deficit and B.T.E. deduction.
5-57 to 5-58	Revised wording and table to reflect removal of projects and adjustments to costs.
5-68	Updated table for revision of costs to projects #138 and #139.
5-70 to 5-72	Updated table for removal of projects and renumbering of remaining projects.
5-82 to 5-83	Revised wording and table to reflect changes to P.P.B. deductions.



Page Reference	Description of Revisions
5-92	Updated table to reflect adjustment to P.P.B. deductions for projects #83 and #84.
5-101	Updated table to reflect change in total net recoverable D.C. costs.
5-102	Updated writeup for South Peel Wastewater to reflect addition of capital project #94.1 and changes to deductions for projects #87 and #88.
5-109	Added project #94.1 and updated capital cost allocations for projects #87 and #88.
5-112	Updated totals for net D.C. recoverable costs.
6-3 to 6-9	Updated D.C. calculation tables and summary of costs to be recovered over the life of the by-law to reflect changes made to calculations in Chapter 5.
7-2	Added recommendation for D.C. by-law structure for classes of services to be established for Growth Studies and Public Works.
7-4 to 7-6	Demolition credit transitional policies identified. Updated page numbering
7-7	Update to first date of indexing of D.C. rates.
7-8 and 7-10	Revisions to page numbering.
7-11	Revised recommendations to include reference to addendum report, and establishment of Growth Studies and Public Works as classes of services.
C-3	Updated Table C-1 to reflect revised calculations.
D-1	Updated legislative requirements to reflect removal of 10% mandatory deduction.
D-4	Updated Reserve Fund table to remove reference to services with 10% deduction.
F-3	Updated asset management summary amounts
F-4	Updated asset management summary table to reflect revised calculations
Appendix G	Removed Appendix G: Alternative D.C. Calculations for Refinements as per Bill 197, and renamed Appendix H as Appendix G. Revised draft by-law provided under separate cover.



3. Process for Adoption of the Development Charges By-law

Sections 1 & 2 provide for a summary of the revisions to the Region's D.C. Background Study. If Council is satisfied with the above changes to the Background Study and based on the public submissions made at the public meeting, this addendum report will be considered for approval by Council along with the Background Study.

Amended Pages

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Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Regional Municipality of Peel required by the Development Charges Act, 1997 (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
 - Chapter 1 – Overview of the legislative requirements of the Act;
 - Chapter 2 – Review of present D.C. policies of the Region;
 - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Region;
 - Chapter 4 – Approach to calculating the D.C.;
 - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
 - Chapter 6 – Calculation of the D.C.s;
 - Chapter 7 – D.C. policy recommendations and rules; and
 - Chapter 8 – By-law implementation.
2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
 - 1) Identify amount, type and location of growth;
 - 2) Identify servicing needs to accommodate growth;
 - 3) Identify capital costs to provide services to meet the needs;
 - 4) Deduct:
 - Grants, subsidies and other contributions;
 - Benefit to existing development;
 - Amounts in excess of 10-year historical service calculation;
 - D.C. reserve funds (where applicable);



- 5) Net costs are then allocated between residential and non-residential benefit; and
 - 6) Net costs divided by growth to provide the development charge.
3. A number of changes to the D.C. process need to be addressed as a result of the Smart Growth for our Communities Act, 2015 (Bill 73). These changes have been incorporated throughout the report and in the updated draft by-law, as necessary. These items include:
- a. Area-rating: Council must consider the use of area-specific charges.
 - b. Asset Management Plan for new infrastructure: the D.C. background study must include an asset management plan that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The asset management plan must show that the assets are financially sustainable over their full lifecycle.
 - c. 60-day Circulation Period: The D.C. background study must be released to the public at least 60-days prior to passage of the D.C. by-law.
 - d. Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit unless the development charge by-law provides that D.C.s for certain services be collected at the time when the subdivision agreement is entered into.
4. Further changes to the D.C.A. were introduced through three bills passed in the Ontario legislature: Bill 108, Bill 138, and Bill 197. The following provides a brief summary of the proposed changes.

Bill 108: More Homes, More Choice Act, 2019

In May 2019, the Province introduced Bill 108, More Homes, More Choice Act, 2019 which would make changes to the current D.C. legislation. The Bill was passed and given Royal Assent on June 6, 2019. While the legislation has been passed, much of the detailed changes were to be implemented by Regulation which was not yet passed. The following items are currently in effect:



- a. Effective January 1, 2020, rental housing and institutional developments shall pay D.C.s in six (6) equal annual payments commencing at first occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Interest may be charged on the installments, and any unpaid amounts inclusive of interests payable shall be added to the property tax roll and collected in the same manner as taxes.
- b. Effective January 1, 2020 the D.C. amount for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the development charges by-law in effect on the day of Site Plan or Zoning By-law Amendment application.

Other key elements of the changes that were not proclaimed and were dealt with subsequently through Bill 197 are provided below:

- The D.C. would be refined to only allow for the following services to remain within the D.C.: water, wastewater, storm water, roads, fire, policing, ambulance, waste diversion, parks development, recreation, public libraries, long-term care, public health;
- The mandatory 10% deduction would be removed for all services that remain eligible in the D.C.;
- A new community benefits charge (C.B.C.) would be introduced to include formerly eligible D.C. services that are not included in the above listing, parkland dedication and bonus zoning contributions;

Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province release Bill 138 which provided further amendments to the D.C.A. and Planning Act. This Bill received Royal Assent on December 10, 2019 and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. With respect to the D.C.A., this Act removed installment payments for commercial and industrial developments that were originally identified in Bill 108.



Bill 197: COVID-19 Economic Recovery Act, 2020

In March 2020, Canada was impacted by the COVID-19 global pandemic. As a result, the economy was put into a state of emergency in an effort to slow the spread of the virus. In response, the Province tabled legislation on July 8, 2020 which amended a number of Acts, including the D.C.A. and the Planning Act. With this Bill, many changes proposed in Bill 108 have now been revised. With respect to the above noted changes from Bill 108, the following changes are provided in Bill 197:

- **Eligible Services:** The list of eligible services for the D.C. have now been expanded to include most services eligible under the D.C.A. prior to Bill 108. For Peel Region, this means that all services currently provided in the D.C. study remain eligible.
- **Mandatory 10% Deduction:** The mandatory 10% deduction is still removed (consistent with Bill 108). This applies to all D.C.-eligible services.
- **Community Benefits Charges:** Based on the wording in the legislation, it appears that Upper-tier governments will not be able to impose a C.B.C.

The above changes to the D.C.A. were proclaimed on September 18, 2020. These changes are described further in Section 1.4 of this report.

5. The growth forecast (Chapter 3) on which the Region-wide D.C. is based, projects the following population, housing and non-residential floor area for the 10-year (2020 to 2029) and longer-term (2020 to 2041) periods.

Measure	10 Year	Longer-Term Region-wide	Longer-Term Water	Longer-Term Wastewater
	2020-2029	2020-2041	2020-2041	2020-2041
(Net) Population Increase	211,500	434,700	433,760	431,500
Residential Unit Increase	80,240	158,600	158,020	157,285
Non-Residential Gross Floor Area Increase (sq.m.)	6,213,200	12,554,800	12,554,800	12,554,800

Source: Watson & Associates Economists Ltd. Forecast 2020

6. On September 10, 2015, the Region of Peel passed By-law 46-2015 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. By-law 46-2015 was appealed to the L.P.A.T. (formerly known as the O.M.B.). As a



result, the Tribunal directed the by-law to be amended by reducing the residential charges. It is noted that the GO Transit By-law 45-2001, as amended, is not expiring and therefore has not been updated as part of this D.C. process.

7. The Region's D.C.s currently in effect for full services in Mississauga and Brampton (excluding GO Transit service) are \$53,510 for a single detached dwelling unit. Non-residential charges are broken down into two categories; \$157.77 per sq.m. for industrial development and \$234.43 per sq.m. for non-residential, non-industrial development. The Region also calculated a separate charge for the Town of Caledon since the Town is serviced by Ontario Provincial Police (O.P.P) as opposed to Peel Regional Police. The charges in effect for full services in Caledon are \$53,083 for a single detached unit, \$156.20 per sq.m. for industrial development, and \$232.86 per sq.m. for non-residential, non-industrial development. This report has undertaken a recalculation of the charge based on future identified needs (presented in Schedules ES-1 and ES-2 for residential and non-residential). Charges have been provided on a Region-wide basis for all services except for water, wastewater and policing services. Water and wastewater services have been provided for the water and wastewater service areas, Peel Regional Police charges are provided for the Cities of Mississauga and Brampton, and O.P.P. charges are provided for the Town of Caledon. The corresponding single detached unit charges and non-residential charges per square metre of building area are summarized at a high-level in Table ES-1 below and provided in detail in ES-2. These rates are submitted to Council for its consideration.

Table ES-1
Region of Peel
Summary of D.C.s

	RESIDENTIAL	NON-RESIDENTIAL	
	Single and Semi Detached Dwelling	Industrial (per sq.m. of G.F.A.)	Non-Industrial (per sq.m. of G.F.A.)
Region of Peel	60,750.66	177.82	229.88
Town of Caledon	60,093.31	174.92	226.98

Note: these charges are for full water and wastewater serviced areas



8. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-8. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$ 4,323,453,462
Less:	
Benefit to existing development	\$ 835,464,065
Post planning period benefit	\$ 523,716,011
Ineligible re: Other Deductions	\$ 194,255,961
Grants, subsidies and other contributions	\$ 100,720,326
Net Costs to be recovered from development charges	\$ 2,669,297,100

This suggests that for the non-D.C. cost over the five-year D.C. by-law (benefit to existing development, and the grants, subsidies and other contributions), \$1.13 billion (or an annual amount of \$226.09 million) will need to be contributed from taxes and rates, or other sources. With respect to the post period benefit amount of \$523.72 million, this amount will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.

Based on the above table, the Region plans to spend \$4.32 billion over the next five years, of which \$2.67 billion (62%) is recoverable from D.C.s. Of this net amount, \$2.01 billion is recoverable from residential development and \$660.21 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

9. Considerations by Council – The background study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on longer-term forecast for water service areas to 2041:

- South Peel Water; and
- Regional Water.

The following services are calculated based on an urban forecast for wastewater service areas to 2041:

- South Peel Wastewater; and



- Regional Wastewater.

The following service is calculated based on a Region-wide forecast to 2041:

- Services Related to a Highway – Transportation;

The following service is calculated based on a 10-year forecast for the City of Brampton and the City of Mississauga:

- Peel Regional Police.

The following service is calculated based on a 10-year forecast for the Town of Caledon:

- Police - O.P.P.

The following services are calculated based on a Region-wide 10-year forecast:

- Long Term Care;
- Public Health;
- Paramedics;
- Housing Services; and
- Waste Diversion.

In addition, classes of services have been established for the following:

- Growth Studies; and
- Public Works.

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These directions will refine the draft D.C. by-law which is provided under separate cover. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law; and
- considering reductions in the charge by class of development (obtained by removing certain services on which the charge is based and/or by a general reduction in the charge).



10. The Region is proceeding with the D.C. public process and anticipates passing a new by-law in December 2020. The mandatory public meeting has been set for October 8, 2020.



Table ES-2
Region of Peel
Schedule of D.C.s

Program	RESIDENTIAL				NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Other Residential	Apartments (>750 sq.ft.)	Small Unit (<=750 sq.ft.)	Industrial (per sq.m. of Gross Floor Area)	Non-Industrial (per sq.m. of Gross Floor Area)
Region of Peel						
Water Supply Services	22,384.95	17,728.97	16,237.35	8,587.47	76.16	76.16
Wastewater Services	23,378.98	18,516.24	16,958.38	8,968.80	79.04	79.04
Services Related to a Highway - Transportation	9,079.85	7,191.28	6,586.24	3,483.27	16.52	68.58
Sub-total Hard Services:	54,843.78	43,436.49	39,781.97	21,039.54	171.72	223.78
Public Works	272.88	216.12	197.94	104.68	1.10	1.10
Peel Regional Police Services	762.21	603.67	552.88	292.40	3.19	3.19
Growth Studies	178.34	141.25	129.36	68.42	0.72	0.72
Long Term Care	838.50	664.10	608.22	321.67	-	-
Public Health	-	-	-	-	-	-
Paramedics	223.05	176.66	161.79	85.57	0.90	0.90
Housing Services	3,264.77	2,585.71	2,368.17	1,252.45	-	-
Waste Diversion	367.13	290.77	266.31	140.84	0.19	0.19
Sub-total Soft Services:	5,906.88	4,678.28	4,284.67	2,266.03	6.10	6.10
TOTAL REGION OF PEEL	60,750.66	48,114.77	44,066.64	23,305.57	177.82	229.88
Town of Caledon						
Sub-total Hard Services:	54,843.78	43,436.49	39,781.97	21,039.54	171.72	223.78
Soft Service Rate Without Peel Regional Police	5,144.67	4,074.61	3,731.79	1,973.63	2.91	2.91
Police - O.P.P.	104.86	83.05	76.06	40.23	0.29	0.29
TOTAL CALEDON	60,093.31	47,594.15	43,589.82	23,053.40	174.92	226.98



- consideration of responses received prior to, at, or immediately following the Public Meeting; and
- finalization of the report and Council consideration of the by-law subsequent to the public meeting.

Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-law adoption process.

Figure 1-1
Schedule of Key D.C. Process Dates for the Region of Peel

D.C. Study Process	Key Dates
1. Data collection, staff review, engineering work, D.C. calculations and policy work	Fall 2017 to Spring 2020
2. Meetings with Development Industry Working Group	1. January 17, 2017 2. February 8, 2017 3. February 22, 2017 4. March 8, 2017 5. May 30, 2017 6. June 27, 2017 7. September 14, 2017 8. November 7, 2017 9. December 11, 2017 10. January 12, 2018 11. January 22, 2018 12. February 7, 2018 13. February 27, 2018 16. January 27, 2020 17. February 20, 2020 18. April 20, 2020 19. June 22, 2020 20. August 18, 2020 21. August 31, 2020 22. September 30, 2020
3. Meeting with Building Industry Liaison Team (B.I.L.T.)	October 5, 2020
4. Public meeting advertisement placed in newspaper(s)	September 17, 2020 (Mississauga News, Brampton Guardian, Caledon Citizen, Caledon Enterprise) September 17, 2020 (Peel Website)
5. Background study and proposed by-law available to public	September 18, 2020



D.C. Study Process	Key Dates
6. Public meeting of Council	October 8, 2020
7. Addendum Report available to public	November 26, 2020
8. Council considers adoption of background study and passage of by-law	December 10, 2020
9. Newspaper notice given of by-law passage	By 20 days after passage
10. Last day for by-law appeal	40 days after passage
11. Region makes pamphlet available (where by-law not appealed)	By 60 days after in force date

1.3 Changes to the D.C.A.: Bill 73 – Smart Growth for our Communities Act, 2015

With the amendment of the D.C.A. (as a result of Bill 73 and O. Reg. 428/15), there are a number of areas that must be addressed to ensure that the Region is in compliance with the D.C.A., as amended. The following provides an explanation of the changes to the Act that affect the Region's background study and how they have been dealt with to ensure compliance with the amended legislation.

1.3.1 Area Rating

Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

- 1) Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated. (Note that at this time, no municipalities or services are prescribed by the Regulations.)
- 2) Section 10 (2) c.1 of the D.C.A. requires that, “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”



In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area rating. This is discussed further in section 7.4.4.

1.3.2 Asset Management Plan for New Infrastructure

The newer legislation now requires that a D.C. background study must include an Asset Management Plan (subsection 10 (2) (c.2)). The asset management plan must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the asset management plan related to transit services; however, they are silent with respect to how the asset management plan is to be provided for all other services. As part of any asset management plan, the examination should be consistent with the municipality's existing assumptions, approaches and policies on asset management planning. This examination may include both qualitative and quantitative measures such as examining the annual future lifecycle contributions needs (discussed further in Appendix F of this report).

1.3.3 60-Day Circulation of D.C. Background Study

Previously the legislation required that a D.C. background study be made available to the public at least two weeks prior to the public meeting. The amended legislation now provides that the D.C. background study must also be made available to the public (including posting on the municipal website) at least 60 days prior to passage of the D.C. by-law. No other changes were made to timing requirements for such things as notice of the public meeting and notice of by-law passage.

This D.C. study is being provided to the public on September 18, 2020 to ensure the new requirements for release of the study is met.

1.3.4 Timing of Collection of D.C.s

The D.C.A. has been refined by Bill 73 to require that D.C.s are collected at the time of the first building permit unless the development charges by-law provides that D.C.s for certain services be collected at the time when the subdivision agreement is entered into.



1.3.5 Other Changes

It is also noted that a number of other changes were made through Bill 73 and O. Reg. 428/15, including changes to the way in which transit D.C. service standards are calculated, the inclusion of waste diversion and the inability for collection of additional levies. As the Region does not provide conventional transit services, the section related to Transit D.C. service standards does not impact the Region's D.C. With respect to the inclusion of waste diversion as a service, this service has been included in the calculations. With respect to the ability for collection of additional levies, a detailed Local Service Policy is provided in Appendix E.

1.4 Further Changes to the D.C.A.: Bill 108, 138, and 197

1.4.1 *Bill 108: More Homes, More Choice Act – An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters*

On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. The Bill has been introduced as part of the Province's *"More Homes, More Choice: Ontario's Housing Supply Action Plan"*. The Bill received Royal Assent on June 6, 2019.

While having received royal assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor (many of these changes were revised through Bill 197). At the time of writing, the following provisions have been proclaimed:

- Effective January 1, 2020, rental housing and institutional developments shall pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Interest may be charged on the instalments, and any unpaid amounts may be added to the property tax roll and collected in the same manner as taxes.
- Effective January 1, 2020 the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for application made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of Site Plan or Zoning By-law Amendment application.



On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the *Planning Act*. A summary of these changes to take effect upon proclamation by the Lieutenant Governor is provided below:

Changes to Eligible Services – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that was not listed as ineligible. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Further, the initial list of eligible services under Bill 108 was limited to “hard services”, with the “soft services” being removed from the D.C.A. These services would be considered as part of a new *community benefits charge* (discussed below) imposed under the *Planning Act*. As noted in Section 1.4.2 this list of services has been amended through Bill 197.

Mandatory 10% deduction – The amending legislation would remove the mandatory 10% deduction for all services that remain eligible under the D.C.A.

Remaining Services to be Included in a New Community Benefits Charge (C.B.C.) Under the Planning Act – It is proposed that a municipality may, by by-law, impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. The C.B.C. would include formerly eligible D.C. services that were excluded from the list of eligible services, in addition to parkland dedication and bonus zoning contributions.

1.4.2 Bill 138: Plan to Build Ontario Together Act, 2019

On November 6, 2019, the Province released Bill 138 which provided further amendments to the D.C.A. and Planning Act. This Bill received Royal Assent on December 10, 2019 and was proclaimed which resulted in sections related to the D.C.A. (schedule 10) becoming effective on January 1, 2020. The amendments to the D.C.A. included removal of instalment payments for commercial and industrial developments that were originally included in Bill 108.

1.4.3 Bill 197: COVID-19 Economic Recovery Act, 2020

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and *Planning Act*. This Bill also revised some of the proposed changes



identified in Bill 108. Bill 197 was tabled on July 8, 2020 and received Royal Assent on July 21, 2020, and was proclaimed on September 18, 2020. The following provides a summary of the changes:

1.4.3.1 D.C. Related Changes

List of D.C. Eligible Services

- As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. However, Bill 197 revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
 - Water supply services, including distribution and treatment services.
 - Wastewater services, including sewers and treatment services.
 - Storm water drainage and control services.
 - Services related to a highway.
 - Electrical power services.
 - Toronto-York subway extension, as defined in subsection 5.1 (1).
 - Transit services other than the Toronto-York subway extension.
 - Waste diversion services.
 - Policing services.
 - Fire protection services.
 - Ambulance services.
 - Library Services.
 - Long-term care services.
 - Parks and recreation services (but not the acquisition of land for parks).
 - Public health services.
 - Childcare and early years services.
 - Housing services.
 - Provincial Offences Act Services.
 - Services related to emergency preparedness.
 - Services related to airports, but only in the Regional Municipality of Waterloo.
 - Additional services as prescribed



Classes of Services – D.C.

Pre-Bill 108/197 legislation (i.e. D.C.A., 1997) allows for categories of services to be grouped together into a minimum of two categories (90% and 100% services).

The Act (as proclaimed) proposes to repeal that and replace the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.

As well the removal of 10% deduction for soft services under Bill 108 has been maintained.

1.4.3.2 C.B.C. Related Changes

C.B.C. Eligibility

- The C.B.C. will be limited to lower-tier and single tier municipalities, whereas upper-tier municipalities will not be allowed to impose this charge.
- O.Reg. 509/20 was filed on September 18, 2020. This regulation provides for the following:
 - A maximum rate will be set as a percentage of the market value of the land the day before building permit issuance. The maximum rate is set at 4%. The C.B.C may only be imposed on developing or redeveloping buildings which have a minimum height of five stories and contain no less than 10 residential units.
 - Bill 197 states that before passing a C.B.C. by-law, the municipality shall prepare a C.B.C. strategy that (a) identifies the facilities, services and



matters that will be funded with C.B.C.s; and (b) complies with any prescribed requirements.

- Only one C.B.C. by-law may be in effect in a local municipality at a time.

1.4.3.3 Combined D.C. and C.B.C. Impacts

D.C. vs. C.B.C. Capital Cost

- A C.B.C. may be imposed with respect to the services listed in s. 2 (4) of the D.C.A., “provided that the capital costs that are intended to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law.”

Transition – D.C. and C.B.C.

- The specified date for municipalities to transition to the D.C. and C.B.C. is two years after Schedules 3 and 17 of the COVID-19 Economic Recovery Act comes into force (i.e. September 18, 2022).
- Generally, for existing reserve funds (related to D.C. services that will be ineligible):
 - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
 - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose
 - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.
- For reserve funds established under s. 37 of the Planning Act (e.g. bonus zoning)
 - If a C.B.C. is passed, the funds are transferred to the C.B.C. special account;
 - If no C.B.C. is passed, the funds are moved to a general reserve fund for the same purpose;
 - If a C.B.C. is passed subsequent to moving funds to a general reserve fund, those monies are then moved again to the C.B.C. special account.

If a municipality passes a C.B.C. by-law, any existing D.C. credits a landowner may retain may be used towards payment of that landowner’s C.B.C.



As a result of the passage of Bill 197, and subsequent proclamation on September 18, 2020, this report has provided the D.C. calculations without the 10% mandatory deduction.



4. The Approach to the Calculation of the Charge

4.1 Introduction

This chapter addresses the requirements of subsection 5 (1) of the D.C.A. with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

4.2 Services Potentially Involved

Table 4-1 lists the full range of municipal service categories which are provided within the Region.

A number of these services are defined in subsection 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in subsection 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years.” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the Region’s D.C. are indicated with a “Yes.”

4.3 Increase in the Need for Service

The D.C. calculation commences with an estimate of “the increase in the need for service attributable to the anticipated development,” for each service to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. While the need could conceivably be expressed generally in terms of units of capacity, subsection 5 (1) 3, which requires that Region Council indicate that it intends to ensure that such an increase in need will be met, suggests that a project-specific expression of need would be most appropriate.



Figure 4-1

The Process of Calculating a Development Charge under the Act that must be followed

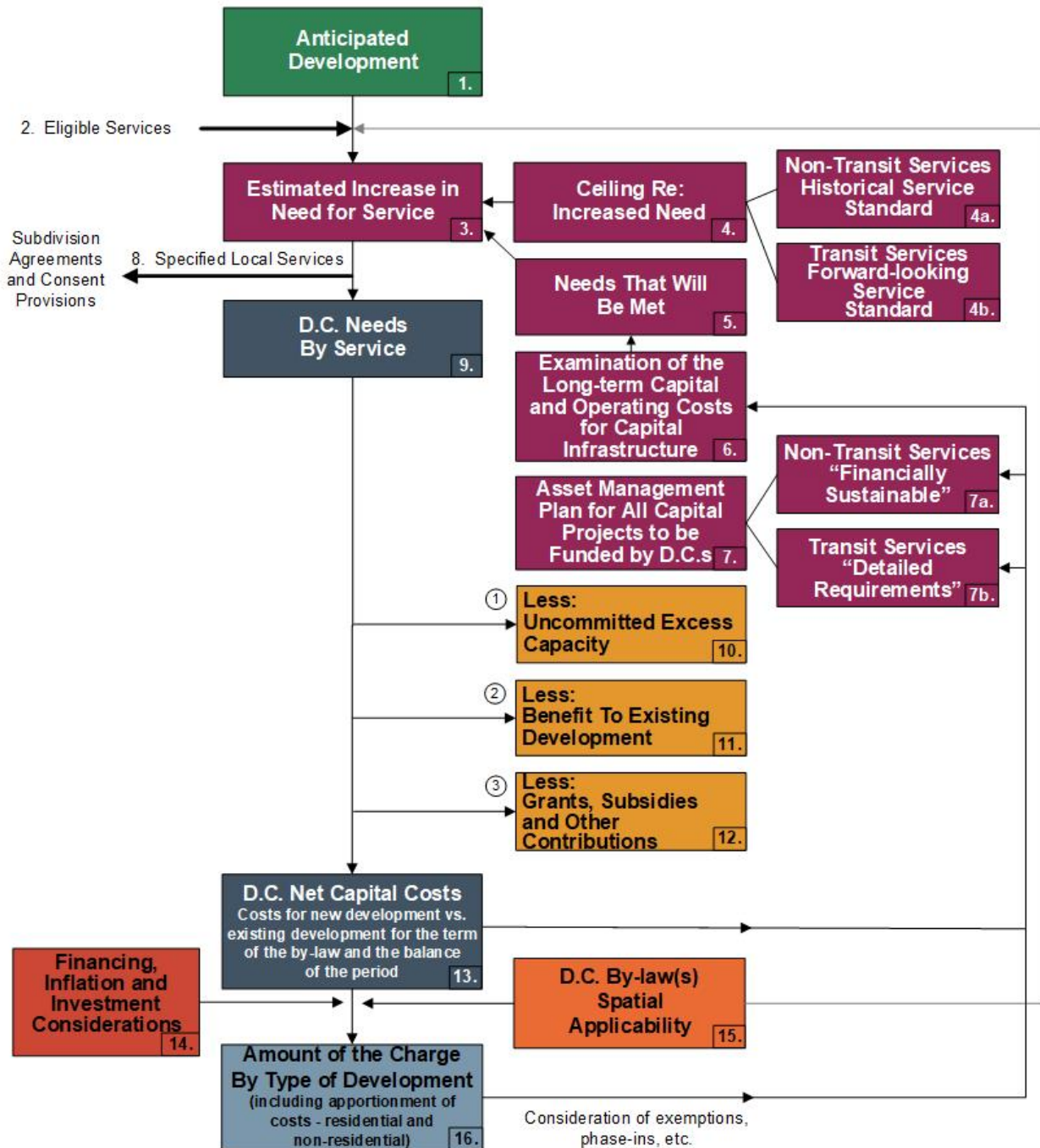




Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
n/a	Municipality does not provide the service.
Ineligible	Service is ineligible for inclusion in the D.C. calculation.

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
1. Services Related to a Highway - Transportation	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Yes	1.3 Bridges, Culverts and Roundabouts	100
	n/a	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active Transportation	100
2. Public Works	Yes	2.1 Transit vehicles ¹ & facilities	100
	Yes	2.2 Other transit infrastructure	100
	Ineligible	2.3 Municipal parking spaces - indoor	0
	Ineligible	2.4 Municipal parking spaces - outdoor	0
	Yes	2.5 Works Yards	100
	Yes	2.6 Rolling stock ¹	100
	Yes	2.6 Water supply vehicles & equipment	100
	Yes	2.7 Wastewater vehicles & equipment	100
	n/a	2.8 Ferries	100
	n/a	2.9 Airport	100**

¹with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
3. Stormwater Drainage and Control Services	n/a	3.1 Main channels and drainage trunks	100
	n/a	3.2 Channel connections	100
	n/a	3.3 Retention/detention ponds	100
4. Fire Protection Services	n/a	4.1 Fire stations	100
	n/a	4.2 Fire pumpers, aerials and rescue vehicles ¹	100
	n/a	4.3 Small equipment and gear	100
5. Parks Services (i.e. Parks and Open Space)	Ineligible	5.1 Acquisition of land for parks, woodlots and E.S.A.s	0
	n/a	5.2 Development of area municipal parks	100
	n/a	5.3 Development of district parks	100
	n/a	5.4 Development of municipal-wide parks	100
	n/a	5.5 Development of special purpose parks	100
	n/a	5.6 Parks rolling stock ¹ and yards	100
6. Recreation Services	n/a	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	100
	n/a	6.2 Recreation vehicles and equipment ¹	100
7. Library Services	n/a	7.1 Public library space (incl. furniture and equipment)	100
	n/a	7.2 Library vehicles ¹	100
	n/a	7.3 Library materials	100
8. Electrical Power Services	Ineligible	8.1 Electrical substations	0
	Ineligible	8.2 Electrical distribution system	0
	Ineligible	8.3 Electrical system rolling stock	0

*same percentage as service component to which it pertains
computer equipment excluded throughout

**Airports only eligible for the Region of Waterloo

¹ with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1 Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2 Tourism facilities and convention centres	0
10. Wastewater Services	Yes	10.1 Treatment plants	100
	Yes	10.2 Sewage trunks	100
	No	10.3 Local systems	0
11. Water Supply Services	Yes	11.1 Treatment plants	100
	Yes	11.2 Distribution systems	100
	No	11.3 Local systems	0
12. Waste Management Services	Ineligible	12.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	12.2 Landfills and other disposal facilities	0
	Yes	12.3 Waste diversion facilities	100
	Yes	12.4 Waste diversion vehicles and equipment ¹	100
13. Police Services	Yes	13.1 Police detachments	100
	Yes	13.2 Police rolling stock ¹	100
	Yes	13.3 Small equipment and gear	100
14. Long Term Care	Yes	14.1 Long Term Care space	100
	Yes	14.2 Vehicles ¹	100
15. Child Care and Early Years Services	No	15.1 Child care space	100
	No	15.2 Vehicles ¹	100
16. Public Health	Yes	16.1 Health department space	100
	Yes	16.2 Health department vehicles ¹	100
17. Housing Services	Yes	17.1 Social Housing space	100
		17.2 Shelters	100
18. Provincial Offences Act (P.O.A.)	n/a	18.1 P.O.A. space	100

¹with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery %
19. Paramedics	Yes	19.1 Paramedics station space	100
	Yes	19.2 Vehicles ¹	100
20. Hospital Provision	Ineligible	20.1 Hospital capital contributions	0
21. Emergency Preparedness Services	No	21.1 Emergency Preparedness space	100
	No	22.2 Vehicles and Equipment ¹	100
22. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible	22.1 Office space	0
	Ineligible	22.2 Office furniture	0
	Ineligible	22.3 Computer equipment	0
22. Other Services	Yes	23.1 Growth Studies in respect to eligible services including those in connection with acquiring buildings, rolling stock, materials and equipment, and improving land ² and facilities, including the D.C. background study cost	0-100
	Yes	23.2 Interest on money borrowed to pay for growth-related capital	0-100

¹with a 7+ year life time

²same percentage as service component to which it pertains

4.4 Local Service Policy

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions.



4.5 Capital Forecast

Paragraph 7 of subsection 5 (1) of the D.C.A. requires that “the capital costs necessary to provide the increased services must be estimated.” The Act goes on to require two potential cost reductions and the Regulation sets out the way in which such costs are to be presented. These requirements are outlined below.

These estimates involve capital costing of the increased services discussed above. This entails costing actual projects or the provision of service units, depending on how each service has been addressed.

The capital costs include:

- a) costs to acquire land or an interest therein (including a leasehold interest);
- b) costs to improve land;
- c) costs to acquire, lease, construct or improve buildings and structures;
- d) costs to acquire, lease or improve facilities, including rolling stock (with a useful life of 7 or more years), furniture and equipment (other than computer equipment), materials acquired for library circulation, reference or information purposes;
- e) interest on money borrowed to pay for the above-referenced costs (i.e. debt charges);
- f) costs to undertake studies in connection with the above-referenced matters; and
- g) costs of the D.C. background study.

In order for an increase in need for service to be included in the D.C. calculation, Region Council must indicate “...that it intends to ensure that such an increase in need will be met” (subsection 5 (1) 3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast or similar expression of the intention of Council (O. Reg. 82/98 section 3). The capital program contained herein reflects the Region’s approved and proposed capital budgets and master servicing/needs studies.

4.6 Treatment of Credits

Section 8, paragraph 5, of O. Reg. 82/98 indicates that a D.C. background study must set out “the estimated value of credits that are being carried forward relating to the service.” Subsection 17, paragraph 4, of the same Regulation indicates that “...the



value of the credit cannot be recovered from future D.C.s,” if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future D.C.s. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no outstanding credit obligations included in the D.C. calculations.

4.7 Classes of Services

Section 7 of the D.C.A. states that a D.C. by-law may provide for any D.C. eligible service or the capital costs with respect to those services. Further, a class may be composed of any number or combination of services and may include parts or portions of each D.C. eligible service. With respect to growth-related studies, Section 7(3) of the D.C.A. states that:

“For greater certainty, a development charge by-law may provide for a class consisting of studies in respect of any service listed in subsection 2 (4) whose capital costs are described in paragraphs 5 and 6 of subsection 5 (3).”

These provisions allow for services to be grouped together to create a class for the purposes of the D.C. by-law and D.C. reserve funds. The D.C. calculations and by-law provided herein include the following classes: growth studies, and public works. These classes are comprised of the following services:

- Growth Studies
 - Peel Regional Police Services;
 - Police – O.P.P.;
 - Services Related to a Highway – Transportation;
 - Paramedics Services;
 - Long Term Care Services;
 - Housing Services;
 - Waste Diversion Services;
 - Wastewater Services; and
 - Water Supply Services.
- Public Works
 - Services Related to a Highway – Transportation;
 - Wastewater Services; and
 - Water Supply Services.



4.8 Existing Reserve Funds

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5 (1).”

There is no explicit requirement under the D.C.A. calculation method set out in subsection 5 (1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, section 35 does restrict the way in which the funds are used in future.

For services which are subject to a per capita based, service level “cap,” the reserve fund balance should be applied against the development-related costs for which the charge was imposed once the project is constructed (i.e. the needs of recent growth). This cost component is distinct from the development-related costs for the next 10-year period, which underlie the D.C. calculation herein.

The alternative would involve the Region spending all reserve fund monies prior to renewing each by-law, which would not be a sound basis for capital budgeting. Thus, the Region will use these reserve funds for the Region’s cost share of applicable development-related projects, which are required but have not yet been undertaken, as a way of directing the funds to the benefit of the development which contributed them (rather than to future development, which will generate the need for additional facilities directly proportionate to future growth).

The Region’s D.C. Reserve fund balances by service at December 31, 2019 (adjusted) are shown below:



Service	Cash Balance as of December 31, 2019	Adjustments Including Encumbrances and Commitments ¹	Balance as of December 31, 2019 (adjusted)
Services Related to a Highway - Transportation	\$92,523,896	(\$279,865,758)	(\$187,341,862)
Public Works ²	\$499,541	(\$41,226)	\$458,316
Growth Studies	(\$903,192)	(\$2,856,552)	(\$3,759,744)
Long Term Care	\$12,784,680	(\$1,914,434)	\$10,870,245
Public Health	\$5,798,750	\$0	\$5,798,750
Peel Regional Police Services	\$6,120,506	(\$1,392,729)	\$4,727,777
Police - O.P.P.	(\$50,409)	(\$109,187)	(\$159,596)
Housing Services	(\$3,213,987)	(\$8,470,386)	(\$11,684,373)
Paramedics	(\$432,136)	(\$659,518)	(\$1,091,654)
Regional Wastewater	(\$9,993,679)	(\$62,805,713)	(\$72,799,391)
South Peel Wastewater	\$15,441,616	(\$249,656,290)	(\$234,214,674)
Regional Water	(\$30,630,660)	(\$267,145,317)	(\$297,775,977)
South Peel Water	(\$102,082,073)	(\$542,633,920)	(\$644,715,993)
Total	(\$14,137,146)	(\$1,417,551,031)	(\$1,431,688,177)

¹Adjustments relate to commitments and work in progress

²Reserve fund was previously named Transhelp in 2019

Note: Amounts in brackets are deficit balances.

4.9 Deductions

The D.C.A. potentially requires that five deductions be made to the increase in the need for service. These relate to:

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development; and
- anticipated grants, subsidies and other contributions.

The requirements behind each of these reductions are addressed as follows:

4.9.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need included in section 4.3 does "...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the municipality over the 10-year period immediately preceding the preparation of the



background study...” O. Reg. 82/98 (section 4) goes further to indicate that “...both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service.”

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

With respect to transit services, the changes to the Act as a result of Bill 73 have provided for an alternative method for calculating the services standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

The average service level calculation sheets for each service component in the D.C. calculation are set out in Appendix B.

4.9.2 Reduction for Uncommitted Excess Capacity

Paragraph 5 of subsection 5 (1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the Region’s “excess capacity,” other than excess capacity which is “committed.”

“Excess capacity” is undefined, but in this case must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of uncommitted excess capacity from the future increase in the need for service would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g. if a road widening to accommodate increased traffic is not required because sufficient excess capacity is already available, then widening would not be included as an increase in need, in the first instance.



4.9.3 Reduction for Benefit to Existing Development

Section 5 (1) 6 of the D.C.A. provides that, “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development.” The general guidelines used to consider benefit to existing development included:

- the repair or unexpanded replacement of existing assets that are in need of repair;
- an increase in average service level of quantity or quality;
- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed and not triggered by regulatory requirements (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of services cap in section 4.8.1 is related but is not the identical requirement. Sanitary, storm and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing public works facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as long-term care, child care and early years, transportation, etc., the service is typically provided on a Region-wide system basis. For example, with respect to child care and early years, facilities of the same type may provide different functions (i.e. daily childcare vs. after-school programs)



4.9.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O. Reg. 82/98 section 6).

4.10 Municipal-wide vs. Area Rating

This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the amended D.C.A., it is now mandatory to “consider” area-rating of services (providing charges for specific areas and services), however, it is not mandatory to implement area-rating. Further discussion is provided in section 7.4.4.

4.11 Allocation of Development

This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential development and between one type of development and another, to arrive at a schedule of charges.

4.12 Asset Management

The new legislation now requires that a D.C. background study must include an asset management plan (subsection 10 (2) c. 2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services (as noted in the subsequent subsection); however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality’s existing



assumptions, approaches and policies on the asset management planning. This examination has been included in Appendix F.

4.13 Transit

The most significant changes to the D.C.A resulting from Bill 73 relate to the transit service. These changes relate to four areas of the calculations, as follows:

- A. Transit no longer requires the statutory 10% mandatory deduction from the net capital cost (subsection 5.2 (i) of the D.C.A.).
- B. The background study requires the following in regard to transit costs (as per subsection 8 (2) of the Regulations):
 1. The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
 2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,
 - i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
 - ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
 3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
 4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
 5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study.



- C. A new forward-looking service standard (as per subsection 6.1 (2) of the Regulations):
1. The service is a discrete service.
 2. No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.
 3. No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.
- D. A very detailed asset management strategy and reporting requirements (subsection 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

Conventional Transit services are currently provided through the area municipalities. Therefore, the above calculations and reporting requirements are not required by the Region.



5.D.C.-Eligible Cost Analysis by Service

5.1 Introduction

This chapter outlines the basis for calculating eligible costs for the D.C.s to be applied on a uniform basis. In each case, the required calculation process set out in subsection 5 (1) paragraphs 2 to 8 in the D.C.A. and described in Chapter 4, was followed in determining D.C.-eligible costs.

The nature of the capital projects and timing identified in the Chapter reflects Council's current intention. Over time, however, Region projects and Council priorities change and accordingly, Council's intentions may alter and different capital projects (and timing) may be required to meet the need for services required by new growth.

5.2 Service Levels and 10-Year Capital Costs for D.C. Calculation

This section evaluates the development-related capital requirements for all of the “soft” services over a 10-year planning period. Each service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which “caps” the D.C. amounts; and, the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

5.2.1 Public Works

As per Section 4.7, a D.C. by-law may provide for any D.C.-eligible service to be included in a class set out in the by-law. Public Works is proposed as a class of service comprised of Services Related to a Highway – Transportation, Water Services, and Wastewater Services.

The Public Works Department has a variety of vehicles and major equipment related to operations support, transportation, water, wastewater and Transhelp totalling approximately \$55.24 million. The inventory provided over the previous 10-year period equates to a per capita standard of \$34. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$7,095,825.



The Region provides operational support for their transportation, water, and wastewater services and Transhelp services out of a number of public works facilities. Currently, the facilities provide 29,361 sq.m of building area, up from 22,144 sq.m in 2010. Based on the average over the previous 10-year period, this translates into an average level of service of 17.8 sq.m per 1,000 population or \$78 per capita. This level of service provides the Region with a maximum D.C.-eligible amount for recovery over the 10-year forecast period of \$16,513,920.

Based on the service standard for vehicles, equipment and facilities, the D.C.-eligible amount related to Public Works over the forecast period is \$23,609,745.

Based on the needs arising from growth, eight projects have been identified related to additional facility space, vehicles, and technological investments. The total cost of the projects identified is \$71,159,000 and includes new facilities, expansions to existing facilities and additional vehicles to service growth. A deduction in the amount of \$23,898,000 has been applied to account for the benefit to growth beyond the 10-year forecast period. An additional \$2,000,000 has been deducted from the Public Works Facility Expansion for internal funding sources identified by staff for this project. Further, \$21,196,900 has been deducted to account for the benefit to existing development and \$458,316 has been deducted to recognize the existing reserve fund balance. Upon applying these deductions, the net amount included in the D.C. is \$23,605,784.

The residential/non-residential capital cost allocation for public works is a 71%/29% split which is based on the incremental growth in population to employment for the 10-year forecast period

Appendix I

Approval of the 2020 Development Charge Background Study and By-law



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Class of Service: Public Works

Prj.No	Increased Service Needs Attributable to Anticipated Development	Service to Which Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
	2020-2029											
1	New Salt Manangement Facility (13,000 tonnes capacity-GFA of 2,266 sq.m.)	Services Related to a Highway - Transportation	2020-2024	15,800,000	-		15,800,000	3,521,200		12,278,800	8,717,948	3,560,852
2A	New Vehicle Provision	Services Related to a Highway - Transportation	2020-2029	1,243,500	-		1,243,500	-		1,243,500	882,885	360,615
2B	New Vehicle Provision	Water Supply Services	2020-2029	437,100	-		437,100	-		437,100	310,341	126,759
2C	New Vehicle Provision	Wastewater Services	2020-2029	219,400	-		219,400	-		219,400	155,774	63,626
3A	Victoria Yard Expansion	Services Related to a Highway - Transportation	2020-2024	16,789,000	10,157,900		6,631,100	6,399,200		231,900	164,649	67,251
3B	Victoria Yard Expansion	Water Supply Services	2020-2024	8,804,000	5,326,400		3,477,600	3,355,700		121,900	86,549	35,351
3C	Victoria Yard Expansion	Wastewater Services	2020-2024	4,907,000	2,968,700		1,938,300	1,870,300		68,000	48,280	19,720
4A	Land Acquisition for future facility expansion	Services Related to a Highway - Transportation	2020-2024	4,954,000	2,997,200		1,956,800	-		1,956,800	1,389,328	567,472
4B	Land Acquisition for future facility expansion	Water Supply Services	2020-2024	2,598,000	1,571,800		1,026,200	-		1,026,200	728,602	297,598
4C	Land Acquisition for future facility expansion	Wastewater Services	2020-2024	1,448,000	876,000		572,000	-		572,000	406,120	165,880
5	Technology Investment to Meet Service Needs	Services Related to a Highway - Transportation	2020	287,000	-		287,000	213,400		73,600	52,256	21,344
6	Automatic Fare Payment Solution	Services Related to a Highway - Transportation	2021	1,530,000	-		1,530,000	1,137,800		392,200	278,462	113,738
7	Outsourced Transhelp Vehicles to Service Growth	Services Related to a Highway - Transportation	2020-2029	8,142,000	-		8,142,000	4,699,300		3,442,700	2,444,317	998,383
8	Public Works Facility Expansion	Services Related to a Highway - Transportation	2020-2024	4,000,000	-	2,000,000	2,000,000	-		2,000,000	1,420,000	580,000
9	Reserve Fund Adjustment		Reserve	-	-		-	458,316		(458,316)	(325,404)	(132,912)
	Total			71,159,000	23,898,000	2,000,000	45,261,000	21,655,216	-	23,605,784	16,760,107	6,845,677



5.2.4 Growth Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Region's capital works program. As discussed in Section 4.7, these studies have been allocated as a class of services based on each service to which the study relates.

For planning related studies, a deduction of 5% has been applied to recognize the extent to which the studies relate to non-D.C.-eligible services. All planning studies have been allocated to the class of services in the following manner:

- Services Related to a Highway – Transportation – 25%
- Wastewater Services – 25%
- Water Supply Services – 25%
- Paramedics Services – 5%
- Long Term Care Services – 5%
- Housing Services – 5%
- Waste Diversion Services – 5%
- Peel Regional Police Services – 2.5%
- Police – O.P.P. – 2.5%

The following provides a list of the planning studies included in the calculations:

- Growth Related Financial Analysis;
- Official Plan Review;
- Growth Management Program Support;
- Long Range Studies – Growth Related;
- Long Range Studies – Community Related; and
- Watershed Planning to Support Growth.

In addition, the capital cost of D.C. Study Updates has been allocated across the different services based on the proportion of the total net growth-related capital costs. The following provides a breakdown of the allocation of D.C. study updates to each service:

- Services Related to a Highway – Transportation – 16.56%
- Wastewater Services – 40.51%



- Water Supply Services – 39.05%
- Paramedics Services – 0.21%
- Long Term Care Services – 0.57%
- Housing Services – 2.21%
- Waste Diversion Services – 0.26%
- Peel Regional Police Services – 0.61%
- Police – O.P.P. – 0.02%

The cost of these studies, including the reserve fund deficit of \$3,759,744 is \$18,184,744, of which \$2,094,800 is attributable to existing benefit. A deduction of \$661,250 has been made to recognize the portion of planning studies related to D.C.-ineligible services, as mentioned above. The net growth-related capital cost, is \$15,428,694. This amount has been included in the D.C. calculations.

These costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment for the 10-year forecast period.

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Region of Peel

Class of Service: Growth Studies

No.	Increased Service Needs Attributable to Anticipated Development 2020-2029	Service to which the Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions (To Recognize Benefit to Non-D.C. Services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	Component Name							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
1A	Development Charges Update	Peel Regional Police Services	2020-2029	7,300	-		7,300	-		7,300	5,183	2,117
1B	Development Charges Update	Police - O.P.P.	2020-2029	200	-		200	-		200	142	58
1C	Development Charges Update	Services Related to a Highway - Transportation	2020-2029	196,800	-		196,800	-		196,800	139,728	57,072
1D	Development Charges Update	Paramedics Services	2020-2029	2,600	-		2,600	-		2,600	1,846	754
1E	Development Charges Update	Long Term Care Services	2020-2029	6,800	-		6,800	-		6,800	4,828	1,972
1F	Development Charges Update	Housing Services	2020-2029	26,600	-		26,600	-		26,600	18,886	7,714
1G	Development Charges Update	Waste Diversion Services	2020-2029	3,100	-		3,100	-		3,100	2,201	899
1H	Development Charges Update	Wastewater Services	2020-2029	487,200	-		487,200	-		487,200	345,912	141,288
1I	Development Charges Update	Water Supply Services	2020-2029	469,400	-		469,400	-		469,400	333,274	136,126
2A	Growth Related Financial Analysis	Peel Regional Police Services	2020-2029	25,000	-	1,250	23,750	-		23,750	16,863	6,888
2B	Growth Related Financial Analysis	Police - O.P.P.	2020-2029	25,000	-	1,250	23,750	-		23,750	16,863	6,888
2C	Growth Related Financial Analysis	Services Related to a Highway - Transportation	2020-2029	250,000	-	12,500	237,500	-		237,500	168,625	68,875
2D	Growth Related Financial Analysis	Paramedics Services	2020-2029	50,000	-	2,500	47,500	-		47,500	33,725	13,775
2E	Growth Related Financial Analysis	Long Term Care Services	2020-2029	50,000	-	2,500	47,500	-		47,500	33,725	13,775
2F	Growth Related Financial Analysis	Housing Services	2020-2029	50,000	-	2,500	47,500	-		47,500	33,725	13,775
2G	Growth Related Financial Analysis	Waste Diversion Services	2020-2029	50,000	-	2,500	47,500	-		47,500	33,725	13,775

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	Component Name							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
2H	Growth Related Financial Analysis	Wastewater Services	2020-2029	250,000	-	12,500	237,500	-		237,500	168,625	68,875
2I	Growth Related Financial Analysis	Water Supply Services	2020-2029	250,000	-	12,500	237,500	-		237,500	168,625	68,875
3A	Official Plan Review	Peel Regional Police Services	2021-2029	125,000	-	6,250	118,750	23,800		94,950	67,415	27,536
3B	Official Plan Review	Police - O.P.P.	2021-2029	125,000	-	6,250	118,750	23,800		94,950	67,415	27,536
3C	Official Plan Review	Services Related to a Highway - Transportation	2021-2029	1,250,000	-	62,500	1,187,500	237,500		950,000	674,500	275,500
3D	Official Plan Review	Paramedics Services	2021-2029	250,000	-	12,500	237,500	47,500		190,000	134,900	55,100
3E	Official Plan Review	Long Term Care Services	2021-2029	250,000	-	12,500	237,500	47,500		190,000	134,900	55,100
3F	Official Plan Review	Housing Services	2021-2029	250,000	-	12,500	237,500	47,500		190,000	134,900	55,100
3G	Official Plan Review	Waste Diversion Services	2021-2029	250,000	-	12,500	237,500	47,500		190,000	134,900	55,100
3H	Official Plan Review	Wastewater Services	2021-2029	1,250,000	-	62,500	1,187,500	237,500		950,000	674,500	275,500
3I	Official Plan Review	Water Supply Services	2021-2029	1,250,000	-	62,500	1,187,500	237,500		950,000	674,500	275,500
4A	Growth Management Program Support	Peel Regional Police Services	2021-2029	90,000	-	4,500	85,500	-		85,500	60,705	24,795
4B	Growth Management Program Support	Police - O.P.P.	2021-2029	90,000	-	4,500	85,500	-		85,500	60,705	24,795
4C	Growth Management Program Support	Services Related to a Highway - Transportation	2021-2029	900,000	-	45,000	855,000	-		855,000	607,050	247,950
4D	Growth Management Program Support	Paramedics Services	2021-2029	180,000	-	9,000	171,000	-		171,000	121,410	49,590

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Region of Peel

Class of Service: Growth Studies

No.	Increased Service Needs Attributable to Anticipated Development 2020-2029	Service to which the Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions (To Recognize Benefit to Non-D.C. Services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	Component Name							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
4E	Growth Management Program Support	Long Term Care Services	2021-2029	180,000	-	9,000	171,000	-		171,000	121,410	49,590
4F	Growth Management Program Support	Housing Services	2021-2029	180,000	-	9,000	171,000	-		171,000	121,410	49,590
4G	Growth Management Program Support	Waste Diversion Services	2021-2029	180,000	-	9,000	171,000	-		171,000	121,410	49,590
4H	Growth Management Program Support	Wastewater Services	2021-2029	900,000	-	45,000	855,000	-		855,000	607,050	247,950
4I	Growth Management Program Support	Water Supply Services	2021-2029	900,000	-	45,000	855,000	-		855,000	607,050	247,950
5A	Long Range Studies - Growth	Peel Regional Police Services	2021-2029	45,000	-	2,250	42,750	8,600		34,150	24,247	9,904
5B	Long Range Studies - Growth	Police - O.P.P.	2021-2029	45,000	-	2,250	42,750	8,600		34,150	24,247	9,904
5C	Long Range Studies - Growth	Services Related to a Highway - Transportation	2021-2029	450,000	-	22,500	427,500	85,500		342,000	242,820	99,180
5D	Long Range Studies - Growth	Paramedics Services	2021-2029	90,000	-	4,500	85,500	17,100		68,400	48,564	19,836
5E	Long Range Studies - Growth	Long Term Care Services	2021-2029	90,000	-	4,500	85,500	17,100		68,400	48,564	19,836
5F	Long Range Studies - Growth	Housing Services	2021-2029	90,000	-	4,500	85,500	17,100		68,400	48,564	19,836
5G	Long Range Studies - Growth	Waste Diversion Services	2021-2029	90,000	-	4,500	85,500	17,100		68,400	48,564	19,836
5H	Long Range Studies - Growth	Wastewater Services	2021-2029	450,000	-	22,500	427,500	85,500		342,000	242,820	99,180
5I	Long Range Studies - Growth	Water Supply Services	2021-2029	450,000	-	22,500	427,500	85,500		342,000	242,820	99,180
6A	Long Range Studies - Community	Peel Regional Police Services	2020-2029	40,000	-	2,000	38,000	19,000		19,000	13,490	5,510
6B	Long Range Studies - Community	Police - O.P.P.	2020-2029	40,000	-	2,000	38,000	19,000		19,000	13,490	5,510

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Region of Peel
Class of Service: Growth Studies

No.	Increased Service Needs Attributable to Anticipated Development 2020-2029	Service to which the Project Relates	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions (To Recognize Benefit to Non-D.C. Services)	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	Component Name							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
6C	Long Range Studies - Community	Services Related to a Highway - Transportation	2020-2029	400,000	-	20,000	380,000	190,000		190,000	134,900	55,100
6D	Long Range Studies - Community	Paramedics Services	2020-2029	80,000	-	4,000	76,000	38,000		38,000	26,980	11,020
6E	Long Range Studies - Community	Long Term Care Services	2020-2029	80,000	-	4,000	76,000	38,000		38,000	26,980	11,020
6F	Long Range Studies - Community	Housing Services	2020-2029	80,000	-	4,000	76,000	38,000		38,000	26,980	11,020
6G	Long Range Studies - Community	Waste Diversion Services	2020-2029	80,000	-	4,000	76,000	38,000		38,000	26,980	11,020
6H	Long Range Studies - Community	Wastewater Services	2020-2029	400,000	-	20,000	380,000	190,000		190,000	134,900	55,100
6I	Long Range Studies - Community	Water Supply Services	2020-2029	400,000	-	20,000	380,000	190,000		190,000	134,900	55,100
7A	Watershed Planning to Support Growth	Peel Regional Police Services	2020	5,600	-	280	5,320	1,100		4,220	2,996	1,224
7B	Watershed Planning to Support Growth	Police - O.P.P.	2020	5,600	-	280	5,320	1,100		4,220	2,996	1,224
7C	Watershed Planning to Support Growth	Services Related to a Highway - Transportation	2020	56,000	-	2,800	53,200	10,600		42,600	30,246	12,354
7D	Watershed Planning to Support Growth	Paramedics Services	2020	11,300	-	565	10,735	2,100		8,635	6,131	2,504
7E	Watershed Planning to Support Growth	Long Term Care Services	2020	11,300	-	565	10,735	2,100		8,635	6,131	2,504
7F	Watershed Planning to Support Growth	Housing Services	2020	11,300	-	565	10,735	2,100		8,635	6,131	2,504
7G	Watershed Planning to Support Growth	Waste Diversion Services	2020	11,300	-	565	10,735	2,100		8,635	6,131	2,504
7H	Watershed Planning to Support Growth	Wastewater Services	2020	56,300	-	2,815	53,485	10,700		42,785	30,377	12,408
7I	Watershed Planning to Support Growth	Water Supply Services	2020	56,300	-	2,815	53,485	10,700		42,785	30,377	12,408
	Reserve Fund Adjustment		Reserve	3,759,744	-		3,759,744	-		3,759,744	2,669,418	1,090,326
	Total			18,184,744	-	661,250	17,523,494	2,094,800	-	15,428,694	10,954,373	4,474,321



5.2.5 Long Term Care

The Region of Peel currently operates five Long Term Care facilities from a total of 54,623 sq.m. of facility space. The facilities in service over the historical 10-year period provide residents with space equating to an average service level of 0.04 sq.m or \$194 per capita. This facility space is currently provided on 100,974 sq.m of land which provides a per capita service standard of 0.07 sq.m or \$50 per capita. This level of investment provides the Region with \$51,692,715 for eligible future D.C. funding over the 10-year forecast period.

The Region has identified the need for a new Peel Manor facility which will provide additional Long Term Care space for growth-related needs. The gross capital cost of this project is \$135.6 million. \$64,414,000 has been deducted as a benefit to existing development to account for the existing Peel Manor facility space that is being replaced. An additional \$854,300 has been deducted to account for the benefit to growth beyond the forecast period. A further reduction of \$7,962,379 recognizes anticipated grant funding related to this project. With an adjustment of \$10,870,245 to account for the existing reserve fund balance, \$51,499,076 has been included in the D.C. calculation.

An allocation of 100% to residential development has been attributed to services related to Long Term Care Homes as this is primarily a residential service.

Region of Peel
Service Long Term Care

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5.2.6 Public Health Services

Public Health services focus on health promotion, health protection and illness prevention and are provided in various offices and clinics located throughout the Region. The Region currently provides this service from 2,081 sq.m. of facility space. Based on the space provided over the past 10 years, the historical average level of service provided by the Region equates to an investment of \$12 per capita. This level of service provides the Region with a maximum D.C.-eligible amount for recovery over the forecast period of \$2,540,115.

The Region has identified the need for additional clinic and facility space over the forecast period at a gross capital cost of \$5,400,000. A deduction of \$1,080,000 has been made to account for the benefit to existing development. The current reserve fund balance of \$5,798,750 will fully fund the growth-related portions of these projects. The residual amount in the reserve fund will be allocated towards future-growth related works.

While public health services are predominately residential based, there are some health services provided to the non-residential sector. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Public Health

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
	2020-2029									95%	5%
1	Public Health Clinics and Facilities	2021	1,800,000	-		1,800,000	360,000		1,440,000	1,368,000	72,000
2	Public Health Clinics and Facilities	2024	1,800,000	-		1,800,000	360,000		1,440,000	1,368,000	72,000
3	Public Health Clinics and Facilities	2029	1,800,000	-		1,800,000	360,000		1,440,000	1,368,000	72,000
	Reserve Fund Adjustment	Reserve		-		-	4,320,000		(4,320,000)	(4,104,000)	(216,000)
	Total		5,400,000	-	-	5,400,000	5,400,000	-	-	-	-

Note: Residual of \$1,478,750 remains in the reserve fund for future growth-related works



5.2.7 Paramedics

The Peel Regional Paramedic Services currently operates out of a combination of larger reporting stations and smaller satellite stations. These facilities provide a total of 23,702 sq.m. of space. Over the past ten years, the average level of service was 9.90 sq.m. of space per 1,000 population or an investment of \$70 per capita. Based on this service standard, the Region would be eligible to collect approximately \$14,817,690 from D.C.s for ambulance facility space (over the 10-year period).

In addition to facility space, the Region also has 132 ambulances, 47 transport vehicles and 164 defibrillators. Over the past ten years, the average level of service was 0.20 vehicles/equipment per 1,000 population which equates to an investment of \$21 per capita. Based on this service standard, the Region would be eligible to collect approximately \$4,496,490 from D.C.s for ambulance vehicles and equipment (over the 10-year period).

Based on these service standard calculations, the total D.C.-eligible amount over the 10-year forecast period related to Paramedics is \$19,314,180.

The Region of Peel has identified the need for additional paramedics facility space required for growth resulting in gross capital expenditures of \$126,210,000. In addition, defibrillators, medical equipment and additional vehicles are needed over the forecast period. The total gross capital cost related to Paramedics is \$139,602,454. Other deductions in the amount of \$5,038,000 have been made to account for other funding sources identified for these growth-related projects. A further deduction of \$115,270,000 has been made to account for the share of the costs that benefit growth beyond the forecast period. Finally, an adjustment of \$1,091,654 has been made to account for the existing reserve fund deficit resulting in a D.C. recoverable amount of \$19,294,454.

The growth costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Paramedics

#	Increased Service Needs Attributable to Anticipated Development 2020-2029	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	Component Name						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
1	Defibrillators and Medical Equipment	2020	1,096,000	-	1,085,000	11,000	-		11,000	7,810	3,190
2	Ambulance Fleet and Support Vehicles	2020	4,093,000	-	3,953,000	140,000	-		140,000	99,400	40,600
3	Ambulance Facilities - Growth	2020	6,210,000	-		6,210,000	-		6,210,000	4,409,100	1,800,900
4	Defibrillators and Medical Equipment	2021-2029	961,200	-		961,200	-		961,200	682,452	278,748
5	Ambulance Fleet and Support Vehicles	2021-2029	6,150,600	-		6,150,600	-		6,150,600	4,366,926	1,783,674
6	Ambulance Facilities - Growth	2021-2029	120,000,000	115,270,000		4,730,000	-		4,730,000	3,358,300	1,371,700
	Reserve Fund Adjustment		1,091,654	-		1,091,654	-		1,091,654	775,074	316,580
	Total		139,602,454	115,270,000	5,038,000	19,294,454	-	-	19,294,454	13,699,062	5,595,392



5.2.8 Housing Services

The Region of Peel provides Social Housing services to its residents due to the rising difficulty for many to afford accommodations at market prices. The Region currently operates 7,780 units below market rent. Over the previous 10 years, the average level of service equates to an average level of investment of \$2,064 per capita. This level of service provides the Region with a maximum D.C.-eligible amount of \$436,637,520 over the 10-year forecast period.

In addition to Social Housing units, the Region also provides temporary housing and living space for homeless individuals. The Region currently operates out of 13,423 sq.m of facility space which, when based on the average provided over the last 10 years, equates to an average level of service of \$34 per capita. Due to the increasing needs for Shelter services, the Region has been renting out hotel rooms on an as-needed basis to address the overflow that cannot be accommodated in the existing facility space. In 2019, the Region rented 20,686 hotel rooms over the year. The level of service provided over the historical 10-year period provides for an average level of service of \$67 per capita. This level of service provided through shelter space and hotel rooms allows the Region to recover \$7,273,485 over the forecast period.

Based on these service standards, the Region is eligible to collect up to \$443,911,005 from D.C.s for Housing Services.

The Region has identified \$836,510,000 in Affordable Housing Initiatives through the Housing Master Plan. This project will provide additional social housing units to residents. In addition to this project, The Region has also identified the need for an additional Family Shelter in Brampton at a gross capital cost of \$34,301,000. Deductions in the amount of \$138,906,400 have been made to account for the benefit to growth beyond the forecast period. Further deductions of \$57,461,000 have been made to recognize recently announced grant contributions to these projects as well as \$186,910,600 to recognize other deductions. Finally, deductions totalling \$298,700,700 have been made to account for the share of the costs that benefit existing development. An additional \$11,684,373 has been included in the D.C. calculation to account for the existing reserve fund deficit. The net D.C. recoverable amount for Housing Services is therefore \$200,516,673.



Since Housing Services is considered a residential-based service, the growth-related capital costs have been allocated 100% residential and 0% non-residential.

Region of Peel
Service: Housing Services

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5.2.9 Waste Diversion

With respect to Waste Diversion, the Region currently provides 19,366 sq.m. of eligible waste diversion related facility space. Over the past ten years, the average level of service for eligible space was 0.01 sq.m. per capita which equates to an average investment of \$187 per capita. In addition to facilities, there are also 130 waste diversion collection vehicles that are 100% eligible for inclusion in the D.C. Over the historical 10-year period, the average service standard for vehicles equates to \$30 per capita. The Region also has an inventory of non-collection vehicles and equipment related to waste diversion at a value of \$9,247,958. The level of service provided over the previous 10 years equates to an average level of investment of \$6 per capita. Finally, the Region provides blue and green carts to residential units for recycling purposes. In 2019, 447,683 carts were provided to residents within the Region, providing for an average investment of \$45 per capita. Based on the service standard for waste diversion services, the Region would be eligible to collect \$56,470,500 from D.C.s over the 10-year period.

The Region has identified the need for additional carts and bins based on the anticipated growth in residential units over the 10-year forecast period. A provision has also been made for additional collection vehicles that will be required to service new growth. Finally, an Anaerobic Digestion Facility has been planned for construction within the forecast period. The gross capital cost of these projects is \$121,520,000. A deduction of \$3,622,000 has been applied to account for the capacity at the Anaerobic Digestion Facility that will benefit growth beyond the forecast period. A further deduction of \$94,163,000 has been made to account for the existing organic waste to be processed at this new facility. The net growth-related capital cost is \$23,735,000.

While waste diversion is predominately residential based, there is some use by non-residential users. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Waste Diversion

Prj.No	Increased Service Needs Attributable to Anticipated Development 2020-2029	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
	Component Name						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 95%	Non-Residential Share 5%
1	Blue Cart - Curbside	2020-2029	2,880,000	-		2,880,000	-		2,880,000	2,736,000	144,000
2	Green Cart - Curbside	2020-2029	4,080,000	-		4,080,000	-		4,080,000	3,876,000	204,000
3	Blue Multi-Res	2020-2029	72,000	-		72,000	-		72,000	68,400	3,600
4	Kitchen Bins	2020-2029	288,000	-		288,000	-		288,000	273,600	14,400
5	Provision for Additional Collection Vehicles	2021-2029	5,550,000	-		5,550,000	-		5,550,000	5,272,500	277,500
6	Anaerobic Digestion Facility	2020-2023	108,650,000	3,622,000		105,028,000	94,163,000		10,865,000	10,321,750	543,250
	Total		121,520,000	3,622,000	-	117,898,000	94,163,000	-	23,735,000	22,548,250	1,186,750



5.3 Service Levels and 21-Year Capital Costs for Peel's D.C. Calculation

This section evaluates the development-related capital requirements for those services with 21-year (2020-2041) capital costs.

5.3.1 Services Related to a Highway – Transportation

5.3.1.1 Introduction

The Region of Peel is responsible for the planning, construction, operations, and maintenance of the transportation network within its municipal boundaries. To identify the required transportation infrastructure needs for the road network to the 2041 planning horizon year, the Region of Peel developed the Long-Range Transportation Plan (L.R.T.P.). The L.R.T.P. serves as the basis for identifying infrastructure programming needs, inclusive of both road improvements as well as sustainable and active transportation infrastructure. The Plan is updated in its entirety every 5 years with the latest being completed and adopted by Regional Council in 2019. The 2019 L.R.T.P. provides a critical “blueprint” for transportation infrastructure requirements that allows the Region to sustain projected growth demands to the 2041 planning horizon.

The Region of Peel retained the services of H.D.R. Corporation (H.D.R.) in 2017 to deliver an updated Transportation D.C. Background Study (2017 to 2041). This included a full review of the road network and intersection improvements required to accommodate future traffic growth due to development. I.B.I. group was retained in 2019 to build upon the related work conducted by H.D.R., providing technical advice on the transportation inputs including benefit to existing deductions for roads and active transportation infrastructure. The Region has also drawn upon several Regional Transportation Plans and Strategic Studies that inform the Road Improvement and Sustainable Transportation component of the 2020 D.C. update. They include:

- The Long Range Transportation Plan, 2019; and,
- Adoption and implementation of the 2018 Sustainable Transportation Strategy, which is inclusive of pedestrian and cycling infrastructure requirements along Regional roads;



5.3.1.3 Summary of Capital Costs Included in D.C. Calculation

The detailed listing of the transportation capital costs included in the D.C. calculation is contained in the following pages. The Region has identified the need for \$1.62 billion in additional road projects with a reserve adjustment of \$187.34 million. An additional \$11.83 million has been included in the calculations for existing growth-related debt principal and discounted interest. It is noted that the capital forecast for transportation utilizes employment figures that include W.A.H. and N.F.P.O.W. employees, however, W.A.H. and N.F.P.O.W. employment growth has been excluded from the D.C. employment growth forecast as their impact on municipal services from work has already been included in the population forecast. To reflect this in the D.C. calculations, a post-period benefit deduction in the amount of \$80.58 million has been made to the total capital program. Additional deductions of \$187.63 million for benefit to existing development and other contributions in the amount of \$67.98 million have been made. The net amount included in the D.C. calculation is \$1.11 billion. A summary of these capital costs is provided in Table 5-15.

These costs are attributed 71% to residential and 29% non-residential development which is the share of incremental population and employment growth over the 2020-2041 period.

Table 5-15
Region of Peel
Summary of Transportation Capital Costs

Services Related to a Highway Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	1,621,400,000		1,621,400,000	187,634,000	67,983,109	1,365,782,891	969,705,853	396,077,038
Existing Debt Principal and Interest (Discounted)	11,830,923		11,830,923			11,830,923	8,399,955	3,430,968
Provisional Reduction for WAH and NFPQW Adjustment		80,581,000	(80,581,000)			(80,581,000)	(57,212,510)	(23,368,490)
Reserves	187,341,862		187,341,862			187,341,862	133,012,722	54,329,140
Total	1,820,572,785	80,581,000	1,739,991,785	187,634,000	67,983,109	1,484,374,676	1,053,906,020	430,468,656

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Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Services Related to a Highway - Transportation

No.	Increased Service Needs Attributable to Anticipated Development 2020-2041		Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
183	Future Intersections	Highway 50 and Wilton Allan Dr	2035-2041	1,175,000	-		1,175,000	58,800	-	1,116,200	792,502	323,698
184	Future Intersections	Kennedy Rd and Queen St	2031-2041	1,400,000	-		1,400,000	70,000	-	1,330,000	944,300	385,700
185	Future Intersections	Kennedy Rd and Church St	2031-2041	410,000	-		410,000	20,500	-	389,500	276,545	112,955
186	Future Intersections	Cawthra Rd and Lakeshore Blvd	2031-2041	1,100,000	-		1,100,000	55,000	-	1,045,000	741,950	303,050
187	Future Intersections	Cawthra Rd and Atwater Ave	2031-2041	610,000	-		610,000	30,500	-	579,500	411,445	168,055
188	* Future Intersections	WCB and Royal Windsor Dr	2031-2041	655,000	-		655,000	16,400	327,500	311,100	220,881	90,219
189	* Future Intersections	WCB Blvd and Broomsgrove Rd	2031-2041	545,000	-		545,000	13,600	272,500	258,900	183,819	75,081
190	* Future Intersections	WCB and Truscott Dr	2031-2041	527,000	-		527,000	13,200	263,500	250,300	177,713	72,587
191	Future Intersections	Queensway East and Hurontario St	2031-2041	950,000	-		950,000	47,500	-	902,500	640,775	261,725
192	Future Intersections	Queensway East and Trillium Centre	2031-2041	1,325,000	-		1,325,000	66,300	-	1,258,700	893,677	365,023
193	* Future Intersections	Hwy 50 and Cottrelle Blvd	2031-2041	526,000	-		526,000	13,200	263,000	249,800	177,358	72,442
194	Future Intersections	Bovaird Dr and Southlake Blvd_Heartlake Rd	2031-2041	2,760,000	-		2,760,000	138,000	-	2,622,000	1,861,620	760,380
195	Future Intersections	HWY 50 and Ellwood Dr	2031-2041	935,000	-		935,000	46,800	-	888,200	630,622	257,578
196	Future Intersections	Queen St East and McVean Dr	2031-2041	940,000	-		940,000	47,000	-	893,000	634,030	258,970
197	Future Intersections	Queen St East and Goreway Dr	2031-2041	2,300,000	-		2,300,000	115,000	-	2,185,000	1,551,350	633,650
198	Future Intersections	Queen St East and Delta Park Dr	2031-2041	655,000	-		655,000	32,800	-	622,200	441,762	180,438
199	Future Intersections	Queen St and Gateway Blvd	2031-2041	975,000	-		975,000	48,800	-	926,200	657,602	268,598
200	Future Intersections	Bovaird Dr and Royal Orchard Dr_Van Kirk Dr	2031-2041	1,550,000	-		1,550,000	77,500	-	1,472,500	1,045,475	427,025
201	Future Intersections	Bovaird Dr and Fletcher Ck_Edenbrook Hill Dr	2031-2041	870,000	-		870,000	43,500	-	826,500	586,815	239,685
202	Future Intersections	Bovaird Dr and Chingaucousy Rd	2031-2041	1,525,000	-		1,525,000	76,300	-	1,448,700	1,028,577	420,123
203	Future Intersections	Bovaird Dr and Ashby Field Rd_GO Station	2031-2041	960,000	-		960,000	48,000	-	912,000	647,520	264,480
204	Future Intersections	Bovaird Dr and Heritage Rd	2031-2041	1,600,000	-		1,600,000	80,000	-	1,520,000	1,079,200	440,800
205	Future Intersections	Coleraine Dr and Healey Rd	2031-2041	1,200,000	-		1,200,000	60,000	-	1,140,000	809,400	330,600
206	Future Intersections	King St and Hurontario Sr	2031-2041	980,000	-		980,000	49,000	-	931,000	661,010	269,990
207	Property	New Roads	2020-2041	95,358,000	-		95,358,000	-	-	95,358,000	67,704,180	27,653,820
208	Property	Road Widenings and Intersection Improvements	2020-2041	138,970,000	-		138,970,000	6,948,500	-	132,021,500	93,735,265	38,286,235
209	Utilities	Utilities	2020-2041	96,751,000	-		96,751,000	-	-	96,751,000	68,693,210	28,057,790
	Provisional Reduction for WAH and NFPOW Adjustment		2020		80,581,000		(80,581,000)	-	-	(80,581,000)	(57,212,510)	(23,368,490)
	Existing Debt Principal		2020-2040	8,737,949	-		8,737,949	-	-	8,737,949	6,203,944	2,534,005
	Existing Debt Interest (Discounted)		2020-2040	3,092,973	-		3,092,973	-	-	3,092,973	2,196,011	896,962
	Reserve Fund Adjustment		Reserve	187,341,862	-		187,341,862	-	-	187,341,862	133,012,722	54,329,140
	Total			1,820,572,785	80,581,000	-	1,739,991,785	187,634,000	67,983,109	1,484,374,676	1,053,906,020	430,468,656

Note: Benefit-to-Existing allocations are provided as per draft policy document.



Soft costs such as geotechnical/hydrogeological, property/easements, engineering and design, contract administration and contingency allowances, are added to the base construction cost to arrive at the total project cost.

5.4.1.1.4 Water Service Standards Recommendation

That the Water Service Standards based on Regional policy, guidelines and the standards outlined above, be used for the preparation of the new D.C. by-law.

That the allocation of the residential/non-residential share of eligible growth expenditures be based on incremental population vs. employment growth (multiplied by their respective capacity design criteria) over the 2020-2041 forecast period as follows:

- Residential – 73%
- Non-residential – 27%

5.4.1.1.5 Summary of Capital Costs Included in D.C. Calculation – Regional Water

The Region has identified the need for \$543.55 million in additional water projects with post period benefit of \$3.26 million. An adjustment to account for the existing reserve fund deficit of \$297.78 million has been made to the calculations. An additional \$91.14 million has been included in the calculations to account for existing growth-related debt-principal and interest (discounted) costs. In addition to the existing debt, the Region is anticipating issuing \$30 million of new growth-related debt. The discounted interest costs related to this debt amount has been included in the calculations at an amount of \$8.90 million with \$498,800 of that amount attributed to growth beyond the forecast period. The capital forecast to 2041 for water utilizes total employment figures that include W.A.H. and N.F.P.O.W. employees. Since the growth forecast utilized for the D.C. calculations excludes these categories, a post period benefit deduction in the amount of \$30.28 million has been made to account for this capital. The net amount included in the D.C. calculation is \$907.34 million. A summary of these capital costs is provided in Table 5-18.



Table 5-18
Region of Peel
Summary of Regional Water Capital Costs

Regional Water Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	543,552,735	3,256,000	540,296,735	-	-	540,296,735	394,416,617	145,880,118
Existing Debt Principal and Interest (Discounted)	91,141,530	-	91,141,530	-	-	91,141,530	66,533,317	24,608,213
New Debt Interest (Discounted)	8,901,408	498,800	8,402,608	-	-	8,402,608	6,133,903	2,268,704
Provisional Reduction for WAH and NFPOW Adjustment		30,276,000	(30,276,000)	-	-	(30,276,000)	(22,101,480)	(8,174,520)
Reserves	297,775,977		297,775,977	-	-	297,775,977	217,376,463	80,399,514
Total	941,371,649	34,030,800	907,340,849	-	-	907,340,849	662,358,820	244,982,029

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Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Regional Water

#	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost		
												Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
			Component Description	Proj. Name	Project Description								73%	27%	
132	51605	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from Humber Station Road to 680 metres westerly, south of King Street.	2035	913,100	-		913,100	-		913,100	666,563	246,537
133	51607	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from Humber Station Road to 680 metres westerly.	2035	913,100	-		913,100	-		913,100	666,563	246,537
134	51609	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from future street north of Healey Road to 910 metres northerly, west of Humber Station Road.	2035	1,189,500	-		1,189,500	-		1,189,500	868,335	321,165
135	51610	251199	Design	400-mm Water Main - Bramalea Road (Mayfield West Phase 4)	Construction of a 400-mm water main on Bramalea Road from north of Mayfield Road to 290 metres northerly. Design in 2030.	2030	248,200	-		248,200	-		248,200	181,186	67,014
136	51611	251199	Water Main	400-mm Water Main - Bramalea Road (Mayfield West Phase 4)	Construction of a 400-mm water main on Bramalea Road from north of Mayfield Road to 290 metres northerly. Design in 2030.	2032	1,162,000	-		1,162,000	-		1,162,000	848,260	313,740
137	51613	251198	Water Main	400-mm Water Main - Future Street (Mayfield West Phase 4)	Construction of a 400-mm water main on a future street from Dixie Road to Bramalea Road.	2031	2,098,500	-		2,098,500	-		2,098,500	1,531,905	566,595
138	51614	191190	Design	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from the future Abbotside Way to 720 metres northerly.	2020	184,800	-		184,800	-		184,800	134,904	49,896
139	51615	191190	Water Main	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from the future Abbotside Way to 720 metres northerly.	2020	899,700	-		899,700	-		899,700	656,781	242,919
140	51617	251198	Water Main	400-mm Water Main - Future Street (Mayfield West Phase 4)	Construction of a 400-mm water main on a future street from Dixie Road to Heart Lake Road, north of Mayfield Road.	2030	1,779,200	-		1,779,200	-		1,779,200	1,298,816	480,384
141	23443	231123	Design	600-mm Water Main - Atlantic Drive/Creekbank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creekbank Road from Britannia Road East to Sismet Road. Design in 2023.	2023	980,200	-		980,200	-		980,200	715,546	264,654
142	23444	231123	Water Main	600-mm Water Main - Atlantic Drive/Creekbank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creekbank Road from Britannia Road East to Sismet Road. Design in 2023.	2025	4,660,200	-		4,660,200	-		4,660,200	3,401,946	1,258,254
143	23445	231123	Design	600-mm Water Main - Atlantic Drive/Creekbank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creekbank Road from Britannia Road East to Sismet Road. Design in 2023.	2023	1,183,900	-		1,183,900	-		1,183,900	864,247	319,653
144	23446	231123	Water Main	600-mm Water Main - Atlantic Drive/Creekbank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creekbank Road from Britannia Road East to Sismet Road. Design in 2023.	2025	5,628,400	-		5,628,400	-		5,628,400	4,108,732	1,519,668
145	51618	221114	Design	400-mm Water Main - Ninth Line (Ninth Line Lands)	Construction of a 400-mm water main on Ninth Line from Derry Road West to 620 metres southerly. Design in 2022.	2022	362,100	-		362,100	-		362,100	264,333	97,767
146	51619	221114	Water Main	400-mm Water Main - Ninth Line (Ninth Line Lands)	Construction of a 400-mm water main on Ninth Line from Derry Road West to 620 metres southerly. Design in 2022.	2024	1,695,500	-		1,695,500	-		1,695,500	1,237,715	457,785

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#	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
161	34628	191190	Water Main	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from Old School Road to 2620 metres southerly.	2020	2,179,452	-		2,179,452	-		2,179,452	1,591,000	588,452
162	52144	221140	Water Main	400-mm Water Main - Future Lagerfeld Drive (Mount Pleasant)	Construction of a 400-mm water main on the future extension of Lagerfeld Drive from Mississauga Road to Creditview Road.	2022	697,800	-		697,800	-		697,800	509,394	188,406
163	52642	251199	Water Main	600-mm Water Main - Rangeview Road (Inspiration Lakeview)	Construction of a 600-mm water main on Rangeview Road from East Avenue to Lakefront Promenade. Design in 2028.	2030	1,123,200	-		1,123,200	-		1,123,200	819,936	303,264
164	52643	251199	Design	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street from Cawthra Road to Confederation Parkway. Design in 2028.	2028	1,834,400	-		1,834,400	-		1,834,400	1,339,112	495,288
165	52644	251199	Water Main	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street from Cawthra Road to Confederation Parkway. Design in 2028.	2030	8,720,600	-		8,720,600	-		8,720,600	6,366,038	2,354,562
166	52645	201129	Design	400-mm Water Main - Eglinton Avenue East	Construction of a 400-mm water main on Eglinton Avenue East from Hurontario Street to Sorrento Drive.	2020	308,100	-		308,100	-		308,100	224,913	83,187
167	52646	201129	Water Main	400-mm Water Main - Eglinton Avenue East	Construction of a 400-mm water main on Eglinton Avenue East from Hurontario Street to Sorrento Drive.	2020	1,442,500	-		1,442,500	-		1,442,500	1,053,025	389,475
168	52647	251199	Design	600-mm Water Main - Hurontario Street	Construction of a 600-mm water main on Hurontario Street from Steeles Avenue to County Court Boulevard. Design in 2036.	2036	1,082,800	-		1,082,800	-		1,082,800	790,444	292,356
169	52648	251199	Water Main	600-mm Water Main - Hurontario Street	Construction of a 600-mm water main on Hurontario Street from Steeles Avenue to County Court Boulevard. Design in 2036.	2038	5,146,900	-		5,146,900	-		5,146,900	3,757,237	1,389,663
170	52649	251199	Design	600-mm Water Main - County Court Boulevard and Future Street	Construction of a 600-mm water main on County Court Boulevard and a future street from Hurontario Street to the future alignment of First Gulf Boulevard. Design in 2036.	2036	1,467,000	-		1,467,000	-		1,467,000	1,070,910	396,090
171	52650	251199	Water Main	600-mm Water Main - County Court Boulevard and Future Street	Construction of a 600-mm water main on County Court Boulevard and a future street from Hurontario Street to the future alignment of First Gulf Boulevard. Design in 2036.	2038	6,974,000	-		6,974,000	-		6,974,000	5,091,020	1,882,980
172	52651	251199	Design	600-mm Water Main - Future First Gulf Boulevard	Construction of a 600-mm water main on the future alignment of First Gulf Boulevard from Steeles Avenue East to a future street. Design in 2036.	2036	998,400	-		998,400	-		998,400	728,832	269,568
173	52652	251199	Water Main	600-mm Water Main - Future First Gulf Boulevard	Construction of a 600-mm water main on the future alignment of First Gulf Boulevard from Steeles Avenue East to a future street. Design in 2036.	2038	4,745,900	-		4,745,900	-		4,745,900	3,464,507	1,281,393
174	52653	251199	Design	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street East from Cawthra Road to Dixie Road. Design in 2028.	2028	1,747,500	-		1,747,500	-		1,747,500	1,275,675	471,825
175	52654	251199	Water Main	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street East from Cawthra Road to Dixie Road. Design in 2028.	2030	8,307,400	-		8,307,400	-		8,307,400	6,064,402	2,242,998
176	52708	211151	Design	600-mm Water Main - Church Street East	Construction of a 600-mm water main on Church Street East from Centre Street North to Main Street. Design in 2021.	2021	2,058,200	-		2,058,200	-		2,058,200	1,502,486	555,714

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Service: Regional Water

#	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
177	52709	211151	Water Main	600-mm Water Main - Church Street East	Construction of a 600-mm water main on Church Street East from Centre Street North to Main Street. Design in 2021.	2023	12,089,300	-		12,089,300	-		12,089,300	8,825,189	3,264,111
178	52713	251199	Water Main	400-mm Water Main - Lakefront Promenade (Inspiration Lakeview)	Construction of a 400-mm water main on Lakefront Promenade from Lakeshore Road East to Rangeview Road. Design in 2028.	2030	471,300	-		471,300	-		471,300	344,049	127,251
179	6219	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2020	750,000	-		750,000	-		750,000	547,500	202,500
180	6220	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2021	750,000	-		750,000	-		750,000	547,500	202,500
181	12921	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2022	750,000	-		750,000	-		750,000	547,500	202,500
182	12922	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2023	750,000	-		750,000	-		750,000	547,500	202,500
183	12923	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2024	750,000	-		750,000	-		750,000	547,500	202,500
184	20644	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2025	750,000	-		750,000	-		750,000	547,500	202,500
185	20645	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2026	750,000	-		750,000	-		750,000	547,500	202,500
186	20646	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2027	750,000	-		750,000	-		750,000	547,500	202,500
187	20647	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2028	750,000	-		750,000	-		750,000	547,500	202,500
188	20648	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2029	750,000	-		750,000	-		750,000	547,500	202,500
189	20649	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2030	750,000	-		750,000	-		750,000	547,500	202,500
190	20650	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2031	750,000	-		750,000	-		750,000	547,500	202,500
191	38063	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2032	750,000	-		750,000	-		750,000	547,500	202,500
192	38064	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2033	750,000	-		750,000	-		750,000	547,500	202,500
193	38065	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2034	750,000	-		750,000	-		750,000	547,500	202,500
194	38066	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2035	750,000	-		750,000	-		750,000	547,500	202,500
195	38067	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2036	750,000	-		750,000	-		750,000	547,500	202,500
196	38068	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2037	750,000	-		750,000	-		750,000	547,500	202,500
197	38069	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2038	750,000	-		750,000	-		750,000	547,500	202,500
198	38070	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2039	750,000	-		750,000	-		750,000	547,500	202,500
199	38071	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2040	750,000	-		750,000	-		750,000	547,500	202,500
200	38072	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2041	750,000	-		750,000	-		750,000	547,500	202,500

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Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Regional Water

#	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
201	23709	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2022	750,000	-		750,000	-		750,000	547,500	202,500
202	23710	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2027	750,000	-		750,000	-		750,000	547,500	202,500
203	23711	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2032	750,000	-		750,000	-		750,000	547,500	202,500
204	36272	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2037	750,000	-		750,000	-		750,000	547,500	202,500
			Provisional Reduction for WAH and NFPOW Adjustment					30,276,000		(30,276,000)	-		(30,276,000)	(22,101,480)	(8,174,520)
			Existing Debt Principal			2020-2033	67,946,965	-		67,946,965	-		67,946,965	49,601,284	18,345,681
			Existing Debt Interest (Discounted)			2020-2033	23,194,565	-		23,194,565	-		23,194,565	16,932,032	6,262,533
			New Debt Interest (Discounted)	Total Debt Issuance of \$30,000,000		2020-2050	8,901,408	498,800		8,402,608	-		8,402,608	6,133,903	2,268,704
			Reserve Fund Adjustment			Reserve	297,775,977	-		297,775,977	-		297,775,977	217,376,463	80,399,514
			Total				941,371,649	34,030,800	-	907,340,849	-	-	907,340,849	662,358,820	244,982,029



5.4.1.2.4 Wastewater Service Standards Recommendation

That the Wastewater Service Standards based on Regional policy, guidelines and the standards outlined above, be used for the preparation of the new development charges By-law.

That the allocation of the residential/non-residential share of eligible growth expenditures is based on the incremental population vs. employment growth (multiplied by their respective design criteria) for wastewater service areas over the 2020-2041 forecast period as follows:

- Residential: 73%
- Non-residential: 27%

5.4.1.2.5 Summary of Capital Costs Included in D.C. Calculation – Regional Wastewater

The Region has identified the need for \$337.76 million in additional wastewater projects with \$51 million of this amount benefitting existing development. In addition, \$6.17 million has been deducted from the calculation to account for the benefit to growth beyond the forecast period. Existing growth-related debt principal and interest (discounted) has also been included in the calculation at an amount of \$9.47 million. As with water services, the wastewater capital forecast to 2041 utilized employment figures that included W.A.H. and N.F.P.O.W. employment, whereas the D.C. growth forecast excludes these categories. Therefore, a post period provisional reduction for this employment in the amount of \$15.85 million has been deducted from the calculations. A reserve adjustment of \$72.80 million has been made to reflect the existing reserve fund deficit. The net amount included in the D.C. calculation is \$347.01 million. Table 5-22 provides a summary of these capital costs and related deductions.



Table 5-22
Region of Peel
Summary of Regional Wastewater Capital Costs

Regional Wastewater Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	337,762,590	6,171,200	331,591,390	51,000,000	-	280,591,390	204,831,715	75,759,675
Existing Debt Principal and Interest (Discounted)	9,465,972	-	9,465,972	-	-	9,465,972	6,910,160	2,555,812
Provisional Reduction for WAH and NFPOW Adjustment	-	15,846,000	(15,846,000)	-	-	(15,846,000)	(11,567,580)	(4,278,420)
Reserves	72,799,391	-	72,799,391	-	-	72,799,391	53,143,556	19,655,836
Total	420,027,954	22,017,200	398,010,754	51,000,000	-	347,010,754	253,317,850	93,692,903

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Region of Peel
Service: Regional Wastewater

No.	Comp. #	Proj. #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
81	36244	252199	Design	450-mm Sanitary Sewer - Chinguacousy Road (Mayfield West Phase 2)	Construction of a 450-mm sanitary sewer on Chinguacousy Road from the future east-west spine road to approximately 820 metres northerly. Design in 2028.	2028	747,600	-		747,600	-	-	747,600	545,748	201,852
82	36246	252199	Wastewater Main	450-mm Sanitary Sewer - Chinguacousy Road (Mayfield West Phase 2)	Construction of a 450-mm sanitary sewer on Chinguacousy Road from the future east-west spine road to approximately 820 metres northerly. Design in 2028.	2030	3,500,200	-		3,500,200	-	-	3,500,200	2,555,146	945,054
83	34032	232191	Design	600-mm Sanitary Sewer - Coleraine Drive (Bolton West)	Construction of a 600-mm sanitary sewer on Coleraine Drive from Manchester Court to McEwan Drive. Design in 2023.	2023	771,800	169,700		602,100	-	-	602,100	439,533	162,567
84	34033	232191	Wastewater Main	600-mm Sanitary Sewer - Coleraine Drive (Bolton West)	Construction of a 600-mm sanitary sewer on Coleraine Drive from Manchester Court to McEwan Drive. Design in 2023.	2025	3,613,500	794,400		2,819,100	-	-	2,819,100	2,057,943	761,157
85	52123	252198	Design	600-mm Sanitary Sewer - Innis Lake Road	Construction of a 600-mm sanitary sewer on Innis Lake Road from Mayfield Road to 1190 metres northerly.	2028	1,131,700	98,200		1,033,500	-	-	1,033,500	754,455	279,045
86	33725	252199	Wastewater Main	600-mm Sanitary Sewer - Innis Lake Road	Construction of a 600-mm sanitary sewer on Innis Lake Road from Mayfield Road to 1190 metres northerly.	2030	5,298,800	459,800		4,839,000	-	-	4,839,000	3,532,470	1,306,530
87	32163	252199	Forcemain	Inspiration Lakeview Force Main	Construction of a 300-mm force main on the Lakefront Promenade from the future Inspiration Lakeview Sewage Pumping Station to Lakeshore Road East. Design in 2032.	2030	873,300	-		873,300	-	-	873,300	637,509	235,791
88	32455	252199	Wastewater Main	450-mm Sanitary Sewer - Future Street (Inspiration Lakeview)	Construction of a 450-mm sanitary sewer on the future Street A from the future Street H to the future Street F. Design in 2028.	2030	436,600	-		436,600	-	-	436,600	318,718	117,882
89	32457	252199	Wastewater Main	600-mm Sanitary Sewer - Future Street (Inspiration Lakeview)	Construction of a 600-mm sanitary sewer on the future Street A from the future Street F to the future Inspiration Lakeview Sewage Pumping Station. Design in 2028.	2030	319,300	-		319,300	-	-	319,300	233,089	86,211
90	51913	212270	Design	Humber Station Road Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on Humber Station Road from Mayfield Road to 1600 metres northerly. Design in 2021.	2021	837,300	-		837,300	-	-	837,300	611,229	226,071
91	51914	212270	Wastewater Main	Humber Station Road Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on Humber Station Road from Mayfield Road to 1600 metres northerly. Design in 2021.	2023	3,919,500	-		3,919,500	-	-	3,919,500	2,861,235	1,058,265

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Region of Peel
Service: Regional Wastewater

No.	Comp. #	Proj. #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
			Component Description	Proj. Name	Project Description									73%	27%
187	52373	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2041	150,000	-		150,000	-	-	150,000	109,500	40,500
			Provisional Reduction for WAH and NFPOW Adjustment					15,846,000		(15,846,000)	-	-	(15,846,000)	(11,567,580)	(4,278,420)
			Existing Debt Principal			2020-2040	7,273,580	-		7,273,580	-	-	7,273,580	5,309,714	1,963,866
			Existing Debt Interest (Discounted)			2020-2040	2,192,392	-		2,192,392	-	-	2,192,392	1,600,446	591,946
			Reserve Fund Adjustment			Reserve	72,799,391	-		72,799,391	-	-	72,799,391	53,143,556	19,655,835
							420,027,954	22,017,200	-	398,010,754	51,000,000	-	347,010,754	253,317,850	93,692,903



5.4.1.2.6 Summary of Capital Costs Included in D.C. Calculation – South Peel Wastewater

The Region has identified the need for \$3,074.95 million in additional wastewater projects. Deductions of \$483.16million to account for the post period benefit and \$250.52 million to account for the benefit to existing development have been made. A further \$20.39 million has been deducted to account for developer contributions. \$564.27 million has been included in the calculations to account for existing growth-related debt and interest (discounted). The Region anticipates issuing \$655 million in new debt for the growth-related capital projects. As a result, \$360.18 million of discounted interest has been included in the calculations, with \$20.34 million of this amount deducted to account for the post period benefit. Similar to Regional Wastewater, a post-period deduction of \$131.07 million to account for the W.A.H. and N.F.P.O.W. employment included in the capital forecast but not in the D.C. growth forecast has also been made. Finally, an adjustment of \$234.21 million has been made to account for the existing reserve fund deficit. The net amount included in the D.C. calculation is \$3,328.13 million. Table 5-23 provides a summary of these capital costs related to wastewater.

These costs are attributed 73% to residential and 27% non-residential development which is the incremental population to employment growth (multiplied by their respective design criteria) in wastewater service areas over the forecast period.

Table 5-23
Region of Peel
Summary of South Peel Wastewater Capital Costs

South Peel Wastewater Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	3,074,949,700	483,163,600	2,591,786,100	250,522,400	20,385,600	2,320,878,100	1,694,241,013	626,637,087
Existing Debt Principal and Interest (Discounted)	564,272,085	-	564,272,085	-	-	564,272,085	411,918,622	152,353,463
New Debt Interest (Discounted)	360,175,431	20,340,800	339,834,631	-	-	339,834,631	248,079,281	91,755,350
Provisional Reduction for WAH and NFPOW Adjustment	-	131,071,000	(131,071,000)	-	-	(131,071,000)	(95,681,830)	(35,389,170)
Reserves	234,214,674	-	234,214,674	-	-	234,214,674	170,976,712	63,237,962
Total	4,233,611,890	634,575,400	3,599,036,490	250,522,400	20,385,600	3,328,128,490	2,429,533,798	898,594,692

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Region of Peel
Service: South Peel Wastewater

Prj.No	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost		
			Component Description	Proj. Name	Project Description							Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
84	51952	252999	Design	G.E. Booth WWTP Expansion - Biosolids Management Phase 2	Second phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2029	7,500,000	3,750,000		3,750,000	-	-	3,750,000	2,737,500	1,012,500
85	51953	252999	WWTP	G.E. Booth WWTP Expansion - Biosolids Management Phase 2	Second phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2034	96,100,000	48,050,000		48,050,000	-	-	48,050,000	35,076,500	12,973,500
86	35964	252999	WWTP	G.E. Booth WWTP Expansion - Biosolids Management Phase 2	Second phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2036	66,000,000	33,000,000		33,000,000	-	-	33,000,000	24,090,000	8,910,000
87	51948	252999	Design	G.E. Booth WWTP Expansion - New Outfall	Construction of a new outfall at the G.E. Booth WWTP to accommodate the full site capacity. Design in 2027.	2027	7,000,000	175,000		6,825,000	3,500,000	309,200	3,015,800	2,201,534	814,266
88	51949	252999	WWTP	G.E. Booth WWTP Expansion - New Outfall	Construction of a new outfall at the G.E. Booth WWTP to accommodate the full site capacity. Design in 2027.	2029	85,000,000	2,125,000		82,875,000	42,500,000	3,754,900	36,620,100	26,732,673	9,887,427
89	51954	202951	Design	Clarkson WWTP - Biosolids Expansion	Expansion of the biosolids process at the Clarkson WWTP. Design in 2020.	2020	4,000,000	-		4,000,000	-	-	4,000,000	2,920,000	1,080,000
90	51955	202951	WWTP	Clarkson WWTP - Biosolids Expansion	Expansion of the biosolids process at the Clarkson WWTP. Design in 2020.	2021	26,000,000	-		26,000,000	-	-	26,000,000	18,980,000	7,020,000
91	52071	212923	Design	G.E. Booth WWTP - Plant 2 Blower Replacement	Replacement of the existing three blowers at Plant 2 with six multi-stage high-efficiency blowers. Design in 2021.	2021	3,000,000	-		3,000,000	1,500,000	-	1,500,000	1,095,000	405,000
92	52072	212923	WWTP	G.E. Booth WWTP - Plant 2 Blower Replacement	Replacement of the existing three blowers at Plant 2 with six multi-stage high-efficiency blowers. Design in 2021.	2023	18,000,000	-		18,000,000	9,000,000	-	9,000,000	6,570,000	2,430,000
93	52835	192941	WWTP	G.E. Booth WWTP - Cake Exportation	Modification of the existing cake silos and pumping system to allow the exportation of cake offsite.	2020	5,000,000	-		5,000,000	-	-	5,000,000	3,650,000	1,350,000
94	35924	202961	Design	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2020	5,000,000	-		5,000,000	250,000	-	4,750,000	3,467,500	1,282,500
94.1	35924	202961	Design	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2020	1,000,000	-		1,000,000	50,000	-	950,000	693,500	256,500
95		202961	WWTP	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2021	15,000,000	-		15,000,000	750,000	-	14,250,000	10,402,500	3,847,500
96		202961	WWTP	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2022	50,000,000	-		50,000,000	2,500,000	-	47,500,000	34,675,000	12,825,000
97	38871	202961	WWTP	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2024	120,000,000	-		120,000,000	6,000,000	-	114,000,000	83,220,000	30,780,000
98	52349	242592	Study	McVean Diversion Sanitary Trunk Sewer - Class Environmental Assessment	Class Environmental Assessment to determine the preferred strategy to defer flows away from the McVean Sewage Pumping Station to service future development in northeast Brampton and southeast Caledon.	2024	1,500,000	-		1,500,000	-	-	1,500,000	1,095,000	405,000

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Region of Peel
Service: South Peel Wastewater

Prj.No	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
127	52756	182442	Wastewater Main	Little Etobicoke Creek (Haig) Sanitary Trunk Sewer - Rehabilitation	Rehabilitation of the Little Etobicoke Creek Sanitary Trunk Sewer from north of the Queen Elizabeth Way to Lakeshore Road East and construction of a local sanitary sewer on Haig Boulevard.	2021	5,000,000	-		5,000,000	2,500,000	-	2,500,000	1,825,000	675,000
128	52831	202421	Design	Fletcher's Creek Sanitary Trunk Sewer - Rehabilitation (Phase 2)	Rehabilitation of the Fletcher's Creek Sanitary Trunk Sewer in the vicinity of Queen Street West. In conjunction with the improvement works in downtown Brampton. Design in 2020.	2020	150,000	-		150,000	75,000	-	75,000	54,750	20,250
129	52832	202421	Wastewater Main	Fletcher's Creek Sanitary Trunk Sewer - Rehabilitation (Phase 2)	Rehabilitation of the Fletcher's Creek Sanitary Trunk Sewer in the vicinity of Queen Street West. In conjunction with the improvement works in downtown Brampton. Design in 2020.	2021	1,000,000	-		1,000,000	500,000	-	500,000	365,000	135,000
130	33872	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2022	750,000	-		750,000	-	-	750,000	547,500	202,500
131	23726	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2027	750,000	-		750,000	-	-	750,000	547,500	202,500
132	23728	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2032	750,000	-		750,000	-	-	750,000	547,500	202,500
133	38538	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2037	750,000	-		750,000	-	-	750,000	547,500	202,500
			Provisional Reduction for WAH and NFPOW Adjustment					131,071,000		(131,071,000)	-	-	(131,071,000)	(95,681,830)	(35,389,170)
			Existing Debt Principal			2020-2042	244,061,978	-		244,061,978	-	-	244,061,978	178,165,244	65,896,734
			Existing Debt Interest (Discounted)			2020-2042	320,210,107	-		320,210,107	-	-	320,210,107	233,753,378	86,456,729
			New Debt Interest (Discounted)	Total Debt Issuance of \$655,000,000		2020-2054	360,175,431	20,340,800		339,834,631	-	-	339,834,631	248,079,281	91,755,350
			Reserve Fund Adjustment			Reserve	234,214,674	-		234,214,674	-	-	234,214,674	170,976,712	63,237,962
			Total				4,233,611,890	634,575,400	-	3,599,036,490	250,522,400	20,385,600	3,328,128,490	2,429,533,798	898,594,692



Table 6-1
Region of Peel
D.C. Calculation
Urban Services – Water Service Areas
2020-2041 (Water)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
	\$	\$	\$	\$
1. <u>Water Supply Services</u>				
1.1 Regional Water	662,358,820	244,982,029	5,735.19	19.51
1.2 South Peel Water	1,922,884,043	711,203,687	16,649.76	56.65
	2,585,242,863	956,185,716	22,384.95	76.16
TOTAL	2,585,242,863	\$956,185,716	22,384.95	76.16
D.C.-Eligible Capital Cost	2,585,242,863	\$956,185,716		
21-Year (Water) Gross Population/GFA Growth (sq.m.)	485,290	12,554,800		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$5,327.21	\$76.16		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$22,384.95		
Other Residential	3.328	\$17,728.97		
Apartments (>750 sq.ft.)	3.048	\$16,237.35		
Small Unit (<=750 sq.ft.)	1.612	\$8,587.47		

Table 6-2
Region of Peel
D.C. Calculation
Urban Services – Wastewater Service Areas
2020-2041 (Wastewater)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
	\$	\$	\$	\$
2. <u>Wastewater Services</u>				
2.1 Regional Wastewater	253,317,850	93,692,903	2,207.47	7.46
2.2 South Peel Wastewater	2,429,533,798	898,594,692	21,171.51	71.58
	2,682,851,648	992,287,596	23,378.98	79.04
TOTAL	2,682,851,648	\$992,287,596	23,378.98	79.04
D.C.-Eligible Capital Cost	2,682,851,648	\$992,287,596		
21-Year (Wastewater) Gross Population/GFA Growth (sq.m.)	482,200	12,554,800		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$5,563.77	\$79.04		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$23,378.98		
Other Residential	3.328	\$18,516.24		
Apartments (>750 sq.ft.)	3.048	\$16,958.38		
Small Unit (<=750 sq.ft.)	1.612	\$8,968.80		



Table 6-3
Region of Peel
D.C. Calculation
Area-Specific Services – Brampton & Mississauga
2020-2029 (Brampton & Mississauga)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
3. <u>Peel Regional Police Services</u>	\$	\$	\$	\$
3.1 Police facilities, vehicles and equipment	39,293,050	16,049,274	762.21	3.19
	39,293,050	16,049,274	762.21	3.19
TOTAL	39,293,050	\$16,049,274	762.21	\$3.19
D.C.-Eligible Capital Cost	\$39,293,050	\$16,049,274		
10-Year (Mississauga & Brampton) Gross Population/GFA Growth (sq.m.)	216,620	5,023,400		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$181.39	\$3.19		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$762.21		
Other Residential	3.328	\$603.67		
Apartments (>750 sq.ft.)	3.048	\$552.88		
Small Unit (<=750 sq.ft.)	1.612	\$292.40		

Table 6-4
Region of Peel
D.C. Calculation
Area-Specific Services – Caledon
2020-2029 (Caledon)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
4. <u>Police - O.P.P.</u>	\$	\$	\$	\$
4.1 O.P.P. facilities	1,034,622	344,874	104.86	0.29
	1,034,622	344,874	104.86	0.29
TOTAL	1,034,622	\$344,874	104.86	\$0.29
D.C.-Eligible Capital Cost	\$1,034,622	\$344,874		
10-Year (Caledon) Gross Population/GFA Growth (sq.m.)	41,460	1,189,800		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$24.95	\$0.29		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$104.86		
Other Residential	3.328	\$83.05		
Apartments (>750 sq.ft.)	3.048	\$76.06		
Small Unit (<=750 sq.ft.)	1.612	\$40.23		



Table 6-5
Region of Peel
D.C. Calculation
Region-Wide Services
2020-2041

SERVICE	2020\$ D.C.-Eligible Cost			2020\$ D.C.-Eligible Cost		
	Residential	Non-Residential		Residential S.D.U.	Industrial per sq.m.	Non-Industrial per sq.m.
	\$	\$	\$	\$	\$	\$
5. <u>Services Related to a Highway - Transportation</u>						
5.1 Services Related to a Highway - Transportation	1,053,906,020	136,566,524	293,902,132	9,079.85	16.52	68.58
TOTAL	1,053,906,020	\$136,566,524	\$293,902,132	9,079.85	\$16.52	\$68.58
D.C.-Eligible Capital Cost	1,053,906,020	\$136,566,524	\$293,902,132			
21-Year Gross Population/GFA Growth (sq.m.)	487,730	8,269,200	4,285,600			
Cost Per Capita/Non-Residential GFA (sq.m.)	\$2,160.84	\$16.52	\$68.58			
By Residential Unit Type	P.P.U.					
Single and Semi-Detached Dwelling	4.202	\$9,079.85				
Apartments (>750 sq.ft.)	3.048	\$6,586.24				
Small Unit (<=750 sq.ft.)	1.612	\$3,483.27				
Other Residential	3.328	\$7,191.27				



Table 6-6
Region of Peel
D.C. Calculation
Region-Wide Services
2020-2029

SERVICE/CLASS OF SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
	\$	\$	\$	\$
6. Public Works				
6.1 Services Related to a Highway - Transportation	15,057,498	6,150,246	245.15	0.99
6.2 Water Supply Services	1,104,056	450,953	17.98	0.07
6.3 Wastewater Services	598,553	244,479	9.75	0.04
	16,760,107	6,845,677	272.88	1.10
7. Growth Studies				
7.1 Peel Regional Police Services	252,405	103,095	4.11	0.02
7.2 Police - O.P.P.	245,740	100,373	4.00	0.02
7.3 Services Related to a Highway - Transportation	2,641,584	1,078,957	43.01	0.18
7.4 Paramedics Services	493,916	201,740	8.04	0.03
7.5 Long Term Care Services	497,859	203,351	8.11	0.03
7.6 Housing Services	516,446	210,943	8.41	0.03
7.7 Waste Diversion Services	494,385	201,932	8.05	0.03
7.8 Wastewater Services	2,914,374	1,190,378	47.44	0.19
7.9 Water Supply Services	2,897,664	1,183,553	47.17	0.19
	10,954,373	4,474,321	178.34	0.72
8. Long Term Care				
8.1 Long term care facilities	51,499,076	-	838.50	-
9. Public Health				
9.1 Public Health department space	-	-	-	-
10. Paramedics				
10.1 Paramedics facilities, vehicles and equipment	13,699,062	5,595,392	223.05	0.90
11. Housing Services				
11.1 Housing facilities	200,516,673	-	3,264.77	-
12. Waste Diversion				
12.1 Waste diversion facilities, vehicles, equipment and other	22,548,250	1,186,750	367.13	0.19
TOTAL	315,977,541	18,102,140	5,144.67	\$2.91
D.C.-Eligible Capital Cost	315,977,541	\$18,102,140		
10-Year Gross Population/GFA Growth (sq.m.)	258,080	6,213,200		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$1,224.34	\$2.91		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$5,144.67		
Other Residential	3.328	\$4,074.61		
Apartments (>750 sq.ft.)	3.048	\$3,731.79		
Small Unit (<=750 sq.ft.)	1.612	\$1,973.63		



Table 6-7
Region of Peel
D.C. Calculation
Total All Services

	2020\$ D.C.-Eligible Cost			2020\$ D.C.-Eligible Cost		
	Residential	Non-Residential		Residential	Non-Industrial, Non-Residential	Industrial
		Non-Industrial	Industrial	S.D.U.	per sq.m.	
	\$	\$	\$	\$	\$	\$
Urban area-specific Services (Water) 21 Year	2,585,242,863	956,185,716	956,185,716	22,384.95	76.16	76.16
Urban area-specific Services (Wastewater) 21 Year	2,682,851,648	992,287,596	992,287,596	23,378.98	79.04	79.04
Area-specific Services (Mississauga & Brampton) 10 Year	39,293,050	16,049,274	16,049,274	762.21	3.19	3.19
Area-specific Services (Caledon) 10 Year	1,034,622	344,874	344,874	104.86	0.29	0.29
Municipal-wide Transportation Services 21 Year	1,053,906,020	293,902,132	136,566,524	9,079.85	68.58	16.52
Municipal-wide Services/Classes of Services 10 Year	315,977,541	18,102,140	18,102,140	5,144.67	2.91	2.91
TOTAL (BRAMPTON AND MISSISSAUGA)	6,677,271,120	2,276,526,858	2,119,191,250	60,750.66	229.88	177.82
TOTAL (CALEDON)	6,639,012,693	2,260,822,458	2,103,486,850	60,093.31	226.98	174.92



Table 6-8
Region of Peel
Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-law

Service/Class of Service	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
1. Water Supply Services							
1.1 Regional Water	149,139,235	0	0	0	300,900	108,651,985	40,186,350
1.2 South Peel Water	355,741,600	0	30,021,000	5,685,325	16,976,000	221,233,271	81,826,004
2. Wastewater Services							
2.1 Regional Wastewater	133,310,590	0	17,000,000	0	873,700	84,268,930	31,167,960
2.2 South Peel Wastewater	1,666,837,800	0	172,843,800	7,719,000	242,609,200	907,876,034	335,789,766
3. Peel Regional Police Services							
3.1 Police facilities, vehicles and equipment	130,030,000	0	59,535,600	0	44,444,400	18,495,500	7,554,500
4. Police - O.P.P.							
4.1 O.P.P. facilities	1,550,000	0	330,100	0	0	914,925	304,975
5. Services Related to a Highway - Transportation							
5.1 Services Related to a Highway - Transportation	621,278,215	0	77,891,704	21,892,622	0	370,260,662	151,233,228
6. Public Works							
6.1 Services Related to a Highway - Transportation	48,052,750	2,000,000	13,621,250	0	13,155,100	13,686,244	5,590,156
6.2 Water Supply Services	11,620,550	0	3,355,700	0	6,898,200	970,322	396,329
6.3 Wastewater Services	6,464,700	0	1,870,300	0	3,844,700	532,287	217,413
7. Growth Studies							
7.1 Peel Regional Police Services	157,306	7,683	25,000	0	0	88,482	36,141
7.2 Police - O.P.P.	153,756	7,683	25,000	0	0	85,962	35,111
7.3 Services Related to a Highway - Transportation	1,634,956	76,828	249,156	0	0	929,370	379,602
7.4 Paramedics Services	308,711	15,371	49,811	0	0	172,906	70,624
7.5 Long Term Care Services	310,811	15,371	49,811	0	0	174,397	71,233
7.6 Housing Services	320,711	15,371	49,811	0	0	181,426	74,104
7.7 Waste Diversion Services	308,961	15,371	49,811	0	0	173,083	70,696
7.8 Wastewater Services	1,780,456	76,843	249,256	0	0	1,032,594	421,764
7.9 Water Supply Services	1,771,556	76,843	249,256	0	0	1,026,275	419,183
8. Long Term Care							
8.1 Long term care facilities	135,600,000	0	64,414,000	7,962,379	854,300	62,369,321	0
9. Public Health							
9.1 Public Health department space	3,600,000	0	720,000	0	0	2,736,000	144,000



Table 6-8 (Cont'd)
Region of Peel
Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-law

Service/Class of Service	Total Gross Cost	Sources of Financing					
		Tax Base or Other Non-D.C. Source			Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding		Residential	Non-Residential
10. Paramedics 10.1 Paramedics facilities, vehicles and equipment	67,893,133	5,038,000	0	0	51,231,111	8,253,056	3,370,966
11. Housing Services 11.1 Housing facilities	870,811,000	186,910,600	298,700,700	57,461,000	138,906,400	188,832,300	0
12. Waste Diversion 12.1 Waste diversion facilities, vehicles, equipment and other	114,776,667	0	94,163,000	0	3,622,000	16,142,083	849,583
Total Expenditures & Revenues	\$4,323,453,462	\$194,255,961	\$835,464,065	\$100,720,326	\$523,716,011	\$2,009,087,413	\$660,209,687



7.2 D.C. By-law Structure

It is recommended that:

- classes of services be established for Growth Studies and Public Works;
- the Region use a uniform Region-wide D.C. calculation for all municipal services other than water, wastewater, Peel Regional Police, and O.P.P. services;
- water services be imposed on the water service areas of the Region;
- wastewater services be imposed on the wastewater service areas of the Region;
- Peel Regional Police services be imposed on the Cities of Brampton and Mississauga;
- O.P.P. services be imposed on the Town of Caledon; and
- one municipal D.C. by-law be used for all services.

7.3 D.C. By-law Rules

The following subsections set out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with section 6 of the D.C.A.

It is recommended that the following sections provide the basis for the D.C.s.:

7.3.1 Payment in any Particular Case

In accordance with the D.C.A., subsection 2 (2), a D.C. be calculated, payable and collected where the development requires one or more of the following:

- “(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
- (b) the approval of a minor variance under section 45 of the Planning Act;
- (c) a conveyance of land to which a by-law passed under subsection 50 (7) of the Planning Act applies;
- (d) the approval of a plan of subdivision under section 51 of the Planning Act;
- (e) a consent under section 53 of the Planning Act;



- for wastewater services a 73% residential/27% non-residential allocation has been made based on population vs. employment growth multiplied by design criteria factor over the 21-year forecast period for wastewater service areas.

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

Where as a result of the redevelopment of land, a building or structure existing on the same land prior to the date of payment of D.C.s in respect of the redevelopment, has been demolished in whole or in part within 5 years from the date the demolition permit was issued for dwelling units or 10 years for non-residential buildings or structures, the D.C.s otherwise payable with respect to the redevelopment shall be reduced by the aggregate of the following amounts:

- 1) Where an industrial use is being redeveloped: an amount calculated by multiplying the current industrial D.C. by the industrial total floor area that has been demolished;
- 2) Where a non-residential, non-industrial use is being redeveloped: an amount calculated by multiplying the current non-residential, non-industrial D.C. by the non-residential, non-industrial total floor area that has been demolished;
- 3) Where a residential use is being redeveloped for a residential use: an amount calculated by multiplying the current residential D.C. by the number, according to type, of dwelling units that have been demolished; and
- 4) Where a residential use is being redeveloped for a non-residential use: an amount calculated by multiplying the current residential D.C. by the number according to type, of dwelling units that have been demolished;

provided that evidence satisfactory to the Chief Financial Officer is provided as to the total floor area or type and number of dwelling units that have been demolished and provided the amount of any credit hereunder shall not exceed, in total or in the aggregate, the amount of the development charges otherwise payable with respect to the redevelopment. In addition, transitional provisions have been provided whereby demolition permits issued prior to the effective date of the by-law will initiate the 5-year and 10-year time limits noted above on the day the by-law is effective



7.3.4 Exemptions (full or partial)

a) Statutory exemptions:

- industrial building additions of up to and including 50% of the existing gross floor area (defined in O. Reg. 82/98, section 1) of the building; for industrial building additions which exceed 50% of the existing gross floor area, only the portion of the addition in excess of 50% is subject to D.C.s (subsection 4 (3) of the D.C.A.);
- buildings or structures owned by and used for the purposes of any municipality, local board or Board of Education (section 3);
- residential development that would have the effect only of enlarging a dwelling unit, creating a second unit in a new dwelling unit, or adding one dwelling unit in any other existing residential building, excluding the non-residential portion of a mixed-use building.

b) Non-statutory exemptions:

- Land used as a hospital;
- Land owned by a college or university and used only for the purposes of a college or university;
- That portion of a new building or structure, limited to not more than 25% of total floor space, owned by a religious organization which is reserved for the conduct of group worship, services or rites;
- Land owned by an agricultural society and used only for the purposes of an agricultural society;
- Land developed for agriculture use including on-farm diversified use but excluding cannabis growing, processing, and packaging; and
- The development of land by the installation of a mobile temporary sales trailer.

7.3.5 Phasing in

No provisions for phasing in the D.C. are provided in the D.C. by-law.



7.3.6 Timing of Collection

D.C.s are calculated and payable on the date that a permit under the *Building Code Act* is issued in relation to a building or a structure on the land to which the D.C. applies. For residential development other than apartments, the water, wastewater and transportation portion of the D.C. shall be payable upon approval of a subdivision agreement under Section 51 of the *Planning Act* or a consent under Section 53 of the *Planning Act*. All other D.C.s shall be payable at time of the first building permit.

The Region may enter into an agreement providing for all or part of a D.C. to be paid before or after it would otherwise be payable.

Commencing January 1, 2020, pursuant to Section 26.1 of the D.C.A., rental housing and institutional developments shall pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Moreover, pursuant to Section 26.2 of the D.C.A., the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of the Site Plan or Zoning By-law Amendment application.

Installment payments and development charges determined at the time of Site Plan or Zoning Bylaw Amendment application may be subject to interest charges. On July 9th, 2020, Regional Council approved the Development Charge Interest Rate Policy and enacted the By-law 21-2020 to establish interest rates and impose interest charges in accordance with section 26.1 and section 26.2 of the D.C.A. Staff continues to conduct a review of appropriate interest rates and will present a staff report to Council for further consideration when needed.

For the purposes of section 26.1 of the D.C.A., the following definitions are provided as per O. Reg. 454-19:

“Rental housing” means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises.

“Institutional development” means development of a building or structure intended for use,



- a. as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act*, 2007;
- b. as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act*, 2010;
- c. by any of the following post-secondary institutions for the objects of the institution:
 - i. a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
 - ii. a college or university federated or affiliated with a university described in subclause (i), or
 - iii. an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institutes Act*, 2017;
- d. as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- e. as a hospice to provide end of life care.

“Non-profit housing development” means development of a building or structure intended for use as residential premises by,

- a. a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing;
- b. a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
- c. a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.

7.3.7 Indexing

Indexing of the D.C.s shall be implemented on a mandatory basis semi-annually commencing on August 1, 2021 and each February 1st and August 1st thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)¹ for the most recent year-over-year period.

¹ O. Reg. 82/98 referenced “The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007” as the index source. Since implementation, Statistics Canada has modified this index



7.3.8 The Applicable Areas

The charges developed herein provide for varying charges within the Region, as follows:

- municipal-wide services – the full residential and non-residential charge will be imposed on all lands within the Region for all services other than water, wastewater, Peel Regional Police, and O.P.P.; and
- water and wastewater – the full residential and non-residential charge will be imposed on the water and wastewater service areas of the Region.
- Peel Regional Police – the full residential and non-residential charge will be imposed on all lands within the City of Brampton and the City of Mississauga;
- O.P.P. – the full residential and non-residential charge will be imposed on all lands within the Town of Caledon; and
- Services Related to a Highway – Roads – the full residential and non-residential charges will be imposed on all lands.

7.4 Other D.C. By-law Provisions

It is recommended that:

7.4.1 Categories of Services for Reserve Fund and Credit Purposes

The Region's development charge collections are currently accounted in 12 separate reserve funds: Regional Roads (Regional Roads and Regional Arterial Roads), Water (Regional Water and South Peel Water, Water OBL), Wastewater (South Peel Wastewater, Regional Wastewater, Wastewater OBL), Social Housing, Shelters, Peel Regional Police (P.R.P. Police and Police OBL), Health, Long Term Care, Transhelp, Paramedics, Ontario Provincial Police and Planning & Growth Studies. It is recommended that the Shelters and Social Housing reserves be combined into one Housing Services reserve, Regional Roads be renamed to Transportation, and the Transhelp reserve should be renamed to Public Works. It is also recommended that the Region create a reserve fund for Waste Diversion as it will commence collection for this

twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.



previously ineligible service. Appendix F outlines the reserve fund policies that the Region is required to follow as per the D.C.A.

7.4.2 By-law In-force Date

A by-law under the D.C.A. comes into force on the day after which the by-law is passed by Council or the day specified in the by-law, whichever is later.

7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing

The minimum interest rate is the Bank of Canada rate on the day on which the by-law comes into force (as per section 11 of O. Reg. 82/98).

7.4.4 Area Rating

As noted earlier, Bill 73 has introduced two new sections where Council must consider the use of area specific charges:

1. Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated (note that at this time, no municipalities or services are prescribed by the Regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”

In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area-rating.

At present, the Region's by-law provides for water and wastewater services on a water and wastewater service area basis. Peel Regional Police is provided for the Cities of Brampton and Mississauga whereas O.P.P. is provided for the Town of Caledon. All other Regional services are recovered based on a uniform, Region-wide basis. In regard to the Region-wide services, there have been several reasons why they have not been imposed on an area-specific basis:



1. All Regional services, with the exception of water and wastewater, require that the average 10-year service standard be calculated. This average service standard multiplied by growth in the Region, establishes an upper ceiling on the amount of funds which can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that "...if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot exceed that which would be determined if the by-law applied to the whole municipality." Put in layman terms, the average service standard multiplied by the growth within the specific area, would establish an area specific ceiling which would significantly reduce the total revenue recoverable for the Region hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.
2. Extending on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Region-wide approach to an area specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The development charges would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
3. Many services which are provided (roads, long-term care, paramedics, etc.) are not restricted to one specific area and are often used by all residents. For example, a particular road is not restricted to certain residents and the entire road network may be used by new development.

For the reasons noted above, it is recommended that Council continue the current D.C. approach to calculate the charges on a uniform Region-wide basis for all services other than water, wastewater and policing services.



7.5 Other Recommendations

It is recommended that Council:

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Growth Studies and Public Works be established as classes of services;”

“Continue the D.C. approach to calculate the charges on a uniform Municipal-wide basis for all services. Continue the approach to charge D.C.s for water and wastewater services on the water and wastewater service areas. Continue the approach to charge Peel Regional Police services to lands within the City of Brampton and the City of Mississauga and O.P.P. services to lands within the Town of Caledon;”

“Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated September 18, 2020, as amended by the November 24, 2020 addendum report, subject to further annual review during the capital budget process;”

“Approve the D.C.s Background Study dated September 18, 2020, as amended by the November 24, 2020 addendum report;”

“Determine that no further public meeting is required;” and

“Approve the D.C. By-law as set out under separate cover.”



Table C-1
Region of Peel
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Water Supply Services				
1.1 Regional Water	941,371,649	28,513,789	16,960,847	45,474,636
1.2 South Peel Water	2,889,967,055	57,202,064	52,069,008	109,271,072
2. Wastewater Services				
2.1 Regional Wastewater	369,027,954	14,266,907	4,285,276	18,552,183
2.2 South Peel Wastewater	3,983,089,490	153,026,406	46,252,970	199,279,376
3. Peel Regional Police Services				
3.1 Police facilities, vehicles and equipment	126,916,623	434,754	53,352,593	53,787,347
4. Police - O.P.P.				
4.1 O.P.P. facilities	1,379,496	59,406	397,009	456,415
5. Services Related to a Highway - Transportation				
5.1 Services Related to a Highway - Transportation	1,632,938,785	84,902,301	29,566,856	114,469,157
6. Public Works				
6.1 Services Related to a Highway - Transportation	36,774,600	2,083,499	323,969	2,407,468
6.2 Water Supply Services	8,483,400	335,095	152,847	487,942
6.3 Wastewater Services	4,704,100	183,800	54,626	238,426
7. Growth Studies				
7.1 Peel Regional Police Services	285,400	-	-	-
7.2 Police - O.P.P.	278,300	-	-	-
7.3 Services Related to a Highway - Transportation	2,979,200	-	-	-
7.4 Paramedics Services	559,200	-	-	-
7.5 Long Term Care Services	563,400	-	-	-
7.6 Housing Services	583,200	-	-	-
7.7 Waste Diversion Services	559,700	-	-	-
7.8 Wastewater Services	3,269,800	-	-	-
7.9 Water Supply Services	3,252,000	-	-	-
8. Long Term Care				
8.1 Long term care facilities	60,315,755	3,677,283	14,229,151	17,906,434
9. Public Health				
9.1 Public Health department space	-	223,161	10,478,249	10,701,410
10. Paramedics				
10.1 Paramedics facilities, vehicles and equipment	139,602,454	-	15,227,418	15,227,418
11. Housing Services				
11.1 Housing facilities	583,794,673	29,553,716	21,658,181	51,211,897
12. Waste Diversion				
12.1 Waste diversion facilities, vehicles, equipment and other	27,357,000	1,909,542	12,744,116	14,653,658
Total	10,818,053,234	376,371,723	277,753,116	654,124,839



Appendix D: D.C. Reserve Fund Policy

D.1 Legislative Requirements

The Development Charges Act, 1997 (D.C.A.) requires development charge collections (and associated interest) to be placed in separate reserve funds. Sections 33 through 36 of the Act provide the following regarding reserve fund establishment and use:

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; section 7, however, allows services to be grouped into categories of services for reserve fund (and credit) purposes and for classes of services to be established.
- The municipality shall pay each development charge it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per subsection 5 (1) 2-8).
- Money may be borrowed from the fund but must be paid back with interest (O. Reg. 82/98, subsection 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be as an interim financing source for capital undertakings for which development charges may be spent (section 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must be made available to the public and may be requested to be forwarded to the Minister of Municipal Affairs and Housing. The D.C.A. does not prescribe how the statement is to be made available to the public. We would recommend that a resolution of Council make the statement available on the municipality’s website or upon request.

Subsection 43 (2) and O. Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:



Table D-1
Region of Peel
Annual Treasurer's Statement of D.C. Reserve Funds

Description	Services/Classes to which the Development Charge Relates												Total
	Services Related to a Highway - Transportation	Public Works	Water Supply Services	Wastewater Services	Peel Regional Police Services	Police - O.P.P.	Growth Studies	Long Term Care	Public Health	Paramedics	Housing Services	Waste Diversion	
Opening Balance, January 1, _____													0
Plus:													
Development Charge Collections													0
Accrued Interest													0
Repayment of Monies Borrowed from Fund and Associated Interest ¹													0
Sub-Total	0		0	0	0	0	0	0	0	0	0	0	0
Less:													
Amount Transferred to Capital (or Other) Funds ²													0
Amounts Refunded													0
Amounts Loaned to Other D.C. Service Category for Interim Financing													0
Credits ³													0
Sub-Total	0		0	0	0	0	0	0	0	0	0	0	0
Closing Balance, December 31, _____	0		0	0	0	0	0	0	0	0	0	0	0

¹ Source of funds used to repay the D.C. reserve fund

² See Attachment 1 for details

³ See Attachment 2 for details

The Municipality is compliant with s.s. 59.1 (1) of the *Development Charges Act*, whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act.



made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the Region prepared an A.M.P. in 2019 for its existing assets however, did not take into account future growth-related assets. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition to the schematic above, the following table (presented in 2020 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. As well, as all capital costs included in the D.C.-eligible capital costs are not included in the Region's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from municipal financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2020 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$811.46 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$437.44 million. This amount, totalled with the existing operating revenues of \$2.90 billion, provide annual revenues of \$3.34 billion by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.



Region of Peel
Asset Management – Future Expenditures and Associated Revenues
2020\$

	2041 (Total)
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	88,046,429
Annual Debt Payment on Post Period Capital ²	69,347,179
Lifecycle:	
Annual Lifecycle	
Total - Annual Lifecycle	\$376,318,073
Incremental Operating Costs (for D.C. Services)	\$277,753,116
Total Expenditures	\$811,464,797
Revenue (Annualized)	
Total Existing Revenue ³	\$2,901,735,686
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$437,436,709
Total Revenues	\$3,339,172,395

¹ Non-Growth Related component of Projects including 10% mandatory deduction on soft services

² Interim Debt Financing for Post Period Benefit

³ As per Sch. 10 of FIR



Appendix G

Proposed D.C. By-law (Provided Under Separate Cover)



Appendix G: Proposed By-law (Provided Under Separate Cover)



Region of Peel
working with you



Development Charges Background Study

The Regional Municipality of Peel

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
A.M.P.	Asset management plan
CANSIM	Canadian Socio-Economic Information Management System (Statistics Canada)
C.I.D.	Capital Delivery System
D.C.	Development charge
D.C.A.	Development Charges Act, 1997, as amended
E.A.	Environmental Assessment
F.I.R.	Financial Information Return
F.S.W.	Floor Space per Worker
G.I.S.	Geographic Information System
G.F.A.	Gross floor area
G.M.S.	Growth Management Strategy
G.T.A.	Greater Toronto Area
I.C.I.	Industrial/Commercial/Institutional
L.I.D.	Low Impact Development
L.P.A.T.	Local Planning Appeal Tribunal
L.R.T.P.	Long Range Transportation Plan
L.T.A.	Lost Time Adjustment
M.E.C.P.	Ministry of the Environment, Conservation and Parks
M.T.O.	Ministry of Transportation
M.U.T.	Multi-use Trail
N.F.P.O.W.	No Fixed Place of Work



List of Acronyms and Abbreviations (Cont'd)

O.M.B.	Ontario Municipal Board
O.P.A.	Official Plan Amendment
O. Reg.	Ontario Regulation
P.H.F.	Peak Hour Factors
P.O.A.	Provincial Offences Act
P.P.U.	Persons per unit
R.O.P.A.	Regional Official Plan Amendment
R.O.W.	Right of Way
S.D.E.	Single detached equivalent
S.D.U.	Single detached unit
S.T.D.	Standard Drawing
S.W.M.	Stormwater management
sq.ft.	square foot
sq.m.	square metre
T.A.C.	Transportation Association of Canada
T.D.S.	Transportation Development Strategy
W.W.T.F.	Wastewater treatment facilities

Executive Summary



Executive Summary

1. The report provided herein represents the Development Charges (D.C.) Background Study for the Regional Municipality of Peel required by the Development Charges Act, 1997 (D.C.A.). This report has been prepared in accordance with the methodology required under the D.C.A. The contents include the following:
 - Chapter 1 – Overview of the legislative requirements of the Act;
 - Chapter 2 – Review of present D.C. policies of the Region;
 - Chapter 3 – Summary of the residential and non-residential growth forecasts for the Region;
 - Chapter 4 – Approach to calculating the D.C.;
 - Chapter 5 – Review of historical service standards and identification of future capital requirements to service growth and related deductions and allocations;
 - Chapter 6 – Calculation of the D.C.s;
 - Chapter 7 – D.C. policy recommendations and rules; and
 - Chapter 8 – By-law implementation.
2. D.C.s provide for the recovery of growth-related capital expenditures from new development. The D.C.A. is the statutory basis to recover these charges. The methodology is detailed in Chapter 4; a simplified summary is provided below:
 - 1) Identify amount, type and location of growth;
 - 2) Identify servicing needs to accommodate growth;
 - 3) Identify capital costs to provide services to meet the needs;
 - 4) Deduct:
 - Grants, subsidies and other contributions;
 - Benefit to existing development;
 - Statutory 10% deduction (soft services);
 - Amounts in excess of 10-year historical service calculation;
 - D.C. reserve funds (where applicable);



- 5) Net costs are then allocated between residential and non-residential benefit; and
 - 6) Net costs divided by growth to provide the development charge.
3. A number of changes to the D.C. process need to be addressed as a result of the Smart Growth for our Communities Act, 2015 (Bill 73). These changes have been incorporated throughout the report and in the updated draft by-law, as necessary. These items include:
- a. Area-rating: Council must consider the use of area-specific charges.
 - b. Asset Management Plan for new infrastructure: the D.C. background study must include an asset management plan that deals with all assets proposed to be funded, in whole or in part, by D.C.s. The asset management plan must show that the assets are financially sustainable over their full lifecycle.
 - c. 60-day Circulation Period: The D.C. background study must be released to the public at least 60-days prior to passage of the D.C. by-law.
 - d. Timing of Collection of Development Charges: The D.C.A. now requires D.C.s to be collected at the time of the first building permit unless the development charge by-law provides that D.C.s for certain services be collected at the time when the subdivision agreement is entered into.
4. Further changes to the D.C.A. were introduced through three bills passed in the Ontario legislature: Bill 108, Bill 138, and Bill 197. The following provides a brief summary of the proposed changes (at the time of writing).

Bill 108: More Homes, More Choice Act, 2019

In May 2019, the Province introduced Bill 108, More Homes, More Choice Act, 2019 which would make changes to the current D.C. legislation. The Bill was passed and given Royal Assent on June 6, 2019. While the legislation has been passed, much of the detailed changes are to be implemented by Regulation which is yet to be passed. The following items are currently in effect:



- a. Effective January 1, 2020, rental housing and institutional developments shall pay D.C.s in six (6) equal annual payments commencing at first occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Interest may be charged on the installments, and any unpaid amounts inclusive of interests payable shall be added to the property tax roll and collected in the same manner as taxes.
- b. Effective January 1, 2020 the D.C. amount for all developments occurring within two years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the development charges by-law in effect on the day of Site Plan or Zoning By-law Amendment application.

As of the time of writing, other key elements of the changes that were not yet proclaimed are provided below:

- The D.C. would be refined to only allow for the following services to remain within the D.C.: water, wastewater, storm water, roads, fire, policing, ambulance, waste diversion, parks development, recreation, public libraries, long-term care, public health;
- The mandatory 10% deduction would be removed for all services that remain eligible in the D.C.;
- A new community benefits charge (C.B.C.) would be introduced to include formerly eligible D.C. services that are not included in the above listing, parkland dedication and bonus zoning contributions;

Bill 197: COVID-19 Economic Recovery Act, 2020

In March 2020, Canada was impacted by the COVID-19 global pandemic. As a result, the economy was put into a state of emergency in an effort to slow the spread of the virus. In response, the Province tabled legislation on July 8, 2020 which amended a number of Acts, including the D.C.A. and the Planning Act. With this Bill, many changes proposed in Bill 108 have now been revised. With respect to the above noted changes from Bill 108, the following changes are provided in Bill 197:



- **Eligible Services:** The list of eligible services for the D.C. have now been expanded to include most services eligible under the D.C.A. prior to Bill 108. For Peel Region, this means that all services currently provided in the D.C. study remain eligible.
- **Mandatory 10% Deduction:** The mandatory 10% deduction is still removed (consistent with Bill 108). This applies to all D.C.-eligible services.
- **Community Benefits Charges:** Based on the wording in the legislation, it appears that Upper-tier governments will not be able to impose a C.B.C.

As noted, certain changes to the D.C.A. have not been proclaimed. As a timeline has not yet been released with respect to proclamation, an analysis of the impact of removing the 10% deduction is provided in Appendix G.

The proposed changes are described further in Section 1.4.

5. The growth forecast (Chapter 3) on which the Region-wide D.C. is based, projects the following population, housing and non-residential floor area for the 10-year (2020 to 2029) and longer-term (2020 to 2041) periods.

Measure	10 Year	Longer-Term Region-wide	Longer-Term Water	Longer-Term Wastewater
	2020-2029	2020-2041	2020-2041	2020-2041
(Net) Population Increase	211,500	434,700	433,760	431,500
Residential Unit Increase	80,240	158,600	158,020	157,285
Non-Residential Gross Floor Area Increase (sq.m.)	6,213,200	12,554,800	12,554,800	12,554,800

Source: Watson & Associates Economists Ltd. Forecast 2020

6. On September 10, 2015, the Region of Peel passed By-law 46-2015 under the D.C.A. The by-law imposes D.C.s on residential and non-residential uses. By-law 46-2015 was appealed to the L.P.A.T. (formerly known as the O.M.B.). As a result, the Tribunal directed the by-law to be amended by reducing the residential charges. It is noted that the GO Transit By-law 45-2001, as amended, is not expiring and therefore has not been updated as part of this D.C. process.
7. The Region's D.C.s currently in effect for full services in Mississauga and Brampton (excluding GO Transit service) are \$53,510 for a single detached dwelling unit. Non-residential charges are broken down into two categories;



\$157.77 per sq.m. for industrial development and \$234.43 per sq.m. for non-residential, non-industrial development. The Region also calculated a separate charge for the Town of Caledon since the Town is serviced by Ontario Provincial Police (O.P.P) as opposed to Peel Regional Police. The charges in effect for full services in Caledon are \$53,083 for a single detached unit, \$156.20 per sq.m. for industrial development, and \$232.86 per sq.m. for non-residential, non-industrial development. This report has undertaken a recalculation of the charge based on future identified needs (presented in Schedules ES-1 and ES-2 for residential and non-residential). Charges have been provided on a Region-wide basis for all services except for water, wastewater and policing services. Water and wastewater services have been provided for the water and wastewater service areas, Peel Regional Police charges are provided for the Cities of Mississauga and Brampton, and O.P.P. charges are provided for the Town of Caledon. The corresponding single detached unit charges and non-residential charges per square metre of building area are summarized at a high-level in Table ES-1 below and provided in detail in ES-2. These rates are submitted to Council for its consideration.

Table ES-1
Region of Peel
Summary of D.C.s

	RESIDENTIAL	NON-RESIDENTIAL	
	Single and Semi Detached Dwelling	Industrial (per sq.m. of G.F.A.)	Non-Industrial (per sq.m. of G.F.A.)
Region of Peel	60,427.18	178.05	230.75
Town of Caledon	59,769.83	175.15	227.85

Note: these charges are for full water and wastewater serviced areas



8. As discussed in Appendix G, Bill 197 provides for the removal of the 10% mandatory deduction currently required under the D.C.A. This deduction is currently required for the following Peel services; long-term care, public health, paramedics, housing services, waste diversion, and growth studies. The recalculated charges incorporating the removal of the 10% deduction are provided in table ES-3. The by-law is proposed to include two versions of the D.C. rate schedule. The rates schedule that corresponds to Table ES-2 are proposed to take effect on January 1, 2021, provided that the legislative amendments have not been proclaimed into force by that date. The contingency D.C. rate schedule that corresponds to Table ES-3 will either take effect on January 1, 2021 if the legislative amendments have been proclaimed into force before that date, or, in the even that proclamation does not occur until sometime after January 1, 2021, the contingency D.C. rates schedule will take effect on the actual date that the provisions of the D.C.A. amended through legislative changes are proclaimed into force by the Lieutenant Governor.
9. The D.C.A. requires a summary be provided of the gross capital costs and the net costs to be recovered over the life of the by-law. This calculation is provided by service and is presented in Table 6-8. A summary of these costs is provided below:

Total gross expenditures planned over the next five years	\$ 4,291,103,836
Less:	
Benefit to existing development	\$ 834,207,394
Post planning period benefit	\$ 489,544,089
Ineligible re: Other Deductions	\$ 193,948,600
Mandatory 10% deduction for certain services ¹	\$ 28,967,509
Grants, subsidies and other contributions	\$ 100,720,326
Net Costs to be recovered from development charges	\$ 2,643,715,919

¹Note: the mandatory 10% deduction will be removed upon proclamation of Bill 197

This suggests that for the non-D.C. cost over the five-year D.C. by-law (benefit to existing development, mandatory 10% deduction, and the grants, subsidies and other contributions), \$1.16 billion (or an annual amount of \$231.57 million) will need to be contributed from taxes and rates, or other sources. With respect to the post period benefit amount of \$489.54 million, this amount will be included in subsequent D.C. study updates to reflect the portion of capital that benefits growth in the post period D.C. forecasts.



Based on the above table, the Region plans to spend \$4.29 billion over the next five years, of which \$2.64 billion (62%) is recoverable from D.C.s. Of this net amount, \$1.98 billion is recoverable from residential development and \$660.55 million from non-residential development. It is noted also that any exemptions or reductions in the charges would reduce this recovery further.

10. Considerations by Council – The background study represents the service needs arising from residential and non-residential growth over the forecast periods.

The following services are calculated based on longer-term forecast for water service areas to 2041:

- South Peel Water; and
- Regional Water.

The following services are calculated based on an urban forecast for wastewater service areas to 2041:

- South Peel Wastewater; and
- Regional Wastewater.

The following service is calculated based on a Region-wide forecast to 2041:

- Services Related to a Highway – Transportation;

The following service is calculated based on a 10-year forecast for the City of Brampton and the City of Mississauga:

- Peel Regional Police.

The following service is calculated based on a 10-year forecast for the Town of Caledon:

- Police - O.P.P.

All other services are calculated based on a Region-wide 10-year forecast. These include:

- Public Works;



- Growth Studies;
- Long Term Care;
- Public Health;
- Paramedics;
- Housing Services; and
- Waste Diversion

Council will consider the findings and recommendations provided in the report and, in conjunction with public input, approve such policies and rates it deems appropriate. These directions will refine the draft D.C. by-law which is provided under separate cover. These decisions may include:

- adopting the charges and policies recommended herein;
- considering additional exemptions to the by-law; and
- considering reductions in the charge by class of development (obtained by removing certain services on which the charge is based and/or by a general reduction in the charge).

11. The Region is proceeding with the D.C. public process and anticipates passing a new by-law in November 2020. The mandatory public meeting has been set for October 8, 2020.



Table ES-2
Region of Peel
Schedule of D.C.s

Program	RESIDENTIAL				NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Apartments (>750 sq.ft.)	Small Unit (<=750 sq.ft.)	Other Residential	Industrial (per sq.m. of Gross Floor Area)	Non-Industrial (per sq.m. of Gross Floor Area)
Region of Peel						
Water Supply Services	22,392.53	16,242.84	8,590.38	17,734.97	76.19	76.19
Wastewater Services	23,371.54	16,952.99	8,965.95	18,510.35	79.01	79.01
Services Related to a Highway - Transportation	9,190.79	6,666.71	3,525.83	7,279.14	16.72	69.42
Sub-total Hard Services:	54,954.86	39,862.54	21,082.16	43,524.46	171.92	224.62
Public Works	272.88	197.94	104.68	216.12	1.10	1.10
Peel Regional Police Services	762.21	552.88	292.40	603.67	3.19	3.19
Growth Studies	210.55	152.73	80.77	166.76	0.85	0.85
Long Term Care	736.95	534.56	282.71	583.67	-	-
Public Health	-	-	-	-	-	-
Paramedics	202.00	146.52	77.49	159.98	0.82	0.82
Housing Services	2,957.31	2,145.14	1,134.51	2,342.20	-	-
Waste Diversion	330.41	239.67	126.76	261.69	0.17	0.17
Sub-total Soft Services:	5,472.32	3,969.44	2,099.32	4,334.09	6.13	6.13
TOTAL REGION OF PEEL	60,427.18	43,831.98	23,181.48	47,858.55	178.05	230.75
Town of Caledon						
Sub-total Hard Services:	54,954.86	39,862.54	21,082.16	43,524.46	171.92	224.62
Soft Service Rate Without Peel Regional Police	4,710.11	3,416.56	1,806.92	3,730.42	2.94	2.94
Police - O.P.P.	104.86	76.06	40.23	83.05	0.29	0.29
TOTAL CALEDON	59,769.83	43,355.16	22,929.31	47,337.93	175.15	227.85



Table ES-3
Region of Peel
Schedule of D.C.s with Removal of 10% Mandatory Deduction

Program	RESIDENTIAL				NON-RESIDENTIAL	
	Single and Semi-Detached Dwelling	Apartments (>750 sq.ft.)	Small Unit (<=750 sq.ft.)	Other Residential	Industrial (per sq.m. of Gross Floor Area)	Non-Industrial (per sq.m. of Gross Floor Area)
Region of Peel						
Water Supply Services	22,392.53	16,242.84	8,590.38	17,734.97	76.19	76.19
Wastewater Services	23,371.54	16,952.99	8,965.95	18,510.35	79.01	79.01
Services Related to a Highway - Transportation	9,190.79	6,666.71	3,525.83	7,279.14	16.72	69.42
Sub-total Hard Services:	54,954.86	39,862.54	21,082.16	43,524.46	171.92	224.62
Public Works	272.88	197.94	104.68	216.12	1.10	1.10
Peel Regional Police Services	762.21	552.88	292.40	603.67	3.19	3.19
Growth Studies	229.12	166.20	87.90	181.46	0.93	0.93
Long Term Care	838.50	608.22	321.67	664.10	-	-
Public Health	-	-	-	-	-	-
Paramedics	223.05	161.79	85.57	176.66	0.90	0.90
Housing Services	3,264.77	2,368.17	1,252.45	2,585.71	-	-
Waste Diversion	367.13	266.31	140.84	290.77	0.19	0.19
Sub-total Soft Services:	5,957.67	4,321.51	2,285.51	4,718.49	6.31	6.31
TOTAL REGION OF PEEL	60,912.53	44,184.05	23,367.67	48,242.95	178.23	230.93
Town of Caledon						
Sub-total Hard Services:	54,954.86	39,862.54	21,082.16	43,524.46	171.92	224.62
Soft Service Rate Without Peel Regional Police	5,195.46	3,768.63	1,993.11	4,114.82	3.12	3.12
Police - O.P.P.	104.86	76.06	40.23	83.05	0.29	0.29
TOTAL CALEDON	60,255.18	43,707.23	23,115.50	47,722.33	175.33	228.03

Report



Chapter 1

Introduction



1. Introduction

1.1 Purpose of this Document

This background study has been prepared pursuant to the requirements of the Development Charges Act (D.C.A.) (section 10) and, accordingly, recommends new development charges (D.C.s) and policies for the Regional Municipality of Peel (The Region).

The Region retained Watson & Associates Economists Ltd. (Watson), to undertake the D.C. study process which began in 2017 and continued through to 2020. Watson worked with Region staff in preparing the D.C. analysis and policy recommendations.

This D.C. background study, containing the proposed D.C. by-law, will be distributed to members of the public in order to provide interested parties with sufficient background information on the legislation, the study's recommendations and an outline of the basis for these recommendations.

This report has been prepared, in the first instance, to meet the statutory requirements applicable to the Region's D.C. background study, as summarized in Chapter 4. It also addresses the requirement for "rules" (contained in Chapter 7) and the proposed by-law to be made available as part of the approval process (provided under separate cover).

In addition, the report is designed to set out sufficient background on the legislation (Chapter 4), Peel's current D.C. policies (Chapter 2) and the policies underlying the proposed by-law, to make the exercise understandable to those who are involved.

Finally, it addresses post-adoption implementation requirements (Chapter 8) which are critical to the successful application of the new policy.

The Chapters in the report are supported by Appendices containing the data required to explain and substantiate the calculation of the charge. A full discussion of the statutory requirements for the preparation of a background study and calculation of a D.C. is provided herein.



1.2 Summary of the Process

The Region of Peel Council directed that staff take a new approach to planning and managing growth that was:

1. **Integrated** across the fields of planning, infrastructure planning and finance in terms of how servicing is paid for; and
2. **Collaborative** with stakeholders including local municipal staff in planning, service program areas and finance as well as with the development industry.

As a result of Council's direction, Region of Peel staff established a Development Industry Work Group (D.I.W.G.). This working group, consisting of Region staff, staff from each local municipality, and stakeholders from the development community, met on a regular basis to discuss all facets to manage growth. The discussions included input into policies with respect to the 2020 Development Charge (D.C.) Background Study and associated By-law.

Through these working group meetings, a number of policy matters were discussed prior to completion of the calculations and report. These matters included:

- Matters pertaining to the growth forecast;
- Allocation/calculation of benefit to existing development;
- Allocation/calculation of the share of the costs for post-period benefit;
- Residential/non-residential cost allocations;
- Revision to by-law definitions; and
- Other policy matters for consideration in the D.C. by-law.

The public meeting required under section 12 of the D.C.A., has been scheduled for October 8, 2020. Its purpose is to present the study to the public and to solicit public input. The meeting is also being held to answer any questions regarding the study's purpose, methodology and the proposed modifications to the Region's D.C.s.

In accordance with the legislation, the background study and proposed D.C. by-law will be available for public review on September 18, 2020.

The process to be followed in finalizing the report and recommendations includes:



- consideration of responses received prior to, at, or immediately following the Public Meeting; and
- finalization of the report and Council consideration of the by-law subsequent to the public meeting.

Figure 1-1 outlines the proposed schedule to be followed with respect to the D.C. by-law adoption process.

Figure 1-1
Schedule of Key D.C. Process Dates for the Region of Peel

D.C. Study Process	Key Dates
1. Data collection, staff review, engineering work, D.C. calculations and policy work	Fall 2017 to Spring 2020
2. Meetings with Development Industry Working Group	1. January 17, 2017 2. February 8, 2017 3. February 22, 2017 4. March 8, 2017 5. May 30, 2017 6. June 27, 2017 7. September 14, 2017 8. November 7, 2017 9. December 11, 2017 10. January 12, 2018 11. January 22, 2018 12. February 7, 2018 13. February 27, 2018 16. January 27, 2020 17. February 20, 2020 18. April 20, 2020 19. June 22, 2020 20. August 18, 2020 21. August 31, 2020
3. Public meeting advertisement placed in newspaper(s)	September 17, 2020 (Mississauga News, Brampton Guardian, Caledon Citizen, Caledon Enterprise) September 17, 2020 (Peel Website)
4. Background study and proposed by-law available to public	September 18, 2020
5. Public meeting of Council	October 8, 2020



D.C. Study Process	Key Dates
6. Council considers adoption of background study and passage of by-law	November 26, 2020
7. Newspaper notice given of by-law passage	By 20 days after passage
8. Last day for by-law appeal	40 days after passage
9. Region makes pamphlet available (where by-law not appealed)	By 60 days after in force date

1.3 Changes to the D.C.A.: Bill 73 – Smart Growth for our Communities Act, 2015

With the amendment of the D.C.A. (as a result of Bill 73 and O. Reg. 428/15), there are a number of areas that must be addressed to ensure that the Region is in compliance with the D.C.A., as amended. The following provides an explanation of the changes to the Act that affect the Region's background study and how they have been dealt with to ensure compliance with the amended legislation.

1.3.1 Area Rating

Bill 73 has introduced two new sections where Council must consider the use of area-specific charges:

- 1) Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated. (Note that at this time, no municipalities or services are prescribed by the Regulations.)
- 2) Section 10 (2) c.1 of the D.C.A. requires that, "the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas."

In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area rating. This is discussed further in section 7.4.4.



1.3.2 Asset Management Plan for New Infrastructure

The newer legislation now requires that a D.C. background study must include an Asset Management Plan (subsection 10 (2) (c.2)). The asset management plan must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the asset management plan related to transit services; however, they are silent with respect to how the asset management plan is to be provided for all other services. As part of any asset management plan, the examination should be consistent with the municipality's existing assumptions, approaches and policies on asset management planning. This examination may include both qualitative and quantitative measures such as examining the annual future lifecycle contributions needs (discussed further in Appendix F of this report).

1.3.3 60-Day Circulation of D.C. Background Study

Previously the legislation required that a D.C. background study be made available to the public at least two weeks prior to the public meeting. The amended legislation now provides that the D.C. background study must also be made available to the public (including posting on the municipal website) at least 60 days prior to passage of the D.C. by-law. No other changes were made to timing requirements for such things as notice of the public meeting and notice of by-law passage.

This D.C. study is being provided to the public on September 18, 2020 to ensure the new requirements for release of the study is met.

1.3.4 Timing of Collection of D.C.s

The D.C.A. has been refined by Bill 73 to require that D.C.s are collected at the time of the first building permit unless the development charges by-law provides that D.C.s for certain services be collected at the time when the subdivision agreement is entered into.

1.3.5 Other Changes

It is also noted that a number of other changes were made through Bill 73 and O. Reg. 428/15, including changes to the way in which transit D.C. service standards are calculated, the inclusion of waste diversion and the inability for collection of additional levies. As the Region does not provide conventional transit services, the section related to Transit D.C. service standards does not impact the Region's D.C. With respect to the



inclusion of waste diversion as a service, this service has been included in the calculations. With respect to the ability for collection of additional levies, a detailed Local Service Policy is provided in Appendix E.

1.4 Further Changes to the D.C.A.: Bill 108, 138, and 197

1.4.1 ***Bill 108: More Homes, More Choice Act – An Act to Amend Various Statutes with Respect to Housing, Other Development, and Various Matters***

On May 2, 2019, the Province introduced Bill 108, which proposed changes to the D.C.A. The Bill has been introduced as part of the Province's *"More Homes, More Choice: Ontario's Housing Supply Action Plan"*. The Bill received Royal Assent on June 6, 2019.

While having received royal assent, many of the amendments to the D.C.A. would not come into effect until they are proclaimed by the Lieutenant Governor. At the time of writing, the following provisions have been proclaimed:

- Effective January 1, 2020, rental housing and institutional developments shall pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Interest may be charged on the instalments, and any unpaid amounts may be added to the property tax roll and collected in the same manner as taxes.
- Effective January 1, 2020 the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for application made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of Site Plan or Zoning By-law Amendment application.
- On February 28, 2020, the Province released updated draft regulations related to the D.C.A. and the *Planning Act*. A summary of these changes to take effect upon proclamation by the Lieutenant Governor is provided below:

Changes to Eligible Services – Prior to Bill 108, the D.C.A. provided a list of ineligible services whereby municipalities could include growth related costs for any service that was not listed as ineligible. With Bill 108, the changes to the D.C.A. would now specifically list the services that are eligible for inclusion in the by-law. Further, the



initial list of eligible services under Bill 108 was limited to “hard services”, with the “soft services” being removed from the D.C.A. These services would be considered as part of a new *community benefits charge* (discussed below) imposed under the *Planning Act*. As noted in Section 1.4.2 this list of services has been amended through Bill 197.

Mandatory 10% deduction – The new draft regulation will remove the mandatory 10% deduction for all services that remain eligible under the D.C.A.

Remaining Services to be Included in a New Community Benefits Charge (C.B.C.) Under the Planning Act – It is proposed that a municipality may, by by-law, impose a C.B.C. against land to pay for the capital costs of facilities, services and matters required because of development or redevelopment in the area to which the by-law applies. The C.B.C. would include formerly eligible D.C. services that were excluded from the list of eligible services, in addition to parkland dedication and bonus zoning contributions.

1.4.2 Bill 197: COVID-19 Economic Recovery Act

In response to the global pandemic that began affecting Ontario in early 2020, the Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and *Planning Act*. This Bill also revised some of the proposed changes identified in Bill 108. Bill 197 was tabled on July 8, 2020 and received Royal Assent on July 21, 2020, however, the changes with respect to D.C.A and C.B.C. do not come into effect until proclamation, which is yet to be determined. The following provides a summary of the proposed changes:



1.4.2.1 D.C. Related Changes

List of D.C. Eligible Services

- As noted above, under Bill 108 some services were to be included under the D.C.A. and some would be included under the C.B.C. authority. However, Bill 197 revised this proposed change and has included all services (with some exceptions) under the D.C.A. These services are as follows:
 - Water supply services, including distribution and treatment services.
 - Wastewater services, including sewers and treatment services.
 - Storm water drainage and control services.
 - Services related to a highway.
 - Electrical power services.
 - Toronto-York subway extension, as defined in subsection 5.1 (1).
 - Transit services other than the Toronto-York subway extension.
 - Waste diversion services.
 - Policing services.
 - Fire protection services.
 - Ambulance services.
 - Library Services.
 - Long-term care services.
 - Parks and recreation services (but not the acquisition of land for parks).
 - Public health services.
 - Childcare and early years services.
 - Housing services.
 - Provincial Offences Act Services.
 - Services related to emergency preparedness.
 - Services related to airports, but only in the Regional Municipality of Waterloo.
 - Additional services as prescribed

Classes of Services – D.C.

Present legislation (i.e. D.C.A., 1997) allows for categories of services to be grouped together into a minimum of two categories (90% and 100% services).



The Act (as proclaimed) proposes to repeal that and replace the above with the four following subsections:

- A D.C. by-law may provide for any eligible service or capital cost related to any eligible service to be included in a class, set out in the by-law.
- A class may be composed of any number or combination of services and may include parts or portions of the eligible services or parts or portions of the capital costs in respect of those services.
- A D.C. by-law may provide for a class consisting of studies in respect of any eligible service whose capital costs are described in paragraphs 5 and 6 of s. 5 of the D.C.A.
- A class of service set out in the D.C. by-law is deemed to be a single service with respect to reserve funds, use of monies, and credits.

As well the removal of 10% deduction for soft services under Bill 108 has been maintained.

Note: an initial consideration of “class” appears to mean any group of services.

1.4.2.2 C.B.C. Related Changes

C.B.C. Eligibility

- The C.B.C. will be limited to lower-tier and single tier municipalities, whereas upper-tier municipalities will not be allowed to impose this charge.

1.4.2.3 Combined D.C. and C.B.C. Impacts

D.C. vs. C.B.C. Capital Cost

- A C.B.C. may be imposed with respect to the services listed in s. 2 (4) of the D.C.A., “provided that the capital costs that are intended to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law.”

As a result of the passage of Bill 197 this report has provided the D.C. calculations with and without the 10% mandatory deduction required under the current D.C.A. The alternative calculation (without the 10% deduction) is provided in Appendix G.



Chapter 2

Current Region of Peel Policy



2. Current Region of Peel Policy under By-law 46-2015

2.1 Schedule of Charges

On September 10, 2015, the Region of Peel passed By-law 46-2015 under the D.C.A. The by-law imposes D.C.s for residential and non-residential uses. The by-law and schedule of charges were subsequently amended at the direction of the L.P.A.T.

The table below provides the rates currently in effect as of August 1, 2020.

Table 2-1
Region of Peel
Current D.C. Rates

PROGRAM	RESIDENTIAL				NON-RESIDENTIAL	
	Single & Semi Detached	Other Residential	Apartments with (>750 sq.ft.)	Small Units (<= 750 sq.ft.)	Industrial (per sq.m. of Gross Floor Area)	Non-Industrial (per sq.m. of Gross Floor Area)
Region-Wide Services:						
Water Supply Services	28,627	23,453	17,522	11,589	88.17	88.17
Wastewater Services	11,809	9,675	7,227	4,781	41.95	41.95
Regional Roads	11,466	9,394	7,018	4,641	25.64	102.30
Sub-total Hard Services:	51,902	42,522	31,767	21,011	155.76	232.42
Peel Regional Police Services	427	351	261	173	1.57	1.57
Transhelp	4	2	2	1	-	-
Growth Studies	88	72	54	35	0.44	0.44
Long Term Care	162	133	100	66	-	-
Public Health	-	-	-	-	-	-
Paramedics	93	77	58	38	-	-
Social Housing	728	597	445	294	-	-
Shelters	106	87	65	44	-	-
Sub-total Soft Services:	1,608	1,319	985	651	2.01	2.01
TOTAL	53,510	43,840	32,752	21,662	157.77	234.43
Town of Caledon:						
Sub-total Hard Services:	51,902	42,522	31,767	21,011	155.76	232.42
Soft Service Rate Without Peel Regional Police Services	1,181	968	724	478	0.44	0.44
Police - O.P.P.	-	-	-	-	-	-
TOTAL	53,083	43,489	32,491	21,489	156.20	232.86

2.2 Services Covered

The following services are covered under By-law 46-2015:

- Regional Roads;
- Police – Peel Regional Police (Brampton and Mississauga);
- Growth Studies;
- Paramedics;
- Long Term Care;



- Transhelp;
- Social Housing;
- Shelters;
- Water Services; and
- Wastewater Services.

2.3 Timing of D.C. Calculation and Payment

D.C.s are calculated and payable on the date that a permit under the *Building Code Act* is issued in relation to a building or a structure on the land to which the D.C. applies. For residential development other than apartments, the water, wastewater and transportation portion of the D.C. shall be payable upon approval of a subdivision agreement under Section 51 of the *Planning Act* or a consent under Section 53 of the *Planning Act*. All other D.C.s are calculated and payable at building permit issuance.

The Region may enter into an agreement providing for all or part of a D.C. to be paid before or after it would otherwise be payable.

2.4 Indexing

Rates shall be adjusted semi-annually on February 1st and August 1st each year in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index.

2.5 Redevelopment Allowance

As a result of the redevelopment of land, a building or structure existing on the same land prior to the date of payment of D.C.s in regard to such redevelopment has been demolished or converted to another use in whole or in part on or after November 6, 1991, the D.C.s otherwise payable with respect to such redevelopment shall be reduced by the following amounts:

- (a) in the case of a residential building or structure, or in the case of a mixed-use building or structure, the residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the number,



according to type, of dwelling units that have been or will be demolished or converted to another principal use; and

- (b) in the case of a non-residential building or structure or, in the case of mixed-use building or structure, the non-residential uses in the mixed-use building or structure, an amount calculated by multiplying the applicable D.C.s by the gross floor area (G.F.A.) that has been or will be demolished or converted to another principal use;

Where the development would have been exempt prior to the redevelopment of change of use, no credit shall be allowed.

2.6 Exemptions

The following exemptions are provided under By-law 46-2015:

- Statutory exemptions:
 - Land owned by and used only for the purpose of the Region, the area municipalities or local boards;
 - Land owned by a district school board and used only for district school board purposes;
 - An enlargement to an existing dwelling unit;
 - One or two additional dwelling units in an existing single detached dwelling; or
 - One additional dwelling unit in any other existing residential building.
- Non-Statutory exemptions:
 - Land used as a hospital;
 - Land owned by a college or university and used only for the purposes of a college or university;
 - That portion of a building or structure, limited to not more than one room, owned by a religious organization which is reserved for the conduct of group worship, services or rites;
 - Land owned by an agricultural society and used only for the purposes of an agricultural society; and
 - The development of land by the installation of a mobile temporary sales trailer.



Chapter 3

Anticipated Development in the Region of Peel



3. Anticipated Development in the Region of Peel

3.1 Requirement of the Act

Chapter 4 provides the methodology for calculating a D.C. as per the D.C.A. Figure 4-1 presents this methodology graphically. It is noted in the first box of the schematic that in order to determine the D.C. that may be imposed, it is a requirement of Section 5 (1) of the D.C.A. that “the anticipated amount, type and location of development, for which development charges can be imposed, must be estimated.”

The growth forecast contained in this chapter (with supplemental tables in Appendix A) provides for the anticipated development for which Peel Region will be required to provide services, over a 10-year (mid-2020 to mid-2030) and a longer-term time horizon (mid-2020 to mid-2041).

3.2 Basis of Population, Household and Non-Residential Gross Floor Area Forecast

The D.C. growth forecast has been derived by Watson based upon the Region of Peel Growth Management Strategy (G.M.S.), Scenario 16. The estimated current population, housing and employment base as of mid-2020 was derived from estimates prepared by the Region of Peel and represents the latest and best planning information regarding the Region’s understanding of recent residential and non-residential development activity and demographic trends as of mid-2020. For the purposes of the D.C., Watson has prepared additional details related to the population forecast (gross population associated with new households) and employment forecast (gross floor area forecast), which was reviewed by the Region of Peel and its G.M.S. consultants to ensure consistency with the G.M.S.

3.3 Summary of Growth Forecast

A detailed analysis of the residential and non-residential growth forecasts is provided in Appendix A and the methodology employed is illustrated in Figure 3-1. The discussion provided herein summarizes the anticipated growth for the Region and describes the basis for the forecast. The results of the residential growth forecast analysis are summarized in Table 3-1 below, and Schedule 1 in Appendix A.



As identified in Table 3-1 and Appendix A, Schedule 1, the Region's population is anticipated to reach approximately 1,746,800 by mid-2030, and 1,970,000 by mid-2041.¹ The Region's 2041 population forecast is consistent with the 2041 population forecast set out in Schedule 3 of the Growth Plan for the Greater Golden Horseshoe (G.G.H.), 2019: A Place to Grow. The forecast represents an increase of 211,500 persons and 434,700 persons, respectively, over the 10-year and longer-term forecast periods. The population forecast summarized in Table 3-1 and Schedule 1, Appendix A includes an upward adjustment for the net Census undercount, which is estimated at approximately 3.4%. The Census undercount represents the net number of persons missed during Census enumeration. All references provided herein to the population forecast include the net Census undercount. Provided below is a summary of the key assumptions and findings regarding the Peel D.C. growth forecast update.

1. Unit Mix (Table 3-1; Appendix A – Schedules 1 through 5)

- The unit mix for the Region was derived from the Region of Peel G.M.S., Scenario 16. As previously discussed, the mid-2020 population is based upon best planning estimates by the Region of Peel.
- Based on the above, the long-term (2020-2041) household growth forecast is comprised of a housing unit mix of approximately 18% large apartments (>750 sq.ft.), 28% small apartments (equal to or less than 750 sq.ft.), 32% single and semi-detached units and 22% townhomes.

2. Geographic Location of Residential Development (Table 3-2; Appendix A – Schedules 2a and 2b)

- Table 3-2, Table 3-3 and Schedule 2a, Appendix A summarize the anticipated amount, type and location of residential development for the Region of Peel by local municipality over the 10-year and longer-term planning periods.
- In accordance with Region of Peel G.M.S., Scenario 16, total housing growth has been allocated to the following areas over the 2020-2041 forecast period:
 - City of Brampton – 42%;

¹ The population figures used in the calculation of the 2020 D.C. includes the Census undercount, which is estimated at approximately 3.4%.



- City of Mississauga – 41%; and
- Town of Caledon – 17%.
- As summarized in Table 3-2 and Schedule 2, Appendix A, the majority of new housing growth for the City of Mississauga over the longer-term forecast period is comprised of apartments (large and small combined, represents 80%). Apartments are forecast to comprise 25% of the City of Brampton's housing growth and 16% of the Town of Caledon's housing growth over the longer-term period.

Figure 3-1
Household Formation-based Population and Household Projection Model

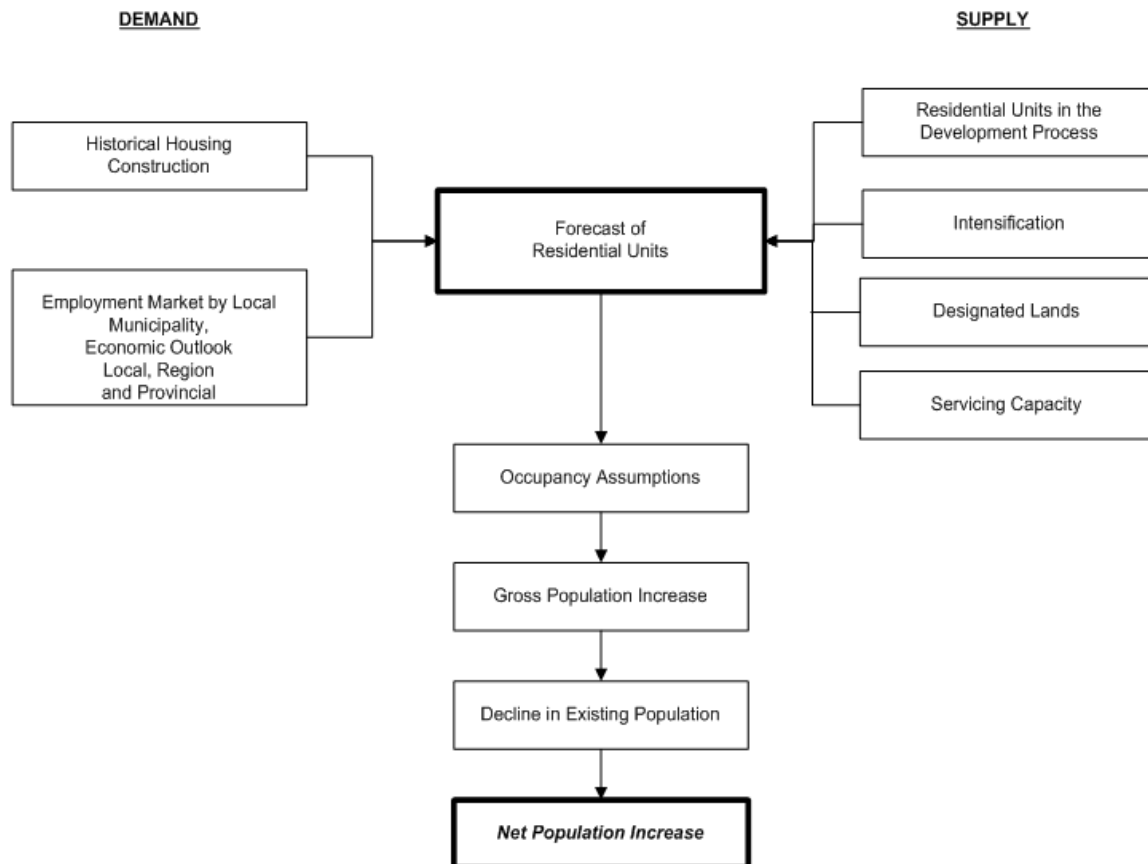




Table 3-1
Region of Peel
Residential Growth Forecast Summary

Year		Population (Including Census Undercount) ²	Population (Including Census Undercount), Excluding Institutional	Excluding Census Undercount			Housing Units							Person Per Unit (P.P.U.) Total Population/ Total Households
				Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi- Detached	Townhomes	Apartments ³	Apartments >750 sq.ft.	Apartments equal to or less than 750 sq.ft.	Other	Total Households	
	Mid 2016	1,428,300	1,419,200	1,381,700	9,100	1,372,600	261,585	60,120	105,355	42,145	63,210	490	427,550	3.232
Forecast	Mid 2020	1,535,300	1,526,000	1,483,500	9,300	1,474,200	271,925	66,800	113,485	45,395	68,090	490	452,700	3.277
	Mid 2025	1,634,000	1,623,600	1,578,900	10,400	1,568,500	289,030	75,250	128,220	51,290	76,930	490	492,990	3.203
	Mid 2030	1,746,800	1,735,700	1,687,900	11,100	1,676,800	303,290	83,820	145,340	58,140	87,200	490	532,940	3.167
	Mid 2035	1,852,200	1,840,400	1,789,800	11,800	1,778,000	313,720	91,780	164,000	65,600	98,400	490	569,990	3.140
	Mid 2041	1,970,000	1,957,500	1,903,600	12,500	1,891,100	322,425	101,100	187,285	74,915	112,370	490	611,300	3.114
Incremental	Mid 2016 - Mid 2020	107,000	106,800	101,800	200	101,600	10,340	6,680	8,130	3,250	4,880	0	25,150	
	Mid 2020 - Mid 2025	98,700	97,600	95,400	1,100	94,300	17,105	8,450	14,735	5,895	8,840	0	40,290	
	Mid 2020 - Mid 2030	211,500	209,700	204,400	1,800	202,600	31,365	17,020	31,855	12,745	19,110	0	80,240	
	Mid 2020 - Mid 2035	316,900	314,400	306,300	2,500	303,800	41,795	24,980	50,515	20,205	30,310	0	117,290	
	Mid 2020 - Mid 2041	434,700	431,500	420,100	3,200	416,900	50,500	34,300	73,800	29,520	44,280	0	158,600	

Derived from the Region of Peel Growth Management Strategy, Scenario 16, received May 2020. Summarized by Watson & Associates Economists Ltd.

¹Based on the Region of Peel Growth Management Strategy, Scenario 16. The population and housing for base year (2020) has been updated based on best planning estimates by the Region of Peel.

²Census undercount estimated at approximately 3.4%. Note: Population including the undercount has been rounded.

³Includes apartments in duplexes, accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments.

Notes: 1) Numbers may not add to totals due to rounding. 2) An adjustment was made to the 2016 Census based on a review by the Region of Peel.



Table 3-2
Region of Peel
Population and Residential Growth Forecast Summary by Area Municipality

Population ¹	City of Mississauga	City of Brampton	Town of Caledon	Peel Region
2020	779,150	679,350	76,800	1,535,300
2030	834,580	799,670	112,550	1,746,800
2041	919,920	889,920	160,160	1,970,000
2020-2030	55,430	120,320	35,750	211,500
2020-2041	140,770	210,570	83,360	434,700
2020-2041, Share of Region Growth (%)	32%	48%	19%	100%

Housing Units	City of Mississauga	City of Brampton	Town of Caledon	Peel Region
2020	244,495	183,945	24,260	452,700
2030	277,800	219,680	35,460	532,940
2041	309,950	250,840	50,510	611,300
2020-2030	33,305	35,735	11,200	80,240
2020-2041	65,455	66,895	26,250	158,600
2020-2041, Share of Region Growth (%)	41%	42%	17%	100%

¹ Includes population undercount which is estimated at approximately 3.4%. Numbers may not add up precisely due to rounding. Population includes institutional population.

Sources: Derived from the Region of Peel Growth Management Strategy, Scenario 16.



Table 3-3
Region of Peel
Population and Residential Growth Forecast Summary by Area Municipality

City of Mississauga	Singles and Semi-Detached	Townhouses	Other	Apartments >750 sq.ft.	Apartments equal to or less than 750 sq.ft.	Total Units
2020	127,340	37,865	410	31,550	47,330	244,495
2030	129,540	42,780	410	42,025	63,045	277,800
2041	130,770	47,310	410	52,580	78,880	309,950
2020-2030	2,200	4,915	0	10,475	15,715	33,305
2020-2041	3,430	9,445	0	21,030	31,550	65,455

City of Brampton	Singles and Semi-Detached	Townhouses	Other	Apartments >750 sq.ft.	Apartments equal to or less than 750 sq.ft.	Total Units
2020	123,500	26,620	50	13,510	20,265	183,945
2030	146,520	34,705	50	15,360	23,045	219,680
2041	158,040	42,080	50	20,270	30,400	250,840
2020-2030	23,020	8,085	0	1,850	2,780	35,735
2020-2041	34,540	15,460	0	6,760	10,135	66,895

Town of Caledon	Singles and Semi-Detached	Townhouses	Other	Apartments >750 sq.ft.	Apartments equal to or less than 750 sq.ft.	Total Units
2020	21,085	2,315	30	330	500	24,260
2030	27,230	6,335	30	745	1,120	35,460
2041	33,615	11,710	30	2,060	3,095	50,510
2020-2030	6,145	4,020	0	415	620	11,200
2020-2041	12,530	9,395	0	1,730	2,595	26,250

Peel Region	Singles and Semi-Detached	Townhouses	Other	Apartments >750 sq.ft.	Apartments equal to or less than 750 sq.ft.	Total Units
2020	271,925	66,800	490	45,395	68,090	452,700
2030	303,290	83,820	490	58,135	23,255	532,940
2041	322,425	101,100	490	74,915	29,965	611,300
2020-2030	31,365	17,020	0	12,740	19,115	92,980
2020-2041	50,500	34,300	0	29,520	44,280	158,600

¹ Includes population undercount which is estimated at approximately 3.4%. Numbers may not add up precisely due to rounding.
Population includes institutional population.

Sources: Derived from the Region of Peel Growth Management Strategy, Scenario 16.

- In addition, housing growth has been allocated between urban area (full municipal services) and rural area (no municipal services/water only) (refer to Schedule 2b, Appendix A), as follows:
 - Urban – 99.2%;
 - Rural, Water Only Services – 0.4%; and
 - Rural, No Municipal Services – 0.5%.



3. Planning Period

- Short and longer-term time horizons are required for the D.C. process. The D.C.A. limits the planning horizon for certain services, such as housing, long-term care, health, and paramedics, to a 10-year planning horizon. Services related to a highway, public works, police, water, and wastewater services can utilize a longer planning period.

4. Population in New Housing Units (Appendix A – Schedules 2a through to Schedule 6)

- The number of housing units to be constructed by 2041 in Peel Region over the forecast period is presented in Figure 3-2. Over the 2020 to 2041 forecast period, the Region is anticipated to average approximately 7,550 new housing units annually.
- Institutional population¹ is anticipated to increase by nearly 150 people annually over the 2020 to 2041 period.
- Population in new units is derived from Schedules 3 and 4, which incorporate historical development activity, anticipated units (see unit mix discussion) and average persons per unit (P.P.U.) by dwelling type for new units.
- Schedule 8 summarizes the P.P.U. for the new housing units by age and type of dwelling based on a 2016 custom Census data for Peel Region (low-, medium-, and high- density). The total calculated adjusted 20-year average P.P.U. by dwelling type are as follows:
 - Singles/Semi-Detached: 4.202
 - Multiples (Townhouses): 3.328
 - Large Apartments (larger than 750 sq.ft.): 3.048
 - Small Apartments (equal/less than 750 sq.ft.): 1.612

¹ Institutional includes special care facilities such as nursing home or residences for senior citizens. A P.P.U. of 1.100 depicts 1-bedroom and 2- or more bedroom units in these special care facilities.



5. Existing Units and Population Change (Appendix A – Schedules 3 and 4)

- The decline in average occupancy levels for existing housing units is calculated in Schedules 3 through 4, by aging the existing population over the forecast period. The forecast population decline in existing households over a 10-year period is 4,840 persons annually.

6. Employment (Appendix A – Schedules 7,8 and 9)

- The employment projections provided herein have been derived by Watson based upon the Region of Peel G.M.S., Scenario 16. The corresponding total employment activity rate, which is defined as the number of jobs in a municipality divided by the number of residents, has also been summarized in Schedule 7. Key employment sectors include, other employment¹, industrial employment, work at home employment, and employees with no fixed place of work (N.F.P.O.W.). The employment forecast by usual place of work and total employment, including work at home and N.F.P.O.W., has been summarized below:
- 2016 employment data² (place of work) for Peel Region is outlined in Schedule 7. The 2016 employment base is comprised of the following:
 - 124,700 Work at Home and No Fixed Place of Work³ (18%)
 - 38,200 work at home employment (6%)
 - 86,500 no fixed place of work employment (12%)
 - 570,600 Usual Place of Work Employment (82%):
 - 228,900 industrial (33%)
 - 341,700 other employment (49%)
- Total employment, including work at home and N.F.P.O.W. for the Region is anticipated to reach approximately 970,000 by 2041. This represents an

¹ Other employment includes Primary, Major Office, Institutional and Commercial/Population-Related Employment.

² 2016 employment is based on Statistics Canada 2016 Place of Work Employment dataset by Watson & Associates Economists Ltd.

³ No fixed place of work is defined by Statistics Canada as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



- employment increase of approximately 212,600 over the long-term forecast period.
- Schedule 7 summarizes the employment forecast, excluding work at home employment and N.F.P.O.W. employment, which is the basis for the D.C. employment forecast. The impact on municipal services from work at home employees has already been included in the population forecast. The need for municipal services related to N.F.P.O.W. employees has largely been included in the employment forecast by usual place of work (i.e. employment and gross floor area generated from N.F.P.O.W. construction employment). Furthermore, since these employees have no fixed work address, they cannot be captured in the non-residential Gross Floor Area (G.F.A.) calculation.
 - Total employment for Peel Region (excluding work at home and N.F.P.O.W. employment) is anticipated to reach approximately 795,500 by mid-2041. This represents an employment increase of approximately 175,800 over the 21-year forecast period.

7. Non-Residential Sq.m. Estimates (G.F.A., Appendix A, Schedule 8)

- Square metre estimates were calculated in Schedule 8 based on the following employee density assumptions:
 - Industrial:
 - City of Mississauga: 120 sq.m. per employee
 - City of Brampton: 150 sq.m. per employee
 - Town of Caledon: 160 sq.m. per employee
 - Region-wide (average): 148 sq.m. per employee
 - Other Employment:
 - Region-Region: 36 sq.m. per employee
- The Region-wide incremental non-residential G.F.A. is anticipated to increase by 6,213,200 sq.m. over the 10-year forecast period, 12,554,800 sq.m. and over the longer-term forecast period.
- In terms of percentage growth, the 2020 to 2041 incremental G.F.A. forecast by sector is broken down as follows:
 - Industrial– 66%; and
 - Other Employment – 34%.



8. Geography of Non-Residential Development (Appendix A – Schedules 8a and 8b)

- Schedules 8a and 8b summarizes the anticipated amount, type and location of non-residential development by municipality for Peel Region.
- In accordance with the Region of Peel G.M.S., Scenario 16 and the above noted G.F.A. assumptions, the amount and percentage of forecast total non-residential growth over the long-term forecast period by development location is summarized in Table 3-4.

Table 3-4
Region of Peel
Usual Place of Work Employment Growth Forecast and Gross Floor Area (G.F.A.),
sq.m. by Area Municipality, 2020 to 2041

Municipality	Industrial Employment	Other Employment ¹	Total Usual Place of Work, Excluding Work at Home and N.F.P.O.W. ²	Share of Total Usual Place of Work Employment (%)	Non-Residential G.F.A., sq.m.	Share of Non-Residential G.F.A.
City of Mississauga	9,480	29,800	39,280	33%	2,663,000	21%
City of Brampton	27,320	26,700	54,020	45%	6,144,200	49%
Town of Caledon	18,960	7,100	26,060	22%	3,747,600	30%
Peel Region	55,760	63,600	119,360	100%	12,554,800	100%

Source: Employment derived from the Region of Peel Growth Management Strategy, Scenario 16, received May 2020. Summarized by Watson & Associates Economists Ltd. Floor Space per Worker Assumptions and Gross Floor Area Forecast is a forecast by Watson & Associates Economists Ltd.

¹Other Employment includes Major Office, Institutional and Commercial/Population-Related Employment.

²Excludes No Fixed Place of Work and Work at Home Employment.

Note: Figures have been rounded.



Chapter 4

The Approach to the Calculation of the Charge



4. The Approach to the Calculation of the Charge

4.1 Introduction

This chapter addresses the requirements of subsection 5 (1) of the D.C.A. with respect to the establishment of the need for service which underpins the D.C. calculation. These requirements are illustrated schematically in Figure 4-1.

Note: As the Province has passed Bill 197, notes have been provided where proposed changes impact the methodology.

4.2 Services Potentially Involved

Table 4-1 lists the full range of municipal service categories which are provided within the Region.

A number of these services are defined in subsection 2 (4) of the D.C.A. as being ineligible for inclusion in D.C.s. These are shown as “ineligible” on Table 4-1. Two ineligible costs defined in subsection 5 (3) of the D.C.A. are “computer equipment” and “rolling stock with an estimated useful life of (less than) seven years.” In addition, local roads are covered separately under subdivision agreements and related means (as are other local services). Services which are potentially eligible for inclusion in the Region’s D.C. are indicated with a “Yes.”

4.3 Increase in the Need for Service

The D.C. calculation commences with an estimate of “the increase in the need for service attributable to the anticipated development,” for each service to be covered by the by-law. There must be some form of link or attribution between the anticipated development and the estimated increase in the need for service. While the need could conceivably be expressed generally in terms of units of capacity, subsection 5 (1) 3, which requires that Region Council indicate that it intends to ensure that such an increase in need will be met, suggests that a project-specific expression of need would be most appropriate.



Figure 4-1
The Process of Calculating a Development Charge under the Act
that must be followed

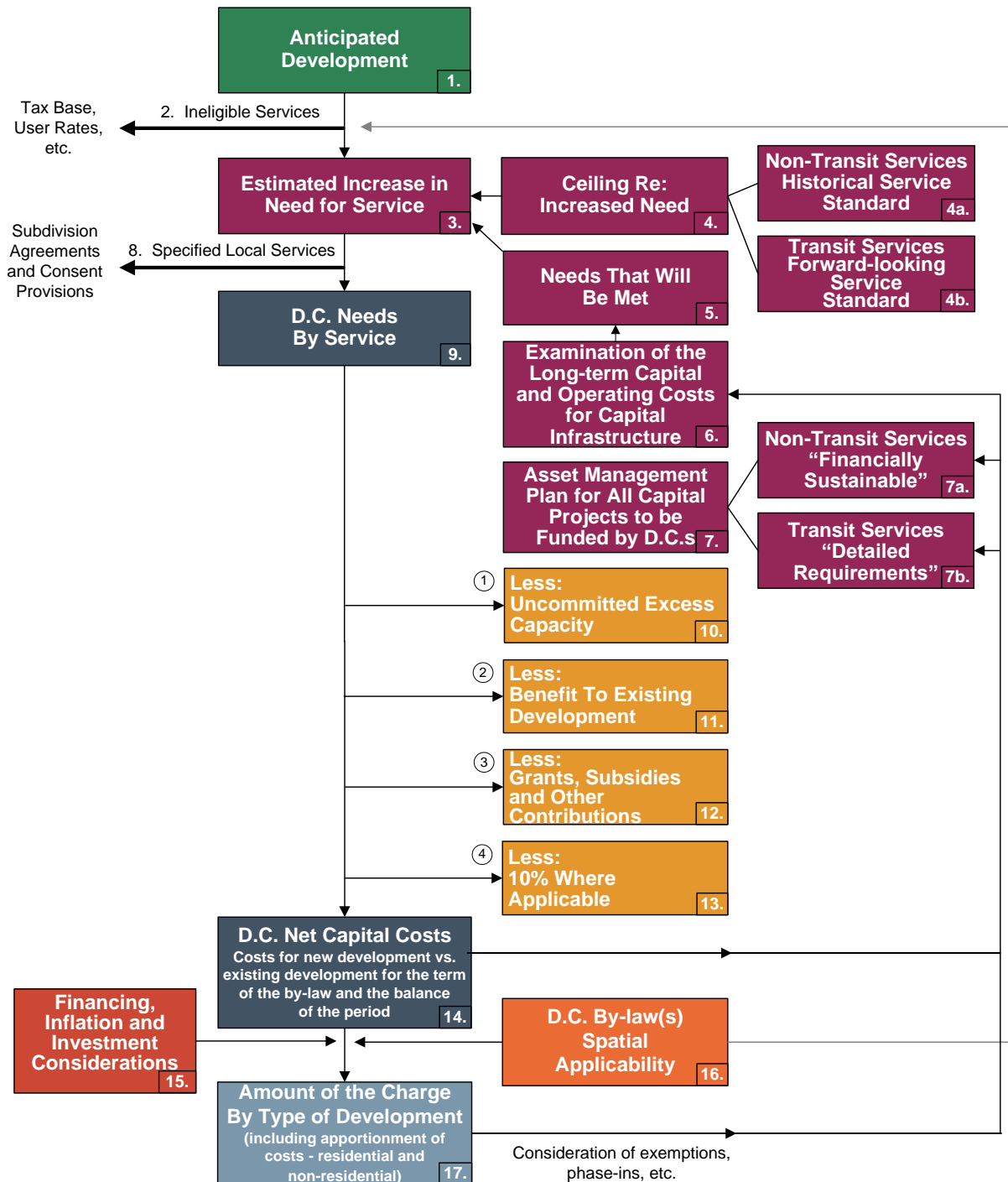




Table 4-1
Categories of Municipal Services to be Addressed as Part of the Calculation

Eligibility for Inclusion in the D.C. Calculation	Description
Yes	Municipality provides the service – service has been included in the D.C. calculation.
No	Municipality provides the service – service has not been included in the D.C. calculation.
n/a	Municipality does not provide the service.
Ineligible	Service is ineligible for inclusion in the D.C. calculation.

Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery ¹ %
1. Services Related to a Highway - Transportation	Yes	1.1 Arterial roads	100
	Yes	1.2 Collector roads	100
	Yes	1.3 Bridges, Culverts and Roundabouts	100
	n/a	1.4 Local municipal roads	0
	Yes	1.5 Traffic signals	100
	Yes	1.6 Sidewalks and streetlights	100
	Yes	1.7 Active Transportation	100

¹ Province recently passed Bill 197 (yet to be proclaimed) which will remove the 10% mandatory deduction. Further, parking and airports (other than in Waterloo Region) will become ineligible services



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery ¹ %
2. Public Works	Yes	2.1 Transit vehicles ¹ & facilities	100
	Yes	2.2 Other transit infrastructure	100
	No	2.3 Municipal parking spaces - indoor	90
	No	2.4 Municipal parking spaces - outdoor	90
	Yes	2.5 Works Yards	100
	Yes	2.6 Rolling stock ¹	100
	Yes	2.6 Water supply vehicles & equipment	100
	Yes	2.7 Wastewater vehicles & equipment	100
	n/a	2.8 Ferries	90
	n/a	2.9 Airport	90
3. Stormwater Drainage and Control Services	n/a	3.1 Main channels and drainage trunks	100
	n/a	3.2 Channel connections	100
	n/a	3.3 Retention/detention ponds	100
4. Fire Protection Services	n/a	4.1 Fire stations	100
	n/a	4.2 Fire pumpers, aerials and rescue vehicles ²	100
	n/a	4.3 Small equipment and gear	100
5. Outdoor Recreation Services (i.e. Parks and Open Space)	Ineligible	5.1 Acquisition of land for parks, woodlots and E.S.A.s	0
	n/a	5.2 Development of area municipal parks	90
	n/a	5.3 Development of district parks	90
	n/a	5.4 Development of municipal-wide parks	90
	n/a	5.5 Development of special purpose parks	90
	n/a	5.6 Parks rolling stock ² and yards	90

¹with 7+ year life time

*same percentage as service component to which it pertains
computer equipment excluded throughout



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery ¹ %
6. Indoor Recreation Services	n/a	6.1 Arenas, indoor pools, fitness facilities, community centres, etc. (including land)	90
	n/a	6.2 Recreation vehicles and equipment ²	90
7. Library Services	n/a	7.1 Public library space (incl. furniture and equipment)	90
	n/a	7.2 Library vehicles ¹	90
	n/a	7.3 Library materials	90
8. Electrical Power Services	Ineligible	8.1 Electrical substations	0
	Ineligible	8.2 Electrical distribution system	0
	Ineligible	8.3 Electrical system rolling stock	0
9. Provision of Cultural, Entertainment and Tourism Facilities and Convention Centres	Ineligible	9.1 Cultural space (e.g. art galleries, museums and theatres)	0
	Ineligible	9.2 Tourism facilities and convention centres	0
10. Wastewater Services	Yes	10.1 Treatment plants	100
	Yes	10.2 Sewage trunks	100
	No	10.3 Local systems	0
11. Water Supply Services	Yes	11.1 Treatment plants	100
	Yes	11.2 Distribution systems	100
	No	11.3 Local systems	0
12. Waste Management Services	Ineligible	12.1 Landfill collection, transfer vehicles and equipment	0
	Ineligible	12.2 Landfills and other disposal facilities	0
	Yes	12.3 Waste diversion facilities	90
	Yes	12.4 Waste diversion vehicles and equipment ²	90

¹ Province recently passed Bill 197 (yet to be proclaimed) which will remove the 10% mandatory deduction. Further, parking and airports (other than in Waterloo Region) will become ineligible services

² with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery ¹ %
13. Police Services	Yes	13.1 Police detachments	100
	Yes	13.2 Police rolling stock ²	100
	Yes	13.3 Small equipment and gear	100
14. Long Term Care	Yes	14.1 Long Term Care space	90
	Yes	14.2 Vehicles ²	90
15. Child Care and Early Years Services	No	15.1 Child care space	90
	No	15.2 Vehicles ²	90
16. Public Health	Yes	16.1 Health department space	90
	Yes	16.2 Health department vehicles ²	90
17. Housing Services	Yes	17.1 Social Housing space	90
		17.2 Shelters	90
18. Provincial Offences Act (P.O.A.)	n/a	18.1 P.O.A. space	90
20. Paramedics	Yes	20.1 Paramedics station space	90
	Yes	20.2 Vehicles ²	90
21. Hospital Provision	Ineligible	21.1 Hospital capital contributions	0
22. Provision of Headquarters for the General Administration of Municipalities and Area Municipal Boards	Ineligible	22.1 Office space	0
	Ineligible	22.2 Office furniture	0
	Ineligible	22.3 Computer equipment	0

¹ Province recently passed Bill 197 (yet to be proclaimed) which will remove the 10% mandatory deduction. Further, parking and airports (other than in Waterloo Region) will become ineligible services

²with 7+ year life time



Categories of Municipal Services	Eligibility for Inclusion in the D.C. Calculation	Service Components	Maximum Potential D.C. Recovery ¹ %
23. Other Services	Yes	23.1 Growth Studies in respect to eligible services including those in connection with acquiring buildings, rolling stock, materials and equipment, and improving land ³ and facilities, including the D.C. background study cost	0-100
	Yes	23.2 Interest on money borrowed to pay for growth-related capital	0-100

¹ Province recently passed Bill 197 (yet to be proclaimed) which will remove the 10% mandatory deduction. Further, parking and airports (other than in Waterloo Region) will become ineligible services

²with a 7+ year life time

³same percentage as service component to which it pertains

4.4 Local Service Policy

Some of the need for services generated by additional development consists of local services related to a plan of subdivision. As such, they will be required as a condition of subdivision agreements or consent conditions.

4.5 Capital Forecast

Paragraph 7 of subsection 5 (1) of the D.C.A. requires that “the capital costs necessary to provide the increased services must be estimated.” The Act goes on to require two potential cost reductions and the Regulation sets out the way in which such costs are to be presented. These requirements are outlined below.



These estimates involve capital costing of the increased services discussed above. This entails costing actual projects or the provision of service units, depending on how each service has been addressed.

The capital costs include:

- a) costs to acquire land or an interest therein (including a leasehold interest);
- b) costs to improve land;
- c) costs to acquire, lease, construct or improve buildings and structures;
- d) costs to acquire, lease or improve facilities, including rolling stock (with a useful life of 7 or more years), furniture and equipment (other than computer equipment), materials acquired for library circulation, reference or information purposes;
- e) interest on money borrowed to pay for the above-referenced costs (i.e. debt charges);
- f) costs to undertake studies in connection with the above-referenced matters; and
- g) costs of the D.C. background study.

In order for an increase in need for service to be included in the D.C. calculation, Region Council must indicate "...that it intends to ensure that such an increase in need will be met" (subsection 5 (1) 3). This can be done if the increase in service forms part of a Council-approved Official Plan, capital forecast or similar expression of the intention of Council (O. Reg. 82/98 section 3). The capital program contained herein reflects the Region's approved and proposed capital budgets and master servicing/needs studies.

4.6 Treatment of Credits

Section 8, paragraph 5, of O. Reg. 82/98 indicates that a D.C. background study must set out "the estimated value of credits that are being carried forward relating to the service." Subsection 17, paragraph 4, of the same Regulation indicates that "...the value of the credit cannot be recovered from future D.C.s," if the credit pertains to an ineligible service. This implies that a credit for eligible services can be recovered from future D.C.s. As a result, this provision should be made in the calculation, in order to avoid a funding shortfall with respect to future service needs. There are no outstanding credit obligations included in the D.C. calculations.



4.7 Existing Reserve Funds

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5 (1).”

There is no explicit requirement under the D.C.A. calculation method set out in subsection 5 (1) to net the outstanding reserve fund balance as part of making the D.C. calculation; however, section 35 does restrict the way in which the funds are used in future.

For services which are subject to a per capita based, service level “cap,” the reserve fund balance should be applied against the development-related costs for which the charge was imposed once the project is constructed (i.e. the needs of recent growth). This cost component is distinct from the development-related costs for the next 10-year period, which underlie the D.C. calculation herein.

The alternative would involve the Region spending all reserve fund monies prior to renewing each by-law, which would not be a sound basis for capital budgeting. Thus, the Region will use these reserve funds for the Region’s cost share of applicable development-related projects, which are required but have not yet been undertaken, as a way of directing the funds to the benefit of the development which contributed them (rather than to future development, which will generate the need for additional facilities directly proportionate to future growth).

The Region’s D.C. Reserve fund balances by service at December 31, 2019 (adjusted) are shown below:



Service	Cash Balance as of December 31, 2019	Adjustments Including Encumbrances and Commitments ¹	Balance as of December 31, 2019 (adjusted)
Services Related to a Highway - Transportation	\$92,523,896	(\$291,463,763)	(\$198,939,867)
Public Works ²	\$499,541	(\$41,226)	\$458,316
Growth Studies	(\$903,192)	(\$2,856,552)	(\$3,759,744)
Long Term Care	\$12,784,680	(\$1,914,434)	\$10,870,245
Public Health	\$5,798,750	\$0	\$5,798,750
Peel Regional Police Services	\$6,120,506	(\$1,392,729)	\$4,727,777
Police - O.P.P.	(\$50,409)	(\$109,187)	(\$159,596)
Housing Services	(\$3,213,987)	(\$8,470,386)	(\$11,684,373)
Paramedics	(\$432,136)	(\$659,518)	(\$1,091,654)
Regional Wastewater	(\$9,993,679)	(\$62,805,713)	(\$72,799,391)
South Peel Wastewater	\$15,441,616	(\$249,656,290)	(\$234,214,674)
Regional Water	(\$30,630,660)	(\$267,145,317)	(\$297,775,977)
South Peel Water	(\$102,082,073)	(\$542,633,920)	(\$644,715,993)
Total	(\$14,137,146)	(\$1,429,149,036)	(\$1,443,286,181)

¹ Adjustments relate to commitments and work in progress

² Reserve fund was previously named Transhelp in 2019

Note: Amounts in brackets are deficit balances.

4.8 Deductions

The D.C.A. potentially requires that five deductions be made to the increase in the need for service. These relate to:

- the level of service ceiling;
- uncommitted excess capacity;
- benefit to existing development;
- anticipated grants, subsidies and other contributions; and
- 10% reduction for certain services (to be removed under Bill 197).

The requirements behind each of these reductions are addressed as follows:

4.8.1 Reduction Required by Level of Service Ceiling

This is designed to ensure that the increase in need included in section 4.3 does "...not include an increase that would result in the level of service (for the additional development increment) exceeding the average level of the service provided in the municipality over the 10-year period immediately preceding the preparation of the



background study...” O. Reg. 82/98 (section 4) goes further to indicate that “...both the quantity and quality of a service shall be taken into account in determining the level of service and the average level of service.”

In many cases, this can be done by establishing a quantity measure in terms of units as floor area, land area or road length per capita and a quality measure, in terms of the average cost of providing such units based on replacement costs, engineering standards or recognized performance measurement systems, depending on circumstances. When the quantity and quality factor are multiplied together, they produce a measure of the level of service, which meets the requirements of the Act, i.e. cost per unit.

With respect to transit services, the changes to the Act as a result of Bill 73 have provided for an alternative method for calculating the services standard ceiling. Transit services must now utilize a forward-looking service standard analysis, described later in this section.

The average service level calculation sheets for each service component in the D.C. calculation are set out in Appendix B.

4.8.2 Reduction for Uncommitted Excess Capacity

Paragraph 5 of subsection 5 (1) requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the Region’s “excess capacity,” other than excess capacity which is “committed.”

“Excess capacity” is undefined, but in this case must be able to meet some or all of the increase in need for service, in order to potentially represent a deduction. The deduction of uncommitted excess capacity from the future increase in the need for service would normally occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities, e.g. if a road widening to accommodate increased traffic is not required because sufficient excess capacity is already available, then widening would not be included as an increase in need, in the first instance.



4.8.3 Reduction for Benefit to Existing Development

Section 5 (1) 6 of the D.C.A. provides that, “The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development.” The general guidelines used to consider benefit to existing development included:

- the repair or unexpanded replacement of existing assets that are in need of repair;
- an increase in average service level of quantity or quality;
- the elimination of a chronic servicing problem not created by growth; and
- providing services where none previously existed and not triggered by regulatory requirements (generally considered for water or wastewater services).

This step involves a further reduction in the need, by the extent to which such an increase in service would benefit existing development. The level of services cap in section 4.8.1 is related but is not the identical requirement. Sanitary, storm and water trunks are highly localized to growth areas and can be more readily allocated in this regard than other services such as services related to a highway, which do not have a fixed service area.

Where existing development has an adequate service level which will not be tangibly increased by an increase in service, no benefit would appear to be involved. For example, where expanding existing public works facilities simply replicates what existing residents are receiving, they receive very limited (or no) benefit as a result. On the other hand, where a clear existing service problem is to be remedied, a deduction should be made accordingly.

In the case of services such as long-term care, child care and early years, transportation, etc., the service is typically provided on a Region-wide system basis. For example, with respect to child care and early years, facilities of the same type may provide different functions (i.e. daily childcare vs. after-school programs)



4.8.4 Reduction for Anticipated Grants, Subsidies and Other Contributions

This step involves reducing the capital costs necessary to provide the increased services by capital grants, subsidies and other contributions (including direct developer contributions required due to the local service policy) made or anticipated by Council and in accordance with various rules such as the attribution between the share related to new vs. existing development. That is, some grants and contributions may not specifically be applicable to growth or where Council targets fundraising as a measure to offset impacts on taxes (O. Reg. 82/98 section 6).

4.8.5 The 10% Reduction

Paragraph 8 of subsection 5 (1) of the D.C.A. requires that, “the capital costs must be reduced by 10 per cent.” This paragraph does not apply to water supply services, waste water services, stormwater drainage and control services, services related to a highway, police and fire protection services. The primary services to which the 10% reduction does apply include services such as parks, recreation, libraries, childcare/ social services, the Provincial Offences Act, ambulance, homes for the aged, and health.

The 10% is to be netted from the capital costs necessary to provide the increased services, once the other deductions have been made, as per the infrastructure costs sheets in Chapter 5.

Note: The calculations have been provided with the 10% deduction in the body of the report to reflect the current D.C.A. at the time of writing. With the passage of Bill 197 and upcoming proclamation, the calculations have also been prepared without the 10% mandatory deduction and are provided in Appendix G for Council’s consideration.

4.9 Municipal-wide vs. Area Rating

This step involves determining whether all of the subject costs are to be recovered on a uniform municipal-wide basis or whether some or all are to be recovered on an area-specific basis. Under the amended D.C.A., it is now mandatory to “consider” area-rating of services (providing charges for specific areas and services), however, it is not mandatory to implement area-rating. Further discussion is provided in section 7.4.4.



4.10 Allocation of Development

This step involves relating the costs involved to anticipated development for each period under consideration and using allocations between residential and non-residential development and between one type of development and another, to arrive at a schedule of charges.

4.11 Asset Management

The new legislation now requires that a D.C. background study must include an asset management plan (subsection 10 (2) c. 2). The asset management plan (A.M.P.) must deal with all assets that are proposed to be funded, in whole or in part, by D.C.s. The current regulations provide very extensive and specific requirements for the A.M.P. related to transit services (as noted in the subsequent subsection); however, they are silent with respect to how the A.M.P. is to be provided for all other services. As part of any A.M.P., the examination should be consistent with the municipality's existing assumptions, approaches and policies on the asset management planning. This examination has been included in Appendix F.

4.12 Transit

The most significant changes to the D.C.A resulting from Bill 73 relate to the transit service. These changes relate to four areas of the calculations, as follows:

- A. Transit no longer requires the statutory 10% mandatory deduction from the net capital cost (subsection 5.2 (i) of the D.C.A.).
- B. The background study requires the following in regard to transit costs (as per subsection 8 (2) of the Regulations):
 - 1. The calculations that were used to prepare the estimate for the planned level of service for the transit services, as mentioned in subsection 5.2 (3) of the Act.
 - 2. An identification of the portion of the total estimated capital cost relating to the transit services that would benefit,



- i. the anticipated development over the 10-year period immediately following the preparation of the background study, or
 - ii. the anticipated development after the 10-year period immediately following the preparation of the background study.
 3. An identification of the anticipated excess capacity that would exist at the end of the 10-year period immediately following the preparation of the background study.
 4. An assessment of ridership forecasts for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study, categorized by development types, and whether the forecasted ridership will be from existing or planned development.
 5. An assessment of the ridership capacity for all modes of transit services proposed to be funded by the development charge over the 10-year period immediately following the preparation of the background study.
- C. A new forward-looking service standard (as per subsection 6.1 (2) of the Regulations):
1. The service is a discrete service.
 2. No portion of the service that is intended to benefit anticipated development after the 10-year period immediately following the preparation of the background study may be included in the estimate.
 3. No portion of the service that is anticipated to exist as excess capacity at the end of the 10-year period immediately following the preparation of the background study may be included in the estimate.
- D. A very detailed asset management strategy and reporting requirements (subsection 6.1 (3) of the Regulation) that includes lifecycle costs, action plans that will enable the assets to be sustainable, summary of how to achieve the proposed level of service, discussion on procurement measures and risk.

Conventional Transit services are currently provided through the area municipalities. Therefore, the above calculations and reporting requirements are not required by the Region.



Chapter 5

D.C.-Eligible Cost Analysis by Service



5.D.C.-Eligible Cost Analysis by Service

5.1 Introduction

This chapter outlines the basis for calculating eligible costs for the D.C.s to be applied on a uniform basis. In each case, the required calculation process set out in subsection 5 (1) paragraphs 2 to 8 in the D.C.A. and described in Chapter 4, was followed in determining D.C.-eligible costs.

The nature of the capital projects and timing identified in the Chapter reflects Council's current intention. Over time, however, Region projects and Council priorities change and accordingly, Council's intentions may alter and different capital projects (and timing) may be required to meet the need for services required by new growth.

5.2 Service Levels and 10-Year Capital Costs for D.C. Calculation

This section evaluates the development-related capital requirements for all of the "soft" services over a 10-year planning period. Each service component is evaluated on two format sheets: the average historical 10-year level of service calculation (see Appendix B), which "caps" the D.C. amounts; and, the infrastructure cost calculation, which determines the potential D.C. recoverable cost.

5.2.1 Public Works

The Public Works Department has a variety of vehicles and major equipment related to operations support, transportation, water, wastewater and Transhelp totalling approximately \$55.24 million. The inventory provided over the previous 10-year period equates to a per capita standard of \$34. Over the forecast period, the D.C.-eligible amount for vehicles and equipment is \$7,095,825.

The Region provides operational support for their transportation, water, and, wastewater services and Transhelp services out of a number of public works facilities. Currently, the facilities provide 29,361 sq.m of building area, up from 22,144 sq.m in 2010. Based on the average over the previous 10-year period, this translates into an average level of service of 17.8 sq.m per 1,000 population or \$78 per capita. This level of service



provides the Region with a maximum D.C.-eligible amount for recovery over the 10-year forecast period of \$16,513,920.

Based on the service standard for vehicles, equipment and facilities, the D.C.-eligible amount related to Public Works over the forecast period is \$23,609,745.

Based on the needs arising from growth, eight projects have been identified related to additional facility space, vehicles, and technological investments. The total cost of the projects identified is \$71,159,000 and includes new facilities, expansions to existing facilities and additional vehicles to service growth. A deduction in the amount of \$23,898,000 has been applied to account for the benefit to growth beyond the 10-year forecast period. An additional \$2,000,000 has been deducted from the Public Works Facility Expansion for internal funding sources identified by staff for this project. Further, \$21,196,900 has been deducted to account for the benefit to existing development and \$458,316 has been deducted to recognize the existing reserve fund balance. Upon applying these deductions, the net amount included in the D.C. is \$23,605,784.

The residential/non-residential capital cost allocation for public works is a 71%/29% split which is based on the incremental growth in population to employment for the 10-year forecast period



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Public Works

Prj.No	Increased Service Needs Attributable to Anticipated Development 2020-2029	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
1	New Salt Manangement Facility (13,000 tonnes capacity-GFA of 2,266 sq.m.)	2020-2024	15,800,000	-		15,800,000	3,521,200		12,278,800	8,717,948	3,560,852
2	New Vehicle Provision	2020-2029	1,900,000	-		1,900,000	-		1,900,000	1,349,000	551,000
3	Victoria Yard Expansion	2020-2024	30,500,000	18,453,000		12,047,000	11,625,200		421,800	299,478	122,322
4	Land Acquisition for future facility expansion	2020-2024	9,000,000	5,445,000		3,555,000	-		3,555,000	2,524,050	1,030,950
5	Technology Investment to Meet Service Needs	2020	287,000	-		287,000	213,400		73,600	52,256	21,344
6	Automatic Fare Payment Solution	2021	1,530,000	-		1,530,000	1,137,800		392,200	278,462	113,738
7	Outsourced Transhelp Vehicles to Service Growth	2020-2029	8,142,000	-		8,142,000	4,699,300		3,442,700	2,444,317	998,383
8	Public Works Facility Expansion	2020-2024	4,000,000	-	2,000,000	2,000,000	-		2,000,000	1,420,000	580,000
9	Reserve Fund Adjustment	Reserve	-	-		-	458,316		(458,316)	(325,404)	(132,912)
	Total		71,159,000	23,898,000	2,000,000	45,261,000	21,655,216	-	23,605,784	16,760,107	6,845,677



5.2.2 Peel Regional Police Services

Peel Regional Police currently provides police services to the Cities of Brampton and Mississauga from a total of 80,103 sq.m. of facility space. The facility space provided over the previous 10-year period translates to an average level of service of 0.056 sq.m per capita or an investment of \$209 per capita. Based on this service standard the Region would be eligible to collect approximately \$36.71 million from D.C.s for additional facility space over the 10-year period.

The Region currently owns and leases 26.22 hectares of land which is used for police facilities/activities. The amount provided over the historical 10-year period equates to an average level of service of 0.019 hectares per 1,000 population or \$70 per capita. This level of service provides the Region with a maximum D.C.-eligible amount of \$12,216,383 for recovery over the forecast period.

In addition to the facility space and land, the Region also currently has 840 police vehicles in its inventory. The total D.C.-eligible amount calculated for police vehicles over the forecast period is approximately \$2,548,375, based on an average historical service standard of \$15 per capita.

Peel Regional Police also maintains equipment and radios which currently have a total value of \$77,616,494. The Region has a calculated average level of service for the historic 10-year period of \$49 per capita, providing for a D.C.-eligible amount over the forecast period of \$8,585,388 for equipment and radios.

Based on these service standards, the total D.C.-eligible amount over the 10-year forecast period related to Peel Regional Police is \$60,057,291.

The Region has identified the need for additional vehicles and equipment for new police staff, as a result of growth. In addition, two Divisional and Operational Facilities have been identified within the forecast period. The gross capital cost of these projects is \$191,180,000. An amount of \$59,535,600 has been deducted as a benefit to existing development from the Divisional and Operational Facility project in order to recognize the portion of the cost related to replacement of an existing facility. An additional \$71,574,300 has been deducted from the calculations to recognize the benefit to growth subsequent to the forecast period. After deducting \$4,727,777 to account for the



existing reserve fund balance, a net D.C.-eligible amount of \$55,342,323 has been included in the calculations for the 10-year forecast period.

The residential/non-residential allocation for Peel Regional Police is based on the relationship between population and employment within the Cities of Brampton and Mississauga, resulting in an allocation of 71% to residential and 29% to non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel

Service: Peel Regional Police Services

Prj .No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non-Residential Share 29%
	2020-2029										
1	Vehicles for New Police Staff	2020	292,000	-		292,000	-		292,000	207,320	84,680
2	Equipment for New Police Staff	2020	117,000	-		117,000	-		117,000	83,070	33,930
3	Equipment for New Police Staff	2020	90,000	-		90,000	-		90,000	63,900	26,100
4	Communication Equipment for New Police Staff	2020	211,000	-		211,000	-		211,000	149,810	61,190
5	Divisional and Operational Facility	2021	126,000,000	44,444,400		81,555,600	59,535,600		22,020,000	15,634,200	6,385,800
6	Divisional and Operational Facility	2028	57,000,000	27,129,900		29,870,100	-		29,870,100	21,207,771	8,662,329
7	Communication Equipment for New Police Staff	2021-2029	2,430,000	-		2,430,000	-		2,430,000	1,725,300	704,700
8	Vehicles for New Police Staff	2021-2029	2,628,000	-		2,628,000	-		2,628,000	1,865,880	762,120
9	Equipment for New Police Staff	2021-2029	2,412,000	-		2,412,000	-		2,412,000	1,712,520	699,480
	Reserve Fund Adjustment	Reserve					4,727,777		(4,727,777)	(3,356,721)	(1,371,055)
	Total		191,180,000	71,574,300	-	119,605,700	64,263,377	-	55,342,323	39,293,050	16,049,274



5.2.3 Police – O.P.P.

The Region currently provides policing services to the Town of Caledon through the Ontario Provincial Police (O.P.P.). The O.P.P. operates its services from a total of 2,324 sq.m of facility space. Based on the level of service provided over the previous 10-year period, the average level of service equates to 0.03 sq.m per capita or \$158 per capita. The facilities are operated from 1.96 hectares of land. The average level of service provided over the previous 10-year period equates to a service standard of \$70 per capita. This level of service provides the Region with a maximum D.C.-eligible amount for recovery over the 10-year forecast period of \$8,138,131.

Based on the anticipated growth over the 10-year forecast period, the need for an additional Ancillary Building and a new Satellite Office in Bolton have been identified with a gross capital cost of \$1.55 million. A deduction in the amount of \$330,100 has been made to account for the existing facility space to be replaced by the new office space in Bolton. An additional \$159,596 has been included in the D.C. calculation to account for the reserve fund deficit which results in a net D.C.-eligible amount of \$1,379,496 over the forecast period.

The growth-related costs for O.P.P. have been allocated 75% residential and 25% non-residential based on the incremental growth in population to employment within the Town of Caledon, for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel

Service: Police - O.P.P.

Prj .No	Increased Service Needs Attributable to Anticipated Development 2020-2029	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 75%	Non-Residential Share 25%
1	Ancillary Building	2021	1,150,000	-		1,150,000	-		1,150,000	862,500	287,500
2	Bolton O.P.P. Satellite Office	2021-2022	400,000	-		400,000	330,100		69,900	52,425	17,475
	Reserve Fund Adjustment	Reserve	159,596	-		159,596	-		159,596	119,697	39,899
	Total		1,709,596	-	-	1,709,596	330,100	-	1,379,496	1,034,622	344,874



5.2.4 Growth Studies

The D.C.A. permits the inclusion of studies undertaken to facilitate the completion of the Region's capital works program. The Region has made provisions for the inclusion of new studies undertaken to facilitate this D.C. process, as well as other studies which benefit growth (in whole or in part). The list of studies includes such studies as the following:

- D.C. Study Updates;
- Growth Related Financial Analysis;
- Official Plan Review;
- Regional Official Plan Amendment Appeals;
- Growth Management Program Support;
- Long Range Studies – Growth Related;
- Long Range Studies – Community Related; and
- Watershed Planning to Support Growth.

The cost of these studies, including the reserve fund deficit of \$3,759,744 is \$22,984,744, of which \$3,165,000 is attributable to existing benefit. The net growth-related capital cost, after the mandatory 10% deduction, is \$18,213,744. This amount has been included in the D.C. calculations.

These costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment for the 10-year forecast period.



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Growth Studies

No.	Increased Service Needs Attributable to Anticipated Development 2020-2029	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share 71%	Non- Residential Share 29%
	Component Name												
1	Development Charges Update	2020-2029	1,200,000	-		1,200,000	-		1,200,000	120,000	1,080,000	766,800	313,200
2	Growth Related Financial Analysis	2020-2029	1,000,000	-		1,000,000	-		1,000,000	100,000	900,000	639,000	261,000
3	Official Plan Review	2021-2029	5,000,000	-		5,000,000	1,000,000		4,000,000	400,000	3,600,000	2,556,000	1,044,000
4	Regional Official Plan Ammendments (ROPAs) Appeals	2020-2029	4,800,000	-		4,800,000	960,000		3,840,000	384,000	3,456,000	2,453,760	1,002,240
5	Growth Management Program Support	2021-2029	3,600,000	-		3,600,000	-		3,600,000	360,000	3,240,000	2,300,400	939,600
6	Long Range Studies - Growth	2021-2029	1,800,000	-		1,800,000	360,000		1,440,000	144,000	1,296,000	920,160	375,840
7	Long Range Studies - Community	2020-2029	1,600,000	-		1,600,000	800,000		800,000	80,000	720,000	511,200	208,800
8	Watershed Planning to Support Growth	2020	225,000	-		225,000	45,000		180,000	18,000	162,000	115,020	46,980
	Reserve Fund Adjustment	Reserve	3,759,744	-		3,759,744	-		3,759,744		3,759,744	2,669,418	1,090,326
	Total		22,984,744	-	-	22,984,744	3,165,000	-	19,819,744	1,606,000	18,213,744	12,931,758	5,281,986



5.2.5 Long Term Care

The Region of Peel currently operates five Long Term Care facilities from a total of 54,623 sq.m. of facility space. The facilities in service over the historical 10-year period provide residents with space equating to an average service level of 0.04 sq.m or \$194 per capita. This facility space is currently provided on 100,974 sq.m of land which provides a per capita service standard of 0.07 sq.m or \$50 per capita. This level of investment provides the Region with \$51,692,715 for eligible future D.C. funding over the 10-year forecast period.

The Region has identified the need for a new Peel Manor facility which will provide additional Long Term Care space for growth-related needs. The gross capital cost of this project is \$135.6 million. \$64,414,000 has been deducted as a benefit to existing development to account for the existing Peel Manor facility space that is being replaced. An additional \$854,300 has been deducted to account for the benefit to growth beyond the forecast period. A further reduction of \$7,962,379 recognizes anticipated grant funding related to this project. With an adjustment of \$10,870,245 to account for the existing reserve fund balance, \$45,262,144 has been included in the D.C. calculation, after the 10% mandatory deduction.

An allocation of 100% to residential development has been attributed to services related to Long Term Care Homes as this is primarily a residential service.

Region of Peel
Space: Long Term Care

Watson & Associates Economists Ltd.
H:\Peel2020 DC\Report\Peel Development Charges Background Study.docx



5.2.6 Public Health Services

Public Health services focus on health promotion, health protection and illness prevention and are provided in various offices and clinics located throughout the Region. The Region currently provides this service from 2,081 sq.m. of facility space. Based on the space provided over the past 10 years, the historical average level of service provided by the Region equates to an investment of \$12 per capita. This level of service provides the Region with a maximum D.C.-eligible amount for recovery over the forecast period of \$2,540,115.

The Region has identified the need for additional clinic and facility space over the forecast period at a gross capital cost of \$5,400,000. A deduction of \$1,080,000 has been made to account for the benefit to existing development. The current reserve fund balance of \$5,798,750 will fully fund the growth-related portions of these projects. The residual amount in the reserve fund will be allocated towards future-growth related works.

While public health services are predominately residential based, there are some health services provided to the non-residential sector. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Public Health

Prj.No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost		
							Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share 95%	Non- Residential Share 5%
	2020-2029												
1	Public Health Clinics and Facilities	2021	1,800,000	-		1,800,000	360,000		1,440,000	144,000	1,296,000	1,231,200	64,800
2	Public Health Clinics and Facilities	2024	1,800,000	-		1,800,000	360,000		1,440,000	144,000	1,296,000	1,231,200	64,800
3	Public Health Clinics and Facilities	2029	1,800,000	-		1,800,000	360,000		1,440,000	144,000	1,296,000	1,231,200	64,800
	Reserve Fund Adjustment	Reserve		-		-	3,888,000		(3,888,000)		(3,888,000)	(3,693,600)	(194,400)
	Total		5,400,000	-	-	5,400,000	4,968,000	-	432,000	432,000	-	-	-

Note: Residual of \$1,910,750 remains in the reserve fund for future growth-related works



5.2.7 Paramedics

The Peel Regional Paramedic Services currently operates out of a combination of larger reporting stations and smaller satellite stations. These facilities provide a total of 23,702 sq.m. of space. Over the past ten years, the average level of service was 9.90 sq.m. of space per 1,000 population or an investment of \$70 per capita. Based on this service standard, the Region would be eligible to collect approximately \$14,817,690 from D.C.s for ambulance facility space (over the 10-year period).

In addition to facility space, the Region also has 132 ambulances, 47 transport vehicles and 164 defibrillators. Over the past ten years, the average level of service was 0.20 vehicles/equipment per 1,000 population which equates to an investment of \$21 per capita. Based on this service standard, the Region would be eligible to collect approximately \$4,496,490 from D.C.s for ambulance vehicles and equipment (over the 10-year period).

Based on these service standard calculations, the total D.C.-eligible amount over the 10-year forecast period related to Paramedics is \$19,314,180.

The Region of Peel has identified the need for additional paramedics facility space required for growth resulting in gross capital expenditures of \$49,210,000. In addition, defibrillators, medical equipment and additional vehicles are needed over the forecast period. The total gross capital cost related to Paramedics is \$61,510,800. Other deductions in the amount of \$5,038,000 have been made to account for other funding sources identified for these growth-related projects. A further deduction of \$38,270,000 has been made to account for the share of the costs that benefit growth beyond the forecast period. Finally, an adjustment of \$1,091,654 has been made to account for the existing reserve fund deficit resulting in a D.C. recoverable amount of \$17,474,174, after the 10% mandatory deduction.

The growth costs have been allocated 71% residential and 29% non-residential based on the incremental growth in population to employment, for the 10-year forecast period.

Appendix I

Approval of the 2020 Development Charge Background Study and By-law



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Paramedics

#	Increased Service Needs Attributable to Anticipated Development 2020-2029	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less: Other (e.g. 10% Statutory Deduction)	Potential D.C. Recoverable Cost		
	Component Name						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development			Total	Residential Share 71%	Non- Residential Share 29%
1	Defibrillators and Medical Equipment	2020	1,096,000	-	1,085,000	11,000	-		11,000	1,100	9,900	7,029	2,871
2	Ambulance Fleet and Support Vehicles	2020	4,093,000	-	3,953,000	140,000	-		140,000	14,000	126,000	89,460	36,540
3	Ambulance Facilities - Growth	2020	6,210,000	-		6,210,000	-		6,210,000	621,000	5,589,000	3,968,190	1,620,810
4	Defibrillators and Medical Equipment	2021-2029	961,200	-		961,200	-		961,200	96,120	865,080	614,207	250,873
5	Ambulance Fleet and Support Vehicles	2021-2029	6,150,600	-		6,150,600	-		6,150,600	615,060	5,535,540	3,930,233	1,605,307
6	Ambulance Facilities - Growth	2021-2029	43,000,000	38,270,000		4,730,000	-		4,730,000	473,000	4,257,000	3,022,470	1,234,530
	Reserve Fund Adjustment		1,091,654	-		1,091,654	-		1,091,654		1,091,654	775,074	316,580
	Total		62,602,454	38,270,000	5,038,000	19,294,454	-	-	19,294,454	1,820,280	17,474,174	12,406,664	5,067,510



5.2.8 Housing Services

The Region of Peel provides Social Housing services to its residents due to the rising difficulty for many to afford accommodations at market prices. The Region currently operates 7,780 units below market rent. Over the previous 10 years, the average level of service equates to an average level of investment of \$2,064 per capita. This level of service provides the Region with a maximum D.C.-eligible amount of \$436,637,520 over the 10-year forecast period.

In addition to Social Housing units, the Region also provides temporary housing and living space for homeless individuals. The Region currently operates out of 13,423 sq.m of facility space which, when based on the average provided over the last 10 years, equates to an average level of service of \$34 per capita. Due to the increasing needs for Shelter services, the Region has been renting out hotel rooms on an as-needed basis to address the overflow that cannot be accommodated in the existing facility space. In 2019, the Region rented 20,686 hotel rooms over the year. The level of service provided over the historical 10-year period provides for an average level of service of \$67 per capita. This level of service provided through shelter space and hotel rooms allows the Region to recover \$7,273,485 over the forecast period.

Based on these service standards, the Region is eligible to collect up to \$443,911,005 from D.C.s for Housing Services.

The Region has identified \$836,510,000 in Affordable Housing Initiatives through the Housing Master Plan. This project will provide additional social housing units to residents. In addition to this project, The Region has also identified the need for an additional Family Shelter in Brampton at a gross capital cost of \$34,301,000.

Deductions in the amount of \$138,906,400 have been made to account for the benefit to growth beyond the forecast period. Further deductions of \$57,461,000 have been made to recognize recently announced grant contributions to these projects as well as \$186,910,600 to recognize other deductions. Finally, deductions totalling \$298,700,700 have been made to account for the share of the costs that benefit existing development. An additional \$11,684,373 has been included in the D.C. calculation to account for the existing reserve fund deficit. The net D.C. recoverable amount for Housing Services is therefore \$181,633,443, after the 10% mandatory deduction.



Since Housing Services is considered a residential-based service, the growth-related capital costs have been allocated 100% residential and 0% non-residential.

Region of Peel
Service: Housing Services

Watson & Associates Economists Ltd.
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5.2.9 Waste Diversion

With respect to Waste Diversion, the Region currently provides 19,366 sq.m. of eligible waste diversion related facility space. Over the past ten years, the average level of service for eligible space was 0.01 sq.m. per capita which equates to an average investment of \$187 per capita. In addition to facilities, there are also 130 waste diversion collection vehicles that are 100% eligible for inclusion in the D.C. Over the historical 10-year period, the average service standard for vehicles equates to \$30 per capita. The Region also has an inventory of non-collection vehicles and equipment related to waste diversion at a value of \$9,247,958. The level of service provided over the previous 10 years equates to an average level of investment of \$6 per capita. Finally, the Region provides blue and green carts to residential units for recycling purposes. In 2019, 447,683 carts were provided to residents within the Region, providing for an average investment of \$45 per capita. Based on the service standard for waste diversion services, the Region would be eligible to collect \$56,470,500 from D.C.s over the 10-year period.

The Region has identified the need for additional carts and bins based on the anticipated growth in residential units over the 10-year forecast period. A provision has also been made for additional collection vehicles that will be required to service new growth. Finally, an Anaerobic Digestion Facility has been planned for construction within the forecast period. The gross capital cost of these projects is \$121,520,000. A deduction of \$3,622,000 has been applied to account for the capacity at the Anaerobic Digestion Facility that will benefit growth beyond the forecast period. A further deduction of \$94,163,000 has been made to account for the existing organic waste to be processed at this new facility. The net growth-related capital cost after the mandatory 10% deduction is \$21,361,500.

While waste diversion is predominately residential based, there is some use by non-residential users. To acknowledge this use, the growth-related capital costs have been allocated 95% residential and 5% non-residential.

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Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Waste Diversion

Prj.No	Increased Service Needs Attributable to Anticipated Development 2020-2029	Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Subtotal	Less:	Potential D.C. Recoverable Cost		
	Component Name						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development		Other (e.g. 10% Statutory Deduction)	Total	Residential Share 95%	Non-Residential Share 5%
1	Blue Cart - Curbside	2020-2029	2,880,000	-		2,880,000	-		2,880,000	288,000	2,592,000	2,462,400	129,600
2	Green Cart - Curbside	2020-2029	4,080,000	-		4,080,000	-		4,080,000	408,000	3,672,000	3,488,400	183,600
3	Blue Multi-Res	2020-2029	72,000	-		72,000	-		72,000	7,200	64,800	61,560	3,240
4	Kitchen Bins	2020-2029	288,000	-		288,000	-		288,000	28,800	259,200	246,240	12,960
5	Provision for Additional Collection Vehicles	2021-2029	5,550,000	-		5,550,000	-		5,550,000	555,000	4,995,000	4,745,250	249,750
6	Anaerobic Digestion Facility	2020-2023	108,650,000	3,622,000		105,028,000	94,163,000		10,865,000	1,086,500	9,778,500	9,289,575	488,925
	Total		121,520,000	3,622,000	-	117,898,000	94,163,000	-	23,735,000	2,373,500	21,361,500	20,293,425	1,068,075



5.3 Service Levels and 21-Year Capital Costs for Peel's D.C. Calculation

This section evaluates the development-related capital requirements for those services with 21-year (2020-2041) capital costs.

5.3.1 *Services Related to a Highway – Transportation*

5.3.1.1 Introduction

The Region of Peel is responsible for the planning, construction, operations, and maintenance of the transportation network within its municipal boundaries. To identify the required transportation infrastructure needs for the road network to the 2041 planning horizon year, the Region of Peel developed the Long-Range Transportation Plan (L.R.T.P.). The L.R.T.P. serves as the basis for identifying infrastructure programming needs, inclusive of both road improvements as well as sustainable and active transportation infrastructure. The Plan is updated in its entirety every 5 years with the latest being completed and adopted by Regional Council in 2019. The 2019 L.R.T.P. provides a critical “blueprint” for transportation infrastructure requirements that allows the Region to sustain projected growth demands to the 2041 planning horizon.

The Region of Peel retained the services of H.D.R. Corporation (H.D.R.) to deliver an updated Transportation D.C. Background Study (2017 to 2041). This included a full review of the road network and intersection improvements required to accommodate future traffic growth due to development. In addition to the technical analyses completed by H.D.R. and I.B.I. Group, the Region has drawn upon several Regional Transportation Plans and Strategic Studies that inform the Road Improvement and Sustainable Transportation component of the 2020 D.C. update. They include:

- The Long Range Transportation Plan, 2019; and,
- Adoption and implementation of the 2018 Sustainable Transportation Strategy, which is inclusive of pedestrian and cycling infrastructure requirements along Regional roads;



The combination of these Plans, Strategic Studies, and technical analyses serve as the basis for the development-related capital requirements for the 2020 D.C. Background Study and By-law Update.

5.3.1.2 Road Network Service Levels

According to the D.C.A., the 10-year historical average service level defines an upper limit on the road improvements that are eligible to be included in the development charge. Provided the proposed improvement program does not result in a future service level that is better than the historical 10-year average, this program is required as a result of future growth and can be included in the development charge.

The Region of Peel owns and maintains 1,668 lane km of arterial roads, as well as sidewalks and active transportation lanes and tracks. This provides an average level of investment of \$7,060 per capita, resulting in a D.C. eligible recovery amount of \$3,068,895,060 over the 2020-2041 forecast period.

The Region also has 100 bridges, and 81 major culverts throughout the Region which equates to an investment of \$411 per capita and a D.C. recoverable amount of \$178,705,170 over the 21-year forecast period.

The total D.C. eligible amount over the forecast period for Services Related to a Highway – Transportation is \$3,247,600,230.

5.3.1.3 Costing Analysis – Construction Costs Update

5.3.1.3.1 *Design Standards*

Several documents were reviewed in order to establish a set of road specifications for the 2020 Peel D.C. update. Assumptions as to roadway characteristics were supported by findings from the 2013 Peel Road Characterization Study, the Peel Public Works Adopted Standard, the Transportation Association of Canada (T.A.C.) Geometric Design Guide and the Ministry of Transportation (M.TO.) Geometric Standard. Table 5-1 presents the main road specifications used in the costing exercise.



Table 5-1
Region of Peel
Road Specifications Assumptions

	2020 Peel Region D.C.	
IMPROVEMENT TYPE	SALVAGED BASE ROAD WIDENING	
ROAD DIMENSIONS	URBAN	RURAL
Lane Width (m):	3.50m	3.75m
CROSS-SECTION:		
Cross-Section	URBAN	RURAL
Asphalt Top Course Depth	0.050m	0.050m
Asphalt Bottom Course Depth	0.100m	0.100m
Granular A (Upper Granular) Depth	0.150m	0.150m
Granular B (Lower Granular) Depth	0.45m	0.45m
Paved Shoulder Width	-	1.00m
Granular Shoulder Width	-	2.00m
Curb and Gutter	2 side/s	0 side/s
Asphalt pad / Splash pad	1.00m	-
Sidewalk Width	1.80m	-
Bike Path Width	2.40m	-
Catch basins spacing	75.0m	-
Manhole spacing	120.0m	-
Paved Shoulder Thickness		
HL-1	-	0.050m
HL-8	-	0.100m
Granular A (Upper Granular) Depth	-	0.150m
Granular B (Lower Granular) Depth	-	0.450m
Granular Shoulder Thickness		
Granular A (Upper Granular) Depth	-	0.150m
Granular B (Lower Granular) Depth	-	-

Since the 2015 Peel D.C. Background Study, design standards and road cross-section specifications have evolved. The main changes to road design assumptions that impacted the calculation of road project construction costs include:



- The reduction in lane widths for Urban Roads – Lane widths were reduced from 3.75m per lane to 3.50m per lane.
- The increase in paved shoulder widths – The width for paved shoulders increased from 1.0m to 1.5m, as per the Active Transportation Plan.
- The use of 450mm of Granular B below the paved shoulder – The paved shoulder subsurface must match the composition of the roadway subsurface (0.150m for Granular A and 0.450m for Granular B). In the 2015 D.C. study, paved and unpaved shoulders only incorporated 0.150m of Granular A. These changes are in accordance with Standard Drawing (S.T.D.) 5-1-2.

5.3.1.3.2 Construction Unit Price Review

Road construction contracts tendered by the Region of Peel between 2013 and 2016 were reviewed to develop unit prices. These average unit costs were integral to properly price the road improvements and calculate the benchmark costs for different projects.

The selected approach provided estimates based on 2016-unit prices consisting of averaged prices from construction contracts tendered between 2013 and 2016 and using a 2% price increase factor to account for inflation. This factor is consistent with both the increases in the Canadian Construction Price Index and the year-to-year inflation rate anticipated by Peel Region. Incorporating data from previous years ensures that a reasonable sample of projects is included and smoothens out annual fluctuations. The selected method follows the unit price costing approach used in previous D.C. updates.

Table 5-2
Region of Peel
Past Contracts to Develop Construction Unit Prices

Year	Project ID	Description
2013	026T	Bridge Rehabilitation
	043T	Road Works
	076T	Road Works
	078T	Road Works
	079T	Watermain Replacement and Road Resurfacing
	116T	Road Works, Structural Works, Storm and Sanitary Sewers



Year	Project ID	Description
	331T	Road Works
	333T	Structural Works
2014	002T	Bridge Rehabilitation
	005T	Road Works
	012T	Road Works
	017T	Road Works and Intersection Improvements
	024T	Roadway Reconstruction and Watermain Replacement
	039T	Road Works, Structural Works, Storm and Sanitary Sewers
	201T	Road Works, Structural Works, Storm and Sanitary Sewers
	310T	Road Works
	438T	Road Works and Intersection Improvements
	201T	Dixie Road Widening and Utility Relocation
	456T	Road Works
2015	04-4840	Bridge Rehabilitation
	09-480 and 11-4880	Road and Structural Works
	10-4850	Culvert Repair and Replacement
	11-4090 and 14-4265	Road Works, Storm and Sanitary Sewers, Intersection Improvements, Parking Lot Construction
	11-4830	Bridge Rehabilitation
	13-4666 and 15-4666	Road Works
	15-4635	Road Works
	15-4653	Road Works
	15-4665	Road Works
	15-4675	Road Works
	2015-175T	Road Resurfacing
	2015-058T	Road Resurfacing
2016	N/A	Queen Street bid
	012T	Road Works
	071T	Road Works
	396T	Low Impact Development
	04-0T	Removals and Installation
	04-33	Hydro One Utilities

Table 5-3 presents some of the unit prices derived from the review of the contracts above and compares them to the unit prices used in the 2015 D.C. update. For the purpose of this report, only the more commonly occurring construction items between curb lines have been listed.



Table 5-3
Region of Peel
Construction Unit Prices (Items between Curb lines)

Construction Item	Unit	2020 Peel D.C. (2016\$)	2015 Peel D.C. (2015\$)	Change
Excavation	m ³	\$25.46	\$22.87	11%
Granular A – Roadway	tonne	\$27.56	\$22.18	24%
Granular B – Roadway	tonne	\$25.65	\$20.36	26%
Hot Mix HL1	tonne	\$107.29	\$84.09	28%
Hot Mix HL8	tonne	\$98.41		17%
150mm DIA non perforated subdrain	m	\$32.71	\$23.47	39%
Supply and Install Storm, Sewer Pipes	m	\$563.50	\$493.32	14%
Catchbasins (single)	each	\$4,028.99	\$3,081.60	31%
Catchbasins (double)	each	\$4,028.99	N/A	N/A
Supply and Install Manhole, Maintenance Holes	each	\$4,969.29	\$4,797.68	4%
Topsoil and sod	m ²	\$17.36	N/A	N/A

As the major elements of road construction, hot mix and granular A and B are the main determinants of the cost of a road improvement. The increase in costs for these items observed since the 2015 D.C. is in the range of 17% to 27%.

5.3.1.3.3 Adjustment Factors for Engineering, Basic Construction, and Miscellaneous Items

At the planning level, most of the required construction activities can be defined to a reasonable level of accuracy. However, there are other less tangible construction costs that are not. For this reason, it is common practice to estimate the additional costs by applying factors to overall project cost. Previously, in the 2015 Peel D.C. update, standard adjustment factors were derived from the costing portion of the Ministry of Transportation's Inventory Manual for Municipal Roads.

For the current update, the factors for basic construction, engineering and contingency were based on a combination of best practices review and discussions with different stakeholders. This included the examination of the adjustment factors used by Hamilton (2013), Whitchurch-Stouffville (2014), and Wellington (2017) D.C. studies. Neighbouring



municipalities such as Halton, York and Durham Regions were also investigated; however, the adjustment factors used in their Roads Program costing process were not available openly in their D.C. reports.

Overall, the adjustment factors are lower than in the 2015 D.C. study update. The proposed adjustment factor breakdown for the 2020 Peel D.C. study update is summarized in Table 5-4. The basic construction adjustment was applied to the benchmark cost, followed by the contingency adjustment. The contingency adjustment factor was only applied to curb-to-curb construction components. The engineering adjustment factor was used to create a detailed design allowance for projects involving design and construction components.

Table 5-4
Region of Peel
Construction Cost Adjustment Factors

	2020 Peel D.C. Study	2015 Peel D.C. Study		Description
	Rural and Urban	Rural	Urban	
Basic Construction Adjustment	10%	5%	15%	Accounts for small items which vary from project to project and cannot be addressed individually using a benchmark system.
Contingency Adjustment	15%	10%	22%	Represents the unforeseen cost to address additional works not directly associated with the rehabilitation work. Applied to benchmark costs for curb-to-curb construction such as road widening, R.T.L., L.T.L. Also used for structure costs (such as retaining wall and L.I.D.) to account for increased uncertainty involved.
Engineering Adjustment	10%	18%	15%	Represents the engineering costs associated with the design and construction supervision. Applied to total project cost to estimate the Detailed Design Allowance.



5.3.1.3.4 Road Construction Cost Estimates

The road construction costs on a per kilometre basis were calculated using updated unit prices and adjustment factors, as discussed in the previous sections. The road construction benchmark costs are presented in Table 5-5 and include adjustments for basic construction (10%) and contingency (15%) items as well as an allowance for additional work associated with intersections tie-ins at intersecting roads. A length of 150 m was assumed for tie-ins and their individual costs were prorated based on this assumption and on the type of road improvement.

Table 5-5
Region of Peel
Benchmark Costs (Construction between Curb lines)

		Peel 2020 D.C. Update (2016\$)**	2015 Peel D.C. (2015\$)	Change
		Including tie-ins	Including tie-ins (440,000\$/km)	
New Lanes	RURAL			
2	Resurface and widen from 2 to 4 lanes	\$2,667,200/km	\$1,352,000/km	97%
3	Resurface and widen from 2 to 5 lanes	\$3,218,400/km	\$1,803,000/km	79%
4	Resurface and widen from 2 to 6 lanes	\$3,631,600/km	\$2,125,000/km	71%
New Lanes	URBAN			
2	Resurface and widen from 2 to 4 lanes	\$2,540,200/km	\$1,952,600/km	30%
3	Resurface and widen from 2 to 5 lanes	\$3,146,000/km	\$2,561,200/km	23%
4	Resurface and widen from 2 to 6 lanes	\$3,751,800/km	\$2,866,500/km	31%
2	Resurface and widen from 3 to 5 lanes	\$2,859,000/km	\$1,975,000/km	45%
2	Resurface and widen from 4 to 6 lanes	\$3,177,700/km	\$2,145,500/km	48%
1	Resurface and widen from 5 to 6 lanes	\$2,544,400/km	\$1,785,000/km	43%
2	Resurface and widen from 5 to 7 lanes	\$3,496,600/km	\$2,160,000/km	62%

Notes:

Rural price differential between 2015 D.C. and 2020 D.C.

1. 2016 Unit costs for granular A and B are about 20% higher, accounting for a portion of the cost increase
2. Adjustment factors for rural projects increased: Rural basic construction adjustment increased from 5% to 10% and rural contingency adjustment went from 10% to 15%.
3. Shoulder widths increased from 3m (1m paved, 2m unpaved) to 3.5m (1.5m paved, 2m unpaved) on each side, as per the Active Transportation Plan.
4. The 2015 D.C. does not consider the construction of a road substructure under shoulder areas, including the cost of excavation under the shoulders. These additional costs were incorporated in the 2020 D.C. update.
5. 2015 D.C. only repaves additional rural lanes following Peel Region Asphalt surface standards (50mm HL1 and 100mm HL8) while the existing surface is repaved with 50mm of hot mix. The 2020 D.C. removes the existing asphalt layer and repaves the entire new road width according to the standard.



Urban price differential between 2015 D.C. and 2020 D.C.

1. Unit costs went up overall by about 22% since the last D.C.
2. Adjustment factors for urban decreased: the const. adjustment dropped from 15% to 10% and contingency fell from 22% to 15%.
3. Lane widths were reduced from 3.75m (2015 D.C.) to 3.5m (2020 D.C.)
4. The cost increases are driven by the hot-mix application. In the 2015 D.C., 150mm of asphalt was only applied to the new widened sections and 50mm of mix was applied onto the existing section. In the 2020 D.C., the 150mm standard was applied on the entire road surface. The impact of the hot mix price increase becomes more pronounced as the width of the road increases.

Overall, urban road widening costs increased by an average of 22% since 2015, which is understandable in light of the rise in unit costs observed since the 2015 D.C. study.

Rural widening experienced an average cost increase of approximately 59%. Along with the effect of higher unit prices, this change can be explained through the rise in effective adjustment totalling 26.5% (a 10% construction adjustment followed by a 15% contingency) applied under this D.C., compared to the 15.5% effective adjustment applied in the 2015 costing. Moreover, standards for rural construction have evolved since the last update, particularly for paved shoulders, which have increased from 1.0m to 1.5m, as per Peel Region's mission to support safe and comfortable access for active transportation modes. Furthermore, the underlying assumptions relating to the rural road construction are different. In this update, 450mm granular fill (Granular B) was accounted for below the paved shoulders, which incurs additional costs not captured in the 2015 D.C.

Construction Unit Price Review (Beyond Curb Lines)

In addition to the roadway construction that occurs between the curb lines, there are costs associated with improvements located beyond the curb lines. As with the curb-to-curb benchmark costs, beyond curb line costs were derived by extracting unit costs from recent Region of Peel contracts. The costing of beyond curb line items was done independently of previous (2015 D.C.) assumptions and was based on Peel Region and City of Brampton standard drawings, as well as costing information collected by Peel Region.

To be consistent with the past D.C. study, a contingency adjustment to items beyond curb lines was not applied. The 2020 Peel D.C. study costs for items beyond the curb



are shown in Table 5-6. Overall, there is a trend towards increasing costs for beyond curb line items, with sidewalks, landscaping, illumination and traffic signals requiring greater investment than in the 2015 update. Rising costs follow the trend of increasing unit costs (particularly for granulars and hot mix) and can also be attributed to enhanced regional standards in recent years. For instance, sidewalk widths have been upgraded to 1.8m whereas 1.5m may have been acceptable in the past. Traffic signal costs reflect increases in infrastructure costs tracked by the Peel Region Traffic Operations group. The footnotes below Table 5-6 describe in further detail the assumptions and considerations associated with individual items, which guided the derivation of beyond curb line item costs.

Table 5-6
Region of Peel
Construction Unit Prices (Items Outside Curb lines)

	2020 Peel D.C. Update (2016\$)	Units	2015 Peel D.C. Study Cost
SIDEWALKS ¹			
Install sidewalks	\$177,400	per km per side	\$131,000
BIKE PATHS / MULTI-USE TRAIL ²			
Install bike paths / multi-use trail	\$161,200	per km per side	\$209,700
LANDSCAPING ³			
Landscaping	\$95,200	per km (2 sides)	\$58,005
ILLUMINATION			
Street Lighting – New Construction	\$403,000	per km (2 sides)	\$410,000
Street Lighting – Reconstruction with New Equipment, Wiring, Poles	\$422,100	per km (2 sides)	
Street Lighting – Relocation of Pole with Existing Electrical Equipment	\$228,000	per km (2 sides)	-
BUS BAYS ⁴			
Installation of bus bays on both sides	\$292,400	2 sides	-
TRAFFIC SIGNAL ⁵			
Permanent 4-way traffic signal	\$275,000	each	\$180,000
Permanent 3-way traffic signal	\$200,000	each	\$150,000
Temporary 4-way traffic signal	\$200,000	each	\$125,000
Temporary 3-way traffic signal	\$150,000	each	
Fully protected left-turn phase	\$13,500	each	-
Protected permissive phase	\$10,000	each	-
New traffic controller	\$18,000	each	-
STUDIES	3% of project cost	per study	3% of project cost
PROPERTY ACQUISITION	Site specific	Individual basis	Site specific

¹ Costs associated with sidewalk construction include excavation and concrete placement to achieve a 1.8 m standard width. The costs were computed in accordance with Peel Region Public Works S.T.D.: 5-2-6.



² Multi-use trail (M.U.T.) costs involve excavation, asphalt and granular base placement as well as bike markings for a 2.4m M.U.T. Costs computed in accordance with Peel Region Public Works S.T.D.: 5-2-17.

³ Landscaping costs were derived by accounting for the planting of boulevard trees and the addition of topsoil, seeds and mulch.

⁴ Bus bays costs were derived through design criteria from Peel Region Public Works S.T.D.: 5-2-10 and City of Brampton S.T.D.: 260.

⁵ Traffic signal costs were provided by the Peel Region Traffic Operations group and are based on 2016 signal costs tracked by the Region.

Utility Relocation

Following the review of utility relocation contracts and project bids, cost estimates for the relocation of utilities were derived. The 2020 D.C. utilized a blended rate for utility relocation rather than distinguishing between rural and urban projects. Table 5-7 below summarizes the results of the analysis.

Table 5-7
Region of Peel
Utilities Relocation Cost

Utility type	2020 D.C. Cost	2015 D.C. Cost
Minor Relocation	\$346,000/km/side	\$102,000/km/side (rural) \$296,300/km/side (urban)
Major Relocation	\$1,080,000/km/side	\$577,500/km/side (rural) \$720,000/km/side (urban)

Minor relocation was assumed to include gas and cable relocation exclusively while Major Relocation considered the cases wherein all utilities must be moved, including gas, cable, phone and hydro.

5.3.1.3.5 Structure and Culvert Cost

The structure and culvert improvements costs were derived through the M.T.O. Parametric Estimation Guide (2016). The costs within the Guide were derived from data obtained through Capital Delivery System (C.I.D.) and Highway Costing System (HiCo) databases for tendered capital contracts tendered by Ontario's Ministry of Transportation (M.T.O.) from 2010 to 2016. The data reflects the average price of the three low bidders, and all bid values were inflated to 2016 present day worth at 2% per year. The guide incorporates costs including:



- Structure excavation
- Dewatering
- Piling
- Footings
- Abutments
- Piers
- Formwork
- Falsework
- Access to structure
- Reinforcing steel
- Deck, beams
- Parapet wall
- Joints
- Waterproofing

However, the costs do not include paving, embedded or other electrical work, traffic control or property acquisition.

The Parametric Estimation Guide is widely used in the industry to assess project costs in conceptual stages such as Development Charge studies. As the costs between structures vary significantly based on individual project constraints, the Guide provides high-level costs, to be supplemented with further analysis as a project advances through various phases.

The average per square meter costs were extracted from the 2016 Guide for the different types of bridge and culvert-related construction undertakings.

Table 5-8
Region of Peel
Structure and Culvert Unit Prices

	2020 Peel D.C. Update (2016\$)	Units	2015 Peel D.C. Study Cost
BRIDGES			
New Structures (All types)	\$5,300	per sq.m. deck area	\$3800 per sq.m. deck area
New Structures (Prestressed CPCI Members)	\$2,900	per sq.m. deck area	
New Structures (Post-tensioned box)	\$3,100	per sq.m. deck area	
New Structures (Rigid frame)	\$6,800	per sq.m. deck area	
New Structures (Steel beam)	\$3,900	per sq.m. deck area	
Replacement – All steel bridge types	\$3,500	per sq.m. deck area	-
Replacement – All concrete bridge types	\$5,500	per sq.m. deck area	-
Major Rehab – All steel bridge types	\$2,700	per sq.m. deck area	-
Major Rehab – All concrete bridge types	\$1,200	per sq.m. deck area	-
Minor Rehab – All steel bridge types	\$100	per sq.m. deck area	-
Minor Rehab – All concrete bridge types	\$500	per sq.m. deck area	-



	2020 Peel D.C. Update (2016\$)	Units	2015 Peel D.C. Study Cost
CULVERTS			
New Culvert	\$5,000	per sq.m. deck area	-
Major Rehabilitation – Concrete Culvert	\$4,500	per sq.m. deck area	\$3850 per sq.m. deck area
Minor Rehabilitation – Concrete Culvert	\$800	per sq.m. deck area	-
Rehabilitation – Steel Culvert	\$2,400	per sq.m. deck area	-

In addition, noise wall benchmark costs were retrieved from Peel Region project bids (such as the Cawthra Road project #11-4350) and were informed by assumptions from other municipalities D.C. studies such as the City of Mississauga and the City of Brampton. Moreover, costs for retaining wall and Low Impact Development features (L.I.D.s) were derived using City of Brampton cross-sectional standards (L210). Despite being out-of curb elements, a contingency of 15% was applied to retaining walls and Low Impact Development features due to the higher risk associated with structure construction. The results are summarized in Table 5-9.

Table 5-9
Region of Peel
Benchmark Costs for Retaining Walls and Noise Walls

	2020 Peel D.C. Update (2016\$)	Units	2015 Peel D.C. Study Cost
RETAINING WALLS			
Retaining walls	\$4,017,000	per km per side	-
NOISE WALLS			
Noise Attenuation (concrete)	\$1,284,000	per km per side	\$1,300,000
Noise Attenuation (wood)	\$907,000	per km per side	-
LID			
Bioswales	\$250,000	per km per side	-

5.3.1.3.6 Intersection Tie-in Costs

The road construction costs reflect the cost per km of straight roadway and do not include the additional costs associated with either having to tie into existing crossroads or to provide the approach stub for future intersecting roads to connect into. A benchmark cost for intersection tie-ins was developed based on the assumption that



each tie-in spans 150m in length. The cost is prorated depending on the road improvement type. The benchmark costs for tie-ins are summarized in Table 5-10.

Table 5-10
Region of Peel
Intersection Tie-ins Benchmark Costs

	Peel 2020 D.C. Update (2016\$)	Unit	2015 Peel D.C. (2015\$)
INTERSECTION TIE-INS – RURAL			
Resurface and widen from 2 to 4 lanes	\$258,000	each	\$126,000 Minor tie-ins (each)
Resurface and widen from 2 to 5 lanes	\$321,000	each	
Resurface and widen from 2 to 6 lanes	\$385,000	each	
INTERSECTION TIE-INS – URBAN			
Resurface and widen from 2 to 4 lanes	\$257,000	each	\$251,000 Major tie-ins (each)
Resurface and widen from 2 to 5 lanes	\$317,000	each	
Resurface and widen from 2 to 6 lanes	\$376,000	each	
Resurface and widen from 3 to 5 lanes	\$288,000	each	
Resurface and widen from 4 to 6 lanes	\$319,000	each	
Resurface and widen from 5 to 6 lanes	\$252,000	each	
Resurface and widen from 5 to 7 lanes	\$349,000	each	

In order to incorporate the intersection tie-in costs into the per km cost for each road widening, the 2015 Peel D.C. methodology included a review and compilation of all intersection tie-ins based on proposed widenings. The 2015 D.C. exercise found that the per km cost of tie-ins is equivalent to \$430,000/km, an allowance that was subsequently added to the base road widening cost.

It was decided to opt against following same approach as the M.T.O. methodology. Instead, a 30% allowance for tie-ins was applied to the base road widening cost, on the assumption of two 150m tie-ins per km. The comparison of the M.T.O. and current approaches indicated that a 30% tie-in allowance from the base road widening cost is appropriate and results to a very similar overall allowance to the one used to account for tie-ins in the 2015 D.C.



5.3.1.3.7 Intersection Improvement Costs

Benchmark costs for the parallel/taper sections of auxiliary turn lanes as well as costs for additional turn lane storage were calculated as part of the intersection improvement costing exercise. The items involved in the turn lane pricing were excavation, curb and gutter, drainage, and pavement binder.

Because of price variability, costs for new auxiliary lanes were separated according to road speed limits. Furthermore, existing storage lane extensions costs were based on a linear interpolation of costs for adding new auxiliary lanes.

Table 5-11 below summarizes the intersection improvements costs, including basic construction and contingency adjustments. However, these are the construction costs only and do not account for necessary property acquisition or utility relocation.

Table 5-11
Region of Peel
Benchmark Costs for Auxiliary Lane Improvements

	2020 Peel D.C. Update (2016\$)	Unit
URBAN TURNING LANES (Parallel and Taper Only)		
Additional Right-turn lane on a 50 km/h road	\$49,000	each
Additional Right-turn lane on a 60 km/h road	\$54,000	each
Additional Right-turn lane on a 70 km/h road	\$64,000	each
Additional Right-turn lane on a 80 km/h road	\$72,000	each
Additional Left-turn lane on a 50 km/h road	\$68,000	each
Additional Left-turn lane on a 60 km/h road	\$90,000	each
Additional Left-turn lane on a 70 km/h road	\$102,000	each
Additional Left-turn lane on a 80 km/h road	\$116,000	each
TURN LANE STORAGE		
10m	\$14,000	each
25m	\$23,000	each
50m	\$38,000	each
100m	\$68,000	each
150m	\$98,000	each
200m	\$128,000	each
250m	\$158,000	each
300m	\$188,000	each



5.3.1.3.8 Streetscaping Costs

Regional design standards were used in conjunction with bid/tender details in order to develop benchmark costs for streetscape improvements. These costs involve features that are used to enhance the public realm. These capital expenses, despite their magnitude, generally tend to be overlooked and therefore must be incorporated into the costing exercise. A summary of the streetscaping features and cost is presented in Table 5-12 below. Similar to beyond curb items, no contingency adjustment is applied to these features.

Table 5-12
Region of Peel
Streetscape Enhancements Benchmark Costs

	2020 Peel D.C. Update (2016\$)	Unit	2015 Peel D.C. Study Cost
STREETSCAPING			
Coloured concrete median	\$16,750	per 100m leg	\$11,290
Coloured median between intersections	\$177,000	per km	\$259,350
Splash Pad at Intersections	\$116,000	per km	\$147,840
Coloured Concrete Channelization	\$1,700	each	\$3,760
Gateway Features	\$96,000	each	\$94,080

For a particular road section, the number of intersections within the road section and the length of the road section were determined to estimate a net streetscaping cost. The activities involving intersection upgrades were estimated to run 100m from the intersection of each leg.

5.3.1.3.9 Property Costs

A detailed inventory of property located adjacent to road sections that require property in order to achieve the ultimate right-of-way identified in the Regional Official Plan was undertaken to estimate property acquisition costs. Adjacent properties were inventoried on either side of each road section along with the property type and length of road frontage. The amount of property required to provide the O.P. approved right of way (R.O.W.) was calculated using the existing R.O.W., future required R.O.W., and length of road frontage applicable to the property. The property costs were estimated based on the following property prices per acre provided by the Region as shown in Table 5-13.



Table 5-13
Region of Peel
Property Costing (per acre) Assumptions

Land Use Type	Lower-Tier Municipality within Region of Peel (per acre)		
	Mississauga	Brampton	Caledon
Industrial	\$1,600,000	\$1,400,000	\$1,100,000
Commercial	\$1,800,000	\$1,800,000	\$1,500,000
Railway	\$2,300,000	\$2,300,000	\$1,400,000
Residential (low density)	\$2,200,000	\$1,500,000	\$1,100,000
Residential (mid density)	\$2,750,000	\$1,900,000	\$1,750,000
Residential (high density)	\$5,000,000	\$3,500,000	-
Agricultural	-	-	\$125,000 to \$750,000

As a result of the field review, several locations were identified where entire residential properties were required in order to implement the required road improvements. These property acquisitions were included in the costing analysis.

5.3.1.3.10 Stand-alone Intersection Improvements

H.D.R. was retained by the Region of Peel to carry out a review of future intersection improvements within the entire Region of Peel for 2017 to 2041. This review provided a detailed assessment of the intersection improvement requirements based on forecast intersection turning movement volumes, existing and planned intersection lane configurations, and a detailed traffic operations analysis.

The recommended intersection improvements were assessed using the Synchro intersection analysis software. The major components of the work included:

1. Existing Model Development – Updating the Region's 2010 Synchro 7 Base Model to 2016 Base Conditions in Synchro 9
2. Traffic Forecasting using the Region's EMME traffic model – Developing Traffic Volume Forecasts for 2017-2026, 2031, 2036, and 2041
3. Horizon Year Background Model Development – Incorporating and validating planned improvements in the updated Synchro model



4. Horizon Year Intersection Analysis – Identifying deficiencies and developing intersection improvement recommendations for all horizon years

The existing conditions Synchro model development utilized the base model previously developed from the intersection improvement study in 2010 (by others for the Region of Peel). Based on the intersection inventory provided by the Region (as of April 2016), the Synchro model was expanded to include 452 signalized and 337 unsignalized intersections.

Table 5-14
Region of Peel
Base Model Development Upgrade – Number of Intersections

Intersection Control Type	2010 Synchro Model Scope	2016 Synchro Model Scope
Signalized	327	452
Unsignalized	146	337

The geometric configuration for signalized and unsignalized intersections were coded and verified based on aerial photos and geo-located based on G.I.S. data. The geometric parameters that were coded include:

- Intersections locations according to G.I.S. mapping
- Lane Configurations
- Street Names
- Auxiliary Lane Storage Lengths
- Turning or Pedestrian Crossing Restrictions
- Lane Widths
- Speed Limits
- Roundabouts, Stop and Yield Conditions
- Two Way Left Turn Lanes

Traffic signal configurations were coded in separate AM and PM peak model files, based on timing cards and controller files provided in April 2016. Since signal optimization is expected to be the first line of improvement analysis, the base signal timing plans were intended to capture the latest phasing settings to ensure all protective phases and turn restrictions were captured. Parameters reviewed and coded in the Synchro base model include:



- Phasing (leading left turn phases, pedestrian times, Amber/All-red, Offsets, NEMA phasing)
- Mode of Control (semi/fully actuated, fixed time etc.)
- Signal Detector Settings

It was identified that the previous 2010 intersection improvement study was conducted using a range of non-standard Synchro analysis parameters, such as lost-time adjustments (L.T.A.) ranging between -1 to -7 seconds. During base model development, all intersections were revised to a zero-second L.T.A. A 0 second lost time means all traffic stops during the yellow signal, while a 7 second lost time means some traffic will cross the intersection during the red signal. This assumption is expected to trigger some additional improvements (relative to the 2010 study recommendations) because it assumes no traffic volumes will utilize the amber time to clear intersections.

The volume data imported into Synchro include:

- Traffic volumes for AM and PM peak hours
- Truck percentages
- Peak hour factors
- Conflict pedestrian crossing volumes
- Conflict cyclist volumes

Peak hour factors (P.H.F.) were calculated based on 15-minute fluctuations for the intersection total and provided as average for the overall intersection. This approach ensures the models are less susceptible to fluctuations where some turning movements observe short surges that cause P.H.F.s to drop as low as 0.3. Any calculated P.H.F. lower than 0.90 were set to 0.90 to minimize over-analyzing peak surge volumes that may not be indicative of the entire AM or PM peak hour.

Traffic forecasts were developed using data extracted from the Region's EMME macro planning model on a link level, spatially translated to match local Synchro intersection approach growth rates, and subsequently balanced using the Fratar/Furness method. Upon completion of this exercise, each turning movement resulted in an individual effective growth rate with respect to the approach growth rates from the planning model.



The results of the intersection improvement analysis indicated that the Regional road system service level will be significantly worse in 2031 and 2041 than it has been, on average, over the past 10 years. Therefore, it is appropriate to include all currently proposed road network improvements in the development charges, as they are fully required to support future growth.

5.3.1.3.11 Adjustment to 2017 Peel Region D.C. Update

As the D.C. study completed by H.D.R. in 2017 was based on 2016-dollar values, an adjustment of 3.5% was made to update the costing analysis for the 2020 D.C. calculations. This adjustment was based on inflation rates observed since 2016 and a review of the costing included in the D.C. Background Updates completed by the City of Mississauga and the City of Brampton in 2019.

5.3.1.2 Regional Official Plan Amendment (R.O.P.A.) 15 Transportation Corridor

In June 2005, Regional Council adopted R.O.P.A. 15 to extend the Regional Urban Boundary to include the lands in Northwest Brampton. Through this amendment, Regional Official Plan Policy 5.3.4.2.2 d) was introduced “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 systems, inclusive of a North-South Transportation Corridor”.

In 2008, the Ontario Ministry of Transportation initiated an Environmental Assessment (E.A.) study to examine long term transportation problems and opportunities and to consider alternative solutions to link Urban Growth Centres in Greater Toronto Area. This study eventually became known as the G.T.A. West Transportation Corridor Environmental Assessment Study and the preliminary study area spanned broadly from York Region to the City of Guelph. Subsequently, the following steps were taken by the Ministry:

- In 2012, stage 1 of the G.T.A. West Corridor E.A. concluded and the Transportation Development Strategy (T.D.S.) was released. The Strategy recommended new and expanded non-road transportation infrastructure, widening or improvements to existing roadways, and a new freeway spanning



- from Highway 400 in Vaughan to the Halton-Peel boundary with connections to Highways 427, 410, 401 and potentially Highway 407.
- In 2014, Stage 2 of the E.A. was initiated, and a focused analysis area and range of route alternatives were released for public consultation. The G.T.A. West project team was working towards identifying a single preferred alternative for the corridor by 2018.
 - In late 2015, the Ministry advised that the Public Consultation process would be delayed and that more time was needed for the study.
 - In February 2018, the Minister of Transportation announced that the province will not proceed with an E.A. for a proposed highway in the G.T.A. West corridor.
 - In November 2018, following a change in Provincial government, the Minister of Finance released the Ontario Economic Outlook and Fiscal Review report which announced the Province's plans to resume the G.T.A. West Transportation Corridor E.A.
 - On August 7th, 2020, the Ministry of Transportation confirmed the Preferred Route for the G.T.A. West Transportation Corridor and Regional staff will be bringing a report to council on October 8, 2020 on the key changes from the Technically Preferred Route and the implications to Peel Region.

During the above noted process, the Region has also been considering the impacts of the Northwest Brampton Transportation Corridor as required by R.O.P.A. 15. In 2010, the Region of Peel, Halton Region, City of Brampton, and Town of Halton Hills jointly completed the Halton-Peel Boundary Area Transportation Study which recommended the implementation of a transportation corridor in the Halton Peel Boundary Area.

As of the time of writing, no consideration of the final solution for the R.O.P.A. 15 Transportation Corridor has been considered by Council. A provision has been made for a transportation solution in north-west Brampton, which is included as project #63 "R.O.P.A. 15 Transportation Corridor". It is expected that after Council's further consideration of the proposed corridor routing, that more detailed costs estimates will be developed and included within the D.C. study.



5.3.1.3 Summary of Capital Costs Included in D.C. Calculation

The detailed listing of the transportation capital costs included in the D.C. calculation is contained in the following pages. The Region has identified the need for \$1.62 billion in additional road projects with a reserve adjustment of \$198.94 million. An additional \$11.83 million has been included in the calculations for existing growth-related debt principal and discounted interest. It is noted that the capital forecast for transportation utilizes employment figures that include W.A.H. AND N.F.P.O.W. employees, however, W.A.H. and N.F.P.O.W. employment growth has been excluded from the D.C. employment growth forecast as their impact on municipal services from work has already been included in the population forecast. To reflect this in the D.C. calculations, a post-period benefit deduction in the amount of \$80.99 million has been made to the total capital program. Additional deductions of \$180.69 million for benefit to existing development and other contributions in the amount of \$67.98 million have been made. The net amount included in the D.C. calculation is \$1.50 billion. A summary of these capital costs is provided in Table 5-15.

These costs are attributed 71% to residential and 29% non-residential development which is the share of incremental population and employment growth over the 2020-2041 period.

Table 5-15
Region of Peel
Summary of Transportation Capital Costs

Services Related to a Highway Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	1,621,400,000		1,621,400,000	180,685,500	67,983,109	1,372,731,391	974,639,288	398,092,103
Existing Debt Principal and Interest (Discounted)	11,830,923		11,830,923			11,830,923	8,399,955	3,430,968
Provisional Reduction for WAH and NFPWO Adjustment		80,991,000	(80,991,000)			(80,991,000)	(57,503,610)	(23,487,390)
Reserves	198,939,867		198,939,867			198,939,867	141,247,305	57,692,561
Total	1,832,170,789	80,991,000	1,751,179,789	180,685,500	67,983,109	1,502,511,180	1,066,782,938	435,728,242

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Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Services Related to a Highway - Transportation

No.	Increased Service Needs Attributable to Anticipated Development 2020-2041		Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
1	THE GORE ROAD - Castlemore Road to Mayfield Road	Two (2) to four (4) lane widening from Castlemore Road to Mayfield Road.	2020	3,000,000	-		3,000,000	450,000	-	2,550,000	1,810,500	739,500
2	DIXIE ROAD - Queen Street to Bovaird Drive	Four (4) to six (6) lane widening from Queen Street East to Bovaird Drive.	2020-2023	34,362,000	-		34,362,000	5,154,300	-	29,207,700	20,737,467	8,470,233
3	** MAYFIELD ROAD- Airport Road to The Gore Road and THE GORE ROAD - Squire Ellis Drive to Mayfield Road	Two (2) to five (5) lane widening on Mayfield Road from Airport Road to The Gore Road and two (2) to four (4) widening on the Gore Road from Squire Ellis Drive to Mayfield Road	2020-2022	28,859,000	-		28,859,000	3,820,000	-	25,039,000	17,777,690	7,261,310
4	Derry Road/Argentia Road	Intersection: Northbound Dual Left Turn Lanes and Eastbound Right Turn Lane	2020-2023	4,746,000	-		4,746,000	237,300	-	4,508,700	3,201,177	1,307,523
5	Snow Storage Facility	Construction of a facility to store and treat snow removed from Regional Roads.	2020-2022	10,000,000	-		10,000,000	5,000,000	-	5,000,000	3,550,000	1,450,000
6	** MAYFIELD ROAD - Hurontario Street to Chinguacousy Road	Two (2) to six (6) lane widening from Hurontario Street to Chinguacousy Road.	2020-2021	22,118,000	-		22,118,000	2,990,800	-	19,127,200	13,580,312	5,546,888
7	** MAYFIELD ROAD - The Gore Road to Coleraine Drive	Two (2) to four (4) lane widening from The Gore Road to Coleraine Drive.	2020-2022	19,117,000	-		19,117,000	2,769,100	-	16,347,900	11,607,009	4,740,891
8	DIXIE ROAD - Bovaird Drive to Countryside Drive	Four (4) to six (6) lane widening from Bovaird Drive to Countryside Drive.	2020-2022	21,828,000	-		21,828,000	3,191,900	-	18,636,100	13,231,631	5,404,469
9	AIRPORT ROAD - 1.0 km North of Mayfield Road to King street	Two (2) to five (5) lane widening from 1.0 km north of Mayfield Road to King Street.	2020-2022	19,678,000	-		19,678,000	2,951,700	-	16,726,300	11,875,673	4,850,627
10	STEELES AVENUE - Chinguacousy Road to Mississauga Road	Four (4) to six (6) lane widening from Chinguacousy Road to Mississauga Road.	2020-2021	18,044,000	-		18,044,000	2,708,600	-	15,335,400	10,888,134	4,447,266
11	* Winston Churchill Boulevard Class E.A. - Highway 401 to Embleton Road	Environmental Assessment to determine road corridor improvements	2020	490,000	-		490,000	36,800	244,755	208,445	147,996	60,449
12	** MAYFIELD ROAD - Chinguacousy Road to Mississauga Road	Two (2) to five (5) lane widening from Chinguacousy Road to Mississauga Road.	2020-2022	16,420,000	-		16,420,000	2,073,700	-	14,346,300	10,185,873	4,160,427
13	STEELES AVENUE - Mississauga Road to Winston Churchill Boulevard	Four (4) to six (6) lane widening from Mississauga Road to Winston Churchill Boulevard.	2020-2023	19,454,000	-		19,454,000	2,918,100	-	16,535,900	11,740,489	4,795,411
14	MAYFIELD ROAD - Dixie Road to Bramalea Road	Five (5) to six (6) lane widening from Dixie Road to Bramalea Road.	2020-2023	4,795,000	-		4,795,000	719,300	-	4,075,700	2,893,747	1,181,953
15	MAYFIELD ROAD - Mississauga Road to Winston Churchill Boulevard	Two (2) to four (4) lane widening from Mississauga Road to Winston Churchill Boulevard.	2020-2023	16,198,000	-		16,198,000	2,420,700	60,000	13,717,300	9,739,283	3,978,017
16	CAWTHRA ROAD - Eastgate Parkway to Queen Elizabeth Way	Corridor and Intersection Improvements from Eastgate Parkway to Queen Elizabeth Way.	2020-2024	9,379,000	-		9,379,000	1,406,900	-	7,972,100	5,660,191	2,311,909
17	King Street/Albion Vaughn Road	Intersection: Northbound Right Turn Lane	2020	900,000	-		900,000	45,000	-	855,000	607,050	247,950
18	COURTNEY PARK AND HIGHWAY 410 Interchange Improvements	Improvements to the Courtney Park/Highway 410 interchange.	2020	1,500,000	-		1,500,000	750,000	-	750,000	532,500	217,500
19	Kennedy Road/Williams Parkway	Intersection: Contribution to the City of Brampton in conjunction with widening on Williams Parkway.	2020	2,900,000	-		2,900,000	145,000	-	2,755,000	1,956,050	798,950

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Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: Services Related to a Highway - Transportation

No.	Increased Service Needs Attributable to Anticipated Development 2020-2041		Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
20	Erin Mills Parkway/Fowler Drive	Intersection: Westbound Right Turn Lane and extension of Eastbound Left Turn Lane	2020-2021	865,000	-		865,000	43,300	-	821,700	583,407	238,293
21	Erin Mills Parkway/Credit Valley Road	Intersection: Eastbound Right Turn Lane	2020	800,000	-		800,000	40,000	-	760,000	539,600	220,400
22	Erin Mills Parkway/Thomas Street	Intersection: Northbound Dual Left Turn Lane	2020	510,000	-		510,000	25,500	-	484,500	343,995	140,505
23	Contribution to City of Brampton led E.A. Studies	Region of Peel's contribution to City of Brampton led environmental assessment projects on City roads that intersect with Regional Roads	2020-2021	210,000	-		210,000	31,500	-	178,500	126,735	51,765
24	** Monitoring for Permit Requirements	Compliance with the Endangered Species Act, the Environmental Protection Act and the Ontario Water Resources Act.	2021-2027	4,098,000	-		4,098,000	940,700	-	3,157,300	2,241,683	915,617
25	MAYFIELD ROAD EXTENSION - Mayfield Road to Highway 50/Major Mackenzie Drive	Future Six (6) lane urban road construction from Mayfield Road to Highway 50/Major Mackenzie Drive	2020-2025	56,381,000	-		56,381,000	-	5,100,000	51,281,000	36,409,510	14,871,490
26	* WINSTON CHURCHILL BOULEVARD-2.0 Km South of Embleton Road to Embleton Road	Two(2) to four(4) lane widening from 2.0 km South of Embleton Road to Embleton Road.	2020-2025	19,545,000	-		19,545,000	1,418,800	9,772,599	8,353,601	5,931,057	2,422,544
27	Erin Mills Parkway/Battleford Road	Intersection: Eastbound Right Turn Lane	2020-2022	1,002,000	-		1,002,000	50,100	-	951,900	675,849	276,051
28	Derry Road/Bramalea Road	Intersection: Eastbound Dual Left Turn Lane, Southbound Dual Left Lane, Southbound through Lane and Northbound hatched Lane.	2020	1,375,000	-		1,375,000	68,800	-	1,306,200	927,402	378,798
29	Kennedy Road/Vodden Street	Intersection: Northbound Right Turn Lane	2020-2022	734,000	-		734,000	36,700	-	697,300	495,083	202,217
30	Erin Mills Parkway/Erin Centre Boulevard	Intersection: Eastbound Dual Left Turn Lane	2020-2022	1,316,000	-		1,316,000	65,800	-	1,250,200	887,642	362,558
31	Mississauga Road/Derry Road	Intersection: Eastbound Dual Left Turn Lane	2020-2022	1,092,000	-		1,092,000	54,600	-	1,037,400	736,554	300,846
32	Mississauga Road/Turner Valley Road	Intersection: Southbound Dual Left Turn Lane	2020-2022	1,853,000	-		1,853,000	92,700	-	1,760,300	1,249,813	510,487
33	Traffic Engineering Studies	Various traffic engineering studies related to evaluation of intersections and improvements.	2020-2041	30,360,000	-		30,360,000	15,180,000	-	15,180,000	10,777,800	4,402,200
34	Road Program Planning and Studies	Capital Programming and Studies.	2020-2041	9,000,000	-		9,000,000	4,500,000	-	4,500,000	3,195,000	1,305,000
35	ARCH Stage 3 and Stage 4 for Environmental Assessments	Funding for stage 3 and 4 Archeological Assessments.	2020-2021	200,000	-		200,000	100,000	-	100,000	71,000	29,000
36	SP47 Environmental Assessment	Contribution to the City of Brampton Environmental Assessment for new roads	2020	1,500,000	-		1,500,000	-	-	1,500,000	1,065,000	435,000
37	Road Characterization Study and Strategic Goods Movement Network Study Update	Review of current function of Regional corridors and surrounding land uses	2020	100,000	-		100,000	50,000	-	50,000	35,500	14,500
38	Various Signal Phasing & AODA Updates	Installation of new advance green phases, traffic and pedestrian warning and control signals throughout Peel.	2020-2041	4,090,000	-		4,090,000	2,045,000	-	2,045,000	1,451,950	593,050

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Region of Peel
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No.	Increased Service Needs Attributable to Anticipated Development 2020-2041		Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
39	Traffic Data Collection and Analysis	Collection and analysis of traffic data related to growth.	2020-2041	5,340,000	-		5,340,000	2,670,000	-	2,670,000	1,895,700	774,300
40	Transportation Data Collection Program	Collection and analysis of information and statistics on travel patterns in the GTHA using Transportation Tomorrow Survey	2020-2041	6,585,000	-		6,585,000	3,292,500	-	3,292,500	2,337,675	954,825
41	Transportation Planning Studies	Transportation planning studies intended to develop transportation policies and plans in Peel Region.	2020-2041	7,700,000	-		7,700,000	3,850,000	-	3,850,000	2,733,500	1,116,500
42	Transportation Demand Management Initiatives	Funding for Transportation Demand Management (TDM)/Smart Commute Program.	2020-2041	15,400,000	-		15,400,000	7,700,000	-	7,700,000	5,467,000	2,233,000
43	Goods Movement Program	Implementation of a Goods Movement program.	2020-2027	4,940,000	-		4,940,000	2,470,000	-	2,470,000	1,753,700	716,300
44	MISSISSAUGA ROAD - Bovaird Drive to Mayfield Road	Two (2) to six (6) lane widening from Bovaird Drive to Sandalwood Parkway and two (2) to four (4) lane widening from Sandalwood Parkway to Mayfield Road.	2021	6,067,000	-		6,067,000	910,100	-	5,156,900	3,661,399	1,495,501
45	** DIXIE ROAD - Countryside Drive to 2 km North of Mayfield Road	Two (2) to four (4) lane widening from Countryside Drive to Mayfield Road and two (2) to five (5) lane widening from Mayfield Road to 2 km northerly.	2021	23,613,000	-		23,613,000	3,366,300	-	20,246,700	14,375,157	5,871,543
46	MAVIS ROAD - Highway 401 to Highway 407 portion under Peel's jurisdiction	Four (4) to six (6) lane widening of Mavis Road, Region's portion, including the structure over Highway 407 to accommodate increasing traffic flows.	2021	5,670,000	-		5,670,000	850,500	-	4,819,500	3,421,845	1,397,655
47	MISSISSAUGA ROAD - Queen Street to Bovaird Drive	Four (4) to six (6) lane widening from Queen Street to Bovaird Drive.	2021-2026	21,962,000	-		21,962,000	3,294,300	-	18,667,700	13,254,067	5,413,633
48	MAYFIELD ROAD - Heart Lake Road to Hurontario Street	Four (4) to six (6) lane widening from Heart Lake Road to Hurontario Street.	2021-2026	19,218,000	-		19,218,000	2,882,700	-	16,335,300	11,598,063	4,737,237
49	Erin Mills Parkway/Millcreek Drive	Intersection: Northbound Dual Left Turn Lane	2021	500,000	-		500,000	25,000	-	475,000	337,250	137,750
50	Embleton Road/New Street East of Heritage Road	A new 4-way signalized intersection east of Heritage Road in conjunction with new development.	2021	803,000	-		803,000	-	-	803,000	570,130	232,870
51	Dixie Road/Rathburn Road	Intersection: Northbound Dual Left Turn Lane	2021-2023	1,900,000	-		1,900,000	95,000	-	1,805,000	1,281,550	523,450
52	Dixie Road/Eglinton Road	Intersection: Westbound Right Turn Lane	2021-2023	700,000	-		700,000	35,000	-	665,000	472,150	192,850
53	Derry Road/Tomken Road	Intersection: Eastbound Dual Left and Northbound Right Turn Lanes	2021-2023	1,800,000	-		1,800,000	90,000	-	1,710,000	1,214,100	495,900
54	Airport Road/Williams Parkway	Intersection: Northbound Right Turn Lane and Eastbound Right Turn Lane	2022	7,322,000	-		7,322,000	366,100	-	6,955,900	4,938,689	2,017,211
55	Mississauga Road/Argentia Road	Intersection: Eastbound Dual Left and Westbound Dual Left Turn Lanes	2022	1,625,000	-		1,625,000	81,300	-	1,543,700	1,096,027	447,673
56	Britannia Road/Silken Laumann Way	Intersection: Eastbound Right and Southbound Right Turn Lanes	2022	1,042,000	-		1,042,000	52,100	-	989,900	702,829	287,071

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No.	Increased Service Needs Attributable to Anticipated Development 2020-2041		Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
57	AIRPORT ROAD - Braydon Boulevard to Countryside Drive	Four (4) to six (6) lane widening from Braydon Boulevard to Countryside Drive.	2022-2027	8,559,000	-		8,559,000	1,283,900	-	7,275,100	5,165,321	2,109,779
58	Coleraine Drive/George Bolton Parkway	Signalization of fourth leg - for new development	2022	425,000	-		425,000	-	-	425,000	301,750	123,250
59	Coleraine Drive/Parr Boulevard	Signalization of fourth leg - for new development	2022	210,000	-		210,000	-	-	210,000	149,100	60,900
60	Coleraine Drive over Canadian National Railway	Grade Separation on Coleraine Drive over the Canadian Pacific Railway.	2022-2026	24,301,000	-		24,301,000	1,215,100	-	23,085,900	16,390,989	6,694,911
61	THE GORE ROAD - Queen Street East to Castlemore Road	Corridor Improvements from Queen Street East to Castlemore Road.	2023	18,141,000	-		18,141,000	2,721,200	-	15,419,800	10,948,058	4,471,742
62	AIRPORT ROAD - King Street to Huntsmill Drive	Corridor Improvements from King Street to Huntsmill Drive.	2023-2025	27,669,000	-		27,669,000	4,150,300	-	23,518,700	16,698,277	6,820,423
63	R.O.P.A. 15 Transportation Corridor		2021-2026	90,897,000	-		90,897,000	-	-	90,897,000	64,536,870	26,360,130
64	Derry Road/Hurontario Street	Intersection: Northbound and Southbound Right Turn Lanes	2023-2025	1,260,000	-		1,260,000	63,000	-	1,197,000	849,870	347,130
65	Derry Road/Edwards Boulevard	Intersection: Northbound Right Turn Lane	2023	550,000	-		550,000	27,500	-	522,500	370,975	151,525
66	Dixie Road/ Clark Boulevard	Intersection: Contribution to the City of Brampton in conjunction with the (4-6) widening on Clark Boulevard	2023	1,605,000	-		1,605,000	80,300	-	1,524,700	1,082,537	442,163
67	Derry Road/Maritz Drive	Intersection: Northbound Right Turn Lane	2023	300,000	-		300,000	15,000	-	285,000	202,350	82,650
68	Derry Road/Saint Barbara Boulevard	Intersection: Southbound Right Turn Lane	2023	400,000	-		400,000	20,000	-	380,000	269,800	110,200
69	Steeles Avenue/Finch Avenue Gorewood Drive	Intersection: Westbound Dual Left Turn Lane	2023-2025	802,000	-		802,000	40,100	-	761,900	540,949	220,951
70	Britannia Road/Bidwell Road_Whitehorn Avenue	Intersection: Eastbound Right Turn Lane	2023	500,000	-		500,000	25,000	-	475,000	337,250	137,750
71	* Winston Churchill Boulevard Study - Four to Six Lane Widening from North Sheridan Way to Dundas Street	Winston Churchill Boulevard (4-6) Lane Widening from North Sheridan Way to Dundas Street	2023	1,000,000	-		1,000,000	75,000	500,000	425,000	301,750	123,250
72	** HIGHWAY 50 - Castlemore Road to Mayfield Road and MAYFIELD ROAD - Coleraine Drive to Highway 50	Five (5) to seven (7) lane widening from Castlemore Road to Mayfield Road and two (2) to four (4) lane widening on Mayfield Road from Coleraine Drive to Highway 50.	2024-2025	42,481,000	-		42,481,000	3,532,900	16,550,259	22,397,841	15,902,467	6,495,374
73	MISSISSAUGA ROAD - Financial Drive to Queen Street	Four (4) to six (6) lane widening from Financial Drive to Queen Street.	2024	16,785,000	-		16,785,000	2,517,800	-	14,267,200	10,129,712	4,137,488
74	MAYFIELD ROAD - Airport Road to Clarkway Drive	Five (5) to six (6) lane widening from Airport Road to Clarkway Drive	2024-2029	30,773,000	-		30,773,000	4,616,000	-	26,157,000	18,571,470	7,585,530
75	BOVAIRD DRIVE - James Potter Road/Creditview Road to Mississauga Road	Four (4) to six (6) lane widening from James Potter Road/Creditview Road to Mississauga Road	2024-2031	14,535,000	-		14,535,000	2,180,300	-	12,354,700	8,771,837	3,582,863
76	Mayfield Road/Goreway Drive	Contribution to the City of Brampton's intersection improvements at Mayfield Road and Goreway Drive	2024	800,000	-		800,000	40,000	-	760,000	539,600	220,400

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								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
77	Airport Road/Sandalwood Parkway	Contribution to the City of Brampton's intersection improvements at Airport Road and Sandalwood Parkway	2024	1,000,000	-		1,000,000	50,000	-	950,000	674,500	275,500
78	Development Charges Update	Funding for the preparation of the Regional Transportation Development Charges Update	2024-2039	1,200,000	-		1,200,000	-	-	1,200,000	852,000	348,000
79	BOVAIRD DRIVE - Mississauga Road to 1.5 km West of Heritage Road	Two (2) to four (4) lane widening from Mississauga Road to 1.5 km West of Heritage Road.	2025	19,462,000	-		19,462,000	2,919,300	-	16,542,700	11,745,317	4,797,383
80	* Future Road Widening Projects	WCB (5-7) - Steeles Ave to 2 km south of Embleton Rd	2025-2030	6,910,000	-		6,910,000	518,200	3,455,212	2,936,588	2,084,977	851,611
81	* Future Road Widening Projects	WCB (4-6) - 2 km south of Embleton Rd to Embleton Rd	2025-2030	11,825,000	-		11,825,000	886,900	5,912,323	5,025,777	3,568,302	1,457,475
82	Future Road Widening Projects	Coleraine Dr (2-4) - Highway 50 to Mayfield Rd	2025-2030	29,139,000	-		29,139,000	4,370,900	-	24,768,100	17,585,351	7,182,749
83	Future Road Widening Projects	Mayfield Rd (4-6) - Bamalea Rd to Airport Rd	2025-2031	4,154,000	-		4,154,000	619,700	-	3,534,300	2,509,353	1,024,947
84	* Future Road Widening Projects	WCB (4-6) - North Sheridan Way to Dundas St	2025-2030	14,389,000	-		14,389,000	1,045,900	7,194,368	6,148,732	4,365,600	1,783,132
85	Future Intersections	Derry Rd and Syntex Dr	2025	450,000	-		450,000	22,500	-	427,500	303,525	123,975
86	Future Intersections	Bovaird Dr and Collector Rd(new)	2025	628,000	-		628,000	-	-	628,000	445,880	182,120
87	Future Intersections	Bovaird Dr and Collector Rd(new)	2025	729,000	-		729,000	-	-	729,000	517,590	211,410
88	Future Intersections	Derry Rd and Tenth Line	2025-2026	1,825,000	-		1,825,000	91,300	-	1,733,700	1,230,927	502,773
89	Future Intersections	Dixie Rd and Sherway Dr	2025	690,000	-		690,000	34,500	-	655,500	465,405	190,095
90	Future Intersections	Derry Rd and Ninth Line	2025-2027	1,220,000	-		1,220,000	61,000	-	1,159,000	822,890	336,110
91	Future Intersections	Derry Rd and West Credit Ave	2025	310,000	-		310,000	15,500	-	294,500	209,095	85,405
92	Future Intersections	Derry Rd and Glen Erin Rd	2025	250,000	-		250,000	12,500	-	237,500	168,625	68,875
93	Future Intersections	Queen St and William Sharpe Dr	2025	380,000	-		380,000	19,000	-	361,000	256,310	104,690
94	Future Intersections	Queen St and Creditview Rd	2025	850,000	-		850,000	42,500	-	807,500	573,325	234,175
95	Future Intersections	Queen St and McLaughlin Rd	2025	3,025,000	-		3,025,000	151,300	-	2,873,700	2,040,327	833,373
96	Future Intersections	Derry Rd and Millcreek Dr	2029	415,000	-		415,000	20,800	-	394,200	279,882	114,318
97	Future Intersections	Winston Churchill Boulevard and Collector road (new)	2025	628,000	-		628,000	-	314,066	313,934	222,893	91,041
98	Future Intersections	Winston Churchill Boulevard and Collector Road (new)	2025	628,000	-		628,000	-	314,066	313,934	222,893	91,041
99	Future Intersections	Highway 50 and George Bolton Pkwy	2025	210,000	-		210,000	-	-	210,000	149,100	60,900
100	Future Intersections	Mayfield Rd and McVean Dr	2025	1,000,000	-		1,000,000	50,000	-	950,000	674,500	275,500
101	Future Intersections	Winston Churchill Boulevard and Arterial Road (new)	2025	628,000	-		628,000	-	314,066	313,934	222,893	91,041
102	Future Road Widening Projects	Mayfield Road (5-6) - Chinguacousy Road to West of Mississauga Road	2026-2035	14,930,000	-		14,930,000	2,239,500	-	12,690,500	9,010,255	3,680,245
103	Future Intersections	Finch Ave and Darcel Ave	2026-2028	700,000	-		700,000	35,000	-	665,000	472,150	192,850
104	Future Intersections	Queen St and West Dr	2026-2041	2,370,000	-		2,370,000	118,500	-	2,251,500	1,598,565	652,935
105	Future Intersections	Derry Rd and Forest Park Dr	2026-2027	695,000	-		695,000	34,800	-	660,200	468,742	191,458
106	Future Intersections	Derry Rd and Rosehurst Dr	2026-2027	1,850,000	-		1,850,000	92,500	-	1,757,500	1,247,825	509,675

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								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
	Project Name	Project Description										
107	Future Intersections	Kennedy Rd and Clarence Rd	2026-2031	1,280,000	-		1,280,000	64,000	-	1,216,000	863,360	352,640
108	* Future Intersections	Winston Churchill Blvd and Embleton Rd	2026	2,600,000	-		2,600,000	65,000	1,300,000	1,235,000	876,850	358,150
109	Future Intersections	Airport Rd and Northwest Dr	2026-2028	695,000	-		695,000	34,800	-	660,200	468,742	191,458
110	Future Intersections	Airport Rd and Morning Star Dr	2026	770,000	-		770,000	38,500	-	731,500	519,365	212,135
111	Future Intersections	Airport Rd and Clark Blvd	2026	975,000	-		975,000	48,800	-	926,200	657,602	268,598
112	Future Intersections	Highway 50 and Collector Road (new)	2026	647,000	-		647,000	-	323,566	323,434	229,638	93,796
113	Future Intersections	Britannia Rd and Ninth Line Rd	2026-2029	675,000	-		675,000	33,800	-	641,200	455,252	185,948
114	Future Intersections	Embleton Road and New Intersection	2026	729,000	-		729,000	-	-	729,000	517,590	211,410
115	Future Intersections	EMP and Windwood Dr	2026	300,000	-		300,000	15,000	-	285,000	202,350	82,650
116	Future Intersections	Britannia Rd and Cantay Rd	2026-2027	917,000	-		917,000	45,900	-	871,100	618,481	252,619
117	* Future Intersections	Britannia Rd and WCB	2026	1,108,000	-		1,108,000	27,700	554,000	526,300	373,673	152,627
118	Future Intersections	Britannia and Queen St	2026-2028	1,110,000	-		1,110,000	55,500	-	1,054,500	748,695	305,805
119	Growth Related Traffic Signal Installations	Installation of traffic signals due to growth.	2026	825,000	-		825,000	-	-	825,000	585,750	239,250
120	** Under Maintenance Envelope	Contingency allocated for costs during the warranty period	2027-2041	22,000,000	-		22,000,000	6,600,000	-	15,400,000	10,934,000	4,466,000
121	* Future Intersections	Britannia Rd and Belgrave Rd	2027	300,000	-		300,000	15,000	-	285,000	202,350	82,650
122	* Future Intersections	Bovaird Dr and Collector Rd (new)	2027	628,000	-		628,000	-	314,066	313,934	222,893	91,041
123	* Future Intersections	Mayfield Rd and Collector Rd (new)	2027	618,000	-		618,000	-	-	618,000	438,780	179,220
124	Future Intersections	Winston Churchill Boulevard and Collector Road (new)	2027	628,000	-		628,000	-	314,066	313,934	222,893	91,041
125	Future Intersections	Winston Churchill Boulevard and Collector Road (new)	2027	628,000	-		628,000	-	314,066	313,934	222,893	91,041
126	Future Intersections	Dixie Rd and Dundas ST	2027	500,000	-		500,000	25,000	-	475,000	337,250	137,750
127	Future Intersections	Mayfield Road and Collector Road (new)	2027	628,000	-		628,000	-	-	628,000	445,880	182,120
128	Future Intersections	Airport Rd and Coventry Rd	2027	885,000	-		885,000	44,300	-	840,700	596,897	243,803
129	Future Intersections	Airport Rd and Braydon Blvd	2027	400,000	-		400,000	20,000	-	380,000	269,800	110,200
130	Future Intersections	Airport Rd and Queen St	2027	705,000	-		705,000	35,300	-	669,700	475,487	194,213
131	Future Intersections	The Gore Rd and Fogal Rd	2027	890,000	-		890,000	44,500	-	845,500	600,305	245,195
132	Future Intersections	The Gore Rd and Ebenezer Rd	2027	1,450,000	-		1,450,000	72,500	-	1,377,500	978,025	399,475
133	Future Intersections	The Gore Rd and Cottrelle Blvd	2027	830,000	-		830,000	41,500	-	788,500	559,835	228,665
134	Future Intersections	The Gore Rd and Pannahill Dr	2027	400,000	-		400,000	20,000	-	380,000	269,800	110,200
135	Future Intersections	Embleton Rd and Heritage Rd	2027	1,400,000	-		1,400,000	70,000	-	1,330,000	944,300	385,700
136	Future Intersections	Britannia Rd and Falbourne St	2027	500,000	-		500,000	25,000	-	475,000	337,250	137,750
137	Future Intersections	Dixie Rd and Lakeshore Blvd	2027	500,000	-		500,000	25,000	-	475,000	337,250	137,750
138	Future Intersections	Derry Rd and Cardiff Blvd	2027	350,000	-		350,000	17,500	-	332,500	236,075	96,425
139	Future Intersections	Dixie Rd and Matheson Rd	2027-2028	1,090,000	-		1,090,000	54,500	-	1,035,500	735,205	300,295
140	KING STREET Grade Separated Crossing	Bolton Residential Expansion Study (BRES) indicates the future need for a grade separated crossing on King Street.	2027	22,000,000	-		22,000,000	1,100,000	3,300,000	17,600,000	12,496,000	5,104,000
141	Sustainable Transportation Strategy Implementation	Implementation of Sustainable Transportation Strategy through various projects in Peel.	2020-2040	184,770,000	-		184,770,000	26,395,500	8,797,000	149,577,500	106,200,025	43,377,475
142	Future Intersections	King St and Hwy 50	2028-2030	2,365,000	-		2,365,000	118,300	-	2,246,700	1,595,157	651,543
143	Future Intersections	The Gore Rd and Castle Oaks Crossing	2028	1,085,000	-		1,085,000	54,300	-	1,030,700	731,797	298,903
144	Future Intersections	The Gore Rd and King St	2028-2030	898,000	-		898,000	44,900	-	853,100	605,701	247,399

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Region of Peel
Service: Services Related to a Highway - Transportation

No.	Increased Service Needs Attributable to Anticipated Development 2020-2041		Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
	Project Name	Project Description										
145	Future Intersections	King St and Caledon Town Line	2028-2032	1,288,000	-		1,288,000	64,400	-	1,223,600	868,756	354,844
146	Future Intersections	King St and Ennis Lake Rd	2028	1,112,000	-		1,112,000	55,600	-	1,056,400	750,044	306,356
147	Future Intersections	King St and Torbram Rd	2028	405,000	-		405,000	20,300	-	384,700	273,137	111,563
148	Future Intersections	Bovaird Dr and Torbram Rd	2028	403,000	-		403,000	20,200	-	382,800	271,788	111,012
149	Future Intersections	Bovaird Dr and Professor Lake Pkwy	2028	810,000	-		810,000	40,500	-	769,500	546,345	223,155
150	Future Intersections	Mayfield Rd and Heartlake Rd	2028	566,000	-		566,000	28,300	-	537,700	381,767	155,933
151	Future Intersections	Derry Rd and Financial Dr	2028	360,000	-		360,000	18,000	-	342,000	242,820	99,180
152	Future Intersections	Derry Rd and Telford Wy	2028	650,000	-		650,000	32,500	-	617,500	438,425	179,075
153	Transportation Initiatives	Construction of a commuter parking lot in Peel.	2028-2032	4,750,000	-		4,750,000	712,500	-	4,037,500	2,866,625	1,170,875
154	Future Intersections	Britannia and Ninth Line Rd	2029	1,350,000	-		1,350,000	67,500	-	1,282,500	910,575	371,925
155	* Future Intersections	Highway 50 and Castlemore Rd	2029-2036	2,816,000	-		2,816,000	70,400	1,408,131	1,337,469	949,603	387,866
156	Future Intersections	Mayfield Rd and Torbram Rd	2029	783,000	-		783,000	39,200	-	743,800	528,098	215,702
157	Future Intersections	Mayfield Rd and Kennedy Rd	2029-2033	1,544,000	-		1,544,000	77,200	-	1,466,800	1,041,428	425,372
158	Future Intersections	Mayfield Rd and Cresthaven Rd	2029	784,000	-		784,000	39,200	-	744,800	528,808	215,992
159	Future Intersections	Derry Rd and Mavis Rd	2029	700,000	-		700,000	35,000	-	665,000	472,150	192,850
160	Future Intersections	Dixie Rd and Burnhamthorpe Rd	2029	500,000	-		500,000	25,000	-	475,000	337,250	137,750
161	Future Intersections	Derry Rd and Rexwood Rd	2029	500,000	-		500,000	25,000	-	475,000	337,250	137,750
162	Future Intersections	Derry Rd and Meadowdale Blvd	2029	980,000	-		980,000	49,000	-	931,000	661,010	269,990
163	Future Intersections	Derry Rd and Kennedy Rd	2029	650,000	-		650,000	32,500	-	617,500	438,425	179,075
164	Future Environmental Assessments	Mississauga Rd (2-4) - Mayfield Rd to Old School Rd	2029	570,000	-		570,000	85,500	-	484,500	343,995	140,505
165	Future Environmental Assessments	Mayfield Road (4-6)- Clarkway to Coleraine	2029	460,000	-		460,000	69,000	-	391,000	277,610	113,390
166	Future Intersections	Mayfield Rd and WCB	2030	425,000	-		425,000	21,300	-	403,700	286,627	117,073
167	Future Environmental Assessments	The Gore Rd (2-4) - Mayfield Rd to Healy Rd	2030	580,000	-		580,000	87,000	-	493,000	350,030	142,970
168	Highway 401 West Bound Ramp To Dixie Road/Creekbank Road Extension	Improvements to the Highway 401 West Bound Ramp to Dixie Road and Creekbank Road Extension.	2030	6,962,000	-		6,962,000	3,481,000	-	3,481,000	2,471,510	1,009,490
169	Future Intersections	Steeles Ave and Goreway DR	2031	950,000	-		950,000	47,500	-	902,500	640,775	261,725
170	Future Intersections	Steeles Ave and Tomken Rd	2031	595,000	-		595,000	29,800	-	565,200	401,292	163,908
171	Future Intersections	Steeles Ave and Kennedy Rd	2031	586,000	-		586,000	29,300	-	556,700	395,257	161,443
172	Future Intersections	Steeles Ave and MacLaughlin Rd	2031	625,000	-		625,000	31,300	-	593,700	421,527	172,173
173	Future Intersections	Steeles Ave and Windmill Blvd	2031	1,600,000	-		1,600,000	80,000	-	1,520,000	1,079,200	440,800
174	Future Intersections	Steeles Ave and Chinguacousy Rd	2031	175,000	-		175,000	8,800	-	166,200	118,002	48,198
175	Future Intersections	Steeles Ave and Financial Dr	2031	1,720,000	-		1,720,000	86,000	-	1,634,000	1,160,140	473,860
176	Future Intersections	Steeles Ave and Heritage Rd	2031	1,500,000	-		1,500,000	75,000	-	1,425,000	1,011,750	413,250
177	* Future Intersections	Steeles Ave and WCB	2031	1,000,000	-		1,000,000	25,000	500,000	475,000	337,250	137,750
178	Future Intersections	Kennedy Rd and Rambler Dr	2031	620,000	-		620,000	31,000	-	589,000	418,190	170,810
179	Future Intersections	Kennedy Rd and Orenda Rd	2031	875,000	-		875,000	43,800	-	831,200	590,152	241,048
180	Future Road Widening Projects	Mayfield Rd (4-6)- Clarkway to Coleraine	2032-2037	7,899,000	-		7,899,000	1,184,900	-	6,714,100	4,767,011	1,947,089
181	Future Road Widening Projects	Mississauga Rd (2-4) - Mayfield Rd to Old School Rd	2032-2037	15,373,000	-		15,373,000	2,306,000	-	13,067,000	9,277,570	3,789,430
182	Future Road Widening Projects	The Gore Rd (2-4) - Mayfield Rd to Healy Rd	2033-2038	15,814,000	-		15,814,000	2,372,100	-	13,441,900	9,543,749	3,898,151

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Region of Peel
Service: Services Related to a Highway - Transportation

No.	Increased Service Needs Attributable to Anticipated Development 2020-2041		Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
								Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 71%	Non- Residential Share 29%
	Project Name	Project Description										
183	Future Intersections	Highway 50 and Wilton/Allan Dr	2035-2041	1,175,000	-		1,175,000	58,800	-	1,116,200	792,502	323,698
184	Future Intersections	Kennedy Rd and Queen St	2031-2041	1,400,000	-		1,400,000	70,000	-	1,330,000	944,300	385,700
185	Future Intersections	Kennedy Rd and Church St	2031-2041	410,000	-		410,000	20,500	-	389,500	276,545	112,955
186	Future Intersections	Cawthra Rd and Lakeshore Blvd	2031-2041	1,100,000	-		1,100,000	55,000	-	1,045,000	741,950	303,050
187	Future Intersections	Cawthra Rd and Atwater Ave	2031-2041	610,000	-		610,000	30,500	-	579,500	411,445	168,055
188	* Future Intersections	WCB and Royal Windsor Dr	2031-2041	655,000	-		655,000	16,400	327,500	311,100	220,881	90,219
189	* Future Intersections	WCB Blvd and Broomsgrove Rd	2031-2041	545,000	-		545,000	13,600	272,500	258,900	183,819	75,081
190	* Future Intersections	WCB and Truscott Dr	2031-2041	527,000	-		527,000	13,200	263,500	250,300	177,713	72,587
191	Future Intersections	Queensway East and Hurontario St	2031-2041	950,000	-		950,000	47,500	-	902,500	640,775	261,725
192	Future Intersections	Queensway East and Trillium Centre	2031-2041	1,325,000	-		1,325,000	66,300	-	1,258,700	893,677	365,023
193	* Future Intersections	Hwy 50 and Cottrelle Blvd	2031-2041	526,000	-		526,000	13,200	263,000	249,800	177,358	72,442
194	Future Intersections	Bovaird Dr and Southlake Blvd/Heartlake Rd	2031-2041	2,760,000	-		2,760,000	138,000	-	2,622,000	1,861,620	760,380
195	Future Intersections	HWY 50 and Ellwood Dr	2031-2041	935,000	-		935,000	46,800	-	888,200	630,622	257,578
196	Future Intersections	Queen St East and McVean Dr	2031-2041	940,000	-		940,000	47,000	-	893,000	634,030	258,970
197	Future Intersections	Queen St East and Goreway Dr	2031-2041	2,300,000	-		2,300,000	115,000	-	2,185,000	1,551,350	633,650
198	Future Intersections	Queen St East and Delta Park Dr	2031-2041	655,000	-		655,000	32,800	-	622,200	441,762	180,438
199	Future Intersections	Queen St and Gateway Blvd	2031-2041	975,000	-		975,000	48,800	-	926,200	657,602	268,598
200	Future Intersections	Bovaird Dr and Royal Orchard Dr/Van Kirk Dr	2031-2041	1,550,000	-		1,550,000	77,500	-	1,472,500	1,045,475	427,025
201	Future Intersections	Bovaird Dr and Fletcher Ck/Edenbrook Hill Dr	2031-2041	870,000	-		870,000	43,500	-	826,500	586,815	239,685
202	Future Intersections	Bovaird Dr and Chingaucousy Rd	2031-2041	1,525,000	-		1,525,000	76,300	-	1,448,700	1,028,577	420,123
203	Future Intersections	Bovaird Dr and Ashby Field Rd/GO Station	2031-2041	960,000	-		960,000	48,000	-	912,000	647,520	264,480
204	Future Intersections	Bovaird Dr and Heritage Rd	2031-2041	1,600,000	-		1,600,000	80,000	-	1,520,000	1,079,200	440,800
205	Future Intersections	Coleraine Dr and Healey Rd	2031-2041	1,200,000	-		1,200,000	60,000	-	1,140,000	809,400	330,600
206	Future Intersections	King St and Hurontario St	2031-2041	980,000	-		980,000	49,000	-	931,000	661,010	269,990
207	Property	Property	2020-2041	234,328,000	-		234,328,000	-	-	234,328,000	166,372,880	67,955,120
208	Utilities	Utilities	2020-2041	96,751,000	-		96,751,000	-	-	96,751,000	68,693,210	28,057,790
	Provisional Reduction for WAH and NFPOW Adjustment		2020		80,991,000		(80,991,000)	-	-	(80,991,000)	(57,503,610)	(23,487,390)
	Existing Debt Principal		2020-2040	8,737,949	-		8,737,949	-	-	8,737,949	6,203,944	2,534,005
	Existing Debt Interest (Discounted)		2020-2040	3,092,973	-		3,092,973	-	-	3,092,973	2,196,011	896,962
	Reserve Fund Adjustment	Reserve		198,939,867	-		198,939,867	-		198,939,867	141,247,305	57,692,561
	Total			1,832,170,789	80,991,000	-	1,751,179,789	180,685,500	67,983,109	1,502,511,180	1,066,782,938	435,728,242



5.4 Service Levels and Water and Wastewater Capital Costs for Peel's D.C. Calculation

This section evaluates the development-related capital requirements for Water and Wastewater Services.

5.4.1 *Water and Wastewater Master Servicing Plan*

The Region of Peel is responsible for planning, constructing, operating and maintaining the municipal water and wastewater systems within its boundaries, including water treatment, transmission, storage, pumping and distribution, as well as wastewater local and primary collection, pumping and treatment.

The Region of Peel is responsible for planning, constructing, operating and maintaining the municipal water and wastewater systems within its boundaries, including water treatment, transmission, storage, pumping and distribution, as well as wastewater local and primary collection, pumping and treatment.

To identify the required infrastructure needs for the lake-based water and wastewater systems, the Region of Peel has completed the 2020 Water and Wastewater Master Plan for the lake-based systems to service growth to 2041. The objective of the Master Plan is “to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with the public need and financial realities.” The Region completed the first Water and Wastewater Master Servicing Plan for the lake-based systems in 1999. The Region issued an addendum to the Master Plan in 2002 to identify infrastructure requirements to meet water supply commitments to York Region. Full updates of the Master Plan, which were adopted by Council, were completed in 2007 and 2013. Regular technical reviews of the Master Plan and servicing strategies are undertaken in the intermediary years.

The 2020 Water and Wastewater Master Servicing Plan, which has evolved based on the approved 1999, 2002, 2007, and 2013 Master Plans, provides a “blueprint” for lake-based water and wastewater infrastructure requirements to allow the Region to sustain projected growth demands. It is on the basis of this “blueprint” that the growth-related Regional capital plan to 2041 has been developed, as required under the D.C.A.



5.4.1.1 Water Supply Services

5.4.1.1.1 The Treatment and Transmission System

The lake-based treatment and transmission system (also referred to as the South Peel water system) consists of a network of water treatment plants, reservoirs, pumping stations, elevated tanks and the interconnecting transmission (or trunk) mains between these facilities. The transmission mains range in size from 600 mm diameter to 2400 mm diameter and are generally dedicated for the transfer of water between water pressure zones from downstream pumping stations to upstream reservoirs.

As with the previous Master Plan, the approach of projecting future demands in the water system was based on establishing a maximum day demand starting point based on a 5-year rolling average, calculated from measured water demands and projecting growth demands for residential and industrial/commercial/institutional (I.C.I.) population from this point forward.

To obtain the required volumes of water to meet the supply requirements, maximum day demand (as opposed to average day or peak hour demand) is considered the key criteria for sizing the treatment and transmission system. Localized peak hour demands (morning and evening peaks) are equalized in the system because of the provision of reservoirs throughout the Region of Peel.

Reservoirs are designed based on the Ministry of Environment, Conservation and Parks (M.E.C.P.) design criteria which, in part, utilize the maximum day demand for balancing storage and then include fire and emergency storage. The pumping stations are designed based on peak hour demand or maximum day demand plus fire demand.

Water treatment plant capacity is also designed based on maximum day demand.

The full pipe hydraulic model was used to assess the transmission network and determine minimum required pipe sizes to meet maximum day demand conditions.

5.4.1.1.2 The Distribution System

The lake-based distribution system (also referred to as the Regional water system) conveys water from the treatment and transmission facilities to the distribution water



mains within each subdivision. Under Regional policy, all new distribution mains with a diameter of 400 mm or larger are financed through development charges.

The Region has used historical water consumption to establish water design standards for both the treatment and transmission as well as the distribution systems in accordance with the D.C.A. and Ministry of Environment (M.E.C.P.) guidelines. Average residential and I.C.I. water usage varies on an annual basis and is therefore subject to refinement based on a review of available historical data for design purposes.

Regional policy specifies that the transmission and distribution systems be designed to provide water pressures in the range of 240 kPa (40 psi) and 700 kPa (100 psi).

The distribution mains are smaller and closer to the demand source than the transmission mains. The full pipe hydraulic model was used to assess the distribution system using average day demand, maximum day demand plus fire flow, morning peak demand (higher industrial usage) and evening peak demand (higher residential usage). Higher morning or evening peaks vary among the water pressure zones.

5.4.1.1.3 Water Demand Criteria

The maximum day demand is calculated based on the average day consumption rates, which are then multiplied by a factor determined by historical records and checked against M.E.C.P. design guidelines (the M.E.C.P. factor is based on the population serviced but references the need to utilize historical peaking factors).

The total maximum day demand for the entire lake-based water system is currently at approximately 989 ML/d, and includes supply to York Region, non-residential industrial consumption and unaccounted water loss (e.g., leakage, firefighting and flushing for maintenance).

Confirmation of the water consumption criteria used in the Master Plan has been undertaken in the 2020 Master Plan. Plant flow data from 2001 onwards was evaluated with additional weighting placed on recent data. Historical flows were correlated to recent population data.

The development of design criteria is an element that is reviewed during each Master Plan update and, as a result, has evolved over the years. The Region has also



considered water conservation initiatives and changes in the Ontario Plumbing Code, which specifies the use of water efficient fixtures for new home construction. These and other recent trends in water consumption support the reduction of the average day water design criteria from 280 to 265 L/person or employee/day. This represents a reduction of approximately 5.4 percent.

Further analysis and discussions with the development industry led to the decision of discretizing a single design criterion into separate residential and non-residential components based on serviced population. The new design criteria will be 270 L/cap/d for residential and 250 L/cap/d for I.C.I. population. The residential maximum day peaking factor will also be reduced from 2.0 to 1.8, while the non-residential maximum day peaking factor will remain unchanged at 1.4.

Based on the format of planning projections received from the Region of Peel, it is applicable to provide the employment design criteria related to employees.

The updated design criteria are summarized in Table 5-16.

Table 5-16
Region of Peel
Updated Water Design Criteria

Land Use Type	Average Day Demand	Maximum Day Factor
Residential	270 L/cap/d	1.8
I.C.I.	250 L/emp/d	1.4



Table 5-17
Region of Peel
2020 Watermain Unit Costs

Size (mm)	Unit Cost (\$/m)
400	\$873
600	\$1,337
750	\$1,533
900	\$1,822
1,050	\$2,141
1,200	\$2,528
1,350	\$3,076
1,500	\$3,416
1,650	\$3,966
1,800	\$4,419
2,100	\$4,998

These base construction unit costs assume open cut construction and include excavation, materials, installation, restoration, engineering and contingencies. They do not include additional costs to account for creek, road, railway, or utility crossings, valves, tunneling requirements where required. Special circumstances which require, for example, rock excavation, tunnelling and dewatering, are also not included in these unit costs. In cases where construction will occur in built up areas, such as intensification areas, a cost escalation factor is applied to the base construction cost to account for the additional infrastructure coordination/relocation, restoration, and urban construction impacts.



Soft costs such as geotechnical/hydrogeological, property/easements, engineering and design, contract administration and contingency allowances, are added to the base construction cost to arrive at the total project cost.

5.4.1.1.4 Water Service Standards Recommendation

That the Water Service Standards based on Regional policy, guidelines and the standards outlined above, be used for the preparation of the new D.C. by-law.

That the allocation of the residential/non-residential share of eligible growth expenditures be based on incremental population vs. employment growth (multiplied by their respective capacity design criteria) over the 2020-2041 forecast period as follows:

- Residential – 73%
- Non-residential – 27%

5.4.1.1.5 Summary of Capital Costs Included in D.C. Calculation – Regional Water

The Region has identified the need for \$544.83 million in additional water projects with post period benefit of \$3.26 million. An adjustment to account for the existing reserve fund deficit of \$297.78 million has been made to the calculations. An additional \$91.14 million has been included in the calculations to account for existing growth-related debt-principal and interest (discounted) costs. In addition to the existing debt, the Region is anticipating issuing \$30 million of new growth-related debt. The discounted interest costs related to this debt amount has been included in the calculations at an amount of \$8.90 million with \$498,800 of that amount attributed to growth beyond the forecast period. The capital forecast to 2041 for water utilizes total employment figures that include W.A.H. and N.F.P.O.W. employees. Since the growth forecast utilized for the D.C. calculations excludes these categories, a post period benefit deduction in the amount of \$30.35 million has been made to account for this capital. The net amount included in the D.C. calculation is \$908.54 million. A summary of these capital costs is provided in Table 5-18.



Table 5-18
Region of Peel
Summary of Regional Water Capital Costs

Regional Water Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	544,825,331	3,256,000	541,569,331	-	-	541,569,331	395,345,612	146,223,719
Existing Debt Principal and Interest (Discounted)	91,141,530	-	91,141,530	-	-	91,141,530	66,533,317	24,608,213
New Debt Interest (Discounted)	8,901,408	498,800	8,402,608	-	-	8,402,608	6,133,903	2,268,704
Provisional Reduction for WAH and NFPOW Adjustment	-	30,348,000	(30,348,000)	-	-	(30,348,000)	(22,154,040)	(8,193,960)
Reserves	297,775,977	-	297,775,977	-	-	297,775,977	217,376,463	80,399,514
Total	942,644,245	34,102,800	908,541,445	-	-	908,541,445	663,235,255	245,306,190

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Region of Peel
Service: Regional Water

#	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
1	3634	221131	Water Main	400-mm Water Main - Future Financial Drive (Bram West)	Construction of a 400-mm water main on the future Financial Drive from Heritage Road to Winston Churchill Boulevard.	2022	3,647,200	-		3,647,200	-		3,647,200	2,662,456	984,744
2	20734	251199	Design	400-mm Water Main - Bovaird Drive West	Construction of a 400-mm water main on Bovaird Drive West from Heritage Road to a future street. Design in 2027.	2027	299,600	-		299,600	-		299,600	218,708	80,892
3	20735	251199	Water Main	400-mm Water Main - Bovaird Drive West	Construction of a 400-mm water main on Bovaird Drive West from Heritage Road to a future street. Design in 2027.	2029	1,402,800	-		1,402,800	-		1,402,800	1,024,044	378,756
4	20742	251198	Water Main	600-mm Water Main - Future Sandalwood Parkway West	Construction of a 600-mm water main on the future Sandalwood Parkway West from Mississauga Road to Heritage Road.	2031	3,701,200	-		3,701,200	-		3,701,200	2,701,876	999,324
5	20745	251198	Water Main	400-mm Water Main - Future Street (Heritage Heights)	Construction of a 400-mm water main on a future street from Heritage Road to 750 metres westerly.	2028	1,365,000	-		1,365,000	-		1,365,000	996,450	368,550
6	20752	251199	Design	400-mm Water Main - Wanless Drive	Construction of a 400-mm water main on Wanless Drive from Mississauga Road to Heritage Road. Design in 2031.	2031	494,400	-		494,400	-		494,400	360,912	133,488
7	20753	251199	Water Main	400-mm Water Main - Wanless Drive	Construction of a 400-mm water main on Wanless Drive from Mississauga Road to Heritage Road. Design in 2031.	2033	2,314,800	-		2,314,800	-		2,314,800	1,689,804	624,996
8	20754	251199	Design	400-mm Water Main - Wanless Drive	Construction of a 400-mm water main on Wanless Drive from Winston Churchill Boulevard to Heritage Road. Design in 2032.	2032	519,900	-		519,900	-		519,900	379,527	140,373
9	20755	251199	Water Main	400-mm Water Main - Wanless Drive	Construction of a 400-mm water main on Wanless Drive from Winston Churchill Boulevard to Heritage Road. Design in 2032.	2034	2,434,200	-		2,434,200	-		2,434,200	1,776,966	657,234
10	32599	251199	Design	400-mm Water Main - Mayfield Road	Construction of a 400-mm water main on Mayfield Road from Heritage Road to Winston Churchill Boulevard. Design in 2035.	2035	850,100	-		850,100	-		850,100	620,573	229,527
11	32600	251199	Water Main	400-mm Water Main - Mayfield Road	Construction of a 400-mm water main on Mayfield Road from Heritage Road to Winston Churchill Boulevard. Design in 2035.	2037	4,042,000	-		4,042,000	-		4,042,000	2,950,660	1,091,340
12	21114	221171	Design	600-mm Water Main - Countryside Drive (Highway 427 Industrial)	Construction of a 600-mm water main on Countryside Drive from Clarkway Drive to the future north-south road. Design in 2022.	2022	368,200	-		368,200	-		368,200	268,786	99,414
13	20915	221171	Water Main	600-mm Water Main - Countryside Drive (Highway 427 Industrial)	Construction of a 600-mm water main on Countryside Drive from Clarkway Drive to the future north-south road. Design in 2022.	2024	1,724,100	-		1,724,100	-		1,724,100	1,258,593	465,507
14	21121	231174	Design	600-mm Water Main - Clarkway Drive (Highway 427 Industrial)	Construction of a 600-mm water main on Clarkway Drive from Countryside Drive to Mayfield Road. Design in 2023.	2023	568,400	-		568,400	-		568,400	414,932	153,468
15	20918	231174	Water Main	600-mm Water Main - Clarkway Drive (Highway 427 Industrial)	Construction of a 600-mm water main on Clarkway Drive from Countryside Drive to Mayfield Road. Design in 2023.	2025	2,661,700	-		2,661,700	-		2,661,700	1,943,041	718,659

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#	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
			Component Description	Proj. Name	Project Description										
16	20920	221178	Water Main	400-mm Water Main - Future East-West Road (Highway 427 Industrial)	Construction of a 400-mm water main on the future east-west road from The Gore Road to Clarkway Drive.	2022	2,513,700	-		2,513,700	-		2,513,700	1,835,001	678,699
17	20922	251198	Water Main	400-mm Water Main - Future East-West Road (Highway 427 Industrial)	Construction of a 400-mm water main on the future east-west road from Coleraine Drive to the future north-south road.	2025	1,153,800	-		1,153,800	-		1,153,800	842,274	311,526
18	21137	251198	Water Main	400-mm Water Main - New Road A (Bram West)	Construction of a 400-mm water main on New Road A (Bram West) from Winston Churchill Boulevard to Heritage Road.	2026	2,609,600	-		2,609,600	-		2,609,600	1,905,008	704,592
19	21134	251199	Design	400-mm Water Main - Winston Churchill Boulevard	Construction of a 400-mm water main on Winston Churchill Boulevard from New Road A (Bram West) to the future Bramwest Parkway. Design in 2025.	2025	607,400	-		607,400	-		607,400	443,402	163,998
20	21141	251199	Water Main	400-mm Water Main - Winston Churchill Boulevard	Construction of a 400-mm water main on Winston Churchill Boulevard from New Road A (Bram West) to the future Bramwest Parkway. Design in 2025.	2027	2,844,300	-		2,844,300	-		2,844,300	2,076,339	767,961
21	52711	241173	Water Main	600-mm Water Main - Future Street (Highway 427 Industrial)	Construction of a 600-mm water main on the future north-south road from the future east-west road to Countryside Drive.	2024	4,656,100	-		4,656,100	-		4,656,100	3,398,953	1,257,147
22	37587	251199	Design	400-mm Water Main - Queen Street East	Construction of a 400-mm water main on Queen Street East from Kennedy Road to Highway 410. Design in 2028.	2028	429,800	-		429,800	-		429,800	313,754	116,046
23	37588	251199	Water Main	400-mm Water Main - Queen Street East	Construction of a 400-mm water main on Queen Street East from Kennedy Road to Highway 410. Design in 2028.	2030	2,042,400	-		2,042,400	-		2,042,400	1,490,952	551,448
24	30032	211112	Design	400-mm Water Main - Derry Road West (Ninth Line Lands)	Construction of a 400-mm water main on Derry Road West from Tenth Line West to Ninth Line. Design in 2021.	2021	491,800	-		491,800	-		491,800	359,014	132,786
25	30033	211112	Water Main	400-mm Water Main - Derry Road West (Ninth Line Lands)	Construction of a 400-mm water main on Derry Road West from Tenth Line West to Ninth Line. Design in 2021.	2023	2,302,600	-		2,302,600	-		2,302,600	1,680,898	621,702
26	30034	211113	Design	400-mm Water Main - Ninth Line (Ninth Line Lands)	Construction of a 400-mm water main on Ninth Line from Derry Road West to Terragar Boulevard. Design in 2021.	2021	435,500	-		435,500	-		435,500	317,915	117,585
27	30035	211113	Water Main	400-mm Water Main - Ninth Line (Ninth Line Lands)	Construction of a 400-mm water main on Ninth Line from Derry Road West to Terragar Boulevard. Design in 2021.	2023	2,038,300	-		2,038,300	-		2,038,300	1,487,959	550,341
28	30038	201157	Design	400-mm Water Main - Future Clark Boulevard	Construction of a 400-mm water main on future extension of Clark Boulevard from Rutherford Road to Hansen Road South. Design in 2020.	2020	156,200	-		156,200	-		156,200	114,026	42,174
29	30039	201157	Water Main	400-mm Water Main - Future Clark Boulevard	Construction of a 400-mm water main on future extension of Clark Boulevard from Rutherford Road to Hansen Road South. Design in 2020.	2021	730,500	-		730,500	-		730,500	533,265	197,235
30	30710	201176	Design	400-mm Water Main - Coleraine Drive (Highway 427 Industrial)	Construction of a 400-mm water main on Coleraine Drive from the future east-west road to Countryside Drive. Design in 2020.	2020	545,700	-		545,700	-		545,700	398,361	147,339
31	30711	201176	Water Main	400-mm Water Main - Coleraine Drive (Highway 427 Industrial)	Construction of a 400-mm water main on Coleraine Drive from the future east-west road to Countryside Drive. Design in 2020.	2022	2,554,500	-		2,554,500	-		2,554,500	1,864,785	689,715

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
32	30712	201177	Design	400-mm Water Main - Coleraine Drive (Highway 427 Industrial)	Construction of a 400-mm water main on Coleraine Drive from Countryside Drive to Mayfield Road. Design in 2020.	2020	373,300	-		373,300	-		373,300	272,509	100,791
33	30713	201177	Water Main	400-mm Water Main - Coleraine Drive (Highway 427 Industrial)	Construction of a 400-mm water main on Coleraine Drive from Countryside Drive to Mayfield Road. Design in 2020.	2022	1,748,600	-		1,748,600	-		1,748,600	1,276,478	472,122
34	32141	251199	Design	400-mm Water Main - Winston Churchill Boulevard	Construction of a 400-mm water main on Winston Churchill Boulevard from Mayfield Road to Wanless Drive. Design in 2033.	2033	331,300	-		331,300	-		331,300	241,849	89,451
35	32142	251199	Water Main	400-mm Water Main - Winston Churchill Boulevard	Construction of a 400-mm water main on Winston Churchill Boulevard from Mayfield Road to Wanless Drive. Design in 2033.	2035	1,550,700	-		1,550,700	-		1,550,700	1,132,011	418,689
36	30717	251198	Water Main	400-mm Water Main - Future Street (Heritage Heights)	Construction of a 400-mm water main on a future street (Heritage Heights) from Bovaird Drive northerly to a future street.	2029	2,038,300	-		2,038,300	-		2,038,300	1,487,959	550,341
37	33352	161126	Water Main	400-mm Water Main - Hurontario Street	Construction of a 400-mm water main on Hurontario Street from Matheson Boulevard to Britannia Road. In coordination with the Hurontario LRT.	2020	3,484,942	-		3,484,942	-		3,484,942	2,544,008	940,934
38	32584	251199	Design	400-mm Water Main - Mississauga Road (Mount Pleasant West)	Construction of a 400-mm water main on Mississauga Road From Mayfield Road southerly to a future street. Design in 2029.	2029	401,600	-		401,600	-		401,600	293,168	108,432
39	32585	251199	Water Main	400-mm Water Main - Mississauga Road (Mount Pleasant West)	Construction of a 400-mm water main on Mississauga Road From Mayfield Road southerly to a future street. Design in 2029.	2031	1,880,200	-		1,880,200	-		1,880,200	1,372,546	507,654
40	32032	251199	Design	400-mm Water Main - Mayfield Road (Mount Pleasant West)	Construction of a 400-mm water main on Mayfield Road from Heritage Road to Winston Churchill Boulevard. Design in 2035.	2035	850,100	-		850,100	-		850,100	620,573	229,527
41	32033	251199	Water Main	400-mm Water Main - Mayfield Road (Mount Pleasant West)	Construction of a 400-mm water main on Mayfield Road from Heritage Road to Winston Churchill Boulevard. Design in 2035.	2037	4,042,000	-		4,042,000	-		4,042,000	2,950,660	1,091,340
42	31995	251199	Design	600-mm Water Main - Mayfield Road (Mount Pleasant West)	Construction of a 600-mm water main on Mayfield Road from Mississauga Road to Heritage Road. Design in 2035.	2035	1,176,300	-		1,176,300	-		1,176,300	858,699	317,601
43	31996	251199	Water Main	600-mm Water Main - Mayfield Road (Mount Pleasant West)	Construction of a 600-mm water main on Mayfield Road from Mississauga Road to Heritage Road. Design in 2035.	2037	5,591,700	-		5,591,700	-		5,591,700	4,081,941	1,509,759
44	20732	241130	Design	750-mm Water Main - Bovaird Drive West (Heritage Heights)	Construction of a 750-mm water main on Bovaird Drive West from Mississauga Road to Heritage Road. Design in 2024.	2024	1,264,300	-		1,264,300	-		1,264,300	922,939	341,361
45	20733	241130	Water Main	750-mm Water Main - Bovaird Drive West (Heritage Heights)	Construction of a 750-mm water main on Bovaird Drive West from Mississauga Road to Heritage Road. Design in 2024.	2026	6,010,000	-		6,010,000	-		6,010,000	4,387,300	1,622,700
46	20748	251199	Design	600-mm Water Main - Heritage Road (Heritage Heights)	Construction of a 600-mm water main on Heritage Road from Bovaird Drive northerly to a future street. Design in 2025.	2025	644,500	-		644,500	-		644,500	470,485	174,015
47	20749	251199	Water Main	600-mm Water Main - Heritage Road (Heritage Heights)	Construction of a 600-mm water main on Heritage Road from Bovaird Drive northerly to a future street. Design in 2025.	2027	3,063,600	-		3,063,600	-		3,063,600	2,236,428	827,172

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												Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
			Component Description	Proj. Name	Project Description								73%	27%	
48	20750	251199	Design	600-mm Water Main - Heritage Road (Mount Pleasant West)	Construction of a 600-mm water main on Heritage Road from the future extension of Sandalwood Parkway to Wanless Drive. Design in 2031.	2031	699,200	-		699,200	-		699,200	510,416	188,784
49	20751	251199	Water Main	600-mm Water Main - Heritage Road (Mount Pleasant West)	Construction of a 600-mm water main on Heritage Road from the future extension of Sandalwood Parkway to Wanless Drive. Design in 2031.	2033	3,323,800	-		3,323,800	-		3,323,800	2,426,374	897,426
50	20758	251199	Design	750-mm Water Main - Mayfield Road (Mount Pleasant West)	Construction of a 750-mm water main on Mayfield Road from Heritage Road to Mississauga Road. Design in 2035.	2035	1,341,100	-		1,341,100	-		1,341,100	979,003	362,097
51	20759	251199	Water Main	750-mm Water Main - Mayfield Road (Mount Pleasant West)	Construction of a 750-mm water main on Mayfield Road from Heritage Road to Mississauga Road. Design in 2035.	2037	6,375,200	-		6,375,200	-		6,375,200	4,653,896	1,721,304
52	20766	251199	Design	750-mm Water Main - Heritage Road (Mount Pleasant West)	Construction of a 750-mm sub-transmission main on Heritage Road from Wanless Drive to Mayfield Road. Design in 2035.	2035	715,400	-		715,400	-		715,400	522,242	193,158
53	20767	251199	Water Main	750-mm Water Main - Heritage Road (Mount Pleasant West)	Construction of a 750-mm sub-transmission main on Heritage Road from Wanless Drive to Mayfield Road. Design in 2035.	2037	3,400,300	-		3,400,300	-		3,400,300	2,482,219	918,081
54	21135	231133	Water Main	600-mm Water Main - Future Williams Parkway (Bram West)	Construction of a 600-mm water main on the future extension of Williams Parkway from Heritage Road to Mississauga Road. Design in 2023.	2025	2,772,900	-		2,772,900	-		2,772,900	2,024,217	748,683
55	21129	231138	Design	600-mm Water Main - Heritage Road (Bram West)	Construction of a 600-mm water main on Heritage Road from the future extension of Williams Parkway to the New Road A. Design in 2023.	2023	1,443,600	-		1,443,600	-		1,443,600	1,053,828	389,772
56	21136	231138	Water Main	600-mm Water Main - Heritage Road (Bram West)	Construction of a 600-mm water main on Heritage Road from the future extension of Williams Parkway to the New Road A. Design in 2023.	2025	6,862,800	-		6,862,800	-		6,862,800	5,009,844	1,852,956
57	21921	251199	Design	600-mm Water Main - Heritage Road (Heritage Heights)	Construction of a 600-mm water main on Heritage Road from a future street to the future extension of Sandalwood Parkway. Design in 2025.	2025	673,500	-		673,500	-		673,500	491,655	181,845
58	21919	251199	Water Main	600-mm Water Main - Heritage Road (Heritage Heights)	Construction of a 600-mm water main on Heritage Road from a future street to the future extension of Sandalwood Parkway. Design in 2025.	2027	3,201,400	-		3,201,400	-		3,201,400	2,337,022	864,378
59	21358	211170	Design	750-mm Water Main - Countryside Drive (Highway 427 Industrial)	Construction of a 750-mm water main on Countryside Drive from The Gore Road to Clarkway Drive. Design in 2021.	2021	1,144,000	-		1,144,000	-		1,144,000	835,120	308,880
60	28911	211170	Water Main	750-mm Water Main - Countryside Drive (Highway 427 Industrial)	Construction of a 750-mm water main on Countryside Drive from The Gore Road to Clarkway Drive. Design in 2021.	2023	5,438,600	-		5,438,600	-		5,438,600	3,970,178	1,468,422
61	30024	191156	Design	750-mm Water Main - Centre Street	Construction of a 750-mm sub-transmission main on Centre Street from Williams Parkway to John Street. Design in 2021.	2021	2,221,900	-		2,221,900	-		2,221,900	1,621,987	599,913
62	30025	191156	Water Main	750-mm Water Main - Centre Street	Construction of a 750-mm sub-transmission main on Centre Street from Williams Parkway to John Street. Design in 2021.	2023	11,060,300	-		11,060,300	-		11,060,300	8,074,019	2,986,281

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
63	30037	181169	Water Main	600-mm Water Main - Queen Street East (Bram East)	Construction of a 600-mm water main on Queen Street East and McVean Drive from Goreway Drive to Ebenezer Road.	2020	6,697,600	-		6,697,600	-		6,697,600	4,889,248	1,808,352
64	29680	251199	Design	600-mm Water Main - Lakeshore Road	Construction of a 600-mm water main on Lakeshore Road from the Arthur P. Kennedy Water Treatment Plant to Front Street South. Design in 2028.	2028	6,110,300	-		6,110,300	-		6,110,300	4,460,519	1,649,781
65	29681	251199	Water Main	600-mm Water Main - Lakeshore Road	Construction of a 600-mm water main on Lakeshore Road from the Arthur P. Kennedy Water Treatment Plant to Front Street South. Design in 2028.	2030	36,961,100	-		36,961,100	-		36,961,100	26,981,603	9,979,497
66	35934	251199	Design	600-mm Water Main - Lakeshore Road	Construction of a 600-mm water main on Lakeshore Road from the Arthur P. Kennedy Water Treatment Plant to Front Street South. Design in 2028.	2028	3,258,200	-		3,258,200	-		3,258,200	2,378,486	879,714
67	34224	251199	Water Main	600-mm Water Main - Lakeshore Road	Construction of a 600-mm water main on Lakeshore Road from the Arthur P. Kennedy Water Treatment Plant to Front Street South. Design in 2028.	2030	19,708,900	-		19,708,900	-		19,708,900	14,387,497	5,321,403
68	32646	241134	Design	900-mm Water Main - Heritage Road (Heritage Heights)	Construction of a 900-mm sub-transmission main on Heritage Road from the West Brampton Pumping Station to Bovaird Drive. Design in 2024.	2024	1,487,200	-		1,487,200	-		1,487,200	1,085,656	401,544
69	32336	241134	Water Main	900-mm Water Main - Heritage Road (Heritage Heights)	Construction of a 900-mm sub-transmission main on Heritage Road from the West Brampton Pumping Station to Bovaird Drive. Design in 2024.	2026	7,069,900	-		7,069,900	-		7,069,900	5,161,027	1,908,873
70	33581	251199	Design	900-mm Sub-Transmission Main - Confederation Parkway	Construction of a 900-mm sub-transmission main on Confederation Parkway from Burnhamthorpe Road West to Eglinton Avenue West. Design in 2030.	2030	6,420,900	-		6,420,900	-		6,420,900	4,687,257	1,733,643
71	33582	251199	Water Main	900-mm Sub-Transmission Main - Confederation Parkway	Construction of a 900-mm sub-transmission main on Confederation Parkway from Burnhamthorpe Road West to Eglinton Avenue West. Design in 2030.	2032	38,840,500	-		38,840,500	-		38,840,500	28,353,565	10,486,935
72	30702	251199	Design	600-mm Water Main - Chinguacousy Road/Creditview Road	Construction of a 600-mm sub-transmission main on Chinguacousy Road/Creditview Road from the future West Caledon Elevated Tank to future east-west road in Mayfield West Phase 2. Design in 2027.	2023	3,008,600	300,900		2,707,700	-		2,707,700	1,976,621	731,079

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
73	30703	251199	Water Main	600-mm Water Main - Chinguacousy Road/Creditview Road	Construction of a 600-mm sub-transmission main on Chinguacousy Road/Creditview Road from the future West Caledon Elevated Tank to future east-west road in Mayfield West Phase 2. Design in 2027.	2025	17,671,400	1,767,100		15,904,300	-		15,904,300	11,610,139	4,294,161
74	34696	251199	Design	400-mm Water Main - Torbram Road (Tullamore Industrial)	Construction of a 400-mm water main on Torbram Road from Mayfield Road northerly to a future street. Design in 2033.	2033	675,600	-		675,600	-		675,600	493,188	182,412
75	34697	251199	Water Main	400-mm Water Main - Torbram Road (Tullamore Industrial)	Construction of a 400-mm water main on Torbram Road from Mayfield Road northerly to a future street. Design in 2033.	2035	3,162,600	-		3,162,600	-		3,162,600	2,308,698	853,902
76	37593	251198	Design	400-mm Water Main - Future Street (Tullamore Industrial)	Construction of a 400-mm water main on a future street north of Mayfield Road from Torbram Road to Airport Road. Design in 2033.	2035	369,700	-		369,700	-		369,700	269,881	99,819
77	37594	251198	Water Main	400-mm Water Main - Future Street (Tullamore Industrial)	Construction of a 400-mm water main on a future street north of Mayfield Road from Torbram Road to Airport Road. Design in 2033.	2035	1,731,200	-		1,731,200	-		1,731,200	1,263,776	467,424
78	37576	251199	Design	400-mm Water Main - Airport Road (Tullamore Industrial)	Construction of a 400-mm water main on Airport Road from Mayfield Road northerly to a future street. Design in 2033.	2033	387,600	-		387,600	-		387,600	282,948	104,652
79	37577	251199	Water Main	400-mm Water Main - Airport Road (Tullamore Industrial)	Construction of a 400-mm water main on Airport Road from Mayfield Road northerly to a future street. Design in 2033.	2035	1,814,900	-		1,814,900	-		1,814,900	1,324,877	490,023
80	37596	251198	Water Main	400-mm Water Main - Future Street (Tullamore Industrial)	Construction of a 400-mm water main on a future street north of Mayfield Road from Innis Lake Road to Centreville Creek Road.	2035	3,235,000	-		3,235,000	-		3,235,000	2,361,550	873,450
81	38603	251199	Design	400-mm Water Main - Centreville Creek Road (Tullamore Industrial)	Construction of a 400-mm water main on Centreville Creek Road from Mayfield Road to 1300 metres northerly. Design in 2033.	2033	675,600	-		675,600	-		675,600	493,188	182,412
82	38604	251199	Water Main	400-mm Water Main - Centreville Creek Road (Tullamore Industrial)	Construction of a 400-mm water main on Centreville Creek Road from Mayfield Road to 1300 metres northerly. Design in 2033.	2035	3,162,600	-		3,162,600	-		3,162,600	2,308,698	853,902
83	30975	251199	Design	750-mm Water Main - Innis Lake Road	Construction of a 750-mm sub-transmission main on Innis Lake Road from the Tullamore Pumping Station to Healey Road. Design in 2028.	2028	1,520,100	206,500		1,313,600	-		1,313,600	958,928	354,672
84	30976	251199	Water Main	750-mm Water Main - Innis Lake Road	Construction of a 750-mm sub-transmission main on Innis Lake Road from the Tullamore Pumping Station to Healey Road. Design in 2028.	2030	7,226,000	981,500		6,244,500	-		6,244,500	4,558,485	1,686,015
85	32587	231193	Design	600-mm Water Main - Healey Road (Bolton West)	Construction of a 600-mm sub-transmission main on Healy Road from Humber Station Road to Coleraine Drive. Design in 2023.	2023	667,900	-		667,900	-		667,900	487,567	180,333
86	32588	231193	Water Main	600-mm Water Main - Healey Road (Bolton West)	Construction of a 600-mm sub-transmission main on Healy Road from Humber Station Road to Coleraine Drive. Design in 2023.	2025	3,174,800	-		3,174,800	-		3,174,800	2,317,604	857,196

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#	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
87	37578	251199	Design	600-mm Water Main - Healey Road	Construction of a 600-mm sub-transmission main on Healy Road from Innis Lake Road to Humber Station Road. Design in 2027.	2027	2,181,200	-		2,181,200	-		2,181,200	1,592,276	588,924
88	37579	251199	Water Main	600-mm Water Main - Healey Road	Construction of a 600-mm sub-transmission main on Healy Road from Innis Lake Road to Humber Station Road. Design in 2027.	2029	12,811,300	-		12,811,300	-		12,811,300	9,352,249	3,459,051
89	32590	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street north of Healey Road from West Bolton Elevated Tank to Humber Station Road.	2025	1,070,200	-		1,070,200	-		1,070,200	781,246	288,954
90	32591	241194	Design	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from Healey Road to a future street northerly. Design in 2024.	2024	365,100	-		365,100	-		365,100	266,523	98,577
91	32592	241194	Water Main	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from Healey Road to a future street northerly. Design in 2024.	2026	1,709,800	-		1,709,800	-		1,709,800	1,248,154	461,646
92	32593	251199	Design	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from a future street north of Healey Road to approximately 1200 metres northerly. Design in 2025.	2025	328,600	-		328,600	-		328,600	239,878	88,722
93	32594	251199	Water Main	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from a future street north of Healey Road to approximately 1200 metres northerly. Design in 2025.	2027	1,538,400	-		1,538,400	-		1,538,400	1,123,032	415,368
94	32596	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street north of Mayfield Road from Humber Station Road to Coleraine Drive. Design in 2025.	2025	2,086,300	-		2,086,300	-		2,086,300	1,522,999	563,301
95	32597	231195	Design	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from a future street north of Mayfield Road to Healey Road. Design in 2023.	2023	570,600	-		570,600	-		570,600	416,538	154,062
96	32598	231195	Water Main	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from a future street north of Mayfield Road to Healey Road. Design in 2023.	2025	2,671,900	-		2,671,900	-		2,671,900	1,950,487	721,413
97	35702	211160	Design	400-mm Water Main - Queen Street East (Bram East)	Construction of a 400-mm water main on Queen Street East from McVean Drive to the Gore Road. Design in 2021.	2021	831,800	-		831,800	-		831,800	607,214	224,586
98	35703	211160	Water Main	400-mm Water Main - Queen Street East (Bram East)	Construction of a 400-mm water main on Queen Street East from McVean Drive to the Gore Road. Design in 2021.	2023	3,954,300	-		3,954,300	-		3,954,300	2,886,639	1,067,661
99	35359	251199	Design	400-mm Water Main - Camilla Road	Construction of a 400-mm water main on Camilla Road from Dundas Street East to King Street East. Design in 2025.	2025	109,100	-		109,100	-		109,100	79,643	29,457
100	35360	251199	Water Main	400-mm Water Main - Camilla Road	Construction of a 400-mm water main on Camilla Road from Dundas Street East to King Street East. Design in 2025.	2027	519,300	-		519,300	-		519,300	379,089	140,211

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
			Component Description	Proj. Name	Project Description									73%	27%
101	35871	201119	Design	400-mm Water Main - Future Square One Drive Extension	Construction of a 400-mm water main on the future extension of Square One Drive from Rathburn Road West to Confederation Parkway.	2020	129,400	-		129,400	-		129,400	94,462	34,938
102	35872	201119	Water Main	400-mm Water Main - Future Square One Drive Extension	Construction of a 400-mm water main on the future extension of Square One Drive from Rathburn Road West to Confederation Parkway.	2020	614,200	-		614,200	-		614,200	448,366	165,834
103	35873	251199	Design	400-mm Water Main - Centre View Drive (Mississauga City Centre)	Construction of a 400-mm water main on Centre View Drive from Confederation Parkway to Duke of York Boulevard. Design in 2025.	2025	142,600	-		142,600	-		142,600	104,098	38,502
104	35874	251199	Water Main	400-mm Water Main - Centre View Drive (Mississauga City Centre)	Construction of a 400-mm water main on Centre View Drive from Confederation Parkway to Duke of York Boulevard. Design in 2025.	2027	677,400	-		677,400	-		677,400	494,502	182,898
105	32586	251199	Design	400-mm Water Main - Centre View Drive (Mississauga City Centre)	Construction of a 400-mm water main on Centre View Drive from Confederation Parkway to Duke of York Boulevard. Design in 2025.	2025	99,200	-		99,200	-		99,200	72,416	26,784
106	35875	251199	Water Main	400-mm Water Main - Centre View Drive (Mississauga City Centre)	Construction of a 400-mm water main on Centre View Drive from Confederation Parkway to Duke of York Boulevard. Design in 2025.	2027	471,300	-		471,300	-		471,300	344,049	127,251
107	32601	251199	Design	400-mm Water Main - Centre View Drive (Mississauga City Centre)	Construction of a 400-mm water main on Centre View Drive from Confederation Parkway to Duke of York Boulevard. Design in 2025.	2025	206,000	-		206,000	-		206,000	150,380	55,620
108	35876	251199	Water Main	400-mm Water Main - Centre View Drive (Mississauga City Centre)	Construction of a 400-mm water main on Centre View Drive from Confederation Parkway to Duke of York Boulevard. Design in 2025.	2027	979,400	-		979,400	-		979,400	714,962	264,438
109	35704	251199	Design	400-mm Water Main - Queen Street East (Bram East)	Construction of a 400-mm water main on Queen Street East from The Gore Road to Highway 50. Design in 2025.	2025	306,500	-		306,500	-		306,500	223,745	82,755
110	35705	251199	Water Main	400-mm Water Main - Queen Street East (Bram East)	Construction of a 400-mm water main on Queen Street East from The Gore Road to Highway 50. Design in 2025.	2027	1,456,800	-		1,456,800	-		1,456,800	1,063,464	393,336
111	51940	251198	Water Main	400-mm Water Main - Future Street (Heritage Heights)	Construction of a 400-mm water main on a future street from Wanless Drive southeasterly to a future street.	2029	2,703,500	-		2,703,500	-		2,703,500	1,973,555	729,945
112	37966	251198	Water Main	400-mm Water Main - Hydro Road (Inspiration Lakeview)	Construction of a 400-mm water main on Hydro Road from Lakeshore Road East to the future Street A.	2030	969,200	-		969,200	-		969,200	707,516	261,684
113	30981	251198	Water Main	400-mm Water Main - Future Street (Inspiration Lakeview)	Construction of a 400-mm water main on the future Street A from the future Street F to the future Street H.	2030	718,200	-		718,200	-		718,200	524,286	193,914
114	32031	251198	Water Main	400-mm Water Main - Lakefront Promenade (Inspiration Lakeview)	Construction of a 400-mm water main on Lakefront Promenade from Rangeview Road to the future Street A.	2030	849,800	-		849,800	-		849,800	620,354	229,446

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
115	28914	191172	Water Main	600-mm Water Main - Clarkway Drive (Highway 427 Industrial)	Construction of a 600-mm water main on Clarkway Drive from Castlemore Road northerly to the future east-west road. Design in 2019.	2022	3,087,100	-		3,087,100	-		3,087,100	2,253,583	833,517
116	51582	251199	Design	400-mm Water Main - Old School Road (Mayfield West Phase 3)	Construction of a 400-mm water main on Old School Road from Chinguacousy Road to McLaughlin Road. Design in 2033.	2033	831,800	-		831,800	-		831,800	607,214	224,586
117	51583	251199	Water Main	400-mm Water Main - Old School Road (Mayfield West Phase 3)	Construction of a 400-mm water main on Old School Road from Chinguacousy Road to McLaughlin Road. Design in 2033.	2035	3,954,300	-		3,954,300	-		3,954,300	2,886,639	1,067,661
118	51584	251199	Design	400-mm Water Main - Old School Road (Mayfield West Phase 3)	Construction of a 400-mm water main on Old School Road from McLaughlin Road to Huronario Street. Design in 2033.	2033	497,400	-		497,400	-		497,400	363,102	134,298
119	51585	251199	Water Main	400-mm Water Main - Old School Road (Mayfield West Phase 3)	Construction of a 400-mm water main on Old School Road from McLaughlin Road to Huronario Street. Design in 2033.	2035	2,329,100	-		2,329,100	-		2,329,100	1,700,243	628,857
120	51586	251199	Design	400-mm Water Main - Old School Road (Mayfield West Phase 3)	Construction of a 400-mm water main on Old School Road from Huronario Street to Heart Lake Road. Design in 2033.	2033	1,207,900	-		1,207,900	-		1,207,900	881,767	326,133
121	51587	251199	Water Main	400-mm Water Main - Old School Road (Mayfield West Phase 3)	Construction of a 400-mm water main on Old School Road from Huronario Street to Heart Lake Road. Design in 2033.	2035	5,655,900	-		5,655,900	-		5,655,900	4,128,807	1,527,093
122	51589	251198	Water Main	400-mm Water Main - Future Street (Mayfield West Phase 4)	Construction of a 400-mm water main on a future street from Heart Lake Road to Dixie Road, north of Mayfield Road.	2030	1,754,700	-		1,754,700	-		1,754,700	1,280,931	473,769
123	51591	251198	Water Main	400-mm Water Main - Future Street (Mayfield West Phase 4)	Construction of a 400-mm water main on a future street from Dixie Road to Bramalea Road, north of Mayfield Road.	2032	1,742,500	-		1,742,500	-		1,742,500	1,272,025	470,475
124	51592	251199	Design	400-mm Water Main - Dixie Road (Mayfield West Phase 4)	Construction of a 400-mm water main on Dixie Road from Mayfield Road to 1,340 metres northerly.	2028	649,600	-		649,600	-		649,600	474,208	175,392
125	51593	251199	Water Main	400-mm Water Main - Dixie Road (Mayfield West Phase 4)	Construction of a 400-mm water main on Dixie Road from Mayfield Road to 1,340 metres northerly.	2030	3,041,200	-		3,041,200	-		3,041,200	2,220,076	821,124
126	51595	251198	Water Main	400-mm Water Main - Future Street (Tullamore Industrial)	Construction of a 400-mm water main on a future street from Airport Road to Innis Lake Road, north of Mayfield Road.	2035	2,122,000	-		2,122,000	-		2,122,000	1,549,060	572,940
127	51597	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from Healy Road to approximately 1680 metres southerly, east of Humber Station Road.	2031	2,482,100	-		2,482,100	-		2,482,100	1,811,933	670,167
128	51599	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from Humber Station Road to 660 metres westerly.	2031	3,059,500	-		3,059,500	-		3,059,500	2,233,435	826,065
129	51600	211196	Design	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from Mayfield Road to 1450 metres northerly. Design in 2021.	2021	1,208,100	-		1,208,100	-		1,208,100	881,913	326,187
130	51601	211196	Water Main	400-mm Water Main - Humber Station Road (Bolton West)	Construction of a 400-mm water main on Humber Station Road from Mayfield Road to 1450 metres northerly. Design in 2021.	2023	5,742,700	-		5,742,700	-		5,742,700	4,192,171	1,550,529
131	51603	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from Healey Road to 1220 metres northerly, west of Humber Station Road.	2035	1,562,900	-		1,562,900	-		1,562,900	1,140,917	421,983

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
132	51605	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from Humber Station Road to 680 metres westerly, south of King Street.	2035	913,100	-		913,100	-		913,100	666,563	246,537
133	51607	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from Humber Station Road to 680 metres westerly.	2035	913,100	-		913,100	-		913,100	666,563	246,537
134	51609	251198	Water Main	400-mm Water Main - Future Street (Bolton West)	Construction of a 400-mm water main on a future street from future street north of Healey Road to 910 metres northerly, west of Humber Station Road.	2035	1,189,500	-		1,189,500	-		1,189,500	868,335	321,165
135	51610	251199	Design	400-mm Water Main - Bramalea Road (Mayfield West Phase 4)	Construction of a 400-mm water main on Bramalea Road from north of Mayfield Road to 290 metres northerly. Design in 2030.	2030	248,200	-		248,200	-		248,200	181,186	67,014
136	51611	251199	Water Main	400-mm Water Main - Bramalea Road (Mayfield West Phase 4)	Construction of a 400-mm water main on Bramalea Road from north of Mayfield Road to 290 metres northerly. Design in 2030.	2032	1,162,000	-		1,162,000	-		1,162,000	848,260	313,740
137	51613	251198	Water Main	400-mm Water Main - Future Street (Mayfield West Phase 4)	Construction of a 400-mm water main on a future street from Dixie Road to Bramalea Road.	2031	2,098,500	-		2,098,500	-		2,098,500	1,531,905	566,595
138	51614	191190	Design	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from the future Abbotside Way to 720 metres northerly.	2020	223,900	-		223,900	-		223,900	163,447	60,453
139	51615	191190	Water Main	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from the future Abbotside Way to 720 metres northerly.	2020	1,048,700	-		1,048,700	-		1,048,700	765,551	283,149
140	51617	251198	Water Main	400-mm Water Main - Future Street (Mayfield West Phase 4)	Construction of a 400-mm water main on a future street from Dixie Road to Heart Lake Road, north of Mayfield Road.	2030	1,779,200	-		1,779,200	-		1,779,200	1,298,816	480,384
141	23443	231123	Design	600-mm Water Main - Atlantic Drive/Creebank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creebank Road from Britannia Road East to Sismet Road. Design in 2023.	2023	980,200	-		980,200	-		980,200	715,546	264,654
142	23444	231123	Water Main	600-mm Water Main - Atlantic Drive/Creebank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creebank Road from Britannia Road East to Sismet Road. Design in 2023.	2025	4,660,200	-		4,660,200	-		4,660,200	3,401,946	1,258,254
143	23445	231123	Design	600-mm Water Main - Atlantic Drive/Creebank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creebank Road from Britannia Road East to Sismet Road. Design in 2023.	2023	1,183,900	-		1,183,900	-		1,183,900	864,247	319,653
144	23446	231123	Water Main	600-mm Water Main - Atlantic Drive/Creebank Road	Construction of a 600-mm water main on Atlantic Drive and the future Creebank Road from Britannia Road East to Sismet Road. Design in 2023.	2025	5,628,400	-		5,628,400	-		5,628,400	4,108,732	1,519,668
145	51618	221114	Design	400-mm Water Main - Ninth Line (Ninth Line Lands)	Construction of a 400-mm water main on Ninth Line from Derry Road West to 620 metres southerly. Design in 2022.	2022	362,100	-		362,100	-		362,100	264,333	97,767
146	51619	221114	Water Main	400-mm Water Main - Ninth Line (Ninth Line Lands)	Construction of a 400-mm water main on Ninth Line from Derry Road West to 620 metres southerly. Design in 2022.	2024	1,695,500	-		1,695,500	-		1,695,500	1,237,715	457,785

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
			Component Description	Proj. Name	Project Description										
147	50540	191120	Water Main	600-mm Water Main - Lakeshore Road West	Construction of a 600-mm water main on Lakeshore Road West from the Lorne Park Water Treatment Plant to Front Street South.	2022	10,551,800	-		10,551,800	-		10,551,800	7,702,814	2,848,986
148	51620	251199	Design	400-mm Water Main - McLaughlin Road (Mayfield West Phase 3)	Construction of a 400-mm water main on McLaughlin Road from Old School Road to the south side of the Etobicoke Creek. Design in 2033.	2033	494,400	-		494,400	-		494,400	360,912	133,488
149	51621	251199	Water Main	400-mm Water Main - McLaughlin Road (Mayfield West Phase 3)	Construction of a 400-mm water main on McLaughlin Road from Old School Road to the south side of the Etobicoke Creek. Design in 2033.	2035	2,314,800	-		2,314,800	-		2,314,800	1,689,804	624,996
150	51312	221161	Design	600-mm Water Main - Goreway Drive	Construction of a 600-mm water main on Goreway Drive from Intermodal Drive to Steeles Avenue East. Design in 2022.	2022	974,800	-		974,800	-		974,800	711,604	263,196
151	51313	221161	Water Main	600-mm Water Main - Goreway Drive	Construction of a 600-mm water main on Goreway Drive from Intermodal Drive to Steeles Avenue East. Design in 2022.	2024	4,634,700	-		4,634,700	-		4,634,700	3,383,331	1,251,369
152	52299	211830	Design	Caledon East - New Groundwater Well	Construction of a new municipal groundwater well in Caledon East to service future development. Design in 2021.	2021	1,275,000	-		1,275,000	-		1,275,000	930,750	344,250
153	52300	211830	Wells	Caledon East - New Groundwater Well	Construction of a new municipal groundwater well in Caledon East to service future development. Design in 2021.	2023	8,500,000	-		8,500,000	-		8,500,000	6,205,000	2,295,000
154	31813	201582	Study	Inglewood - New Groundwater Well - Class Environmental Assessment	Class Environmental Assessment for a new groundwater well to service future development in Inglewood.	2020	750,000	-		750,000	-		750,000	547,500	202,500
155	52301	221831	Design	Inglewood - New Groundwater Well	Construction of a new municipal groundwater well in Inglewood to service future development. Design in 2022.	2022	1,500,000	-		1,500,000	-		1,500,000	1,095,000	405,000
156	52302	221831	Wells	Inglewood - New Groundwater Well	Construction of a new municipal groundwater well in Inglewood to service future development. Design in 2022.	2024	10,000,000	-		10,000,000	-		10,000,000	7,300,000	2,700,000
157	31814	201583	Study	Palgrave - New Groundwater Well - Class Environmental Assessment	Class Environmental Assessment for a new groundwater well to service future development in Palgrave.	2020	750,000	-		750,000	-		750,000	547,500	202,500
158	52303	221832	Design	Palgrave - New Groundwater Well	Construction of a new municipal groundwater well in Palgrave to service future development in Palgrave Village and Palgrave Estates. Design in 2022.	2022	150,000	-		150,000	-		150,000	109,500	40,500
159	52304	221832	Wells	Palgrave - New Groundwater Well	Construction of a new municipal groundwater well in Palgrave to service future development in Palgrave Village and Palgrave Estates. Design in 2022.	2024	600,000	-		600,000	-		600,000	438,000	162,000
160	34626	191189	Water Main	400-mm Water Main - Old School Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Old School Road from Heart Lake Road to Dixie Road.	2020	1,594,441	-		1,594,441	-		1,594,441	1,163,942	430,499

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
161	34628	191190	Water Main	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from Old School Road to 2620 metres southerly.	2020	2,179,452	-		2,179,452	-		2,179,452	1,591,000	588,452
162	51614	191190	Design	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from Old School Road to 2620 metres southerly.	2020	184,797	-		184,797	-		184,797	134,902	49,895
163	51615	191190	Water Main	400-mm Water Main - Dixie Road (Mayfield West Phase 1)	Construction of a 400-mm water main on Dixie Road from Old School Road to 2620 metres southerly.	2020	899,699	-		899,699	-		899,699	656,780	242,919
164	52144	221140	Water Main	400-mm Water Main - Future Lagerfeld Drive (Mount Pleasant)	Construction of a 400-mm water main on the future extension of Lagerfeld Drive from Mississauga Road to Creditview Road.	2022	697,800	-		697,800	-		697,800	509,394	188,406
165	52642	251199	Water Main	600-mm Water Main - Rangeview Road (Inspiration Lakeview)	Construction of a 600-mm water main on Rangeview Road from East Avenue to Lakefront Promenade. Design in 2028.	2030	1,123,200	-		1,123,200	-		1,123,200	819,936	303,264
166	52643	251199	Design	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street from Cawthra Road to Confederation Parkway. Design in 2028.	2028	1,834,400	-		1,834,400	-		1,834,400	1,339,112	495,288
167	52644	251199	Water Main	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street from Cawthra Road to Confederation Parkway. Design in 2028.	2030	8,720,600	-		8,720,600	-		8,720,600	6,366,038	2,354,562
168	52645	201129	Design	400-mm Water Main - Eglinton Avenue East	Construction of a 400-mm water main on Eglinton Avenue East from Hurontario Street to Sorrento Drive.	2020	308,100	-		308,100	-		308,100	224,913	83,187
169	52646	201129	Water Main	400-mm Water Main - Eglinton Avenue East	Construction of a 400-mm water main on Eglinton Avenue East from Hurontario Street to Sorrento Drive.	2020	1,442,500	-		1,442,500	-		1,442,500	1,053,025	389,475
170	52647	251199	Design	600-mm Water Main - Hurontario Street	Construction of a 600-mm water main on Hurontario Street from Steeles Avenue to County Court Boulevard. Design in 2036.	2036	1,082,800	-		1,082,800	-		1,082,800	790,444	292,356
171	52648	251199	Water Main	600-mm Water Main - Hurontario Street	Construction of a 600-mm water main on Hurontario Street from Steeles Avenue to County Court Boulevard. Design in 2036.	2038	5,146,900	-		5,146,900	-		5,146,900	3,757,237	1,389,663
172	52649	251199	Design	600-mm Water Main - County Court Boulevard and Future Street	Construction of a 600-mm water main on County Court Boulevard and a future street from Hurontario Street to the future alignment of First Gulf Boulevard. Design in 2036.	2036	1,467,000	-		1,467,000	-		1,467,000	1,070,910	396,090
173	52650	251199	Water Main	600-mm Water Main - County Court Boulevard and Future Street	Construction of a 600-mm water main on County Court Boulevard and a future street from Hurontario Street to the future alignment of First Gulf Boulevard. Design in 2036.	2038	6,974,000	-		6,974,000	-		6,974,000	5,091,020	1,882,980
174	52651	251199	Design	600-mm Water Main - Future First Gulf Boulevard	Construction of a 600-mm water main on the future alignment of First Gulf Boulevard from Steeles Avenue East to a future street. Design in 2036.	2036	998,400	-		998,400	-		998,400	728,832	269,568
175	52652	251199	Water Main	600-mm Water Main - Future First Gulf Boulevard	Construction of a 600-mm water main on the future alignment of First Gulf Boulevard from Steeles Avenue East to a future street. Design in 2036.	2038	4,745,900	-		4,745,900	-		4,745,900	3,464,507	1,281,393
176	52653	251199	Design	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street East from Cawthra Road to Dixie Road. Design in 2028.	2028	1,747,500	-		1,747,500	-		1,747,500	1,275,675	471,825

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												Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
			Component Description	Proj. Name	Project Description								73%	27%	
177	52654	251199	Water Main	600-mm Water Main - Dundas Street East	Construction of a 600-mm water main on Dundas Street East from Cawthra Road to Dixie Road. Design in 2028.	2030	8,307,400	-		8,307,400	-		8,307,400	6,064,402	2,242,998
178	52708	211151	Design	600-mm Water Main - Church Street East	Construction of a 600-mm water main on Church Street East from Centre Street North to Main Street. Design in 2021.	2021	2,058,200	-		2,058,200	-		2,058,200	1,502,486	555,714
179	52709	211151	Water Main	600-mm Water Main - Church Street East	Construction of a 600-mm water main on Church Street East from Centre Street North to Main Street. Design in 2021.	2023	12,089,300	-		12,089,300	-		12,089,300	8,825,189	3,264,111
180	52713	251199	Water Main	400-mm Water Main - Lakefront Promenade (Inspiration Lakeview)	Construction of a 400-mm water main on Lakefront Promenade from Lakeshore Road East to Rangeview Road. Design in 2028.	2030	471,300	-		471,300	-		471,300	344,049	127,251
181	6219	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2020	750,000	-		750,000	-		750,000	547,500	202,500
182	6220	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2021	750,000	-		750,000	-		750,000	547,500	202,500
183	12921	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2022	750,000	-		750,000	-		750,000	547,500	202,500
184	12922	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2023	750,000	-		750,000	-		750,000	547,500	202,500
185	12923	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2024	750,000	-		750,000	-		750,000	547,500	202,500
186	20644	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2025	750,000	-		750,000	-		750,000	547,500	202,500
187	20645	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2026	750,000	-		750,000	-		750,000	547,500	202,500
188	20646	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2027	750,000	-		750,000	-		750,000	547,500	202,500
189	20647	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2028	750,000	-		750,000	-		750,000	547,500	202,500
190	20648	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2029	750,000	-		750,000	-		750,000	547,500	202,500
191	20649	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2030	750,000	-		750,000	-		750,000	547,500	202,500
192	20650	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2031	750,000	-		750,000	-		750,000	547,500	202,500
193	38063	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2032	750,000	-		750,000	-		750,000	547,500	202,500
194	38064	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2033	750,000	-		750,000	-		750,000	547,500	202,500
195	38065	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2034	750,000	-		750,000	-		750,000	547,500	202,500
196	38066	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2035	750,000	-		750,000	-		750,000	547,500	202,500
197	38067	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2036	750,000	-		750,000	-		750,000	547,500	202,500
198	38068	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2037	750,000	-		750,000	-		750,000	547,500	202,500
199	38069	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2038	750,000	-		750,000	-		750,000	547,500	202,500
200	38070	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2039	750,000	-		750,000	-		750,000	547,500	202,500

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non-Residential Share 27%
			Component Description	Proj. Name	Project Description										
201	38071	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2040	750,000	-		750,000	-		750,000	547,500	202,500
202	38072	201530	Study	Development-Related Water Infrastructure Planning	Funding for water infrastructure planning and studies related to new development.	2041	750,000	-		750,000	-		750,000	547,500	202,500
203	23709	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2022	750,000	-		750,000	-		750,000	547,500	202,500
204	23710	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2027	750,000	-		750,000	-		750,000	547,500	202,500
205	23711	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2032	750,000	-		750,000	-		750,000	547,500	202,500
206	36272	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2037	750,000	-		750,000	-		750,000	547,500	202,500
			Provisional Reduction for WAH and NFPOW Adjustment					30,348,000		(30,348,000)	-		(30,348,000)	(22,154,040)	(8,193,960)
			Existing Debt Principal			2020-2033	67,946,965	-		67,946,965	-		67,946,965	49,601,284	18,345,681
			Existing Debt Interest (Discounted)			2020-2033	23,194,565	-		23,194,565	-		23,194,565	16,932,032	6,262,533
			New Debt Interest (Discounted)	Total Debt Issuance of \$30,000,000		2020-2050	8,901,408	498,800		8,402,608	-		8,402,608	6,133,903	2,268,704
			Reserve Fund Adjustment			Reserve	297,775,977	-		297,775,977	-		297,775,977	217,376,463	80,399,514
			Total				942,644,245	34,102,800	-	908,541,445	-	-	908,541,445	663,235,255	245,306,190



5.4.1.1.6 Summary of Capital Costs Included in D.C. Calculation – South Peel Water

The detailed listing of the South Peel water capital costs included in the D.C. calculation are provided at the end of this section. The Region has identified the need for \$1.08 billion in additional water projects with a post period benefit of \$177.97 million and a benefit to existing development of \$30.02 million. These amounts have been deducted from the calculation. A further deduction of \$5.69 million has been made to recognize cost recovery expected from York Region. Existing growth-related debt principal and interest (discounted) in the amount of \$772.69 million has been included in the D.C. calculations. The Region anticipates an additional \$815 million in growth-related debt issuances over the forecast period. The discounted interest costs of \$418.86 million have been included in the calculations (\$23.47 million of this amount is considered a post period benefit and has been deducted). As with the Regional water capital program, a post period benefit reduction of \$48.76 million has been made to account for W.A.H. and N.F.P.O.W. employment that was included in the capital forecast but not in the D.C. growth forecast. A reserve adjustment of \$644.72 million has been included in the calculations. The net amount included in the D.C. calculation is \$2.63 billion. Table 5-19 provides a summary of these capital costs and related deductions.

These costs are attributed 73% to residential and 27% non-residential development which is based on the incremental population to employment growth (multiplied by their respective design criteria) over the 2020-2041 forecast period.

Table 5-19
Region of Peel
Summary of South Peel Water Capital Costs

South Peel Water Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	1,083,726,400	177,968,000	905,758,400	30,021,000	5,685,325	870,052,075	635,138,015	234,914,060
Existing Debt Principal and Interest (Discounted)	772,690,387	-	772,690,387	-	-	772,690,387	564,063,983	208,626,404
New Debt Interest (Discounted)	418,855,274	23,471,000	395,384,274	-	-	395,384,274	288,630,520	106,753,754
Provisional Reduction for WAH and NFPOW Adjustment	-	48,755,000	(48,755,000)	-	-	(48,755,000)	(35,591,150)	(13,163,850)
Reserves	644,715,993	-	644,715,993	-	-	644,715,993	470,642,875	174,073,118
Total	2,919,988,055	250,194,000	2,669,794,055	30,021,000	5,685,325	2,634,087,730	1,922,884,043	711,203,687

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
1	34485	251999	Design	West Brampton Pumping Station - Capacity Expansion	Installation of additional low-lift pumping capacity at the West Brampton Pumping Station. Design in 2026.	2026	388,100	-		388,100	-	-	388,100	283,313	104,787
2	16350	251999	Pumping Station	West Brampton Pumping Station - Capacity Expansion	Installation of additional low-lift pumping capacity at the West Brampton Pumping Station. Design in 2026.	2027	1,496,100	-		1,496,100	-	-	1,496,100	1,092,153	403,947
3	25259	251999	Design	West Brampton Reservoir Expansion	Expansion of the West Brampton Reservoir with the construction of a third 20-ML reservoir cell. Design in 2031.	2028	5,227,200	2,614,000		2,613,200	-	-	2,613,200	1,907,636	705,564
4	26196	251999	Reservoir	West Brampton Reservoir Expansion	Expansion of the West Brampton Reservoir with the construction of a third 20-ML reservoir cell. Design in 2031.	2030	31,619,600	15,810,000		15,809,600	-	-	15,809,600	11,541,008	4,268,592
5	33335	211974	Design	Beckett Sproule Transfer Pumping Station - Capacity Expansion	Installation of additional transfer pumping capacity at the Beckett Sproule Pumping Station. Approximately 71% funded from York Region. Design in 2021.	2021	1,044,500	-		1,044,500	-	741,595	302,905	221,121	81,784
6	33336	211974	Pumping Station	Beckett Sproule Transfer Pumping Station - Capacity Expansion	Installation of additional transfer pumping capacity at the Beckett Sproule Pumping Station. Approximately 71% funded from York Region. Design in 2021.	2022	6,963,000	-		6,963,000	-	4,943,730	2,019,270	1,474,067	545,203
7	20688	101966	Reservoir	Victoria Reservoir	Construction of a new 40-ML reservoir in the vicinity of King Street and Hurontario Street to provide storage for Pressure Zone 6.	2020	60,000,000	-		60,000,000	-	-	60,000,000	43,800,000	16,200,000
8	33347	221226	Design	Queensway Sub-Transmission Main Extension	Construction of a 900/1050-mm sub-transmission main on Bloor Street and Cawthra Road from the Silverthorn Pumping Station to The Queensway East. Design in 2022.	2022	9,201,300	-		9,201,300	1,840,000	-	7,361,300	5,373,749	1,987,551
9	33348	221226	Water Main	Queensway Sub-Transmission Main Extension	Construction of a 900/1050-mm sub-transmission main on Bloor Street and Cawthra Road from the Silverthorn Pumping Station to The Queensway East. Design in 2022.	2024	55,658,400	-		55,658,400	11,132,000	-	44,526,400	32,504,272	12,022,128
10	33345	221226	Design	Queensway Sub-Transmission Main Extension	Construction of a 900/1050-mm sub-transmission main on Bloor Street and Cawthra Road from the Silverthorn Pumping Station to The Queensway East. Design in 2022.	2022	955,350	-		955,350	191,000	-	764,350	557,976	206,375
11	33346	221226	Water Main	Queensway Sub-Transmission Main Extension	Construction of a 900/1050-mm sub-transmission main on Bloor Street and Cawthra Road from the Silverthorn Pumping Station to The Queensway East. Design in 2022.	2024	5,413,650	-		5,413,650	1,083,000	-	4,330,650	3,161,375	1,169,276
12	35354	251299	Design	Mayfield Road Sub-Transmission Main	Construction of a 900-mm sub-transmission main on Mayfield Road from Innis Lake Road to the North Brampton Reservoir. Design in 2023.	2033	4,364,000	-		4,364,000	-	-	4,364,000	3,185,720	1,178,280
13	35355	251299	Water Main	Mayfield Road Sub-Transmission Main	Construction of a 900-mm sub-transmission main on Mayfield Road from Innis Lake Road to the North Brampton Reservoir. Design in 2023.	2035	26,398,500	-		26,398,500	-	-	26,398,500	19,270,905	7,127,595

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
14	52332	141256	Water Main	Williams Parkway Sub-Transmission Main (Phase 1 and Phase 2)	Construction of a 900-mm sub-transmission main on Williams Parkway from Dixie Road to McLaughlin Road.	2020	20,000,000	-		20,000,000	2,000,000	-	18,000,000	13,140,000	4,860,000
15	29885	141256	Water Main	Williams Parkway Sub-Transmission Main (Phase 1 and Phase 2)	Construction of a 900-mm sub-transmission main on Williams Parkway from Dixie Road to McLaughlin Road.	2022	31,000,000	-		31,000,000	3,100,000	-	27,900,000	20,367,000	7,533,000
16	50395	141257	Water Main	Central Brampton Sub-Transmission Main	Construction of a 1200/1050/900-mm sub- transmission main from the Beckett Sproule Pumping Station to the East Brampton Pumping Station.	2021	8,200,000	-		8,200,000	820,000	-	7,380,000	5,387,400	1,992,600
17	29892	141256	Design	Williams Parkway Sub-Transmission Main (Phase 3)	Construction of a 900-mm sub-transmission main on Williams Parkway from the West Brampton Pumping Station to McLaughlin Road.	2022	4,901,400	-		4,901,400	490,000	-	4,411,400	3,220,322	1,191,078
18	29891	141256	Water Main	Williams Parkway Sub-Transmission Main (Phase 3)	Construction of a 900-mm sub-transmission main on Williams Parkway from the West Brampton Pumping Station to McLaughlin Road.	2022	29,648,400	-		29,648,400	2,965,000	-	26,683,400	19,478,882	7,204,518
19	50393	141240	Water Main	East Brampton Transmission Main Twinning	Construction of a 1500-mm transmission main from the Beckett Sproule Pumping Station to East Brampton Reservoir.	2021	10,000,000	-		10,000,000	-	-	10,000,000	7,300,000	2,700,000
20	29196	211566	Study	Streetsville Transmission Main	Class EA for a new transmission main from the Herridge Pumping Station to the Streetsville Reservoir.	2021	1,500,000	-		1,500,000	-	-	1,500,000	1,095,000	405,000
21	27413	251299	Design	Streetsville Transmission Main	Construction of a 2100-mm transmission main on Erin Mills Parkway from the Herridge Pumping Station to the Streetsville Reservoir. Design in 2025.	2025	21,116,100	2,112,000		19,004,100	-	-	19,004,100	13,872,993	5,131,107
22	28707	251299	Property	Streetsville Transmission Main	Construction of a 2100-mm transmission main on Erin Mills Parkway from the Herridge Pumping Station to the Streetsville Reservoir. Design in 2025.	2025	2,639,500	264,000		2,375,500	-	-	2,375,500	1,734,115	641,385
23	27414	251299	Water Main	Streetsville Transmission Main	Construction of a 2100-mm transmission main on Erin Mills Parkway from the Herridge Pumping Station to the Streetsville Reservoir. Design in 2025.	2030	174,242,200	17,424,000		156,818,200	-	-	156,818,200	114,477,286	42,340,914
24	32004	241565	Study	Meadowdale North Transmission Main - Class EA	Class EA for a new transmission main from the Streetsville Pumping Station to the Meadowdale North Reservoir.	2024	1,500,000	-		1,500,000	-	-	1,500,000	1,095,000	405,000
25	32001	251299	Design	Meadowdale North Transmission Main	Construction of an 1800-mm transmission main from the Streetsville Pumping Station to the Meadowdale North Reservoir. Design in 2026.	2026	30,670,900	3,067,000		27,603,900	-	-	27,603,900	20,150,847	7,453,053
26	32370	251299	Property	Meadowdale North Transmission Main	Construction of an 1800-mm transmission main from the Streetsville Pumping Station to the Meadowdale North Reservoir. Design in 2026.	2026	3,833,900	383,000		3,450,900	-	-	3,450,900	2,519,157	931,743
27	32002	251299	Water Main	Meadowdale North Transmission Main	Construction of an 1800-mm transmission main from the Streetsville Pumping Station to the Meadowdale North Reservoir. Design in 2026.	2031	253,083,400	25,308,000		227,775,400	-	-	227,775,400	166,276,042	61,499,358
28	6739	201570	Study	West Caledon Transmission Main	Class EA for a new transmission main from the Alloo Pumping Station to the West Caledon Elevated Tank	2020	1,500,000	-		1,500,000	-	-	1,500,000	1,095,000	405,000

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
29	20696	231270	Design	West Caledon Transmission Main	Construction of a 750-mm transmission main from the Alloo Pumping Station to the West Caledon Elevated Tank. Design in 2023.	2023	3,833,000	383,000		3,450,000	-	-	3,450,000	2,518,500	931,500
30	32373	231270	Property	West Caledon Transmission Main	Construction of a 750-mm transmission main from the Alloo Pumping Station to the West Caledon Elevated Tank. Design in 2023.	2023	302,600	30,000		272,600	-	-	272,600	198,998	73,602
31	20697	231270	Water Main	West Caledon Transmission Main	Construction of a 750-mm transmission main from the Alloo Pumping Station to the West Caledon Elevated Tank. Design in 2023.	2025	24,290,700	2,429,000		21,861,700	-	-	21,861,700	15,959,041	5,902,659
32	20692	231941	Design	West Caledon Elevated Tank	Construction of a new 10-ML elevated tank in southwest Caledon. Design in 2023.	2023	2,376,000	238,000		2,138,000	-	-	2,138,000	1,560,740	577,260
33	24529	231941	Property	West Caledon Elevated Tank	Construction of a new 10-ML elevated tank in southwest Caledon. Design in 2023.	2023	237,600	24,000		213,600	-	-	213,600	155,928	57,672
34	20685	231941	Reservoir	West Caledon Elevated Tank	Construction of a new 10-ML elevated tank in southwest Caledon. Design in 2023.	2025	15,809,300	1,581,000		14,228,300	-	-	14,228,300	10,386,659	3,841,641
35	23389	251999	Design	West Brampton Pumping Station - Capacity Expansion	Installation of additional low-lift pumping capacity at the West Brampton Pumping Station. Design in 2034.	2034	72,500	-		72,500	-	-	72,500	52,925	19,575
36	23390	251999	Pumping Station	West Brampton Pumping Station - Capacity Expansion	Installation of additional low-lift pumping capacity at the West Brampton Pumping Station. Design in 2034.	2035	361,100	-		361,100	-	-	361,100	263,603	97,497
37	23387	251999	Design	Lorne Park Pumping Station - Capacity Expansion	Installation of additional PZZW high-lift pumping capacity at the Lorne Park Water Treatment Plant. Design in 2029.	2029	252,500	-		252,500	-	-	252,500	184,325	68,175
38	23388	251999	Pumping Station	Lorne Park Pumping Station - Capacity Expansion	Installation of additional PZZW high-lift pumping capacity at the Lorne Park Water Treatment Plant. Design in 2029.	2030	1,326,800	-		1,326,800	-	-	1,326,800	968,564	358,236
39	28726	151940	Reservoir	Silverthorn Reservoir and Pumping Station Expansion	Construction of major improvements and upgrades at the Silverthorn Reservoir and Pumping Station.	2021	21,735,000	16,301,000		5,434,000	-	-	5,434,000	3,966,820	1,467,180
40	23451	251599	Study	Arthur P. Kennedy Water Treatment Plant - New Intake	Construction of a new intake pipe and structure at the Arthur P. Kennedy Water Treatment Plant. Design in 2037.	2035	2,000,000	1,800,000		200,000	-	-	200,000	146,000	54,000
41	23452	251997	Design	Arthur P. Kennedy Water Treatment Plant - New Intake	Construction of a new intake pipe and structure at the Arthur P. Kennedy Water Treatment Plant. Design in 2037.	2037	13,000,000	11,700,000		1,300,000	-	-	1,300,000	949,000	351,000
42	23453	251997	Water Main	Arthur P. Kennedy Water Treatment Plant - New Intake	Construction of a new intake pipe and structure at the Arthur P. Kennedy Water Treatment Plant. Design in 2037.	2039	85,000,000	76,500,000		8,500,000	-	-	8,500,000	6,205,000	2,295,000
43	23391	241983	Design	West Brampton Pumping Station - Capacity Expansion	Installation of additional high-lift pumping capacity at the West Brampton Pumping Station. Design in 2024.	2024	177,900	-		177,900	-	-	177,900	129,867	48,033
44	23392	241983	Pumping Station	West Brampton Pumping Station - Capacity Expansion	Installation of additional high-lift pumping capacity at the West Brampton Pumping Station. Design in 2024.	2025	832,500	-		832,500	-	-	832,500	607,725	224,775
45	52726	211923	Study	Arthur P. Kennedy Water Treatment Plant - Reservoir Expansion	Construction of a new 35-million-litre treated water reservoir at the Arthur P. Kennedy Water Treatment Plant. Class Environmental Assessment in 2021 and design in 2022.	2021	1,000,000	-		1,000,000	-	-	1,000,000	730,000	270,000

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Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: South Peel Water

Prj.No	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
46	23395	211923	Design	Arthur P. Kennedy Water Treatment Plant - Reservoir Expansion	Construction of a new 35-million-litre treated water reservoir at the Arthur P. Kennedy Water Treatment Plant. Class Environmental Assessment in 2021 and design in 2022.	2022	8,775,000	-		8,775,000	-	-	8,775,000	6,405,750	2,369,250
47	23396	211923	Reservoir	Arthur P. Kennedy Water Treatment Plant - Reservoir Expansion	Construction of a new 35-million-litre treated water reservoir at the Arthur P. Kennedy Water Treatment Plant. Class Environmental Assessment in 2021 and design in 2022.	2024	58,500,000	-		58,500,000	-	-	58,500,000	42,705,000	15,795,000
48	23404	251997	Design	Arthur P. Kennedy Water Treatment Plant - Waste Building Expansion	Expansion of the Waste Building at the Arthur P. Kennedy Water Treatment Plant. Design in 2032.	2032	3,450,000	-		3,450,000	-	-	3,450,000	2,518,500	931,500
49	23405	251997	WTP	Arthur P. Kennedy Water Treatment Plant - Waste Building Expansion	Expansion of the Waste Building at the Arthur P. Kennedy Water Treatment Plant. Design in 2032.	2034	23,000,000	-		23,000,000	-	-	23,000,000	16,790,000	6,210,000
50	52656	241179	Water Main	600-mm Water Main - Future East-West Road (Highway 427 Industrial)	Construction of a 600-mm water main on the future east-west road from Clarkway Drive to the future north-south road.	2024	1,071,200	-		1,071,200	-	-	1,071,200	781,976	289,224
51	52657	241172	Design	400-mm Water Main - Countryside Drive (Highway 427 Industrial)	Construction of a 400-mm water main on Countryside Drive from Coleraine Drive to the future north-south road. Design in 2024.	2024	269,000	-		269,000	-	-	269,000	196,370	72,630
52	52658	241172	Water Main	400-mm Water Main - Countryside Drive (Highway 427 Industrial)	Construction of a 400-mm water main on Countryside Drive from Coleraine Drive to the future north-south road. Design in 2024.	2026	1,259,900	-		1,259,900	-	-	1,259,900	919,727	340,173
53	52660	201175	Water Main	400-mm Water Main - Future Street (Highway 427 Industrial)	Construction of a 400-mm water main on a future street from Highway 50 to Coleraine Drive.	2022	1,228,300	-		1,228,300	-	-	1,228,300	896,659	331,641
54	52725	201922	WTP	Arthur P. Kennedy Water Treatment Plant - Yard Piping Improvements	Various yard piping improvements at the Arthur P. Kennedy Water Treatment Plant to facilitate new infrastructure.	2020	8,000,000	-		8,000,000	6,400,000	-	1,600,000	1,168,000	432,000
55	23709	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2022	750,000	-		750,000	-	-	750,000	547,500	202,500
56	23710	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2027	750,000	-		750,000	-	-	750,000	547,500	202,500
57	23711	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2032	750,000	-		750,000	-	-	750,000	547,500	202,500
58	36272	221504	Study	Water Master Servicing Plan	Review and update of the Region of Peel's Master Plan for the lake-based water supply system.	2037	750,000	-		750,000	-	-	750,000	547,500	202,500
			Provisional Reduction for WAH and NFPOW Adjustment					48,755,000		(48,755,000)	-	-	(48,755,000)	(35,591,150)	(13,163,850)
			Existing Debt Principal			2020-2042	362,721,584	-		362,721,584	-	-	362,721,584	264,786,757	97,934,828
			Existing Debt Interest (Discounted)			2020-2042	409,968,803	-		409,968,803	-	-	409,968,803	299,277,226	110,691,577
			New Debt Interest (Discounted)	Total Debt Issuance of \$815,000,000		2020-2054	418,855,274	23,471,000		395,384,274	-	-	395,384,274	288,630,520	106,753,754
			Reserve Fund Adjustment			Reserve	644,715,993	-		644,715,993	-	-	644,715,993	470,642,675	174,073,318
										-	-	-			
			Total				2,919,988,055	250,194,000	-	2,669,794,055	30,021,000	5,685,325	2,634,087,730	1,922,884,043	711,203,687



5.4.1.2 Wastewater Services

5.4.1.2.1 Treatment and Primary Collection System

The primary collection and treatment system (also referred to as the lake-based wastewater system) includes the wastewater treatment facilities (W.W.T.F.), sewage pumping stations, force mains and the interconnecting major sanitary trunk sewers between these facilities. The major sanitary trunk sewers range in size from 675 mm diameter to 3000 mm diameter and are generally dedicated to the conveyance of wastewater between the local sanitary trunk sewers and the water pollution control plants.

The sanitary trunk sewers are designed based on Regional design criteria, as described below.

The wastewater treatment facilities are designed based on the criteria used to determine the sizing of the sewers (i.e., peak instantaneous flows), with the exception that some components of the wastewater treatment facilities are designed based on average flows (i.e., a peaking factor is not applied). The daily equivalent average flows are approximately 206 ML/d at the Clarkson W.W.T.F. and 467 ML/d at the G.E. Booth W.W.T.F. The G.E. Booth W.W.T.F. includes flows received from both York Region and the City of Toronto and has a greater I.C.I. component.

5.4.1.2.2 Local Collection System

The local collection system (also referred to as the Regional wastewater system) conveys wastewater from the local sanitary sewers within each subdivision to the primary collection system and treatment facilities. Under Regional policy, all trunk sewers with a diameter of 375 mm or larger are financed through development charges. All sewers are designed to meet the minimum and maximum flow velocity requirements for sanitary sewers.

5.4.1.2.3 Wastewater Flow Criteria

The average residential daily wastewater flow, Regional design criteria, is 315 L/cap/d. This represents the flow seen at each treatment plant on an average day. This flow includes dry weather flow as well as an element of average inflow and infiltration. This



flow rate can be applied either directly to a known residential population, a projected residential population or an equivalent population for I.C.I. lands. Under Regional design criteria, the standard equivalent populations, range from 50 persons/hectare (ppha) of gross land area for commercial areas, to 70 ppha for light industrial areas. Individual studies are to be made for areas where density is likely to differ from this (e.g., major industrial areas or land use intensification).

The Region of Peel's design criteria use this average day flow as the basis for calculating total flows at the treatment plants.

Sanitary sewers and sewage pumping stations are sized for peak flows. The Harmon Peaking Factor is applied to the average flows to allow capacity for morning and evening peaks. For sanitary trunk sewer design, the minimum peaking factor applied is 2.0 and the maximum peaking factor is 4.0.

An additional factor is applied to compensate for extraneous sources of wastewater flows, such as infiltration (groundwater leakage through joints or cracked pipes) and inflow (such as through the holes in the tops of manholes). A recent analysis found there was evidence to support increasing the allowance for inflow and infiltration from 0.00020 m³/s/ha (17,280 L/ha/day) to 0.00026 m³/s/ha (22,464 L/ha/day).

Similar to the water program, confirmation of the wastewater design criteria used in the previous Master Plan was undertaken as part of the 2020 Master Plan. Plant flow data from 1998 onwards were evaluated. Historical flows were correlated to recent population data.

It is difficult to establish per capita flow rates due to the fluctuation in plant flow records typically related to fluctuations in rainfall. On average, the wastewater flow criteria used in the Master Plan approximates actual records. The average daily flow in some years approaches or exceeds the design flows. These occurrences may be caused by wetter than average years. At an infrastructure planning level at the plants the Regional design criteria is reasonable when compared to actual flows, and will cater for wetter than average years without excessive overdesign.

Similar to the water analysis, recent flow trends in average flows under dry weather support the reduction of the average dry weather flow design criteria from a total



equivalent 302.8 L/person or employee/day to a total equivalent 285 L/person or employee/day. This represents a reduction of approximately 5.9 percent.

Similar to the water program, the employment design criteria are related to the number of employees. Based on the water billing splits for residential and I.C.I. population, it was determined that the total equivalent design criteria equates to 290 L/cap/d for residential and 270 L/emp/d for I.C.I. population.

The average per capita flow and extraneous flow allowance also falls within the MECP. Guidelines for wastewater design (225 L/cap/d to 450 L/cap/d for average flows and 8,640 L/ha/d to 24,190 L/ha/d for extraneous flows).

The updated sanitary sewer design criteria are summarized in Table 5-20.

Table 5-20
Region of Peel
Updated Sanitary Sewer Design Criteria

Land Use Type	Average Day Flow	Peaking Factor	Infiltration
Residential	290 L/cap/d	Harmon (min 2, max 4)	0.26 L/s/ha
I/C/I	270 L/emp/d	Harmon (min 2, max 4)	

Table 5-21
Region of Peel
2020 Sanitary Sewer Unit Costs (5-10 m deep open cut construction)

Size	Unit Cost \$/m (\$2020)
375	\$2,756
450	\$2,860



Size	Unit Cost \$/m (\$2020)
525	\$2,955
600	\$3,234
675	\$3,573
750	\$3,757
825	\$3,912
900	\$4,285
975	\$4,453
1,050	\$4,776
1,200	\$5,134
1,350	\$5,566
1,500	\$5,957
1,800	\$7,024
2,100	\$8,254
2,400	\$9,651

The above unit costs are for sewers with depths between 5 and 10 metres and assume open cut construction. For trunk infrastructure, this is considered appropriate as they are likely to be laid deep. Costs include rock excavation, materials, installation and restoration. Contingencies, engineering fees and the Region's costs are not included. Special circumstances, which require urban area uplift, tunnelling and dewatering, are not included in the above unit costs.



5.4.1.2.4 Wastewater Service Standards Recommendation

That the Wastewater Service Standards based on Regional policy, guidelines and the standards outlined above, be used for the preparation of the new development charges By-law.

That the allocation of the residential/non-residential share of eligible growth expenditures is based on the incremental population vs. employment growth (multiplied by their respective design criteria) for wastewater service areas over the 2020-2041 forecast period as follows:

- Residential: 73%
- Non-residential: 27%

5.4.1.2.5 Summary of Capital Costs Included in D.C. Calculation – Regional Wastewater

The Region has identified the need for \$337.76 million in additional wastewater projects with \$51 million of this amount benefitting existing development. In addition, \$6.46 million has been deducted from the calculation to account for the benefit to growth beyond the forecast period. Existing growth-related debt principal and interest (discounted) has also been included in the calculation at an amount of \$9.47 million. As with water services, the wastewater capital forecast to 2041 utilized employment figures that included W.A.H. and N.F.P.O.W. employment, whereas the D.C. growth forecast excludes these categories. Therefore, a post period provisional reduction for this employment in the amount of \$15.83 million has been deducted from the calculations. A reserve adjustment of \$72.80 million has been made to reflect the existing reserve fund deficit. The net amount included in the D.C. calculation is \$346.74 million. Table 5-22 provides a summary of these capital costs and related deductions.



Table 5-22
Region of Peel
Summary of Regional Wastewater Capital Costs

Regional Wastewater Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	337,762,590	6,457,200	331,305,390	51,000,000	-	280,305,390	204,622,935	75,682,455
Existing Debt Principal and Interest (Discounted)	9,465,972	-	9,465,972	-	-	9,465,972	6,910,160	2,555,812
Provisional Reduction for WAH and NFPOW Adjustment	-	15,830,000	(15,830,000)	-	-	(15,830,000)	(11,555,900)	(4,274,100)
Reserves	72,799,391	-	72,799,391	-	-	72,799,391	53,143,556	19,655,836
Total	420,027,954	22,287,200	397,740,754	51,000,000	-	346,740,754	253,120,750	93,620,003

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Service: Regional Wastewater

No.	Comp. #	Proj. #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
1	3768	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Highway 427 Industrial)	Construction of a 375-mm sanitary sewer on a future street north of Countryside Drive from Highway 50 to approximately 810 metres northwesterly.	2025	3,071,800	-		3,071,800	-	-	3,071,800	2,242,414	829,386
2	3769	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Highway 427 Industrial)	Construction of a 375-mm sanitary sewer on a future street west of Coleraine Drive from Countryside Drive to approximately 600 metres northerly.	2027	576,400	-		576,400	-	-	576,400	420,772	155,628
3	35446	242176	Design	525-mm Sanitary Sewer - Countryside Drive	Construction of a 525-mm sanitary sewer on Countryside Drive from Clarkway Drive to approximately 690 metres easterly. Design in 2024.	2024	659,400	-		659,400	-	-	659,400	481,362	178,038
4	3772	242176	Wastewater Main	525-mm Sanitary Sewer - Countryside Drive	Construction of a 525-mm sanitary sewer on Countryside Drive from Clarkway Drive to approximately 690 metres easterly. Design in 2024.	2026	3,087,100	-		3,087,100	-	-	3,087,100	2,253,583	833,517
5	35450	212269	Design	750-mm Sanitary Sewer - Clarkway Drive	Construction of a 750-mm sanitary sewer on Clarkway Drive from Countryside Drive to Mayfield Road. Design in 2021.	2021	1,586,500	-		1,586,500	-	-	1,586,500	1,158,145	428,355
6	3770	212269	Wastewater Main	750-mm Sanitary Sewer - Clarkway Drive	Construction of a 750-mm sanitary sewer on Clarkway Drive from Countryside Drive to Mayfield Road. Design in 2021.	2023	7,428,000	-		7,428,000	-	-	7,428,000	5,422,440	2,005,560
7	3827	222175	Wastewater Main	375-mm Sanitary Sewer - Future Street (Highway 427 Industrial)	Construction of a 375-mm sanitary sewer on a future street north of Castlemore Road from Clarkway Drive to approximately 1060 metres northeasterly.	2022	4,020,500	-		4,020,500	-	-	4,020,500	2,934,965	1,085,535
8	3845	232155	Wastewater Main	600-mm Sanitary Sewer - Future Street (Countryside Villages)	Construction of a 600-mm sanitary sewer on a future street west of Airport Road from Mayfield Road to approximately 760 metres southerly.	2023	3,383,900	292,000		3,091,900	-	-	3,091,900	2,257,087	834,813
9	3849	222152	Wastewater Main	600-mm Sanitary Sewer - Future Street (Countryside Villages)	Construction of a 600-mm sanitary sewer on a future street from Airport Road to approximately 1070 metres northwesterly, north of Countryside Drive.	2022	4,764,300	412,000		4,352,300	-	-	4,352,300	3,177,179	1,175,121
10	3856	212156	Wastewater Main	525-mm Sanitary Sewer - Future Inspire Boulevard (Countryside Villages)	Construction of a 525-mm sanitary sewer on the future Inspire Boulevard from Torbram Road to approximately 1050 metres westerly.	2021	4,271,500	-		4,271,500	-	-	4,271,500	3,118,195	1,153,305

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Service: Regional Wastewater

No.	Comp. #	Proj. #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
11	3988	252198	Wastewater Main	375-mm Sanitary Sewer - Easement (Clarkson)	Construction of a 375-mm sanitary sewer in an easement north of Lakeshore Road and east of Winston Churchill Boulevard.	2025	915,100	-		915,100	-	-	915,100	668,023	247,077
12	5757	221131	Wastewater Main	375-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 375-mm sanitary sewer on a future street from Heritage Road to approximately 2740 metres northwesterly, north of Steeles Avenue West.	2022	3,085,000	-		3,085,000	-	-	3,085,000	2,252,050	832,950
13	5820	222157	Wastewater Main	525-mm Sanitary Sewer - Future Street (Countryside Villages)	Construction of a 525-mm sanitary sewer on a future street east of Bramalea Road from Mayfield Road to approximately 400 metres southerly.	2022	1,627,200	-		1,627,200	-	-	1,627,200	1,187,856	439,344
14	52091	112104	Wastewater Main	600-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 600-mm sanitary sewer on a future street from Heritage Road to 1735 metres southeasterly.	2020	2,200,000	-		2,200,000	-	-	2,200,000	1,606,000	594,000
15	21021	252198	Wastewater Main	600-mm Sanitary Sewer - Future Street (Mount Pleasant West)	Construction of a 600-mm sanitary sewer on a future street east of Winston Churchill Boulevard from Wanless Drive to 560 metres northerly.	2035	2,494,300	289,000		2,205,300	-	-	2,205,300	1,609,869	595,431
16	21022	252198	Wastewater Main	600-mm Sanitary Sewer - Future Street (Mount Pleasant West)	Construction of a 600-mm sanitary sewer on a future street east of Winston Churchill Boulevard from Mayfield Road to 680 metres southerly.	2035	3,027,900	448,000		2,579,900	-	-	2,579,900	1,883,327	696,573
17	35449	252199	Design	600-mm Sanitary Sewer - Heritage Road (Mount Pleasant West)	Construction of a 600-mm sanitary sewer on Heritage Road from Mayfield Road to 620 metres southerly. Design in 2032.	2032	648,600	96,100		552,500	-	-	552,500	403,325	149,175
18	21036	252199	Wastewater Main	600-mm Sanitary Sewer - Heritage Road (Mount Pleasant West)	Construction of a 600-mm sanitary sewer on Heritage Road from Mayfield Road to 620 metres southerly. Design in 2032.	2034	3,037,100	449,900		2,587,200	-	-	2,587,200	1,888,656	698,544
19	35458	252199	Design	600-mm Sanitary Sewer - Heritage Road (Mount Pleasant West)	Construction of a 600-mm sanitary sewer on Heritage Road from Wanless Drive to 620 metres northerly. Design in 2032.	2032	648,600	75,500		573,100	-	-	573,100	418,363	154,737
20	21038	252199	Wastewater Main	600-mm Sanitary Sewer - Heritage Road (Mount Pleasant West)	Construction of a 600-mm sanitary sewer on Heritage Road from Wanless Drive to 620 metres northerly. Design in 2032.	2034	3,037,100	353,500		2,683,600	-	-	2,683,600	1,959,028	724,572

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Region of Peel
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No.	Comp. #	Proj. #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
21	21043	252198	Wastewater Main	525-mm Sanitary Sewer - Future Street (Huttonville North)	Construction of a 525-mm sanitary sewer on a future street north of Bovaird Drive, west of Heritage Road, from a future street to 830 metres northerly.	2030	3,651,200	-		3,651,200	-	-	3,651,200	2,665,376	985,824
22	21050	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Huttonville North)	Construction of a 450-mm sanitary sewer on a future street south of Wanless Drive from Winston Churchill Boulevard to 1310 metres southeasterly.	2030	5,429,400	-		5,429,400	-	-	5,429,400	3,963,462	1,465,938
23	21051	252198	Wastewater Main	600-mm Sanitary Sewer - Future Street (Huttonville North)	Construction of a 600-mm sanitary sewer on a future street north of Bovaird Drive from Heritage Road to 340 metres westerly.	2028	1,831,200	-		1,831,200	-	-	1,831,200	1,336,776	494,424
24	21054	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Huttonville North)	Construction of a 375-mm sanitary sewer on a future street south of Bovaird Drive from Heritage Road to 770 metres westerly.	2027	2,920,800	-		2,920,800	-	-	2,920,800	2,132,184	788,616
25	21553	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 375-mm sanitary sewer on a future street north of Embleton from east of Winston Churchill Boulevard Road to 440 metres west of Heritage Road.	2025	2,092,400	-		2,092,400	-	-	2,092,400	1,527,452	564,948
26	21555	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 450-mm sanitary sewer on a future street north of Embleton from 440 metres west of Heritage Road to 540 metres west of Heritage Road.	2026	2,126,100	-		2,126,100	-	-	2,126,100	1,552,053	574,047
27	21556	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 450-mm sanitary sewer on a future street north of Embleton from Heritage Road to 440 metres westerly.	2025	1,732,300	-		1,732,300	-	-	1,732,300	1,264,579	467,721
28	21557	232134	Wastewater Main	375-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 375-mm sanitary sewer on a future street east of Winston Churchill Boulevard from north of Embleton Road to 1580 metres southeasterly.	2023	6,569,000	-		6,569,000	-	-	6,569,000	4,795,370	1,773,630
29	21558	222132	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 450-mm sanitary sewer on a future street south of Embleton Road from approximately 1000 metres southeast of Winston Churchill Boulevard to approximately 840 metres southeast.	2022	3,306,400	-		3,306,400	-	-	3,306,400	2,413,672	892,728
30	21559	222135	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 450-mm sanitary sewer on a future street south of Embleton Road from Heritage Road to 700 metres westerly.	2022	2,755,500	-		2,755,500	-	-	2,755,500	2,011,515	743,985

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
31	21561	212133	Wastewater Main	525-mm Sanitary Sewer - Future Street (Bram West)	Construction of a 525-mm sanitary sewer on a future street from Embleton Road northwesterly to Heritage Road.	2020	2,928,900	-		2,928,900	-	-	2,928,900	2,138,097	790,803
32	29711	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2020	500,000	-		500,000	250,000	-	250,000	182,500	67,500
33	32079	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2021	500,000	-		500,000	250,000	-	250,000	182,500	67,500
34	33596	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2022	500,000	-		500,000	250,000	-	250,000	182,500	67,500
35	35062	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2023	500,000	-		500,000	250,000	-	250,000	182,500	67,500
36	32061	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2024	500,000	-		500,000	250,000	-	250,000	182,500	67,500
37	35063	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2025	500,000	-		500,000	250,000	-	250,000	182,500	67,500
38	35064	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2026	500,000	-		500,000	250,000	-	250,000	182,500	67,500
39	35065	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2027	500,000	-		500,000	250,000	-	250,000	182,500	67,500
40	35066	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2028	500,000	-		500,000	250,000	-	250,000	182,500	67,500
41	35067	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2029	500,000	-		500,000	250,000	-	250,000	182,500	67,500
42	35068	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2030	500,000	-		500,000	250,000	-	250,000	182,500	67,500

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
43	35069	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2031	500,000	-		500,000	250,000	-	250,000	182,500	67,500
44	13119	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2032	500,000	-		500,000	250,000	-	250,000	182,500	67,500
45	35512	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2033	500,000	-		500,000	250,000	-	250,000	182,500	67,500
46	50129	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2034	500,000	-		500,000	250,000	-	250,000	182,500	67,500
47	35500	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2035	500,000	-		500,000	250,000	-	250,000	182,500	67,500
48	50128	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2036	500,000	-		500,000	250,000	-	250,000	182,500	67,500
49	50127	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2037	500,000	-		500,000	250,000	-	250,000	182,500	67,500
50	35511	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2038	500,000	-		500,000	250,000	-	250,000	182,500	67,500
51	35513	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2039	500,000	-		500,000	250,000	-	250,000	182,500	67,500
52	38205	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2040	500,000	-		500,000	250,000	-	250,000	182,500	67,500
53	38221	202512	General	Inflow and Infiltration Remediation Program	Collection and analysis of data and development of solutions to reduce inflow and infiltration in the sanitary collection system.	2041	500,000	-		500,000	250,000	-	250,000	182,500	67,500

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
54	35395	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2020	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
55	35396	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2021	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
56	35397	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2022	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
57	35398	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2023	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
58	35399	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2024	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
59	35400	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2025	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
60	35401	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2026	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
61	35402	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2027	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
62	35403	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2028	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
63	35404	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2029	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
64	35405	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2030	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
65	35406	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2031	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
66	50564	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2032	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
67	50565	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2033	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
68	50566	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2034	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
69	50567	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2035	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
70	50568	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2036	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
71	50569	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2037	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
72	50570	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2038	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
73	50571	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2039	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
74	50572	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2040	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
75	50573	202301	General	Implementation of Inflow and Infiltration Remediation Measures	Funding for the implementation of remediation measures to reduce inflow and infiltration into the Region's lake-based sanitary sewer system.	2041	3,500,000	-		3,500,000	1,750,000	-	1,750,000	1,277,500	472,500
76	35918	152153	Wastewater Main	1200-mm Sanitary Sewer - Kennedy Road North/Conservation Drive	Construction of a 1200-mm sanitary sewer on Kennedy Road from Mayfield Road to Christie Drive.	2020	8,500,000	-		8,500,000	-	-	8,500,000	6,205,000	2,295,000
77	13070	222174	Wastewater Main	375-mm Sanitary Sewer - Future Street (Highway 427 Industrial)	Construction of a 375-mm sanitary sewer on a future street north of Castlemore Road from The Gore Road to approx. 750 metres northeasterly.	2022	719,200	-		719,200	-	-	719,200	525,016	194,184
78	37547	222154	Wastewater Main	375-mm Sanitary Sewer - Future Street (Countryside Villages)	Sub-Trunk Sewer: 375 mm on future street north of Countryside Drive from approx. 900 m northwest of Airport Rd to approx. 920 m northwest.	2022	1,111,000	-		1,111,000	-	-	1,111,000	811,030	299,970
79	33585	222189	Design	525-mm Sanitary Sewer - McLaughlin Road (Mayfield West Phase 2)	Construction of a 525-mm sanitary sewer on McLaughlin Road from 350 metres north of the future east-west spine road to 420 metres northerly. Design in 2022.	2022	111,600	-		111,600	-	-	111,600	81,468	30,132
80	33586	222189	Wastewater Main	525-mm Sanitary Sewer - McLaughlin Road (Mayfield West Phase 2)	Construction of a 525-mm sanitary sewer on McLaughlin Road from 350 metres north of the future east-west spine road to 420 metres northerly. Design in 2022.	2024	522,300	-		522,300	-	-	522,300	381,279	141,021

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
81	36244	252199	Design	450-mm Sanitary Sewer - Chinguacousy Road (Mayfield West Phase 2)	Construction of a 450-mm sanitary sewer on Chinguacousy Road from the future east-west spine road to approximately 820 metres northerly. Design in 2028.	2028	747,600	-		747,600	-	-	747,600	545,748	201,852
82	36246	252199	Wastewater Main	450-mm Sanitary Sewer - Chinguacousy Road (Mayfield West Phase 2)	Construction of a 450-mm sanitary sewer on Chinguacousy Road from the future east-west spine road to approximately 820 metres northerly. Design in 2028.	2030	3,500,200	-		3,500,200	-	-	3,500,200	2,555,146	945,054
83	34032	232191	Design	600-mm Sanitary Sewer - Coleraine Drive (Bolton West)	Construction of a 600-mm sanitary sewer on Coleraine Drive from Manchester Court to McEwan Drive. Design in 2023.	2023	771,800	220,000		551,800	-	-	551,800	402,814	148,986
84	34033	232191	Wastewater Main	600-mm Sanitary Sewer - Coleraine Drive (Bolton West)	Construction of a 600-mm sanitary sewer on Coleraine Drive from Manchester Court to McEwan Drive. Design in 2023.	2025	3,613,500	1,030,100		2,583,400	-	-	2,583,400	1,885,882	697,518
85	52123	252198	Design	600-mm Sanitary Sewer - Innis Lake Road	Construction of a 600-mm sanitary sewer on Innis Lake Road from Mayfield Road to 1190 metres northerly.	2028	1,131,700	98,200		1,033,500	-	-	1,033,500	754,455	279,045
86	33725	252199	Wastewater Main	600-mm Sanitary Sewer - Innis Lake Road	Construction of a 600-mm sanitary sewer on Innis Lake Road from Mayfield Road to 1190 metres northerly.	2030	5,298,800	459,800		4,839,000	-	-	4,839,000	3,532,470	1,306,530
87	32163	252199	Forcemain	Inspiration Lakeview Force Main	Construction of a 300-mm force main on the Lakefront Promenade from the future Inspiration Lakeview Sewage Pumping Station to Lakeshore Road East. Design in 2032.	2030	873,300	-		873,300	-	-	873,300	637,509	235,791
88	32455	252199	Wastewater Main	450-mm Sanitary Sewer - Future Street (Inspiration Lakeview)	Construction of a 450-mm sanitary sewer on the future Street A from the future Street H to the future Street F. Design in 2028.	2030	436,600	-		436,600	-	-	436,600	318,718	117,882
89	32457	252199	Wastewater Main	600-mm Sanitary Sewer - Future Street (Inspiration Lakeview)	Construction of a 600-mm sanitary sewer on the future Street A from the future Street F to the future Inspiration Lakeview Sewage Pumping Station. Design in 2028.	2030	319,300	-		319,300	-	-	319,300	233,089	86,211
90	51913	212270	Design	Humber Station Road Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on Humber Station Road from Mayfield Road to 1600 metres northerly. Design in 2021.	2021	837,300	-		837,300	-	-	837,300	611,229	226,071
91	51914	212270	Wastewater Main	Humber Station Road Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on Humber Station Road from Mayfield Road to 1600 metres northerly. Design in 2021.	2023	3,919,500	-		3,919,500	-	-	3,919,500	2,861,235	1,058,265

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
92	51915	232271	Design	Humber Station Road Sanitary Trunk Sewer (Phase 2)	Construction of a 750-mm sanitary trunk sewer on Humber Station Road from Healey Road to 1500 metres southerly. Design in 2023.	2023	790,700	-		790,700	-	-	790,700	577,211	213,489
93	51916	232271	Wastewater Main	Humber Station Road Sanitary Trunk Sewer (Phase 2)	Construction of a 750-mm sanitary trunk sewer on Humber Station Road from Healey Road to 1500 metres southerly. Design in 2023.	2025	3,702,200	-		3,702,200	-	-	3,702,200	2,702,606	999,594
94	34020	252198	Wastewater Main	600-mm Sanitary Sewer - Future Street (Tullamore Industrial)	Construction of a 600-mm sanitary sewer on a future street west of Airport Road from Mayfield Road to approximate 1700 metres northwesterly.	2035	7,568,700	655,000		6,913,700	-	-	6,913,700	5,047,001	1,866,699
95	51623	252199	Design	450-mm Sanitary Sewer - Chinguacousy Road (Mayfield West Phase 3)	Construction of a 450-mm sanitary sewer on Chinguacousy Road from 820 metres north of the future east-west spine road to approximately 590 metres northerly. Design in 2033.	2033	478,100	-		478,100	-	-	478,100	349,013	129,087
96	51624	252199	Wastewater Main	450-mm Sanitary Sewer - Chinguacousy Road (Mayfield West Phase 3)	Construction of a 450-mm sanitary sewer on Chinguacousy Road from 820 metres north of the future east-west spine road to approximately 590 metres northerly. Design in 2033.	2035	2,238,300	-		2,238,300	-	-	2,238,300	1,633,959	604,341
97	51626	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Mayfield West Phase 3)	Construction of a 375-mm sanitary sewer on a future street from Chinguacousy Road to 300 metres easterly, south old Old School Road. Design in 2036.	2035	287,700	-		287,700	-	-	287,700	210,021	77,679
98	51628	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Mayfield West Phase 3)	Construction of a 375-mm sanitary sewer on a future street from a future street to 450 metres northerly, south old Old School Road.	2035	431,500	-		431,500	-	-	431,500	314,995	116,505
99	51630	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Mayfield West Phase 3)	Construction of a 375-mm sanitary sewer on a future street from a future street to 1000 metres easterly, south old Old School Road.	2035	959,000	-		959,000	-	-	959,000	700,070	258,930
100	51631	242180	Design	525-mm Sanitary Sewer - McLaughlin Road (Mayfield West Phase 3)	Construction of a 525-mm sanitary sewer on McLaughlin Road from the future McLaughlin Road Sewage Pumping Station to 800 metres northerly. Design in 2024.	2024	212,200	-		212,200	-	-	212,200	154,906	57,294

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
101	51632	242180	Wastewater Main	525-mm Sanitary Sewer - McLaughlin Road (Mayfield West Phase 3)	Construction of a 525-mm sanitary sewer on McLaughlin Road from the future McLaughlin Road Sewage Pumping Station to 800 metres northerly. Design in 2024.	2026	993,700	-		993,700	-	-	993,700	725,401	268,299
102	51634	252198	Wastewater Main	525-mm Sanitary Sewer - Future Street (Mayfield West Phase 3)	Construction of a 525-mm sanitary sewer on a future street from McLaughlin Road to 950 metres easterly.	2035	1,072,200	-		1,072,200	-	-	1,072,200	782,706	289,494
103	51635	252199	Design	525-mm Sanitary Sewer - Dixie Road (Mayfield West Phase 4)	Construction of a 525-mm sanitary sewer on Dixie Road from 500 metres north of Mayfield Road to 840 metres northerly. Design in 2028.	2028	222,700	-		222,700	-	-	222,700	162,571	60,129
104	51636	252199	Wastewater Main	525-mm Sanitary Sewer - Dixie Road (Mayfield West Phase 4)	Construction of a 525-mm sanitary sewer on Dixie Road from 500 metres north of Mayfield Road to 840 metres northerly. Design in 2028.	2030	1,042,600	-		1,042,600	-	-	1,042,600	761,098	281,502
105	51638	252198	Wastewater Main	525-mm Sanitary Sewer - Future Street (Mayfield West Phase 4)	Construction of a 525-mm sanitary sewer on a future street from Dixie Road to Heart Lake Road.	2029	3,298,300	-		3,298,300	-	-	3,298,300	2,407,759	890,541
106	51639	252199	Design	450-mm Sanitary Sewer - Heart Lake Road (Mayfield West Phase 4)	Construction of a 450-mm sanitary sewer on Heart Lake Road from 1200 metres north of Mayfield Road to 1240 metres northerly. Design in 2027.	2029	368,800	-		368,800	-	-	368,800	269,224	99,576
107	51640	252199	Wastewater Main	450-mm Sanitary Sewer - Heart Lake Road (Mayfield West Phase 4)	Construction of a 450-mm sanitary sewer on Heart Lake Road from 1200 metres north of Mayfield Road to 1240 metres northerly. Design in 2027.	2031	1,726,200	-		1,726,200	-	-	1,726,200	1,260,126	466,074
108	51642	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Tullamore Industrial)	Construction of a 450-mm sanitary sewer on a future street from Innis Lake Road to 920 metres westerly, north of Mayfield Road.	2035	962,000	-		962,000	-	-	962,000	702,260	259,740
109	51644	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Tullamore Industrial)	Construction of a 450-mm sanitary sewer on a future street from a future street to 570 metres northerly, east of Airport Road and north of Mayfield Road.	2035	596,800	-		596,800	-	-	596,800	435,664	161,136
110	51646	242192	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 450-mm sanitary sewer on a future street from Humber Station Road to 960 metres northeasterly.	2024	1,003,900	-		1,003,900	-	-	1,003,900	732,847	271,053

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
111	51648	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 450-mm sanitary sewer on a future street from Humber Station Road to 750 metres northwesterly.	2031	1,057,900	-		1,057,900	-	-	1,057,900	772,267	285,633
112	51650	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 450-mm sanitary sewer on a future street from Humber Station Road to 710 metres northeasterly, south of Healey Road.	2025	742,700	-		742,700	-	-	742,700	542,171	200,529
113	51652	252198	Wastewater Main	600-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 600-mm sanitary sewer on a future street from Humber Station Road to 690 metres easterly, north of Healey Road.	2025	998,800	220,000		778,800	-	-	778,800	568,524	210,276
114	51654	252198	Wastewater Main	600-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 600-mm sanitary sewer on a future street from Coleraine Drive to 680 metres westerly, north of Healey Road.	2025	1,300,700	257,900		1,042,800	-	-	1,042,800	761,244	281,556
115	51656	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 375-mm sanitary sewer on a future street from a future street east of Humber Station Road to 780 metres northerly.	2027	747,800	-		747,800	-	-	747,800	545,894	201,906
116	51657	252199	Design	450-mm Sanitary Sewer - Humber Station Road	Construction of a 400-mm sanitary sewer on Humber Station Road from Healey Road to 630 metres northerly. Design in 2028.	2028	154,900	-		154,900	-	-	154,900	113,077	41,823
117	51658	252199	Wastewater Main	450-mm Sanitary Sewer - Humber Station Road	Construction of a 400-mm sanitary sewer on Humber Station Road from Healey Road to 630 metres northerly. Design in 2028.	2030	725,300	-		725,300	-	-	725,300	529,469	195,831
118	51659	252199	Design	600-mm Sanitary Sewer - Humber Station Road	Construction of a 600-mm sanitary sewer on Humber Station Road from 890 metres north of Healey Road to 790 metres northerly. Design in 2025.	2025	268,900	74,800		194,100	-	-	194,100	141,693	52,407
119	51660	252199	Wastewater Main	600-mm Sanitary Sewer - Humber Station Road	Construction of a 600-mm sanitary sewer on Humber Station Road from 890 metres north of Healey Road to 790 metres northerly. Design in 2025.	2027	1,258,900	350,200		908,700	-	-	908,700	663,351	245,349
120	51662	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 450-mm sanitary sewer on a future street from Humber Station Road to 670 metres westerly.	2035	700,900	-		700,900	-	-	700,900	511,657	189,243

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
121	51664	252198	Wastewater Main	375-mm Sanitary Sewer - Future Street (Bolton West)	Construction of a 375-mm sanitary sewer on a future street from a future street 890 metres north of Healey Road to 800 metres northerly.	2035	767,200	-		767,200	-	-	767,200	560,056	207,144
122	51666	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Mayfield West Phase 4)	Construction of a 450-mm sanitary sewer on a future street from Mayfield Road to 2160 metres northwesterly, crossing Bramalea Road.	2030	2,885,100	-		2,885,100	-	-	2,885,100	2,106,123	778,977
123	51963	202101	Wastewater Main	525-mm Sanitary Sewer - Front Street South (West Village)	Construction of a 525-mm sanitary sewer from Lakeshore Road West to Port Street.	2020	984,645	-		984,645	-	-	984,645	718,791	265,854
124	51965	202102	Wastewater Main	525-mm Sanitary Sewer - Port Street (West Village)	Construction of a 525-mm sanitary sewer from Front Street South to 310 metres westerly.	2020	457,078	-		457,078	-	-	457,078	333,667	123,411
125	51966	212103	Wastewater Main	375-mm/450-mm Sanitary Sewer - Future Street (West Village)	Construction of a 375-mm/450-mm sanitary sewer from the west end of Port Street to 385 metres westerly.	2021	348,322	-		348,322	-	-	348,322	254,275	94,047
126	51967	212103	Wastewater Main	375-mm/450-mm Sanitary Sewer - Future Street (West Village)	Construction of a 375-mm/450-mm sanitary sewer from the west end of Port Street to 385 metres westerly.	2021	90,882	-		90,882	-	-	90,882	66,344	24,538
127	52813	202118	Design	450-mm Sanitary Sewer - Rathburn Road West	Construction of a 450-mm sanitary sewer on Rathburn Road West from Duke of York Boulevard to Station Gate Road.	2020	77,951	-		77,951	-	-	77,951	56,904	21,047
128	52814	202118	Wastewater Main	450-mm Sanitary Sewer - Rathburn Road West	Construction of a 450-mm sanitary sewer on Rathburn Road West from Duke of York Boulevard to Station Gate Road.	2020	344,785	-		344,785	-	-	344,785	251,693	93,092
129	51031	202119	Wastewater Main	525/600-mm Sanitary Sewer - Rathburn Road West	Construction of a 375/450/525/600-mm sanitary sewer on Rathburn Road West from City Centre Drive to Duke of York Boulevard. In conjunction with the Hurontario LRT.	2020	2,460,127	-		2,460,127	-	-	2,460,127	1,795,893	664,234
130	51061	192158	Wastewater Main	450-mm Sanitary Sewer - Easement at Herdmans Road (Steeles and Hurontario)	Construction of a 450-mm sanitary sewer from New London Court to the Fletcher's Creek Sanitary Trunk Sewer.	2020	230,600	-		230,600	-	-	230,600	168,338	62,262
131	52674	252199	Design	600-mm Sanitary Sewer - Goreway Drive	Construction of a 600-mm sanitary sewer on Goreway Drive from Mayfield Road to Countryside Drive. Design in 2028.	2028	1,697,300	118,800		1,578,500	-	-	1,578,500	1,152,305	426,195

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
132	52675	252199	Wastewater Main	600-mm Sanitary Sewer - Goreway Drive	Construction of a 600-mm sanitary sewer on Goreway Drive from Mayfield Road to Countryside Drive. Design in 2028.	2030	7,948,200	556,400		7,391,800	-	-	7,391,800	5,396,014	1,995,786
133	52681	252198	Wastewater Main	450-mm Sanitary Sewer - Future Street (Tullamore Industrial)	Construction of a 450-mm sanitary sewer on a future street east of Innis Lake Road from Mayfield Road to 1100 metres northerly.	2035	4,330,700	-		4,330,700	-	-	4,330,700	3,161,411	1,169,289
134	52678	252199	Design	525-mm Sanitary Sewer - Mayfield Road	Construction of a 525-mm sanitary sewer on Mayfield Road from McVean Drive to a future street east of Innis Lake Road. Design in 2028.	2028	781,300	-		781,300	-	-	781,300	570,349	210,951
135	52679	252199	Wastewater Main	525-mm Sanitary Sewer - Mayfield Road	Construction of a 525-mm sanitary sewer on Mayfield Road from McVean Drive to a future street east of Innis Lake Road. Design in 2028.	2030	3,658,400	-		3,658,400	-	-	3,658,400	2,670,632	987,768
136	52676	252199	Design	600-mm Sanitary Sewer - McVean Drive	Construction of a 600-mm sanitary sewer on McVean Drive from Mayfield Road to Countryside Drive. Design in 2028.	2028	1,307,700	-		1,307,700	-	-	1,307,700	954,621	353,079
137	52677	252199	Wastewater Main	600-mm Sanitary Sewer - McVean Drive	Construction of a 600-mm sanitary sewer on McVean Drive from Mayfield Road to Countryside Drive. Design in 2028.	2030	6,122,100	-		6,122,100	-	-	6,122,100	4,469,133	1,652,967
138	52843	212120	Wastewater Main	525-mm Sanitary Sewer - Aviation Road and Lakeshore Road East	Construction of a 525-mm sanitary sewer on Aviation Road and Lakeshore Road East for the Beach Street Sewage Pumping Station to the Beechwood Sewage Pumping Station.	2021	35,000,000	-		35,000,000	7,000,000	-	28,000,000	20,440,000	7,560,000
139	53625	202122	Wastewater Main	375-mm Sanitary Sewer - Future Thornwood Drive and Future Armdale Road	Construction of a 375-mm sanitary sewer on the future extension of Thornwood Drive and Armdale Road.	2020	230,600	-		230,600	-	-	230,600	168,338	62,262
140	35140	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2020	750,000	-		750,000	-	-	750,000	547,500	202,500
141	33696	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2021	750,000	-		750,000	-	-	750,000	547,500	202,500
142	33697	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2022	750,000	-		750,000	-	-	750,000	547,500	202,500

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
143	34981	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2023	750,000	-		750,000	-	-	750,000	547,500	202,500
144	34982	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2024	750,000	-		750,000	-	-	750,000	547,500	202,500
145	34983	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2025	750,000	-		750,000	-	-	750,000	547,500	202,500
146	34984	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2026	750,000	-		750,000	-	-	750,000	547,500	202,500
147	34986	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	0	750,000	-		750,000	-	-	750,000	547,500	202,500
148	34985	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2028	750,000	-		750,000	-	-	750,000	547,500	202,500
149	34987	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2029	750,000	-		750,000	-	-	750,000	547,500	202,500
150	34988	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2030	750,000	-		750,000	-	-	750,000	547,500	202,500
151	34989	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2031	750,000	-		750,000	-	-	750,000	547,500	202,500
152	32157	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2032	750,000	-		750,000	-	-	750,000	547,500	202,500
153	32158	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2033	750,000	-		750,000	-	-	750,000	547,500	202,500
154	34860	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2034	750,000	-		750,000	-	-	750,000	547,500	202,500
155	32159	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2035	750,000	-		750,000	-	-	750,000	547,500	202,500
156	32909	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2036	750,000	-		750,000	-	-	750,000	547,500	202,500
157	34867	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2037	750,000	-		750,000	-	-	750,000	547,500	202,500

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			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
158	34999	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2038	750,000	-		750,000	-	-	750,000	547,500	202,500
159	35002	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2039	750,000	-		750,000	-	-	750,000	547,500	202,500
160	35003	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2040	750,000	-		750,000	-	-	750,000	547,500	202,500
161	35004	202530	Study	Development-Related Wastewater Infrastructure Planning	Funding for wastewater infrastructure planning and studies related to new development.	2041	750,000	-		750,000	-	-	750,000	547,500	202,500
162	33872	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2022	750,000	-		750,000	-	-	750,000	547,500	202,500
163	23726	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2027	750,000	-		750,000	-	-	750,000	547,500	202,500
164	23728	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2032	750,000	-		750,000	-	-	750,000	547,500	202,500
165	38538	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2037	750,000	-		750,000	-	-	750,000	547,500	202,500
166	52352	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2020	150,000	-		150,000	-	-	150,000	109,500	40,500
167	52353	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2021	150,000	-		150,000	-	-	150,000	109,500	40,500
168	52354	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2022	150,000	-		150,000	-	-	150,000	109,500	40,500
169	52355	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2023	150,000	-		150,000	-	-	150,000	109,500	40,500
170	52356	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2024	150,000	-		150,000	-	-	150,000	109,500	40,500
171	52357	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2025	150,000	-		150,000	-	-	150,000	109,500	40,500

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
172	52358	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2026	150,000	-		150,000	-	-	150,000	109,500	40,500
173	52359	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2027	150,000	-		150,000	-	-	150,000	109,500	40,500
174	52360	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2028	150,000	-		150,000	-	-	150,000	109,500	40,500
175	52361	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2029	150,000	-		150,000	-	-	150,000	109,500	40,500
176	52362	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2030	150,000	-		150,000	-	-	150,000	109,500	40,500
177	52363	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2031	150,000	-		150,000	-	-	150,000	109,500	40,500
178	52364	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2032	150,000	-		150,000	-	-	150,000	109,500	40,500
179	52365	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2033	150,000	-		150,000	-	-	150,000	109,500	40,500
180	52366	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2034	150,000	-		150,000	-	-	150,000	109,500	40,500
181	52367	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2035	150,000	-		150,000	-	-	150,000	109,500	40,500
182	52368	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2036	150,000	-		150,000	-	-	150,000	109,500	40,500
183	52369	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2037	150,000	-		150,000	-	-	150,000	109,500	40,500
184	52370	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2038	150,000	-		150,000	-	-	150,000	109,500	40,500
185	52371	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2039	150,000	-		150,000	-	-	150,000	109,500	40,500
186	52372	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2040	150,000	-		150,000	-	-	150,000	109,500	40,500

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Region of Peel
Service: Regional Wastewater

No.	Comp. #	Proj. #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
			Component Description	Proj. Name	Project Description						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
187	52373	202100	General	Flow Monitoring Program for New Subdivisions	Program to install flow monitors at the sanitary sewer outlets of new subdivisions.	2041	150,000	-		150,000	-	-	150,000	109,500	40,500
			Provisional Reduction for WAH and NFPOW Adjustment					15,830,000		(15,830,000)	-	-	(15,830,000)	(11,555,900)	(4,274,100)
			Existing Debt Principal			2020-2040	7,273,580	-		7,273,580	-	-	7,273,580	5,309,714	1,963,867
			Existing Debt Interest (Discounted)			2020-2040	2,192,392	-		2,192,392	-	-	2,192,392	1,600,446	591,946
			Reserve Fund Adjustment			Reserve	72,799,391	-		72,799,391	-	-	72,799,391	53,143,556	19,655,836
							420,027,954	22,287,200	-	397,740,754	51,000,000	-	346,740,754	253,120,750	93,620,003



5.4.1.2.6 Summary of Capital Costs Included in D.C. Calculation – South Peel Wastewater

The Region has identified the need for \$3,073.95 million in additional wastewater projects. Deductions of \$482.95 million to account for the post period benefit and \$250.47 million to account for the benefit to existing development have been made. A further \$20.60 million has been deducted to account for developer contributions. \$564.27 million has been included in the calculations to account for existing growth-related debt and interest (discounted). The Region anticipates issuing \$655 million in new debt for the growth-related capital projects. As a result, \$360.18 million of discounted interest has been included in the calculations, with \$20.34 million of this amount deducted to account for the post period benefit. Similar to Regional Wastewater, a post-period deduction of \$131.02 million to account for the W.A.H. and N.F.P.O.W. employment included in the capital forecast but not in the D.C. growth forecast has also been made. Finally, an adjustment of \$234.21 million has been made to account for the existing reserve fund deficit. The net amount included in the D.C. calculation is \$3,327.23 million. Table 5-23 provides a summary of these capital costs related to wastewater.

These costs are attributed 73% to residential and 27% non-residential development which is the incremental population to employment growth (multiplied by their respective design criteria) in wastewater service areas over the forecast period.

Table 5-23
Region of Peel
Summary of South Peel Wastewater Capital Costs

South Peel Wastewater Capital Costs	Gross Capital Cost Estimate	Post Period Benefit	Net Capital Costs	Benefit to Existing	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non-Residential Share
Projects	3,073,949,700	482,952,000	2,590,997,700	250,472,400	20,599,500	2,319,925,800	1,693,545,834	626,379,966
Existing Debt Principal and Interest (Discounted)	564,272,085	-	564,272,085	-	-	564,272,085	411,918,622	152,353,463
New Debt Interest (Discounted)	360,175,431	20,340,800	339,834,631	-	-	339,834,631	248,079,281	91,755,350
Provisional Reduction for WAH and NFPWO Adjustment	-	131,017,000	(131,017,000)	-	-	(131,017,000)	(95,642,410)	(35,374,590)
Reserves	234,214,674	-	234,214,674	-	-	234,214,674	170,976,712	63,237,962
Total	4,232,611,890	634,309,800	3,598,302,090	250,472,400	20,599,500	3,327,230,190	2,428,878,039	898,352,151

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Prj.No	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
			Component Description	Proj. Name	Project Description										
1	52734	172280	Wastewater Main	Albion-Vaughan Road Sanitary Trunk Sewer (Phase 2)	Construction of a 900-mm sanitary trunk sewer on Albion Vaughan Road and Nunneville Road from Royaltan Drive to the end of Nunneville Road.	2020	10,000,000	1,000,000		9,000,000	-	-	9,000,000	6,570,000	2,430,000
2	16355	182271	Wastewater Main	McVean Force Main Twinning	Construction of a 900-mm force main on Queen Street East from the McVean Sewage Pumping Station to Goreway Drive.	2020	4,978,000	-		4,978,000	-	-	4,978,000	3,633,940	1,344,060
3	35447	252299	Design	Northwest Brampton Sanitary Trunk Sewer (Phase 3)	Construction of a 675-mm sanitary trunk sewer on Wanless Drive from Heritage Road to 820 metres westerly. Design in 2032.	2032	1,038,800	190,600		848,200	-	-	848,200	619,186	229,014
4	21030	252299	Wastewater Main	Northwest Brampton Sanitary Trunk Sewer (Phase 3)	Construction of a 675-mm sanitary trunk sewer on Wanless Drive from Heritage Road to 820 metres westerly. Design in 2032.	2034	4,864,200	892,400		3,971,800	-	-	3,971,800	2,899,414	1,072,386
5	35451	252299	Design	Northwest Brampton Sanitary Trunk Sewer (Phase 2)	Construction of a 750-mm sanitary trunk sewer on Heritage Road from the future Sandalwood Parkway extension to Wanless Drive. Design in 2031.	2031	1,549,900	72,100		1,477,800	-	-	1,477,800	1,078,794	399,006
6	21041	252299	Wastewater Main	Northwest Brampton Sanitary Trunk Sewer (Phase 2)	Construction of a 750-mm sanitary trunk sewer on Heritage Road from the future Sandalwood Parkway extension to Wanless Drive. Design in 2031.	2033	7,257,600	337,800		6,919,800	-	-	6,919,800	5,051,454	1,868,346
7	36857	252299	Design	Northwest Brampton Sanitary Trunk Sewer (Phase 1)	Construction of a 825-mm sanitary trunk sewer on the future extension of Sandalwood Parkway from Heritage Road to Mississauga Road. Design in 2029.	2029	2,415,600	259,300		2,156,300	-	-	2,156,300	1,574,099	582,201
8	21042	252299	Wastewater Main	Northwest Brampton Sanitary Trunk Sewer (Phase 1)	Construction of a 825-mm sanitary trunk sewer on the future extension of Sandalwood Parkway from Heritage Road to Mississauga Road. Design in 2029.	2031	11,483,300	1,232,700		10,250,600	-	-	10,250,600	7,482,938	2,767,662
9	35452	242222	Design	Heritage Heights Sanitary Trunk Sewer (Phase 2)	Construction of a 675-mm sanitary trunk sewer on Heritage Road from Bovaird Drive to 630 metres northerly. Design in 2024.	2024	789,300	-		789,300	-	-	789,300	576,189	213,111
10	21044	242222	Wastewater Main	Heritage Heights Sanitary Trunk Sewer (Phase 2)	Construction of a 675-mm sanitary trunk sewer on Heritage Road from Bovaird Drive to 630 metres northerly. Design in 2024.	2026	3,752,300	-		3,752,300	-	-	3,752,300	2,739,179	1,013,121
11	35411	252299	Design	Credit Valley Sanitary Trunk Sewer (Phase 4)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Mayfield Road to 680 metres southerly. Design in 2030.	2030	942,300	336,400		605,900	-	-	605,900	442,307	163,593
12	21055	252299	Wastewater Main	Credit Valley Sanitary Trunk Sewer (Phase 4)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Mayfield Road to 680 metres southerly. Design in 2030.	2032	4,412,300	1,575,400		2,836,900	-	-	2,836,900	2,070,937	765,963
13	35412	252299	Design	Credit Valley Sanitary Trunk Sewer (Phase 4)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Wanless Drive to 570 metres northerly. Design in 2030.	2030	789,800	262,600		527,200	-	-	527,200	384,856	142,344
14	21056	252299	Wastewater Main	Credit Valley Sanitary Trunk Sewer (Phase 4)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Wanless Drive to 570 metres northerly. Design in 2030.	2032	3,698,200	1,229,400		2,468,800	-	-	2,468,800	1,802,224	666,576

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												Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
			Component Description	Proj. Name	Project Description									73%	27%
15	35772	252299	Design	Credit Valley Sanitary Trunk Sewer (Phase 3)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Wanless Drive to Sandalwood Parkway. Design in 2028.	2028	498,900	82,700		416,200	-	-	416,200	303,826	112,374
16	21057	252299	Wastewater Main	Credit Valley Sanitary Trunk Sewer (Phase 3)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Wanless Drive to Sandalwood Parkway. Design in 2028.	2030	2,335,200	387,300		1,947,900	-	-	1,947,900	1,421,967	525,933
17	35773	252299	Design	Credit Valley Sanitary Trunk Sewer (Phase 3)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Wanless Drive to Sandalwood Parkway. Design in 2026.	2026	1,274,900	157,300		1,117,600	-	-	1,117,600	815,848	301,752
18	21058	252299	Wastewater Main	Credit Valley Sanitary Trunk Sewer (Phase 3)	Construction of a 900-mm sanitary trunk sewer on Mississauga Road from Wanless Drive to Sandalwood Parkway. Design in 2026.	2028	5,970,100	736,700		5,233,400	-	-	5,233,400	3,820,382	1,413,018
19	35453	242222	Design	Heritage Heights Sanitary Trunk Sewer (Phase 2)	Construction of a 675-mm sanitary trunk sewer on Heritage Road from Bovaird Drive to 880 metres southerly. Design in 2024.	2024	1,201,400	-		1,201,400	-	-	1,201,400	877,022	324,378
20	21060	242222	Wastewater Main	Heritage Heights Sanitary Trunk Sewer (Phase 2)	Construction of a 675-mm sanitary trunk sewer on Heritage Road from Bovaird Drive to 880 metres southerly. Design in 2024.	2026	5,711,000	-		5,711,000	-	-	5,711,000	4,169,030	1,541,970
21	35312	232221	Design	Heritage Heights Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on the future extension of Williams Parkway from Mississauga Road to Heritage Road. Design in 2023.	2023	1,037,700	-		1,037,700	-	-	1,037,700	757,521	280,179
22	21061	232221	Wastewater Main	Heritage Heights Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on the future extension of Williams Parkway from Mississauga Road to Heritage Road. Design in 2023.	2025	4,858,100	-		4,858,100	-	-	4,858,100	3,546,413	1,311,687
23	50542	232221	Design	Heritage Heights Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on the future extension of Williams Parkway from Mississauga Road to Heritage Road. Design in 2023.	2023	331,300	-		331,300	-	-	331,300	241,849	89,451
24	21062	232221	Wastewater Main	Heritage Heights Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on the future extension of Williams Parkway from Mississauga Road to Heritage Road. Design in 2023.	2025	1,550,700	-		1,550,700	-	-	1,550,700	1,132,011	418,689
25	50543	232221	Design	Heritage Heights Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on the future extension of Williams Parkway from Mississauga Road to Heritage Road. Design in 2023.	2023	736,900	-		736,900	-	-	736,900	537,937	198,963
26	21063	232221	Wastewater Main	Heritage Heights Sanitary Trunk Sewer (Phase 1)	Construction of a 750-mm sanitary trunk sewer on the future extension of Williams Parkway from Mississauga Road to Heritage Road. Design in 2023.	2025	3,450,300	-		3,450,300	-	-	3,450,300	2,518,719	931,581
27	35459	252299	Design	750-mm Sanitary Sewer - The Gore Road	Construction of a 750-mm sanitary sewer on The Gore Road from Mayfield Road to approximately 860 metres southerly. Design in 2032.	2032	950,000	202,900		747,100	-	-	747,100	545,383	201,717
28	24608	252299	Wastewater Main	750-mm Sanitary Sewer - The Gore Road	Construction of a 750-mm sanitary sewer on The Gore Road from Mayfield Road to approximately 860 metres southerly. Design in 2032.	2034	4,448,000	950,100		3,497,900	-	-	3,497,900	2,553,467	944,433

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
29	38790	252599	Study	Lower West Sanitary Trunk Sewer Twinning - Class EA	Construction of a 2400-mm sanitary trunk sewer on Southdown Road and through easements from Lakeshore Road West to the Clarkson WWTP. Design in 2028.	2026	2,000,000	-		2,000,000	-	-	2,000,000	1,460,000	540,000
30	35326	252299	Design	Lower West Sanitary Trunk Sewer Twinning	Construction of a 2400-mm sanitary trunk sewer on Southdown Road and through easements from Lakeshore Road West to the Clarkson WWTP. Design in 2028.	2028	9,690,400	1,938,100		7,752,300	-	-	7,752,300	5,659,179	2,093,121
31	15615	252299	Wastewater Main	Lower West Sanitary Trunk Sewer Twinning	Construction of a 2400-mm sanitary trunk sewer on Southdown Road and through easements from Lakeshore Road West to the Clarkson WWTP. Design in 2028.	2030	71,077,700	14,215,500		56,862,200	-	-	56,862,200	41,509,406	15,352,794
32	50541	182976	Property	McVean Sewage Pumping Station Expansion	Expansion of the McVean Sewage Pumping Station from 1400 L/s to 2100 L/s.	2021	9,000,000	-		9,000,000	-	-	9,000,000	6,570,000	2,430,000
33	37396	182976	Pumping Station	McVean Sewage Pumping Station Expansion	Expansion of the McVean Sewage Pumping Station from 1400 L/s to 2100 L/s.	2021	9,000,000	-		9,000,000	-	-	9,000,000	6,570,000	2,430,000
34	15816	162291	Wastewater Main	East-to-West Diversion Sanitary Trunk Sewer	Construction of a 2400-mm sanitary trunk sewer on Derry Road from the East Trunk sewer at Spring Creek to West Trunk Sewer at Highway 401 and Creditview Road.	2020	195,000,000	19,500,000		175,500,000	-	-	175,500,000	128,115,000	47,385,000
35	15817	162291	Wastewater Main	East-to-West Diversion Sanitary Trunk Sewer	Construction of a 2400-mm sanitary trunk sewer on Derry Road from the East Trunk sewer at Spring Creek to West Trunk Sewer at Highway 401 and Creditview Road.	2021	140,000,000	14,000,000		126,000,000	-	-	126,000,000	91,980,000	34,020,000
36	33588	222255	Design	Queensway East Sanitary Trunk Sewer	Construction of a 1800-mm sanitary trunk sewer on The Queensway from Hurontario Street to the East Sanitary Trunk Sewer. Design in 2022.	2022	19,347,200	1,741,200		17,606,000	1,934,700	-	15,671,300	11,440,049	4,231,251
37	33590	222255	Wastewater Main	Queensway East Sanitary Trunk Sewer	Construction of a 1800-mm sanitary trunk sewer on The Queensway from Hurontario Street to the East Sanitary Trunk Sewer. Design in 2022.	2024	141,906,600	12,771,600		129,135,000	14,190,700	-	114,944,300	83,909,339	31,034,961
38	52735	182252	Wastewater Main	Cawthra Road Sanitary Trunk Sewer (Phases 2 and 3)	Construction of a 1500-mm sanitary trunk sewer on Cawthra Road from Burnhamthorpe Road East to south of Dundas Street East to connect to the existing CPR Trunk. Additional funds.	2020	2,000,000	-		2,000,000	1,000,000	-	1,000,000	730,000	270,000
39	33591	212254	Design	Cawthra Road Sanitary Trunk Sewer (Phase 4)	Construction of a 1500-mm sanitary trunk sewer on Burnhamthorpe Road East from Central Parkway East to Cawthra Road. Design in 2021.	2021	4,077,400	367,000		3,710,400	407,700	-	3,302,700	2,410,971	891,729
40	33593	212254	Wastewater Main	Cawthra Road Sanitary Trunk Sewer (Phase 4)	Construction of a 1500-mm sanitary trunk sewer on Burnhamthorpe Road East from Central Parkway East to Cawthra Road. Design in 2021.	2023	24,663,900	2,219,800		22,444,100	2,466,400	-	19,977,700	14,583,721	5,393,979
41	34861	222256	Design	Cawthra Road Sanitary Trunk Sewer (Phase 5)	Construction of a 1500-mm sanitary trunk sewer on Cawthra Road from the CPR to The Queensway. Design in 2022.	2022	3,912,500	352,100		3,560,400	391,300	-	3,169,100	2,313,443	855,657
42	34863	222256	Wastewater Main	Cawthra Road Sanitary Trunk Sewer (Phase 5)	Construction of a 1500-mm sanitary trunk sewer on Cawthra Road from the CPR to The Queensway. Design in 2022.	2024	23,666,500	2,130,000		21,536,500	2,366,700	-	19,169,800	13,993,954	5,175,846

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												Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
43	52737	192215	Design	Lakeshore Road West Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Lakeshore Road West from Front Street to the Richard's Memorial Sewage Pumping Station. Design in 2019.	2020	2,500,000	200,000		2,300,000	500,000	-	1,800,000	1,314,000	486,000
44	50093	192215	Wastewater Main	Lakeshore Road West Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Lakeshore Road West from Front Street to the Richard's Memorial Sewage Pumping Station. Design in 2019.	2022	31,000,000	2,480,000		28,520,000	6,200,000	-	22,320,000	16,293,600	6,026,400
45	50094	192215	Wastewater Main	Lakeshore Road West Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Lakeshore Road West from Front Street to the Richard's Memorial Sewage Pumping Station. Design in 2019.	2022	31,000,000	2,480,000		28,520,000	6,200,000	-	22,320,000	16,293,600	6,026,400
46	34918	242593	Study	Fletcher's Creek Sanitary Trunk Sewer Twinning - Class EA	Construction of a 1050-mm sanitary trunk sewer on McLaughlin Road from Queen Street West to Steeles Avenue West. Design in 2026.	2024	1,500,000	-		1,500,000	-	-	1,500,000	1,095,000	405,000
47	34919	252299	Design	Fletcher's Creek Sanitary Trunk Sewer Twinning	Construction of a 1050-mm sanitary trunk sewer on McLaughlin Road from Queen Street West to Steeles Avenue West. Design in 2026.	2026	10,338,000	2,067,600		8,270,400	-	-	8,270,400	6,037,392	2,233,008
48	34921	252299	Wastewater Main	Fletcher's Creek Sanitary Trunk Sewer Twinning	Construction of a 1050-mm sanitary trunk sewer on McLaughlin Road from Queen Street West to Steeles Avenue West. Design in 2026.	2028	75,826,500	15,165,300		60,661,200	-	-	60,661,200	44,282,676	16,378,524
49	27417	252999	Design	Inspiration Lakeview Sewage Pump Station	Construction of a new sewage pumping station within the future Inspiration Lakeview development. Design in 2028.	2028	712,200	-		712,200	-	-	712,200	519,906	192,294
50	27418	252999	Pumping Station	Inspiration Lakeview Sewage Pump Station	Construction of a new sewage pumping station within the future Inspiration Lakeview development. Design in 2028.	2030	3,386,000	-		3,386,000	-	-	3,386,000	2,471,780	914,220
51	35073	222262	Design	Kennedy Road Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Kennedy Road from the Etobicoke Creek Sanitary Trunk Sewer to the future East-West Sanitary Trunk Sewer Diversion. Design in 2022.	2022	3,907,400	1,953,700		1,953,700	-	-	1,953,700	1,426,201	527,499
52	35075	222262	Wastewater Main	Kennedy Road Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Kennedy Road from the Etobicoke Creek Sanitary Trunk Sewer to the future East-West Sanitary Trunk Sewer Diversion. Design in 2022.	2024	23,635,900	11,818,000		11,817,900	-	-	11,817,900	8,627,067	3,190,833
53	34978	172926	WWTP	G.E. Booth WWTP - New Plant 1	Major capital improvement at the treatment facility including demolition works, new inlet conduit, new odour control facility, new primary clarifiers and a new by-pass conduit to replace Plant 1 and to support future expansion of the facility.	2020	10,000,000	-		10,000,000	5,000,000	-	5,000,000	3,650,000	1,350,000
54	34979	172926	WWTP	G.E. Booth WWTP - New Plant 1	Major capital improvement at the treatment facility including demolition works, new inlet conduit, new odour control facility, new primary clarifiers and a new by-pass conduit to replace Plant 1 and to support future expansion of the facility.	2022	67,000,000	-		67,000,000	33,500,000	-	33,500,000	24,455,000	9,045,000

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Prj.No	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
			Component Description	Proj. Name	Project Description										
55	52393	172926	WWTP	G.E. Booth WWTP - New Plant 1	Major capital improvement at the treatment facility including demolition works, new inlet conduit, new odour control facility, new primary clarifiers and a new by-pass conduit to replace Plant 1 and to support future expansion of the facility.	2022	14,000,000	-		14,000,000	7,000,000	-	7,000,000	5,110,000	1,890,000
56	51943	192940	WWTP	G.E. Booth WWTP - Capacity Restoration	Recovery of 40 million litres per day of liquid treatment capacity to restore the G.E. Booth Wastewater Treatment Plant capacity to 518 ML/d.	2022	11,500,000	-		11,500,000	-	1,069,500	10,430,500	7,614,265	2,816,235
57	34975	192940	WWTP	G.E. Booth WWTP - Capacity Restoration	Recovery of 40 million litres per day of liquid treatment capacity to restore the G.E. Booth Wastewater Treatment Plant capacity to 518 ML/d.	2022	71,500,000	-		71,500,000	-	6,649,500	64,850,500	47,340,865	17,509,635
58	38619	202561	Study	G.E. Booth WWTP Expansion	Class EA for the expansion of the G.E. Booth WWTP from 518 ML/d to 600 ML/d.	2020	3,000,000	-		3,000,000	-	-	3,000,000	2,190,000	810,000
59	38620	252999	Design	G.E. Booth WWTP Expansion	Expansion of the G.E. Booth WWTP from 518 ML/d to 600 ML/d. Design in 2025.	2025	2,500,000	-		2,500,000	-	-	2,500,000	1,825,000	675,000
60	38621	252999	WWTP	G.E. Booth WWTP Expansion	Expansion of the G.E. Booth WWTP from 518 ML/d to 600 ML/d. Design in 2025.	2027	23,500,000	-		23,500,000	-	-	23,500,000	17,155,000	6,345,000
61	51944	252999	Design	G.E. Booth WWTP Expansion	Expansion of the G.E. Booth WWTP from 518 ML/d to 600 ML/d. Design in 2025.	2025	40,000,000	-		40,000,000	-	-	40,000,000	29,200,000	10,800,000
62	51945	252999	WWTP	G.E. Booth WWTP Expansion	Expansion of the G.E. Booth WWTP from 518 ML/d to 600 ML/d. Design in 2025.	2027	200,000,000	-		200,000,000	-	-	200,000,000	146,000,000	54,000,000
63	52838	252999	Construction	G.E. Booth WWTP Expansion	Expansion of the G.E. Booth WWTP from 518 ML/d to 600 ML/d. Design in 2025.	2028	200,000,000	-		200,000,000	-	-	200,000,000	146,000,000	54,000,000
64	51946	232943	WWTP	G.E. Booth WWTP Expansion	Expansion of the administration/maintenance building at the G.E. Booth WWTP to accommodate the treatment capacity expansion from 518 ML/d to 600 ML/d. Design in 2023.	2033	3,000,000	-		3,000,000	-	-	3,000,000	2,190,000	810,000
65	51947	232943	WWTP	G.E. Booth WWTP Expansion	Expansion of the administration/maintenance building at the G.E. Booth WWTP to accommodate the treatment capacity expansion from 518 ML/d to 600 ML/d. Design in 2023.	2035	15,000,000	-		15,000,000	-	-	15,000,000	10,950,000	4,050,000
66	37933	202560	Study	Clarkson WWTP Expansion	Class EA for the expansion of the Clarkson WWTP from 350 ML/d to 500 ML/d.	2020	2,500,000	-		2,500,000	-	-	2,500,000	1,825,000	675,000
67	35965	222952	Design	Clarkson WWTP Expansion - Headworks	Expansion of headworks at the Clarkson WWTP to accommodate treatment capacity expansion from 350 ML/d to 500 ML/d. Design in 2022.	2022	6,250,000	4,687,500		1,562,500	-	-	1,562,500	1,140,625	421,875
68	35966	222952	WWTP	Clarkson WWTP Expansion - Headworks	Expansion of headworks at the Clarkson WWTP to accommodate treatment capacity expansion from 350 ML/d to 500 ML/d. Design in 2022.	2024	70,000,000	52,500,000		17,500,000	-	-	17,500,000	12,775,000	4,725,000
69	51956	222950	WWTP	Clarkson WWTP Expansion	Expansion of the Clarkson WWTP from 350 ML/d to 500 ML/d. Design in 2022.	2022	7,750,000	3,875,000		3,875,000	-	-	3,875,000	2,828,750	1,046,250
70	51957	222950	WWTP	Clarkson WWTP Expansion	Expansion of the Clarkson WWTP from 350 ML/d to 500 ML/d. Design in 2022.	2024	80,000,000	40,000,000		40,000,000	-	-	40,000,000	29,200,000	10,800,000

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
			Component Description	Proj. Name	Project Description										
71	51958	222950	WWTP	Clarkson WWTP Expansion	Expansion of the Clarkson WWTP from 350 ML/d to 500 ML/d. Design in 2022.	2022	12,100,000	6,050,000		6,050,000	-	-	6,050,000	4,416,500	1,633,500
72	51959	222950	WWTP	Clarkson WWTP Expansion	Expansion of the Clarkson WWTP from 350 ML/d to 500 ML/d. Design in 2022.	2024	100,000,000	50,000,000		50,000,000	-	-	50,000,000	36,500,000	13,500,000
73	51917	252299	Design	McLaughlin Road Force Main	Construction of a 400-mm sewage force main on McLaughlin Road from the future McLaughlin Road Sewage Pumping Station to the south side of the Etobicoke Creek. Design in 2033.	2025	131,700	-		131,700	-	-	131,700	96,141	35,559
74	51918	252299	Wastewater Main	McLaughlin Road Force Main	Construction of a 400-mm sewage force main on McLaughlin Road from the future McLaughlin Road Sewage Pumping Station to the south side of the Etobicoke Creek. Design in 2033.	2027	616,200	-		616,200	-	-	616,200	449,826	166,374
75	TBD	252999	Design	McLaughlin Road Sewage Pumping Station	Construction of a new sewage pumping station in the vicinity of McLaughlin Road and the Etobicoke Creek. Design in 2032.	2025	1,112,800	-		1,112,800	-	-	1,112,800	812,344	300,456
76	TBD	252999	Pumping Station	McLaughlin Road Sewage Pumping Station	Construction of a new sewage pumping station in the vicinity of McLaughlin Road and the Etobicoke Creek. Design in 2032.	2027	5,290,700	-		5,290,700	-	-	5,290,700	3,862,211	1,428,489
77	51919	202240	Design	Centre View Sanitary Trunk Sewer	Construction of a 1200-mm sanitary trunk sewer on Centre View Drive from the proposed interceptor chamber to Duke of York Boulevard and on Duke of York Boulevard from Centre View Drive to Rathburn Road. Design in 2020.	2020	3,201,300	1,600,700		1,600,600	-	-	1,600,600	1,168,438	432,162
78	51920	202240	Wastewater Main	Centre View Sanitary Trunk Sewer	Construction of a 1200-mm sanitary trunk sewer on Centre View Drive from the proposed interceptor chamber to Duke of York Boulevard and on Duke of York Boulevard from Centre View Drive to Rathburn Road. Design in 2020.	2021	19,365,200	9,682,600		9,682,600	-	-	9,682,600	7,068,298	2,614,302
79	52670	212261	Design	Etobicoke Creek Sanitary Trunk Sewer Diversion (Phase 2)	Construction of a 1500-mm sanitary trunk sewer on future easement from the Etobicoke Creek Sanitary Trunk Sewer to the proposed diversion on Kennedy Road. Design in 2021.	2021	2,429,900	-		2,429,900	1,215,000	-	1,214,900	886,877	328,023
80	52672	212261	Wastewater Main	Etobicoke Creek Sanitary Trunk Sewer Diversion (Phase 2)	Construction of a 1500-mm sanitary trunk sewer on future easement from the Etobicoke Creek Sanitary Trunk Sewer to the proposed diversion on Kennedy Road. Design in 2021.	2023	14,698,800	-		14,698,800	7,349,400	-	7,349,400	5,365,062	1,984,338
81	53012	222980	Pumping Station	Richard's Memorial Sewage Pumping Station Expansion	Reconstruction of the sewage pumping station with an expanded capacity to service growth in Port Credit. Design in 2020.	2022	15,000,000	1,200,000		13,800,000	3,000,000	-	10,800,000	7,884,000	2,916,000
82	51950	252999	Design	G.E. Booth WWTP Expansion - Biosolids Management Phase 1	First phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2029	7,500,000	-		7,500,000	-	697,500	6,802,500	4,965,825	1,836,675
83	51951	252999	WWTP	G.E. Booth WWTP Expansion - Biosolids Management Phase 1	First phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2031	85,000,000	-		85,000,000	-	7,905,000	77,095,000	56,279,350	20,815,650

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												Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
			Component Description	Proj. Name	Project Description									73%	27%
84	51952	252999	Design	G.E. Booth WWTP Expansion - Biosolids Management Phase 2	Second phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2029	7,500,000	3,750,000		3,750,000	-	-	3,750,000	2,737,500	1,012,500
85	51953	252999	WWTP	G.E. Booth WWTP Expansion - Biosolids Management Phase 2	Second phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2034	96,100,000	48,050,000		48,050,000	-	-	48,050,000	35,076,500	12,973,500
86	35964	252999	WWTP	G.E. Booth WWTP Expansion - Biosolids Management Phase 2	Second phase of expansion of the biosolids management process at the G.E. Booth WWTP. Design in 2029.	2036	66,000,000	33,000,000		33,000,000	-	-	33,000,000	24,090,000	8,910,000
87	51948	252999	Design	G.E. Booth WWTP Expansion - New Outfall	Construction of a new outfall at the G.E. Booth WWTP to accommodate the full site capacity. Design in 2027.	2027	7,000,000	158,900		6,841,100	3,500,000	325,500	3,015,600	2,201,388	814,212
88	51949	252999	WWTP	G.E. Booth WWTP Expansion - New Outfall	Construction of a new outfall at the G.E. Booth WWTP to accommodate the full site capacity. Design in 2027.	2029	85,000,000	1,929,500		83,070,500	42,500,000	3,952,500	36,618,000	26,731,140	9,886,860
89	51954	202951	Design	Clarkson WWTP - Biosolids Expansion	Expansion of the biosolids process at the Clarkson WWTP. Design in 2020.	2020	4,000,000	-		4,000,000	-	-	4,000,000	2,920,000	1,080,000
90	51955	202951	WWTP	Clarkson WWTP - Biosolids Expansion	Expansion of the biosolids process at the Clarkson WWTP. Design in 2020.	2021	26,000,000	-		26,000,000	-	-	26,000,000	18,980,000	7,020,000
91	52071	212923	Design	G.E. Booth WWTP - Plant 2 Blower Replacement	Replacement of the existing three blowers at Plant 2 with six multi-stage high-efficiency blowers. Design in 2021.	2021	3,000,000	-		3,000,000	1,500,000	-	1,500,000	1,095,000	405,000
92	52072	212923	WWTP	G.E. Booth WWTP - Plant 2 Blower Replacement	Replacement of the existing three blowers at Plant 2 with six multi-stage high-efficiency blowers. Design in 2021.	2023	18,000,000	-		18,000,000	9,000,000	-	9,000,000	6,570,000	2,430,000
93	52835	192941	WWTP	G.E. Booth WWTP - Cake Exportation	Modification of the existing cake silos and pumping system to allow the exportation of cake offsite.	2020	5,000,000	-		5,000,000	-	-	5,000,000	3,650,000	1,350,000
94	35924	202961	Design	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2020	5,000,000	-		5,000,000	250,000	-	4,750,000	3,467,500	1,282,500
95		202961	WWTP	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2021	15,000,000	-		15,000,000	750,000	-	14,250,000	10,402,500	3,847,500
96		202961	WWTP	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2022	50,000,000	-		50,000,000	2,500,000	-	47,500,000	34,675,000	12,825,000
97	38871	202961	WWTP	G.E. Booth WWTP - Odour Control Improvements	Implementation of the recommendations of the odour study with the anticipation of additional odour control necessary as redevelopment occurs in the vicinity of the treatment facility.	2024	120,000,000	-		120,000,000	6,000,000	-	114,000,000	83,220,000	30,780,000
98	52349	242592	Study	McVean Diversion Sanitary Trunk Sewer - Class Environmental Assessment	Class Environmental Assessment to determine the preferred strategy to defer flows away from the McVean Sewage Pumping Station to service future development in northeast Brampton and southeast Caledon.	2024	1,500,000	-		1,500,000	-	-	1,500,000	1,095,000	405,000

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share	Non- Residential Share
			Component Description	Proj. Name	Project Description										
99	52386	192208	Wastewater Main	Britannia West Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Mississauga Road from Erin Mills Parkway to Britannia Road West and on Britannia Road West from the Credit River to Erin Mills Parkway.	2021	45,000,000	-		45,000,000	4,500,000	-	40,500,000	29,565,000	10,935,000
100	52388	192210	Wastewater Main	Eglinton West Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Mississauga Road from the CPR to Eglinton Avenue West and on Eglinton Avenue West from the Credit River to Erin Mills Parkway.	2021	45,000,000	-		45,000,000	4,500,000	-	40,500,000	29,565,000	10,935,000
101	52736	192205	Wastewater Main	West Sanitary Trunk Sewer Twinning	Installation of a structural liner for the entire length of the new West Sanitary Trunk Sewer.	2020	25,000,000	-		25,000,000	-	-	25,000,000	18,250,000	6,750,000
102	50940	182260	Design	Etobicoke Creek Sanitary Trunk Sewer Twinning	Replacement of a 2150-metre section of twinned sanitary trunk sewers in the vicinity of the Wastewater Treatment Plant (near Highway 407 and Highway 401). Design in 2021.	2021	8,116,700	-		8,116,700	4,058,400	-	4,058,300	2,962,559	1,095,741
103	50941	182260	Wastewater Main	Etobicoke Creek Sanitary Trunk Sewer Twinning	Replacement of a 2150-metre section of twinned sanitary trunk sewers in the vicinity of the Wastewater Treatment Plant (near Highway 407 and Highway 401). Design in 2021.	2023	49,098,300	-		49,098,300	24,549,200	-	24,549,100	17,920,843	6,628,257
104	52661	252299	Design	Castlemore Road Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Castlemore Road from Highway 50 to Airport Road. Design in 2030.	2030	16,686,400	7,508,900		9,177,500	1,668,600	-	7,508,900	5,481,497	2,027,403
105	52663	252299	Wastewater Main	Castlemore Road Sanitary Trunk Sewer	Construction of a 1500-mm sanitary trunk sewer on Castlemore Road from Highway 50 to Airport Road. Design in 2030.	2032	122,419,400	55,088,700		67,330,700	12,241,900	-	55,088,800	40,214,824	14,873,976
106	52664	252299	Design	Upper East Sanitary Trunk Sewer (Phase 1)	Construction of a 2400-mm sanitary trunk sewer on Airport Road from Castlemore Road to Queen Street and on Queen Street from Airport Road to Sun Pac Boulevard. Design in 2030.	2030	12,945,600	5,825,500		7,120,100	1,294,600	-	5,825,500	4,252,615	1,572,885
107	52666	252299	Wastewater Main	Upper East Sanitary Trunk Sewer (Phase 1)	Construction of a 2400-mm sanitary trunk sewer on Airport Road from Castlemore Road to Queen Street and on Queen Street from Airport Road to *** metres east of Delta Park Boulevard. Design in 2030.	2032	94,975,800	42,739,100		52,236,700	9,497,600	-	42,739,100	31,199,543	11,539,557
108	52833	242942	Design	G.E. Booth Wastewater Treatment Plant - Ash Management Facility	Construction of a new ash management facility at the G.E. Booth Wastewater Treatment Plant. Design in 2024.	2024	5,000,000	-		5,000,000	-	-	5,000,000	3,650,000	1,350,000
109	52834	242942	WWTP	G.E. Booth Wastewater Treatment Plant - Ash Management Facility	Construction of a new ash management facility at the G.E. Booth Wastewater Treatment Plant. Design in 2024.	2026	25,000,000	-		25,000,000	-	-	25,000,000	18,250,000	6,750,000
110	52753	222562	Study	Collection System Odour and Corrosion Control Master Plan	Update of the Region's collection system odour and control Master Plan.	2022	750,000	-		750,000	375,000	-	375,000	273,750	101,250
111	35221	242960	General	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2024	1,606,800	-		1,606,800	1,205,100	-	401,700	293,241	108,459
112	35364	242960	Design	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2024	330,400	-		330,400	247,800	-	82,600	60,298	22,302

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											Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
113	34285	242960	General	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2026	1,951,400	-		1,951,400	1,463,600	-	487,800	356,094	131,706
114	35223	242960	General	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2024	1,071,200	-		1,071,200	803,400	-	267,800	195,494	72,306
115	35358	242960	Design	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2024	415,800	-		415,800	311,900	-	103,900	75,847	28,053
116	34286	242960	General	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2026	1,951,400	-		1,951,400	1,463,600	-	487,800	356,094	131,706
117	35224	242960	General	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2024	1,071,200	-		1,071,200	803,400	-	267,800	195,494	72,306
118	35383	242960	Design	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2024	990,200	-		990,200	742,700	-	247,500	180,675	66,825
119	34287	242960	General	Future Odour and Corrosion Control Facilities	Construction of new odour and corrosion control facilities at various locations in the Region of Peel.	2026	5,398,200	-		5,398,200	4,048,700	-	1,349,500	985,135	364,365
120	52214	252999	Design	Clarkson and G.E. Booth WWTP - Standby Power Expansion	Installation of outdoor modular systems with external ehouses for switchgear systems. Clarkson includes aerial conversion for the remaining power system to buried duct and switchgear modules. Design in 2026.	2026	3,000,000	-		3,000,000	-	-	3,000,000	2,190,000	810,000
121	52215	252999	WWTP	Clarkson and G.E. Booth WWTP - Standby Power Expansion	Installation of outdoor modular systems with external ehouses for switchgear systems. Clarkson includes aerial conversion for the remaining power system to buried duct and switchgear modules. Design in 2026.	2027	30,000,000	-		30,000,000	-	-	30,000,000	21,900,000	8,100,000
122	52754	222970	Design	Beach Street Sewage Pumping Station - Rehabilitation and Repurposing	Rehabilitation and repurposing of the Beach Street Sewage Pumping Station. Design in 2022.	2022	1,000,000	-		1,000,000	200,000	-	800,000	584,000	216,000
123	52755	222970	Pumping Station	Beach Street Sewage Pumping Station - Rehabilitation and Repurposing	Rehabilitation and repurposing of the Beach Street Sewage Pumping Station. Design in 2022.	2023	3,500,000	-		3,500,000	700,000	-	2,800,000	2,044,000	756,000
124	52085	142429	Wastewater Main	Fletcher's Creek Sanitary Trunk Sewer - Rehabilitation	Rehabilitation of the Fletcher's Creek Sanitary Trunk Sewer, north and south of Sandalwood Parkway, including sealing and lining.	2020	13,000,000	-		13,000,000	6,500,000	-	6,500,000	4,745,000	1,755,000
125	52745	182441	Wastewater Main	East Sanitary Trunk Sewer Energy Dissipation Chamber - Rehabilitation	Rehabilitation of the energy dissipation chamber and associated length of sewer on the old East Sanitary Trunk Sewer south of Dundas Street East.	2021	8,000,000	-		8,000,000	4,000,000	-	4,000,000	2,920,000	1,080,000
126	32060	182442	Design	Little Etobicoke Creek (Haig) Sanitary Trunk Sewer - Rehabilitation	Rehabilitation of the Little Etobicoke Creek Sanitary Trunk Sewer from north of the Queen Elizabeth Way to Lakeshore Road East and construction of a local sanitary sewer on Haig Boulevard.	2020	7,000,000	-		7,000,000	3,500,000	-	3,500,000	2,555,000	945,000

Appendix I

Approval of the 2020 Development Charge Background Study and By-law



Infrastructure Costs Included in the Development Charges Calculation

Region of Peel
Service: South Peel Wastewater

Prj.No	Comp #	Proj #	Increased Service Needs Attributable to Anticipated Development 2020-2041			Timing (year)	Gross Capital Cost Estimate (2020\$)	Post Period Benefit	Other Deductions	Net Capital Cost	Benefit to Existing Development	Less:	Potential D.C. Recoverable Cost		
												Grants, Subsidies and Other Contributions Attributable to New Development	Total	Residential Share 73%	Non- Residential Share 27%
			Component Description	Proj. Name	Project Description										
127	52756	182442	Wastewater Main	Little Etobicoke Creek (Haig) Sanitary Trunk Sewer - Rehabilitation	Rehabilitation of the Little Etobicoke Creek Sanitary Trunk Sewer from north of the Queen Elizabeth Way to Lakeshore Road East and construction of a local sanitary sewer on Haig Boulevard.	2021	5,000,000	-		5,000,000	2,500,000	-	2,500,000	1,825,000	675,000
128	52831	202421	Design	Fletcher's Creek Sanitary Trunk Sewer - Rehabilitation (Phase 2)	Rehabilitation of the Fletcher's Creek Sanitary Trunk Sewer in the vicinity of Queen Street West. In conjunction with the improvement works in downtown Brampton. Design in 2020.	2020	150,000	-		150,000	75,000	-	75,000	54,750	20,250
129	52832	202421	Wastewater Main	Fletcher's Creek Sanitary Trunk Sewer - Rehabilitation (Phase 2)	Rehabilitation of the Fletcher's Creek Sanitary Trunk Sewer in the vicinity of Queen Street West. In conjunction with the improvement works in downtown Brampton. Design in 2020.	2021	1,000,000	-		1,000,000	500,000	-	500,000	365,000	135,000
130	33872	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2022	750,000	-		750,000	-	-	750,000	547,500	202,500
131	23726	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2027	750,000	-		750,000	-	-	750,000	547,500	202,500
132	23728	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2032	750,000	-		750,000	-	-	750,000	547,500	202,500
133	38538	222504	Study	Wastewater Master Servicing Plan	Review and update of the Region of Peel's Master Servicing Plan for the lake-based wastewater collection system.	2037	750,000	-		750,000	-	-	750,000	547,500	202,500
			Provisional Reduction for WAH and NFPOW Adjustment					131,017,000		(131,017,000)	-	-	(131,017,000)	(95,642,410)	(35,374,590)
			Existing Debt Principal			2020-2042	244,061,978	-		244,061,978	-	-	244,061,978	178,165,244	65,896,734
			Existing Debt Interest (Discounted)			2020-2042	320,210,107	-		320,210,107	-	-	320,210,107	233,753,378	86,456,729
			New Debt Interest (Discounted)	Total Debt Issuance of \$655,000,000		2020-2054	360,175,431	20,340,800		339,834,631	-	-	339,834,631	248,079,281	91,755,350
			Reserve Fund Adjustment			Reserve	234,214,674	-		234,214,674	-	-	234,214,674	170,976,712	63,237,962
			Total				4,232,611,890	634,309,800	-	3,598,302,090	250,472,400	20,599,500	3,327,230,190	2,428,878,039	898,352,151



Chapter 6

D.C. Calculation



6.D.C. Calculation

Table 6-1 calculates the proposed uniform D.C.s to be imposed for water services based upon a water service area 21-year horizon. Table 6-2 calculates the proposed uniform D.C.s to be imposed for wastewater services based upon a wastewater service area 21-year horizon. Table 6-3 calculates the proposed uniform D.C.s to be imposed for Peel Regional Police services based on anticipated development in the Cities of Brampton and Mississauga over a 10-year planning horizon. Table 6-4 calculates the proposed uniform D.C.s to be imposed for O.P.P. services based on anticipated development in the Town of Caledon over a 10-year planning horizon. Table 6-5 calculates the proposed uniform D.C.s to be imposed on anticipated development in the Region for Region-wide transportation services over a 21-year planning horizon. Table 6-6 calculates the proposed uniform D.C. to be imposed on anticipated development in the Region for Region-wide services over a 10-year planning horizon

The calculation for residential development is generated on a per capita basis and is based upon five forms of housing types (singles and semi-detached, apartments >750 sq.ft., small units ≤750 sq.ft. and other residential). The non-residential D.C. has been calculated on a per sq.m. of gross floor area basis and is based upon two forms on non-residential development (industrial and non-industrial development).

The D.C.-eligible costs for each service component were developed in Chapter 5 for all Region services, based on their proposed capital programs.

For the residential calculations, the total cost is divided by the “gross” (new resident) population to determine the per capita amount. The eligible D.C. cost calculations set out in Chapter 5 are based on the net anticipated population increase (the forecast new unit population less the anticipated decline in existing units). The cost per capita is then multiplied by the average occupancy of the new units (Appendix A, Schedule 5) to calculate the charge in Tables 6-1 through 6-6.

With respect to non-residential development, the total costs in the charges allocated to non-residential development (based on need for service) have been divided by the anticipated development over the planning period to calculate a cost per sq.m. of gross floor area.



Table 6-7 summarizes the total D.C. that is applicable for municipal-wide services and Table 6-8 summarizes the gross capital expenditures and sources of revenue for works to be undertaken during the 5-year life of the by-law.



Table 6-1
Region of Peel
D.C. Calculation
Urban Services – Water Service Areas
2020-2041 (Water)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
	\$	\$	\$	\$
1. <u>Water Supply Services</u>				
1.1 Regional Water	663,235,255	245,306,190	5,742.78	19.54
1.2 South Peel Water	1,922,884,043	711,203,687	16,649.75	56.65
	2,586,119,298	956,509,877	22,392.53	76.19
TOTAL	2,586,119,298	\$956,509,877	22,392.53	76.19
D.C.-Eligible Capital Cost	2,586,119,298	\$956,509,877		
21-Year (Water) Gross Population/GFA Growth (sq.m.)	485,290	12,554,800		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$5,329.02	\$76.19		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$22,392.53		
Other Residential	3.328	\$17,734.97		
Apartments (>750 sq.ft.)	3.048	\$16,242.85		
Small Unit (<=750 sq.ft.)	1.612	\$8,590.38		

Table 6-2
Region of Peel
D.C. Calculation
Urban Services – Wastewater Service Areas
2020-2041 (Wastewater)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
	\$	\$	\$	\$
2. <u>Wastewater Services</u>				
2.1 Regional Wastewater	253,120,750	93,620,003	2,205.75	7.46
2.2 South Peel Wastewater	2,428,878,039	898,352,151	21,165.79	71.55
	2,681,998,789	991,972,155	23,371.54	79.01
TOTAL	2,681,998,789	\$991,972,155	23,371.54	79.01
D.C.-Eligible Capital Cost	2,681,998,789	\$991,972,155		
21-Year (Wastewater) Gross Population/GFA Growth (sq.m.)	482,200	12,554,800		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$5,562.00	\$79.01		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$23,371.54		
Other Residential	3.328	\$18,510.35		
Apartments (>750 sq.ft.)	3.048	\$16,952.99		
Small Unit (<=750 sq.ft.)	1.612	\$8,965.95		



Table 6-3
Region of Peel
D.C. Calculation
Area-Specific Services – Brampton & Mississauga
2020-2029 (Brampton & Mississauga)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
3. <u>Peel Regional Police Services</u>	\$	\$	\$	\$
3.1 Police facilities, vehicles and equipment	39,293,050	16,049,274	762.21	3.19
	39,293,050	16,049,274	762.21	3.19
TOTAL	39,293,050	\$16,049,274	762.21	\$3.19
D.C.-Eligible Capital Cost	\$39,293,050	\$16,049,274		
10-Year (Mississauga & Brampton) Gross Population/GFA Growth (sq.m.)	216,620	5,023,400		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$181.39	\$3.19		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$762.21		
Other Residential	3.328	\$603.67		
Apartments (>750 sq.ft.)	3.048	\$552.88		
Small Unit (<=750 sq.ft.)	1.612	\$292.40		

Table 6-4
Region of Peel
D.C. Calculation
Area-Specific Services – Caledon
2020-2029 (Caledon)

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
4. <u>Police - O.P.P.</u>	\$	\$	\$	\$
4.1 O.P.P. facilities	1,034,622	344,874	104.86	0.29
	1,034,622	344,874	104.86	0.29
TOTAL	1,034,622	\$344,874	104.86	\$0.29
D.C.-Eligible Capital Cost	\$1,034,622	\$344,874		
10-Year (Caledon) Gross Population/GFA Growth (sq.m.)	41,460	1,189,800		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$24.95	\$0.29		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$104.86		
Other Residential	3.328	\$83.05		
Apartments (>750 sq.ft.)	3.048	\$76.06		
Small Unit (<=750 sq.ft.)	1.612	\$40.23		



Table 6-5
Region of Peel
D.C. Calculation
Region-Wide Services
2020-2041

SERVICE	2020\$ D.C.-Eligible Cost			2020\$ D.C.-Eligible Cost		
	Residential	Industrial	Non-Industrial	Residential S.D.U.	Industrial per sq.m.	Non-Industrial per sq.m.
5. <u>Services Related to a Highway - Transportation</u>	\$	\$	\$	\$	\$	\$
5.1 Services Related to a Highway - Transportation	1,066,782,938	138,235,132	297,493,110	9,190.79	16.72	69.42
TOTAL	1,066,782,938	\$138,235,132	\$297,493,110	9,190.79	\$16.72	\$69.42
D.C.-Eligible Capital Cost	1,066,782,938	\$138,235,132	\$297,493,110			
21-Year Gross Population/GFA Growth (sq.m.)	487,730	8,269,200	4,285,600			
Cost Per Capita/Non-Residential GFA (sq.m.)	\$2,187.24	\$16.72	\$69.42			
By Residential Unit Type	P.P.U.					
Single and Semi-Detached Dwelling	4.202	\$9,190.79				
Apartments (>750 sq.ft.)	3.048	\$6,666.71				
Small Unit (<=750 sq.ft.)	1.612	\$3,525.83				
Other Residential	3.328	\$7,279.14				



Table 6-6
Region of Peel
D.C. Calculation
Region-Wide Services
2020-2029

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
	\$	\$	\$	\$
6. <u>Public Works</u>				
6.1 Facilities and Vehicles	16,760,107	6,845,677	272.88	1.10
7. <u>Growth Studies</u>				
7.1 Growth Studies	12,931,758	5,281,986	210.55	0.85
8. <u>Long Term Care</u>				
8.1 Long term care facilities	45,262,144	-	736.95	-
9. <u>Public Health</u>				
9.1 Public Health department space	-	-	-	-
10. <u>Paramedics</u>				
10.1 Paramedics facilities, vehicles and equipment	12,406,664	5,067,510	202.00	0.82
11. <u>Housing Services</u>				
11.1 Housing facilities	181,633,443	-	2,957.31	-
12. <u>Waste Diversion</u>				
12.1 Waste diversion facilities, vehicles, equipment and other	20,293,425	1,068,075	330.41	0.17
TOTAL	289,287,540	18,263,249	4,710.11	\$2.94
D.C.-Eligible Capital Cost	289,287,540	\$18,263,249		
10-Year Gross Population/GFA Growth (sq.m.)	258,080	6,213,200		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$1,120.92	\$2.94		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$4,710.11		
Other Residential	3.328	\$3,730.43		
Apartments (>750 sq.ft.)	3.048	\$3,416.57		
Small Unit (<=750 sq.ft.)	1.612	\$1,806.93		



Table 6-7
Region of Peel
D.C. Calculation
Total All Services

	2020\$ D.C.-Eligible Cost			2020\$ D.C.-Eligible Cost		
	Residential	Non-Residential		Residential	Non-Industrial, Non-Residential	Industrial
		Non-Industrial	Industrial	S.D.U.	per sq.m.	
	\$	\$	\$	\$	\$	\$
Urban area-specific Services (Water) 21 Year	2,586,119,298	956,509,877	956,509,877	22,392.53	76.19	76.19
Urban area-specific Services (Wastewater) 21 Year	2,681,998,789	991,972,155	991,972,155	23,371.54	79.01	79.01
Area-specific Services (Mississauga & Brampton) 10 Year	39,293,050	16,049,274	16,049,274	762.21	3.19	3.19
Area-specific Services (Caledon) 10 Year	1,034,622	344,874	344,874	104.86	0.29	0.29
Municipal-wide Transportation Services 21 Year	1,066,782,938	297,493,110	138,235,132	9,190.79	69.42	16.72
Municipal-wide Services 10 Year	289,287,540	18,263,249	18,263,249	4,710.11	2.94	2.94
TOTAL (BRAMPTON AND MISSISSAUGA)	6,663,481,614	2,280,287,665	2,121,029,686	60,427.18	230.75	178.05
TOTAL (CALEDON)	6,625,223,187	2,264,583,265	2,105,325,287	59,769.83	227.85	175.15



Table 6-8
Region of Peel
Gross Expenditure and Sources of Revenue Summary for Costs to be Incurred over the Life of the By-law

Service	Total Gross Cost	Sources of Financing						
		Tax Base or Other Non-D.C. Source				Post D.C. Period Benefit	D.C. Reserve Fund	
		Other Deductions	Benefit to Existing	Other Funding	Legislated Reduction		Residential	Non-Residential
1. Water Supply Services								
1.1 Regional Water	150,411,831	0	0	0	0	300,900	109,580,980	40,529,951
1.2 South Peel Water	355,741,600	0	30,021,000	5,685,325	0	16,976,000	221,233,271	81,826,004
2. Wastewater Services								
2.1 Regional Wastewater	133,310,590	0	17,000,000	0	0	924,000	84,232,211	31,154,379
2.2 South Peel Wastewater	1,665,837,800	0	172,793,800	7,719,000	0	242,609,200	907,182,534	335,533,266
3. Peel Regional Police Services								
3.1 Police facilities, vehicles and equipment	130,030,000	0	59,535,600	0	0	44,444,400	18,495,500	7,554,500
4. Police - O.P.P.								
4.1 O.P.P. facilities	1,550,000	0	330,100	0	0	0	914,925	304,975
5. Services Related to a Highway - Transportation								
5.1 Services Related to a Highway - Transportation	621,278,215	0	76,312,499	21,892,622	0	0	371,381,897	151,691,197
6. Public Works								
6.1 Facilities and Vehicles	66,138,000	2,000,000	18,847,250	0	0	23,898,000	15,188,853	6,203,898
7. Growth Studies								
7.1 Growth Studies	8,347,222	0	1,369,444	0	697,778	0	4,458,800	1,821,200
8. Long Term Care								
8.1 Long term care facilities	135,600,000	0	64,414,000	7,962,379	6,236,932	854,300	56,132,389	0
9. Public Health								
9.1 Public Health department space	3,600,000	0	720,000	0	288,000	0	2,462,400	129,600
10. Paramedics								
10.1 Paramedics facilities, vehicles and equipment	33,670,911	5,038,000	0	0	1,162,402	17,008,889	7,427,750	3,033,870
11. Housing Services								
11.1 Housing facilities	870,811,000	186,910,600	298,700,700	57,461,000	18,883,230	138,906,400	169,949,070	0
12. Waste Diversion								
12.1 Waste diversion facilities, vehicles, equipment and other	114,776,667	0	94,163,000	0	1,699,167	3,622,000	14,527,875	764,625
Total Expenditures & Revenues	\$4,291,103,836	\$193,948,600	\$834,207,394	\$100,720,326	\$28,967,509	\$489,544,089	\$1,983,168,454	\$660,547,466



Chapter 7

D.C. Policy Recommendations and D.C. By-law Rules



7.D.C. Policy Recommendations and D.C. By-law Rules

7.1 Introduction

Subsection 5 (1) 9 states that rules must be developed:

“...to determine if a development charge is payable in any particular case and to determine the amount of the charge, subject to the limitations set out in subsection 6.”

Paragraph 10 of the section goes on to state that the rules may provide for exemptions, phasing in and/or indexing of D.C.s.

Subsection 5 (6) establishes the following restrictions on the rules:

- the total of all D.C.s that would be imposed on anticipated development must not exceed the capital costs determined under 5(1) 2-8 for all services involved;
- if the rules expressly identify a type of development, they must not provide for it to pay D.C.s that exceed the capital costs that arise from the increase in the need for service for that type of development; however, this requirement does not relate to any particular development; and
- if the rules provide for a type of development to have a lower D.C. than is allowed, the rules for determining D.C.s may not provide for any resulting shortfall to be made up via other development.

With respect to “the rules,” section 6 states that a D.C. by-law must expressly address the matters referred to above re subsection 5 (1) paragraphs 9 and 10, as well as how the rules apply to the redevelopment of land.

The rules provided are based on the Region’s existing policies, with consideration for the updates from Bill 108 and Bill 197. However, there are items under consideration at this time and these may be refined prior to adoption of the by-law.



7.2 D.C. By-law Structure

It is recommended that:

- the Region use a uniform Region-wide D.C. calculation for all municipal services other than water, wastewater, Peel Regional Police, and O.P.P. services;
- water services be imposed on the water service areas of the Region;
- wastewater services be imposed on the wastewater service areas of the Region;
- Peel Regional Police services be imposed on the Cities of Brampton and Mississauga;
- O.P.P. services be imposed on the Town of Caledon; and
- one municipal D.C. by-law be used for all services.

7.3 D.C. By-law Rules

The following subsections set out the recommended rules governing the calculation, payment and collection of D.C.s in accordance with section 6 of the D.C.A.

It is recommended that the following sections provide the basis for the D.C.s.:

7.3.1 Payment in any Particular Case

In accordance with the D.C.A., subsection 2 (2), a D.C. be calculated, payable and collected where the development requires one or more of the following:

- “(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34 of the Planning Act;
- (b) the approval of a minor variance under section 45 of the Planning Act;
- (c) a conveyance of land to which a by-law passed under subsection 50 (7) of the Planning Act applies;
- (d) the approval of a plan of subdivision under section 51 of the Planning Act;
- (e) a consent under section 53 of the Planning Act;



- (f) the approval of a description under section 9 of the Condominium Act, 1998; or
- (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.”

7.3.2 Determination of the Amount of the Charge

The following conventions be adopted:

- 1) Costs allocated to residential uses will be assigned to different types of residential units based on the average occupancy for each housing type . Costs allocated to non-residential uses will be assigned based on the amount of square metres of gross floor area constructed for eligible uses (i.e. industrial and non-industrial).
- 2) Costs allocated to residential and non-residential uses are based upon a number of conventions, as may be suited to each municipal circumstance, e.g.
 - for growth studies, paramedics, public works, the costs have been based on a population vs. employment growth ratio (71%/29%) for residential and non-residential, respectively) over the 10-year forecast period;
 - for public health services and waste diversion services, a 5% non-residential attribution has been made to recognize use by the non-residential sector;
 - for long term care services and housing services, a 100% residential attribution has been made to recognize use by the residential sector only;
 - for services related to a highway – transportation, a 71% residential/29% non-residential attribution has been made based on a population vs. employment growth ratio over the 21-year forecast period;
 - for Peel Regional Police services, a 71% residential/29% non-residential allocation has been made based on population vs. employment growth over the 10-year forecast period in the Cities of Brampton and Mississauga;
 - for O.P.P. services, a 75% residential/25% non-residential allocation has been made based on population vs. employment growth over the 10-year forecast period in the Town of Caledon;
 - for water services a 73% residential/27% non-residential allocation has been made based on a population vs. employment growth ratio multiplied by design criteria factor over the 21-year forecast period for water service areas; and



- for wastewater services a 73% residential/27% non-residential allocation has been made based on population vs. employment growth multiplied by design criteria factor over the 21-year forecast period for wastewater service areas.

7.3.3 Application to Redevelopment of Land (Demolition and Conversion)

Where as a result of the redevelopment of land, a building or structure existing on the same land prior to the date of payment of D.C.s in respect of the redevelopment, has been demolished in whole or in part within 5 years from the date the demolition permit was issued for dwelling units or 10 years for non-residential buildings or structures, the D.C.s otherwise payable with respect to the redevelopment shall be reduced by the aggregate of the following amounts:

- 1) Where an industrial use is being redeveloped: an amount calculated by multiplying the current industrial D.C. by the industrial total floor area that has been demolished;
- 2) Where a non-residential, non-industrial use is being redeveloped: an amount calculated by multiplying the current non-residential, non-industrial D.C. by the non-residential, non-industrial total floor area that has been demolished;
- 3) Where a residential use is being redeveloped for a residential use: an amount calculated by multiplying the current residential D.C. by the number, according to type, of dwelling units that have been demolished; and
- 4) Where a residential use is being redeveloped for a non-residential use: an amount calculated by multiplying the current residential D.C. by the number according to type, of dwelling units that have been demolished;

provided that evidence satisfactory to the Chief Financial Officer is provided as to the total floor area or type and number of dwelling units that have been demolished and provided the amount of any credit hereunder shall not exceed, in total or in the aggregate, the amount of the development charges otherwise payable with respect to the redevelopment.

7.3.4 Exemptions (full or partial)

- a) Statutory exemptions:



- industrial building additions of up to and including 50% of the existing gross floor area (defined in O. Reg. 82/98, section 1) of the building; for industrial building additions which exceed 50% of the existing gross floor area, only the portion of the addition in excess of 50% is subject to D.C.s (subsection 4 (3) of the D.C.A.);
- buildings or structures owned by and used for the purposes of any municipality, local board or Board of Education (section 3);
- residential development that would have the effect only of enlarging a dwelling unit, creating a second unit in a new dwelling unit, or adding one dwelling unit in any other existing residential building, excluding the non-residential portion of a mixed-use building.

b) Non-statutory exemptions:

- Land used as a hospital;
- Land owned by a college or university and used only for the purposes of a college or university;
- That portion of a new building or structure, limited to not more than 25% of total floor space, owned by a religious organization which is reserved for the conduct of group worship, services or rites;
- Land owned by an agricultural society and used only for the purposes of an agricultural society;
- Land developed for agriculture use including on-farm diversified use but excluding cannabis growing, processing, and packaging; and
- The development of land by the installation of a mobile temporary sales trailer.

7.3.5 Phasing in

No provisions for phasing in the D.C. are provided in the D.C. by-law.

7.3.6 Timing of Collection

D.C.s are calculated and payable on the date that a permit under the *Building Code Act* is issued in relation to a building or a structure on the land to which the D.C. applies.

For residential development other than apartments, the water, wastewater and transportation portion of the D.C. shall be payable upon approval of a subdivision



agreement under Section 51 of the *Planning Act* or a consent under Section 53 of the *Planning Act*. All other D.C.s shall be payable at time of the first building permit.

The Region may enter into an agreement providing for all or part of a D.C. to be paid before or after it would otherwise be payable.

Commencing January 1, 2020, pursuant to Section 26.1 of the D.C.A., rental housing and institutional developments shall pay D.C.s in six equal annual payments commencing at occupancy. Non-profit housing developments shall pay D.C.s in 21 equal annual payments. Moreover, pursuant to Section 26.2 of the D.C.A., the D.C. amount for all developments occurring within 2 years of a Site Plan or Zoning By-law Amendment planning approval (for applications made after January 1, 2020), shall be determined based on the D.C. by-law in effect on the day of the Site Plan or Zoning By-law Amendment application.

Installment payments and development charges determined at the time of Site Plan or Zoning Bylaw Amendment application may be subject to interest charges. On July 9th, 2020, Regional Council approved the Development Charge Interest Rate Policy and enacted the By-law 21-2020 to establish interest rates and impose interest charges in accordance with section 26.1 and section 26.2 of the D.C.A. Staff continues to conduct a review of appropriate interest rates and will present a staff report to Council for further consideration when needed.

For the purposes of section 26.1 of the D.C.A., the following definitions are provided as per O. Reg. 454-19:

“Rental housing” means development of a building or structure with four or more dwelling units all of which are intended for use as rented residential premises.

“Institutional development” means development of a building or structure intended for use,

- a. as a long-term care home within the meaning of subsection 2 (1) of the *Long-Term Care Homes Act, 2007*;
- b. as a retirement home within the meaning of subsection 2 (1) of the *Retirement Homes Act, 2010*;
- c. by any of the following post-secondary institutions for the objects of the institution:



- i. a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
- ii. a college or university federated or affiliated with a university described in subclause (i), or
- iii. an Indigenous Institute prescribed for the purposes of section 6 of the *Indigenous Institutes Act*, 2017;
- d. as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- e. as a hospice to provide end of life care.

“Non-profit housing development” means development of a building or structure intended for use as residential premises by,

- a. a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing;
- b. a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing; or
- c. a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*.

7.3.7 Indexing

Indexing of the D.C.s shall be implemented on a mandatory basis semi-annually commencing on February 1st, 2021 and each February 1st and August 1st thereafter, in accordance with the Statistics Canada Quarterly, Non-Residential Building Construction Price Index (Table 18-10-0135-01)¹ for the most recent year-over-year period.

7.3.8 The Applicable Areas

The charges developed herein provide for varying charges within the Region, as follows:

¹ O. Reg. 82/98 referenced “The Statistics Canada Quarterly, Construction Price Statistics, catalogue number 62-007” as the index source. Since implementation, Statistics Canada has modified this index twice and the above-noted index is the most current. The draft by-law provided herein refers to O. Reg. 82/98 to ensure traceability should this index continue to be modified over time.



- municipal-wide services – the full residential and non-residential charge will be imposed on all lands within the Region for all services other than water, wastewater, Peel Regional Police, and O.P.P.; and
- water and wastewater – the full residential and non-residential charge will be imposed on the water and wastewater service areas of the Region.
- Peel Regional Police – the full residential and non-residential charge will be imposed on all lands within the City of Brampton and the City of Mississauga;
- O.P.P. – the full residential and non-residential charge will be imposed on all lands within the Town of Caledon; and
- Services Related to a Highway – Roads – the full residential and non-residential charges will be imposed on all lands.

7.4 Other D.C. By-law Provisions

It is recommended that:

7.4.1 Categories of Services for Reserve Fund and Credit Purposes

The Region's development charge collections are currently accounted in 12 separate reserve funds: Regional Roads (Regional Roads and Regional Arterial Roads), Water (Regional Water and South Peel Water, Water OBL), Wastewater (South Peel Wastewater, Regional Wastewater, Wastewater OBL), Social Housing, Shelters, Peel Regional Police (P.R.P. Police and Police OBL), Health, Long Term Care, Transhelp, Paramedics, Ontario Provincial Police and Planning & Growth Studies. It is recommended that the Shelters and Social Housing reserves be combined into one Housing Services reserve, Regional Roads be renamed to Transportation, and the Transhelp reserve should be renamed to Public Works. It is also recommended that the Region create a reserve fund for Waste Diversion as it will commence collection for this previously ineligible service. Appendix F outlines the reserve fund policies that the Region is required to follow as per the D.C.A.

7.4.2 By-law In-force Date

A by-law under the D.C.A. comes into force on the day after which the by-law is passed by Council or the day specified in the by-law, whichever is later.



7.4.3 Minimum Interest Rate Paid on Refunds and Charged for Inter-Reserve Fund Borrowing

The minimum interest rate is the Bank of Canada rate on the day on which the by-law comes into force (as per section 11 of O. Reg. 82/98).

7.4.4 Area Rating

As noted earlier, Bill 73 has introduced two new sections where Council must consider the use of area specific charges:

1. Section 2 (9) of the Act now requires a municipality to implement area-specific D.C.s for either specific services which are prescribed and/or for specific municipalities which are to be regulated (note that at this time, no municipalities or services are prescribed by the Regulations).
2. Section 10 (2) c.1 of the D.C.A. requires that “the development charges background study shall include consideration of the use of more than one development charge by-law to reflect different needs for services in different areas.”

In regard to the first item, there are no services or specific municipalities identified in the regulations which must be area-rated. The second item requires Council to consider the use of area-rating.

At present, the Region's by-law provides for water and wastewater services on a water and wastewater service area basis. Peel Regional Police is provided for the Cities of Brampton and Mississauga whereas O.P.P. is provided for the Town of Caledon. All other Regional services are recovered based on a uniform, Region-wide basis. In regard to the Region-wide services, there have been several reasons why they have not been imposed on an area-specific basis:

1. All Regional services, with the exception of water and wastewater, require that the average 10-year service standard be calculated. This average service standard multiplied by growth in the Region, establishes an upper ceiling on the amount of funds which can be collected from all developing landowners. Section 4 (4) of O. Reg. 82/98 provides that “...if a development charge by-law applies to a part of the municipality, the level of service and average level of service cannot



exceed that which would be determined if the by-law applied to the whole municipality.” Put in layman terms, the average service standard multiplied by the growth within the specific area, would establish an area specific ceiling which would significantly reduce the total revenue recoverable for the Region hence potentially resulting in D.C. revenue shortfalls and impacts on property taxes.

2. Extending on item 1, attempting to impose an area charge potentially causes equity issues in transitioning from a Region-wide approach to an area specific approach. For example, if all services were now built (and funded) within Area A (which is 75% built out) and this was funded with some revenues from Areas B and C, moving to an area rating approach would see Area A contribute no funds to the costs of services in Areas B and C. The development charges would be lower in Area A (as all services are now funded) and higher in Areas B and C. As well, funding shortfalls may then potentially encourage the municipality to provide less services to Areas B and C due to reduced revenue.
3. Many services which are provided (roads, long-term care, paramedics, etc.) are not restricted to one specific area and are often used by all residents. For example, a particular road is not restricted to certain residents and the entire road network may be used by new development.

For the reasons noted above, it is recommended that Council continue the current D.C. approach to calculate the charges on a uniform Region-wide basis for all services other than water, wastewater and policing services.

7.5 Other Recommendations

It is recommended that Council:

“Whenever appropriate, request that grants, subsidies and other contributions be clearly designated by the donor as being to the benefit of existing development or new development, as applicable;”

“Adopt the assumptions contained herein as an ‘anticipation’ with respect to capital grants, subsidies and other contributions;”

“Continue the D.C. approach to calculate the charges on a uniform Municipal-wide basis for all services. Continue the approach to charge D.C.s for water and



wastewater services on the water and wastewater service areas. Continue the approach to charge Peel Regional Police services to lands within the City of Brampton and the City of Mississauga and O.P.P. services to lands within the Town of Caledon;"

"Approve the capital project listing set out in Chapter 5 of the D.C.s Background Study dated September 18, 2020, subject to further annual review during the capital budget process;"

"Approve the D.C.s Background Study dated September 18, 2020, as amended (if applicable);"

"Determine that no further public meeting is required;" and

"Approve the D.C. By-law as set out under separate cover."



Chapter 8

By-law Implementation



8. By-law Implementation

8.1 Public Consultation Process

8.1.1 Introduction

This chapter addresses the mandatory, formal public consultation process (section 8.1.2), as well as the optional, informal consultation process (section 8.1.3). The latter is designed to seek the co-operation and participation of those involved, in order to produce the most suitable policy. Section 8.1.4 addresses the anticipated impact of the D.C. on development from a generic viewpoint.

8.1.2 Public Meeting of Council

Section 12 of the D.C.A. indicates that before passing a D.C. by-law, Council must hold at least one public meeting, giving at least 20 clear days' notice thereof, in accordance with the Regulation. Council must also ensure that the proposed by-law and background report are made available to the public at least two weeks prior to the (first) meeting.

Any person who attends such a meeting may make representations related to the proposed by-law.

If a proposed by-law is changed following such a meeting, Council must determine whether a further meeting (under this section) is necessary (i.e. if the proposed by-law which is proposed for adoption has been changed in any respect, Council should formally consider whether an additional public meeting is required, incorporating this determination as part of the final by-law or associated resolution. It is noted that Council's decision, once made, is final and not subject to review by a Court or the Local Planning Appeal Tribunal (L.P.A.T.) (formerly the Ontario Municipal Board (O.M.B.)).

8.1.3 Other Consultation Activity

There are three broad groupings of the public who are generally the most concerned with Region D.C. policy:

1. The first grouping is the residential development community, consisting of land developers and builders, who are typically responsible for generating the majority



of the D.C. revenues. Others, such as realtors, are directly impacted by D.C. policy. They are, therefore, potentially interested in all aspects of the charge, particularly the quantum by unit type, projects to be funded by the D.C. and the timing thereof, and Regional policy with respect to development agreements, D.C. credits and front-ending requirements.

2. The second public grouping embraces the public at large and includes taxpayer coalition groups and others interested in public policy.
3. The third grouping is the industrial/commercial/institutional development sector, consisting of land developers and major owners or organizations with significant construction plans, such as hotels, entertainment complexes, shopping centres, offices, industrial buildings and institutions. Also involved are organizations such as Industry Associations, the Chamber of Commerce, the Board of Trade and the Economic Development Agencies, who are all potentially interested in Regional D.C. policy. Their primary concern is frequently with the quantum of the charge, gross floor area exclusions such as basements, mechanical or indoor parking areas, or exemptions and phase-in or capping provisions in order to moderate the impact.

8.2 Anticipated Impact of the Charge on Development

The establishment of sound D.C. policy often requires the achievement of an acceptable balance between two competing realities. The first is that high non-residential D.C.s may, to some degree, represent a barrier to increased economic activity and sustained industrial/commercial growth, particularly for capital intensive uses. Also, in many cases, increased residential D.C.s may ultimately be expected to be recovered via higher housing prices and can impact project feasibility in some cases (e.g. rental apartments).

On the other hand, D.C.s or other Region capital funding sources need to be obtained in order to help ensure that the necessary infrastructure and amenities are installed. The timely installation of such works is a key initiative in providing adequate service levels and in facilitating strong economic growth, investment and wealth generation.



8.3 Implementation Requirements

8.3.1 Introduction

Once the Region has calculated the charge, prepared the complete background study, carried out the public process and passed a new by-law, the emphasis shifts to implementation matters.

These include notices, potential appeals and complaints, credits, front-ending agreements, subdivision agreement conditions and finally the collection of revenues and funding of projects.

The sections which follow overview the requirements in each case.

8.3.2 Notice of Passage

In accordance with section 13 of the D.C.A., when a D.C. by-law is passed, the Region clerk shall give written notice of the passing and of the last day for appealing the by-law (the day that is 40 days after the day it was passed). Such notice must be given no later than 20 days after the day the by-law is passed (i.e. as of the day of newspaper publication or the mailing of the notice).

Section 10 of O. Reg. 82/98 further defines the notice requirements which are summarized as follows:

- notice may be given by publication in a newspaper which is (in the Clerk's opinion) of sufficient circulation to give the public reasonable notice, or by personal service, fax or mail to every owner of land in the area to which the by-law relates;
- subsection 10 (4) lists the persons/organizations who must be given notice; and
- subsection 10 (5) lists the eight items which the notice must cover.

8.3.3 By-law Pamphlet

In addition to the "notice" information, the Region must prepare a "pamphlet" explaining each D.C. by-law in force, setting out:

- a description of the general purpose of the D.C.s;



- the “rules” for determining if a charge is payable in a particular case and for determining the amount of the charge;
- the services to which the D.C.s relate; and
- a description of the general purpose of the Treasurer’s statement and where it may be received by the public.

Where a by-law is not appealed to the L.P.A.T., the pamphlet must be readied within 60 days after the by-law comes into force. Later dates apply to appealed by-laws.

The Region must give one copy of the most recent pamphlet without charge, to any person who requests one.

8.3.4 Appeals

Sections 13 to 19 of the D.C.A. set out the requirements relative to making and processing a D.C. by-law appeal and L.P.A.T. Hearing in response to an appeal. Any person or organization may appeal a D.C. by-law to the L.P.A.T. by filing a notice of appeal with the Region’s clerk, setting out the objection to the by-law and the reasons supporting the objection. This must be done by the last day for appealing the by-law, which is 40 days after the by-law is passed.

The Region is carrying out a public consultation process, in order to address the issues that come forward as part of that process, thereby avoiding or reducing the need for an appeal to be made.

8.3.5 Complaints

A person required to pay a D.C., or his agent, may complain to the Region’s Council imposing the charge that:

- the amount of the charge was incorrectly determined;
- the reduction to be used against the D.C. was incorrectly determined; or
- there was an error in the application of the D.C.

Sections 20 to 25 of the D.C.A. set out the requirements that exist, including the fact that a complaint may not be made later than 90 days after a D.C. (or any part of it) is payable. A complainant may appeal the decision of Region’s Council to the L.P.A.T.



8.3.6 Credits

Sections 38 to 41 of the D.C.A. set out a number of credit requirements, which apply where a Region agrees to allow a person to perform work in the future that relates to a service in the D.C. by-law.

These credits would be used to reduce the amount of D.C.s to be paid. The value of the credit is limited to the reasonable cost of the work which does not exceed the average level of service. The credit applies only to the service to which the work relates, unless the Region agrees to expand the credit to other services for which a D.C. is payable.

8.3.7 Front-Ending Agreements

The Region and one or more landowners may enter into a front-ending agreement which provides for the costs of a project which will benefit an area in the Region to which the D.C. by-law applies. Such an agreement can provide for the costs to be borne by one or more parties to the agreement who are, in turn, reimbursed in future by persons who develop land defined in the agreement.

Part III of the D.C.A. (sections 44 to 58) addresses front-ending agreements and removes some of the obstacles to their use which were contained in the D.C.A., 1989. Accordingly, the Region assesses whether this mechanism is appropriate for its use, as part of funding projects prior to Region funds being available.

8.3.8 Severance and Subdivision Agreement Conditions

Section 59 of the D.C.A. prevents a municipality from imposing directly or indirectly, a charge related to development or a requirement to construct a service related to development, by way of a condition or agreement under section 51 or section 53 of the Planning Act, except for:

- “local services, related to a plan of subdivision or within the area to which the plan relates, to be installed or paid for by the owner as a condition of approval under section 51 of the Planning Act;” and
- “local services to be installed or paid for by the owner as a condition of approval under section 53 of the Planning Act.”



It is also noted that subsection 59 (4) of the D.C.A. requires that the municipal approval authority for a draft plan of subdivision under subsection 51 (31) of the Planning Act, use its power to impose conditions to ensure that the first purchaser of newly subdivided land is informed of all the D.C.s related to the development, at the time the land is transferred.

In this regard, if the Region in question is a commenting agency, in order to comply with subsection 59 (4) of the D.C.A. it would need to provide to the approval authority, information regarding the applicable Region D.C.s related to the site.

If the Region is an approval authority for the purposes of section 51 of the Planning Act, it would be responsible to ensure that it collects information from all entities which can impose a D.C.

The most effective way to ensure that purchasers are aware of this condition would be to require it as a provision in a registered subdivision agreement, so that any purchaser of the property would be aware of the charges at the time the title was searched prior to closing a transaction conveying the lands.

Appendices



Appendix A

Background Information on Residential and Non- Residential Growth Forecast



Appendix A: Background Information on Residential and Non-Residential Growth Forecast

Schedule 1
Peel Region
Scenario 16¹
Residential Growth Forecast Summary

Year		Population (Including Census Undercount) ²	Population (Including Census Undercount), Excluding Institutional	Excluding Census Undercount			Housing Units							Person Per Unit (P.P.U.) Total Population/ Total Households
				Population	Institutional Population	Population Excluding Institutional Population	Singles & Semi-Detached	Townhomes	Apartments ³	Apartments >750 sq.ft.	Apartments equal to or less than 750 sq.ft.	Other	Total Households	
	Mid 2016	1,428,300	1,419,200	1,381,700	9,100	1,372,600	261,585	60,120	105,355	42,145	63,210	490	427,550	3.232
Forecast	Mid 2020	1,535,300	1,526,000	1,483,500	9,300	1,474,200	271,925	66,800	113,485	45,395	68,090	490	452,700	3.277
	Mid 2025	1,634,000	1,623,600	1,578,900	10,400	1,568,500	289,030	75,250	128,220	51,290	76,930	490	492,990	3.203
	Mid 2030	1,746,800	1,735,700	1,687,900	11,100	1,676,800	303,290	83,820	145,340	58,140	87,200	490	532,940	3.167
	Mid 2035	1,852,200	1,840,400	1,789,800	11,800	1,778,000	313,720	91,780	164,000	65,600	98,400	490	569,990	3.140
	Mid 2041	1,970,000	1,957,500	1,903,600	12,500	1,891,100	322,425	101,100	187,285	74,915	112,370	490	611,300	3.114
Incremental	Mid 2016 - Mid 2020	107,000	106,800	101,800	200	101,600	10,340	6,680	8,130	3,250	4,880	0	25,150	
	Mid 2020 - Mid 2025	98,700	97,600	95,400	1,100	94,300	17,105	8,450	14,735	5,895	8,840	0	40,290	
	Mid 2020 - Mid 2030	211,500	209,700	204,400	1,800	202,600	31,365	17,020	31,855	12,745	19,110	0	80,240	
	Mid 2020 - Mid 2035	316,900	314,400	306,300	2,500	303,800	41,795	24,980	50,515	20,205	30,310	0	117,290	
	Mid 2020 - Mid 2041	434,700	431,500	420,100	3,200	416,900	50,500	34,300	73,800	29,520	44,280	0	158,600	

Derived from the Region of Peel Growth Management Strategy, Scenario 16, received May 2020. Summarized by Watson & Associates Economists Ltd.

¹Based on the Region of Peel Growth Management Strategy, Scenario 16. The population and housing for base year (2020) has been updated based on best planning estimates by the Region of Peel.

²Census undercount estimated at approximately 3.4%. Note: Population including the undercount has been rounded.

³Includes apartments in duplexes, accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments.

Notes: 1) Numbers may not add to totals due to rounding. 2) An adjustment was made to the 2016 Census based on a review by the Region of Peel.



Schedule 2A
Peel Region
Estimate of the Anticipated Amount, Type and Location of Growth

Development Location	Timing	Single & Semi-Detached	Townhouses	Apartments ¹	Apartments ¹		Total Residential Units	Gross Population In New Units	Existing Unit Population Change	Net Population Increase, Excluding Institutional	Institutional Population	Net Population Including Institutional
					Apartments >750 sq.ft.	Apartments equal to or less than 750 sq.ft.						
City of Brampton	2020 - 2025	13,030	3,920	1,910	765	1,145	18,860	71,970	(14,060)	57,910	420	58,330
	2020 - 2030	23,020	8,085	4,630	1,850	2,780	35,735	133,750	(14,130)	119,620	700	120,320
	2020 - 2041	34,540	15,460	16,895	6,760	10,135	66,895	233,530	(24,000)	209,530	1,040	210,570
City of Mississauga	2020 - 2025	915	2,460	12,285	4,915	7,370	15,660	38,900	(17,320)	21,580	620	22,200
	2020 - 2030	2,200	4,915	26,190	10,475	15,715	33,305	82,870	(28,410)	54,460	970	55,430
	2020 - 2041	3,430	9,445	52,580	21,030	31,550	65,455	160,830	(21,940)	138,890	1,880	140,770
Town of Caledon	2020 - 2025	3,160	2,070	540	215	325	5,770	21,350	(3,240)	18,110	60	18,170
	2020 - 2030	6,145	4,020	1,035	415	620	11,200	41,460	(5,840)	35,620	130	35,750
	2020 - 2041	12,530	9,395	4,325	1,730	2,595	26,250	93,370	(10,290)	83,080	280	83,360
Region of Peel	2020 - 2025	17,105	8,450	14,735	5,895	8,840	40,290	132,220	(34,620)	97,600	1,100	98,700
	2020 - 2030	31,365	17,020	31,855	12,745	19,110	80,240	258,080	(48,380)	209,700	1,800	211,500
	2020 - 2041	50,500	34,300	73,800	29,520	44,280	158,600	487,730	(56,230)	431,500	3,200	434,700

Derived from the Region of Peel Growth Management Strategy, Scenario 16, received May 2020. Summarized by Watson & Associates Economists Ltd.

Note: The growth increment is based on an updated 2020 base estimate (Region of Peel Growth Management Strategy, Scenario 16R) and the 2041 forecast from the Region of Peel Growth Management Strategy, Scenario 16, received April 2020.

¹ Includes apartments in duplexes, accessory apartments, bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



Schedule 2B
Region of Peel
Population and Housing by Urban and Rural Area

Period	Urban Growth ¹			Rural Growth (No Water or Wastewater Services) ²			Rural Growth (Water Only, No Wastewater) ³			Region of Peel		
	Net Population	Gross Population	Housing	Net Population	Gross Population	Housing	Net Population	Gross Population	Housing	Net Population	Gross Population	Housing
2020 - 2025	98,470	131,060	40,015	-150	550	130	380	610	145	98,700	132,220	40,290
2020 - 2030	211,100	255,930	79,730	-310	970	230	710	1,180	280	211,500	258,080	80,240
2020 - 2041	431,500	482,200	157,285	940	2,440	580	2,260	3,090	735	434,700	487,730	158,600
Percentage												
2020 - 2025	99.8%	99.1%	99.3%	-0.2%	0.4%	0.3%	0.4%	0.5%	0.4%	100%	100.0%	100%
2020 - 2030	99.8%	99.2%	99.4%	-0.1%	0.4%	0.3%	0.3%	0.5%	0.3%	100%	100.0%	100%
2020 - 2041	99.3%	98.9%	99.2%	0.2%	0.5%	0.4%	0.5%	0.6%	0.5%	100%	100.0%	100%

Includes Census Undercount which is estimated at approximately 3.4%. Numbers may not add up precisely due to rounding.

¹Urban Growth includes the City of Mississauga, City of Brampton and Settlement Areas within the Town of Caledon.

²Rural Growth (No Water or Wastewater Services) includes all areas outside Settlement Areas.

³Approximately 72% of rural population growth is water only (Palgrave Estates)

Source: Derived from the Region of Peel Growth Management Strategy, Scenario 16, received May 2020. Summarized by Watson & Associates Economists Ltd.



**Schedule 3
Peel Region
Ten Year Growth Forecast
Mid 2020 to Mid 2030**

		Population
Mid 2020 Population (1)		1,535,300
Occupants of New Housing Units, Mid 2020 to Mid 2030	Units (2)	80,240
	multiplied by P.P.U. (3)	3.217
	gross population increase	258,100
Occupants of New Equivalent Institutional Units, Mid 2020 to Mid 2030	Units	1,636
	multiplied by P.P.U. (3)	1.100
	gross population increase	1,800
Decline in Housing Unit Occupancy, Mid 2020 to Mid 2030	Units (4)	452,700
	multiplied by P.P.U. decline rate (5)	-0.107
	total decline in population	-48,380
Population Estimate to Mid 2030		1,746,800
Net Population Increase, Mid 2020 to Mid 2030		211,500

(1) Based on best planning estimates from the Region of Peel.

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
Singles & Semi Detached	4.202	39%	1.642
Townhomes (6)	3.328	21%	0.706
Apartments (7)			
Small Apartment Units (= and >750 sq.ft.)	1.612	24%	0.384
Large Apartment Units (<750 sq.ft.)	3.048	16%	0.484
Total		100%	3.217

¹ Persons per unit based on Statistics Canada Custom 2016 Census database.

² Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2020 households based upon 430,200 (2016 Census) + 25,040 (Mid 2016 to Mid 2020 unit estimate) = 452,700

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments and apartments in duplexes.

Note: Numbers may not add to totals due to rounding.



**Schedule 4
Peel Region
Twenty One Year Growth Forecast
Mid 2020 to 2041**

		Population
Mid 2020 Population (1)		1,535,300
Occupants of New Housing Units, Mid 2020 to 2041	Units (2)	158,600
	multiplied by P.P.U. (3)	3.075
	gross population increase	487,730
Occupants of New Equivalent Institutional Units, Mid 2020 to 2041	Units	2,909
	multiplied by P.P.U. (3)	1.100
	gross population increase	3,200
Decline in Housing Unit Occupancy, Mid 2020 to 2041	Units (4)	452,700
	multiplied by P.P.U. decline rate (5)	-0.124
	total decline in population	-56,230
Population Estimate to Mid 2041		1,970,000
Net Population Increase, Mid 2020 to Mid 2041		434,700

(1) Based on best planning estimates from the Region of Peel.

(2) Based upon forecast building permits/completions assuming a lag between construction and occupancy.

(3) Average number of persons per unit (P.P.U.) is assumed to be:

Structural Type	Persons Per Unit ¹ (P.P.U.)	% Distribution of Estimated Units ²	Weighted Persons Per Unit Average
Singles & Semi Detached	4.202	32%	1.338
Multiples (6)	3.328	22%	0.720
Apartments (7)			
Small Apartment Units (= and >750 sq.ft.)	1.612	28%	0.450
Large Apartment Units (<750 sq.ft.)	3.048	19%	0.567
Total		100%	3.075

¹ Persons per unit based on Statistics Canada Custom 2016 Census database.

² Forecast unit mix based upon historical trends and housing units in the development process.

(4) Mid 2020 households based upon 430,200 (2016 Census) + 25,040 (Mid 2016 to Mid 2020 unit estimate) = 452,700

(5) Decline occurs due to aging of the population and family life cycle changes, lower fertility rates and changing economic conditions.

(6) Includes townhouses.

(7) Includes bachelor, 1-bedroom and 2-bedroom+ apartments.

Note: Numbers may not add to totals due to rounding.



**Schedule 5
Peel Region
20 Year Average
Persons Per Unit By Age and Type of Dwelling
(2016 Census)**

21-Year Forecast with
undercount

Age of Dwelling	Singles and Semi-Detached						Singles and Semi-Detached
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	3.120	3.022	4.000	5.265	4.212	
6-10	-	2.833	2.758	4.029	5.446	4.274	
11-15	-	2.933	2.724	3.889	5.184	4.077	
16-20	-	2.684	2.466	3.640	4.841	3.766	4.202
20-25	-	2.250	2.767	3.536	4.636	3.724	
25-35	-	2.222	2.512	3.216	4.249	3.354	
35+	-	1.833	2.181	2.884	4.054	2.947	
Total	2.513	2.339	2.422	3.421	4.749	3.576	

Age of Dwelling	Townhomes ¹						Townhomes
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	-	1.561	2.236	3.198	5.059	3.026	
6-10	-	1.667	2.406	3.404	5.042	3.282	
11-15	-	1.824	2.463	3.408	5.136	3.343	
16-20	-	-	2.066	3.184	5.150	3.114	3.328
20-25	-	-	2.287	3.284	5.421	3.227	
25-35	-	-	2.007	3.089	4.871	3.013	
35+	-	2.154	2.239	2.977	4.551	2.941	
Total	1.400	1.759	2.236	3.173	4.945	3.101	

Age of Dwelling	Apartments ²						Apartments (weighted average of small and large apartments) ⁴
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total	
1-5	1.429	1.507	2.327	3.362	4.385	2.044	
6-10	-	1.483	2.324	3.738	4.617	2.178	
11-15	2.221	1.528	2.362	4.013	5.122	2.636	
16-20	1.417	1.559	2.596	3.855	4.627	2.730	2.187
20-25	-	1.512	2.516	3.755	4.869	2.622	
25-35	1.278	1.483	2.431	3.438	4.352	2.578	
35+	1.524	1.466	2.436	3.240	4.128	2.452	
Total	1.750	1.488	2.433	3.425	4.443	2.478	

Age of Dwelling	All Density Types					
	< 1 BR	1 BR	2 BR	3/4 BR	5+ BR	Total
1-5	1.938	1.563	2.375	3.794	5.240	3.508
6-10	2.467	1.554	2.383	3.891	5.388	3.601
11-15	2.500	1.711	2.442	3.811	5.175	3.748
16-20	2.000	1.665	2.506	3.547	4.807	3.450
20-25	1.385	1.542	2.509	3.504	4.690	3.284
25-35	1.773	1.512	2.410	3.226	4.275	3.062
35+	1.459	1.486	2.391	2.955	4.086	2.761
Total	1.756	1.539	2.417	3.377	4.705	3.191

¹ Includes townhouses.

² Includes bachelor, 1 bedroom and 2 bedroom+ apartments and apartments in duplexes.

³ Census undercount is estimated at approximately 3.4%.

⁴ Adjusted based on a weighted average of small and large apartments (60% small apartments at a P.P.U. of 1.612 and 40% large apartments at a P.P.U. of 3.048).

Note: Does not include Statistics Canada data classified as 'Other'

P.P.U. Not calculated for samples less than or equal to 50 dwelling units, and does not include institutional population.



Schedule 6
Peel Region
Scenario 16¹
2020 Employment Forecast

Period	Population ²	Employment Activity Rate	Employment						Employment Total (Excluding Work at Home and N.F.P.O.W.)
			Other Employment ³	Work at Home	Industrial	Total	N.F.P.O.W. ⁴	Total Employment (Including N.F.P.O.W.)	
Mid 2016	1,428,300	0.487	341,700	38,200	228,900	608,800	86,500	695,300	570,600
Mid 2020	1,535,300	0.493	374,000	41,500	247,700	663,200	94,300	757,500	621,700
Mid 2025	1,634,000	0.497	402,800	45,750	261,680	710,230	102,230	812,460	664,480
Mid 2030	1,746,800	0.492	431,300	46,250	276,050	753,600	106,400	860,000	707,350
Mid 2041	1,970,000	0.492	494,700	52,300	303,460	850,460	119,600	970,060	798,160
Incremental Change									
Mid 2020 - Mid 2025	98,700	0.004	28,800	4,250	13,980	47,030	7,930	54,960	42,780
Mid 2020 - Mid 2030	211,500	-0.001	57,300	4,750	28,350	90,400	12,100	102,500	85,650
Mid 2020 - Mid 2041	434,700	-0.001	120,700	10,800	55,760	187,260	25,300	212,560	176,460
Annual Average									
Mid 2020 - Mid 2025	19,740	0.0008	5,760	850	2,796	9,406	1,586	10,992	8,556
Mid 2020 - Mid 2030	21,150	-0.0001	5,730	475	2,835	9,040	1,210	10,250	8,565
Mid 2020 - Mid 2041	20,700	0.0000	5,748	514	2,655	8,917	1,205	10,122	8,403

Derived from the Region of Peel Growth Management Strategy, Scenario 16, received May 2020. Summarized by Watson & Associates Economists Ltd.

¹Based on the Region of Peel Growth Management Strategy, Scenario 16. The population and housing for base year (2020) is based on best planning estimates by the Region of Peel, received January 2020.

²Includes Census undercount which is estimated at 3.4%

³Other Employment includes Primary, Major Office, Institutional and Commercial/Population-Related Employment.

⁴Statistics Canada defines no fixed place of work (N.F.P.O.W.) employees as "persons who do not go from home to the same work place location at the beginning of each shift". Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc.



Schedule 7
Peel Region
Employment & Gross Floor Area (G.F.A) Forecast, 2020 to 2041

Period	Population ¹	Employment ²			Gross Floor Area in Square Metres (Estimated) ³		
		Other Employment ²	Industrial	Total	Other Employment	Industrial	Total
Mid 2016	1,428,300	339,800	228,900	568,700			
Mid 2020	1,535,300	372,000	247,700	619,700			
Mid 2025	1,634,000	400,500	261,680	662,180			
Mid 2030	1,746,800	429,000	276,050	705,050			
Mid 2041	1,970,000	492,000	303,460	795,460			
Incremental Change							
Mid 2020 - Mid 2025	98,700	28,500	13,980	42,480	993,400	2,032,000	3,025,400
Mid 2020 - Mid 2030	211,500	57,000	28,350	85,350	2,045,600	4,167,600	6,213,200
Mid 2020 - Mid 2041	434,700	120,000	55,760	175,760	4,285,600	8,269,200	12,554,800
Annual Average							
Mid 2020 - Mid 2025	19,740	5,700	2,796	8,496	198,680	406,400	605,080
Mid 2020 - Mid 2030	21,150	5,700	2,835	8,535	204,560	416,760	621,320
Mid 2020 - Mid 2041	20,700	5,714	2,655	8,370	204,076	393,771	597,848

Derived from the Region of Peel Growth Management Strategy, Scenario 16. Summarized by Watson & Associates Economists Ltd.

¹Includes Census undercount which is estimated at 3.4%.

²Employment includes office employment accommodated through intensification. Gross Floor Area has been adjusted to reflect employment accommodated through intensification.

³Other Employment includes Major Office, Institutional and Commercial/Population-Related Employment.

⁴Square Metre Per Employee Assumptions

2020 - 2030

Industrial	147
Other	36

2020 - 2041

Industrial	148
Other	36



Schedule 8a
Region of Peel
Gross Floor Area (G.F.A.) (Sq.m.), 2020 - 2030¹

Development Location		Industrial	Other Employment ²	Total Usual Place of Work ³
City of Mississauga	Employment	4,820	22,350	27,170
	Average F.S.W.	120	31	47
	G.F.A. (Sq.m.)	578,400	699,800	1,278,200
City of Brampton	Employment	17,560	28,790	46,350
	Average F.S.W.	150	39	81
	G.F.A. (Sq.m.)	2,634,000	1,111,200	3,745,200
Town of Caledon	Employment	5,970	5,900	11,870
	Average F.S.W.	160	40	100
	G.F.A. (Sq.m.)	955,200	234,600	1,189,800
Peel Region	Employment	28,350	57,040	85,390
	Average F.S.W.	147	36	73
	G.F.A. (Sq.m.)	4,167,600	2,045,600	6,213,200

Note: Figures have been rounded.

Schedule 8b
Region of Peel
Gross Floor Area (G.F.A.) (Sq.m.), 2020 - 2041¹

Development Location		Industrial	Other Employment ²	Total Usual Place of Work ³
City of Mississauga	Employment	9,480	46,100	55,580
	Average F.S.W.	120	33	48
	G.F.A. (Sq.m.)	1,137,600	1,525,400	2,663,000
City of Brampton	Employment	27,320	55,600	82,920
	Average F.S.W.	150	37	74
	G.F.A. (Sq.m.)	4,098,000	2,046,200	6,144,200
Town of Caledon	Employment	18,960	18,300	37,260
	Average F.S.W.	160	39	101
	G.F.A. (Sq.m.)	3,033,600	714,000	3,747,600
Peel Region	Employment	55,760	120,000	175,760
	Average F.S.W.	148	36	71
	G.F.A. (Sq.m.)	8,269,200	4,285,600	12,554,800

Source: Employment derived from the Region of Peel Growth Management Strategy, Scenario 16, received May 2020. Summarized by Watson & Associates Economists Ltd. Floor Space per Worker Assumptions and Gross Floor Area Forecast is a forecast by Watson & Associates Economists Ltd.

²Other Employment includes Major Office, Institutional and Commercial/Population-Related Employment.

³Excludes No Fixed Place of Work and Work at Home Employment.

Note: Figures have been rounded.



Appendix B

Level of Service



Appendix B: Level of Service

Appendix B – Level of Service Ceiling Region of Peel

Summary of Service Standards as per D.C.A., 1997, as Amended

SUMMARY OF SERVICE STANDARDS AS PER DEVELOPMENT CHARGES ACT, 1997, AS AMENDED							
Service Category	Sub-Component	10 Year Average Service Standard					Maximum Ceiling LOS
		Cost (per capita)	Quantity (per capita)		Quality (per capita)		
Services Related to a Highway - Transportation	Roads	\$7,059.80	0.0012	lane km of roadways	5,883,167	per lane km	3,068,895,060
	Bridges & Culverts	\$411.10	0.0001	No. of Bridges, Culverts & Structures	4,111,000	per item	178,705,170
Public Works	Public Works Facilities	\$78.08	0.0178	sq.m. of building area	4,387	per sq.m.	16,513,920
	Public Works Vehicles	\$33.55	0.0004	No. of vehicles and equipment	83,875	per vehicle	7,095,825
Peel Regional Police Services	Peel Regional Police Facilities	\$208.86	0.0557	sq.m. of building area	3,750	per sq.m.	36,707,145
	Peel Regional Police Land	\$69.51	0.00002	ha. of land	3,678,175	per ha.	12,216,383
	Peel Regional Police Vehicles	\$14.50	0.0006	No. of vehicles	24,167	per vehicle	2,548,375
	Peel Regional Police Small Equipment and Gear	\$48.85	48.85	Value of equipment and gear	1	per Officer	8,585,388
Police - O.P.P.	Police - O.P.P. Facilities	\$157.85	0.0332	sq.m. of building area	4,755	per sq.m.	5,643,138
	Police - O.P.P. Land	\$69.79	0.00002	ha. of land	3,489,500	per ha.	2,494,993
Paramedics	Paramedics Facilities	\$70.06	0.0099	sq.m. of building area	7,077	per sq.m.	14,817,690
	Paramedics Vehicles	\$21.26	0.0002	No. of vehicles and equipment	106,300	per vehicle/equipment	4,496,490
Long Term Care	Long Term Care Facilities	\$193.94	0.0389	sq.m. of building area	4,986	per sq.m.	41,018,310
	Long Term Care Land	\$50.47	0.0717	sq.m. of land	704	per sq.m.	10,674,405
Housing Services	Housing Services - Shelters	\$34.21	0.0089	sq.m. of building area	3,844	per sq.m.	7,235,415
	Housing Services - Shelters Hotel Space	\$0.18	0.0027	No. of hotel rooms	67	per hotel room	38,070
	Housing Services - Social Housing	\$2,064.48	0.01	No. of units	382,311	per unit	436,637,520
Public Health	Public Health	\$12.01	0.0018	sq.m. of building area	6,672	per sq.m.	2,540,115
Waste Diversion	Waste Diversion - Facilities - Recycling/Reuse	\$187.22	0.0135	sq.m. of building area	13,868	per sq.m.	39,597,030
	Waste Diversion - Vehicles (Collection)	\$29.61	0.0001	No. of vehicles and equipment	296,100	per vehicle	6,262,515
	Waste Diversion - Vehicles & Equipment (Non Collection)	\$5.50	5.4979	Value of vehicles and equipment	1	value of vehicle	1,163,250
	Waste Diversion - Other (Blue and Green Carts)	\$44.67	0.3030	Number of carts	147	per cart	9,447,705



Region of Peel
Service Standard Calculation Sheet

Service: Roads
Unit Measure: lane km of roadways

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/lane km)
Lane-KM	1,551	1,588	1,590	1,602	1,629	1,646	1,657	1,657	1,663	1,668	\$6,106,030
Total	1,551	1,588	1,590	1,602	1,629	1,646	1,657	1,657	1,663	1,668	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0012	0.0012	0.0012	0.0012	0.0012	0.0012	0.0012	0.0011	0.0011	0.0011

10 Year Average	2010-2019
Quantity Standard	0.0012
Quality Standard	\$5,883,167
Service Standard	\$7,060

D.C. Amount (before deductions)	2041
Forecast Population	434,700
\$ per Capita	\$7,060
Eligible Amount	\$3,068,895,060



Region of Peel
Service Standard Calculation Sheet

Service: Bridges & Culverts
 Unit Measure: No. of Bridges, Culverts & Structures

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
Bridges	95	95	95	95	95	97	99	100	100	100	\$4,654,000
Major Culverts	74	74	74	74	74	75	76	76	81	81	\$1,659,000
Total	169	169	169	169	169	172	175	176	181	181	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001

10 Year Average	2010-2019
Quantity Standard	0.0001
Quality Standard	\$4,111,000
Service Standard	\$411

D.C. Amount (before deductions)	2041
Forecast Population	434,700
\$ per Capita	\$411
Eligible Amount	\$178,705,170

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Facilities
Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value/sq.m. with land, site works, etc.
Operations Support/Transhelp											
Victoria	2,973	2,973	2,973	2,973	2,973	2,973	2,973	2,973	2,973	2,973	\$4,123
Copper Yard/Advance	11,422	11,422	11,422	15,398	15,398	15,398	15,398	15,398	15,398	15,398	\$4,525
Wolfedale	5,949	5,949	5,949	5,949	5,949	5,949	5,949	8,138	8,138	8,138	\$4,262
Mavis Rd., Mississauga	1,800	1,800	1,800	1,800	-	-	-	-	2,852	2,852	\$4,174
Total	22,144	22,144	22,144	26,120	24,320	24,320	24,320	26,509	29,361	29,361	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0169	0.0165	0.0163	0.0190	0.0174	0.0172	0.0170	0.0182	0.0198	0.0195

10 Year Average	2010-2019
Quantity Standard	0.0178
Quality Standard	\$4,387
Service Standard	\$78

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$78
Eligible Amount	\$16,513,920

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
TRANSPORTATION											
TRAILER, RADAR SPEED ADVISORY	-	1	1	1	1	1	1	1	1	1	\$8,000
TRAILER, RADAR SPEED ADVISORY (NO STICKER)	-	-	-	-	-	1	1	1	1	1	\$20,000
VAN, MINI PASSENGER	1	1	1	1	1	1	1	1	1	1	\$34,000
VIBRATORY ROLLER	1	1	1	1	1	1	1	1	1	1	\$23,000
TRAILER, FLATBED	1	1	1	1	1	1	1	1	1	1	\$24,000
TRAILER, UTILITY	1	1	1	1	1	1	1	1	1	1	\$3,000
STEAM JENNY,	1	1	1	1	1	1	1	1	1	1	\$15,000
PACKER/ROLLER, PNEUMATIC GRADER MOUNTED (HANDY HITCH)	1	1	1	1	1	1	1	1	1	1	\$32,000
GRADALL EXCAVATOR,	1	1	1	1	1	1	1	1	1	1	\$353,000
WOOD CHIPPER	1	1	1	1	1	1	1	1	1	1	\$49,000
TRAILER, DROP DECK	1	1	1	1	1	1	1	1	1	1	\$8,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$124,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$124,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$124,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	-	1	1	1	1	1	1	1	1	1	\$124,000
LOADER, FRONT END	1	1	1	1	1	1	1	1	1	1	\$213,000
DUMP, TRIAXLE 1 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$337,000
GRADER,	1	1	1	1	1	1	1	1	1	1	\$359,000
GRADER,	1	1	1	1	1	1	1	1	1	1	\$358,000
FLUSHER	-	-	1	1	1	1	1	1	1	1	\$102,000
DUMP, TANDEM 2 WAY PLOW	1	1	1	1	1	1	1	1	1	1	\$310,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
DUMP, TRIAXLE 1 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$347,000
CONCRETE SAW	1	1	1	1	1	1	1	1	1	1	\$11,000
ATTENUATOR, CRASH	1	1	1	1	1	1	1	1	1	1	\$39,000
POST POUNDER	1	1	1	1	1	1	1	1	1	1	\$23,000
ARROW BOARD,	1	1	1	1	1	1	1	1	1	1	\$7,000
STEAM JENNY	1	1	1	1	1	1	1	1	1	1	\$17,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$308,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$308,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$304,000
DUMP, TRIAXLE 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$336,000
DUMP, TRIAXLE 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$336,000
SNOW BLOWER,	1	1	1	1	1	1	1	1	1	1	\$29,000
TRACTOR, TRACKLESS ARTICULATED	-	-	-	-	-	1	1	1	1	1	\$202,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$21,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$21,000
HOT MIX TRANSPORTER - NO STICKER	1	1	1	1	1	1	1	1	1	1	\$46,000
TRUCK, SIGN	1	1	1	1	1	1	1	1	1	1	\$349,000
LOADER, ARTICULATED WHEEL 4WD	1	1	1	1	1	1	1	1	1	1	\$256,000
TRACTOR, FARM	1	1	1	1	1	1	1	1	1	1	\$59,000
VACUUM, LEAF/LITTER TOW BEHIND	1	1	1	1	1	1	1	1	1	1	\$14,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
PICKUP, 3/4 TON EXT CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$46,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$44,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$44,000
TRACTOR, AGRICULTURAL WITH ENCLOSED CAB	1	1	1	1	1	1	1	1	1	1	\$200,000
PICKUP, 3/4 TON CREW CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$36,000
PICKUP, 3/4 TON CREW CAB LONG BOX 2WD	-	-	-	-	-	-	-	-	1	1	\$36,000
PICKUP, 3/4 TON CREW CAB LONG BOX 2WD	-	-	-	-	-	-	-	-	1	1	\$36,000
PLOW, REVERSIBLE	1	1	1	1	1	1	1	1	1	1	\$6,000
ONE WAY WING	1	1	1	1	1	1	1	1	1	1	\$18,000
SOIL SEPERATOR	1	1	1	1	1	1	1	1	1	1	\$131,000
TRACTOR, FARM	1	1	1	1	1	1	1	1	1	1	\$26,000
RIDING V-ROLLER	1	1	1	1	1	1	1	1	1	1	\$18,000
TRUCK, CATCH BASIN REPAIR	1	1	1	1	1	1	1	1	1	1	\$217,000
ATTENUATOR, TRAILER MOUNTED	1	1	1	1	1	1	1	1	1	1	\$52,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$277,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$276,000
TRACTOR, MOWER	1	1	1	1	1	1	1	1	1	1	\$141,000
ATTENUATOR, TRAILER MOUNTED	1	1	1	1	1	1	1	1	1	1	\$35,000
PICKUP, 1/2 TON EXTENDED CAB	1	1	1	1	1	1	1	1	1	1	\$39,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$124,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$127,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$127,000
TRAILER, UTILITY	1	1	1	1	1	1	1	1	1	1	\$8,000
TRAILER, UTILITY	1	1	1	1	1	1	1	1	1	1	\$8,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$126,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$303,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$303,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$303,000
TRACTOR, TRACKLESS ARTICULATED	1	1	1	1	1	1	1	1	1	1	\$150,000
TRACTOR, TRACKLESS MT V MUNICIPAL	1	1	1	1	1	1	1	1	1	1	\$149,000
TRAILER, FLATBED	1	1	1	1	1	1	1	1	1	1	\$9,000
LOADER, ARTICULATED WHEEL 4WD	1	1	1	1	1	1	1	1	1	1	\$256,000
TRAILER, ENCLOSED	-	-	-	-	1	1	1	1	1	1	\$26,000
WOOD CHIPPER	-	-	-	-	1	1	1	1	1	1	\$39,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$303,000
DUMP, TANDEM 2 WAY PLOW & WING	1	1	1	1	1	1	1	1	1	1	\$304,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$21,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$21,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$21,000
HOT MIX TRANSPORTER - NO STICKER	1	1	1	1	1	1	1	1	1	1	\$46,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
LOADER, ARTICULATED WHEEL 4WD	1	1	1	1	1	1	1	1	1	1	\$256,000
PICKUP, 3/4 TON CREW CAB LONG BOX 2WD	-	-	-	-	-	-	-	1	1	1	\$56,000
TRUCK, SIGN	1	1	1	1	1	1	1	1	1	1	\$154,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	-	-	-	-	-	-	-	1	1	1	\$154,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	-	-	-	-	-	-	-	1	1	1	\$155,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$42,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$42,000
ANTI-ICE SYSTEM	1	1	1	1	1	1	1	1	1	1	\$42,000
SPORT UTILITY, COMPACT HYBRID 4X4	-	-	-	-	-	-	-	-	1	1	\$38,000
TRACTOR, FARM	1	1	1	1	1	1	1	1	1	1	\$177,000
PLOW, REVERSIBLE	1	1	1	1	1	1	1	1	1	1	\$18,000
VIBRATORY ROLLER	1	1	1	1	1	1	1	1	1	1	\$15,000
POST HOLE AUGER,	1	1	1	1	1	1	1	1	1	1	\$6,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	-	1	\$48,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	-	1	\$50,000
OPERATIONS SUPPORT											
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$48,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$48,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$48,000
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$26,000
SPORT UTILITY, ESCAPE 4X2	1	1	1	1	1	1	1	1	1	1	\$33,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$47,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$47,000
VAN, MINI PASSENGER	1	1	1	1	1	1	1	1	1	1	\$24,000
VAN, MINI CARGO	1	1	1	1	1	1	1	1	1	1	\$33,000
VAN, MINI CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, MINI PASSENGER	1	1	1	1	1	1	1	1	1	1	\$26,000
VAN, MINI WINDOW CARGO (TRANSIT)	1	1	1	1	1	1	1	1	1	1	\$42,000
SPORT UTILITY, COMPACT JEEP 4X2	-	-	-	-	1	1	1	1	1	1	\$28,000
VAN, 1/2 TON PASSENGER WINDOW	1	1	1	1	1	1	1	1	1	1	\$50,000
VAN, 1/2 TON PASSENGER WINDOW	1	1	1	1	1	1	1	1	1	1	\$43,000
PICKUP, 1/2 TON CREW CAB 4WD SHORT BOX	1	1	1	1	1	1	1	1	1	1	\$36,000
SPORT UTILITY, COMPACT HYBRID 4X2	-	1	1	1	1	1	1	1	1	1	\$45,000
SPORT UTILITY, COMPACT HYBRID 4X2	-	1	1	1	1	1	1	1	1	1	\$45,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
VAN, 3/4 TON PASSENGER WINDOW	1	1	1	1	1	1	1	1	1	1	\$52,000
SPORT UTILITY, COMPACT JEEP 4X2	-	-	-	-	1	1	1	1	1	1	\$28,000
SPORT UTILITY, COMPACT JEEP 4X2	-	-	-	-	1	1	1	1	1	1	\$28,000
VAN, 1 TON CARGO	-	-	-	-	-	-	1	1	1	1	\$67,000
SPORT UTILITY, COMPACT 4X4	1	1	1	1	1	1	1	1	1	1	\$36,000
SPORT UTILITY, COMPACT 4X4	1	1	1	1	1	1	1	1	1	1	\$36,000
SPORT UTILITY, COMPACT 4X4	1	1	1	1	1	1	1	1	1	1	\$36,000
SPORT UTILITY, COMPACT 4X4	1	1	1	1	1	1	1	1	1	1	\$36,000
SPORT UTILITY, COMPACT 4X4	1	1	1	1	1	1	1	1	1	1	\$36,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$42,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$43,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$43,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$43,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$43,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$42,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$43,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$39,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$39,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$39,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$43,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$38,000
VAN, 1/2 TON PASSENGER	1	1	1	1	1	1	1	1	1	1	\$36,000
TRAILER, FLATBED STEPDECK	1	1	1	1	1	1	1	1	1	1	\$29,000
VAN, RV MOBILE LEARNING CENTRE	1	1	1	1	1	1	1	1	1	1	\$117,000
TRAILER, FLATBED FLOAT	-	-	-	-	1	1	1	1	1	1	\$28,000
TRACTOR, TRAILER	1	1	1	1	1	1	1	1	1	1	\$65,000
PICKUP, 1/2 TON CREW CAB SHORT BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$38,000
CAR, COMPACT HYBRID	1	1	1	1	1	1	1	1	1	1	\$34,000
FORKLIFT,	1	1	1	1	1	1	1	1	1	1	\$26,000
FORKLIFT, 7000LBS	1	1	1	1	1	1	1	1	1	1	\$47,000
FORK REACH TRUCK, NARROW AISLE 3000 LBS	1	1	1	1	1	1	1	1	1	1	\$41,000
FORKLIFT, 7000 LBS	1	1	1	1	1	1	1	1	1	1	\$58,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
PICKUP, 3/4 TON EXT CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$44,000
FORKLIFT - BATTERY WALK BEHIND PALLET TRUCK	1	1	1	1	1	1	1	1	1	1	\$6,000
FORK REACH TRUCK, NARROW AISLE	-	-	-	-	-	-	-	1	1	1	\$46,000
MOWER, WALKER	1	1	1	1	1	1	1	1	1	1	\$15,000
PICKUP, 3/4 TON REG CAB 4X4	1	1	1	1	1	1	1	1	1	1	\$39,000
PICKUP, 1/2 TON EXT CAB SHORT BOX	1	1	1	1	1	1	1	1	1	1	\$36,000
SWEEPER, 275	1	1	1	1	1	1	1	1	1	1	\$62,000
SCISSOR LIFT, SKY JACK	-	1	1	1	1	1	1	1	1	1	\$18,000
TRACTOR, COMPACT	1	1	1	1	1	1	1	1	1	1	\$27,000
TRAILER, TILT BED SCISSOR LIFT - NO STICKER	-	1	1	1	1	1	1	1	1	1	\$9,000
SCISSOR LIFT, SKY JACK	1	1	1	1	1	1	1	1	1	1	\$23,000
SCISSOR LIFT, SKY JACK	-	-	-	-	-	-	-	-	1	1	\$15,000
SCISSOR LIFT, SKY JACK (ELECTRIC)	-	-	-	-	-	-	-	-	1	1	\$16,000
PICKUP, 3/4 TON EXTENDED CAB LONG BOX 4WD	-	-	-	-	-	-	-	-	1	1	\$40,000
FORKLIFT, 8000LBS	-	-	-	-	-	-	-	-	-	1	\$84,000
MOWER	1	1	1	1	1	1	1	1	1	1	\$56,000
TRAILER, LANDSCAPE 7000 LBS	1	1	1	1	1	1	1	1	1	1	\$11,000
TRAILER, UTILITY	1	1	1	1	1	1	1	1	1	1	\$8,000
TRAILER, UTILITY GRASS	-	-	1	1	1	1	1	1	1	1	\$4,000
SPORT UTILITY, ESCAPE 4X2	-	-	-	1	1	1	1	1	1	1	\$35,000
TRACTOR, GARDEN	1	1	1	1	1	1	1	1	1	1	\$12,000
WATER											
PICKUP, 3/4 TON EXT CAB MECH BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$89,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
CAR, COMPACT HYBRID	1	1	1	1	1	1	1	1	1	1	\$34,000
VAN, MINI PASSENGER	1	1	1	1	1	1	1	1	1	1	\$32,000
PICKUP, 3/4 TON EXT CAB, SHORT BOX, 2WD	-	-	-	-	-	-	-	1	1	1	\$48,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	-	1	\$48,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	-	1	\$48,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$3,000
TRAILER, UTILITY	1	1	1	1	1	1	1	1	1	1	\$14,000
TRAILER, SWABBING 10000 LBS TANDEM	1	1	1	1	1	1	1	1	1	1	\$11,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$5,000
TRAILER, TANDEM FLATBED	1	1	1	1	1	1	1	1	1	1	\$10,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$124,000
TRAILER, WATER TANK	-	-	1	1	1	1	1	1	1	1	\$12,000
PICKUP, 3/4 TON EXTENDED CAB MECHANIC BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$63,000
ATTENUATOR, TRAILER MOUNTED	-	-	-	-	-	1	1	1	1	1	\$38,000
PICKUP, 3/4 TON EXTENDED CAB MECHANIC BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$66,000
PICKUP, 1 TON EXTENDED CAB MECHANIC BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$121,000
ARROW BOARD,	1	1	1	1	1	1	1	1	1	1	\$8,000
TRAILER, MOUNTED VACUUM EXCAVATOR	1	1	1	1	1	1	1	1	1	1	\$123,000
VAN, SINGLE AXLE CUBE	1	1	1	1	1	1	1	1	1	1	\$213,000
STEAM JENNY,	-	-	-	-	-	-	-	-	-	1	\$18,000
VAN, 1 TON CCTV	-	-	1	1	1	1	1	1	1	1	\$326,000
VAN, 1 TON CCTV	-	-	-	1	1	1	1	1	1	1	\$308,000
VAN, 1 TON CCTV	-	-	-	-	-	-	-	-	-	1	\$461,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
SPORT UTILITY, COMPACT HYBRID 4X4	1	1	1	1	1	1	1	1	1	1	\$40,000
VAN, COMMAND CENTRE (RETIRED POLICE UNIT)	-	-	-	-	-	-	1	1	1	1	\$8,000
AIR COMPRESSOR WITH JACK HAMMER & CHIPPER	1	1	1	1	1	1	1	1	1	1	\$29,000
VALVE OPERATOR	1	1	1	1	1	1	1	1	1	1	\$41,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$5,000
VALVE OPERATOR, HAND HELD PORTABLE	1	1	1	1	1	1	1	1	1	1	\$11,000
TRAILER, 12000 LBS WITH PRESSURE TANK & 2.5" CENT PUMP	1	1	1	1	1	1	1	1	1	1	\$19,000
TRAILER, MOUNTED VACUUM EXCAVATOR	1	1	1	1	1	1	1	1	1	1	\$86,000
HYDRAULIC HAMMER, (BACKHOE)	1	1	1	1	1	1	1	1	1	1	\$20,000
TRAILER, TOWER LIGHT	1	1	1	1	1	1	1	1	1	1	\$14,000
PICKUP, 3/4 TON EXTENDED CAB MECHANIC BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$69,000
VALVE OPERATOR	1	1	1	1	1	1	1	1	1	1	\$42,000
TRAILER, FLATBED FLOAT	1	1	1	1	1	1	1	1	1	1	\$26,000
TRAILER, TANDEM AXLE	1	1	1	1	1	1	1	1	1	1	\$26,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$5,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$127,000
TRUCK, VACTOR HYDRO EXCAVATOR	-	1	1	1	1	1	1	1	1	1	\$509,000
TRAILER, SHORING	-	1	1	1	1	1	1	1	1	1	\$5,000
TRAILER, SHORING	-	1	1	1	1	1	1	1	1	1	\$5,000
VAN, LOW PROFILE REG CAB	1	1	1	1	1	1	1	1	1	1	\$156,000
VAN, LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$164,000

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Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
VAN, LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$164,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$45,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$33,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$46,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$33,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$47,000
CUT OFF SAW, DIAMOND WIRE	-	-	-	1	1	1	1	1	1	1	\$16,000
ARROW BOARD,	1	1	1	1	1	1	1	1	1	1	\$7,000
COMPACTOR TAMPER,(BACKHOE ATTACHMENT)	1	1	1	1	1	1	1	1	1	1	\$10,000
COMPACTOR TAMPER,(BACKHOE ATTACHMENT)	1	1	1	1	1	1	1	1	1	1	\$10,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$6,000
PICKUP, 1/2 TON EXTENDED CAB SHORT BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$35,000
PICKUP, 1/2 TON EXT CAB SHORT BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$35,000
PICKUP, 3/4 TON EXTENDED CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$61,000
PICKUP, 3/4 TON EXTENDED CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$61,000
STEAM JENNY,	1	1	1	1	1	1	1	1	1	1	\$16,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$50,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$50,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$50,000
PICKUP, 1 TON EXT CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$120,000
DUMP, SINGLE AXLE LOW PROFILE REGULAR CAB	1	1	1	1	1	1	1	1	1	1	\$149,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
DUMP, SINGLE AXLE LOW PROFILE SINGLE CAB	1	1	1	1	1	1	1	1	1	1	\$145,000
LOADER, BACKHOE	1	1	1	1	1	1	1	1	1	1	\$194,000
LOADER, BACKHOE	1	1	1	1	1	1	1	1	1	1	\$194,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$6,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$49,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	-	-	-	-	-	-	-	-	1	1	\$32,000
DUMP, TRIAXLE	1	1	1	1	1	1	1	1	1	1	\$233,000
TRUCK, VACTOR HYDRO EXCAVATOR	1	1	1	1	1	1	1	1	1	1	\$638,000
PUMP, 4" CENTRIFUGAL TRAILER MOUNTED	-	-	-	-	-	-	-	-	1	1	\$42,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$5,000
PICKUP, 1 TON QUAD CAB MECH BOX 4X4	1	1	1	1	1	1	1	1	1	1	\$107,000
DUMP, TRIAXLE	1	1	1	1	1	1	1	1	1	1	\$212,000
TRAILER, TANK	1	1	1	1	1	1	1	1	1	1	\$16,000
MAGNUM PACKER	1	1	1	1	1	1	1	1	1	1	\$15,000
HYDRAULIC HAMMER	1	1	1	1	1	1	1	1	1	1	\$26,000
VALVE OPERATOR	1	1	1	1	1	1	1	1	1	1	\$42,000
TRAILER, FLATBED 12000 LBS	1	1	1	1	1	1	1	1	1	1	\$8,000
COMPRESSOR, 185 CFM PORTABLE AIR	1	1	1	1	1	1	1	1	1	1	\$18,000
TRAILER, MOUNTED VACUUM EXCAVATOR & VALVE OPERATOR	1	1	1	1	1	1	1	1	1	1	\$53,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
TRAILER, VALVE MAINTENANCE	1	1	1	1	1	1	1	1	1	1	\$84,000
HYDRAULIC HAMMER	1	1	1	1	1	1	1	1	1	1	\$19,000
TRAILER, FLATBED FLOAT	1	1	1	1	1	1	1	1	1	1	\$25,000
PICKUP, 1 TON VAN BODY	1	1	1	1	1	1	1	1	1	1	\$64,000
TRUCK, VACTOR HYDRO EXCAVATOR	1	1	1	1	1	1	1	1	1	1	\$518,000
TRAILER, SINGLE AXLE FLAT DECK	1	1	1	1	1	1	1	1	1	1	\$3,000
TRAILER, WATER TANK	1	1	1	1	1	1	1	1	1	1	\$7,000
TRAILER, ENCLOSED	1	1	1	1	1	1	1	1	1	1	\$12,000
TRAILER, TOWER LIGHT	1	1	1	1	1	1	1	1	1	1	\$13,000
LOADER, BACKHOE	1	1	1	1	1	1	1	1	1	1	\$177,000
TAPPING MACHINE (TRAILER)WITH POWER PACK	1	1	1	1	1	1	1	1	1	1	\$25,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$6,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$124,000
VAN, LOW PROFILE REG CAB	1	1	1	1	1	1	1	1	1	1	\$135,000
VAN, LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$172,000
VAN, LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$171,000
VAN, LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$172,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$49,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$45,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$45,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$45,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$45,000
CUT OFF SAW, DIAMOND WIRE	1	1	1	1	1	1	1	1	1	1	\$14,000
ARROW BOARD,	1	1	1	1	1	1	1	1	1	1	\$7,000
ARROW BOARD,	1	1	1	1	1	1	1	1	1	1	\$7,000
COMPACTOR TAMPER,(BACKHOE ATTACHMENT)	1	1	1	1	1	1	1	1	1	1	\$10,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
HYDRAULIC HAMMER,	1	1	1	1	1	1	1	1	1	1	\$14,000
TRAILER, TANK	1	1	1	1	1	1	1	1	1	1	\$15,000
PICKUP, 1/2 TON EXT CAB SHORT BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$34,000
PICKUP, 1/2 TON EXT CAB SHORT BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$35,000
DUMP, TRIAXLE	1	1	1	1	1	1	1	1	1	1	\$199,000
DUMP, TRIAXLE	1	1	1	1	1	1	1	1	1	1	\$199,000
DRILLING MACHINE	-	-	-	-	1	1	1	1	1	1	\$41,000
PICKUP, ONE TON DUMP TRUCK	-	-	-	-	-	1	1	1	1	1	\$73,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$48,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$48,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$48,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$48,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$48,000
VAN, 1 TON CARGO	-	-	-	-	-	1	1	1	1	1	\$51,000
PUMP, 4" CENTRIFUGAL TRAILER MOUNTED	1	1	1	1	1	1	1	1	1	1	\$39,000
SALT SPREADER	-	-	-	-	-	-	1	1	1	1	\$12,000
PICKUP, 1 TON EXT CAB 2X4 LONG BOX	-	-	-	-	-	-	-	1	1	1	\$120,000
DUMP, SINGLE ANXLE LOW PROFILE EXT CAB	1	1	1	1	1	1	1	1	1	1	\$153,000
DUMP, SINGLE ANXLE LOW PROFILE EXT CAB	1	1	1	1	1	1	1	1	1	1	\$153,000
LOADER, BACKHOE	1	1	1	1	1	1	1	1	1	1	\$194,000
TRAILER, FLATBED	1	1	1	1	1	1	1	1	1	1	\$32,000
PICKUP, 1/2 TON EXTENDED CAB SHORT BOX	1	1	1	1	1	1	1	1	1	1	\$39,000
PICKUP, 1/2 TON EXTENDED CAB SHORT BOX	1	1	1	1	1	1	1	1	1	1	\$39,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
PICKUP, 1/2 TON EXTENDED CAB SHORT BOX	1	1	1	1	1	1	1	1	1	1	\$30,000
VAN, 1 TON CARGO	-	-	-	-	-	-	-	-	1	1	\$63,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$32,000
VAN, 1 TON CARGO	-	-	-	-	-	-	-	-	1	1	\$49,000
VAN, 1 TON CARGO	-	-	-	-	-	-	-	-	1	1	\$49,000
VAN, 1 TON CARGO	-	-	-	-	-	-	-	-	1	1	\$49,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$49,000
VAN, 1 TON CARGO	-	-	-	-	-	-	-	-	1	1	\$32,000
TRUCK, VACTOR HYDRO EXCAVATOR	1	1	1	1	1	1	1	1	1	1	\$638,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$6,000
TRAILER, ENCLOSED	1	1	1	1	1	1	1	1	1	1	\$11,000
TRAILER, SHORING TANDEM AXLE 14'	-	-	-	-	-	-	-	-	1	1	\$13,000
PUMP, 6" - CENTRIFUGAL	1	1	1	1	1	1	1	1	1	1	\$28,000
HO-PAC PLATE WACKER, (BACKHOE)	1	1	1	1	1	1	1	1	1	1	\$8,000
WASTEWATER											
TRAILER, ENCLOSED	1	1	1	1	1	1	1	1	1	1	\$4,000
PUMP, 4" DSL TRASH TRAILER MOUNTED	1	1	1	1	1	1	1	1	1	1	\$22,000
FORKLIFT, 6000LBS	1	1	1	1	1	1	1	1	1	1	\$33,000
PUMP, 6" TRAILER MOUNTED DIESEL PUMP	-	1	1	1	1	1	1	1	1	1	\$65,000
PICKUP, 3/4 TON EXT CAB MECH BOX 2WD	-	-	1	1	1	1	1	1	1	1	\$62,000
PICKUP, 1/2 TON EXT CAB SHORT BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$35,000
PICKUP, 1 TON VAN BODY	1	1	1	1	1	1	1	1	1	1	\$75,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$25,000
PICKUP, 3/4 TON EXTENDED CAB MECHANIC BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$66,000
TRUCK, UTILITY BOOM	1	1	1	1	1	1	1	1	1	1	\$222,000
TRAILER, ENCLOSED	-	-	-	-	-	-	-	1	1	1	\$6,000
TRAILER, ENCLOSED	-	-	-	-	-	-	-	1	1	1	\$6,000
PICKUP, 1 TON EXTENDED CAB MECH BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$39,000
PICKUP, 1 TON EXTENDED CAB MECH BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$39,000
SEWER RODDING MACHINE, GAS PORTABLE	1	1	1	1	1	1	1	1	1	1	\$7,000
FLUSHER, SEWER	1	1	1	1	1	1	1	1	1	1	\$232,000
TRAILER, ENCLOSED CARGO	-	1	1	1	1	1	1	1	1	1	\$7,000
PICKUP, 3/4 TON EXT CAB 2WD	-	-	1	1	1	1	1	1	1	1	\$49,000
PICKUP, 3/4 TON EXT CAB 2WD	1	1	1	1	1	1	1	1	1	1	\$49,000
FLUSHER, CHASSIS	-	-	-	1	1	1	1	1	1	1	\$281,000
ARROW BOARD	1	1	1	1	1	1	1	1	1	1	\$7,000
FLUSHER, SEWER HIGH PRESSURE	1	1	1	1	1	1	1	1	1	1	\$493,000
VAN, 1 TON CARGO	-	-	-	-	-	-	1	1	1	1	\$39,000
PUMP, 6" CENTRIFUGAL	1	1	1	1	1	1	1	1	1	1	\$76,000
PICKUP, 3/4 TON EXTENDED CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$37,000
PICKUP, 3/4 TON EXTENDED CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$37,000
PICKUP, 3/4 TON EXTENDED CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$37,000
PICKUP, 3/4 TON EXTENDED CAB LONG BOX 2WD	1	1	1	1	1	1	1	1	1	1	\$37,000
BUCKET MACHINE,	1	1	1	1	1	1	1	1	1	1	\$49,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
BUCKET MACHINE,	1	1	1	1	1	1	1	1	1	1	\$49,000
SEWER RODDING MACHINE, GAS PORTABLE	1	1	1	1	1	1	1	1	1	1	\$7,000
FLUSHER, SEWER	1	1	1	1	1	1	1	1	1	1	\$237,000
PUMP, 6" CENTRIFUGAL TRAILER MOUNTED	1	1	1	1	1	1	1	1	1	1	\$33,000
TRAILER, ENCLOSED	1	1	1	1	1	1	1	1	1	1	\$5,000
PICKUP, 1 TON VAN BODY	1	1	1	1	1	1	1	1	1	1	\$94,000
TRAILER, TANDEM AXLE	1	1	1	1	1	1	1	1	1	1	\$27,000
TRAILER, SHORING	1	1	1	1	1	1	1	1	1	1	\$6,000
TRAILER, TANDEM AXLE DUMP	-	1	1	1	1	1	1	1	1	1	\$11,000
DUMP, SINGLE AXLE LOW PROFILE CREW CAB	-	1	1	1	1	1	1	1	1	1	\$124,000
VAN, LOW PROFILE CREW CAB	1	1	1	1	1	1	1	1	1	1	\$171,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$46,000
VAN, 1 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$46,000
VAN, 1 TON CARGO VAN	1	1	1	1	1	1	1	1	1	1	\$46,000
HYDRAULIC HAMMER,	1	1	1	1	1	1	1	1	1	1	\$14,000
TRAILER, SHORING	-	-	-	1	1	1	1	1	1	1	\$6,000
SPORT UTILITY, COMPACT JEEP 4X2	1	1	1	1	1	1	1	1	1	1	\$28,000
ALL TERRAIN VEHICLE,	-	-	-	-	-	-	-	1	1	1	\$24,000
PICKUP, 1/2 TON EXT CAB SHORT BOX	1	1	1	1	1	1	1	1	1	1	\$29,000
DUMP, SINGLE AXLE LOW PROFILE EXT CAB	-	-	-	-	-	-	-	1	1	1	\$148,000
LOADER, BACKHOE	1	1	1	1	1	1	1	1	1	1	\$195,000
TRAILER, LANDSCAPE	-	-	-	-	-	-	-	1	1	1	\$5,000
DUMP, TRIAXLE	1	1	1	1	1	1	1	1	1	1	\$235,000
FLUSHER, SEWER COMB CLEANER	1	1	1	1	1	1	1	1	1	1	\$591,000
EXCAVATOR, MINI HYDRAULIC	-	-	-	-	-	-	-	-	1	1	\$56,000

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Region of Peel Service Standard Calculation Sheet

Service: Public Works Vehicles
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
TRAILER, SHORING TANDEM AXLE 14'	1	1	1	1	1	1	1	1	1	1	\$13,000
TRAILER, ENCLOSED	-	-	-	-	-	-	-	1	1	1	\$11,000
TRAILER, TILT BED	-	-	-	-	-	-	-	-	1	1	\$12,000
DUMP, TRIAXLE	-	-	-	-	-	-	-	-	-	1	\$213,000
SPORT UTILITY, COMPACT HYBRID 4X4	-	-	-	-	-	-	-	1	1	1	\$38,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$49,000
VAN, 1 TON BUBBLE	1	1	1	1	1	1	1	1	1	1	\$44,000
VAN, 3/4 TON CARGO	1	1	1	1	1	1	1	1	1	1	\$39,000
VAN, 1 TON CUBE BUBBLE VAN	-	-	-	-	1	1	1	1	1	1	\$47,000
VAN, 1 TON CUBE BUBBLE VAN	1	1	1	1	1	1	1	1	1	1	\$52,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	1	1	\$41,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	1	1	\$41,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	1	1	\$41,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	1	1	\$41,000
CAR, COMPACT ELECTRIC	-	-	-	-	-	-	-	-	1	1	\$41,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$48,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$49,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$49,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$50,000
CAR, COMPACT ELECTRIC	1	1	1	1	1	1	1	1	1	1	\$49,000



Region of Peel
Service Standard Calculation Sheet

Service: Public Works Vehicles
 Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
TRANSHELP VEHICLES											
VEHICLES	73	81	78	85	81	63	63	63	62	62	\$105,000
OUTSOURCED VEHICLES	73	69	77	75	83	106	112	135	160	163	\$105,000
Total	473	490	501	511	523	533	543	579	624	635	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004	0.0004

10 Year Average	2010-2019
Quantity Standard	0.0004
Quality Standard	\$83,875
Service Standard	\$34

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$34
Eligible Amount	\$7,095,825

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Region of Peel Service Standard Calculation Sheet

Service: Peel Regional Police Facilities
Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with furniture, site works, etc.
sq.m. of building area	64,435	71,634	71,513	71,048	70,704	79,504	78,892	78,748	80,103	80,103	\$3,751	\$4,332

Population	1,251,100	1,279,000	1,295,360	1,311,720	1,328,080	1,344,440	1,359,300	1,384,500	1,409,700	1,434,900
Per Capita Standard	0.0515	0.0560	0.0552	0.0542	0.0532	0.0591	0.0580	0.0569	0.0568	0.0558

10 Year Average	2010-2019
Quantity Standard	0.0557
Quality Standard	3,750
Service Standard	\$209

	10 Year (Mississauga & Brampton)
D.C. Amount (before deductions)	
Forecast Population	175,750
\$ per Capita	\$209
Eligible Amount	\$36,707,145



Region of Peel
Service Standard Calculation Sheet

Service: Peel Regional Police Land
Unit Measure: Hectares of Land

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Land Value (\$/ha)
Hectares of Land	23.972	25.712	24.370	24.323	23.407	26.323	26.262	26.248	26.223	26.223	\$3,690,000

Population	1,251,100	1,279,000	1,295,360	1,311,720	1,328,080	1,344,440	1,359,300	1,384,500	1,409,700	1,434,900
Per Capita Standard	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002	0.00002

10 Year Average	2010-2019
Quantity Standard	0.00002
Quality Standard	3,678,175
Service Standard	\$70

D.C. Amount (before deductions)	10 Year (Mississauga & Brampton)
Forecast Population	175,750
\$ per Capita	\$70
Eligible Amount	\$12,216,383



Region of Peel
Service Standard Calculation Sheet

Service: Peel Regional Police Vehicles
 Unit Measure: No. of vehicles

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Vehicles	685	694	728	734	740	748	753	754	788	840	\$27,000

Population	1,251,100	1,279,000	1,295,360	1,311,720	1,328,080	1,344,440	1,359,300	1,384,500	1,409,700	1,434,900
Per Capita Standard	0.0005	0.0005	0.0006	0.0006	0.0006	0.0006	0.0006	0.0005	0.0006	0.0006

10 Year Average	2010-2019
Quantity Standard	0.0006
Quality Standard	\$24,167
Service Standard	\$15

D.C. Amount (before deductions)	10 Year (Mississauga & Brampton)
Forecast Population	175,750
\$ per Capita	\$15
Eligible Amount	\$2,548,375



Region of Peel
Service Standard Calculation Sheet

Service: Police - O.P.P. Facilities
 Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with equipment, site works, etc.
Caledon Village	417	417	417	-	-	-	-	-	-	-	\$4,118	\$4,756
Caledon East	682	682	682	2,225	2,225	2,225	2,225	2,225	2,225	2,225	\$4,118	\$4,756
Bolton	788	788	788	23	23	23	23	23	23	23	\$4,118	\$4,756
Orangeville (Caledon OPP Office)	122	122	122	50	50	50	50	50	50	50	\$4,118	\$4,756
Belfountain	-	-	-	-	-	-	-	26	26	26	\$4,118	\$4,756
Total	2,009	2,009	2,009	2,298	2,298	2,298	2,298	2,324	2,324	2,324		

Population	61,000	61,500	63,000	64,500	66,000	67,500	69,000	70,600	72,200	73,800
Per Capita Standard	0.0329	0.0327	0.0319	0.0356	0.0348	0.0340	0.0333	0.0329	0.0322	0.0315

10 Year Average	2010-2019
Quantity Standard	0.0332
Quality Standard	4,755
Service Standard	\$158

D.C. Amount (before deductions)	10 Year (Caledon)
Forecast Population	35,750
\$ per Capita	\$158
Eligible Amount	\$5,643,138



Region of Peel
Service Standard Calculation Sheet

Service: Police - O.P.P. Land
 Unit Measure: hectares of land

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Land Value (\$/ha)
Caledon Village	0.380	0.380	0.380	-	-	-	-	-	-	-	\$2,890,000
Caledon East	0.400	0.400	0.400	1.950	1.950	1.950	1.950	1.950	1.950	1.950	\$2,890,000
Bolton	0.060	0.060	0.060	0.002	0.002	0.002	0.002	0.002	0.002	0.002	\$2,890,000
Orangeville	0.038	0.038	0.038	0.005	0.005	0.005	0.005	0.005	0.005	0.005	\$2,890,000
Belfountain	-	-	-	-	-	-	0.003	0.003	0.003	0.003	\$2,890,000
Total	0.878	0.878	0.878	1.957	1.957	1.957	1.960	1.960	1.960	1.960	

Population	61,000	61,500	63,000	64,500	66,000	67,500	69,000	70,600	72,200	73,800
Per Capita Standard	0.00001	0.00001	0.00001	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003	0.00003

10 Year Average	2010-2019
Quantity Standard	0.00002
Quality Standard	3,489,500
Service Standard	\$70

D.C. Amount (before deductions)	10 Year (Caledon)
Forecast Population	35,750
\$ per Capita	\$70
Eligible Amount	\$2,494,993

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Region of Peel Service Standard Calculation Sheet

Service: Paramedics Facilities
Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with land, site works, etc.
52 Bramalea Road South	367	367	367	367	367	367	-	-	-	-	\$7,062	\$8,438
75-B Hale Road	557	557	557	557	557	557	557	557	557	-	\$7,062	\$8,438
91 Sandalwood Parkway	-	-	-	-	251	251	251	251	251	251	\$7,062	\$8,438
28 Ann Street - 3113	279	279	279	279	279	279	279	279	279	-	\$7,062	\$8,594
3611 Charleston Sideroad - 3114	232	232	232	232	232	232	232	232	232	232	\$7,062	\$8,282
2 Snelcrest Drive	208	208	208	208	208	208	208	208	208	208	\$7,062	\$8,282
5299 Maingate Drive	910	910	910	910	910	910	910	910	910	910	\$7,062	\$8,594
2355 Tedlo Street - 2042 & 5020	502	502	502	502	502	502	502	502	502	502	\$7,062	\$8,594
6660 Kennedy Road	306	306	306	-	-	-	-	-	-	-	\$7,062	\$8,594
1578 Finfar Court - 2041	181	181	181	181	181	181	181	181	181	-	\$7,062	\$8,594
6810 Kitimat Road	489	489	489	489	489	489	489	489	489	489	\$7,062	\$8,594
1980 Boylen Road	297	297	297	297	297	297	-	-	-	-	\$7,062	\$8,594
1165 Fewster Drive	936	936	936	936	936	936	936	-	-	-	\$7,062	\$8,594
1197b Fewster Drive - 3115	557	557	557	557	557	557	-	-	-	-	\$7,062	\$8,594
7101 Goreway Drive	-	160	160	160	160	160	160	160	160	160	\$7,062	\$8,594
6825 Tomken Road	-	2,723	2,723	2,723	2,723	2,723	2,723	2,723	2,723	2,723	\$4,523	\$5,928
1355 Winding Trail	-	-	-	275	275	275	275	275	275	275	\$7,062	\$9,024
71 Rosedale	-	-	-	149	149	149	-	-	-	-	\$7,062	\$8,860
40 Victoria Crescent	-	-	-	248	248	248	248	248	248	248	\$7,062	\$8,438
10775 The Gore Road	-	-	-	-	250	250	250	250	250	250	\$7,062	\$8,438
25 Rising Hill Ridge	-	-	-	-	-	-	3,861	3,861	3,861	3,861	\$4,523	\$5,772
25 Rising Hill Ridge	-	-	-	-	-	-	253	253	253	253	\$7,062	\$8,438
1600 Bovaird Drive East	-	-	-	-	-	5,478	5,478	5,478	5,478	5,478	\$4,523	\$5,772
1600 Bovaird Drive East	-	-	-	-	-	155	155	155	155	155	\$7,062	\$8,438
75 Exchange Drive	-	-	-	-	-	273	273	273	273	273	\$7,062	\$8,438
6375 Airport Road	-	-	-	-	-	-	270	270	270	270	\$7,062	\$8,594
6097 Old Church Road	-	-	-	-	-	-	-	279	279	279	\$7,062	\$8,282
7120 Hurontario Street	-	-	-	-	-	-	-	279	279	279	\$7,062	\$8,594
5845 Falbourne Street	-	-	-	-	-	-	-	-	273	273	\$7,062	\$8,594
55 Trueman Street	-	-	-	-	-	-	-	-	275	275	\$7,062	\$8,438
3190 Mavis Road	-	-	-	-	-	-	-	-	-	270	\$7,062	\$8,594
938 East Avenue	-	-	-	-	-	-	-	-	-	274	\$7,062	\$8,594
2200 Sheridan Park Drive	-	-	-	-	-	-	-	-	-	274	\$7,062	\$8,594
1188 Lakeshore Road	-	-	-	-	-	-	-	-	-	274	\$7,062	\$8,594

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Region of Peel Service Standard Calculation Sheet

Service: Paramedics Facilities
Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with land, site works, etc.
Hwy 50 and Cross Country Blvd	-	-	-	-	-	-	-	-	-	274	\$7,062	\$8,282
2492 Thomas Street	-	-	-	-	-	-	-	-	4,417	4,417	\$4,523	\$5,928
2492 Thomas Street	-	-	-	-	-	-	-	-	275	275	\$7,062	\$8,594
Total	5,821	8,704	8,704	9,070	9,571	15,477	18,491	18,113	23,353	23,702		

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0044	0.0065	0.0064	0.0066	0.0069	0.0110	0.0129	0.0124	0.0158	0.0157

10 Year Average	2010-2019
Quantity Standard	0.0099
Quality Standard	\$7,077
Service Standard	\$70

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$70
Eligible Amount	\$14,817,690



Region of Peel
Service Standard Calculation Sheet

Service: Paramedics Vehicles
 Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Ambulances	70	69	83	86	95	94	105	115	126	132	\$227,800
Non-patient transport vehicles	20	35	33	34	35	39	50	43	58	47	\$89,600
Defibrillators	96	103	100	110	110	114	130	143	158	164	\$35,600
Total	186	207	216	230	240	247	285	301	342	343	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0001	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002	0.0002

10 Year Average	2010-2019
Quantity Standard	0.0002
Quality Standard	\$106,300
Service Standard	\$21

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$21
Eligible Amount	\$4,496,490

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Region of Peel Service Standard Calculation Sheet

Service: Long Term Care Facilities
Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with land, site works, etc.
Peel Manor	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	\$5,840	\$6,132
Sheridan Villa	12,777	12,777	12,777	12,777	12,777	12,777	12,777	12,777	12,777	12,777	\$4,558	\$4,786
Malton Village	13,552	13,552	13,552	13,552	13,552	13,552	13,552	13,552	13,552	13,552	\$4,400	\$4,620
Tall Pines	13,430	13,430	13,430	13,430	13,430	13,430	13,430	13,430	13,430	13,430	\$4,425	\$4,646
VM Davis	3,831	3,831	3,831	3,831	3,831	3,831	3,831	3,831	3,831	3,831	\$4,603	\$4,833
Total	54,623	54,623	54,623	54,623	54,623	54,623	54,623	54,623	54,623	54,623		

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0416	0.0407	0.0402	0.0397	0.0392	0.0387	0.0382	0.0375	0.0369	0.0362

10 Year Average	2010-2019
Quantity Standard	0.0389
Quality Standard	\$4,986
Service Standard	\$194

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$194
Eligible Amount	\$41,018,310

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Region of Peel Service Standard Calculation Sheet

Service: Long Term Care Land
Unit Measure: sq.m. of land

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Land Value (\$/sq.m.)
Peel Manor	36,031	36,031	36,031	36,031	36,031	35,936	35,936	35,936	35,936	35,936	\$620
Sheridan Villa	17,560	17,560	17,560	17,560	17,560	17,504	17,504	17,504	17,504	17,504	\$860
Malton Village	21,150	21,150	21,150	21,150	21,150	21,052	21,036	21,036	21,036	21,036	\$860
Tall Pines	17,630	17,630	17,630	17,630	17,630	17,588	18,353	18,353	18,353	18,353	\$620
VM Davis	8,164	8,164	8,164	8,164	8,164	8,145	8,145	8,145	8,145	8,145	\$520
Total	100,535	100,535	100,535	100,535	100,535	100,225	100,974	100,974	100,974	100,974	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0766	0.0750	0.0740	0.0731	0.0721	0.0710	0.0707	0.0694	0.0681	0.0669

10 Year Average	2010-2019
Quantity Standard	0.0717
Quality Standard	\$704
Service Standard	\$50

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$50
Eligible Amount	\$10,674,405

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Region of Peel Service Standard Calculation Sheet

Service: Housing Services - Shelters
Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with land, site works, etc.
Wilkinson	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	1,018	\$3,402	\$4,846
Peel Family	3,195	3,195	3,195	3,195	3,195	3,195	3,195	3,195	3,195	3,195	\$3,205	\$3,665
Cawthra	1,792	1,792	1,792	1,792	1,792	1,792	1,792	1,792	1,792	1,792	\$3,343	\$4,580
Peel Youth Village	3,159	3,159	3,159	3,159	3,159	3,159	3,159	3,159	3,159	3,159	\$3,176	\$3,602
Angela's Place	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	\$2,907	\$3,306
Brampton Leased Space	-	-	-	-	-	-	1,459	1,459	1,459	1,459	\$3,165	\$4,564
Total	11,964	11,964	11,964	11,964	11,964	11,964	13,423	13,423	13,423	13,423		

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0091	0.0089	0.0088	0.0087	0.0086	0.0085	0.0094	0.0092	0.0091	0.0089

10 Year Average	2010-2019
Quantity Standard	0.0089
Quality Standard	\$3,844
Service Standard	\$34

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$34
Eligible Amount	\$7,235,415



Region of Peel
Service Standard Calculation Sheet

Service: Housing Services - Shelters Hotel Space
 Unit Measure: No. of hotel rooms

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/room)
Hotel Rooms (Overflow)	-	-	-	-	-	-	4,920	5,040	9,576	20,686	\$67
Total	-	-	-	-	-	-	4,920	5,040	9,576	20,686	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	-	-	-	-	-	-	0.0034	0.0035	0.0065	0.0137

10 Year Average	2010-2019
Quantity Standard	0.0027
Quality Standard	\$67
Service Standard	\$0.18

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$0.18
Eligible Amount	\$38,070



Region of Peel
Service Standard Calculation Sheet

Service: Housing Services - Social Housing
 Unit Measure: No. of units

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/unit)
Units	7,173	7,199	7,252	7,590	7,590	7,590	7,713	7,750	7,750	7,780	\$385,000
Total	7,173	7,199	7,252	7,590	7,590	7,590	7,713	7,750	7,750	7,780	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0055	0.0054	0.0053	0.0055	0.0054	0.0054	0.0054	0.0053	0.0052	0.0052

10 Year Average	2010-2019
Quantity Standard	0.0054
Quality Standard	\$382,311
Service Standard	\$2,064

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$2,064
Eligible Amount	\$436,637,520

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Region of Peel Service Standard Calculation Sheet

Service: Public Health Facilities
Unit Measure: sq.m. of building area

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with land, site works, etc.
Meadowvale Clinic	525	525	525	525	525	525	525	525	525	525	\$5,005	\$6,756
2227 South Millway	142	142	142	142	-	-	-	-	-	-	\$5,005	\$6,756
325 Central Parkway W. Unit 21	613	613	613	613	613	613	613	613	613	613	\$5,005	\$6,756
Malton Clinic	57	57	57	57	181	184	184	184	184	184	\$5,005	\$6,756
150 Central Park Drive, Unit 1	499	499	499	499	499	499	499	499	499	499	\$5,005	\$6,592
44 Peel Centre Drive	4,076	-	-	-	-	-	-	-	-	-	\$5,005	\$6,592
150 Central Park Drive, 302, Unit 2	193	193	193	193	193	193	193	193	193	193	\$5,005	\$6,592
Bolton Clinic	16	16	16	16	57	72	72	72	67	67	\$5,005	\$6,428
10 Peel Centre Dr - Com. Office	46	46	46	46	46	-	-	-	-	-	\$5,005	\$6,592
Total	6,167	2,091	2,091	2,091	2,114	2,086	2,086	2,086	2,081	2,081		

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0047	0.0016	0.0015	0.0015	0.0015	0.0015	0.0015	0.0014	0.0014	0.0014

10 Year Average	2010-2019
Quantity Standard	0.0018
Quality Standard	\$6,672
Service Standard	\$12

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$12
Eligible Amount	\$2,540,115

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Region of Peel Service Standard Calculation Sheet

Service: Waste Diversion - Facilities - Recycling/Reuse
Unit Measure: sq.m. of building area

Description	Percentage Attributable to Waste Diversion	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Bld'g Value (\$/sq.m.)	Value/sq.m. with land, site works, etc.
Integrated Waste Management Facility (7795 Torbram, Bram.)	84%	12,931	12,931	12,931	12,931	12,931	12,931	12,931	12,931	12,931	12,931	\$3,964	\$11,187
Peel Curing Facility (4400 King St., Caledon)	100%	1,488	1,488	1,488	1,488	1,488	1,488	1,488	1,488	1,488	1,488	\$6,860	\$23,621
Bolton Community Recycling Centre-Platform Booth (109 Industrial Rd., Bolton)	53%	492	492	492	500	500	500	500	500	500	500	\$4,397	\$10,577
Brampton Community Recycling Centre-HHW (395 Chrysler Dr., Bram)	53%	861	861	861	874	874	874	874	874	874	874	\$5,878	\$13,481
Battleford Community Recycling Centre (2255 Battleford., Miss.)	53%	659	659	659	659	659	659	659	659	659	659	\$8,104	\$16,739
Caledon Landfill CRC Office & Maint. Bldg (1795 Quarry Dr, Caledon)	53%	1,428	1,428	1,428	1,428	1,428	1,428	1,428	1,428	1,428	1,428	\$10,037	\$11,414
Fewster Offices (1126 Fewster, Miss.)	53%	670	670	670	670	670	670	670	670	670	670	\$7,471	\$38,809
Heart Lake Community Recycling Centre (420 Railside Dr., Brampton)	53%	-	-	-	-	-	816	816	816	816	816	\$11,029	\$32,496
Total		18,528	18,528	18,528	18,550	18,550	19,366	19,366	19,366	19,366	19,366		

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0141	0.0138	0.0136	0.0135	0.0133	0.0137	0.0136	0.0133	0.0131	0.0128

10 Year Average	2010-2019
Quantity Standard	0.0135
Quality Standard	\$13,868
Service Standard	\$187

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$187
Eligible Amount	\$39,597,030

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Region of Peel Service Standard Calculation Sheet

Service: Waste Diversion - Vehicles (Collection)
Unit Measure: No. of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/Vehicle)
Recycling/Organics	89	89	89	89	89	89	-	-	-	-	\$320,000
Yard Waste	31	31	31	31	31	31	-	-	-	-	\$320,000
Emterra - Recycling (Curbside)	-	-	-	-	-	-	26	26	26	26	\$370,000
Emterra - Organics (Curbside)	-	-	-	-	-	-	41	41	41	41	\$370,000
Emterra - Yard Waste (Curbside)	-	-	-	-	-	-	12	12	12	12	\$370,000
Waste Connections - Recycling (Curbside)	-	-	-	-	-	-	18	18	19	19	\$370,000
Waste Connections - Organics (Curbside)	-	-	-	-	-	-	15	15	16	16	\$370,000
Waste Connections - Yard Waste (Curbside)	-	-	-	-	-	-	8	8	9	9	\$370,000
Miller - Recycling (Multi-Residential)	-	-	-	-	-	-	7	7	7	7	\$250,000
Total	120	120	120	120	120	120	127	127	130	130	
Percentage attributable to Eligible Portion	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Total Eligible Portion of Facilities	120	120	120	120	120	120	127	127	130	130	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001	0.0001

10 Year Average	2010-2019
Quantity Standard	0.0001
Quality Standard	\$296,100
Service Standard	\$30

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$30
Eligible Amount	\$6,262,515



Region of Peel
Service Standard Calculation Sheet

Service: Waste Diversion - Vehicles & Equipment (Non Collection)
 Unit Measure: Value of vehicles and equipment

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Value of Eligible Vehicles & Equipment	6,673,606	7,184,050	7,189,207	7,189,569	7,502,260	7,567,545	7,844,737	7,901,171	9,222,012	9,247,958
Total	6,673,606	7,184,050	7,189,207	7,189,569	7,502,260	7,567,545	7,844,737	7,901,171	9,222,012	9,247,958

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	5.0862	5.3592	5.2926	5.2241	5.3815	5.3597	5.4924	5.4300	6.2231	6.1298

10 Year Average	2010-2019
Quantity Standard	5.4979
Quality Standard	\$1
Service Standard	\$6

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$6
Eligible Amount	\$1,163,250

Appendix I

Approval of the 2020 Development Charge Background Study and By-law



Region of Peel Service Standard Calculation Sheet

Service: Waste Diversion - Other (Blue and Green Carts)
Unit Measure: Number of carts

Description	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020 Value (\$/item)
Blue and Green Carts	-	-	-	-	-	336,800	338,362	338,568	343,838	346,838	\$145
Blue Boxes	308,000	322,800	325,500	329,600	333,250	-	-	-	-	-	\$9
Multi-Residential Recycling Carts	83,683	86,683	88,683	91,683	93,683	97,483	96,339	98,441	99,795	100,845	\$400
Total	391,683	409,483	414,183	421,283	426,933	434,283	434,701	437,009	443,633	447,683	
Percentage attributable to Eligible Portion	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Total Eligible Portion of Facilities	391,683	409,483	414,183	421,283	426,933	434,283	434,701	437,009	443,633	447,683	

Population	1,312,100	1,340,500	1,358,360	1,376,220	1,394,080	1,411,940	1,428,300	1,455,100	1,481,900	1,508,700
Per Capita Standard	0.30	0.31	0.30	0.31	0.31	0.31	0.30	0.30	0.30	0.30

10 Year Average	2010-2019
Quantity Standard	0.3030
Quality Standard	\$147
Service Standard	\$45

D.C. Amount (before deductions)	10 Year
Forecast Population	211,500
\$ per Capita	\$45
Eligible Amount	\$9,447,705



Appendix C

Long-Term Capital and Operating Cost Examination



Appendix C: Long-Term Capital and Operating Cost Examination

Region of Peel Annual Capital and Operating Cost Impact

As a requirement of the D.C.A. under subsection 10 (2) (c), an analysis must be undertaken to assess the long-term capital and operating cost impacts for the capital infrastructure projects identified within the D.C. As part of this analysis, it was deemed necessary to isolate the incremental operating expenditures directly associated with these capital projects, factor in cost saving attributable to economies of scale or cost sharing where applicable and prorate the cost on a per unit basis (i.e. sq.m. of building space, per vehicle, etc.). This was undertaken through a review of the Region's approved 2019 Financial Information Return (F.I.R.).

In addition to the operational impacts, over time the initial capital projects will require replacement. This replacement of capital is often referred to as life cycle cost. By definition, life cycle costs are all the costs which are incurred during the life of a physical asset, from the time its acquisition is first considered, to the time it is taken out of service for disposal or redeployment. The method selected for life cycle costing is the sinking fund method which provides that money will be contributed annually and invested, so that those funds will grow over time to equal the amount required for future replacement. The following factors were utilized to calculate the annual replacement cost of the capital projects (annual contribution = factor X capital asset cost) and are based on an annual growth rate of 2% (net of inflation) over the average useful life of the asset:



Asset	Lifecycle Cost Factors	
	Average Useful Life	Factor
Wastewater Mains	80	0.00516071
Wastewater Forcemains	60	0.00876797
Wastewater Flow Monitoring	25	0.03122044
Water Pumping Stations	38	0.01782057
Water Transmission Mains	70	0.00666765
Water Elevated Tanks	100	0.00320274
Water Treatment Plants	100	0.00320274
Reservoir	100	0.00320274
Facilities	60	0.00876797
Services Related to a Highway - Roads	18	0.04670210
Public Works Vehicles	10	0.09132653
Police Vehicles	7	0.13451196
Police Small Equipment and Gear	7	0.13451196
Paramedics Vehicles	7	0.13451196
Paramedics Small Equipment and Gear	7	0.13451196
Waste Diversion Facilities	20	0.04115672
Waste Diversion Carts	11	0.08217794

Table C-1 depicts the annual operating impact resulting from the proposed gross capital projects at the time they are all in place. It is important to note that, while Region program expenditures will increase with growth in population, the costs associated with the new infrastructure (i.e. facilities) would be delayed until the time these works are in place.



Table C-1
Region of Peel
Operating and Capital Expenditure Impacts for Future Capital Expenditures

SERVICE	GROSS COST LESS BENEFIT TO EXISTING	ANNUAL LIFECYCLE EXPENDITURES	ANNUAL OPERATING EXPENDITURES	TOTAL ANNUAL EXPENDITURES
1. Water Supply Services				
1.1 Regional Water	942,644,245	28,523,719	17,015,729	45,539,448
1.2 South Peel Water	2,889,967,055	57,202,064	52,166,973	109,369,037
2. Wastewater Services				
2.1 Regional Wastewater	369,027,954	14,266,907	4,290,845	18,557,752
2.2 South Peel Wastewater	3,982,139,490	152,975,101	46,302,027	199,277,128
3. Peel Regional Police Services				
3.1 Police facilities, vehicles and equipment	126,916,623	434,754	53,352,593	53,787,347
4. Police - O.P.P.				
4.1 O.P.P. facilities	1,379,496	59,406	397,009	456,415
5. Services Related to a Highway - Transportation				
5.1 Services Related to a Highway - Transportation	1,651,485,289	84,902,301	29,352,856	114,255,157
6. Public Works				
6.1 Facilities and Vehicles	49,503,784	2,548,744	428,090	2,976,834
7. Growth Studies				
7.1 Growth Studies	19,819,744		-	-
8. Long Term Care				
8.1 Long term care facilities	60,315,755	3,677,283	14,229,151	17,906,434
9. Public Health				
9.1 Public Health department space	432,000	223,161	10,478,249	10,701,410
10. Paramedics				
10.1 Paramedics facilities, vehicles and equipment	62,602,454	-	15,227,418	15,227,418
11. Housing Services				
11.1 Housing facilities	583,794,673	29,553,716	21,658,181	51,211,897
12. Waste Diversion				
12.1 Waste diversion facilities, vehicles, equipment and other	27,357,000	1,909,542	12,744,116	14,653,658
Total	10,767,385,562	376,276,698	277,643,235	653,919,933



Appendix D

D.C. Reserve Fund Policy



Appendix D: D.C. Reserve Fund Policy

D.1 Legislative Requirements

The Development Charges Act, 1997 (D.C.A.) requires development charge collections (and associated interest) to be placed in separate reserve funds. Sections 33 through 36 of the Act provide the following regarding reserve fund establishment and use:

- A municipality shall establish a reserve fund for each service to which the D.C. by-law relates; subsection 7 (1), however, allows services to be grouped into categories of services for reserve fund (and credit) purposes, although only 100% eligible and 90% eligible services may be combined (minimum of two reserve funds).
- The municipality shall pay each development charge it collects into a reserve fund or funds to which the charge relates.
- The money in a reserve fund shall be spent only for the “capital costs” determined through the legislated calculation process (as per subsection 5 (1) 2-8).
- Money may be borrowed from the fund but must be paid back with interest (O. Reg. 82/98, subsection 11 (1) defines this as Bank of Canada rate either on the day the by-law comes into force or, if specified in the by-law, the first business day of each quarter).
- D.C. reserve funds may not be consolidated with other municipal reserve funds for investment purposes and may only be as an interim financing source for capital undertakings for which development charges may be spent (section 37).

Annually, the Treasurer of the municipality is required to provide Council with a financial statement related to the D.C. by-law(s) and reserve funds. This statement must be made available to the public and may be requested to be forwarded to the Minister of Municipal Affairs and Housing. The D.C.A. does not prescribe how the statement is to be made available to the public. We would recommend that a resolution of Council make the statement available on the municipality’s website or upon request.

Subsection 43 (2) and O. Reg. 82/98 prescribes the information that must be included in the Treasurer’s statement, as follows:



- opening balance;
- closing balance;
- description of each service and/or service category for which the reserve fund was established (including a list of services within a service category);
- transactions for the year (e.g. collections, draws) including each assets capital costs to be funded from the D.C. reserve fund and the manner for funding the capital costs not funded under the D.C. by-law (i.e. non-D.C. recoverable cost share and post-period D.C. recoverable cost share);
- for projects financed by development charges, the amount spent on the project from the D.C. reserve fund and the amount and source of any other monies spent on the project.
- amounts borrowed, purpose of the borrowing and interest accrued during previous year;
- amount and source of money used by the municipality to repay municipal obligations to the D.C. reserve fund;
- list of credits by service or service category (outstanding at beginning of the year, given in the year and outstanding at the end of the year by holder);
- for credits granted under section 14 of the previous D.C.A., a schedule identifying the value of credits recognized by the municipality, the service to which it applies and the source of funding used to finance the credit; and
- a statement as to compliance with subsection 59 (1) of the D.C.A., whereby the municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by the D.C.A. or another Act.

Based upon the above, Figure 1, and Attachments 1 and 2, set out the format for which annual reporting to Council should be provided.

D.2 D.C. Reserve Fund Application

Section 35 of the D.C.A. states that:

“The money in a reserve fund established for a service may be spent only for capital costs determined under paragraphs 2 to 8 of subsection 5(1).”



This provision clearly establishes that reserve funds collected for a specific service are only to be used for that service, or to be used as a source of interim financing of capital undertakings for which a development charge may be spent.



Table D-1
Region of Peel
Annual Treasurer's Statement of D.C. Reserve Funds

Description	Services to which the Development Charge Relates												Total
	Non-Discounted Services						Discounted Services						
	Services Related to a Highway - Transportation	Public Works	Water Supply Services	Wastewater Services	Peel Regional Police Services	Police - O.P.P.	Growth Studies	Long Term Care	Public Health	Paramedics	Housing Services	Waste Diversion	
Opening Balance, January 1, _____													
Plus:													
Development Charge Collections													
Accrued Interest													
Repayment of Monies Borrowed from Fund and Associated Interest ¹													
Sub-Total	0		0	0	0	0	0	0	0	0	0	0	0
Less:													
Amount Transferred to Capital (or Other) Funds ²													
Amounts Refunded													
Amounts Loaned to Other D.C. Service Category for Interim Financing													
Credits ³													
Sub-Total	0		0	0	0	0	0	0	0	0	0	0	0
Closing Balance, December 31, _____	0		0	0	0	0	0	0	0	0	0	0	0

¹ Source of funds used to repay the D.C. reserve fund

² See Attachment 1 for details

³ See Attachment 2 for details

The Municipality is compliant with s.s. 59.1 (1) of the *Development Charges Act*, whereby charges are not directly or indirectly imposed on development nor has a requirement to construct a service related to development been imposed, except as permitted by the *Development Charges Act* or another Act.



Attachment 1
Region of Peel
Amount Transferred to Capital (or Other) Funds – Capital Fund Transactions

Capital Fund Transactions	Gross Capital Cost	D.C. Recoverable Cost Share					Non-D.C. Recoverable Cost Share				
		D.C. Forecast Period			Post D.C. Forecast Period		Other Reserve/Reserve Fund Draws	Tax Supported Operating Fund Contributions	Rate Supported Operating Fund Contributions	Debt Financing	Grants, Subsidies Other Contributions
		D.C. Reserve Fund Draw	D.C. Debt Financing	Grants, Subsidies Other Contributions	Post-Period Benefit/ Capacity Interim Financing	Grants, Subsidies Other Contributions					
<u>Services Related to a Highway - Transportation</u>											
Capital Cost A											
Capital Cost B											
Capital Cost C											
Sub-Total - Services Related to a Highway - Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Water Supply Services</u>											
Capital Cost D											
Capital Cost E											
Capital Cost F											
Sub-Total - Water	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<u>Wastewater Services</u>											
Capital Cost G											
Capital Cost H											
Capital Cost I											
Sub-Total - Wastewater	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0



Attachment 2
Region of Peel
Statement of Credit Holder Transactions

Credit Holder	Applicable D.C. Reserve Fund	Credit Balance Outstanding Beginning of Year _____	Additional Credits Granted During Year	Credits Used by Holder During Year	Credit Balance Outstanding End of Year _____
Credit Holder A					
Credit Holder B					
Credit Holder C					
Credit Holder D					
Credit Holder E					
Credit Holder F					



Appendix E

Local Service Policy



Appendix E: Local Service Policy

E.1 Local Service Policy for Services Related to a Highway

A highway and services related to a highway ensure the needs of all road users are considered and appropriately accommodated through associated land and infrastructure. The highway and services related to a highway support the movement of goods and people via different modes including, but not limited to passenger vehicles, commercial vehicles, transit vehicles, bicycles and pedestrians. By focusing on the design, reconstruction, or refurbishment of a highway or services related to a highway, the Regional Municipality of Peel can implement a complete street network that ensures the safe and efficient movement of both persons and goods. The complete streets approach supports the increase in travel choices for pedestrians, cyclists, public transit users, and motorists.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities (fiber, phone, hydro, etc.); traffic control systems; signage; roundabouts; gateway features; street furniture; active transportation facilities (e.g. sidewalks and pedestrian facilities, cycling facilities, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes, stops, lay-bys and amenities; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; and driveway entrances; noise walls; railings and safety barriers.

The following guideline sets out, in general, the range of infrastructure for Services Related to a Highway that constitutes development charge projects.

E.1.1 Regional Roads and Other Roads

New or upgraded Regional roads necessitated by increased traffic volumes and unrelated (and not abutting) to a specific development are considered to be development charge projects, including but not limited to urbanization, road widening, and new roads.



E.1.2 Traffic Signals and Intersection Improvements

E.1.2.1 Related to a specific development

Intersection improvements to all roads, private entrances or entrances to specific developments necessitated by abutting or nearby development(s) and relating to Regional roads are considered to be the developer's responsibility through an agreement with the Region, including but not limited to urbanization, road widening, new roads, and intersection improvements.

E.1.2.2 Unrelated to a specific development

Intersection improvements to Regional roads, necessitated by increased traffic volumes, are considered to be development charge projects.

E.1.3 Streetlights

E.1.3.1 Related to a specific development

- a. Streetlights on all new roads within a specific development are considered to be the developer's responsibility through an agreement.
- b. Streetlights at new or existing intersections of Regional roads necessitated by a specific development (with or without intersection improvements) are considered to be the developer's responsibility through an agreement.

E.1.3.2 Unrelated to a specific development

- a. Streetlights on Regional roads are considered to be the mandated responsibility of the applicable area municipality.
- b. Streetlights at intersections along Regional roads, necessitated by increased traffic volumes, safety concerns, and unrelated to new development(s), are considered to be development charge projects.



E.1.4 Sidewalks

E.1.4.1 Related to a specific development

- a. Sidewalks on all internal roads and abutting road frontages, whether on local or Regional roads, are considered to be the developer's responsibility through an agreement with the area municipality.
- b. Sidewalks external to a development, whether on local or Regional roads, which are needed to connect the development to public spaces and/or existing sidewalks, are considered to be the developer's responsibility through an agreement with the area municipality.

E.1.5 Cycling Facilities

E.1.5.1 Related to a specific development

- a. Cycling facilities within and outside road allowances within a specific development are considered to be the developer's responsibility through an agreement.
- b. Cycling facilities external to a development, which are needed to connect the development to public spaces and/or other bike infrastructure, are considered to be the developer's responsibility through an agreement.

E.1.5.2 Unrelated to a specific development

Bike paths/lanes within Regional road allowances located separate from or combined with the road pavement are considered to be development charge projects.

E.1.6 Noise Abatement Measures

E.1.6.1 Related to a specific development

New or improved noise abatement measures internal to a development, related or unrelated to Regional roads, are considered to be the developer's responsibility through an agreement with the applicable area municipality.



E.1.6.2 Unrelated to a specific development

New or improved noise abatement measures unrelated to a specific development(s) on Regional roads are considered to be development charge projects in accordance the Region's Noise Policy.

E.1.7 Traffic Control Systems

E.1.7.1 Related to a specific development

New or upgraded traffic control systems, intended to service a specific and/or several development(s) are considered to be the developer's responsibility through an agreement.

E.1.7.2 Unrelated to a specific development

On Regional roads, new and upgraded traffic control systems necessitated by increased traffic volumes and unrelated to a specific development(s), are considered to be development charge projects.

E.1.8 Transportation Studies (traffic studies, master plans, secondary corridor studies)

E.1.8.1 Related to a specific development

Transportation impact studies undertaken for the benefit of a specific development(s) are considered to be the responsibility of the developer.

E.1.8.2 Unrelated to a specific development

Master plans and secondary transportation corridor studies, are considered to be development charge projects.

E.1.9 Land Acquisition (including right-of-ways and utility easements)

E.1.9.1 Related to a specific development

- a. Land acquisition to upgrade Regional roads and/or provide utility corridors to the widths required by approved engineering design standards, is considered to be the developer's responsibility and primarily provided by dedications under the Planning Act.



- b. Land acquisition for grade separations, new Regional roads or other excessive needs beyond normal dedication requirements are considered to be development charge projects (normally included as part of the capital project).

E.1.9.2 Unrelated to a specific development

In areas where limited or no development is anticipated and direct dedication is unlikely within the time constraints of the proposed capital works project, such land acquisitions are considered to be development charge projects (normally included as part of the capital project).

E.1.10 Stormwater

Stormwater infrastructure within the Regional Road Right of Way is for the sole and express purpose to collect and convey runoff from Regional Roads.

In exceptional circumstances and with the Region's express written permission the Region may allow local connections under the following conditions, including but not limited to:

- Applicant provides necessary documentation and evidence to clearly illustrate that there are no other feasible stormwater discharge locations.
- Provision of a detailed stormwater management report, signed by a professional engineer, that fully details the hydraulic and hydrologic impacts of the proposed connection to Regional stormwater collection infrastructure and receiving water. Report must clearly outline both quantitative and qualitative impacts to the collection system and receiving water.
- Provision of receiving water assimilative capacity assessment.
- Treated stormwater not to be conveyed through the Regional right-of-way or deposited into a Regional stormwater collection infrastructure without prior review and approval by the Region.



E.2 Water, Wastewater, and Stormwater Servicing

Underground services (linear infrastructure for Regional storm, water, and sanitary sewer systems) within the road allowance are not included in the cost of road infrastructure and are treated separately. The responsibility for such linear infrastructure as well as stormwater management ponds, pumping stations and storage facilities, which are undertaken as part of new developments or redevelopments, will be determined based on the following principles:

The costs of the following items shall be the direct responsibility of the developer, as it is considered a local service:

- a. providing all underground services internal to the development, including storm, water and sanitary services;
- b. providing service connections from existing underground services to the development;
- c. providing new underground services or upgrading existing underground services external to the development if the services are required to service the development, and if the pipe sizes are less than 400mm for water services and 375mm for sanitary services. If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may opt to enter into front-ending/cost-sharing agreements with other developers independent of the Municipality;
- d. providing stormwater management ponds and other facilities required by the development including all associated features such as landscaping and fencing; and
- e. water and wastewater facilities (including; water booster pumping stations, reservoir pumping stations and/or sanitary pumping stations) serving individual developments.



The costs of the following items shall be paid through development charges:

- a. external underground services involving trunk infrastructure and pipe sizes 400mm and greater for water services and 375 mm and greater for sanitary services;
- b. water storage facilities, water pumping stations and/or sanitary pumping stations sized/required for a service area beyond the individual development;
- c. water treatment, storage facilities, transmission mains, re-chlorination/sampling stations and municipal drinking water wells associated with municipal service areas; and
- d. wastewater treatment plants and sanitary trunk sewers associated with municipal service areas.



Appendix F

Asset Management Plan



Appendix F: Asset Management Plan

The recent changes to the D.C.A. (new subsection 10 (2) (c.2)) require that the background study must include an asset management plan (A.M.P.) related to new infrastructure. Section 10 (3) of the D.C.A. provides:

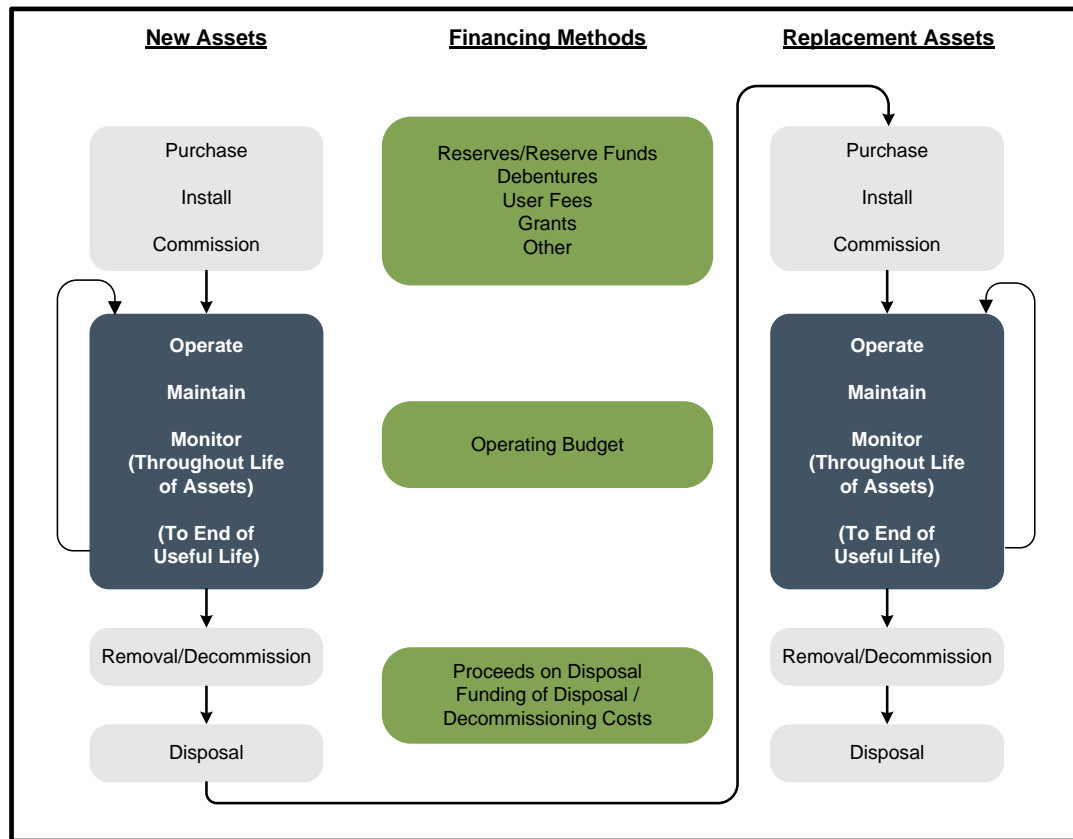
“The asset management plan shall,

- (a) deal with all assets whose capital costs are proposed to be funded under the development charge by-law;
- (b) demonstrate that all the assets mentioned in clause (a) are financially sustainable over their full life cycle;
- (c) contain any other information that is prescribed; and
- (d) be prepared in the prescribed manner.”

In regard to the above, section 8 of the Regulations was amended to include subsections (2), (3) and (4) which set out for specific detailed requirements for transit (only). For all services except transit, there are no prescribed requirements at this time thus requiring the municipality to define the approach to include within the background study.

At a broad level, the A.M.P. provides for the long-term investment in an asset over its entire useful life along with the funding. The schematic below identifies the costs for an asset through its entire lifecycle. For growth-related works, the majority of capital costs will be funded by the D.C. Non-growth-related expenditures will then be funded from non-D.C. revenues as noted below. During the useful life of the asset, there will be minor maintenance costs to extend the life of the asset along with additional program related expenditures to provide the full services to the residents. At the end of the life of the asset, it will be replaced by non-D.C. financing sources.

It should be noted that with the recent passing of the Infrastructure for Jobs and Prosperity Act (I.J.P.A.) municipalities are now required to complete A.M.P.s, based on certain criteria, which are to be completed by 2021 for core municipal services and 2023 for all other services. The amendments to the D.C.A. do not require municipalities to complete these A.M.P.s (required under I.J.P.A.) for the D.C. background study, rather the D.C.A. requires that the D.C. background study include information to show the assets to be funded by the D.C. are sustainable over their full lifecycle.



In 2012, the Province developed Building Together: Guide for municipal asset management plans which outlines the key elements for an A.M.P., as follows:

State of local infrastructure: asset types, quantities, age, condition, financial accounting valuation and replacement cost valuation.

Desired levels of service: defines levels of service through performance measures and discusses any external trends or issues that may affect expected levels of service or the municipality's ability to meet them (for example, new accessibility standards, climate change impacts).

Asset management strategy: the asset management strategy is the set of planned actions that will seek to generate the desired levels of service in a sustainable way, while managing risk, at the lowest lifecycle cost.

Financing strategy: having a financial plan is critical for putting an A.M.P. into action. By having a strong financial plan, municipalities can also demonstrate that they have



made a concerted effort to integrate the A.M.P. with financial planning and municipal budgeting and are making full use of all available infrastructure financing tools.

Commensurate with the above, the Region prepared an A.M.P. in 2019 for its existing assets however, did not take into account future growth-related assets. As a result, the asset management requirement for the D.C. must be undertaken in the absence of this information.

In recognition to the schematic above, the following table (presented in 2020 \$) has been developed to provide the annualized expenditures and revenues associated with new growth. Note that the D.C.A. does not require an analysis of the non-D.C. capital needs or their associated operating costs so these are omitted from the table below. As well, as all capital costs included in the D.C.-eligible capital costs are not included in the Region's A.M.P., the present infrastructure gap and associated funding plan have not been considered at this time. Hence the following does not represent a fiscal impact assessment (including future tax/rate increases) but provides insight into the potential affordability of the new assets:

1. The non-D.C. recoverable portion of the projects which will require financing from municipal financial resources (i.e. taxation, rates, fees, etc.). This amount has been presented on an annual debt charge amount based on 20-year financing.
2. Lifecycle costs for the 2020 D.C. capital works have been presented based on a sinking fund basis. The assets have been considered over their estimated useful lives.
3. Incremental operating costs for the D.C. services (only) have been included.
4. The resultant total annualized expenditures are \$807.84 million.
5. Consideration was given to the potential new taxation and user fee revenues which will be generated as a result of new growth. These revenues will be available to finance the expenditures above. The new operating revenues are \$437.44 million. This amount, totalled with the existing operating revenues of \$2.90 billion, provide annual revenues of \$3.34 billion by the end of the period.
6. In consideration of the above, the capital plan is deemed to be financially sustainable.



Region of Peel
Asset Management – Future Expenditures and Associated Revenues
2020\$

	2041 (Total)
Expenditures (Annualized)	
Annual Debt Payment on Non-Growth Related Capital ¹	90,231,508
Annual Debt Payment on Post Period Capital ²	63,686,859
Lifecycle:	
Annual Lifecycle	
Total - Annual Lifecycle	\$376,276,698
Incremental Operating Costs (for D.C. Services)	\$277,643,235
Total Expenditures	\$807,838,301
Revenue (Annualized)	
Total Existing Revenue ³	\$2,901,735,686
Incremental Tax and Non-Tax Revenue (User Fees, Fines, Licences, etc.)	\$437,436,709
Total Revenues	\$3,339,172,395

¹ Non-Growth Related component of Projects including 10% mandatory deduction on soft services

² Interim Debt Financing for Post Period Benefit

³ As per Sch. 10 of FIR



Appendix G

Alternative D.C. Calculations for Refinements as per Bill 197



Appendix G: Alternative D.C. Calculations for Refinements as per Bill 197

G.1 Introduction

As noted in Section 1.4 of this report, Bill 197 prepared in response to the global pandemic. The Province released Bill 197 which provided amendments to a number of Acts, including the D.C.A. and Planning Act. Bill 197 was tabled on July 8, 2020 and received Royal Assent on July 21, 2020, however, the changes with respect to D.C.s and C.B.C.s do not come into effect until proclamation, which is yet to be determined. One of the major changes with respect to D.C.s is the removal of the mandatory 10% deduction for “soft services”. As proclamation may occur prior to or shortly after the anticipated by-law passage date, this appendix provides the alternative D.C. calculations with the 10% deduction removed. The by-law is proposed to include two versions of the D.C rate schedules. The rates schedules that correspond to table ES-2 are proposed to take effect on January 1, 2021 provided that the legislative amendments have not been proclaimed into force by that date. The Contingency D.C. rates schedules provided in tables G-6 to G-8 will either take effect on January 1, 2021 if the legislative amendments have been proclaimed into force before that date, or, in the event that proclamation does not occur until sometime after January 1, 2021, the Contingency D.C. rates schedules will take effect on the actual date that the provisions of the D.C. Act amended through legislative changes are proclaimed into force by the Lieutenant Governor.

G.2 Revised D.C. Eligible Costs

The following table provides a summary of the growth-related costs included in the D.C. calculations. The table includes the growth-related costs as provided in Chapter 5 of this report (i.e. with the 10% mandatory deduction) along with the revised growth-related costs. Only those services that are impacted by the 10% mandatory deduction have been presented in the table below (i.e. Growth Studies, Long-term Care, Public Health, Paramedics, Housing, and Waste Diversion). In total, the D.C. eligible costs included in the calculations would increase by \$29.81 million for residential development and \$1.11 million for non-residential development.



Table G-1
Region of Peel
D.C. Eligible Capital Cost Comparison
With and Without Mandatory 10% Deduction

Service	Growth-related Costs Included in the Calculations					
	With 10% Mandatory Deduction			Without 10% Mandatory Deduction		
	Total	Residential	Non-residential	Total	Residential	Non-residential
Growth Studies	18,213,744	12,931,758	5,281,986	19,819,744	14,072,018	5,747,726
Long Term Care	45,262,144	45,262,144	-	51,499,076	51,499,076	-
Public Health	-	-	-	-	-	-
Paramedics	17,474,174	12,406,664	5,067,510	19,294,454	13,699,062	5,595,392
Housing Services	181,633,443	181,633,443	-	200,516,673	200,516,673	-
Waste Diversion	21,361,500	20,293,425	1,068,075	23,735,000	22,548,250	1,186,750
Total Impacted Services	283,945,004	272,527,433	11,417,571	314,864,946	302,335,079	12,529,867
Total All D.C. Services	9,083,383,907	6,664,516,237	2,418,867,671	9,114,303,849	6,694,323,882	2,419,979,967

G.3 Revised D.C. Calculations

Based on the increase in growth-related capital costs included in the D.C. calculations, the following tables provide revised D.C. calculations, from those presented in Chapter 6 of this report. Note, revised calculations have been provided only for those services affected by the 10% mandatory deduction (i.e. Growth Studies, Long-term Care, Health, Paramedics, Housing, and Waste Diversion).



Table G-2
Region of Peel
D.C. Calculation (Revised) – Removal of 10% Mandatory Deduction
Region-Wide Services
2020-2029

SERVICE	2020\$ D.C.-Eligible Cost		2020\$ D.C.-Eligible Cost	
	Residential	Non-Residential	S.D.U.	per sq.m.
	\$	\$	\$	\$
6. <u>Public Works</u>				
6.1 Facilities and Vehicles	16,760,107	6,845,677	272.88	1.10
7. <u>Growth Studies</u>				
7.1 Growth Studies	14,072,018	5,747,726	229.12	0.93
8. <u>Long Term Care</u>				
8.1 Long term care facilities	51,499,076	-	838.50	-
9. <u>Public Health</u>				
9.1 Public Health department space	-	-	-	-
10. <u>Paramedics</u>				
10.1 Paramedics facilities, vehicles and equipment	13,699,062	5,595,392	223.05	0.90
11. <u>Housing Services</u>				
11.1 Housing facilities	200,516,673	-	3,264.77	-
12. <u>Waste Diversion</u>				
12.1 Waste diversion facilities, vehicles, equipment and other	22,548,250	1,186,750	367.13	0.19
TOTAL	319,095,186	19,375,545	5,195.46	\$3.12
D.C.-Eligible Capital Cost	319,095,186	\$19,375,545		
10-Year Gross Population/GFA Growth (sq.m.)	258,080	6,213,200		
Cost Per Capita/Non-Residential GFA (sq.m.)	\$1,236.42	\$3.12		
By Residential Unit Type	P.P.U.			
Single and Semi-Detached Dwelling	4.202	\$5,195.44		
Other Residential	3.328	\$4,114.80		
Apartments (>750 sq.ft.)	3.048	\$3,768.61		
Small Unit (<=750 sq.ft.)	1.612	\$1,993.11		



Table G-3
Region of Peel
D.C. Calculation
Total All Services

	2020\$ D.C.-Eligible Cost			2020\$ D.C.-Eligible Cost		
	Residential	Non-Residential		Residential S.D.U.	Non-Industrial, Non-Residential per sq.m.	Industrial per sq.m.
		Non-Industrial	Industrial			
	\$	\$	\$	\$	\$	\$
Urban area-specific Services (Water) 21 Year	2,586,119,298	956,509,877	956,509,877	22,392.53	76.19	76.19
Urban area-specific Services (Wastewater) 21 Year	2,681,998,789	991,972,155	991,972,155	23,371.54	79.01	79.01
Area-specific Services (Mississauga & Brampton) 10 Year	39,293,050	16,049,274	16,049,274	762.21	3.19	3.19
Area-specific Services (Caledon) 10 Year	1,034,622	344,874	344,874	104.86	0.29	0.29
Municipal-wide Transportation Services 21 Year	1,066,782,938	297,493,110	138,235,132	9,190.79	69.42	16.72
Municipal-wide Services 10 Year	319,095,186	19,375,545	19,375,545	5,195.46	3.12	3.12
TOTAL (BRAMPTON AND MISSISSAUGA)	6,693,289,260	2,281,399,961	2,122,141,983	60,912.53	230.93	178.23
TOTAL (CALEDON)	6,655,030,833	2,265,695,561	2,106,437,583	60,255.18	228.03	175.33

G.4 Comparison of D.C. Rates

Based on the above, the following tables present comparisons of the rates with and without the mandatory 10% deduction for residential, industrial, and non-industrial charges. For residential development, the D.C. would increase by \$485 per single or semi-detached dwelling. For non-residential development (both industrial and non-industrial), the D.C. would increase by \$0.18 per sq.m. of G.F.A.

Table G-4
Region of Peel
Residential D.C. Rate Comparison

Service	Residential - Single and Semi-Detached Dwelling	
	With 10% Mandatory Deduction	Without 10% Mandatory Deduction
Total Region of Peel	60,427	60,913
Total Caledon	59,770	60,255

Table G-5
Region of Peel
Non-residential D.C. Rate Comparison

Service	With 10% Mandatory Deduction		Without 10% Mandatory Deduction	
	Industrial	Non-Industrial	Industrial	Non-Industrial
	Per sq.m of G.F.A.	Per sq.m of G.F.A.	Per sq.m of G.F.A.	Per sq.m of G.F.A.
Total Region of Peel	178.05	230.75	178.23	230.93
Total Caledon	175.15	227.85	175.33	228.03



G.5 Revised Tables for By-law

As per the revised calculations above, the following provides the schedules of charges to be included in the by-law, should the changes to the Act be proclaimed prior to anticipated passage of the D.C. by-law. Additionally, the by-law may be amended subsequent to passage with the schedules below, should the legislation be proclaimed after the D.C. by-law is passed.



Table G-6
Schedule A-2 to By-law XX-2020
Development Charge Rates – Residential
SCHEDULE A-2

Program	RESIDENTIAL			
	Single and Semi-Detached Dwelling	Apartments (>750 sq.ft.)	Small Unit (<=750 sq.ft.)	Other Residential
Region of Peel				
Water Supply Services	22,392.53	16,242.84	8,590.38	17,734.97
Wastewater Services	23,371.54	16,952.99	8,965.95	18,510.35
Services Related to a Highway - Transportation	9,190.79	6,666.71	3,525.83	7,279.14
Sub-total Hard Services:	54,954.86	39,862.54	21,082.16	43,524.46
Public Works	272.88	197.94	104.68	216.12
Peel Regional Police Services	762.21	552.88	292.40	603.67
Growth Studies	229.12	166.20	87.90	181.46
Long Term Care	838.50	608.22	321.67	664.10
Public Health	-	-	-	-
Paramedics	223.05	161.79	85.57	176.66
Housing Services	3,264.77	2,368.17	1,252.45	2,585.71
Waste Diversion	367.13	266.31	140.84	290.77
Sub-total Soft Services:	5,957.67	4,321.51	2,285.51	4,718.49
TOTAL REGION OF PEEL	60,912.53	44,184.05	23,367.67	48,242.95
Town of Caledon				
Sub-total Hard Services:	54,954.86	39,862.54	21,082.16	43,524.46
Soft Service Rate Without Peel Regional Police	5,195.46	3,768.63	1,993.11	4,114.82
Police - O.P.P.	104.86	76.06	40.23	83.05
TOTAL CALEDON	60,255.18	43,707.23	23,115.50	47,722.33



Table G-7
Schedule B-2 to By-law XX-2020
Development Charge Rates – Industrial
SCHEDULE B-2

Program	NON-RESIDENTIAL
	Industrial (per sq.m. of Gross Floor Area)
Region of Peel	
Water Supply Services	76.19
Wastewater Services	79.01
Services Related to a Highway - Transportation	16.72
Sub-total Hard Services:	171.92
Public Works	1.10
Peel Regional Police Services	3.19
Growth Studies	0.93
Long Term Care	-
Public Health	-
Paramedics	0.90
Housing Services	-
Waste Diversion	0.19
Sub-total Soft Services:	6.31
TOTAL REGION OF PEEL	178.23
Town of Caledon	
Sub-total Hard Services:	171.92
Soft Service Rate Without Peel Regional Police	3.12
Police - O.P.P.	0.29
TOTAL CALEDON	175.33



Table G-8
Schedule C-2 to By-law XX-2020
Development Charge Rates – Non-Residential – Non-Industrial
SCHEDULE C-2

Program	NON-RESIDENTIAL
	Non-Industrial (per sq.m. of Gross Floor Area)
Region of Peel	
Water Supply Services	76.19
Wastewater Services	79.01
Services Related to a Highway - Transportation	69.42
Sub-total Hard Services:	224.62
Public Works	1.10
Peel Regional Police Services	3.19
Growth Studies	0.93
Long Term Care	-
Public Health	-
Paramedics	0.90
Housing Services	-
Waste Diversion	0.19
Sub-total Soft Services:	6.31
TOTAL REGION OF PEEL	230.93
Town of Caledon	
Sub-total Hard Services:	224.62
Soft Service Rate Without Peel Regional Police	3.12
Police - O.P.P.	0.29
TOTAL CALEDON	228.03



Appendix H

Proposed D.C. By-law (Provided Under Separate Cover)

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

A. PURPOSE

The purpose of this policy is to establish general guidelines on determining growth related engineered infrastructure to be included in the Region's Development Charges Background Study, as opposed to infrastructure that is considered as a local service and paid for directly by developers and land owners pursuant to a development agreement or applicable approval process.

B. SCOPE

The policy applies to development application approval or capital planning related to growth related infrastructure.

C. DEFINITIONS

- "Act" means the *Development Charges Act*, 1997, S.O. 1997, c.27;
- "By-law" means the Region's Development Charges By-law;
- "Chief Financial Officer" means the Chief Financial Officer of the Region or the person acting in that capacity from time to time;
- "Development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment, but does not include such actions or redevelopment in relation to a temporary building or structure as defined in the Region's Development Charges By-law;
- "Development Charges" means a charge imposed pursuant to by-laws enacted by Regional Council to the *Development Charges Act*, 1997, as amended;
- "Local Service" means the services deemed to be local in nature are not to be included in the determination of the development charge rates. The provision of local services is considered to be a direct developer responsibility under section 59 of the *Development Charges Act* and will (or may) be recovered under other agreement(s) with the landowner or developer";
- "Regional" means the Regional Municipality of Peel;

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

D. POLICY

1. Services Related to a Highway

A highway and services related to a highway ensure the needs of all road users are considered and appropriately accommodated through associated land and infrastructure. The highway and services related to a highway support the movement of goods and people via different modes including, but not limited to passenger vehicles, commercial vehicles, transit vehicles, bicycles and pedestrians. By focusing on the design, reconstruction, or refurbishment of a highway or services related to a highway, the Regional Municipality of Peel can implement a complete street network that ensures the safe and efficient movement of both persons and goods. The complete streets approach supports the increase in travel choices for pedestrians, cyclists, public transit users, and motorists.

The associated infrastructure to achieve this concept shall include, but is not limited to: road pavement structure and curbs; grade separation/bridge structures (for any vehicles, railways and/or pedestrians); grading, drainage and retaining wall features; culvert structures; storm water drainage systems; utilities (fiber, phone, hydro, etc.); traffic control systems; signage; roundabouts; gateway features; street furniture; active transportation facilities (e.g. sidewalks and pedestrian facilities, cycling facilities, bike lanes, multi-use trails which interconnect the transportation network, etc.); transit lanes, stops, lay-bys and amenities; roadway illumination systems; boulevard and median surfaces (e.g. sod & topsoil, paving, etc.); street trees and landscaping; parking lanes & lay-bys; and driveway entrances; noise walls; railings and safety barriers.

The following guideline sets out, in general, the range of infrastructure for Services Related to a Highway that constitutes development charge projects.

1.1 Regional Roads and Other Roads

New or upgraded Regional roads necessitated by increased traffic volumes and unrelated (and not abutting) to a specific development are considered to be development charge projects, including but not limited to urbanization, road widening, and new roads.

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

1.2 Traffic Signals and Intersection Improvements

1.2.1 Related to a specific development

Intersection improvements to all roads, private entrances or entrances to specific developments necessitated by abutting or nearby development(s) and relating to Regional roads are considered to be the developer's responsibility through an agreement with the Region, including but not limited to urbanization, road widening, new roads, and intersection improvements.

1.2.2 Unrelated to a specific development

Intersection improvements to Regional roads, necessitated by increased traffic volumes, are considered to be development charge projects.

1.3 Streetlights

1.3.1 Related to a specific development

- a. Streetlights on all new roads within a specific development are considered to be the developer's responsibility through an agreement.
- b. Streetlights at new or existing intersections of Regional roads necessitated by a specific development (with or without intersection improvements) are considered to be the developer's responsibility through an agreement.

1.3.2 Unrelated to a specific development

- a. Streetlights on Regional roads are considered to be the mandated responsibility of the applicable area municipality.

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

- b. Streetlights at intersections along Regional roads, necessitated by increased traffic volumes, safety concerns, and unrelated to new development(s), are considered to be development charge projects.

1.4 Sidewalks

1.4.1 Related to a specific development

- a. Sidewalks on all internal roads and abutting road frontages, whether on local or Regional roads, are considered to be the developer's responsibility through an agreement with the area municipality.
- b. Sidewalks external to a development, whether on local or Regional roads, which are needed to connect the development to public spaces and/or existing sidewalks, are considered to be the developer's responsibility through an agreement with the area municipality.

1.5 Cycling Facilities

1.5.1 Related to a specific development

- a. Cycling facilities within and outside road allowances within a specific development are considered to be the developer's responsibility through an agreement.
- b. Cycling facilities external to a development, which are needed to connect the development to public spaces and/or other bike infrastructure, are considered to be the developer's responsibility through an agreement.

1.5.2 Unrelated to a specific development

Bike paths/lanes within Regional road allowances located separate from or combined with the road pavement are considered to be development charge projects.

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

1.6 Noise Abatement Measures

1.6.1 *Related to a specific development*

New or improved noise abatement measures internal to a development, related or unrelated to Regional roads, are considered to be the developer's responsibility through an agreement with the applicable area municipality.

1.6.2 *Unrelated to a specific development*

New or improved noise abatement measures unrelated to a specific development(s) on Regional roads are considered to be development charge projects in accordance the Region's Noise Policy.

1.7 Traffic Control Systems

1.7.1 *Related to a specific development*

New or upgraded traffic control systems, intended to service a specific and/or several development(s) are considered to be the developer's responsibility through an agreement.

1.7.2 *Unrelated to a specific development*

On Regional roads, new and upgraded traffic control systems necessitated by increased traffic volumes and unrelated to a specific development(s), are considered to be development charge projects.

1.8 Transportation Studies (traffic studies, master plans, secondary corridor studies)

1.8.1 *Related to a specific development*

Transportation impact studies undertaken for the benefit of a specific development(s) are considered to be the responsibility of the developer.

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

1.8.2 Unrelated to a specific development

Master plans and secondary transportation corridor studies, are considered to be development charge projects.

1.9 Land Acquisition (including right-of-ways and utility easements)

1.9.1 Related to a specific development

- a. Land acquisition to upgrade Regional roads and/or provide utility corridors to the widths required by approved engineering design standards, is considered to be the developer's responsibility and primarily provided by dedications under the Planning Act.
- b. Land acquisition for grade separations, new Regional roads or other excessive needs beyond normal dedication requirements are considered to be development charge projects (normally included as part of the capital project).

1.9.2 Unrelated to a specific development

In areas where limited or no development is anticipated and direct dedication is unlikely within the time constraints of the proposed capital works project, such land acquisitions are considered to be development charge projects (normally included as part of the capital project).

1.10 Stormwater

Stormwater infrastructure within the Regional Road Right of Way is for the sole and express purpose to collect and convey runoff from Regional Roads.

In exceptional circumstances and with the Region's express written permission the Region may allow local connections under the following conditions, including but not limited to:

CATEGORY: FINANCIAL MANAGEMENT**SUBCATEGORY: REVENUES****SUBJECT: LOCAL SERVICES POLICY**

- Applicant provides necessary documentation and evidence to clearly illustrate that there are no other feasible stormwater discharge locations.
- Provision of a detailed stormwater management report, signed by a professional engineer, that fully details the hydraulic and hydrologic impacts of the proposed connection to Regional stormwater collection infrastructure and receiving water. Report must clearly outline both quantitative and qualitative impacts to the collection system and receiving water.
- Provision of receiving water assimilative capacity assessment.
- Treated stormwater not to be conveyed through the Regional right-of-way or deposited into a Regional stormwater collection infrastructure without prior review and approval by the Region.

2. Water, Wastewater, and Stormwater Servicing

Underground services (linear infrastructure for Regional storm, water, and sanitary sewer systems) within the road allowance are not included in the cost of road infrastructure and are treated separately. The responsibility for such linear infrastructure as well as stormwater management ponds, pumping stations and storage facilities, which are undertaken as part of new developments or redevelopments, will be determined based on the following principles:

The costs of the following items shall be the direct responsibility of the developer, as it is considered a local service:

- a. providing all underground services internal to the development, including storm, water and sanitary services;
- b. providing service connections from existing underground services to the development;

CATEGORY: FINANCIAL MANAGEMENT

SUBCATEGORY: REVENUES

SUBJECT: LOCAL SERVICES POLICY

- c. providing new underground services or upgrading existing underground services external to the development if the services are required to service the development, and if the pipe sizes are less than 400mm for water services and 375mm for sanitary services. If external services are required by two or more developments, the developer for the first development will be responsible for the cost of the external services and may opt to enter into front-ending/cost-sharing agreements with other developers independent of the Municipality;
- d. providing stormwater management ponds and other facilities required by the development including all associated features such as landscaping and fencing; and;
- e. water and wastewater facilities (including; water booster pumping stations, reservoir pumping stations and/or sanitary pumping stations) serving individual developments.

The costs of the following items shall be paid through development charges:

- a. external underground services involving trunk infrastructure and pipe sizes 400mm and greater for water services and 375 mm and greater for sanitary services;
- b. water storage facilities, water pumping stations and/or sanitary pumping stations sized/required for a service area beyond the individual development;
- c. water treatment, storage facilities, transmission mains, re-chlorination/sampling stations and municipal drinking water wells associated with municipal service areas; and
- d. wastewater treatment plants and sanitary trunk sewers associated with municipal service areas.

CATEGORY: FINANCIAL MANAGEMENT
SUBCATEGORY: REVENUES**SUBJECT: LOCAL SERVICES POLICY**

3. Effective Date

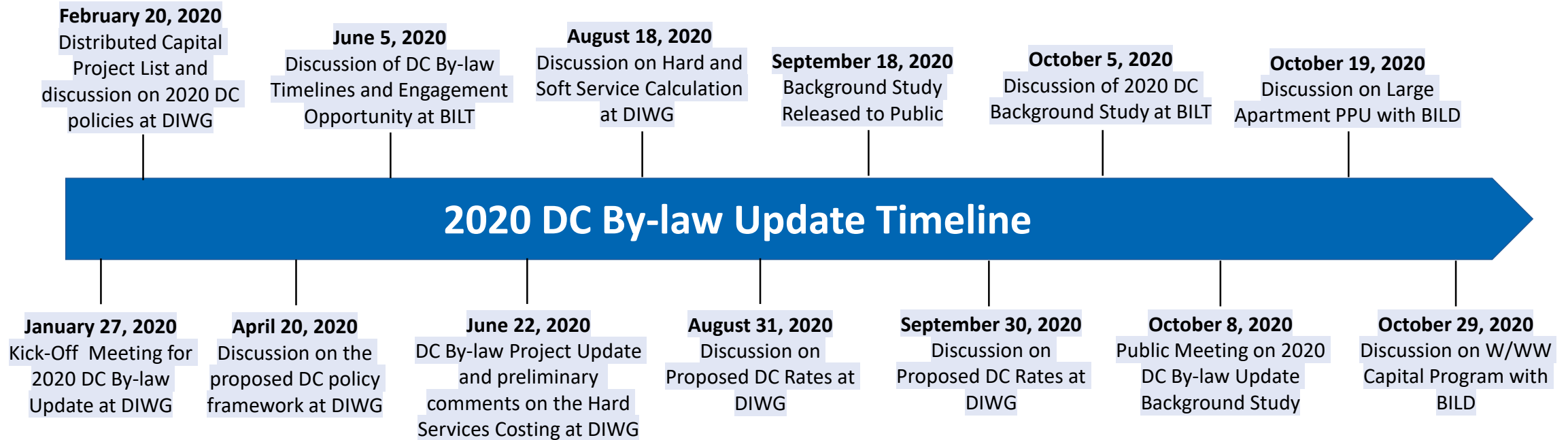
This policy shall take effect the day it is passed by Regional Council and may be repealed by the Region at any time.

E. RESPONSIBILITIES

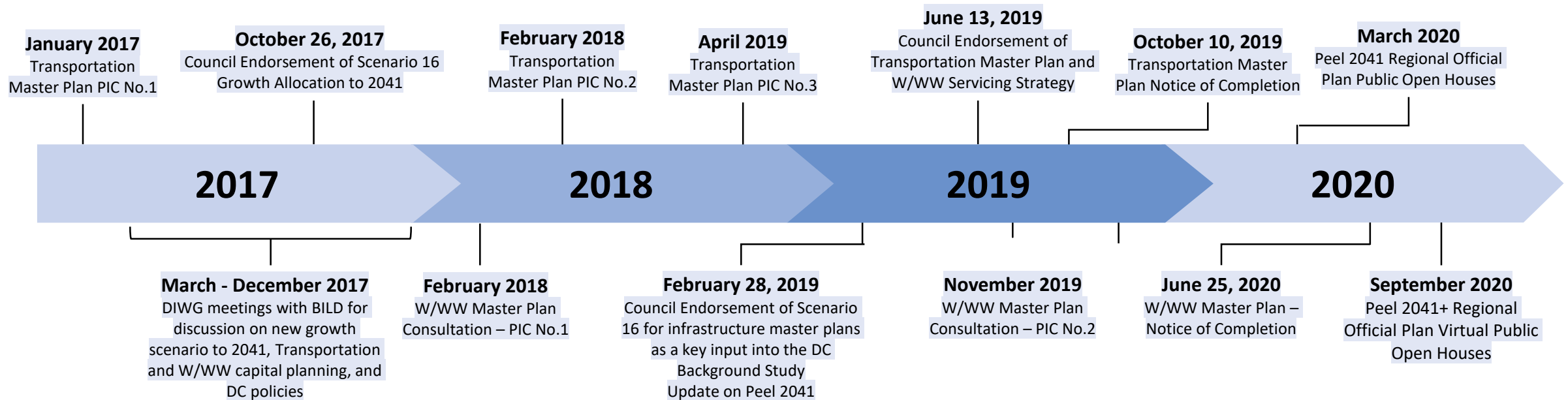
1. Finance, Financial Policy and Development Financing and Public Works shall review, and if necessary, update this policy in conjunction with the Region's Development Charges Background Study review.
2. Notwithstanding Section 1, this policy is subject to review and amendment which may be independent of an amendment to the Region's Development Charges By-law(s).

APPROVAL SOURCE:	Provided by issuer &/or Clerk's, Legislative Services
ORIGINAL DATE:	Provided by original issuer
LAST REVIEW DATE:	Provided by issuer
LAST UPDATE:	Provided by issuer
EFFECTIVE DATE:	Provided by issuer
RESPONSIBILITY:	Finance Department, Financial Policy and Development Financing

DC Stakeholder Engagement Summary for 2020 DC By-law Update



Integrated Approach to Growth Management – Engagement Milestones



2020 Development Charge By-law Update

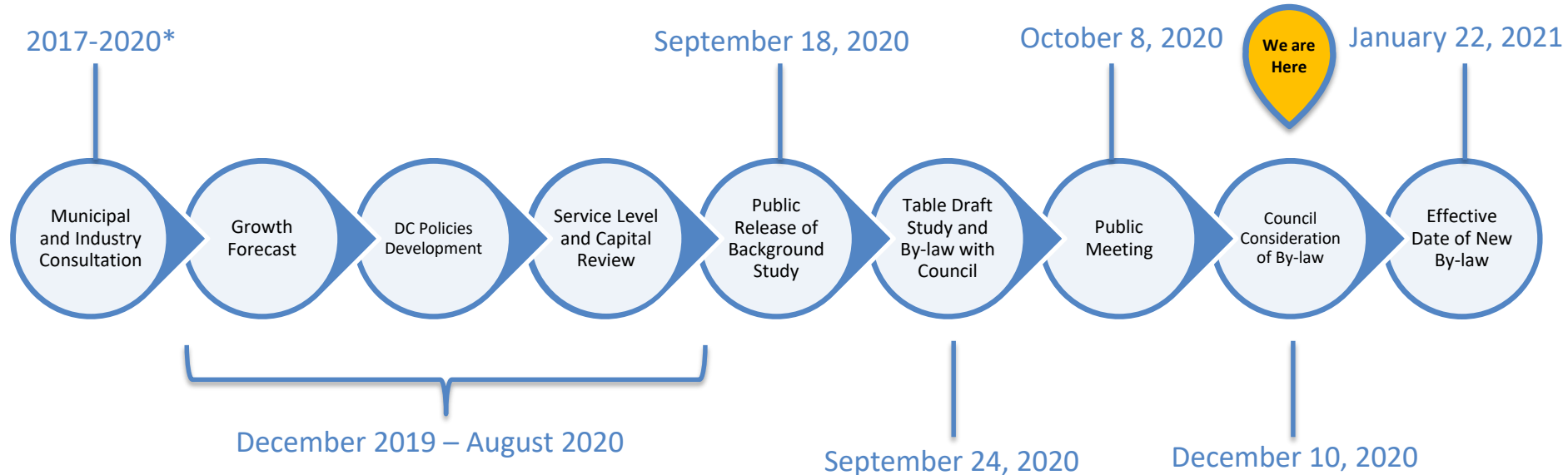
Regional Council Meeting

December 10, 2020



Stephanie Nagel,
Director of Corporate Finance & Treasurer
Region of Peel

DC Bylaw Review Process



Amendments to the DC Rates and Bylaw

- ☐ Increase Benefit To Existing related to transportation capital projects
- ☐ Delay the effective date of the By-law
- ☐ Waive Feb 1, 2021 Indexing
- ☐ Remove ROPA Appeal capital costs
- ☐ Reduction in water & wastewater capital costs
- ☐ Transitional provision for existing demolition credits

Total Value of Reductions - \$35 million (est.)

DC Rates Lowered

Development Type	Calculated (Sept 18)	Updated Rates (Nov 25)	Rate Reduction
Singles & Semis	\$60,913	\$60,751	\$162
Large Apartments	\$44,184	\$44,067	\$117
Small Units	\$23,368	\$23,306	\$62
Other Residential	\$48,243	\$48,115	\$128
Industrial	\$178.23	\$177.82	\$0.41
Non-Industrial	\$230.93	\$229.88	\$1.05

Supporting Housing Affordability

- Review PPU methodology for large apartment with **BILD**
- Average PPU change is **comparable** with City of Mississauga and City of Brampton 2019 DC Background Study

Targeted incentives to support affordability

- ☐ Development Charges Freeze
- ☐ 0% DC Deferral Interest Rate
- ☐ Affordable Housing Incentive Pilot with focus on large units (\$7.5 million proposed funding for 2020 & 2021)
- ☐ \$1 Billion Affordable Housing Plan

- ❑ Public consultation has resulted in lower DC Rates and delayed By-law effective date
- ❑ The 2020 DC By-law supports the principal that growth pays for growth
- ❑ New DC Bylaw effective January 22, 2021

Questions?

REPORT TITLE: Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update

FROM: Andrea Warren, Interim Commissioner of Public Works
Adrian Smith, Interim Chief Planner and Director, Regional Planning and Growth Management

RECOMMENDATION

That the next steps outlined in the report of the Interim Commissioner of Public Works and Interim Chief Planner and Director, Regional Planning and Growth Management, titled “Peel 2041+ Official Plan Review and Municipal Comprehensive Review Update”, be endorsed;

And further, should the Peel 2041+ Municipal Comprehensive Review Draft Regional Official Plan Amendment statutory consultation report be delayed beyond Spring 2021, that staff be authorized to undertake statutory consultation for the proposed Major Transit Station Area amendment as a separate Regional Official Plan Amendment based on the policies and mapping included in the subject report, incorporating stakeholder feedback as appropriate;

And further, that a copy of the subject report be forwarded to the Ministry of Municipal Affairs and Housing, City of Brampton, Town of Caledon, City of Mississauga, Conservation Authorities, other municipalities adjacent to the Region of Peel, and to the appropriate agencies.

REPORT HIGHLIGHTS

- The Regional Official Plan is required to be reviewed periodically. This process, known as Peel 2041+, is being undertaken as a Municipal Comprehensive Review (MCR) to ensure conformity to provincial plans, policies and legislation, and to address emerging planning issues affecting the Region of Peel.
- This report provides an update on the recent Peel 2041+ public consultations, anticipated timing for the overall Peel 2041+ draft MCR Regional Official Plan Amendment (ROPA), and other related work.
- The overall Peel 2041+ draft MCR ROPA is anticipated to be advanced as one amendment, with a planned report to Regional Council in the Spring of 2021 requesting authorization to proceed with statutory public consultation taking place in Summer 2021, and final Regional Council adoption planned for late 2021.
- Given the strategic priority of the Major Transit Station Area (MTSA) policies and mapping, flexibility for advancing this focus area is being sought through the recommendations of this report in the event the overall ROPA is delayed beyond the timeline noted above recognizing the tight timeline and comprehensive nature of the work. The official plan review is approaching its final year in the work plan. Consultation will extend into 2021, with opportunities to continue engaging Council on the materials presented to date.

Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update

- An update on draft population and employment municipal growth allocation is provided to implement the recent change to the Schedule 3 forecasts in the Provincial Growth Plan, extension of the planning horizon to 2051 and new Provincial Land Needs Assessment methodology.
- With respect to the Settlement Area Boundary Expansion (SABE) Study component of the MCR, information is included that:
 - responds to comments received through consultation on the draft technical background studies required for the SABE focus area and finalizes the studies in response to the updated 2051 planning horizon and consultation feedback;
 - summarizes the policy directions from the technical studies;
 - presents a draft Rural Settlement Technical Memorandum; and,
 - introduces a conceptual settlement area boundary map and supporting rationale.

DISCUSSION

1. Background

This report provides a comprehensive update on Peel 2041+ work and outlines the anticipated next steps. The Regional Official Plan (ROP) provides a long-term strategic policy framework for guiding growth and development in Peel, while protecting the environment, managing resources, and outlining a regional structure that supports complete communities.

The current review has been rebranded from Peel 2041 to Peel 2041+ as the Province recently updated the Schedule 3 population and employment allocations from 2041 to 2051 in the Growth Plan, 2019. This review will plan for future growth to 2051 as required to achieve Provincial conformity and is being carried out under the following focus areas:



The discussion below provides an update on the Peel 2041+ work to date, recent public consultations and an update on the ongoing work for each focus area. More detailed discussion is provided on some specific work that is of significance at this stage in the review including: 2051 growth allocations, Major Transit Station Areas (MTSA), inclusionary zoning, and the Settlement Area Boundary Expansion (SABE) work.

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2. Peel 2041+ Work to Date

In June 2020, a comprehensive update on Peel 2041+ was provided to Council. This included policy directions or draft policies for most of the focus areas, and other updates supported by 30 new background and research publications. Materials have been available online and the matters discussed in this report continue to be reviewed. An updated summary of the status of each focus area and direction of key policies is provided in Appendix I. A comprehensive list of research and publications supporting the review is provided in Appendix II.

Key overall directions and emerging policy outcomes for each focus area are summarized in Table 1.

Table 1: Emerging Policy Directions

Focus Area	Emerging Policy Directions
Overall Themes	<ul style="list-style-type: none">• Responding to climate change, managing growth in a fiscally sustainable manner, providing affordable housing, responding to a changing economy, encouraging job growth and active transportation and ensuring the healthy development of our communities
Growth Management	<ul style="list-style-type: none">• Set the framework to guide how Peel will accommodate new population and employment growth to 2051 to achieve a fiscally sustainable complete community• Direct new growth to areas with increased mobility• Respond to the changing nature of employment• Designate Regional employment areas• Create healthy and complete communities for people to live, work and play in Peel
MTSA	<ul style="list-style-type: none">• Identify and delineate MTSA boundaries• Establish minimum density targets• Guide implementation planning by the local municipalities to support context appropriate development• Protect MTSA for planned transit-oriented development
Housing	<ul style="list-style-type: none">• Strengthen and support established housing objectives (such as increasing supply of affordable housing, providing a range and mix of housing options, increasing supply of housing in existing communities)• Set strong, needs-based targets to measure progress• Implement new tools and mechanisms for providing affordable housing such as financial incentives and inclusionary zoning
Transportation	<ul style="list-style-type: none">• Manage growth through a balanced approach that shifts 50 percent of travel to sustainable modes such as walking, cycling, public transit, and carpooling• Maximize the use of existing transportation infrastructure to ensure financial feasibility while keeping people and goods moving safe and efficiently
Greenlands	<ul style="list-style-type: none">• Transition from feature-based to system-based natural heritage system planning to ensure that the natural environment is protected, restored and enhanced• Integrate recent local municipal and conservation authority natural heritage system policies and studies• Ensure natural areas will be planned to adapt to a changing climate and provide residents with clean air, water and recreational opportunities
Waste Management	<ul style="list-style-type: none">• Provide reliable, cost-effective, environmentally responsible waste management• Conform to the Region's long-term waste management strategy and changing Provincial waste management policy framework• Maximize the reduction and recovery of resources and waste materials

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Focus Area	Emerging Policy Directions
Cultural Heritage and Indigenous Engagement	<ul style="list-style-type: none"> • Improve linkages in policies between cultural heritage and Indigenous engagement • Help support a sense of place, community character, and Peel's environmental sustainability goals • Improve recognition of Indigenous communities in the Regional Official Plan
Settlement Area Boundary Expansion	<ul style="list-style-type: none"> • To implement the findings of the SABE technical studies, polices will ensure the protection of cultural heritage and archaeological resources, support energy and emission reductions, develop healthy communities with neighbourhood centres and high quality urban form and coordinate the location of retail and employment areas to multiple modes of transportation • Implement a robust natural heritage and water resource management system in accordance with the results of the Regional and local level environmental studies for future development • Establish strong Regional polices on the staging and sequencing of growth in coordination with the efficient use of infrastructure and financial sustainability considering a large area anticipated to accommodate growth • Consider front-end financing or other servicing delivery arrangements • Ensure the urban form of future community areas reduces the resource consumption, energy use, and carbon footprint of the built environment • Ensure that lands designated as prime agriculture area within the Rural System and outside the Greenbelt Area are given sufficient protection to ensure their long-term viability • Require that Caledon undertake preparation of secondary and neighbourhood plans to manage the scale and timing of development and ensure smaller segments of the community are coordinated within the larger secondary plan, to ensure a more detailed assessment of delivery of services • Require that a structure and approach for provision of transit be provided to support the future development to 2051
Aggregate Resources and Excess Soil	<ul style="list-style-type: none"> • Update policies that reflect current best practice and align with new Provincial direction regarding aggregates conservation, recycling and rehabilitation • Update mapping of high potential mineral aggregate resource areas • Based on the current timing of the overall Peel 2041+ MCR ROPA, it is likely that this focus area of the overall MCR may proceed as a separate draft amendment in 2021, as permitted under the <i>Planning Act</i> and Growth Plan, 2019

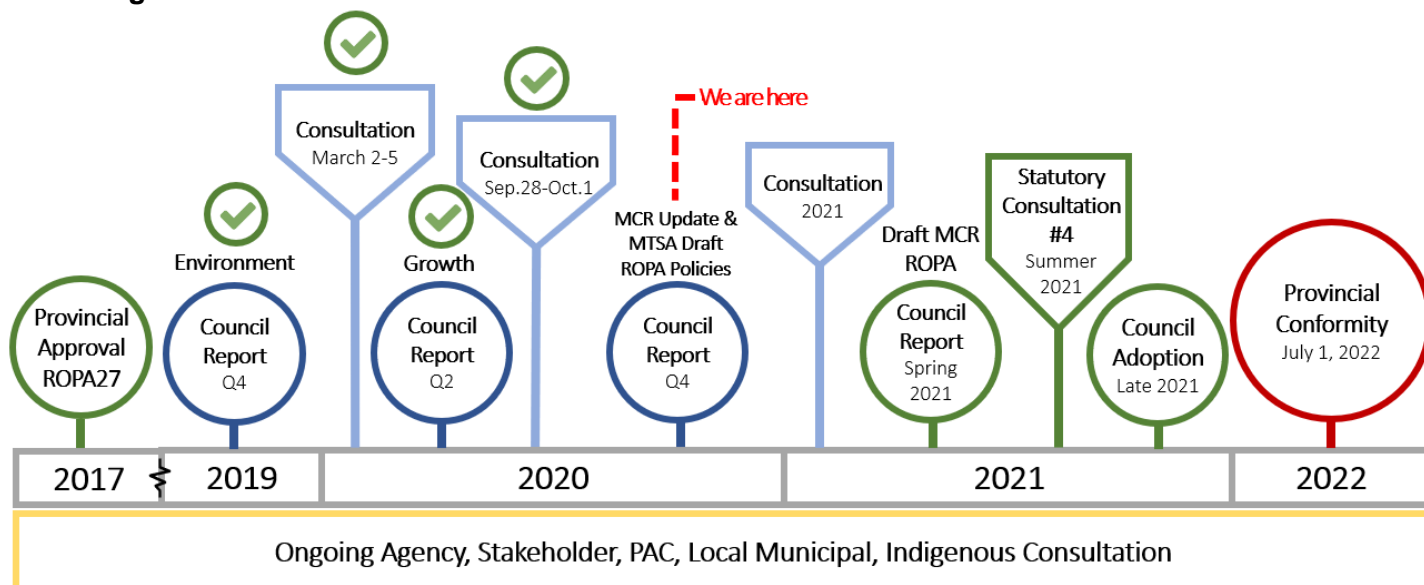
New emerging priorities arising more recently from the background work and consultation include:

- Managing financial risk and the sustainable provision of growth-related infrastructure through appropriate financial management, prioritization, phasing and sequencing policies;
- Identify opportunities for including broadband and pipeline infrastructure policies;
- Advancing Regional objectives surrounding social equity and responding to systemic racism; and,
- Ensuring cemetery policies are considered, particularly in rural areas.

The work plan continues to be implemented on schedule for Provincial approval by the July 1, 2022 deadline. Figure 2 highlights the major upcoming milestones.

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Figure 2: Peel 2041+ Timeline*



*Timelines subject to change

It should be noted that ROPA 27 Age-friendly Planning, Health and the Built Environment and ROPA 33 Ninth Line Lands expansion are approved and in place. The ROPA 34 Mayfield West Rural Service Centre expansion was recently adopted, deemed a complete application and is pending Provincial approval.

3. Consultation Update

Two rounds of informal public open houses took place in 2020 as noted below. Each of the open houses were attended by local municipal staff who supported responses to local municipal matters. There were approximately 30 to 90 participants for each session. A summary of the various engagement sessions and staff responses are provided on the Peel 2041+ website.

- **March 2020: Environment Related Focus Areas**
 - Three open houses on draft policies were held related to Climate Change and Wildland Fires, Water Resources, Provincial Greenbelt Plans (including Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan) and Agriculture, with general updates provided on the other focus areas.
- **September 2020: Growth Related Focus Areas**
 - Three virtual open houses on draft policies and policy directions were held related to Growth Management, Transportation, Greenlands System, Housing, MTSA, and Others (including Waste Management, Cultural Heritage and Indigenous Engagement). Four virtual open houses provided results on 12 draft technical studies relating to the Region's SABE study were held by the lead consultant, Hemson Consulting Limited.

Staff will continue to explore further opportunities for consultation with local municipal staff, Indigenous communities, agencies, stakeholders and the public on Peel 2041+ as our work advances towards preparation of a single amendment draft MCR ROPA in the Spring of

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2021. Public comments and questions can continue to be submitted online through the Peel 2041+ website.

4. Growth Management Policies and 2051 Allocation

On August 28, 2020, the Minister of Municipal Affairs announced approval of Amendment 1 to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and a new market-based Land Needs Assessment methodology. Amendment 1 includes changes to Schedule 3 population and employment forecasts and extends the planning horizon to the year 2051.

The Provincial changes to the 2051 planning horizon were generally anticipated, and the Peel 2041+ work plan was structured to be as flexible as possible to accommodate the change. Staff have been working closely with local municipal partners to build on past growth scenario work and the previously endorsed growth forecast to address the new Provincial directions. Additional technical analysis has been undertaken to evaluate how the additional growth forecasted can best be accommodated in Peel, including a local municipal allocation to the 2051 planning horizon (see Table 3).

Table 3: Draft Region of Peel Population and Employment 2021 & 2051

	2021 Estimate		Council Endorsed 2041 Allocation		2051 Draft Allocation	
Municipality	Pop	Emp	Pop	Emp	Pop	Emp
Caledon	81,000	26,700	160,000	80,000	300,000	125,000
Brampton	698,000	208,500	890,000	325,000	985,000	355,000
Mississauga	799,000	500,400	920,000	565,000	995,000	590,000
Peel	1,578,000	735,600	1,970,000	970,000	2,280,000	1,070,000

The draft 2051 allocation is supported by additional land budget details and key assumptions to support the comprehensive work required to meet Provincial requirements for allocating growth and determining land needs. Based on the assumptions of a minimum 55 percent intensification target and a minimum 65 people and jobs per hectare designated greenfield density target, it is estimated that an additional land need of about 4,300 hectares of combined community area and employment land would be required to accommodate new growth in the SABE area of Caledon.

The draft growth allocation reflects the comprehensive integrated and collaborative process associated with the Growth Management Program. This includes intensification and greenfield density targets, identification and protection of water resource systems and natural heritage systems, and the integration of growth, land use and infrastructure.

As a part of the integrated approach to growth, staff are currently evaluating the draft 2051 allocation and estimated land need in more detail with stakeholders. It is anticipated that updates to relevant technical studies inclusive of employment and intensification analysis may result in some refinements. A closer examination of the employment analysis and strategies will be required, the Region will need to be proactive in protecting existing employment areas and designating sufficient employment land with good locational qualities to attract employment and goods movement critical to Peel's future success at achieving

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employment targets. This includes reviewing the policy framework and designating opportunities for future strategic employment areas emerging from the SABE study. In addition, detailed financial analysis is underway to validate the work and ensure that Council has comprehensive information for further decision making on the draft MCR.

The results of the ongoing work, including the financial analysis will also inform further Growth Management ROP policy development. In particular, the extensive additional growth and greenfield expansion required to accommodate growth to the 2051 planning horizon, will require increased coordination with financial planning to be supported by stronger implementation policies to protect regional interests such as:

- Stronger staging and sequencing requirements at the local official plan, secondary plan, neighbourhood and individual development levels of development approvals;
- Consideration of additional financial tools such as front-end financing and area specific Development Charges;
- Integration of climate change, sustainable transportation, affordable housing, natural heritage system planning and cultural heritage preservation
- Designating opportunities for future strategic employment areas that are critical to Peel's future success at achieving employment targets

It should be noted that the Land Needs Assessment results represent the best available information aligned to meet the Provincial targets established in the Growth Plan. It is recognized that future detailed land use planning work will result in refinements to the distribution and timing of growth as detailed land use decisions are made and market influences play out. For example, some community areas may have higher intensification potential than currently predicted or exceed market expectations within the planning horizon, and other areas may not.

5. Draft Major Transit Station Area (MTSA) Policies

The MTSA policy framework has been updated considering further analysis and comments received from engagement with stakeholders and the public. The MTSA study consultants have continued work on Phase 1B of the study, which builds upon the recommendations of Phase 1A. Each station area was reviewed through an integrated planning lens to develop Regional classification of stations, establish minimum densities, and guide MTSA implementation planning to be undertaken by the local municipalities (i.e. official plan policy and zoning).

ROP policies have been drafted to best deliver an MTSA framework that recognizes the unique contexts and policy responses.

- “Primary Major Transit Station Areas” Areas delineated that have existing or planned transit supportive built forms and have minimum density targets meeting or exceeding the Provincial Growth Plan requirements.
- “Secondary Major Transit Station Areas” Areas delineated that are constrained by existing land use patterns and built forms and are proposed to have a minimum density target below the Provincial Growth Plan requirement.
- “Planned Major Transit Station Areas” Areas identified in the Regional Official Plan that are intended to become Major Transit Station Areas, but are not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential.

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In this draft framework 91 potential MTSA's have been identified, while the Region continues to monitor emerging potential stations (such as those in Heritage Heights) and will assess if further updates are appropriate.

As the Region implements the Peel 2041+ work plan with the aim to bring forward majority of the draft policies as a single amendment in Spring 2021, staff will continue to consider opportunities for phasing amendments where work is sufficiently advanced and to address strategic priorities that support community building. Draft MTSA policies and a draft schedule are provided in Appendix III which provide a strong basis for local municipal partners to consider advancing parallel, more detailed MTSA work that may be underway.

Authorization to proceed with statutory consultation is being requested through this report in the event the overall Peel 2041+ draft MCR ROPA is delayed beyond Spring 2021. This would allow for statutory consultations on the MTSA policies and mapping to take place in Q2 2021 and seek council adoption in Q3 2021, followed by Provincial approval. This approach allows for more aggressive timelines to establish MTSA policies that guide local municipal planning and policy implementation. Should timing of the overall Peel 2041+ MCR ROPA remain on track, advancing the MTSA focus area through an independent ROPA would not result in timing substantially different than the overall Peel 2041+ amendment as outlined on Figure 2.

MTSA's delineated on the draft schedule will be those which require local municipal implementation within one year of the ROPA being adopted, in accordance with Provincial policy. Based on the release of this draft MTSA ROPA, the local municipalities can begin to prepare detailed planning and studies to support their eventual implementation following the ROPA approval.

The intensification analysis shows that there is sufficient opportunity available to accommodate intensification across various MTSA's, while still being sensitive to the local context. It is recognized that each station will be unique and not all stations or sites will achieve the same mix of land or intensity of development. The proposed MTSA policies are also linked to employment policies, as MTSA's shown on draft Schedule Y6 (Employment Areas) will have additional criteria-based flexibility for employment conversions. Guided by the Regional policies, the local municipalities will determine how the minimum densities will be accommodated including consideration of the appropriate land uses and minimum and maximum heights for buildings and structures. Staff will continue to engage with local municipal staff during implementation planning through detailed official plan policy development, secondary planning, and zoning amendments.

6. Inclusionary Zoning Policies

As part of Peel 2041+ Housing focus area, staff have been working collaboratively with the local municipalities and N. Barry Lyon Consultants to undertake the background analysis that must be completed in accordance with Provincial policy prior to the implementation of inclusionary zoning policies, under Section 2 of Ontario Regulation 232/18. This analysis will include an overview of local municipal demographics, housing markets, and housing needs and demand.

The regulations also require analysis of the potential impacts of inclusionary zoning policies on the housing market and on the financial viability of development or redevelopment, referred to in short as the "market analysis." Once complete, the regulations require a review of the market analysis "from a person independent of the municipality and who, in the

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opinion of the council of the municipality, is qualified to review the analysis.” This requires municipalities to obtain approval of the selected reviewer in accordance with the regulations.

Both the market analysis and the peer review are expected to be utilized in implementing inclusionary zoning programs by the Region and local municipalities, primarily implemented in MTSAAs as required under the *Planning Act*. ROP policies are anticipated by early 2021 as part of the Region’s MCR ROPA and are expected to provide broad support for more detailed, site-specific local municipal policies and zoning. Along with policy development, the roles and resourcing requirements of the Region, local municipalities, non-profit sector and other stakeholders to implement and administer inclusionary zoning are also being considered.

7. Settlement Area Boundary Expansion (SABE) Update

a) SABE Phase 2: Final Technical Studies

The SABE study has concluded Phase B of the four-phase work plan illustrated in Appendix I. The draft technical studies were undertaken on the Focus Study Area (FSA) to meet the requirements for selection of a SABE as required by the Growth Plan, 2019. The draft studies were released in June 2020 and consulted on through the September 2020 virtual public and stakeholder open houses. The final FSA report and the technical studies have been updated based on the feedback received and to incorporate the 2051 planning horizon and growth allocations released by the Province. These can be found on the Peel 2041+ website.

A report prepared by Hemson Consulting Limited is included as Appendix IV which summarizes the results of the technical studies, outlines the key changes made as a result of feedback received, and includes a draft conceptual SABE map and supporting rationale. A summary of the results of the public consultation undertaken on the draft technical studies is available on the Peel 2041+ website.

The draft conceptual SABE 2051 boundary shown in Appendix IV will continue to be refined through ongoing detailed analysis. Staff will also continue to consider the amount of employment land to designate in Caledon, as well as the characteristics of those lands to ensure that Peel remains an attractive employment location and can meet its employment targets and grow its employment tax base.

A Retail and Employment Assessment has been prepared by Cushman and Wakefield, which is one of the technical studies undertaken to support identification of future employment lands in southern Caledon. The assessment reviewed the FSA based on a number of principles to be considered when future employment growth to 2051.

In addition, Cushman and Wakefield have reviewed a two-phase study exploring the feasibility of an enterprise zone in Peel as well as assessing the opportunities and challenges related to intensification of employment areas:

- Phase 1: “The Peel Enterprise Zone Business Case”; and,
- Phase 2: “The Goods Movement Intensification Assessment.”

The studies were undertaken to address the Peel Region Goods Movement Strategic Plan 2012-2016 (Goods Movement Strategic Plan) Action #21 and conducted under the guidance of the Peel Goods Movement Task Force (Task Force). The details of both studies are summarized in Appendix V. The Cushman and Wakefield assessment

concludes that much of the job growth in the Town of Caledon would be Employment Land Employment jobs which could support a future enterprise zone should it be implemented through future planning by the Town of Caledon. Both studies are being considered as background material to help inform Peel 2041+ that address a pending action item from Regional Council meeting held on September 12, 2019 and provide information on enterprise business zones.

The Growth Plan, 2019 requires sufficient land needs to be provided excluding requirements for natural heritage system protection, restoration and enhancement. Climate change mitigation and adaptation policies are being developed to guide how new communities in the SABE will be developed. Policy consideration is being given to ensure the SABE area is large enough to accommodate future population and employment growth, but flexible to be responsive to the results of more detailed studies related to protection of the natural heritage system, management of water resources, and planning objectives for healthy, complete communities while integrating requirements for climate change resiliency. A revised SABE boundary that considers the results of the more detailed technical analysis will be provided as part of the Spring 2021 report to Council alongside the Peel 2041+ draft MCR ROPA.

b) Environmental Screening and Scoped Subwatershed Screening Report

The Environmental Screening (ES) and Scoped Subwatershed Study (Scoped SWS) is a two-phase technical study of the SABE. The Environmental Screening and Scoped Subwatershed Study will inform and refine the SABE boundary throughout the SABE process. The Phase 1 - ES has been used to help inform and conceptualize the boundaries of the FSA at the preliminary level. The final draft ES report has been available on the Peel 2041+ website for public review and comments.

The Phase 2 – Scoped SWS will provide a preliminary characterization, impact assessment and implementation plan with management recommendations for the settlement area. The results of the Phase 2 - Scoped SWS will further identify and refine a conceptual natural heritage system and water resource system for the SABE and provide detailed inputs to identify a SABE boundary. Preliminary information on Phase 2 is available on the project webpage. A key recommendation under consideration is the need to provide stronger direction to enhance, restore and protect the natural heritage and water resource systems within the SABE in line with Provincial direction, and the need to ensure systems are resilient to a changing climate. Further refinements of the Scoped SWS identification of a conceptual natural heritage system and water resource system will occur during the final informal consultation phase, anticipated for Spring 2021.

c) Rural Settlement Technical Memorandum

The focus of the SABE Study to date has been on the agricultural and rural area (whitebelt) area in southern Caledon, however another component of the study is related to responding to requests for expansion to smaller more northerly rural settlements within the Greenbelt Area. The Settlement Area Boundary Expansion Study: Rural Settlements technical memorandum addresses the potential for settlement area expansion in these settlements (see Appendix VI). The study is available for review and comments and consultation with landowners requesting expansions will be undertaken early in 2021.

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Most land in Caledon outside the FSA lies within the Greenbelt Area, where urbanization is strongly discouraged in order to protect the agricultural land base and the ecological features and functions that occur in this landscape. There are however a number of small rural settlements which can accommodate limited development and redevelopment. The memorandum assesses the growth potential of these settlements in the context of Provincial and municipal planning policy, the demand for housing and non-residential development, the supply of vacant land, and the capacity of infrastructure to support growth. Overall, the study concludes that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051.

Additional work is also underway with staff at the Town of Caledon to review the boundaries of the rural settlements as they are currently delineated in the Regional and Caledon Official Plans. In several cases, the boundaries were based on historical manual mapping and did not accurately relate to property boundaries, street configurations and natural features. Given the improved digital mapping technology, each rural settlement will be reviewed to more accurately reflect the intended situation and existing conditions.

RISK CONSIDERATIONS

It is important this work continue as it enables other Regional work to proceed, informs local municipal official plan reviews and aligns with unchanged Provincial conformity deadline of July 1, 2022. Not continuing with the Peel 2041+ work plan would mean the Region's Official Plan would be at risk of not conforming or being consistent with Provincial plans and policies, and subsequently impact planning decisions at the Regional and local level.

FINANCIAL IMPLICATIONS

The 2021 capital budget submission includes \$54,000 for the public consultation work planned in 2021. Pending budget approval, there will be sufficient funding available to meet the requirements.

A fiscal impact assessment on different growth assumptions related to intensification and density will be undertaken as part of the Peel 2041+ work plan, once more detailed analysis on transportation and water and wastewater infrastructure has been undertaken. This will consider a stronger regional role in the staging and sequencing controls at various level in the development process and consider the use of front-end financing and area specific development charges. Staff will share the results of this analysis in a subsequent report to Regional Council.

NEXT STEPS AND CONCLUSION

The Peel 2041+ work plan continues to proceed as scheduled, with the following key next steps:

- Continue ongoing consultations in 2021 and continue to inform Council;
- Bring forward a draft MCR ROPA in Spring 2021 on the Peel 2041+ draft policies as a single amendment, requesting statutory public consultation;
- Conduct statutory consultations in Summer 2021; and,
- Request Council adoption of the draft MCR ROPA by end of 2021 in order to meet the Provincial conformity deadline.

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Staff will continue to consider opportunities to potentially bring forward earlier amendments to address strategic priorities, including the potential for policies on Major Transit Station Areas.

This report outlined the planned next steps of the Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review work plan. Ongoing engagement with the local municipalities of Brampton, Caledon and Mississauga, agencies, Indigenous communities, stakeholders and the public for their review and comments will continue into 2021 should council provide approval to proceed with a draft Municipal Comprehensive Review Regional Official Plan Amendment to hold a formal statutory public meeting and open houses in 2021.

APPENDICES

Appendix I – Peel 2041+ Focus Areas Policy Updates

Appendix II – List of Discussion Papers, Technical Studies, Draft Schedules and Figures (all documents and studies available on <https://www.peelregion.ca/officialplan/review/>)

Appendix III – Major Transit Station Area Draft Policies

Appendix IV – Summary of Final Technical Studies and Draft Conceptual Settlement Area Expansion Boundary with Rationale
(final technical studies on the website: <https://www.peelregion.ca/officialplan/review/>)

Appendix V – Summary of Research on an Enterprise Zone as an Innovative Concept for Employment Areas

Appendix VI – Settlement Area Expansion Boundary Study: Rural Settlements Technical Memorandum

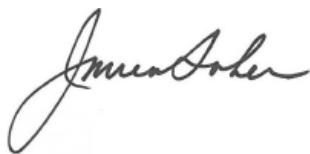
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Reviewed and/or approved in workflow by:

Department Commissioner and Division Directors.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer



Agricultural and Rural Systems

Agricultural and Rural Systems provide a policy framework and mapping for Prime Agricultural Areas and the Agricultural and Rural Systems for more detailed planning and implementation by the local municipalities.

• Clarification of Policies

- Based on the feedback received, changes are proposed that move the Rural Service Centres (Bolton, Caledon East and Mayfield West) from the Rural System to the Urban System. Policies dealing with the Rural Service Centres are proposed to be removed from the Rural System section of the Plan and that all references to the Rural Service Centres as part of the Rural System be deleted.
- Minor clarifications to the policies will be made respecting agriculture-related and on farm diversified uses in Prime Agricultural Areas are being considered based on comments received to ensure better consistency with provincial policy.
- A policy modification is being considered to identify the specific uses for which lot creation is permitted in Prime Agricultural Areas.
- Consideration of a new policy providing that an Agricultural Impact Assessment may be required for non-agricultural development on Rural Land.
- To address agency and stakeholder comments and be consistent with provincial policy direction, a policy is being proposed to permit cemeteries on Rural Lands, subject to approval requirements and criteria in the local official plan.
- Modification to the policies setting out uses that may be considered on Rural Lands to clarify that proposed mineral aggregate uses will not be required to demonstrate need to align with existing policy and provincial direction.
- Policy modifications are being considered to clearly indicate which land uses shown on Schedule X12 (the Rural System) are to be treated as designations.

Next steps

Stakeholder's comments will continue to be addressed through follow up with letters and meetings. It is anticipated that there may be further minor revisions to the policies and mapping, with the objective of finalizing the draft policies by Q1 2021.



Climate Change and Wildland Fire Hazards

Climate Change policies aim to reduce GHG emissions and prepare for a changing climate; and improve land use planning policies that mitigate and adapt to climate change for more sustainable, resilient communities. Wildland Fire policies direct the local municipalities to avoid locating development near hazardous forest types or implement mitigation solutions to protect persons and property.

• Integration of Policies

- Feedback was received noting that greater integration of climate change policies throughout the Official Plan would be beneficial. New and updated climate change policies are being embedded

into the Regional Official Plan as part of a comprehensive and integrated systems-based approach; the June 2020 draft Regional Official Plan consolidation added new policies through the growth related focus areas including Growth Management, Transportation, Housing, Major Transit Station Areas, Greenlands Systems and Waste Management. Review of the Official Plan will continue for policy integration as part of the overall review.

- Ongoing review and integration will continue of the draft climate change framework into the considerations as part of the Settlement Area Boundary Expansion (SABE) focus area and supporting draft technical studies.
- A new policy section is being proposed to provide direction to protect, maintain, and enhance the Region's urban forest tree canopy.
- **Clarification of Policies**
 - Feedback was provided that some policies could be clearer. Further updates to the policy language throughout the Official Plan, including the Energy Resources section, in order to clarify the intent of the updated policies will be considered.

Next steps

Follow up with stakeholders will continue over the Fall. Minor revisions to the policies are anticipated, with the objective of finalizing the draft policies by Q1 2021.



Greenlands System

The Greenlands System Policy Review will be updating the natural heritage system planning policies in the Regional Official Plan so that the Greenlands System policy framework is consistent and conforms with provincial policy plans.

- **Clarification of Policies**
 - Further revisions are being considered to support the interpretation that draft Figures Y1, Y2 and Y3 depicting components of the Greenlands System and conceptual natural heritage system concepts are not formal schedules in the Plan but are provided for informational purposes only.
 - Further revisions are being considered to clarify draft Policy 2.3.2.30 dealing with ecosystem compensation to ensure that the policy would help address incremental losses affecting the overall size and function of the Greenlands System in the long term and clarify that ecosystem compensation should be applied to achieve a no net loss and if possible, a net gain, in natural heritage feature area or function.
 - A need to reflect agricultural and environmental impact assessment requirements for infrastructure planning have been identified in the 2019 Growth Plan.
 - Policy revisions and additions to the urban forest policy section of the Greenlands system policies are being considered to clarify and strengthen consideration of urban forest objectives in response to comments received.
 - Additional minor clarification revisions are being considered to the Greenlands System policies in response to public, local municipal staff and agency staff comments.
- **Update Schedule Y1, Schedule X1 and Figure Y2**
 - Schedule Y1 Core Areas of the Greenlands System, Figure Y2 Greenlands System (Core, NAC and PNAC) features and Schedule X1 Water Resource System Features and Areas are being updated

to reflect new provincially significant wetland evaluation mapping which has been recently updated by the Province.

Next steps

A comprehensive comment response table containing all comments received in writing from various stakeholders will be circulated to these stakeholders, including the municipal planning policy Technical Advisory Committee (TAC) from where most comments were received.



Growth Management

Growth Management policies coordinate population and employment forecasts, intensification and density targets, and identify strategic growth areas with local municipalities to achieve visions for growth and employment and build complete communities.

- **Amendment 1 to the Growth Plan, 2019**

- The Province released Amendment 1 to the 2019 Provincial Growth Plan setting the new planning horizon to 2051 with new Regional growth allocations, and a new market-based Land Needs Assessment methodology (coming into effect on August 28, 2020).
- A report and memo were presented to Regional Council on September 10, 2020 summarizing the contents of the approved Amendment and initial implications for Peel.

- **Technical Analysis and Background Studies**

- Since Amendment 1 extends the planning horizon to the year 2051, the technical studies including the Employment Discussion Paper and Intensification Analysis will be updated to reflect the new Provincial policy changes.

- **Draft Growth Allocation**

- Amendment 1 introduced changes to the Schedule 3 population and employment forecasts in the Growth Plan. The past growth scenario work and endorsed growth forecasts to 2041 will be used as the basis to address the new Provincial directions to plan for growth to 2051, in close collaboration with the local municipalities.
- Technical analysis and policy work have been undertaken with the local municipalities to determine how the new forecasted growth will be accommodated in Peel, including local municipal allocation to the updated 2051 planning horizon.

- **Land Needs Assessment Methodology**

- The new Land Needs Assessment methodology outlines the various components needed in order to determine the amount of land required to accommodate growth to 2051. The new methodology is a simplified approach that introduces flexibility for municipalities and focuses on market-based analysis. The finalization of the Land Needs Assessment will continue using best practices to meet the requirements of the new methodology.

Next steps

Various meetings with the local municipalities took place through the municipal planning policy Technical Advisory Committees (TAC) and technical sub-groups of TAC to discuss the growth allocation process in September and October. A draft 2051 municipal allocation is being developed for December. Minor revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



Housing

Updated housing policies and targets will increase affordable housing supply and support a range and mix of housing options.

- **Rental protection policies**
 - Official Plan rental protection policies will be strengthened to improve housing options for tenants, diversify housing stock, and provide greater choice. However, the structure of these policies can have broader impacts on affordability, opportunities to revitalize existing stock, and achieving local community building objectives.
 - Additional research and consultation is being undertaken to ensure the policies achieve a balance between providing flexibility to respond to local contexts while also ensuring the overarching goals of preserving and protecting rental stock are met.
- **Target implementation policies**
 - A new policy area was introduced through the most recent draft housing policies to incorporate a request for affordable housing into the development application review process. This request would align with the Region's draft housing targets, which are based on need.
 - The feedback received highlighted the need to further consider the proposed approach prior to the finalization of the policies, to ensure that implementation will be feasible and will enable support for both Regional and local municipal initiatives in improving affordable housing outcomes. This work is underway with internal divisions and the local municipalities.
- **Multi-unit residential housing policies**
 - The introduction of policies to support the provision of a greater mix of unit sizes in multi-unit residential developments is proposed. Additional work is underway to consider how this policy may be implemented at the local municipal level, and how it may impact housing affordability.
- **Inclusionary zoning policies**
 - In collaboration with the local municipalities and N. Barry Lyon Consultants, background analysis required to support implementation of inclusionary zoning policies is being undertaken. Pending the outcome of that work, expected by Q1 2021, proposed inclusionary zoning Official Plan policies will be developed to be incorporated into the housing focus area.

Next steps

Meetings with internal divisions in October and early November took place to discuss the revised draft policies. A working session was held with local municipal staff in November to discuss revisions. Further revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



Major Transit Station Areas

Major Transit Station Area policies are developed in collaboration with local municipalities to identify and prioritize MTSAs and transit supportive densities along priority transit corridors.

- **Planning for Natural and Human-made Hazards**
 - Planning to protect and mitigate against hazards (such as flood risks) is important particularly in high-growth areas like MTSA. The draft Regional Official Plan policies have been updated to direct the local municipalities to establish policies in their official plans and other implementation documents to protect against hazards in MTSA.
- **Healthy Development & Urban Design**
 - MTSA should be developed as healthy, complete, well-connected neighbourhoods with great built form. The updated policies direct that local municipalities implement the Region's Healthy Development Framework, and establish policies that consider site design elements and high-quality public realm improvements and built forms.
- **Refined MTSA Delineations**
 - MTSA draft delineations were initially presented through Phase 1A of the MTSA Study, in individual station profiles. Since Spring 2020, comments were received from local municipal, public, agency, and stakeholder comments on the draft delineations which informed refinements. The refined MTSA delineations for 'primary' and 'secondary' stations are now presented in a draft Regional Official Plan schedule. Those which are delineated (including a boundary) on the schedule will be required to be implemented in local official plans within one year of adoption.
- **Minimum Densities Applied**
 - A minimum density (number of people and jobs per hectare) has been established for each MTSA. A new draft Regional Official Plan table outlines the stations delineated as "primary" or "secondary" and their corresponding minimum density. Primary stations can meet or exceed the minimum planned density of the Growth Plan, 2019, while secondary stations may require a lower alternative density target. Building upon the MTSA's current context information from Phase 1A, the minimum densities were established in Phase 1B of the MTSA study based on infrastructure, zoning, and development capacity analysis. This confirmed where MTSA can meet the Growth Plan minimum densities through existing or updated policies, or where unique contexts require lower alternative densities.
- **Minor Adjustments to Station Locations Permitted**
 - An existing policy in the Regional Official Plan which permits updates to the plan to correct minor errors is proposed to be updated. This will allow schedules depicting MTSA to be updated to reflect minor adjustments to MTSA station or stop locations (but not delineations) to reflect actual built infrastructure or design updates.
- **Connecting Employment and MTSA Policies**
 - The MTSA policy framework was updated to recognize that through a proposed employment policy 5.7.2.18 in the June 2020 draft office consolidation, employment areas in select MTSA shown on draft Schedule Y6 – Employment Areas will be given additional flexibility to permit mixed uses.
- **New MTSA Definition**
 - The Growth Plan, 2019 definition of MTSA has been added to the Regional Official Plan glossary.

Next steps

The draft Regional Official Plan policies include these outlined MTSA policy changes. The proposed MTSA Regional Official Plan Amendment will be circulated to the Province for review and presented for an open house and statutory public consultation in 2021 as part of the next steps toward Regional Council adoption.



Other: Cultural Heritage & Indigenous Engagement

Cultural Heritage and Indigenous engagement policies will strengthen policies related to coordination and collaboration between municipalities, stakeholders and Indigenous communities, acknowledge the unique Indigenous community perspective in planning and the Region's fragile and limited cultural heritage resources.

- **Inclusion of other Cultures and Customs, and Unrecognized Indigenous Communities**
 - Additional language is being considered in the introduction of the Official Plan that speaks to the overall diversity of Peel's population.
 - A broad review of the Official Plan will also be undertaken to ensure that social equity and inclusion are appropriately recognized across the various focus areas that are directly related to these matters (for example, housing, transportation, agriculture, and cultural heritage).
- **Continued Indigenous Community Outreach**
 - Outreach efforts to the 20 Indigenous communities or organizations that have been identified as part of the Peel 2041+ process will continue in order to obtain feedback on the draft background paper and draft policies.
 - The Mississaugas of the Credit First Nation are reviewing the background paper and draft policies. Materials will not be released publicly until feedback from the Mississaugas of the Credit First Nation is received. It is anticipated that the draft policies will form part of the MCR Regional Official Plan Amendment in 2021.

Next steps

Follow up emails and phone calls with Indigenous community contacts will continue on the Peel 2041+ project and proposed Cultural Heritage and Indigenous Engagement policies. Opportunities to meet virtually with these contacts will continue to be pursued. Minor revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



Other: Waste Management

Updated Waste Management policies will aim to maximize reduction and recovery of resources and waste materials and establish and maintain a reliable, cost-effective and environmentally responsible system for managing waste.

- **Discussion Paper Update**
 - After review of comments received from local municipalities and through internal reviews, the Waste Management Policies Discussion Paper was updated and finalized in Summer 2020 in reflection of the feedback received.
- **Strong Support for Policies**
 - The comments received during the Fall public consultations do not necessitate a change in the proposed waste management policies. The comments reaffirm the proposed direction of the

policies as it relates to, for example, fostering waste diversion of organic waste from multi-residential households and buildings.

- **Additional Provincial Direction Anticipated**

- Fall 2020 has seen the release of numerous changes and proposals to the waste management Provincial policy framework which may impact the proposed waste management policies (e.g. proposed amendment of the Food and Organic Waste Policy Statement; release of the draft Blue Box Regulation; release of the final Electrical and Electronic Equipment regulation, and consultations on the Environmental Assessment Act Comprehensive Assessment Project List).

Next Steps

Ongoing consultation with stakeholders, including the local municipalities and the Region's Development Services department (from where majority of the comments were received) will continue to take place to confirm that Spring/Summer 2020 responses address comments on the draft waste management policies. Ongoing review of the latest proposed changes in the Provincial policy framework will take place to determine the impact on the waste management policies. Minor revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



Provincial Greenbelt Plans

Draft Provincial Greenbelt policies will implement the Province's Greenbelt Plan, Oak Ridges Moraine Plan and Niagara Escarpment Plan policies so local municipalities can better protect agricultural lands, enhance natural features and areas, preserve cultural heritage and support recreation.

- **Clarification of Policies**

- Through consultation, feedback was received that some policies could be clearer. As a result, minor amendments to the policy language in the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan sections of the Regional Official Plan are proposed in order to ensure consistency and clarity with the Provincial policies and direction.

- **Update Schedule X11**

- Schedule X11 will be updated to reflect the most recent (October 2020) provincial mapping refinement of the Growth Plan Natural Heritage System (NHS) for one location in Peel Region.

Next steps

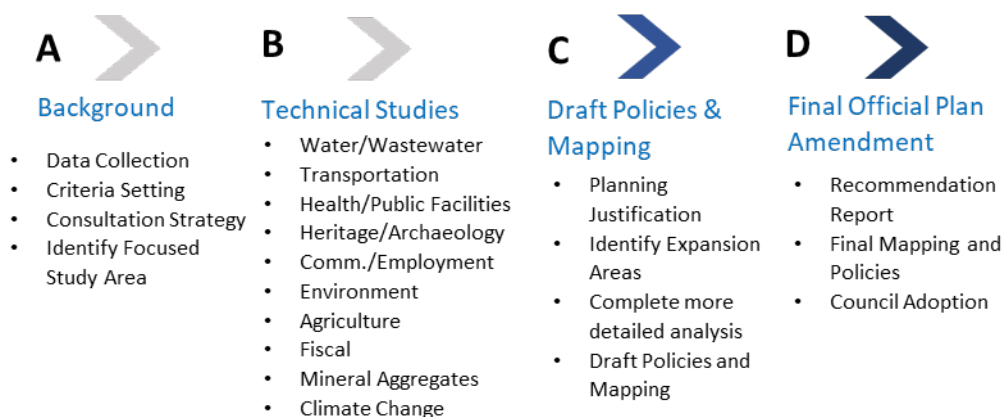
Ongoing follow up in response to letters received and meeting with stakeholders will continue. Minor revisions to the policies and mapping are anticipated, with the objective of finalizing the draft policies by Q1 2021.



Settlement Area Boundary Expansion

Settlement Area Boundary Expansion(s) strategically expand the development boundary to accommodate future growth while considering the natural environment and agricultural system, fiscal impact, heritage resources, efficient use of infrastructure and sustainable development.

SABE Phases of Work



• Progress on SABE Process

- The Settlement Area Boundary Expansion (SABE) study has now concluded Phases A and B of the four-phase work plan. Phase B draft technical studies to support a SABE, as required under the Growth Plan, 2019, were prepared in draft in June 2020 and consulted on in September 2020 virtual public and stakeholder open houses. Feedback from the consultations, comments received, and key changes made to the technical studies is described in Appendix IV. The updated technical studies can be found on the Peel 2041+ website (peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp).
- Phase C and D of the SABE work plan are underway. A draft conceptual SABE map, based on the technical studies, has been identified and released for input along with a supporting rationale and some preliminary policy directions.

• Rural Settlement Boundary Technical Study

- The main focus of the SABE study to date has been on the agricultural and rural area (whitebelt) area in southern Caledon, however another component of the study is related to responding to requests for expansion to rural settlements.
- A draft Rural Settlement Boundary technical memorandum has been prepared which addresses the potential for settlement area expansion outside the SABE Focus Study Area (FSA). Most land in Caledon outside the FSA lies within the Greenbelt Area, where urbanization is generally discouraged in order to protect the agricultural land base and the ecological features and functions that occur in this landscape. There are, however, a number of small rural settlements which can accommodate limited development and redevelopment. The memorandum assesses the growth potential of these settlements in the context of Provincial and municipal planning policy, the demand for housing and non-residential development, the supply of vacant land, and the capacity of infrastructure to support growth. Overall, the study concludes that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051.

- The draft Rural Settlement Boundary technical memorandum is available for review and comment and consultation with landowners requesting expansions will be undertaken early in 2021 to share the results of the study.
- **Environmental Screening and Scoped Subwatershed Screening Report**
 - The Environmental Screening and Scoped Subwatershed Study (ES & Scoped SWS) is a two-phase technical study of the SABE. The Phase 1 - Environmental Screening report has been available on the Region of Peel's SABE website for public review and comments.
 - The Phase 2 – Scoped Subwatershed Study is a three-part study with Part A – Characterization, Part B – Impact Assessment and Part C – Implementation Plan. Phase 2 is underway though is in its initial research review and analysis stage. The undertaking of the Phase 2 - Scoped SWS is to further identify and refine a conceptual Natural Heritage System and water resource system for the Settlement Area Boundary Expansion and to provide detailed inputs to identify a SABE boundary.

Next Steps

Additional work is being done as part of the SABE process to respond to the new 2051 provincial population and employment allocations including additional analysis on water/wastewater and transportation infrastructure requirements which will inform the fiscal impact analysis. Ongoing consultations with landowners requesting expansions will continue to be undertaken, and an informal engagement opportunity is anticipated with the general public in Spring 2021.

Conceptual SABE mapping will continue to be refined, policies will be drafted and presented to Regional Council in Spring 2021, anticipated to be part of a Regional Official Plan Amendment, for which statutory consultations are anticipated to take place in Summer 2021. This will also include further refinements of the Scoped SWS Study's identification of a conceptual natural heritage system and water resource system.



Transportation

A framework will be established for implementing the 50 per cent sustainable mode share, intended to shift half of the Region's travel to sustainable options such transit, cycling, walking and carpooling.

- **Accessible Transportation**
 - The feedback received highlighted the need to further strengthen the proposed policies under "Accessible Transportation" to ensure access and affordability to transit for persons with disabilities. The revised policies will increase coordination amongst TransHelp, the local municipalities, community-based agencies, and the Province with the delivery of appropriate transportation for persons with disabilities.
 - The Glossary has been updated to include the term "Accessible Transportation".
- **Active and Sustainable Transportation**

- Responding to the feedback received from local municipalities, staff made policy revisions to ensure a balance is achieved between responding to local contexts while also advancing the overarching goals of Regional transit initiatives.
- Policies that focus on sustainable modes of transportation have been strengthened to support areas such as planning and implementation of high-order transit along major roadways as noted in the Metrolinx Regional Transportation Plan, in support of the 50 percent sustainable mode share.
- **Environmental Impacts and Climate Change**
 - The feedback received provided an opportunity to review and strengthen proposed policies pertaining to environmental impact and climate change, to ensure greater conformity with Provincial policy direction, alignment with Regional practices, and address gaps within the Regional Official Plan focus areas.
- **Preparing for the Future**
 - Policies were updated throughout the transportation section to capture programs, technology transformations, and establish a connected network with access to major hubs and key destinations through the Region. Examples of policies include implementing programs such as Long Combination Vehicles and Off-Peak Delivery when planning for safe and efficient movement of goods; planning for employment growth by enhancing transportation infrastructure connections with development opportunities.
- **Provincial Freeway Network**
 - Ongoing monitoring and updating of the GTA West Transportation Corridor policies will take place, as required.
- **Schedules and Figures**
 - New Figures Y8 – Existing and Long-Term Cycling Network and Figure Y9 – Existing and Long-Term Pedestrian Network were introduced to compliment active transportation policy direction.

Next steps

Various working sessions were held with local municipal staff in July 2020 to discuss comments and revisions pertaining to areas such as environment and climate change, advancement of technology, optimization of sustainable and active transportation, and accessibility. The draft transportation policies were also circulated to external stakeholders and agencies to provide input into the revised policies between October 2020 and November 2020. Moving forward, ongoing revisions to the transportation policies, schedules and figures will be made based on feedback received, with the objective of finalizing the draft policies by Q1 2021.



Water Resources

Water resources policies aim to improve water resources including protecting sources of drinking water from uses that may have negative impacts; and providing direction to the local municipalities to identify, protect and enhance water resources features and areas.

- **Clarification of Policies**
 - Through consultation, feedback was received that some policies could be clearer. As a result, policy language in the Stormwater Management section will be amended in order to clarify the intent of some of the policies.

- Additional policy direction is proposed to promote stormwater management best practices for regional facilities.
- **Consistent Language**
 - Minor amendments are proposed to the Source Water Protection policies for consistency with the language included in the approved source water protection plans.
- **Update Schedules X1 and Schedule X3**
 - Schedule X1 will be updated to identify Kettle Lakes in Peel Region because they are a component of the water resources system and to reflect recent updates to provincially significant wetland mapping.
 - Schedule X3 will be updated to reflect the recent approved changes to the vulnerable areas mapping. Recent updates were made to the approved wellhead protection area delineation as a result of decommissioning Regional wells and bringing new wells into operation. Also, as the methodology for identifying vulnerable areas is further developed and refined, the approved associated mapping updates will be reflected in the Regional Official Plan schedule.

Next steps

Responses to the letters received and meetings with stakeholders will continue over Fall 2020. Updates made by the Source Protection Authorities are being monitored in order to ensure that updated information will be incorporated into the Official Plan. Minor revisions to the policies and mapping are anticipated, with the objective of finalizing the draft policies by Q1 2021.

December 10, 2020 Official Plan Review Documentation



GROWTH MANAGEMENT

Background Paper



[Growth Management Policy Directions Report](#)

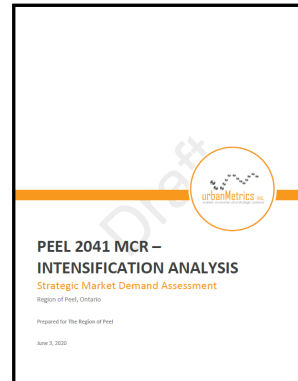
Region of Peel (2020)

Technical Studies



[Employment Strategy Discussion Paper](#)

Cushman & Wakefield (2017)



[Draft Intensification Analysis: Draft Strategic Market Demand Analysis](#)

Urban Metric (2020)

Official Plan Mapping & Figures

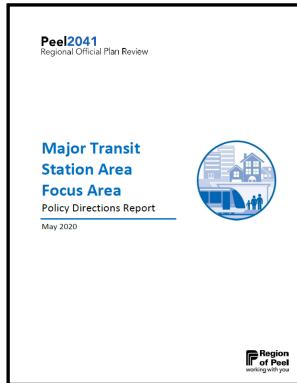
- [Draft Schedule Y6](#) – Employment Areas (New Proposed Schedule)
- [Draft Schedule X12](#) – Rural System (Formerly Schedule B)
- Conceptual Strategic Growth Area Mapping in Background Paper
 - > Note, this is not a proposed Official Plan schedule/figure at this time

December 10, 2020 Official Plan Review Documentation



MAJOR TRANSIT STATION AREAS

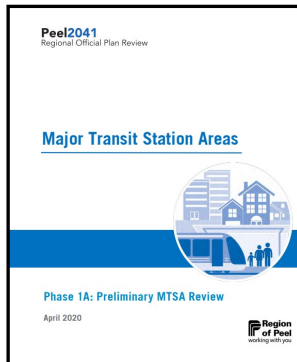
Background Paper



[Major Transit Station Areas Policy Directions Report](#)

Region of Peel (2020)

Technical Studies



[Phase 1A: Preliminary MTSA Review](#)

Perkins & Will (2020)

Official Plan Mapping & Figures

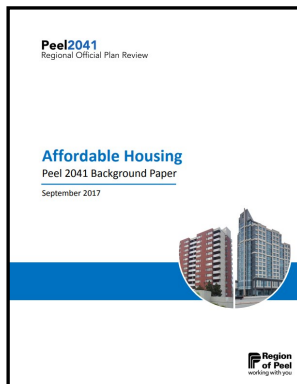
- Conceptual Potential MTSA Locations & Boundaries in Background Paper
 - > Note, this is not a proposed Official Plan schedule/figure at this time

December 10, 2020 Official Plan Review Documentation



HOUSING

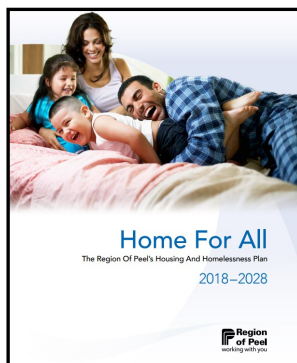
Background Paper



[Peel 2041: Affordable Housing Background Paper](#)

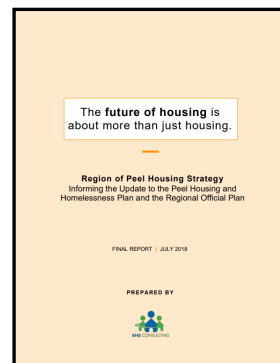
Region of Peel (2017)

Technical Studies



[Peel Housing and Homelessness Plan 2018—2028 \(PHHP\)](#)

Region of Peel (2018)



[Region of Peel Housing Strategy](#)

SHS Consulting (2018)

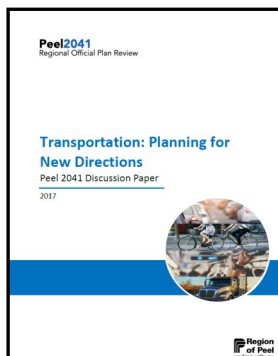
Official Plan Mapping & Figures

- [Deletion of Figure 17](#) – Annual Minimum Housing Unit Targets by Area Municipality
 > Note, now in Table 4 in the Official Plan Consolidation

December 10, 2020 Official Plan Review Documentation



TRANSPORTATION Background Paper



[Planning for New Directions: Transportation Discussion Paper](#)

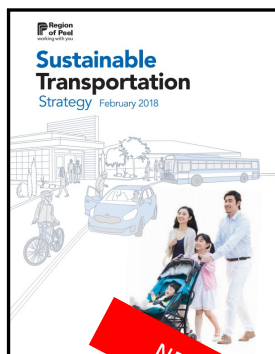
Region of Peel (2017)

Technical Studies



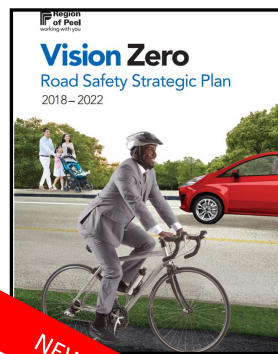
[Let's Move Peel: Long Range Transportation Plan 2019](#)

Region of
Peel
(2019)



[Sustainable Transporta- tion Strategy](#)

Region of
Peel (2018)



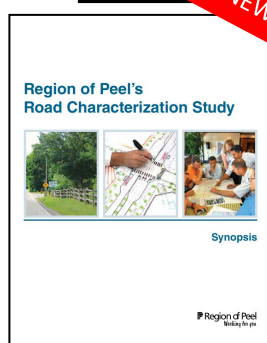
[Vision Zero: Road Safety Strategic Plan, 2018- 2022](#)

Region of
Peel
(2018)



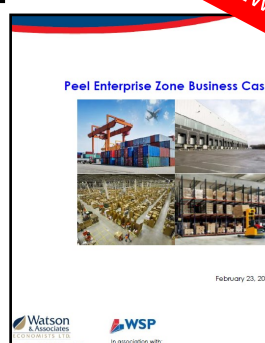
[Peel Region Goods Move- ment Strategic Plan 2017- 2021](#)

Region of Peel (2017)



[Regional Road Characterization Study](#)

Region of Peel (2013)



[Peel Enterprise Business Case](#)

Watson, WSP,
Meridian (2018)



[Goods Movement Inten- sification Assessment](#)

Watson, WSP, Meridian
(2017)

Official Plan Mapping & Figures

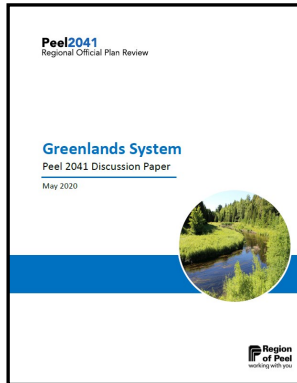
- [Draft Figure Y4](#) - Aircraft Noise Exposure Composite Contours (Formerly Figure 6)
- [Draft Figure Y5](#) - Toronto Pearson International Airport Operating Area (Formerly Figure 11)
- [Draft Figure Y6](#) - Strategic Goods Movement Network (New Proposed Figure)
- [Draft Figure Y8](#) - Existing and Long-Term Cycling Network (New Proposed Figure)
 - > Note, this has been updated since June 2020
- [Draft Figure Y9](#) - Existing and long-term pedestrian network (New Proposed Figure)
 - > Note, this has been updated since June 2020
- [Draft Schedule Y2](#) - Major Road Network (Formerly Schedule E)
- [Draft Schedule Y3](#) - Regional Road Mid-Block Right-of-Way Requirements (Formerly Schedule F)
- [Draft Schedule Y4](#) - Rapid Transit Corridors (Long Term Concept) (formerly Schedule G)
- [Draft Schedule Y5](#) - Toronto Pearson International Airport Operating Area (formerly Schedule H)

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GREENLANDS SYSTEM

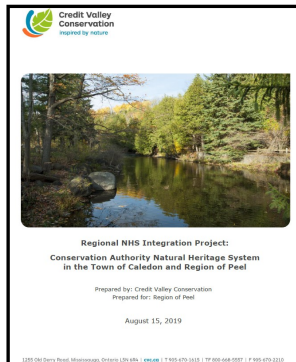
Background Paper



[Greenlands System Discussion Paper](#)

Region of Peel (2020)

Technical Studies



[Regional NHS Integration Project: Conservation Authority Natural Heritage System in the Town of Caledon and Region of Peel](#)

Credit Valley Conservation (2019)

Official Plan Mapping & Figures

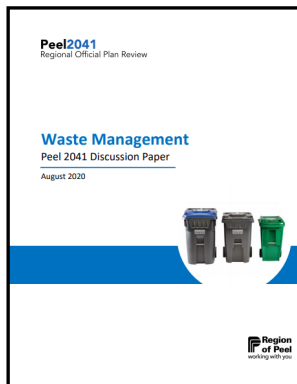
- [Draft Schedule Y1](#) – Core Areas of the Greenlands System in Peel (Formerly Schedule A)
- [Draft Schedule X11](#) – Greenbelt Plan Area Land Use Designations (Formerly Schedule D3)
- [Draft Figure Y1](#) – Regional Greenlands System – Provincial Plan Natural Heritage Systems (New Proposed Figure)
- [Draft Figure Y2](#) – Regional Greenlands System – Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors (New Proposed Figure)
- [Draft Figure Y3](#) – Conservation Authority Natural Heritage System (New Proposed Figure)
- [Deleting Figure 5](#) – Criteria and Thresholds for the Identification of Significant Wildlife Habitat

December 10, 2020 Official Plan Review Documentation



WASTE MANAGEMENT

Background Paper



[Waste Management Discussion Paper](#)

Region of Peel (2020)

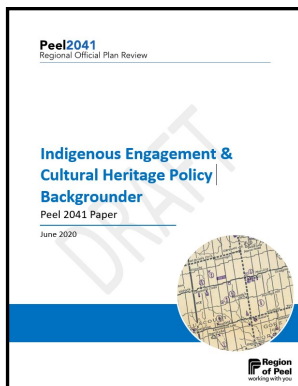
Official Plan Mapping & Figures

- [Draft Figure Y7](#) - Waste Management Sites (Formerly Figure 10)
 - > Note, this has been updated since June 2020



CULTURAL HERITAGE & INDIGENOUS ENGAGEMENT

Background Paper



Draft Indigenous Engagement & Cultural Heritage Policy Backgrounder

Region of Peel (forthcoming)

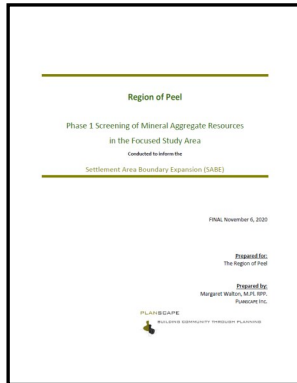
December 10, 2020 Official Plan Review Documentation



SETTLEMENT AREA BOUNDARY EXPANSION

Technical Studies

NEW



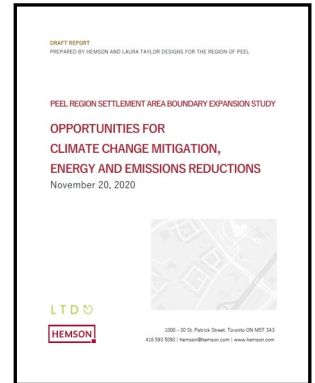
[Final Aggregate Resources Screening \(Planscape\)](#)



[Final Preliminary Agricultural Impact Assessment \(Planscape\)](#)



[Final Stage 1 Archaeological Assessment \(ASI\)](#)

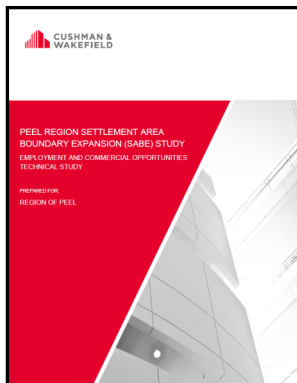


[Final Climate Change & Energy Study \(LTD\)](#)

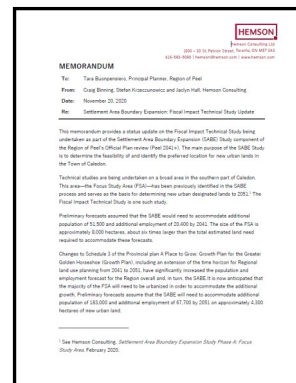
NEW



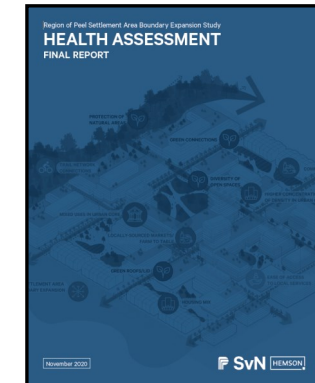
[Final Cultural Heritage Resource Assessment \(ASI\)](#)



[Final Employment & Commercial Study \(Cushman & Wakefield\)](#)

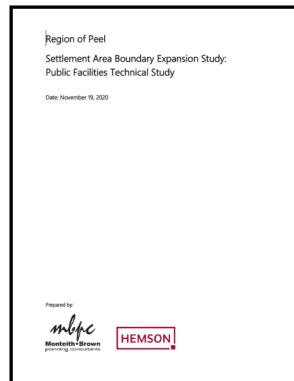


[Fiscal Impact Study Update \(Hemson\)](#)

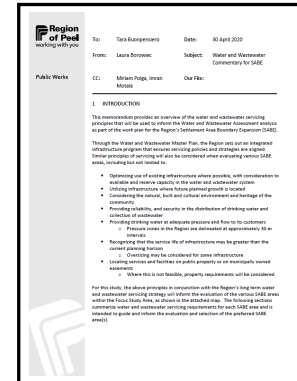


[Final Health Assessment \(SvN\)](#)

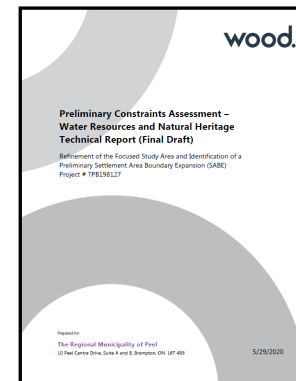
NEW



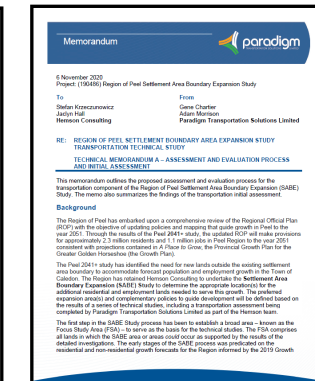
[Final Public Facilities Study \(MBPC\)](#)



[Final Part 1 Preliminary Water & Wastewater Assessment \(Region of Peel\)](#)



[Draft Natural Environmental Screening \(May 2020\) \(Wood\)](#)



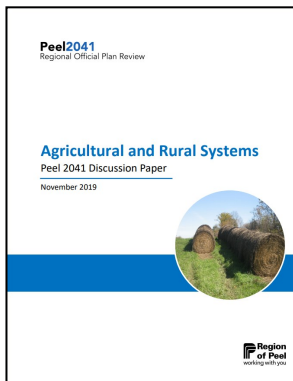
[Final Initial Transportation Assessment \(Paradigm\)](#)

December 10, 2020 Official Plan Review Documentation



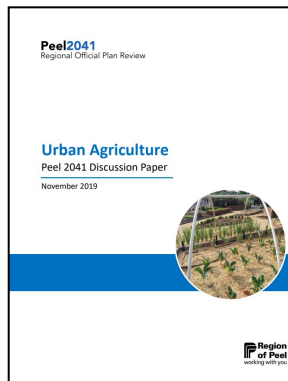
AGRICULTURAL & RURAL SYSTEMS

Background Paper



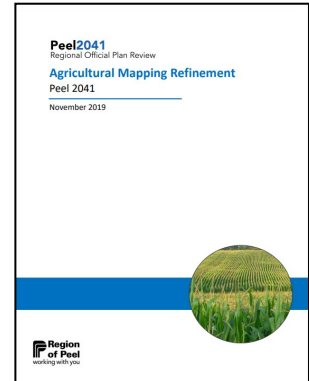
[Agricultural and Rural Systems Discussion Paper](#)

Region of Peel (2019)



[Urban Agriculture Discussion Paper](#)

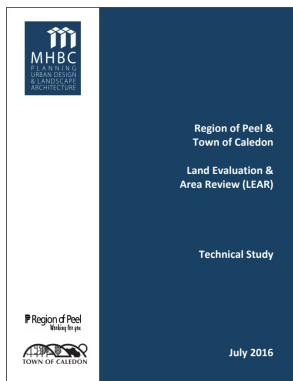
Region of Peel (2019)



[Agricultural Mapping Refinement](#)

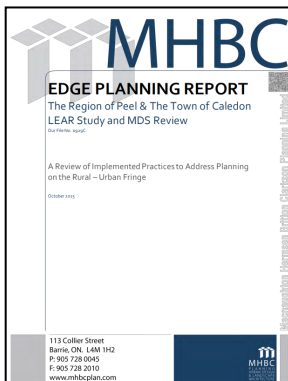
Region of Peel (2019)

Technical Studies



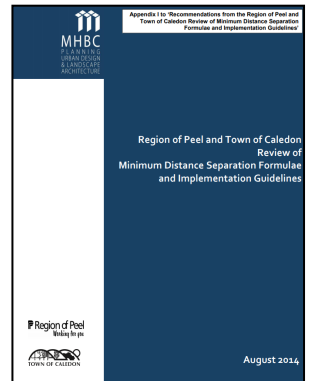
[Land Evaluation & Area Review Technical Study](#)

MacNaughton, Hermesen, Britton, Clarkson Planning Limited (MHBC) (2016)



[Edge Planning Report: A Review of Implemented Practices to Address Planning on the Urban-Rural Fringe](#)

MacNaughton, Hermesen, Britton, Clarkson Planning Limited (MHBC) (2015)



[Review of Minimum Distance Separation Formulae and Implementation Guidelines](#)

MacNaughton, Hermesen, Britton, Clarkson Planning Limited (MHBC) (2014)

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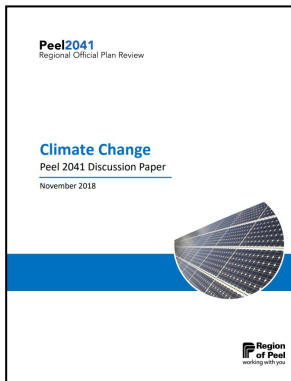
- [Draft Schedule X12](#) – Rural System (Formerly Schedule B)

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CLIMATE CHANGE

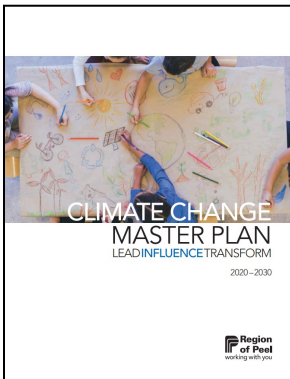
Background Paper



[Climate Change Discussion Paper](#)

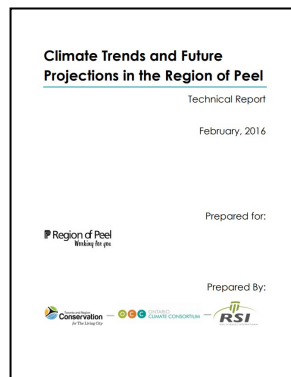
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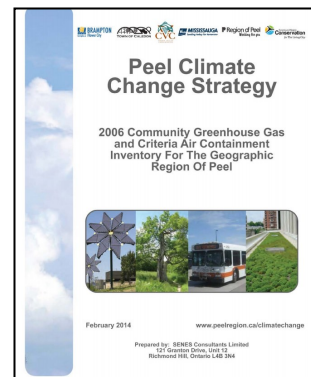
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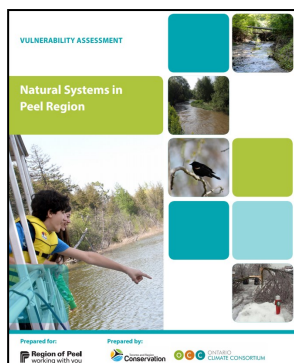
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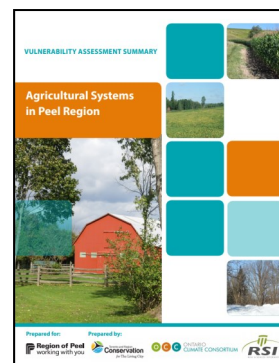
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Tu, C., Milner, G., Lawrie, D., Shrestha, N., Hazen, S. (2017)



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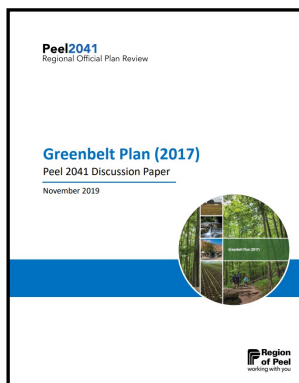
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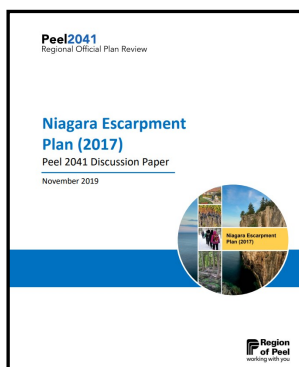
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Background Paper



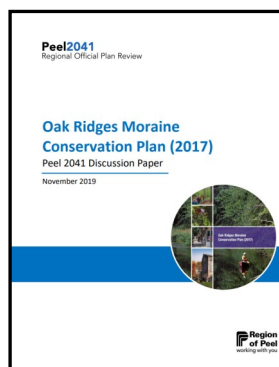
[Greenbelt Plan Discussion Paper](#)

Region of Peel (2019)



[Niagara Escarpment Plan Discussion Paper](#)

Region of Peel (2019)



[Oak Ridges Moraine Conservation Plan Discussion Paper](#)

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Official Plan Mapping & Figures

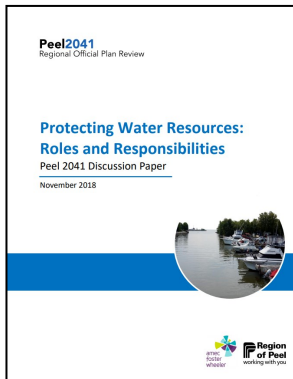
- [Draft Schedule X9](#) – Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use Designations (Formerly Schedule D1)
- [Draft Schedule X10](#) – Aquifer Vulnerability Area in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Schedule D2)
- [Draft Schedule X11](#) – Greenbelt Plan Area Land Use Designations (Formerly Schedule D3)
- [Draft Figure X1](#) – Selected Areas of Provincial Interest (Formerly Figure 2)
- [Draft Figure X2](#) – Landform Conservation Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Figure 12)
- [Draft Figure X3](#) – Wellhead Protection Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Figure 13)
- [Draft Figure X4](#) – Oak Ridges Moraine Conservation Plan Area (ORMCPA) Partial Service Areas (Formerly Figure 14)
- [New Draft Schedule X8](#) – Niagara Escarpment Plan Area (NEP) Land Use Designations (New Proposed Schedule)

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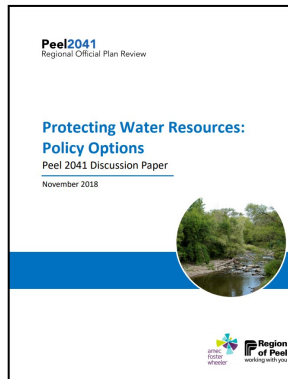
WATER RESOURCES

Background Paper



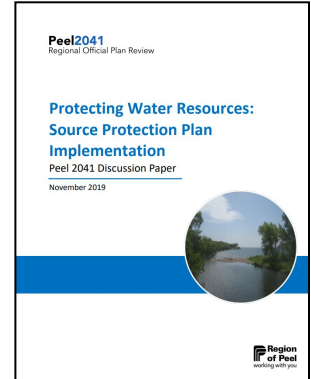
[Water Resources Discussion Paper 1 - Roles and Responsibility](#)

Region of Peel (2018)



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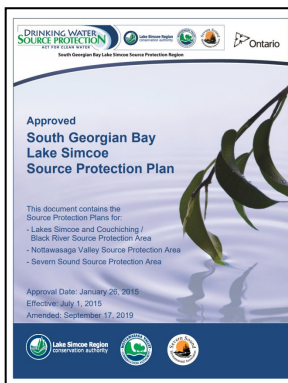
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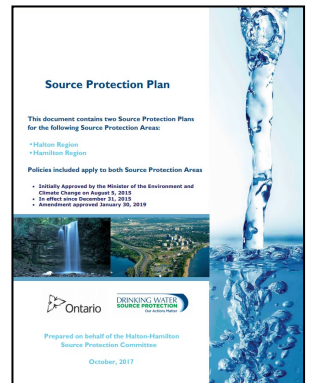
[Source Water Protection Assessment Report](#)

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[Source Water Protection Assessment Report](#)

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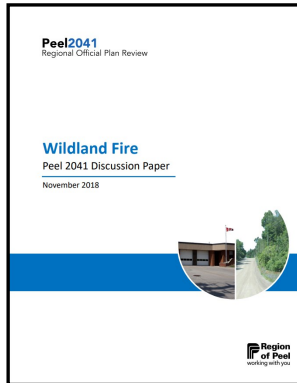
- [Draft Schedule X1](#) - Water Resources System Features and Areas in Peel (New Proposed Schedule)
- [Draft Schedule X2](#) - Source Protection Plan Areas in Peel (New Proposed Schedule)
- [Draft Schedule X3](#) - Wellhead Protection Areas in Caledon (New Proposed Schedule)
- [Draft Schedule X4](#) - Intake Protection Zones (New Proposed Schedule)
- [Draft Schedule X5](#) - Highly Vulnerable Aquifers (New Proposed Schedule)
- [Draft Schedule X6](#) - Significant Groundwater Recharge Areas (New Proposed Schedule)
- [Draft Schedule X7](#) Lake Simcoe Protection Act Watershed Boundary (New Proposed Schedule)

December 10, 2020 Official Plan Review Documentation



WILDLAND FIRE

Background Paper



[Wildland Fire Discussion Paper](#)

Region of Peel (2018)

Official Plan Mapping & Figures

- [Draft Figure X5](#) - Potential Locations of Hazardous Forest Types for Wildland Fire (New Proposed Figure)

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT
NUMBER XX

AN AMENDMENT TO ESTABLISH A PLANNING FRAMEWORK
FOR MAJOR TRANSIT STATION AREAS

THE CONSITUTIONAL STATEMENT

Part A, THE PREAMBLE, including modifications to the figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendment to the Text, Schedules and Figures of the Region of Peel, constitutes Amendment Number **XX** to the Region of Peel Official Plan.

PART A – THE PREAMBLE

1. Purpose of the Amendment

The purpose of this Amendment is to establish a policy framework for Major Transit Station Areas that includes delineating the boundaries of Major Transit Station Areas and establishing minimum density targets in the Region of Peel Official Plan.

This Amendment also provides a Regional policy framework to guide further implementation planning for Major Transit Station Areas.

2. Location

This Amendment applies to lands in the Region of Peel (as shown in the Appendices of PART B – THE AMENDMENT).

3. Basis

Planning Act R.S.O 1990

The Planning Act sets out Provincial interests and directions on many issues, including: the adequate provision and efficient use of transportation, the appropriate location of growth and development, and the promotion of development that is designed to support public transit and be oriented to pedestrians.

Section 16(16) of The Act further sets out enabling policies for Upper-tier municipalities to:

- protect and delineate the boundaries of existing and planned higher order transit stations or stops
- Set the minimum number of people and jobs per hectare for the planning areas
- Require the official plan of the applicable lower tier municipalities to include policies that authorize the use of land for building and structures that support minimum densities

This Amendment for Major Transit Station Areas meets the requirements of Section 16(16) of the Planning Act to ensure certainty with respect to municipal objectives around leveraging transit investment by enabling transit supportive uses and densities.

Section 17(36.1.4) of The Act outlines the Major Transit Station Area policies which are sheltered from appeal:

- The identification of Major Transit Station Areas through Section 16(16) and any changes to those policies.
- The Region or lower-tier municipality's Official Plan policies pertaining to Major Transit Station Areas.
- Policies that identify the maximum densities and minimum or maximum heights of buildings or structures in Major Transit Station Areas.

Through the Region establishing Major Transit Station Areas through Section 16(16), the local municipalities will establish policies pertaining to Major Transit Station Areas and policies which identify maximum densities and minimum or maximum heights of buildings or structures in Major Transit Station Areas.

A Place to Grow, 2019: Growth Plan for the Greater Golden Horseshoe and Amendment #1 2020

The Growth Plan 2019, Section 2.2.4 - Transit Corridors and Station Areas provides the Provincial policy framework for Major Transit Station Areas on priority transit corridors and outlines criteria to be met to delineate the boundaries of Major Transit Station Areas and establish minimum or alternative density targets.

The amendment to include Major Transit Station Areas meets the requirements of Section 2.2.4 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community that supports the intensification of existing built-up areas, more compact greenfield development, and better alignment between land use and transit planning.

The proposed amendment will delineate 36 Major Transit Station Areas on Growth Plan Priority Transit Corridors and 27 Major Transit Station Areas on other corridors (accounting for combined stations). The amendment also establishes a policy framework to facilitate implementation planning by directing the applicable lower tier municipalities to undertake comprehensive land use planning to meet minimum requirements.

Through the Peel 2041+ Official Plan Review, the Region undertook detailed analysis in consultation with the lower tier municipalities to identify Major Transit Stations, delineate the boundaries, and set minimum and/or alternative densities to support local planning contexts and Provincial policy requirements. This is outlined in more detail in a subsequent section of the preamble titled: Regional Major Transit Station Area Study.

Region of Peel Official Plan

The Region of Peel Official Plan requires the local municipalities to identify Major Transit Station Areas in their official plans and establish minimum density targets. The regional

and local policy framework must support an increased mix of uses, higher density development, and the viability of transit.

The Amendment will advance this planning framework by conforming with the Planning Act and Growth Plan for the Greater Golden Horseshoe by delineating the boundaries of Major Transit Station Areas and establishing minimum density targets in the Region of Peel Official Plan.

Regional Major Transit Station Area Study

Working collaboratively with the local municipalities the Region has completed the Regional Major Transit Station Area study.

The study identifies 9 potential corridors and 5 transit hubs to be assessed and considered across the Region. This includes the corridors/stations identified in the official plans of the local municipalities, corridors identified as priority in the Growth Plan, 2019, and emerging corridors being considered through local study such as Dundas Street in Mississauga and Queen Street in Brampton.

Along each corridor and transit hub there are a total of 91 Major Transit Station Areas (accounting for combined stations) identified, profiled, and assessed from a Mobility, Market Growth, Land Use, and Community lens.

The analytical criteria to determine current conditions and groupings for future directions informs The Amendment. The grouping referred to as 'Major Transit Station Area types' represent a general distinction between Major Transit Station Area categories. The characteristics of each Major Transit Station Area type inform the necessary strategic planning suggested to improve the station's potential to have transit-supportive land uses that reflect the community context. The findings and classifications outline a consistent message that each station has its own unique circumstances that will require a tailored approach to address opportunities and constraints.

The process undertaken by the Region and local municipalities to delineate the boundaries of the Major Transit Station Areas was a multi-stepped approach. Within an 800m radius of a station or stop, the following considerations were applied as a part of the boundary delineation process:

1. Existing local delineation work completed or in progress;
2. High level attributes of mobility, land use/built form, market potential and community considerations;
3. Areas on the periphery for exclusion such as natural features or highway infrastructure that bi-sects or impedes multi-modal connectivity;
4. Areas on the periphery for inclusion such as existing medium-high density uses, community facilities, and under-utilized sites; and
5. Key assumptions regarding:

- a. Maintaining the boundaries of Urban Growth Centres;
- b. Overlapping transit station boundaries;
- c. Managing the inclusion of low-density residential areas on the periphery;
- d. Minimizing the inclusion of Provincially Significant Employment Zones; and
- e. Considering areas with established character and intensification policies by the local municipalities.

The policy structure takes into consideration land use, built form, and higher order transit delivery timelines to establish a classification of stations:

- Primary Major Transit Station Area (delineated)
- Secondary Major Transit Station Area (delineated)
- Planned Major Transit Station Area (un-delineated)

The majority of primary stations are located within existing Growth Plan policy areas such as Urban Growth Centres (i.e. downtown Mississauga and downtown Brampton) where the planning framework and existing policies are already in place to support transit supportive built forms and higher density-built forms. In addition, primary and secondary stations are generally supported by existing and planned frequent transit and higher order transit infrastructure such as the Light Rail Transit, Bus Rapid Transit, or GO Rail Stations.

The policy framework also identified a number of planned transit station areas. These stations require additional land use considerations and infrastructure investment to meet the Major Transit Station Areas policy requirements before they are delineated.

Regional Official Plan Amendment (ROPA) Policy Framework

The provincial planning framework for Major Transit Station Areas has evolved since previous iterations of the Regional Official Plan. Policies in the Planning Act, Provincial Policy Statement 2020, and Growth Plan, 2019 place an increased emphasis on the integration of land use planning and transit to support higher density employment and residential development that can leverage transit investments.

While both the Regional and local official plans have policies that require the identification of Major Transit Station Areas and encourage transit-supportive development, new provincial policies require more detailed planning work to be undertaken. This includes the inclusion of Regional policies that delineate Major Transit Station Areas, prescribe minimum densities, and provide policies that guide the development of an as-of-right policy framework for the local municipalities that will facilitate transit-supportive development.

The Amendment proposes a policy framework that will direct growth to Primary and Secondary Major Transit Station Areas in Peel and protect Planned Transit Station Areas for future transit-oriented development.

In addition, the Amendment provides a policy framework to the applicable lower-tier municipalities to undertake comprehensive planning to implement a local policy framework that meets the minimum requirements established by the Region. It is recognized that each station will be unique and be influenced by its local condition, growth potential, and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development.

This ROPA also includes Schedule amendments as follows:

Schedule Y7	Insert New Schedule Y7 – Major Transit Station Area
Table Y1	Insert New Table Y1 – Minimum Densities of Major Transit Station Areas

PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and Schedules constitutes Regional Official Plan Amendment **XX** to the Region of Peel Official Plan.

a. Amendments to Text and Schedules – Growth Management

1. Chapter 5, Regional Structure, Section 5.6 is amended by inserting the following and renumbering the section accordingly.

“5.6 MAJOR TRANSIT STATION AREAS

Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, housing types, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.

These areas are a critical element in the Region’s growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region’s attractiveness for new employment opportunities.

Each station will be unique and be influenced by its local condition, growth potential, and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-oriented development in the short-term but will be protected for future transit-oriented development. The 800 metre radius around stations or stops is used as the initial area to be assessed when *Major Transit Station Areas* are identified and to guide delineation. The delineated boundaries of *Major Transit Station Areas* will be the basis for implementation of these policies.

5.6.1 Objectives

5.6.1.1 Leverage infrastructure investments by planning for transit supportive densities and increased transit ridership within *Major Transit Station Areas*.

5.6.1.2 Encourage a mix of transit-supportive uses as defined by local municipalities such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

5.6.1.3 Support a diverse range of station typologies that accommodate increased densities and increased transit ridership.

5.6.1.4 Enhance active transportation connections to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

5.6.1.5 Where appropriate, support a mix of multi-unit housing, including affordable housing, rental housing, and second units.

5.6.1.6 Each Protected *Major Transit Station Area* shall reflect one of the station classifications outlined below to support transit-oriented development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

- a) Primary *Major Transit Station Area* – Areas delineated in this plan that have existing or planned transit supportive built forms and can meet or exceed the minimum transit supportive density target.
- b) Secondary *Major Transit Station Area* – Areas delineated in this plan that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.
- c) Planned *Major Transit Station Area* – Areas identified in the Regional Official Plan which are intended to become *Major Transit Station Areas* that are not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential.

5.6.2 Policies

It is the policy of Regional Council to:

5.6.2.1 Direct the local municipalities to delineate the boundaries of *Major Transit Station Areas* in their official plan in accordance with Schedule **Y7** of this Plan.

5.6.2.2 Direct the local municipalities to plan to achieve the minimum density target for each Primary and Secondary *Major Transit Station Area* as prescribed on Table Y1. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

5.6.2.3 Direct the local municipalities to establish policies in their official plan and other implementation documents for each *Major Transit Station Area* delineated on Schedule Y7 to the satisfaction of the Region that addresses the following:

- a) the minimum number of people and jobs that will be accommodated within the *Major Transit Station Area*;
- b) the land uses in each station area that supports complete communities and the minimum density target prescribed on Table Y1;
- c) the character of the station area or stop;
- d) the minimum density for each *Major Transit Station Area* as prescribed on Table Y1;
- e) the minimum and/or maximum heights for land uses within the *Major Transit Station Area*;
- f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum prescribed density;
- g) protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipal and provincial transit authorities;
- h) land use compatibility and the separation or mitigation of sensitive land uses;
- i) protect and mitigate against natural and human-made hazards in accordance with Section 2.4 of this plan;
- j) a phasing plan or strategy to ensure soft and hard infrastructure is delivered in a manner that supports complete communities., including open space and accessible public amenities;
- k) strategies to support increased multi-modal access and connectivity;

- l) implementation of the Healthy Development Framework in accordance with Section 7.4 of this Plan, including consideration of site design and urban design elements, high-quality public realm improvements, and built forms;
- m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, Inclusionary Zoning, Community Planning Permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools; and
- n) land use in *Major Transit Station Areas* in employment areas which are identified on Schedule Y6 and subject to policy 5.7.2.18.

5.6.2.4 Encourage the local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops.

5.6.2.5 Ensure existing land uses within *Major Transit Station Areas* that do not meet the objectives of this plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.

5.6.2.6 Require the local municipalities to establish policies in their official plans that identify Planned *Major Transit Station Areas* and protect them for transit supportive densities, uses, and active transportation connections.

5.6.2.7 Until such time as the local municipality has established *Major Transit Station Area* policies in accordance with Section 16(16) of the Planning Act, proposed developments within a *Major Transit Station Area* identified on Schedule Y7 shall be reviewed with consideration to the objectives of this plan to ensure the proposed development:

- a) Demonstrates how the development will support transit-oriented densities that recognizes the character and scale of the surrounding community
- b) Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop
- c) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, or the use of transit and supports mixed use development

- d) Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods
- e) Considers the provision of bicycle parking and, where applicable, passenger transfer and commuter pick up/drop off area
- f) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and
- g) Supports high quality public realm improvements to enhance the *Major Transit Station Area*.

2. Chapter 7, Implementation, Section 7.2.2.9 is amended as follows:

“7.2.2.9 An update to this Plan to correct minor errors shall be permitted without an official plan amendment, provided that the purpose, effect, intent, meaning and substance of the Plan are in no way affected. *The Region* is permitted to make the following revisions without the need for a Regional Official Plan amendment:

- a) changing the numbering, cross referencing, and arrangement of the text, Tables, Schedules, Figures, associated captions, or appendices;
- b) revising or updating the base map information in Schedules and Figures;
- c) altering punctuation or language for consistency;
- d) correcting clerical, grammatical, typographical or technical mapping errors; ~~and~~
- e) adding explanatory or descriptive text, sidebars and images which are included for information purposes to assist users; and
- f) adjusting a *Major Transit Station Area* station or stop location to reflect the actual built infrastructure or applicable information regarding location from technical studies.

3. The Glossary is amended by inserting the following definition.

Major Transit Station Area: The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. (Growth Plan)

SCHEDULES

1. Insert new Schedule Y7 Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.
2. Insert new Table Y1 Minimum Densities for Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.



SCHEDULE A **DRAFT**

BY-LAW XX-XXXX

Table Y1 – Minimum Densities for Major Transit Station Areas						
	Code	Station Name	Municipality	Classification	Additional Policy Area	Minimum Density
Hurontario LRT	HLRT - 1 *	Port Credit GO	Mississauga	Primary	-	200
	HLRT - 2 *	Mineola	Mississauga	Secondary	-	50
	HLRT - 3 *	North Service	Mississauga	Primary	-	400
	HLRT - 4 *	Queensway	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 5 *	Dundas	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 6 *	Cooksville GO	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 7 *	Fairview (Central Parkway)	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 8 *	Burnhamthorpe (Matthews Gate)	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 9	Main	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 10	Duke of York	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 11 *	City Centre	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 12 *	Robert Speck	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 13 *	Eglinton	Mississauga	Primary	-	300
	HLRT - 14 *	Bristol	Mississauga	Primary	-	160
	HLRT - 15 *	Matheson	Mississauga	Primary	-	160
	HLRT - 16 *	Britannia	Mississauga	Primary	-	160
	HLRT - 17 *	Courtney Park	Mississauga	Primary	-	160
	HLRT - 18 *	Derry	Mississauga	Primary	-	160
	HLRT - 19 *	Highway 407	Mississauga	Primary	-	160
	HLRT - 20 *	Ray Lawson	Brampton	Primary	-	160
	HLRT - 21 *	Sir Lou	Combined; See HLRT - 20			
	HLRT - 22 *	Gateway Terminal	Brampton	Primary	-	160
	HLRT - 23	Charolais	Combined; See HLRT - 22			
	HLRT - 24	Nanwood	Brampton	Planned	-	N/A
	HLRT - 25	Queen at Wellington	Combined; See KIT - 3			
Milton GO	MIL - 1	Lisgar GO	Mississauga	Planned	-	N/A
	MIL - 2	Meadowvale GO	Mississauga	Planned	-	N/A
	MIL - 3	Streetsville GO	Mississauga	Planned	-	N/A
	MIL - 4	Erindale GO	Mississauga	Planned	-	N/A
	MIL - 5	Cooksville GO	Combined; See HLRT - 6			
	MIL - 6	Dixie GO	Combined; See DUN - 16			
Kitchener GO	KIT - 1 *	Malton GO	Mississauga	Secondary	-	100

SCHEDULE A **DRAFT**

BY-LAW XX-XXXX

	KIT - 2 *	Bramalea GO	Brampton	Primary	-	150
	KIT - 3 *	Brampton GO	Brampton	Primary	Urban Growth Centre	200
	KIT - 4 *	Mount Pleasant GO	Brampton	Primary	Designated Greenfield Area	150
Lakeshore West GO	LWGO - 1 *	Port Credit GO	Combined; See HLRT – 1			
	LWGO - 2 *	Clarkson GO	Mississauga	Primary	-	150
403 BRT (Mississauga Transitway)	403 - 1	Ridgeway	Mississauga	Planned	-	N/A
	403 - 2 *	Winston Churchill	Mississauga	Secondary	-	100
	403 - 3 *	Erin Mills	Mississauga	Primary	-	160
	403 - 4 *	Creditview	Mississauga	Secondary	-	50
	403 - 5 *	City Centre	Combined; See HLRT - 11			
	403 - 6 *	Central Parkway	Mississauga	Secondary	-	50
	403 - 7 *	Cawthra	Mississauga	Secondary	-	50
	403 - 8 *	Tomken	Mississauga	Primary	-	160
	403 - 9 *	Dixie	Mississauga	Secondary	-	100
	403 - 10 *	Tahoe	Mississauga	Primary	-	160
	403 - 11 *	Etobicoke Creek	Mississauga	Primary	-	160
	403 - 12 *	Spectrum	Mississauga	Primary	-	160
	403 - 13 *	Orbitor	Mississauga	Secondary	-	100
	403 - 14 *	Renforth	Mississauga	Primary	-	160
Dundas BRT	DUN - 1	Ridgeway	Mississauga	Primary	-	160
	DUN - 2	Winston Churchill	Mississauga	Primary	-	160
	DUN - 3	Glen Erin	Mississauga	Primary	-	160
	DUN - 4	Erin Mills	Mississauga	Primary	-	160
	DUN - 5	UTM	Mississauga	Secondary	-	50
	DUN - 6	Credit Woodlands	Mississauga	Secondary	-	100
	DUN - 7	Erindale Station	Mississauga	Primary	-	160
	DUN - 8	Wolfedale	Mississauga	Primary	-	160
	DUN - 9	Clayhill	Mississauga	Secondary	-	100
	DUN - 10	Confederation Parkway	Mississauga	Primary	-	160
	DUN - 11	Hurontario	Combined; See HLRT - 5			
	DUN - 12	Kirwin	Mississauga	Primary	-	160
	DUN - 13	Grenville	Mississauga	Primary	-	160
	DUN - 14	Cawthra	Mississauga	Primary	-	160
	DUN - 15	Tomken	Mississauga	Primary	-	160
	DUN - 16	Dixie GO	Mississauga	Primary	-	160
	DUN - 17	Wharton	Mississauga	Primary	-	160
Queen Street BRT	QUE - 1	Centre St.	Brampton	Primary	-	160
	QUE - 2	Kennedy	Brampton	Primary	-	160
	QUE - 3	Rutherford	Brampton	Primary	-	160
	QUE - 4	Laurelcrest	Brampton	Planned	-	N/A
	QUE - 5	Dixie	Brampton	Planned	-	N/A
	QUE - 6	Central Park (Bramalea)	Brampton	Primary	-	160

SCHEDULE A **DRAFT**

BY-LAW XX-XXXX

		Terminal)				
	QUE - 7	Bramalea	Brampton	Planned	-	N/A
	QUE - 8	Glenvale-Finchgate	Brampton	Planned	-	N/A
	QUE - 9	Torbram	Brampton	Planned	-	N/A
	QUE - 10	Chrysler-Gateway	Brampton	Planned	-	N/A
	QUE - 11	Airport	Brampton	Planned	-	N/A
	QUE - 12	Goreway	Brampton	Planned	-	N/A
	QUE - 13	McVean	Brampton	Planned	-	N/A
	QUE - 14	The Gore	Brampton	Planned	-	N/A
	QUE - 15	Highway 50	Brampton	Planned	-	N/A
407 BRT	407 - 1	Britannia	Mississauga	Primary	Designated Greenfield Area	160
	407 - 2	Derry	Mississauga	Primary	Designated Greenfield Area	160
	407 - 3	Winston Churchill	Brampton	Planned	Designated Greenfield Area	N/A
	407 - 4	Mississauga Rd.	Brampton	Planned	-	N/A
	407 - 5	Mavis	Brampton	Planned	-	N/A
	407 - 6	Hurontario	Combined; See HLRT - 19			
	407 - 7	Dixie	Brampton	Planned	-	N/A
	407 - 8	Bramalea / Torbram	Brampton	Planned	-	N/A
	407 - 9	Airport Rd.	Brampton	Planned	-	N/A
	407 - 10	Goreway	Brampton	Planned	-	N/A
Lakeshore BRT	LBRT - 1	Dixie	Mississauga	Primary	-	160
	LBRT - 2	Haig	Mississauga	Primary	-	300
	LBRT - 3	Lakefront Promenade	Mississauga	Primary	-	160
Transit Hub	HUB - 1	Bolton GO	Caledon	Planned	-	N/A
	HUB - 2	Mayfield West	Caledon	Planned	-	N/A
	HUB - 3	Steeles at Mississauga	Brampton	Planned	-	N/A
	HUB - 4	Trinity Common Terminal	Brampton	Planned	-	N/A
	HUB - 5	Bramalea Terminal	Combined; See QUE - 6			
* Major Transit Station Areas identified as priority transit corridors on Schedule 5 of the Growth Plan, 2019.						

PLANNING JUSTIFICATION REPORT

PREPARED BY HEMSON FOR THE REGION OF PEEL

SETTLEMENT AREA BOUNDARY EXPANSION STUDY: CONCEPT MAP AND TECHNICAL STUDY FINDINGS

December 10, 2020



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EXECUTIVE SUMMARY

This report presents preliminary results of the Settlement Area Boundary Expansion (SABE) Study being undertaken as part of the Region of Peel's Official Plan review (Peel 2041+).¹ Its main purpose is to summarize the findings of technical studies of a broad area in southern part of the Town of Caledon and to assess the most appropriate location for new urban lands.

The area covered by the technical studies—the Focus Study Area (FSA)—was identified in an earlier phase of the SABE process using evaluation criteria based on the current Provincial and Regional land use planning policy framework, the findings of an Evaluation Criteria Workshop held in November 2019, and natural environment constraint screening data prepared by Wood Environment & Infrastructure Solutions (the “Wood Team”).²

The technical studies are integral to the SABE process and help inform policy development based on local conditions in the FSA. They ensure that decisions about a preferred SABE area are rooted in Provincial planning policy and are evidenced-based.

The results of the technical studies have been shared with the Town of Caledon, the Region's key partner in the SABE process, as well as the Cities of Brampton and Mississauga, school boards, conservation authorities, and other public bodies. Broader public consultation on the results was undertaken in September 2020. A detailed discussion of the consultation process, including a summary of the feedback received, is provided in the *Peel 2041+ Regional Official Plan Review Settlement Area Boundary Expansion Technical Study Public Consultation Sessions Summary and Public Comments Response Table*, October 2020, by SVN Consultants.

This report also provides the first draft of a SABE concept map, which presents the general layout of the preferred SABE area based on the technical studies results. The concept map will be subject to more detailed analysis of water, wastewater, and transportation infrastructure needs, an Agricultural Impact Assessment, and a Fiscal Impact Analysis. It is possible that the SABE area may change based on the results of this work.

¹ The SABE study is just one of many being undertaken as part of Peel 2041+. For details on the Peel 2041+ process please refer to Region Staff Report, *Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update*, December 10, 2020.

² See Hemson Consulting, *Settlement Area Boundary Expansion Study Phase A: Focus Study Area*, February 2020, and *Settlement Area Boundary Expansion Study: Technical Studies Update*, June 2020.

The concept map presents a significantly different pattern of settlement in Caledon in 2051 from what exists today. It shows how the SABE area builds on existing settlement areas and existing and planned infrastructure and the critical role the area plays in the Region's comprehensive plan to accommodate 30 years' of rapid growth in Peel.

1. BACKGROUND

This section describes the current pattern of land use in the FSA and summarizes the policy context in which the SABE technical studies have been undertaken.

A. PROVINCIAL POLICY SETS PLANNING FRAMEWORK

The Peel 2041+ process is being completed in accordance with the requirements of the statutory planning framework in Ontario. Matters of provincial interest identified in section 2 of the *Planning Act*, including policies set out in the Provincial Policy Statement 2020 (PPS), have been applied throughout the process. All planning decisions in Ontario must be consistent with the PPS and official plans are the most important vehicle for implementing its policies.

Of particular importance to Peel 2041+ is the provincial plan to manage growth in the Greater Golden Horseshoe (the Growth Plan).³ The Growth Plan includes detailed policies for settlement area boundary expansions and official plan reviews and Regional Council decisions made in respect of these matters must conform to these policies. It is a critical policy document in establishing the proposed SABE area in Peel.

The Growth Plan contains policies that are intended to be achieved by a time horizon. The time horizon was recently extended from 2041 to 2051 by an amendment to the Plan passed in August 2020. Schedule 3 of the Growth Plan provides population and employment forecasts for the Region that must be used for planning and managing growth to the 2051 time horizon.

B. CURRENT PATTERN OF SETTLEMENT IN FSA IS LARGELY RURAL AND AGRICULTURAL

The land within the FSA is currently designated as part of the Rural System under the land use structure set out in the Regional Official Plan. The Rural System consists of lands that fall outside the 2031 Regional Urban Boundary—the urban lands required to accommodate development to 2031—and is described as “a community of communities and should be viewed holistically as a planning entity”. Within the FSA, the Rural System is a diverse landscape interwoven with settlement areas, agricultural areas, and areas that are to be protected as part of the natural environment.

³ *A Place to Grow, Growth Plan for the Greater Golden Horseshoe*, 2019.

Under the Growth Plan the vast majority of growth and development is to be directed to settlement areas. Settlement areas are urban areas where development is either already concentrated with a mix of land uses or is planned for in an official plan. A settlement area boundary expansion greater than 40 hectares may only occur through a municipal comprehensive review (i.e. official plan review).

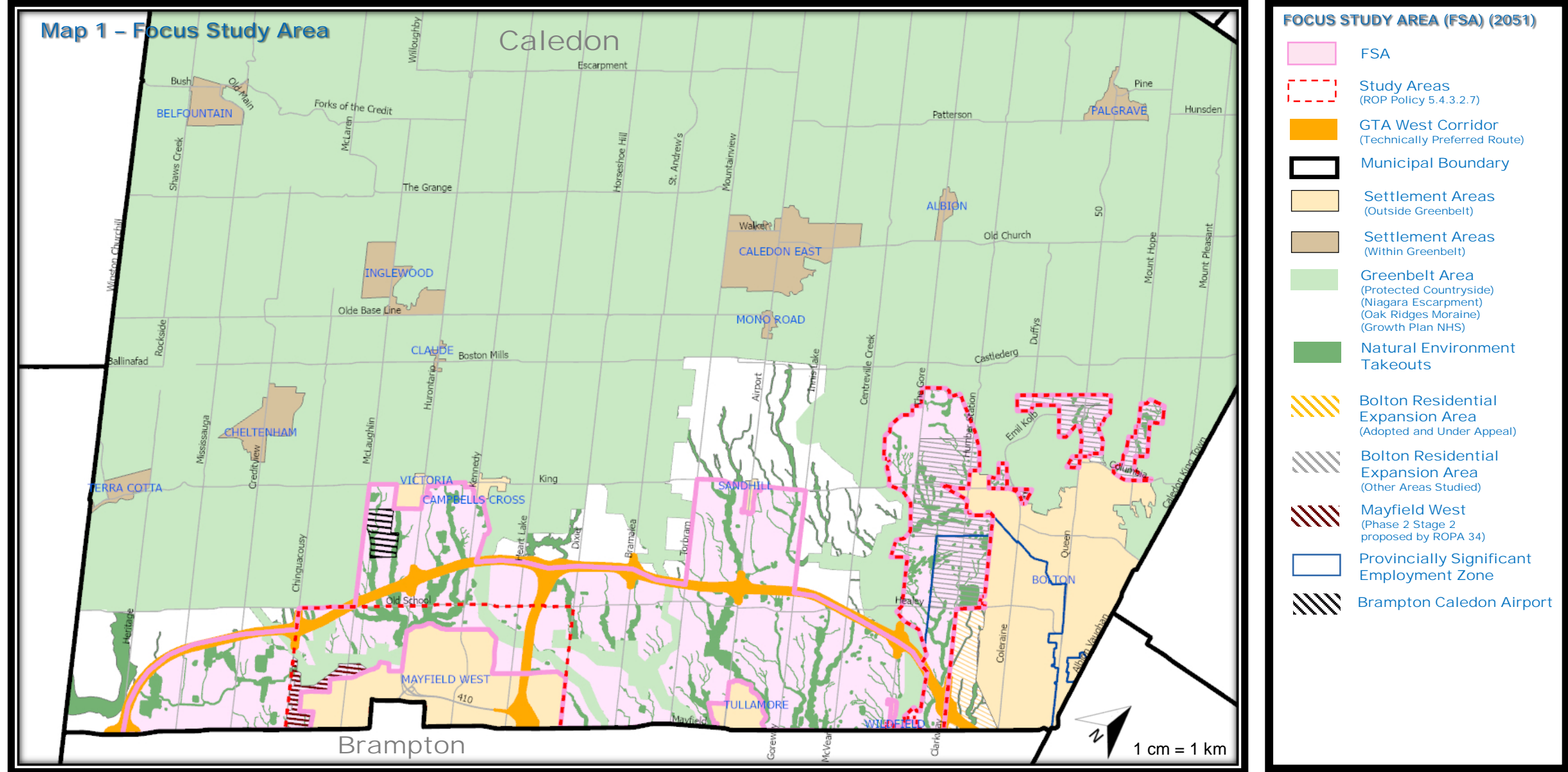
The FSA contains two urban settlement areas: Bolton and Mayfield West (see Map 1). These areas are designated as Rural Service Centres in the Region's Official Plan and, as such, are the primary foci for growth in the FSA. Growth in these areas is planned to occur on full municipal water and sewer services, in a phased manner, and subject to the financial capabilities of the Region. A recent amendment to the Regional Official Plan, which established an area for the expansion of Bolton to 2031 (ROPA 30), is currently under appeal at the Local Planning Appeal Tribunal.

There are also several smaller rural settlements in the FSA: Victoria, Campbell's Cross, Sandhill, Wildfield, and Tullamore. Under the Town of Caledon Official Plan, Victoria, Sandhill, and Tullamore are designated as Industrial/Commercial Centres: small, mixed-use settlements that provide, at a small scale, a supportive function to Bolton and Mayfield West for industrial and commercial development. Campbell's Cross and Wildfield are designated as Hamlets: small residential communities with limited services.

Outside the settlement areas, the FSA is comprised almost entirely of what the Growth Plan defines as prime agricultural area. This area contains agricultural lands, generally of high quality, with a wide range of types and intensity of farming activities.

Throughout the FSA a number of natural environmental features, notably valleylands, are subject to varying degrees of protection from development under the PPS, Growth Plan and Regional Official Plan. Notable among the environmental features are "fingers" of the Greenbelt Area (or Greenbelt), where urbanization is effectively prohibited by provincial Greenbelt Plans in order to protect the agricultural land base and the ecological features and functions that occur within this landscape.

Given the current pattern of settlement and land use within the FSA, a careful assessment of the effects of settlement area expansion on agricultural activities and the natural environment is an important element of the SABE technical studies.



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

- (1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development
- (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.

C. MAIN PURPOSE OF FSA TECHNICAL STUDIES

Policy 2.2.8.3 of the Growth Plan requires that the feasibility and most appropriate location for the proposed SABE be identified based on the comprehensive application of all the policies in the Plan. A number of the policies require completion of specific types of technical background work including master plans, assessments, various studies or other research, and preparation of associated documents. In short, a thorough study of the FSA is essential to achieving Growth Plan conformity when selecting an appropriate SABE area.

The specific Growth Plan policy requirements for each technical study are set out below in Chapter 2. To the extent that study methodologies are prescribed, by the Growth Plan or otherwise, conformity with such methodologies is described in detail in each study.

The Growth Plan provides municipalities with a degree of flexibility when undertaking technical studies. For example, multiple study requirements can be satisfied through a single study, provided the study requirements of each component as provided for in the Growth Plan is appropriately addressed. Moreover, Growth Plan conformity can be achieved by drawing on or updating existing studies provided that these studies achieve or exceed the same Growth Plan policy objectives. The Region and Town have undertaken a number of relevant studies in recent years: the Regional Long-Range Transportation Plan (2019); and studies completed through the Town of Caledon's ongoing Official Plan review. The technical studies initiated under the SABE process have been coordinated with the results of these other studies.

D. TECHNICAL STUDIES SCALE, STRUCTURE, AND SEQUENCING

The technical studies have been undertaken with a view to establishing a preferred SABE location and configuration. The analysis has been done at a Regional scale. It is anticipated that more detailed analysis will be required when making decisions about small-scale land use designations and zoning, individual development proposals, and local infrastructure needs for any new urban lands that are approved.

The technical studies address provincial interests, as well as PPS, Growth Plan, and other Provincial plan policies that have a direct bearing on the SABE Study: transportation, public health, public facilities, cultural heritage, archaeology, employment and commercial opportunities, agricultural impact, climate change, natural environment, fiscal impact, and mineral aggregate resource impact. They have been prepared by a range of technical experts under the overall coordination of Hemson and Regional staff.

TECHNICAL STUDY	RESPONSIBILITY
Opportunities for Climate Change Mitigation, Energy and Emissions Reductions	Laura Taylor Designs & Hemson
Archeological Assessment	ASI
Cultural Heritage Assessment	ASI
Mineral Aggregate Resource Impact	Planscape
Health Assessment	SvN & Hemson
Fiscal Impact	Hemson
Public Facilities	Monteith Brown & Hemson
Agricultural Impact Assessment	Planscape
Employment & Commercial Opportunities	Cushman & Wakefield
Transportation	Paradigm
Water & Wastewater Assessment	Region of Peel
Environmental Screening & Scoped Subwatershed Study	Wood Team
Consultation Strategy	SvN

The technical studies have analyzed the FSA according to prescribed methodologies or, where not prescribed, methodologies informed by the professional judgement of its authors. Some studies have analyzed the FSA as a whole; others have divided the FSA into conceptual “sub-areas” for evaluation purposes. Where sub-areas have been used, they are delineated in maps in Chapter 2 below.

Although the structure of each study is tailored to its subject matter, each is generally organized/structured so that:

- The existing conditions of the FSA, including current land uses, are examined in detail;
- The forces influencing current and future land use in the FSA—whether they be associated with planning policy or real estate markets—are analyzed.
- The principles on which decisions about the location and configuration of the potential SABE area are set out.

The two-phased technical study being undertaken by the Wood team includes Phase 1: Environmental Screening and Phase 2: Scoped Subwatershed Study (Scoped SWS). Phase 1 was undertaken on agricultural and rural lands in Caledon (referred to as the Initial Study Area) and identified natural environment and hazard constraints. The study used a hierarchical approach which assessed the constraints on development as informed by Provincial and Regional plans and policies. The constraints identified in the Phase 1 report are categorized as high, moderate and low based on various known features and policy

provisions on the landscape and each of these categories is being confirmed or refined in Phase 2. Data from the Phase 1 study has identified initial natural environment constraints to development which were considered when delineating the FSA and will be further considered as locations for the SABE are finalized. The more detailed Phase 2: Scoped SWS involves an assessment of existing conditions and characterization, an impact assessment, and an implementation plan. A summary of the Phase 1 and Phase 2 reports is provided in Appendix A.

Studies of “hard” infrastructure requirements for the SABE—the transportation study and the water and wastewater assessment—are being undertaken in two phases.

- To date, a Phase 1 preliminary assessment of the most suitable location for settlement expansion has been made based on the results of existing conditions in the FSA, available servicing capacity, planned major expansion, knowledge of high-level infrastructure cost impacts, and the provincial policy context.
- In a subsequent Phase 2, more precise infrastructure needs and associated costs of the conceptual SABE area(s) set out in this report will be identified through more detailed analysis.

The Fiscal Impact Technical Study will rely heavily on the results of the second phase of the infrastructure studies. As such, this study will be completed during a subsequent phase of the SABE process.

The Agricultural Impact Assessment (AIA) has also been undertaken in two phases. The first phase involves an initial assessment of the FSA to identify areas that will have the least impact from an agricultural systems perspective. The second phase involves a detailed AIA of the conceptual SABE area(s) set out in this report. The results of the second phase will inform the final preferred SABE area(s) to be brought forward for Regional Council's consideration and approval.

The Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study primarily addresses energy management in the FSA. However, the study will be complemented by technical studies that address other aspects of climate change adaptation and mitigation strategies, including: sustainable transportation (Transportation); walkability and transit access (Health Assessment Technical Study); carbon sequestration (AIA); infrastructure redesign and costs (Fiscal Impact); and management of flooding and extreme weather events (Scoped Subwatershed Study). The Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study is also closely

integrated with technical background work being undertaken as part of the Climate Change Focus Area under Peel 2041+.

Finally, the extent to which rural settlements outside the FSA are suitable for expansion is addressed through a separate technical study. This study assesses the growth potential of rural settlements in the context of provincial and municipal planning policy, the demand for housing and non-residential development, the supply of vacant land, and the capacity of infrastructure to support growth. Overall, the study concludes that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051. Moreover, there is little justification for expanding settlement area boundaries in the Greenbelt Area at this time.⁴

E. TECHNICAL STUDIES USE CONSISTENT ASSUMPTIONS

The FSA is large enough to allow for a number of SABE configurations that would exclude the Greenbelt Area and other natural environment high constraint areas identified by the Wood Team while representing logical extensions of existing settlement areas. The FSA also acknowledges areas that have already been studied and/or approved for development (per Regional Official Plan Policy 5.4.3.2.7) as well as major planned infrastructure such as the GTA West Corridor.

A significant portion of the FSA includes an area designated as a Provincially Significant Employment Zone (PSEZ). The technical studies have considered the implications of the PSEZ in their analysis.

The size of the conceptual SABE set out in this report has been determined based on a preliminary analysis of the lands needed to accommodate the forecast growth in the SABE area. Preliminary results show that the SABE will need to accommodate additional population of 183,000 and additional employment of 67,700 by 2051. This translates into land needs of about 3,100 hectares to support Community Areas focussed around residential development and about 1,200 hectares to support Employment Areas. The total area of the FSA is approximately 8,100 hectares. More details about the land needs analysis are provided in Chapter 3.

⁴ See Hemson Consulting, *Region of Peel Settlement Area Boundary Expansion: Rural Settlements*, December 10, 2020.

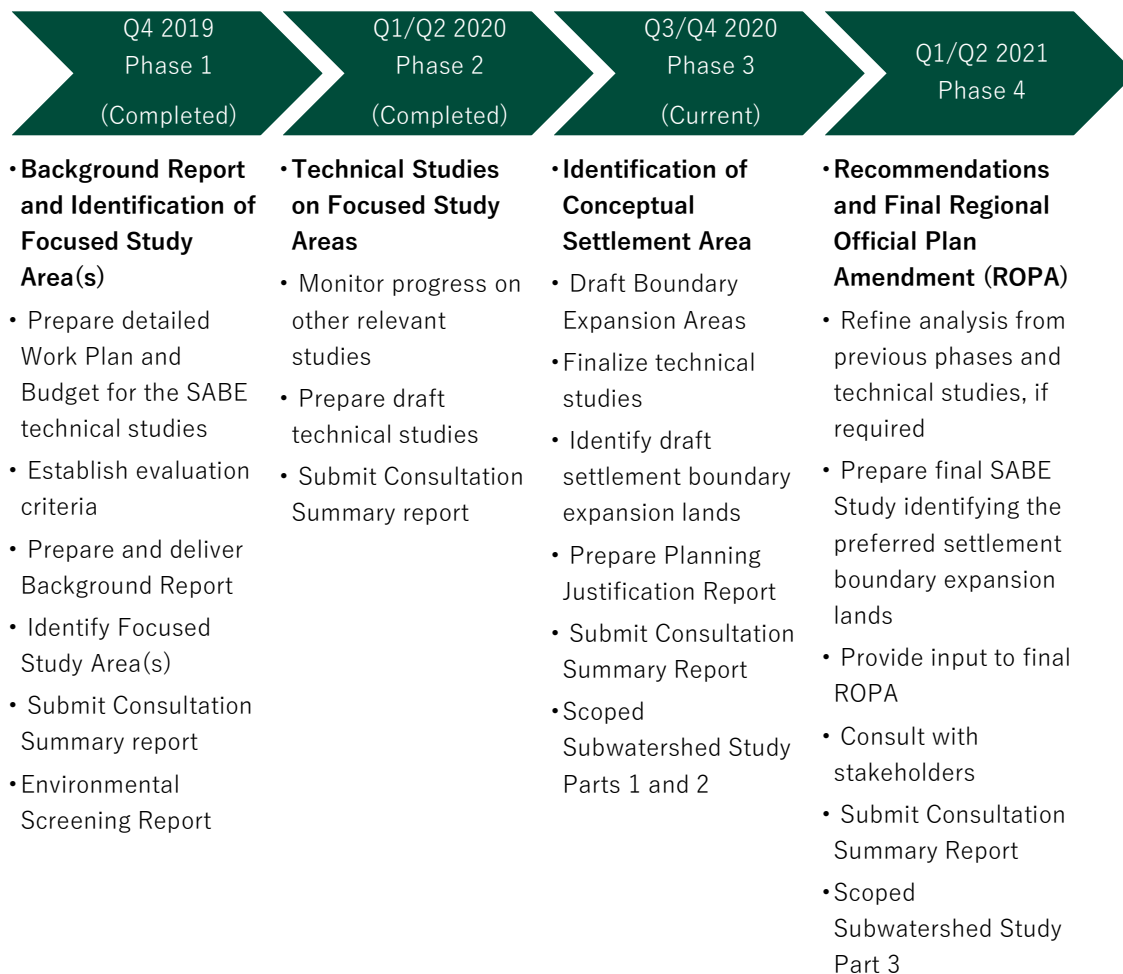
F. SABE STUDY TIMELINE AND CONSULTATION

The SABE Study is being undertaken in four phases, which are summarized in the schematic below.

- Phase 1 provided background on the SABE process and identified the FSA, the area which serves as the basis for the technical studies.
- The draft technical studies, including related public consultation, were undertaken during Phase 2. A detailed discussion of the consultation process, including a summary of the feedback received, is provided in the *Peel2041+ Regional Official Plan Review Settlement Area Boundary Expansion Technical Study Public Consultation Sessions Summary and Public Comments Response Table*, October 2020, by SVN Consultants.
- In Phase 3, a draft and conceptual SABE Area has been identified within the FSA based on the final technical studies results.
- Final SABE recommendations, as well as an associated Regional Official Plan Amendment, will be prepared in Phase 4.

With the draft and conceptual SABE area having been released through this report Phase 3 is nearly complete. The remaining technical studies will continue to be refined and finalized together with the draft SABE Regional Official Plan Amendment, which is the main deliverable of Phase 4.

The two-phase Environmental Screening and Scoped Subwatershed Study is currently in Phase 2: Scoped SWS. This second phase consists of three parts which are being undertaken concurrently and will inform the SABE Phase C and Phase D (see Appendix A).



At the conclusion of the process, the SABE technical studies will be submitted to the Province (the approval authority) along with the Peel 2041+ Official Plan Amendment.

2. TECHNICAL STUDY FINDINGS

A brief overview of each technical study, including the main purpose, study approach, policy context, and preliminary principles and conclusions about the location and configuration of the potential SABE area(s) is provided in this section.

A. TECHNICAL STUDY: PHASE 1 – AGRICULTURAL IMPACT ASSESSMENT (AIA)

Purpose: Undertake a scoped analysis to assess the FSA to identify potential SABE areas that will minimize the impact on the Regional agricultural system as defined in the PPS, 2020. The results of this scoped analysis will be considered as part of a comprehensive analysis to identify recommended expansion areas based on a range of parameters. Once this further refinement is completed, a detailed Agricultural Impact Assessment (AIA), as required by Provincial and municipal policy, will be conducted to provide specific recommendations for the SABE that will minimize impact on the Regional agricultural system.

i. Study Approach

The methodology used to review the FSA was based on the following steps. To facilitate the analysis, the FSA was divided into eight sub-areas. Background data collection and review included:

- Land use survey
- Consultations with local farmers and farm organizations
- Field investigations
- Aerial photo interpretation
- Identification of properties subject to minimum distance separation (MDS) formulae
- Confirmation of criteria for refining potential locations for urban expansion
- Locational analysis based on identified criteria
- Identification of potential expansion areas

ii. Policy Context

As required by section 2.2.8 of the Growth Plan, the feasibility of a proposed SABE must be assessed from an agricultural perspective. The assessment is intended to minimize the impacts on the Agricultural System and also ensure compliance with MDS formulae associated with certain farm operations.

The following plans and policies were relied upon to inform the Phase 1 assessment.

PROVINCIAL	REGION OF PEEL	OTHER
PPS, 2020	Region Official Plan, 2018	MDS formulae guidelines
Growth Plan, 2019	Peel 2041+ Discussions Papers related to agriculture and climate change	Policy papers to address planning on the urban-rural fringe
Greenbelt Plan, 2017	Peel Food Charter, Peel Poverty Reduction Strategy, 2017	Planning principles that contribute to a healthy rural community and support a viable agricultural system
Agricultural Resources Provincial Guidelines, including Minimum Distance Separation Guidelines	Grown in Peel, Buy Local Guide, From our Farm to You, 2019	

iii. Principles & Conclusions

The report includes Peel 2041+ policy recommendations informed by the Region's *Agriculture and Rural Area Discussion Paper* completed in November 2019. The following summarizes the preliminary Peel 2041+ policy recommendations related to the Agricultural System and Rural System (highlighted terms are defined in the Growth Plan).

AGRICULTURAL SYSTEM POLICIES	RURAL SYSTEM POLICIES
Change language from Agricultural Resources to Agricultural System and incorporate Provincial definition	Make support and enhancement of the Agricultural System an objective
Make support and enhancement for the diversity, health and productivity of the Agricultural System a policy objective	Identify the Agricultural System as consisting of Prime Agricultural Areas , (···) and rural lands designated in the area municipal official plans and the agri-food network as a component of the Rural System
Adopt policies to maintain a continuous and productive agricultural land base consisting of prime agricultural areas and rural lands	Commit to implementing the Agricultural System policies

AGRICULTURAL SYSTEM POLICIES	RURAL SYSTEM POLICIES
Update the Region's Prime Agricultural Area mapping to ensure that it is consistent with provincial policy and mapping	Clarify that agricultural uses and normal farm practices, agriculture-related uses and on-farm diversified uses are permitted uses in rural lands
Add policies specifying where an agricultural impact assessment (AIA) is required and add definition of AIA	
Modify existing policies to support the development and implementation of regional agri-food strategies, food system planning and other approaches to support and enhance the Agricultural System	
Incorporate policy requiring that integrated planning for growth management, including infrastructure planning, will consider opportunities to support and enhance the Agricultural System	

Each agricultural sub-area in the FSA was assessed based on policy related to the maintenance and management of the Regional agricultural resource and the GGH agricultural system as informed by the following principles: Provincial policy, Region structure, land use, soils, fragmentation, constraints, production profile, infrastructure, edge planning, character, and agricultural system.

The conclusions for each sub-area are summarized below. It is important to note that the sub-areas are for analysis purposes only.

AREA	CONCLUSIONS
Area 1	<ul style="list-style-type: none"> Area forms part of a narrow band of land that links the Peel and York agricultural systems. Area is almost entirely bounded by Greenbelt Area and has strong links to the surrounding agricultural community, which can support normal farm practices over the long-term and reflects the rural character of these areas. Property fabric is relatively intact, and the majority of the land is under production.
Area 2	<ul style="list-style-type: none"> Property fabric exhibits fragmentation in areas to the west of the current urban boundary along the east side of Humber Station Road, along Mayfield Road, and on the south side of King Street. Urban designation south of King Street makes it difficult to buffer or provide sufficient separation to allow normal farm practises to occur.

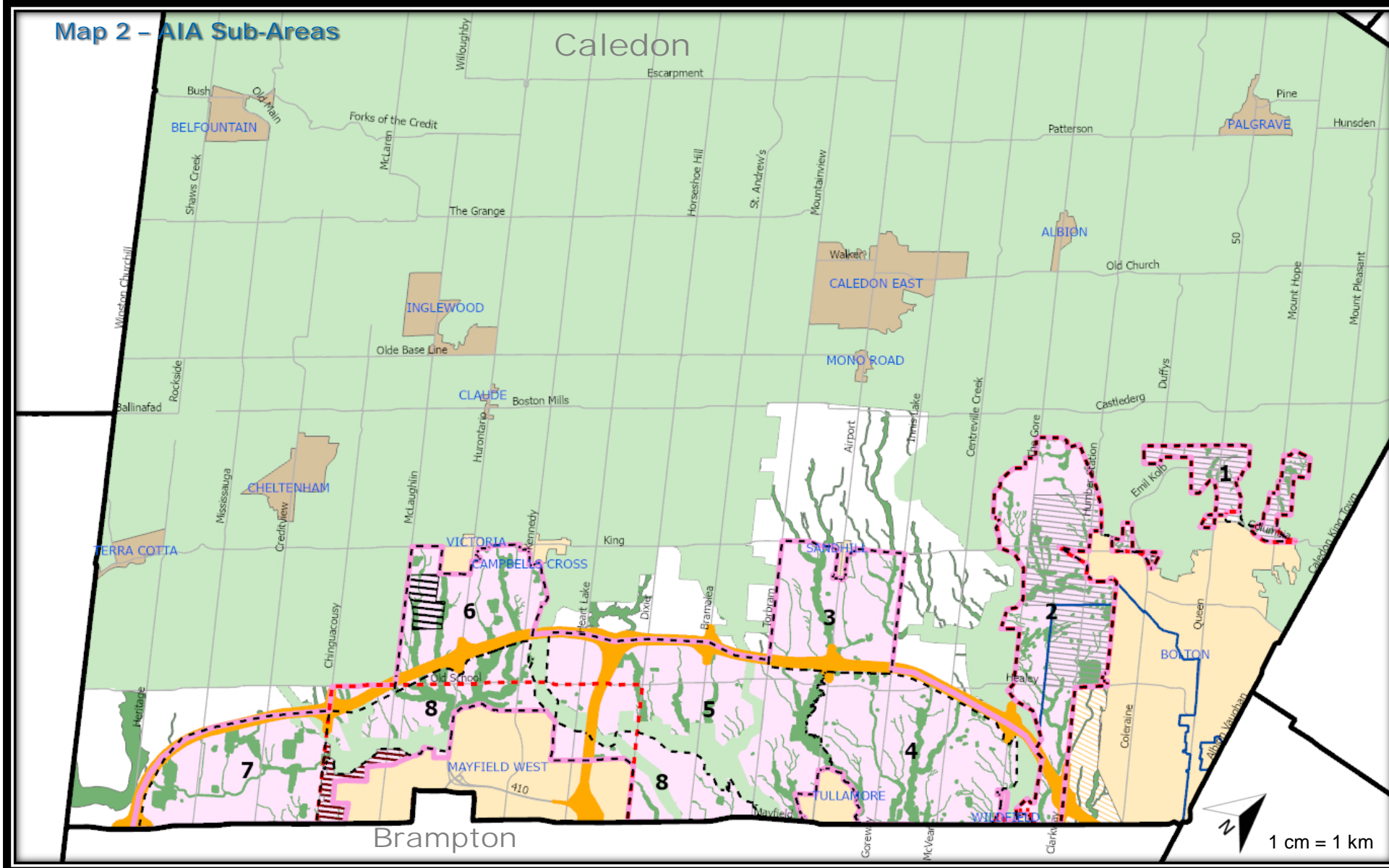
AREA	CONCLUSIONS
	<ul style="list-style-type: none"> ▪ Livestock sector is declining in this area. However, there is active farming occurring in the westerly portion along the Gore Road. ▪ Retaining the northern portion of this area as part of the rural system would strengthen the system. ▪ Agriculture in the area south of King Street, particularly for the properties fronting on Humber Station Road, is impacted by conflicting uses and shows evidence of decline. The agricultural input services remaining in the FSA are located in this area and in Bolton.
Area 3	<ul style="list-style-type: none"> ▪ Isolated from existing urban development. ▪ There are active farming operations in this area. ▪ Depending on the future function of Airport Road, which may be impacted by the proposed GTA West Corridor interchange, this area has the characteristics to sustain viable agriculture.
Area 4	<ul style="list-style-type: none"> ▪ The property fabric in the area between Centreville Road and Airport Road is highly fragmented as is the southern portion along Mayfield Road, the boundary between the Regional Urban and Rural Systems. ▪ The property fabric between Centreville Road and the Gore Road is less fragmented but there is a high incidence of non-farm ownership. ▪ There is an active livestock operation in this area that will be subject to MDS requirements. Land use along Mayfield Road is non-farm as are areas on the south side of Healy Road and along the west side of Airport Road. ▪ Although much of Area 4 is farmed, there is extensive non-farm property ownership, a pattern of fragmentation, and a high incidence of potentially conflicting uses.
Area 5	<ul style="list-style-type: none"> ▪ This area contains a significant cluster of active farm operations including large livestock operations. With the exception of two golf courses, one on the west side of Torbram Road and one at the corner of Bramalea and Old School House Roads, the area is under extensive farm ownership and is actively farmed. ▪ Much of the area has drainage infrastructure and permits have been issued recently for farm-related improvements. ▪ The Brampton Fairgrounds is located on a large parcel of agricultural land at the corner of Heart Lake Road and Old School House Road. The western side between Heart Lake and Dixie Roads, is bisected by the proposed Highway 410 Extension. To the west and south, the area is bounded by “fingers” of Greenbelt. To the east, the boundary with Area 4 is a proposed Natural

AREA	CONCLUSIONS
	<p>Environment High Constraint area. These features could act as a natural buffer protecting the integrity of this well-established agricultural area.</p>
Area 6	<ul style="list-style-type: none"> ▪ This is the only portion of the FSA bounded on three sides by the Greenbelt. ▪ It is potentially buffered from conflicting uses and removed from urban development. However, the area is fragmented with non-agricultural uses. ▪ The predominant land use is agricultural but there are non-farm residential uses scattered throughout the area and there is considerable non-farm ownership. ▪ Existing farm infrastructure is limited and only three properties at the south end (including two that straddle the boundary with Area 8 and may be impacted by the GTA West Corridor) exhibit evidence of being able to house livestock.
	<ul style="list-style-type: none"> ▪ Fragmentation in this area is limited and the agricultural character is well established. ▪ Many farms have improvements and a number of properties meet the criteria for potential MDS analysis. ▪ The area to the south in Brampton, although designated for future urban growth, is still rural.
Area 7	<ul style="list-style-type: none"> ▪ There is a canola research facility on a large parcel of land at the corner of Mississauga and Mayfield Roads. The urban interface with Mayfield West is limited to the area along Chinguacousy Road where fragmentation is apparent and shifts in land use are occurring. There are no properties potentially subject to MDS requirements in that block. ▪ The lands to the north of the proposed GTA West Corridor which forms the boundary of the FSA and this area, is a well-established farming area.
Area 8	<ul style="list-style-type: none"> ▪ Area has extensive interface with the Mayfield West boundary and therefore meets many of the criteria for consideration as a location for boundary expansions. However, although there are a number of parcels identified as being in non-farm ownership, the existing land use, with the exception of a school, a parcel of vacant land and a handful of smaller uses, is agricultural. ▪ Numerous properties identified as being potentially subject to MDS and fragmentation are not as apparent as in other parts of the FSA. ▪ Two areas included in Area 8 are bounded by Natural Heritage System features which would buffer agricultural uses to the north from further conflict should this be identified as an expansion area.

iv. FSA Map

Map 2 shows the boundary of each FSA sub-area for the scoped analysis for the Phase 2 Detailed Agricultural Impact Assessment.

Map 2 – AIA Sub-Areas



FOCUS STUDY AREA (FSA) (2051)

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

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

- (1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development
- (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.

B. TECHNICAL STUDY: TRANSPORTATION INITIAL ASSESSMENT

Purpose: To identify transportation planning principles and network capacity requirements in proximity to the FSA including active transportation and transit infrastructure considerations. The analysis will review existing conditions, planned network expansion, potential growth projections and travel demand forecasts as well as implications and initiatives required to accommodate potential growth.

i. Study Approach

Transportation planning principles were established through a policy review and discussions with Regional staff. The transportation assessment involves two steps consistent with the “filtering” approach being used for the broader SABE Study. This process involves:

- **Step 1: Initial Assessment** – of transportation implications of accommodating forecasted growth based on FSA transportation sub-areas. Qualitative screening examines the relative advantages, disadvantages and development constraints of the alternative location(s) for additional residential and employment lands from a transportation perspective.
- **Step 2: Detailed Evaluation** - of the preliminary conceptual SABE to help configure and refine the area. Using both qualitative and quantitative criteria, this step will also include sensitivity testing to help assess different configurations of the preliminary preferred area from a transportation perspective. Required infrastructure to support development of the SABE will be identified as well.

ii. Policy Context

Section 2.2.8 of the Growth Plan requires that there be sufficient capacity in existing and planning infrastructure, including transit and transportation corridors and facilities, to service new settlement areas. In particular, the policies of the Growth Plan require that transportation infrastructure related to the movement of people and goods are important investments to be considered as part of land use planning process.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	AREA MUNICIPALITIES
PPS, 2020	Let's Move Peel – Long Range Transportation Plan, 2019	Caledon Transportation Master Plan, 2018
Growth Plan, 2019		Caledon Bolton Transportation Master Plan
Metrolinx 2041 Regional Transportation Plan		Caledon Transit Feasibility Study
		Brampton Transportation and Transit Master Plan
		Brampton Active Transportation Plan

iii. Principles & Conclusions

The FSA was divided into eight sub-areas and assessed using principles from the Region's Long Range Transportation Plan framework. These principles included: Transportation, Economic, Natural Environment and Cultural Heritage. Transportation included three sub-categories of sustainable modes of transportation, vehicle traffic, and road network connectivity. The goods flow movement is categorized as an economic transportation principle. The table below presents the preliminary assessment indicating the relative merit of the different expansion options for residential and employment development based on the qualitative assessment.

AREA	SUSTAINABLE MODES ¹	VEHICLE TRAFFIC ¹	ROAD NETWORK CONNECTIVITY ¹	GOODS FLOW MOVEMENT ²
1. North of Bolton	↓	↓	↓	↓
2. Northwest of Bolton	↑	↓	↑	↓
3. West of Bolton	↑	↓	↓	↑
4. Northeast of Tullamore	↓	↑	↓	↑
5. North of Tullamore	↓	↑	↓	↑
6. Northwest of Tullamore/Northeast of Mayfield West	↑	↑	↑	↑
7. North of Mayfield West	↑	↑	↓	↓
8. Northwest of Mayfield West	↑	↑	↑	↓

¹ Residential measures

² Non-residential measure

For the purposes of transportation planning, cultural heritage is defined as the encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations. From a cultural heritage perspective, there are minimal to no cultural heritage sites located within the FSA.

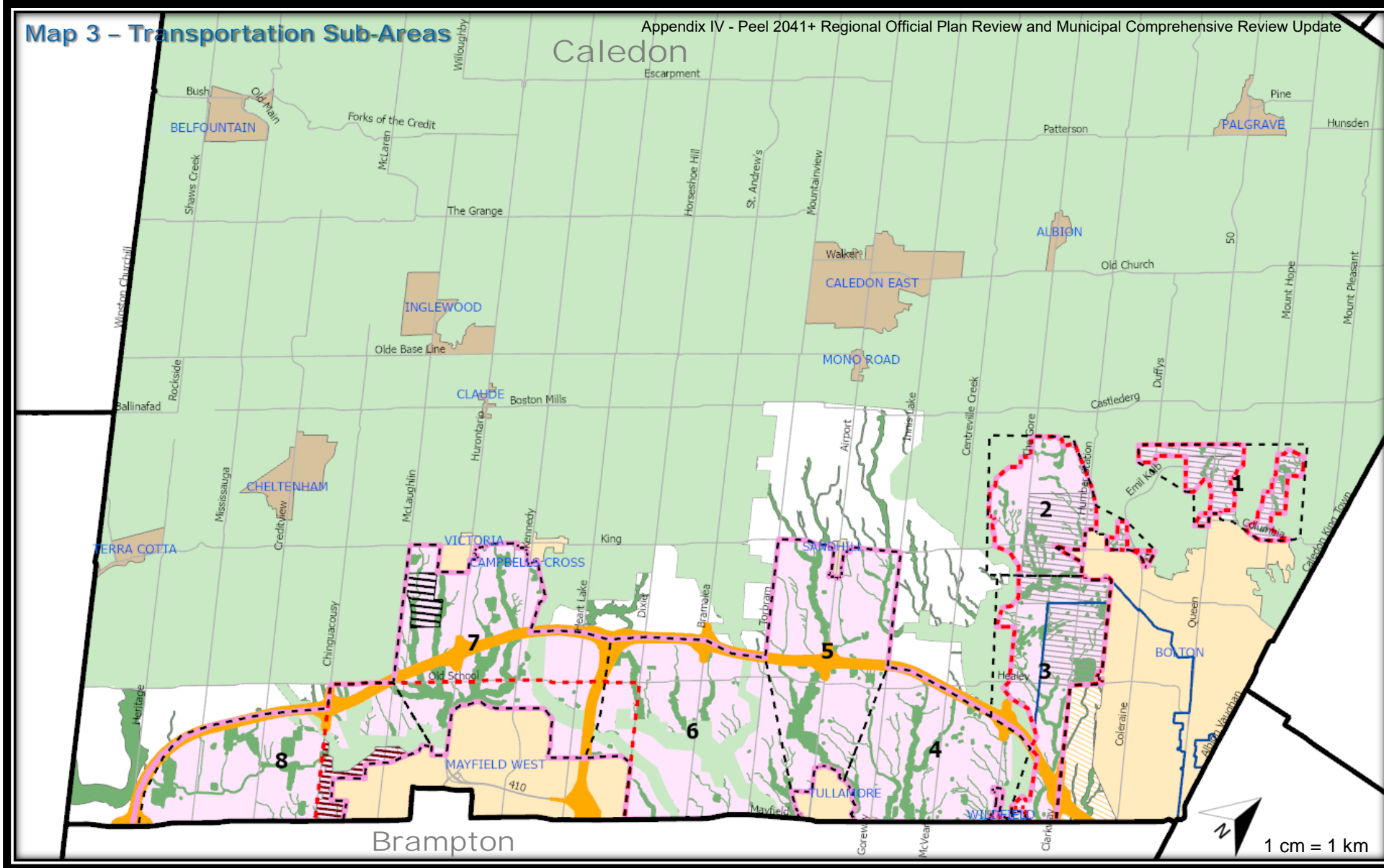
The natural environment was assessed from the perspective of newly identified high constraint areas and the potential negative effects caused by construction initiatives, such as road expansion projects. Sub-areas 3, 4, 7 and 8 had moderate to considerable amounts of high constraint areas. In contrast, sub-areas 1, 2, 5 and 6 had minimal constraints.

iv. FSA Map

Map 3 shows the boundaries of the eight FSA sub-areas for *Transportation Initial Assessment*.

Map 3 - Transportation Sub-Areas

Appendix IV - Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update



FOCUS STUDY AREA (FSA) (2051)

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

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

- (1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development
- (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.

C. TECHNICAL STUDY: PHASE 1 – WATER & WASTEWATER INITIAL ASSESSMENT

Purpose: To provide an overview of the water and wastewater servicing principles that will be used to inform the Water and Wastewater Assessment analysis as part of the work plan for the Region's SABE.

i. Study Approach

There are two phases to the Water and Wastewater technical study:

- **Phase 1: Initial Assessment (completed)** – establish infrastructure planning principles based on relevant master plans used to evaluate the FSA. Includes an assessment of available servicing capacity and high-level infrastructure cost impacts.
- **Phase 2: Detailed Assessment (underway)** – detailed infrastructure assessment associated with SABE.

ii. Policy Context

Section 4.2.1 of the Growth Plan requires that watershed planning be undertaken and water resource systems identified. Moreover, watershed planning or equivalent will inform decisions on allocation of growth.

The SABE analysis is embedded within the land use planning framework applicable to the Region's Peel 2041+ process and is informed by the Water and Wastewater Master Plan and Region's long-term Water and Wastewater Servicing Strategy.

iii. Principles & Conclusions

Servicing principles established based on a review of existing master plans and capital infrastructure policies include:

- Optimize the use of existing infrastructure where possible, with consideration to available and reserve capacity in the water and wastewater system
- Utilize infrastructure where future planned growth is located
- Consider the natural, built and cultural environment and heritage of the community
- Provide reliability, and security in the distribution of drinking water and collection of wastewater

- Provide drinking water at adequate pressure and flow to its customers (pressure zones in the Region are delineated at approximately 30 m intervals).
- Recognize that the service life of infrastructure may be greater than the current planning horizon (oversizing may be considered for some infrastructure).
- Locate services and facilities on public property or on municipally owned easements. Where this is not feasible, property requirements will be considered

The water and wastewater servicing requirements for each area were assessed. The following summarizes the conclusions of each area.

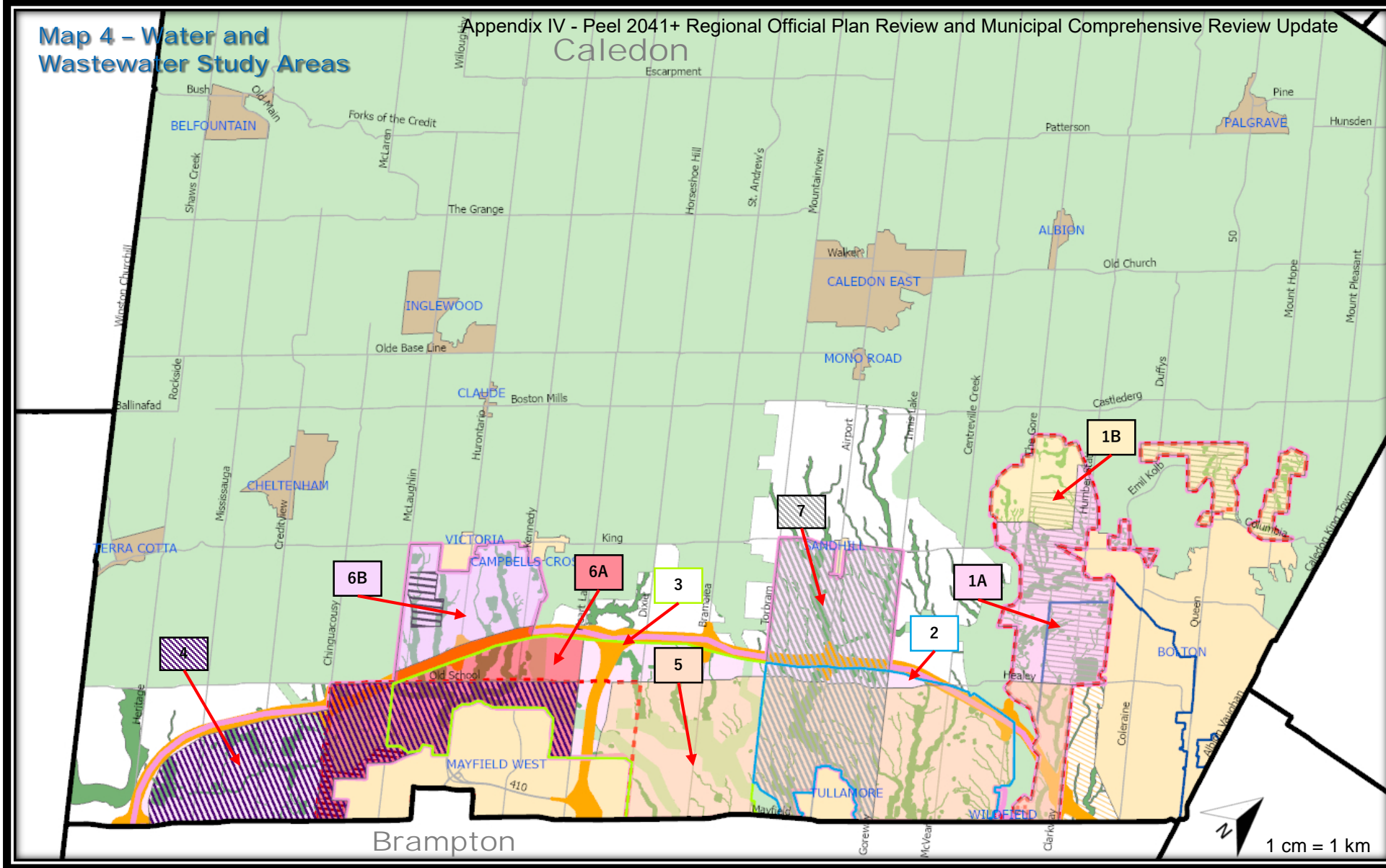
AREA	SUMMARY
1A. Bolton Study Area	Better positioned for future servicing
1B. Bolton Study Area	Less preferred based on complexity and cost of servicing, especially in areas north of Columbia Way
2. Tullamore – East Extension	Better positioned for future servicing
3. Mayfield West – East Extension	Less preferred based on servicing requirements
4. Alloo / Mayfield West – West Extension	Better positioned for future servicing
5. Wildfield	Better positioned for future servicing
6A. Mayfield West Extension to Victoria/Campbells Cross	Better positioned for future servicing (for lands south of the planned GTA West Corridor)
6B. Mayfield West Extension to Victoria/Campbells Cross	Less preferred based on servicing requirements
7. Tullamore Extension to Sandhill	Less preferred based on servicing requirements

iv. FSA Map

Map 4 shows the boundaries of the eight FSA sub-areas for the Phase 1- Water & Wastewater Assessment.

Map 4 - Water and Wastewater Study Areas

Appendix IV - Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update



FOCUS STUDY AREA (FSA) (2051)

- FSA
- Study Areas (ROP Policy 5.4.3.2.7)
- GTA West Corridor (Technically Preferred Route)
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- Bolton Residential Expansion Area (Other Areas Studied)
- Mayfield West (Phase 2 Stage 2 proposed by ROPA 34)
- Provincially Significant Employment Zone
- Brampton Caledon Airport
- # Water & Wastewater Assessment Study Areas

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

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D. TECHNICAL STUDY: EMPLOYMENT AND COMMERCIAL RETAIL OPPORTUNITIES

Purpose: To provide real estate market insights to guide future land use planning in accommodating anticipated population and employment growth across the FSA to the 2051 time horizon.

i. Study Approach

The study includes two distinct components:

- **Part 1: Employment Forecast Allocations by Type** – assessment of employment growth by type (e.g., employment land employment, rural employment, population-related employment, and major office employment); a review of land need by type; and assessment of six sub-areas within the FSA.
- **Part 2: Retail-Commercial Land Needs Analysis** – assessment of retail characteristics of five sub-areas within the FSA; inventory analysis of existing retail-commercial space; and retail space per capita demand assumptions and associated projection.

i. Policy Context

The analysis is embedded within the land use planning framework applicable to the Region's Peel 2041+ process. The analysis will be used to inform policies related to employment related land use planning requirements described in section 2.2.5 of the Growth Plan. The report is predicated on employment sector trends within the Greater Toronto Area (GTA) and Region of Peel.

ii. Principles & Conclusions

The FSA was divided into sub-areas based on locational characteristics in order to complete the Part 1 and 2 assessments. The significance of each area, including strengths and weaknesses, are summarized below.

AREA	PART 1: EMPLOYMENT FORECAST	PART 2: RETAIL-COMMERCIAL NEEDS
Area 1: Part of Bolton's Provincially Significant Employment Zone (PSEZ)	<ul style="list-style-type: none"> ▪ The entirety of the FSA, including the PSEZ, was assessed equally to determine the most appropriate location for employment. ▪ This area is preferred for employment due to the presence of existing and well-established 	<ul style="list-style-type: none"> ▪ Bolton is home to a considerable retail-commercial inventory (nearly 1.7 million square feet) and will draw from large secondary trade area in Caledon.

AREA	PART 1: EMPLOYMENT FORECAST	PART 2: RETAIL-COMMERCIAL NEEDS
	<p>employment uses as well as its location in relation to the GTA West Corridor.</p> <ul style="list-style-type: none"> Areas outside of Area 1 are not optimal due to separation of existing employment uses and comparably long distance from the GTA West Corridor. 	<ul style="list-style-type: none"> Scale of residential growth will dictate quantum of retail space demand.
Area 2: Tullamore	<ul style="list-style-type: none"> Established industrial uses in Tullamore suggests additional employment land demand could emerge in the near to medium term. Completion of the GTA West Corridor and interchange at Airport Road, might be a significant catalyst for future employment demand. 	<ul style="list-style-type: none"> Future development in this area should extend north from Mayfield Road, in recognition of planned, designated retail-commercial uses identified in the Countryside Villages and Vales of Castlemore North Secondary Plans. The area has an existing SmartCentres shopping centre (280,000 sf) located at Mayfield Road and Bramalea Road and planned 190,000 sf shopping centre on the northeast corner of Airport Road and Mayfield Road.
Area 3: Sandhill	<ul style="list-style-type: none"> Although desirable from a “blank slate” planning perspective, the location is distant from established employment areas, as well as the labour pool needed to fulfil jobs. Opportunity for long-term employment land once better suitable lands are absorbed. 	<ul style="list-style-type: none"> Not considered to be well located for retail-commercial uses. If retail is accommodated, sites should have frontage on Airport Road, in order to take advantage of commuter traffic, in addition to servicing the local population.
Area 4: Mayfield West	<ul style="list-style-type: none"> Strong potential for near and long-term employment uses due to existing connection with Highway 410 and eventual GTA West Corridor. 	<ul style="list-style-type: none"> Planned population in Mayfield West will generate demand for new retail-commercial uses and potentially draw from other settlement areas in Caledon as well as north Brampton. East-west portion of the GTA West Corridor that intersects with Highway 410 has excellent visibility and accessibility and is a good location for major retail-commercial development.

AREA	PART 1: EMPLOYMENT FORECAST	PART 2: RETAIL-COMMERCIAL NEEDS
		<ul style="list-style-type: none"> A major 1.2 million sf retail-commercial space including an enclosed mall and movie theatres (plus office, apartment, and hotel uses) is proposed in northwest Brampton and should be considered when siting future retail.
Area 5: Brampton Caledon Airport Area	<ul style="list-style-type: none"> More peripheral location for employment in FSA and therefore better suited for long-term employment. Relatively flat topography suitable for land-extensive uses. Brampton Caledon airport may attract related employment uses. 	<ul style="list-style-type: none"> N/A See Area 6
Area 6: Southwest Caledon <i>*Referred to as Area 5: Southwest Caledon retail- commercial needs</i>	<ul style="list-style-type: none"> Future employment opportunities will be assessed once planning of Mount Pleasant West and Huttonville North Secondary Plan Areas in northwest Brampton is complete. Therefore, unlikely to accommodate employment in the immediate-term. 	<ul style="list-style-type: none"> Limited retail-commercial opportunities due to absence of population growth to the north and west. If future population is allocated to this area, it is likely to necessitate small-scale shopping centre development.

The assessment of the FSA sub-areas were used to develop employment and retail-commercial needs principles to be considered in selecting the SABE. These include:

PART 1: EMPLOYMENT ALLOCATIONS	PART 2: RETAIL-COMMERCIAL NEEDS
Good access to labour	Adjacency and/or proximity to existing Settlement Areas
Proximity to other established employment areas	Population growth within nearby Settlement Areas/rural lands which supports primary and/or secondary trade area potential
Complement planned employment uses nearby	Proximity to other established or planned retail-commercial nodes or developments
Direct and/or proximate access to a GTA West Corridor interchange	Access and visibility to a GTA West Corridor interchange
Proximity to transportation infrastructure such as 400-series highways, intermodal facilities, and Pearson International Airport	Opportunities to access public transit

PART 1: EMPLOYMENT ALLOCATIONS	PART 2: RETAIL-COMMERCIAL NEEDS
Visibility to the GTA West Corridor and on arterial roads	Complement planned employment uses nearby in Caledon, and/or to the south in Brampton
Opportunities to access public transit	Avoid physical features that could limit the scope of the trade area, such as Greenbelt lands, or environmental areas
Opportunities for significant contiguous blocks of land for employment uses	
Accommodate land-extensive users	
Existing land uses that can be leveraged for a spin-off economic effect	
Avoid physical features that could preclude or inhibit development	
Land use conflicts can be managed/avoided	

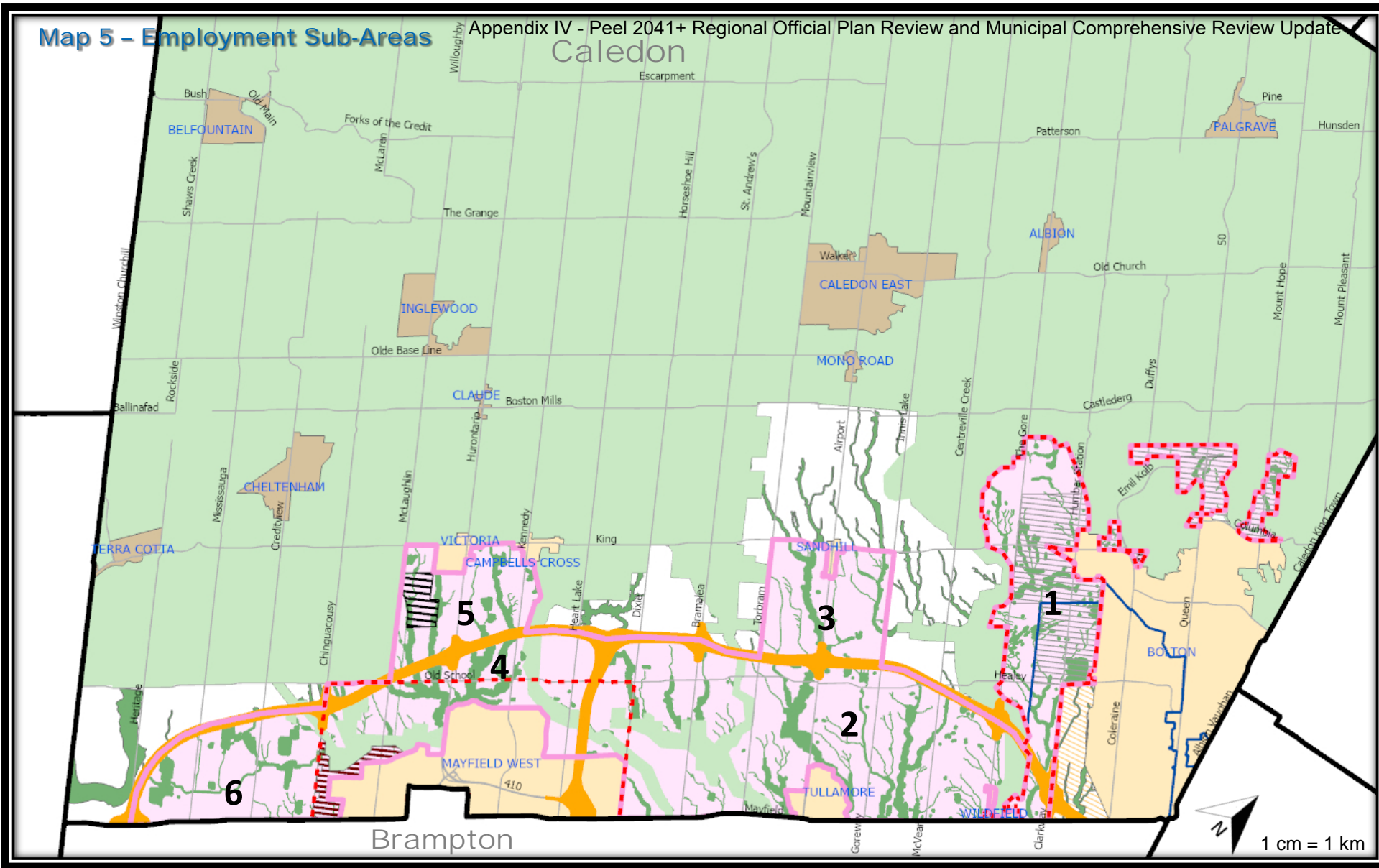
iii. **FSA Maps**

Maps 5 and 6 below show the boundaries of each sub-area for the Employment Allocation analysis and Retail-Commercial Needs assessment respectively.

Map 5 - Employment Sub-Areas

Appendix IV - Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update

Caledon



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For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

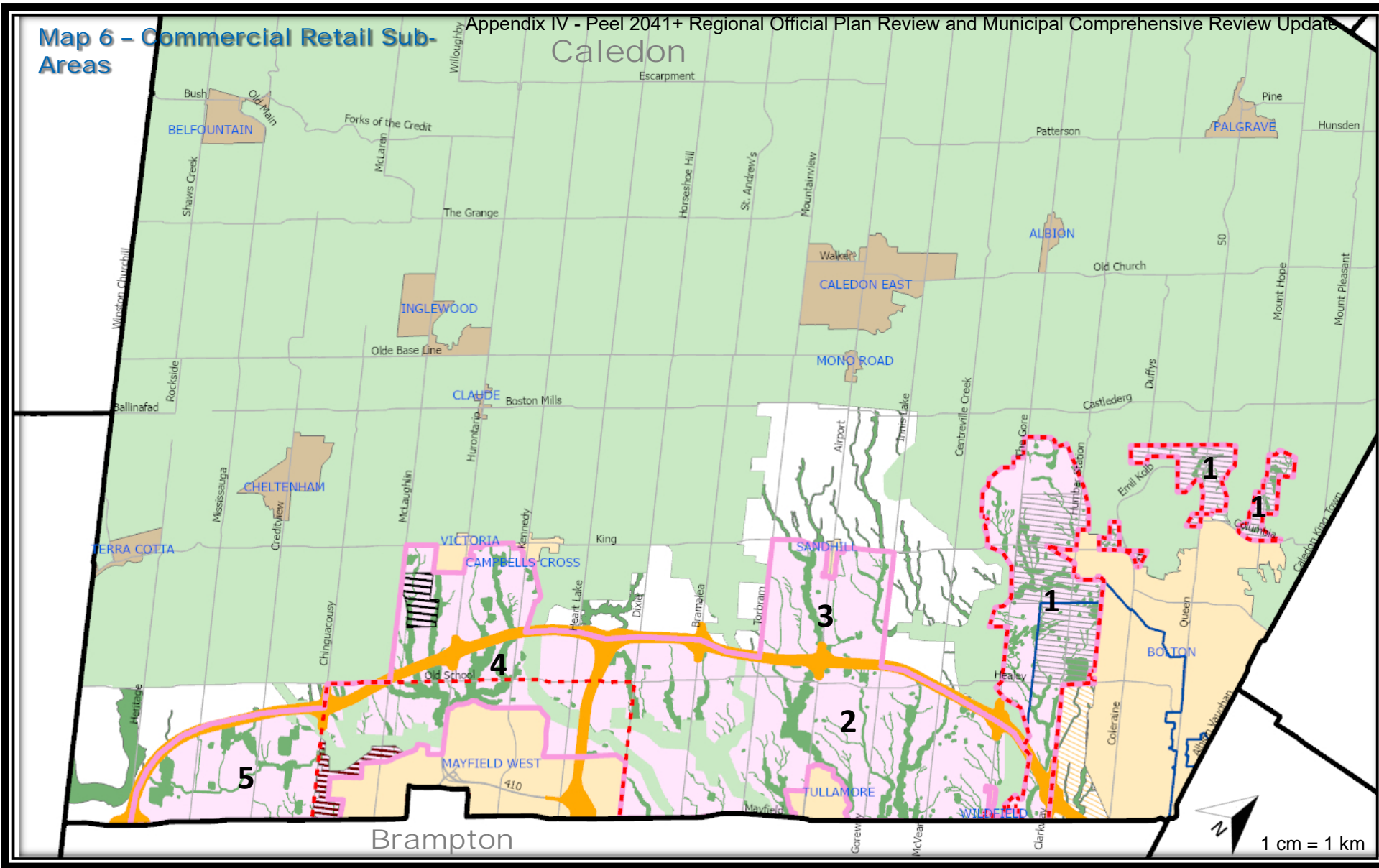
Note:

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Map 6 - Commercial Retail Sub-Areas

Appendix IV - Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update

Caledon



FOCUS STUDY AREA (FSA) (2051)

- FSA
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E. TECHNICAL STUDY: OPPORTUNITIES FOR CLIMATE CHANGE MITIGATION, ENERGY & EMISSIONS REDUCTIONS

Purpose: To develop a planning policy framework that supports energy planning in the Region, including the SABE area. The main goal is to minimize new greenhouse gas (GHG) emissions in order to mitigate climate change over the long-term in both the SABE Area and the Region. Policy recommendations to achieve low-carbon emissions in the SABE, which may ultimately transition to net-zero are also identified.

This study is one of many initiatives being co-ordinated under the Region's Climate Change policy review. There is therefore considerable overlap with work being prepared under other Peel 2041+ focus areas. There is also considerable overlap with the other SABE technical studies, to the extent that:

- Water resources and natural heritage protection are key features of the Scoped SWS.
- Agricultural policies and analysis address food security and agricultural system impacts.
- Sustainable transportation modes and the impact of transportation networks on the natural environment are addressed through the Transportation analysis.
- Community health, including how community areas can best be made compatible with the natural environment, are dealt with under the Community Health Assessment.

i. Study Approach

The study was informed by a systemic review of land use planning policies, including Regional and local official plans as well as supportive master plans and strategies. Lessons learned from a case study review of low-carbon and net-zero emissions communities were used to develop general implementation policies for the SABE to be considered by the Town of Caledon when preparing a Secondary Plan for the new area. As well, the analysis identified principles to apply in determining the ultimate configuration of the SABE.

i. Policy Context

Section 2 of the *Planning Act* states that the mitigation of GHG emissions and adaptation to a changing climate is a matter of Provincial interest, thus requiring municipalities to have regard to such matters when carrying out land use planning responsibilities. Of particular relevance to the analysis, section 4.2.10 of the Growth Plan requires municipal land use policies to facilitate GHG emission reductions and climate change mitigation. The Plan

encourages municipalities to design communities and infrastructure to be resilient to the impacts of climate change.

The following provincial legislation, plans, and policies, as well as land use plans and master plans prepared by the Region and Town of Caledon, were referenced in the technical analysis.⁵

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
<i>Planning Act, 1990</i>	Region of Peel Consolidated Official Plan, 2018	Town of Caledon Consolidated Official Plan, 2018	Community Emissions Reduction Planning: A Guide for Municipalities, 2018
PPS, 2020	Climate Change Discussion Paper, 2018	Caledon Community Climate Action Plan, 2011	Mapping Opportunities for Renewable Energy: A Guidebook, 2019
Growth Plan, 2019	Peel Climate Change Master Plan 2020–2030	Residential Energy Use Mapping and Forecasting Study, 2016	GPC Protocol: Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories
Greenbelt Plan, 2019	2011/2012 Peel Community Climate Change Strategy	Corporate GHG Framework 2019–2024	
Green Energy Act, 2009 and Green Energy Repeal Act, 2019	Region of Peel Long Range Transportation Plan	Renewable Energy Potential Study (underway)	
Made-in-Ontario Environment Plan, 2018			

⁵ In early December 2019, draft Peel 2041+ policies for Environmental, Agricultural and Rural Systems were made publically available. The Region has initiated informal public consultation of these policies, which includes consultation with local municipalities. Policies brought forward as part of Peel 2041+ will be informed by the Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study.

ii. Principles & Conclusions

The analysis identified SABE selection principles as well as a draft policy framework intended to be applied by the Town as part of a Secondary Plan. A summary of these principles is provided below.

In determining the location and configuration of the SABE, the following principles should be considered:

- **Contiguous expansion of existing settlement areas.**
- **Strong connections** with existing settlement areas.
- Proximity to existing or planned **transit and active transportation infrastructure.**
- **Avoidance of natural areas** that sequester carbon.
- **Ensure access or connection** with planned energy infrastructure and/or potential energy sources.

The following summarizes the recommended options for the Town of Caledon in developing future energy and GHG emissions policies as part of subsequent stages of the planning process (e.g., Secondary Plan) including technical studies that may be required in advance of development.

Secondary Plan Policies

- Future-proof the policy framework to anticipate a net-zero community with the expectation that the transition will take place over the life of the plan.
- Set targets for future energy demand in the SABE to be met by renewable energy and set phased targets for emissions will take place over the life of the plan.
- Ensure a complete streets approach to road (re)design, construction, and maintenance that takes seriously the experience of transit-users, pedestrians and cyclists as daily users and commuters on those roads.
- Identify potential areas for district energy throughout the SABE.
- Add policies with respect to future-proofing by being prepared for shift to electric vehicles and ensuring the built environment is ready with vehicle charging.
- Include policies for community and building design to reduce the resource consumption, energy use, and carbon footprint of the built environment, including the use of zoning permissions.
- Recognize the role of the natural environment in air quality.
- Include energy and emissions in development review and require applications for development in the SABE to include an energy study.

Town-wide Official Plan Policies

Results of the analysis of energy and emissions reduction in the planning framework may apply to the Town of Caledon generally, beyond the secondary planning process.

- Develop a Green Standard for all new development.
- Establish a definition of a net-zero community.
- Investigate the use of development charges and other finance tools, for example through a Community Improvement Plan, to support policy goals.
- Provide direction through the development and regular update of a Community Energy and Emissions Reduction Plan,
- Continue and enhance partnerships with senior, regional and local governments, public agencies, community organizations, businesses and individuals for the efficient and effective coordination of energy and emissions reduction plans, policies and initiatives.
- Provide direction through the development and regular update of an Energy and Emissions Reduction Plan.

F. TECHNICAL STUDY: STAGE 1 ARCHEOLOGICAL ASSESSMENT

Purpose: To determine the archeological potential of properties in the FSA. This entails a review of previously registered and reviewed archaeological sites and the original environmental setting of properties, along with historical settlement trends.

i. Study Approach

The assessment was prepared in accordance with the requirements of the *Ontario Heritage Act, 1990*. The historical context of the FSA was reviewed and registered archaeological sites were examined along with previous archeological assessments. This leads to the identification of sites with Indigenous, Euro-Canadian, and composite archeological potential within the FSA.

Once finalized, the report will be submitted to the Minister of Heritage, Sport, Tourism and Culture Industries for approval. If the Minister is satisfied that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage, a letter of compliance will be issued. In accordance with statutory requirements, Indigenous Community representatives have been notified of the study and have provided comment.

i. Policy Context

Section 2 of the *Planning Act*, municipalities have regard to the conservation of features of archeological significance when carrying out land use planning responsibilities. Growth Plan policy 4.2.7 encourages municipalities to prepare archaeological management plans and consider them in decision-making.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	TOWN OF CALEDON	OTHER
<i>Planning Act, 1990</i>	Draft Archaeological Potential Model	Previous archeological assessments completed within the FSA
<i>Ontario Heritage Act, 1990</i>		Archeological Assessment Standards and Guidelines for Consultant Archaeologists
<i>Funeral, Burial and Cremation Services Act, 2002</i>		

ii. Principles & Conclusions

The study concluded that approximately 78%, or 6,503 ha, of the FSA exhibits potential for the presence of Indigenous and/or Euro-Canadian archaeological resources. If located in the SABE and slated for development, these areas will require more in-depth archeological assessments (Stage 2, 3 or 4). Some sites will require an assessment of potential burial sites associated with churches located within the FSA.⁶

The need to undertake additional archeological assessments does not preclude development; rather, it requires negative impacts to archeological resources be mitigated prior to development occurring. In rare cases mitigation measures may be so substantial that a developer will choose not to develop all or a portion the site. The archeological potential of sites in the FSA will be further reviewed as part of the Town of Caledon's Archaeological Management Plan, which is currently underway and will inform Town Official Plan policies.

⁶ The Dixon's Union Cemetery, Mayfield United Church Cemetery, and Salem United Church Cemetery.

G. TECHNICAL STUDY: CULTURAL HERITAGE ASSESSMENT

Purpose: To describe the existing condition of the FSA by establishing an inventory of known and potential cultural heritage resources. Provide guidance on the implications for existing and potential cultural heritage resources in relation to the potential SABE location and scale.

ii. Study Approach

The identification of cultural heritage resources within the FSA were informed by a desktop field review using historical mapping of early settlement patterns, Google Streetview, and Google satellite imagery.

i. Policy Context

In accordance with section 2 of the *Planning Act*, municipalities must have regard to the conservation of cultural features when carrying out land use planning matters. Growth Plan policy 4.2.7 requires that cultural heritage resources be conserved and encourages municipalities to prepare cultural plans and consider them in decision-making.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON
<i>Planning Act, 1990</i>	Region's Official Plan, 2018	Caledon Official Plan, 2018
PPS, 2020		Heritage Register
<i>Ontario Heritage Act, 1990</i>		

ii. Principles & Conclusions

The analysis identified 139 confirmed or potential cultural heritage resources located within the FSA, including:

- four properties designated under Part IV of the *Ontario Heritage Act*;
- 23 properties listed on the Town of Caledon's Heritage Register;
- 111 properties identified as potential cultural heritage resources as part of the desktop review; and
- one cultural heritage landscape previously identified by the Town of Caledon.

The assessment concluded there is no preferred location for the SABE from a cultural heritage perspective as cultural heritage resources are distributed evenly throughout the FSA. The identified inventory of cultural heritage resources have good potential for conservation and integration with future land uses associated with the SABE. As such, the cultural heritage value should be determined and appropriately protected during subsequent planning studies and development applications.

H. TECHNICAL STUDY: MINERAL AGGREGATE RESOURCE IMPACT

Purpose: To map High Potential Mineral Aggregate Resource Areas (HPMARA) in order to inform the process of identifying areas for accommodating projected growth. If preferred expansion areas overlap with, or are near, an identified or potential HPMARA or associated buffer area, the second phase of the work will be to conduct a Mineral Resource Impact Study to address Provincial policy requirements regarding mineral aggregate resources.

iii. Study Approach

Aggregate extraction is managed by the Ministry of Natural Resources and Forestry (MNRF) and regulated under the *Aggregate Resources Act* for lands designated under the Act, which includes Peel Region. There are four classifications used for mapping aggregate resources in Ontario: primary, secondary and tertiary sand and gravel deposits and selected bedrock deposits. The Region of Peel defines HPMARA in its Official Plan as “primary and secondary sand and gravel resource areas and bedrock resources”. Tertiary deposits are not included as HPMARA’s. Those HPMARA’s not impacted by a primary constraint are mapped on Schedule C of the Region’s Official Plan.

The analysis also relied upon the Ontario Geological Survey (OGS) Aggregate Resources Inventory Papers (ARIP), which provide detailed analysis of the physiography of designated aggregate resource areas in Ontario, including the Region of Peel.

i. Policy Context

In accordance with section 2.2.8 of the Growth Plan, settlement boundary expansions must apply policies related to sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS, 2020.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
PPS, 2020	Region’s Official Plan, 2018	Caledon Official Plan, 2018	Ontario Geologic Survey Aggregate Resources Inventory Papers
<i>Aggregate Resources Act</i>			

ii. Principles & Conclusions

The analysis concluded there are no HPMARA’s located in the FSA. This is confirmed by the OGS mapping of Peel, refined mapping in the Region’s Official Plan, and further refined mapping in the Town of Caledon’s Official Plan.

However, the analysis did identify the location of a HPMARA adjacent to and extending slightly into the FSA in northwest Bolton, shown on the OGS mapping as a secondary resource area and on Schedule C of the Region's Official Plan. In order to prevent aggregate extraction from being precluded or hindered within the HPMARA setbacks associated with protecting the areas of influence around the resource could extend into the FSA and the potential SABE. Typically, the area of influence established for pits is roughly 300 metres; for quarries it is 500 metres. However, these setbacks are to be treated as guidelines as the actual dimensions will be confirmed as part of the required application process associated with aggregate extraction.

Although OSG mapping is a good indication of aggregate resource areas, it is not definitive. It is recommended that discussions with MNRF and consultations with potential stakeholders be undertaken to confirm and refine mapping that identifies the full extent of potentially unconstrained, viable resource areas as the SABE process proceeds. Once the resource area boundaries are confirmed, the area of influence surrounding the HPMARA should be avoided when identifying the location and configuration of the SABE.

I. TECHNICAL STUDY: HEALTH ASSESSMENT

Purpose: To help identify a recommended SABE by providing a quantitative and qualitative evaluation to determine the health benefits and effects of the potential built environment.

iv. Study Approach

The study was informed by a detailed policy review of Regional and local municipal plans and policies as well as public health best practices. Policy research was used to establish healthy development themes of density, land use, service proximity, mobility and connectivity, natural environment and sustainability and food systems supported by unique health criteria. The FSA was assessed from quantitative (i.e. measure of health conditions) and qualitative (i.e. quality and future development potential) perspectives.

i. Policy Context

The policies of the Growth Plan directs municipalities towards the achievement of compact built forms, transit-supportive densities and walkable street configurations which support health objectives. In particular, section 2.2.1 of the Plan supports improving overall quality of life, including improved human health for people of all ages, abilities, and incomes.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	AREA MUNICIPALITIES	OTHER
<ul style="list-style-type: none"> PPS, 2020 Growth Plan, 2019 	<ul style="list-style-type: none"> Region Official Plan, 1996 Region Official Plan Amendment 27, 2017 Peel Public Health 2020-2029 Strategic Priorities for the Future, 2019 Region of Peel Healthy Development Assessment 	<ul style="list-style-type: none"> Caledon Official Plan, 2018 Brampton Official Plan, 2015 Mississauga Official Plan, 2019 	<ul style="list-style-type: none"> Community Well-Being: A Framework for the Design Professions, 2018 Healthy Communities Practice Guide, 2012 Healthy Rural Communities Toolkit: A Guide for Rural Municipalities, 2015 Planning By Design: A Healthy Communities Handbook, 2009 Healthy Built Environment (HBE) Linkages Toolkit, 2018

ii. Principles & Conclusions

Under each theme, the report identified principles to be considered in selecting the location and configuration of the SABE. These principles are summarized below:

HEALTH THEME	SABE SELECTION PRINCIPLES
Density	<ul style="list-style-type: none"> Existing and planned densities that support compact built-form Areas within 800 metre of existing areas with density level equal or greater than 25 people and jobs per hectare
Land Use	<ul style="list-style-type: none"> Areas not within 300 metres of lands occupied by existing, planned and/or designated industrial uses or the Brampton Caledon Airport
Service Proximity	<ul style="list-style-type: none"> Areas within 800 metres of existing retail establishments (e.g., pharmacies, doctors offices, convenience stores, etc.), schools, library and recreation centres, parks and child care centres Proximity to planned community services and facilities and consideration for any barriers
Contiguous Expansion	<ul style="list-style-type: none"> Logical contiguous expansion of the existing built-up area Areas within 800 metres of existing and/or planned settlement areas and adopted and/or proposed future residential expansion areas
Mobility and Connectivity	<ul style="list-style-type: none"> Areas within 800 metres of transit and active transportation networks, including bus stops, bus routes, hiking trails, multi-use paths, signed bicycle routes and separated bicycle lanes, potential Major Transit Station Areas, and major points of entry
Natural Environment and Sustainability	<ul style="list-style-type: none"> Direct growth away from significant or high constraint natural heritage features and ensure linkages between these features is protected
Food Systems	<ul style="list-style-type: none"> Areas within 800 metres of existing grocery stores, farmers' markets, local food shops, community gardens, and community food services/programs. Ensure preservation and/or protection of existing productive agricultural lands Opportunities for access to fresh local food sources, connect to existing community gardens, urban agriculture projects, farmers' markets and grocery stores

iii. FSA Map

Map 7 illustrates the results of the health assessment.

Map 7 – Community Health Assessment Results



J. TECHNICAL STUDY: PUBLIC FACILITIES

Purpose: To identify community facility infrastructure needs at a Regional scale related to future development including recreation, library, emergency services, and school-related needs. The report is intended to fulfill the Growth Plan requirement that there be sufficient capacity in planned public service facilities to accommodate anticipated growth when establishing future settlement areas.

v. Study Approach

Services to be reviewed as part of the public facilities assessment were identified based on discussions with Regional staff. The services examined included library and recreation services, emergency services (fire and paramedics), and public and Catholic schools. Police services was excluded from the analysis as Caledon is serviced through a contract with the Ontario Provincial Police (OPP).

The methodology to undertake the public facilities assessment involved:

- A review of Provincial legislation, relevant master plans and supporting documents;
- Creating a detailed inventory of existing public facilities within Caledon and the FSA;
- Establishing current and planned service level standards; and
- Identifying growth-related public facility needs.

vi. Policy Context

Section 2.2.8 of the Growth Plan requires that there be sufficient capacity in existing and planned public service facilities when establishing new settlement areas. Public facilities are defined as lands, buildings or structures for the provision of programs and services provided or subsidized by a government or other body, and includes recreation, police and fire protection, health and educational programs, and cultural services.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
PPS, 2020	Evaluation and Recommendations for Capital Planning and Development of the Peel Regional Paramedic Service, 2006	Parks & Recreation Masterplan, 2004 and 2010 Parks & Recreation Visioning Plan, 2015	Caledon Public Library Strategic Plan, 2018 Library Service/Facility Review and Master Plan

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
Growth Plan, 2019	Peel Regional Paramedic Services 10 Year Facility Capital Plan, 2008-2017 (updated in 2013)	Facility Needs Assessment Study, 2017	Peel Region School Board and Peel Catholic District School Board accommodation strategies (various)

Fire Master Plan, 2018

vii. Principles & Conclusions

The report concluded that generally there is limited capacity in existing infrastructure to service the needs of future population and employment growth associated with the SABE. As such, the SABE will place increased demand on public service facilities in the future.

In selecting the location of the SABE, the following principles should be considered:

SERVICE	SABE SELECTION PRINCIPLES
Library and Recreation Services	<ul style="list-style-type: none"> ▪ Avoid overlapping of catchment areas associated with similar facilities ▪ Leverage existing and planned facilities in existing settlement areas
Emergency Services (Fire and Paramedics)	<ul style="list-style-type: none"> ▪ Ensure good access to the existing/planned road network ▪ If possible, ensure SABE is serviced by existing or planned emergency service facilities
School Boards	<ul style="list-style-type: none"> ▪ Consider how SABE will impact the capacity of existing schools and their ability to accommodate growth ▪ Ensure sufficient land to accommodate future elementary and secondary school sites ▪ Locate SABE near future planned elementary and secondary schools with available capacity

K. TECHNICAL STUDY: FISCAL IMPACT

Purpose: To analyze Regional costs associated with new infrastructure and anticipated revenues arising from new development associated with the SABE (e.g. assessment growth). Analysis will be used to identify the financial resource needs in order to support sound infrastructure planning objectives identified in the FSA and the eventual determination of the SABE.

viii. Study Approach

The fiscal impact analysis has been initiated, but is not yet completed. The approach to the fiscal impact assessment will include an assessment of how the size and location of development influences capital costs and revenues, particularly as it relates to water and wastewater liner infrastructure and arterial roads, which are more sensitive to the location of development.

As supported by the transportation and water/wastewater assessment, consideration will be given to existing infrastructure and the available capacity of such infrastructure to meet future servicing needs arising from new development. The rationale is that available capacity should be used first to ensure efficient use of resources. Once a recommended SABE is selected, the fiscal impact analysis will be undertaken and used to determine whether the anticipated infrastructure needs and development is financially sustainable.

The analysis will also consider the initial round of capital infrastructure, operating costs and potential revenue sources related to future development in the preferred SABE. It is important to note that the analysis is high-level and represents an order of magnitude impact.

To the extent that the amount, type, and location of residential development can be influenced by Regional planning policy, and has a significant bearing on infrastructure costs, it is proposed that the Fiscal Impact Analysis test:

- residential intensification rates of 50% and 55% across the Region;
- housing densities within the SABE of 55, 65, and 75 persons and jobs per hectare;
and
- residential property assessment differences across the SABE area.

i. Policy Context

Section 2.2.8 of the Growth Plan states that identified infrastructure and public service facilitates needed to service growth should be financially viable over the full life cycle of these assets.

The following plans and policies will be relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON
PPS 2020		
<i>Development Charges Act, 1997</i>	2020 Development Charges Background Study	2019 Development Charges Background Study
<i>Municipal Act, 2001</i>		

ii. Preliminary Principles & Conclusions

As the analysis is currently underway, no preliminary conclusions are presented. However, the following municipal finance principles will be applied to the analysis and considered in selection the preliminary SABE configuration.

- To the extent permitted under the legislative requirements of the *Development Charges Act*, growth should pay for growth, meaning that capital costs associated with new infrastructure should be included in the Region and Caledon's development charge calculations.
- Growth should be located in areas with available servicing capacity in existing infrastructure to reduce capital infrastructure costs.
- Operating and maintenance costs associated with new infrastructure should be considered and appropriately accounted for in the Region and Caledon's asset management plans.
- The location of residential and non-residential development should be considered in relation to assessment growth potential.

3. CONCEPTUAL SABE

Based on the results of the technical studies, a concept map of the areas most suitable for the SABE within the FSA has been developed (see Map 8). The map is draft and conceptual—at this stage of the SABE process it does not represent the final boundaries of the preferred SABE to be brought forward for Council consideration and approval.

The map differentiates future Community Lands—those required for residential development (housing) as well as associated local roads, infrastructure, utilities, institutions, retail, parks, and open space—from Employment Lands that are to be set aside for the exclusive use of employment activities.

The settlement areas of Bolton and Mayfield West present the most appropriate foundation for long-term growth of Community Lands in the FSA. Nowhere else in the FSA are the “complete community” concepts promoted by the Growth Plan—where the built form of communities is compact and transit and the necessities of daily living are readily available to residents—more likely to be achieved.

The distribution of growth is broadly aligned with the Town of Caledon’s recent visioning exercise for build out of the Rural System south of the Greenbelt Area (the Caledon “Whitebelt”).⁷

A. LAND FOR SABE INCLUDES ~3,100 HA FOR COMMUNITY & ~1,200 HA FOR EMPLOYMENT

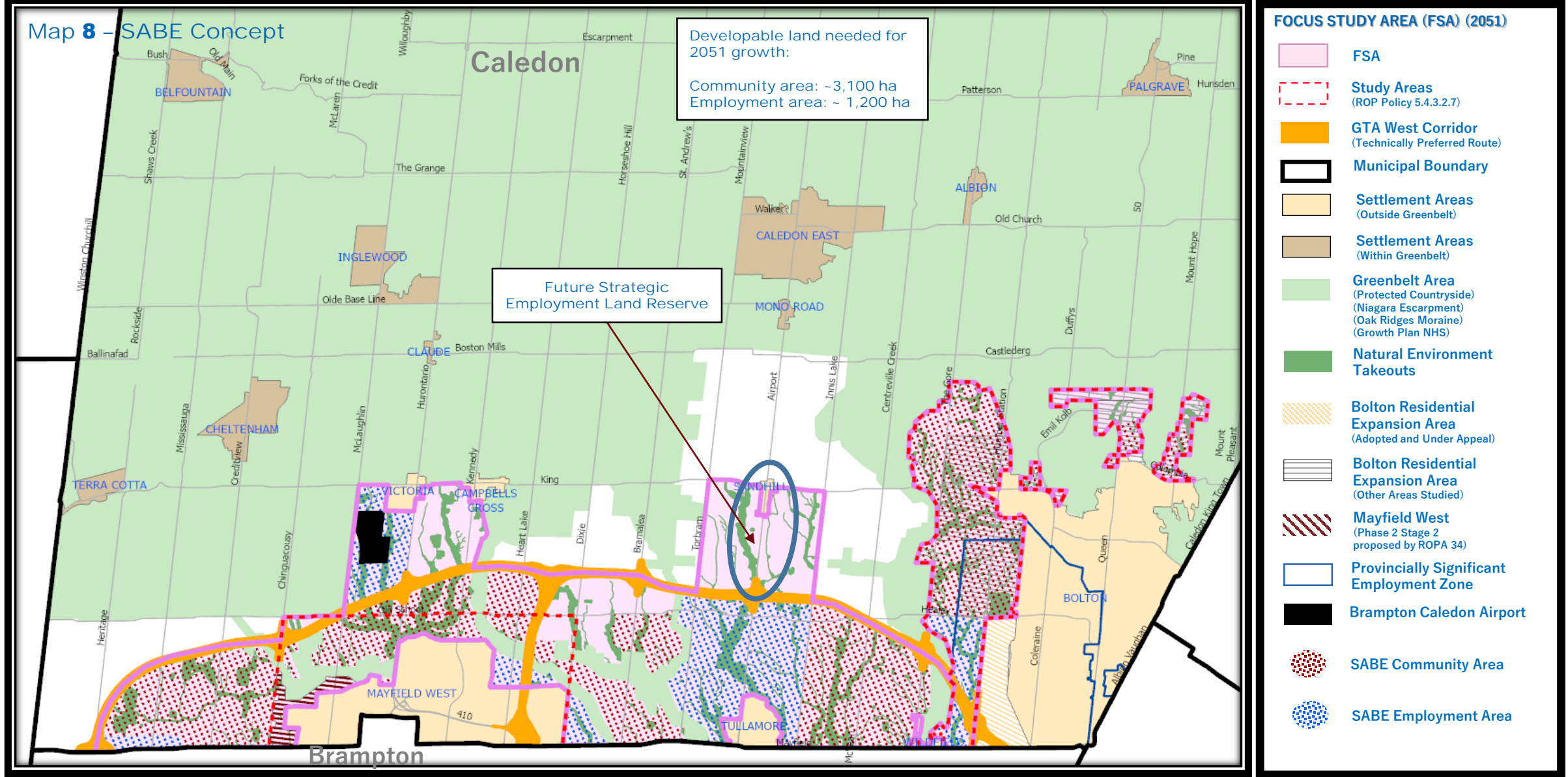
The revised Schedule 3 to the Growth Plan requires that the Region achieve a population of 2.28 million and employment of 1.07 million by 2051. Work undertaken as part of the Growth Management Focus Area for Peel 2041+ has resulted in a preliminary allocation of this growth to Caledon: 300,000 persons and 125,000 jobs.⁸

Based on the land needs assessment methodology prescribed by Growth Plan policy 2.2.1.5, and an assumed intensification rate of 55% and a designated greenfield density of 65 persons and jobs per hectare, it is estimated that an additional 4,300 hectares of land would be needed to accommodate growth in the SABE to 2051. Of this, approximately 3,100

⁷ <https://www.caledon.ca/en/government/whitebelt-visioning-exercise.aspx>

⁸ For a detailed update to the Peel 2041+ process please refer to Region Staff Report, *Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update*, December 10, 2020.

Map 8 – SABE Concept



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents a conceptual area for the SABE based on technical studies. For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Notes:

- 1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development.
- 2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- 3) The ~4,300 ha SABE is based on a draft land needs assessment which is under review.

DISCLAIMER: Draft conceptual SABE for further study and discussion.



1 cm = 1 km

hectares would be required to support Community Lands and approximately 1,200 hectares would be required to support Employment Lands.

Growth Plan policy 2.2.7.3 lists environmental and non-environmental features and areas (“takeouts”) required to be removed from the calculation of developable land for SABE expansion.⁹ A preliminary estimate of the takeout area in the FSA, including associated buffer lands, is ~2,700 hectares. Land represented by takeouts does not include provision for restoration lands and environmental corridors which, according to Toronto Region Conservation Authority criteria, could increase environmental takeout lands outside the Natural Heritage System by anywhere between 11% and 14%. Further takeouts for lands required for stormwater management and additional environmental features may be necessary and will be determined as part of the Phase 2 Scoped SWS (see Appendix A).

A summary of the land needs in the FSA is provided in the table below:

LAND	LAND AREA (HA)	COMMENTS
FSA	8,060	Total gross area of FSA
Takeouts (not including provision for restoration lands, corridors, stormwater requirements, and additional environmental features identified in Phase 2 Scoped SWS)	~2,700	Includes environmental and non-environmental lands that cannot be developed
Developable land need (SABE)	~4,300	Includes ~3,100 ha of community land and ~1,200 ha of employment land

B. PROPOSED EMPLOYMENT LAND DISTRIBUTION

The Growth Plan directs the Region to designate employment areas for clusters of business and economic activities in its official plan. Moreover, it promotes the location of employment areas for manufacturing, warehousing, logistics, and appropriate associated uses and ancillary facilities adjacent to or near major goods movement facilities and corridors, including major highway interchanges (e.g. the GTA West Corridor).

⁹ Non-environmental takeouts in the FSA are primarily the GTA West Highway Corridor and cemeteries (pursuant to Growth Plan policy 2.2.7.3).

A significant amount of the employment forecast for the SABE will need to be accommodated on employment land.¹⁰ The concept map identifies five areas appropriate for located new employment lands in the SABE based on these Growth Plan policies and the principles and conclusions set out in the Commercial and Employment Opportunities Study and related technical studies:

- Employment lands centred to the immediate west of the ROPA 30 lands and centred on the easternmost intersection of the GTA West Highway Corridor.¹¹ These lands fall almost entirely within the PSEZ, are easily accessed from the highway, and represent the logical extension of existing and well-established employment areas in Brampton to the south. They also offer good access to labour and opportunities to access existing public transit routes in Bolton and Brampton.
- Employment lands extending northward from Tullamore either side of Airport Road to the GTA West Corridor. These lands would be framed by the Greenbelt “finger” west of Torbram Road to the west and by Innis Lake Road to the east. Building on the nascent employment hub in Tullamore, the lands leverage planned road improvements along Airport Road and the proposed intersection of Airport Road with the GTA West Highway for the movement of goods. Farm properties on these lands, particularly east of Airport Road, exhibit a high degree of fragmentation and are generally less suited for long-term protection as agricultural uses. Designation of these lands as employment uses would set the stage for the long-term (post-2051) development of employment activities north of the highway. Analysis provided in the *Employment and Commercial Opportunities Technical Study* is consistent with the notion of an enterprise zone at this location, should this be implemented through future planning by the Town of Caledon
- Employment lands to the north-east of the existing Mayfield West settlement area boundary. This area offers strong potential for near and long-term employment activities due to existing adjacent employment uses in Mayfield West and excellent connections to Highway 410 and the GTA West Highway Corridor.
- Employment lands centred on the Brampton Caledon Airport west of Highway 10. These lands are characterized by relatively flat topography that is suitable for land extensive employment uses and large property parcels, good road links (including to the GTA

¹⁰ See the SABE *Employment and Commercial Opportunities Technical Study*.

¹¹ The “Triangle” lands, located between the ROPA 30 lands, the GTA West Corridor, and this proposed new employment area were approved for inclusion in the Bolton settlement area boundary by LPAT decision and order dated October 7, 2020. These lands do not form part of the draft conceptual SABE shown in this report.

West Corridor and Highway 10), and the opportunity to connect to sustainable transportation modes. The airport itself may attract related employment uses. The relatively peripheral location of these lands within the FSA, and the potentially significant capital investment required to extend municipal water and wastewater services over the highway corridor mean that this area is best suited for long-term employment.

- Employment lands running parallel to Mayfield Road west of the GTA West Corridor. Although relatively small in area, these lands would complement similarly configured lands to the south of Mayfield Road, in the Heritage Heights area of Brampton, and would leverage transit investment and other major “complete community” initiatives planned for that area. The lands would also preserve a canola research facility on a large land parcel at the corner of Mississauga Road and Mayfield Road. They offer excellent access to the GTA West Corridor via a planned highway intersection to the west.

a) Sandhill Future Strategic Employment Land Reserve

Under the Growth Plan, planning authorities may plan for the long-term protection of employment areas provided lands are not designated beyond 2051.

In keeping with this provision, and considering the need to identify additional employment lands suitable for employment land employment from a strategic perspective to help meet employment targets, the concept map identifies an area between the GTA West Corridor and the rural settlement of Sandhill as “Future Strategic Employment Land Reserve”. While not formally to be designated as urban lands, it is proposed that the Region, through the Official Plan, express its intent to study these lands for future employment uses through subsequent municipal comprehensive reviews.

Anchored by Sandhill, an Industrial/Commercial Centre whose function under the Town’s Official Plan is to provide, at a small scale, a supportive function to Bolton and Mayfield West for industrial and commercial development, this area represents the logical northward expansion of the proposed Tullamore employment area post-2051. It offers good highway access. Full water and wastewater servicing to this area prior to 2051 is premature.

C. PROPOSED COMMUNITY LAND DISTRIBUTION – BOLTON

Community lands are focussed around housing. In planning for the expansion of lands for housing the Growth Plan requires that municipalities support the achievement of complete communities, where a more compact urban form prevails and people of all ages and

abilities can access the necessities of daily living. Development on community lands in the Caledon SABE must also support active transportation and encourage the integration and sustained viability of transit services.

It is proposed that Bolton's community land expansion to 2051 be generally framed by the Greenbelt to the north and the Greenbelt valley that roughly follows the Gore Road to the west. Community lands would also extend north of Mayfield Road and west of Wildfield. The need to protect viable agricultural lands, as well as prohibitively expensive municipal water and wastewater investments, mean that lands to the immediate north of Bolton—the so-called Bolton “fingers”—would remain largely rural and agricultural.

The concept map identifies the following areas around Bolton for Community Land expansion based on the findings of the technical studies:

- Community lands that would slightly extend, or otherwise round out the Bolton Settlement Area to the north.¹² These include a limited expansion into the Bolton “fingers”, the extent of which would be limited by the Region's ability to extend municipal services, particularly water and wastewater services, north of Columbia Way without significant cost. The Phase 1 Agricultural Impact Assessment identifies the “fingers” as having strong links to the agricultural system in the Greenbelt Area, a property fabric that is relatively intact, and land that is largely under agricultural production. The Transportation Initial Assessment identifies the “fingers” as generally less suitable for development based on transportation criteria.
- Community lands to the north-west of Bolton, constituting the largest expansion area proposed for Bolton to 2051. This is justified given the proximity of the lands to the existing settlement area and the identification of a planned Major Transit Station Area location, focussed around a GO Station, in the area. Transportation investment required to ensure a “complete community” in this area is likely to be substantial. Thus, a critical mass of residential development is required. In order to achieve this critical mass it is proposed that a portion of the Bolton PSEZ be re-designated to community lands. Such a re-designation is justifiable on the basis that the PSEZ lands in question: are less suitable for employment expansion based on their distance from the GTA West Corridor; contain wetlands and other environmental features that inhibit the development of large, land extensive uses required for employment activity. The final preferred SABE

¹² The “Chickadee Lane” (Zancor) lands to the north of the Bolton Settlement Area were approved for inclusion in the Bolton settlement area boundary by LPAT order dated November 10, 2020. These lands do not form part of the draft conceptual SABE shown in this report.

area may require exclusion of an HPMARA buffer that extends into the FSA in this area (see the HPMARA Technical Study).

- Community lands to the west of Bolton, incorporating the rural settlement of Wildfield and land extending north of Mayfield Road to the GTA West Corridor. This area represents the logical westward expansion of Bolton without the need to “leapfrog” a major Greenbelt feature. The area would also be closely connected to residential areas in Brampton to the south. The area is suitable for the extension of water, wastewater, and transportation infrastructure, though the opportunity to extend transit services and connect to existing road networks is less than optimal. Although much of the area is farmed the long-term viability of farming is doubtful: there is extensive non-farm ownership, a pattern of property fragmentation, and a high incidence of potentially conflicting uses. Further consideration is needed in order to address how, through planning policy, this area could be appropriately integrated with the Bolton community given the location of the GTA West Highway Corridor and proposed new employment areas in Bolton.

D. PROPOSED COMMUNITY LAND DISTRIBUTION – MAYFIELD WEST

It is proposed that the expansion of Mayfield West to 2051 be generally framed by the GTA West Corridor. Community lands to the north-east would be configured to maximise the long-term protection of a significant cluster of farm operations centred on the intersection of Dixie Road and Old School Road.

The concept map identifies the following areas around Mayfield West for Community Land expansion based on the findings of the technical studies:

- Community lands to the north-east of the existing settlement area, to be generally framed by Old School Road and the Greenbelt “finger” west of Tullamore. The boundary of Old School Road and nearby Greenbelt features provides protection for the cluster of active farms to the south of the GTA West Corridor either side of Dixie Road and excludes an area that is less preferred for water and wastewater servicing expansion. The area included in the proposed SABE is suitable for the extension of water and wastewater services while the area north of Old School Road is less preferred.
- Community lands to the immediate north and west of the existing settlement area, to be generally framed by the GTA West Corridor. This area constitutes the most substantial expansion area proposed for Mayfield West to 2051. The lands represent the logical

extension of the settlement area and, while much of the area is agriculturally active, there is an ongoing transition to non-farm uses. The area is preferred from a transportation perspective, offering opportunities for sustainable transportation modes, lower congestion, and better road connectivity than other areas in the FSA. As well, the area is well positioned for water and wastewater servicing expansion.

4. NEXT STEPS

The immediate next steps required as part of the SABE Study process include:

- Undertake water/wastewater, and transportation analysis and Agricultural Impact Assessment based on draft conceptual SABE
- Undertake fiscal impact analysis using inputs from water/wastewater and transportation analysis
- Undertake Council workshop(s) and further consultation on SABE concept map
- Finalize SABE and associated studies/reports
- Present draft preferred SABE and associated ROPA policies to Council for direction to proceed to statutory consultation

APPENDIX A

SUMMARY OF ENVIRONMENTAL SCREENING AND SCOPED SUB-WATERSHED STUDY

Memo

To: Hemson Consulting / Region of Peel

From: Wood / North-South Environmental / Dougan & Associates

Date: October 28, 2020

File: TPB198127

Re: **Environmental Screening and Scoped Subwatershed Study - Technical Study Overview & Phase 1 Summary**

1. Purpose

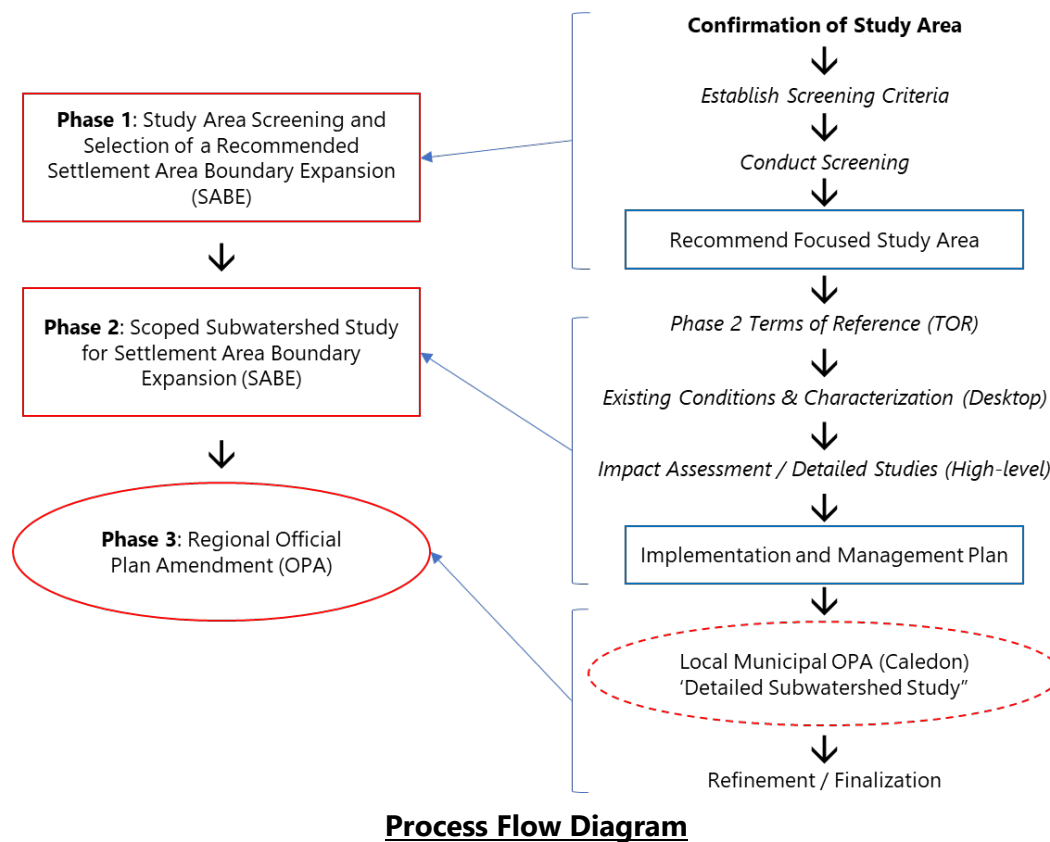
The Regional Municipality of Peel (Peel) has undertaken a two-phase Environmental Screening and Scoped Subwatershed Study: Phase 1: Environmental Screening (ES) and Phase 2: Scoped Subwatershed Study (Scoped SWS). These study phases will provide natural heritage and water resources input to support the Settlement Area Boundary Expansion (SABE) Study to determine where new settlement area growth should be proposed in Peel. The results of the ES and Scoped SWS, and SABE Study, will then be used to develop a Regional Official Plan Amendment (ROPA) for the settlement area boundary. The objective of the ES and Scoped SWS is to ensure that natural heritage features and water resources are protected, restored or improved. This Study will also set the basis for a future local municipal official plan amendment (LOPA), led by the Town of Caledon, and supported by a further detailed subwatershed study.

2. Approach

2.1 Phase 1: Environmental Screening (ES)

The Phase 1: ES focused on identifying key environmental features and constraints, within the overall Initial Study Area (ISA) in the southern portion of Caledon, related to the terrestrial features, aquatic features, hydrogeologic and surface water systems. The environmental features and systems identified through this screening exercise have been integrated with the findings from the overall planning study led by Hemson Consulting. This identified constraints, needs, and opportunities; and to define a Focus Study Area (FSA) which will subsequently assist in conceptualizing a preliminary settlement area boundary expansion (SABE) for further evaluation and refinement in Phase 2 of this study process.

The first phase of environmental screening work has provided information to ensure the FSA, identified for the SABE, has sufficient area, for settlement expansion, and supports the natural heritage and water resource system requirements. This area will accommodate the Region's growth requirements and enable one or more settlement area expansions to be further evaluated and identified.



Above is an illustration of the two phases and related steps included as part of the ES, to assess, screen and select a recommended SABE location (based in south Caledon). The Scoped SWS, tailored to the needs of Peel's ROPA and to provide technical recommendations for the ROPA, will set the groundwork for the detailed local study of natural systems and water resources (future detailed local municipal subwatershed study). The ES and Scoped SWS is currently in Phase 2.

The Initial Study Area, considered in the Phase 1: ES stage, included all lands in Peel outside of settlement areas and outside the Greenbelt, acknowledging that the natural environment and water resources features and functions extend beyond the ISA. Connections with natural heritage systems beyond the ISA (e.g., into the Greenbelt) and in adjacent municipalities have been considered, as appropriate, to inform the screening process.

Natural environment features, functions and areas representing known or potential constraints to development have been identified to indicate areas where development may be constrained or precluded due to requirements for natural heritage and water resource system protection, restoration or enhancement. Constraint categories have been assigned based on policy requirements and use of 'best available' secondary source information (e.g., provincial plan and policy requirements, Regional and local official plan policy direction, mapped provincial, regional and conservation authority data).

It should be emphasized that the outcomes of the preliminary screening do not indicate that areas are 'unconstrained' or 'available for development'; rather, the intent of the preliminary screening has been to provide direction for an additional level of assessment to be completed through the upcoming Phase 2: Scoped SWS.

These constraints to-date have been categorized related to various known features and policy provisions on the landscape. For the purposes of this screening assessment, for a SABE at a regional scale, the level of accuracy and types of information available have been considered appropriate.

The Phase 1: ES report presents the findings and recommendations for determining the FSA based upon the environmental features and constraints within the system; this has involved a multi-disciplinary review and compilation of the area's known terrestrial and aquatic features, hydrogeologic systems, erosion and flood hazards. As the project is at a regional scale, Regional level policies have been used as the driver for categorization (i.e. Provincial and Regional policies and legislation). Only those features, functions and areas for which geospatial data were available and suitable for use, have been categorized to provide a clear summary of the features included in the preliminary constraints' assessment.

The final draft of the Phase 1: ES report is available on the Region of Peel's Peel 2041+ SABE webpage for public review and comments.

2.2 Phase 2: Scoped Subwatershed Study (Scoped SWS)

The Phase 2: Scoped SWS is being undertaken as part of the next phase of the planning study to further refine the FSA and ultimately establish the SABE. Phase 2 consists of three parts: (1) Part A – Characterization; (2) Part B – Impact Assessment; and, (3) Part C – Implementation Plan. The Scoped SWS is largely based on desktop data, gathered from various sources (including the Region, local municipalities, conservation authorities etc.), and "scoped" windshield/roadside assessments, with no detailed field investigations. The Scoped SWS will provide direction for future detailed subwatershed studies, to be completed as part of subsequent secondary plans conducted at the local level. Preliminary research information is currently in the analysis stage.

Work completed for the Phase 2: Scoped SWS for Settlement Boundary expansion, as it relates to water resources and ecological systems will:

- (a) characterize the broader subwatershed areas associated with the urban expansion areas identified in Phase 1;
- (b) conduct an impact assessment based on land-use change and infrastructure scenarios; and,
- (c) prepare an implementation plan focused on the protection, enhancement, and implementation of the Water Resource System and Natural Heritage System (NHS) and associated environmental management strategies.

Key outcomes of the Phase 2 work, as related to water resources and ecological systems, will be to:

- support the identification of a preferred urban boundary expansion;
- provide a conceptual natural heritage system and water resource system; and,
- ensure the approach and outcomes conform to Regional policy requirements for the proposed boundary expansion.

Furthermore, the regional level Scoped SWS will identify and recommend a scope for a detailed SWS within the Town of Caledon, and also identify other detailed studies and scope that may be required to complement the planning approvals process, including establishing a preliminary environmental management strategy for the preferred urban expansion area, and a long-term monitoring strategy.

A preliminary draft report on the Phase 2 Scoped SWS, with initial information on Parts A, B and C, has been prepared to support the preliminary conceptual identification of a draft SABE boundary for the December 2020 update to Regional Council. Work is ongoing to further refine and complete the Part A, B and C with input from local municipalities, conservation authorities and Provincial agency technical staff. This work will be updated in early-2021 and reviewed, revised and finalized through further consultation on the draft SABE in 2021 in consultation with: the public; key stakeholders, including Indigenous communities; and, agencies. The final draft of the Phase 2: Scoped SWS is anticipated for early-2021 with public consultation to follow until mid-year when the ES and Scoped SWS will be finalized in one comprehensive study report.

3. Policy Context

The Environmental Screening and Scoped SWS, as a Regional project, requires conformity with, and is guided by, provincial and regional policies. In recognition that the next stages of the planning process will be led by local municipal policies (Caledon), the Wood Team has had regard for these policies and direction provided at the local municipal level to support alignment with, and provide preliminary direction for, future work. A list of key plans and policy documents, applicable to the current Phase 1 work, is provided in Table 3.1.

Table 3.1. Summary of Key Statutes and Policies Applicable to Phase 1

Legislation or Policy Document	Key Sections
Provincial Policy Statement (2020)	Section 2.1 (Natural Heritage) Section 2.2 (Water)
Growth Plan for the Greater Golden Horseshoe	Section 4.2.1 (Water Resource Systems) Section 4.2.2 (Natural Heritage System) Section 4.2.3 (Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features)
Greenbelt Plan	3.2 (Natural System)

Region of Peel Official Plan (2018)	Chapter 2 (The Natural Environment) Chapter 3, Section 3.4 (Water Resources) Chapter 7, Section 7.10.2.12 (Expansion to the Urban Boundary)
Town of Caledon Official Plan (2018)	Section 3.2 Ecosystem Planning and Management Section 3.1 Sustainability Section 5.7 Environmental Policy Areas
Conservation Authorities Act (1990): O.Reg. 166/06 Toronto and Region Conservation Authority O.Reg. 160/06 Credit Valley Conservation Authority	Regulation of development, interference with wetlands and alterations to shorelines and watercourses.
Fisheries Act (2019)	Sections 34 and 35 (Fish and Fish Habitat Protection and Pollution Prevention)
Species at Risk Act (2002)	Section 32 (Measures to Protect Listed Wildlife Species)
Endangered Species Act (2007)	Section 10 (Prohibitions on damage to habitat, etc.)

Assessments of features in terms of potential to constrain development as input to the SABE selection process were considered against applicable policies to ensure they were appropriately represented in the process.

4. Key Outcomes & Recommendations

Based on a review of policy and other supporting guidance documents, features were assigned into three constraint Categories:

- **High Constraint:** Includes mapped natural environment features and areas with existing designations or *significance* that afford them protection under current provincial or municipal plans / policies. High Constraint areas represent features and areas that prohibit development. Presence and limits of features has been prepared using available mapping; confirmation and / or refinement of limits will be required through future planning stages, including the Phase 2 Scoped SWS.
- **Moderate Constraint:** Includes mapped natural environment features and areas that may, through future assessment represent constraints to development (i.e. become high constraint features). These determinations are to be informed by future studies with appropriate levels of assessment / information.
- **Low Constraint:** Includes mapped natural environment areas that, based on current knowledge, do not represent constraints to development (i.e. do not preclude development), but may influence some aspects of land use planning decisions (e.g., densities, type of development) or may present additional study requirements, enhanced management

requirements, etc. that could increase development complexity, management needs, or otherwise affect the planning and / or development processes.

Features were categorized in accordance with policy and the definitions provided above (Table 4.1). Full details, including rationale and policies supporting categorization are provided in the Phase 1 Technical Report.

Table 4.2. Feature Constraints Assignments

Constraint Level	Features
High Constraint	<ul style="list-style-type: none"> • Provincially Significant Wetlands (PSW) • Permanent and Intermittent Watercourses • Natural Hazards • Provincial Natural Heritage System • Significant Woodland (Core Woodlands in Peel) • Areas of Natural and Scientific Interest (ANSI) • Environmentally Sensitive Areas (ESA) • Significant Valleylands • Other Valleylands (not captured by hazards or Significant Valleylands mapping; if available)
Moderate Constraint	<ul style="list-style-type: none"> • 'Evaluated-Other' wetlands and 'Unevaluated' wetlands • Other Woodlands • Other drainage features • Seepage Areas & Springs • Municipal and Conservation Authority Natural Heritage Systems
Low Constraint	<ul style="list-style-type: none"> • Ecologically Significant Groundwater Recharge Areas (ESGRA) • Significant Groundwater Recharge Areas (SGRA) • Highly Vulnerable Aquifers • Wellhead Protection Areas (WHPA) • Flood Vulnerable Areas

Application of these constraints categories provides an indication of land area within each constraint category (Figure 1 and summarized in Table 4.2).

Table 4.1. Summary of Preliminary Constraints Assessment Outcomes and General Implications for Land Use Planning

Constraint Category	Land Area¹ (ha [% S.S.A.²])	Cumulative Land Area (ha [% S.S.A.²])	Implications for Land Use Planning (for summary of features, see Table 2)
High	~1,452 ha (14%)	~1452 ha (14 %)	Features and areas in this category represent 'take-outs' in terms of development potential. While some minor modifications may occur (e.g., through field-confirmation of feature boundaries).
Moderate	~308 ha (3%)	~1,760 ha (17%)	Features and areas in this category are not currently known to represent a high constraint to development. Through additional study, some of these areas may be identified as High Constraint and would represent a 'take-out' to future development area. Updates to some of these areas may be identified through the scoped Subwatershed Study.
Low	~3,343 ha (32%)	~5,103 ha (49%)	Features and areas in this category are not currently known to represent a high or moderate constraint to development, and thus are not expected to result in development 'take-outs'. It may, however, be determined that special design considerations are required for these areas through additional study, which in turn, may affect land-use type and density targets.

The preliminary constraints assessment inherently does not capture all constraints and potential limitations on or opportunities for, urban development and it should be emphasized that the outcomes of the preliminary screening do not indicate that areas are 'unconstrained' or 'available for development'. The intent of the preliminary screening has been to provide direction for an additional level of assessment to be completed through the upcoming Phase 2: Scoped SWS.

¹ Constraint categories overlap in many areas. As such, the area calculations (ha) and percent (%) S.S.A. will not equal the total area of the Study Area Where categories overlap, it is the most constraining category that takes precedence in the assessment.

² S.S.A. is the Screening Study Area used for Phase 1. Area is based on this reduced Study Area which removes lands within the Greenbelt and existing development and planned developments.

PROJECT: DA19-052-01
CLIENT: Region of Peel
DATE: 06, May 2020
DRAWN BY: J.Sauder

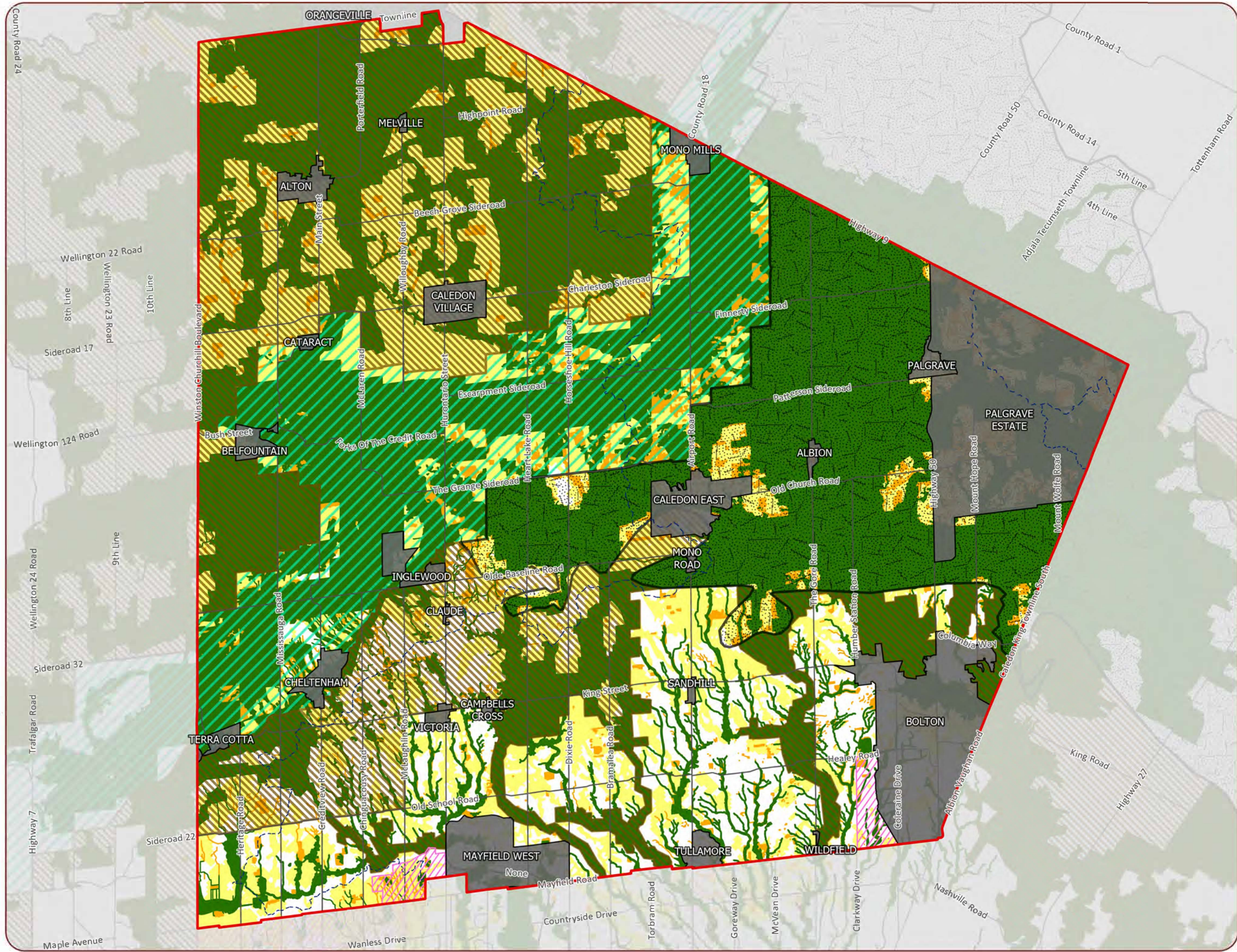
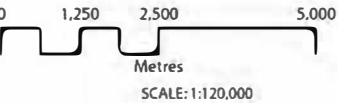


Figure 1: Preliminary Natural Environment Constraints: Input to Focused Study Area Delineation

Peel Region Settlement Boundary Expansion and Scoped Subwatershed Study

- Caledon (Screening Study Area)
- Conservation Authority Boundary
- Settlement Areas
- Planned Development and Expansion Areas
- Preliminary Natural Environment Constraints**
 - High Constraint Features
 - Moderate Constraint Features
 - Low Constraint Features
- Greenbelt Designations**
 - Niagara Escarpment Commission
 - Oak Ridges Moraine Conservation Plan Area
 - Protected Countryside



Disclaimer:
The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations, features, or roads, nor as a guide to navigation.
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Summary of Research on an Enterprise Zone as an Innovative Concept for Employment Areas

Transportation System Planning – November 2020

Executive Summary

This document provides an update on the Peel Region Goods Movement Strategic Plan 2012-2016 Action Item # 21 pertaining to a freight village, and a pending action item from Regional Council September 12, 2019 related to examining the feasibility of incorporating an enterprise zone within Peel Region.

In 2018, Regional staff completed a two-phase study exploring the feasibility of an enterprise zone in Peel and assessing the opportunities and challenges related to intensification of employment areas:

- Phase 1: “The Peel Enterprise Zone Business Case”; and
- Phase 2: “The Goods Movement Intensification Assessment”.

The studies were conducted under the guidance of the Peel Goods Movement Task Force.

The findings of the studies indicate that the enterprise zone concept could help to support future business and employment opportunities within the goods movement sector, strengthened by proximity to key transportation nodes and the availability of existing and planned supporting infrastructure. Research concerning the enterprise zone concept will help inform planning for employment growth, particularly related to employment land uses including office, retail, hi-tech, science and technology. This work provides valuable information that can be used as background material for the Regional Official Plan Review – Peel 2041+.

1. Background

Peel's employment sector is trending away from traditional goods production (manufacturing) and moving towards goods movement, the service sector (i.e. tourism, hospitality, financial, accounting, legal and education services) and knowledge-based sectors (i.e. pharmaceutical, health, biotech, new material, information technology, medical equipment companies). This transition requires innovative policy and land use solutions to allow Peel and local municipalities' to effectively plan for and attract employment growth. The Region of Peel and local municipalities have been undertaking multiple efforts to address the challenges related to planning for employment growth. These efforts include establishing the Term of Council Priority to “Enhance Support for Employment”; updating the Regional Official Plan employment policies and implementing the Peel Region Goods Movement Strategic Plan 2012-2016 (Goods Movement Strategic Plan).

The Goods Movement Strategic Plan 2012-2016 includes Action Item #21 that identifies the need to further study the concept of a ‘freight village’. Regional staff worked on implementing this action item under the guidance of the Peel Goods Movement Task Force

(Task Force). In 2018, a two-phase study exploring the feasibility of an enterprise zone concept in Peel was completed.

The freight village model is a master-planned cluster of freight and logistics activity that provides employment and economic contributions to the local economy. The idea started in the 1960s as a simple transportation distribution centre. With globalization and supply chain management, this model has shifted towards the concept of an enterprise zone, which is a more fully developed vision of an intermodal transfer area located near several modes of transportation including road, rail, water and air. An enterprise zone acts to consolidate freight transfer locations and promote economies of scale.

The main purpose of an enterprise zone is to:

- Reduce truck trips on municipal roads to free up additional capacity for safe and efficient commuter travel;
- Incorporate more elements of the supply chain into the same site (i.e. insurance, banking, postal, free/foreign trade zone areas, fuel and maintenance facilities and restaurants);
- Maximize integration of goods movement activities with other uses and activities within the zone; and
- Provide employment opportunities in proximity to residential areas.

2. Results and Outcomes of Studies on Enterprise Zones and Employment Intensification Findings

Building on the Peel Region Goods Movement Strategic Plan work and with the guidance of the Peel Goods Movement Task Force (Task Force), a two-phase study was completed in 2018 to explore the feasibility of an enterprise zone in Peel, and assess the opportunities and challenges of intensifying employment areas in Peel.

- Phase 1: “The Peel Enterprise Zone Business Case” was undertaken to assess the feasibility of an enterprise zone in a greenfield context.
- Phase 2: “The Goods Movement Intensification Assessment” was undertaken to assess intensification of employment areas within Peel.

In addition to these two studies, Regional staff undertook environmental scans and collected feedback from the goods movement industry, Regional Councillors and local municipal staff.

a) The Peel Enterprise Zone Business Case, Phase 1

The purpose of Phase 1 was to assess the technical feasibility of an enterprise zone in Peel Region using a case study. In order to use a site-specific case study, a sample location in the Region of Peel was required.

The selection process of a general location for the case study started by performing an employment land needs assessment for the goods movement sector. It was determined that significant demand for developable land to support the goods movement sector will

exist by 2041, and specifically that 2,100 hectares will be necessary to support growth of over 39,200 jobs in this sector.

Since an enterprise zone requires large, unconstrained plots of land, identifying a sample site was focused on undeveloped greenfield areas designated for urban uses or neighbouring areas that may be designated for this purpose. Four general locations were identified for further analysis including one in Brampton (Bram West) and three in Caledon (Victoria, Tullamore and Bolton). Suitability analysis of these locations was based on a set of six guiding principles, including:

- Availability of a large contiguous area of greenfield land available, preferably on employment designated land;
- Availability of serviced land or planned to be serviced lands, in terms of water and wastewater infrastructure;
- Proximity to existing or planned capital improvements in transportation infrastructure;
- Proximity to existing or planned major highways;
- Proximity to existing or planned rail intermodal facilities; and
- Separation from conflicting land uses.

Further evaluation and stakeholder consultation narrowed the list of sample sites, which were then examined using the following criteria:

- Site proximity to key transportation nodes (rail intermodal in particular);
- Site proximity to transit;
- The availability of non-transportation infrastructure needed to support the development of the site (specifically existing water services); and
- Market demand, meaning the site's appeal to industry and potential tenants.

The Tullamore general location was selected as the preferred sample site for the study, and staff undertook a detailed analysis of the following:

- The needs for water, wastewater, storm water and roadway infrastructure;
- The possible governance models that could be applied for implementing an enterprise zone including public-sector investment, private-sector investment and public-private partnership;
- The fiscal impacts on the Region's operating and capital costs associated with the possible creation of an enterprise zone; and
- The economic impacts to the Peel's economy that could result from an enterprise zone (short-term) and employment creation and spending that could result from an enterprise zone (long-term).

The results of the case study indicate that an enterprise zone concept in Peel Region is feasible, provided transportation infrastructure improvements are implemented to accommodate safe and efficient truck movement and to account for increased traffic volumes, specifically, those projects outlined in the Region's Long Range Transportation Plan.

The Region is projected to grow to a total of 970,000 jobs by 2041. Part of these jobs will be accommodated through growth in the goods movement sector. An enterprise

zone in Peel could attract 11,000 of these jobs with a cumulative economic contribution of \$1.1 billion by 2041.

Furthermore, results suggest that a private-public-partnership could be considered to implement a potential enterprise zone in Peel Region based on a cross-jurisdictional scan of similar development models.

Overall, Phase 1 suggests that an enterprise zone may help planning for employment areas in Peel by accommodating the goods movement sector in a master-planned urban form that efficiently uses existing transportation infrastructure while minimizing impacts to the community.

b) The Goods Movement Intensification Assessment, Phase 2

Following the completion of the Peel Enterprise Zone Business Case Phase 1, staff conducted an assessment of the opportunities and challenges of intensification related to goods movement-oriented employment areas from the perspective of planning and growth management. The assessment studied employment intensification applicable to the goods movement sector within the Region's established designated employment areas.

The study provided a better understanding of recent industry trends shaping development patterns in the transportation sector especially related to just-in-time delivery, last mile logistics, technology and eCommerce. These were reviewed against existing conditions within the Region's established employment areas, suitable for employment intensification. This included a detailed evaluation of future development opportunities and challenges in the transportation sector within selected priority employment areas.

The results of the study indicate:

- Three priority areas were identified for employment intensification including the Northeast Employment Area and Gateway Employment Area in the City of Mississauga, as well as the Bramalea Employment Area in the City of Brampton;
- Employment intensification within the three priority areas is anticipated to occur through redevelopment, expansions, infill and re-occupation of vacant industrial buildings;
- The Gateway Employment Area offers the greatest potential to accommodate goods movement businesses within existing facilities given the size and age of the existing building stock;
- Future technological trends, such as autonomous vehicles, may generate further demand for warehouse consolidation; and
- Review of density trends within occupied industrial buildings within the past several years suggest employment intensification in the industrial sector is likely to be minimal over the next decade and beyond.

The study concludes that land use supporting goods movement will see greater intensification if complemented by nearby or co-located office, research and community land uses.

c) Additional Regional Research

Regional staff undertook an environmental scan of enterprise zones supporting the technology and bio-technology sectors based on feedback from the Goods Movement Task Force, and alignment with Peel's local municipal economic development plans and employment priorities.

Technology parks connect industry with government and local universities to drive innovation and growth, promote technology-led economic development for the community, and serve as an incubation hub for start-ups to promote future growth.

Bio-technology parks have designated areas that facilitate research in biological technology, often include laboratory space and other assets to assist entrepreneurs and researchers with their work, and attract corporations conducting health science research by providing them an environment conducive to success.

Some of the best-known examples of the above parks include the Stanford Technology Park in Palo Alto, California, Biotech City in Montreal, Quebec, and Biotech in South San Francisco, California.

The above findings support the concept of an enterprise zone in Peel where diversified employment land uses could coexist for mutual benefit, such as office, retail, hi-tech, science and technology.

3. Conclusion

An enterprise zone could help to support future business and employment opportunities within the goods movement sector.

Research concerning the enterprise zone concept will help inform planning for employment growth, particularly related to employment land uses including office, retail, hi-tech, science and technology.

As a next step, work related to the two-phase study "The Peel Enterprise Zone Business Case" and "The Goods Movement Intensification Assessment" will be used as background material to help inform the Regional Official Plan Review – Peel 2041+.

MEMORANDUM

To: Tara Buonpensiero, Principal Planner, Region of Peel

From: Stefan Krzeczunowicz and Russell Mathew, Hemson Consulting

Date: December 10, 2020

Re: Region of Peel Settlement Area Boundary Expansion: Rural Settlements

This memorandum discusses the role of rural settlements in accommodating long-term population and employment growth in the Region of Peel. The analysis is being undertaken as part of the Settlement Area Boundary Expansion (SABE) Study component of the Region of Peel's Official Plan review, or municipal comprehensive review (Peel 2041+). The main purpose of the SABE Study is to determine the feasibility of and identify the preferred location for new urban lands in the Town of Caledon.

A. BACKGROUND

As part of the SABE process, technical studies have been undertaken on a broad area in the southern part of Caledon. This area—the Focus Study Area (FSA)—has been previously identified in the SABE process and serves as the basis for determining new urban designated lands to 2041.¹ The FSA is north-west of the rapidly growing City of Brampton and incorporates the settlement areas of Bolton and Mayfield West, which are the focus of Caledon's current and planned-for growth.

The FSA technical studies address, in part, detailed policies for settlement area boundary expansions and municipal comprehensive reviews contained in the Provincial plan for managing growth in the Greater Golden Horseshoe (the Growth Plan).

Schedule 3 of the Growth Plan provides population and employment forecasts for the Region that must be used for planning and managing growth. Recent amendments to Schedule 3, together with an extension of the Growth Plan time horizon for Regional land use planning from 2041 to 2051, have significantly increased the population and employment forecasts for the Region overall and, in turn, the SABE. It is now anticipated that most of the FSA will need

¹ See Hemson Consulting, *Settlement Area Boundary Expansion Study Phase A: Focus Study Area*, February 2020, and *Settlement Area Boundary Expansion Study: Concept Map and Technical Study Findings*, December 10, 2020.

to be urbanized in order to accommodate new greenfield development after accounting for intensification within the built up areas of the Region.

Most land in Caledon outside the FSA lies within the Greenbelt Area (or Greenbelt), where urbanization is generally discouraged in order to protect the agricultural land base and the ecological features and functions that occur within this landscape.²

Nevertheless, while new urban designated lands in the FSA are anticipated to accommodate the major part of Caledon's growth to 2051, there are several settlements in the Greenbelt Area which can accommodate some development and redevelopment on a scale that is appropriate to their size and location. The Region has received several requests to expand the boundaries of these settlements. This memorandum assesses the growth potential of these settlements in the context of Provincial and municipal planning policy, the demand for housing, the supply of vacant land, and the capacity of infrastructure to support growth in the Greenbelt Area.

The Growth Plan requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area. Thus, with the exception of Bolton and Mayfield West, all settlement areas in Caledon, whether rural settlements or not, are not promoted as locations for growth and development. As such, this study concludes that there is little policy justification for expanding settlement area boundaries in the Greenbelt Area at this time.

Map 1 displays the FSA and Greenbelt Area in Caledon, as well as the Town's settlement areas and the location of Greenbelt Area requests for settlement boundary expansion.

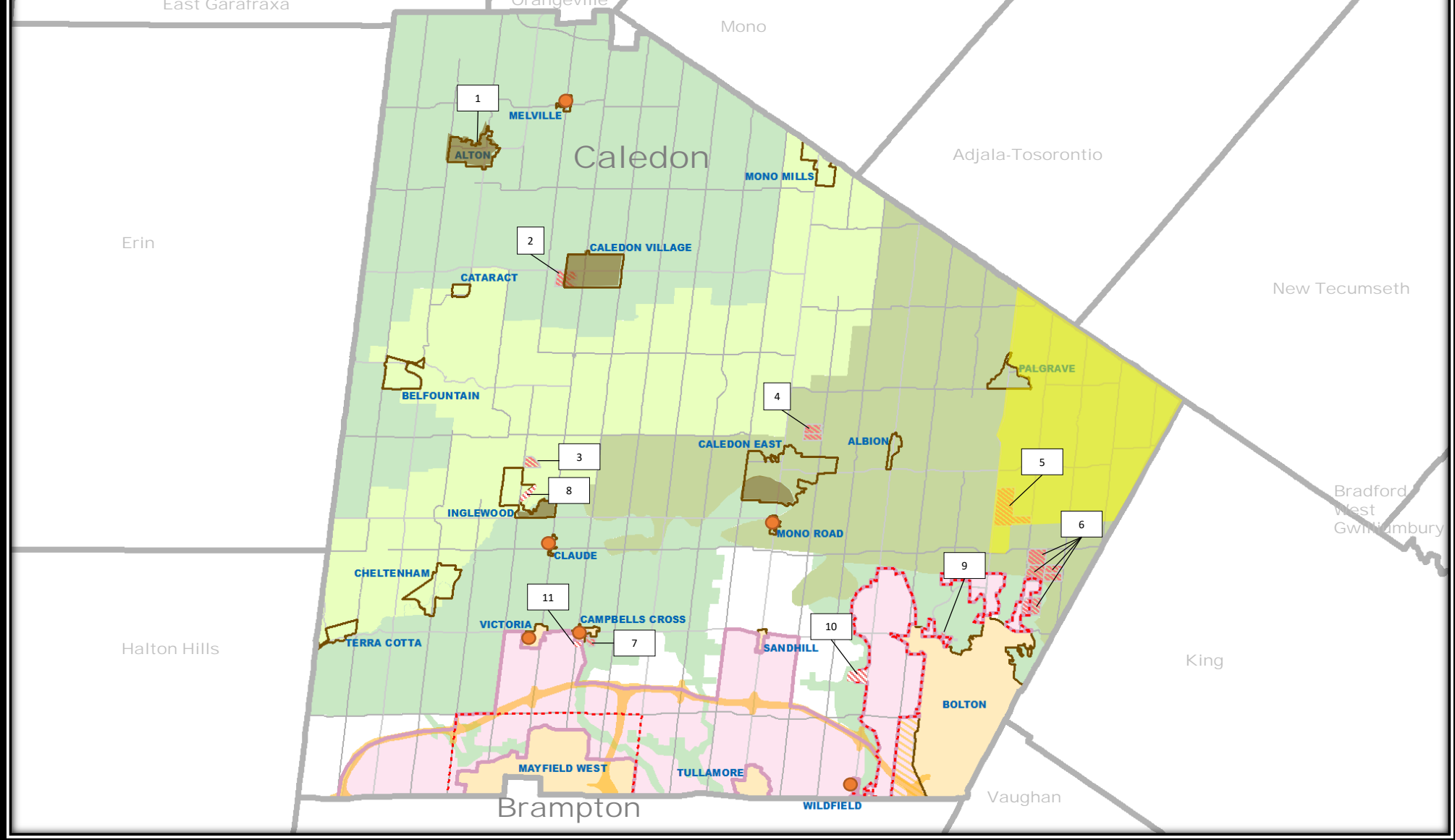
B. CALEDON CONTAINS MANY RURAL SETTLEMENTS

The Town of Caledon is a largely rural landscape, albeit one which is being increasingly shaped by its interface with the rapidly urbanizing parts of the Greater Toronto Area. Thus, while agriculture remains the predominant land use, an increasingly diverse industrial base is developing, including an active aggregate extraction sector. Moreover, while the population of the Town is dispersed throughout the rural area, including a well-established estate residential community and 20 designated settlements, many of them very small, the majority of recent growth has occurred in the Town's two largest settlements—Bolton and Mayfield West. Both are located within the FSA and are planned to be the primary foci for growth to 2051.

² The Greenbelt Area is distinct from the Greenlands System, the Region's term to describe natural environmental areas in Peel, including areas of ecological significance or sensitivity. For more see Region of Peel, *Greenlands System Discussion Paper*, May 2020.

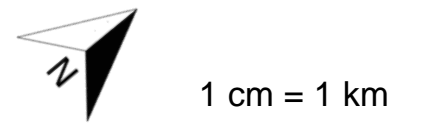
Map 1: SABE Requests in the Greenbelt Area (GB) of Caledon

Appendix VI - Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update



FOCUS STUDY AREA (FSA) (2051)

- FSA (Area Identified for further study)
- GTA West Corridor (Technically Preferred Route)
- Municipal Boundaries
- Settlement Areas (Outside Greenbelt)
- Settlement Areas (Within Greenbelt)
- GB Protected Countryside
- GB Towns and Villages
- Hamlets
- Niagara Escarpment
- Oak Ridges Moraine
- Growth Plan NHS
- Bolton Residential Expansion Area (Adopted and Under Appeal)
- Settlement Area Boundary Expansion Requests (Within Greenbelt)
- Palgrave Estate Residential Community
- SABE Request (see Table 4)



The Region and the Town, through their official plans, establish a hierarchy of settlement for managing growth in the settlements:

- Rural Service Centres are the primary foci for growth. Growth in the centres is planned to occur on full municipal water and wastewater services, in a phased manner, and subject to the financial capabilities of the Region. In addition to Mayfield West and Bolton, the only other Rural Service Centre in the Town is Caledon East. Caledon East's location in the Greenbelt Area, outside the FSA, means that it will experience the least amount of growth of the three Rural Service Centres.³
- Villages, which are primarily residential communities built around historic main streets or crossroads. Smaller than Rural Service Centres, the villages provide local goods and services to their residents and the surrounding area as well as limited municipal services and amenities. Water and wastewater services are provided through a combination of municipal, community, and private systems. As such, conditions are generally in place to allow for small scale growth. There are seven villages altogether, and all are located in the Greenbelt Area: Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills, and Palgrave.
- Hamlets, which are small historic residential communities with very limited services. While some hamlets fall within the catchment areas of municipal water and wastewater systems, private well and septic systems still predominate. There are nine hamlets: Albion, Belfountain, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, and Wildfield. Campbell's Cross and Wildfield are the only hamlets located in or adjacent to the FSA; the remainder lie wholly within the Greenbelt Area. The Region and Town Official Plans envision very little growth in the hamlets.
- Finally, there are three settlements designated as Industrial/Commercial Centres: Victoria, Sandhill, and Tullamore. These are small, mixed-use settlements that provide, at a small scale, a supportive function to Bolton and Mayfield West for industrial and commercial development. All are located in or adjacent to the FSA.

Somewhat outside the settlement framework, the Town is home to a series of unusually large and interconnected estate residential developments in the Greenbelt Area north of Bolton—the Palgrave Estate Residential Community (Palgrave Estates). The community comprises homes on large lots serviced by a municipal water system and private wastewater septic systems. In the Regional context, growth in the Palgrave Estates is slow. However, the growth

³ It is noted that as part of Peel 2041+ it is proposed that the Rural Service Centres be renamed so as to include them in the Urban System.

rate has been steady for decades and both the Region and Town Official Plans promote continued development of the community over the long-term. There is supply of land in the community to support such growth.

C. PROVINCIAL PLANNING POLICY DISCOURAGES MAJOR DEVELOPMENT IN RURAL SETTLEMENTS

Land use planning in the Greenbelt Area in Caledon is regulated by a number of complex and overlapping statutes and Provincial and municipal policies and plans. The Region has prepared a number of detailed discussion papers on this policy and regulatory framework as part of its Peel 2041+ work. This memorandum focusses on the role settlements in the Greenbelt Area play in accommodating growth and development within that framework.

i. *Planning Act* and Provincial Policy Statement 2020 (PPS)

The *Planning Act*, the central piece of legislation in Ontario that governs land use planning, identifies matters of provincial interest that municipal councils must have regard to when making planning decisions. Provincial interests include the appropriate location of development and the promotion of sustainable, transit-supportive development that is oriented to pedestrians and with a built form that is “well-designed, encourages a sense of place, [and] provides for high-quality public spaces”.

The PPS establishes the link between the list of provincial interests and municipal decision making. It provides specific policy direction regarding, among other matters, land use, housing, environmental protection, agricultural lands, economic development and job creation, infrastructure and municipal servicing, and growth management. All planning decisions in Ontario must be consistent with the PPS and municipal official plans are the most important vehicle for implementing its policies.

The PPS requires that the focus of growth and development in Ontario be in “settlement areas” which are built up with development and which exhibit a range of land uses. In the Caledon Greenbelt Area the settlement areas include the Rural Service Centre of Caledon East, as well as the Villages, Hamlets, and Industrial/Commercial Centres described above. The PPS requirement to direct growth and development this way applies in both urban and rural areas. However, in rural areas municipalities must also consider rural characteristics, the scale of development and the provision of appropriate service levels when planning settlement areas. Rural settlement areas must also prioritize intensification, redevelopment, and a compact built form over settlement expansion and, in respect of residential development, must accommodate an appropriate range and mix of housing.

In short, under the PPS growth in rural areas is to be planned to be compact, small-scale, and in keeping with historical patterns.

As part of its direction for developing settlement areas, the PPS includes specific policies that address infrastructure and services. These policies are discussed in more detail below.

ii. Provincial Plans and the Growth Plan

The Province has adopted a body of plans that provide the context within which municipal plans are prepared and implemented. The enabling legislation for these plans, together with the *Planning Act*, requires that all official plans, including the Peel Official Plan, conform to these provincial plans. In assessing rural settlements in Caledon the relevant provincial plans are:

- the Growth Plan, which manages growth in the Greater Golden Horseshoe through, among other things, detailed policies for settlement area boundary expansions and municipal comprehensive reviews. An overarching goal of the Growth Plan is for settlement areas to develop as transit-oriented “complete communities”, where a more compact urban form prevails and people have convenient access to the necessities of daily living. The vast majority of growth and development is to be directed to settlement areas that have existing or planned municipal water and wastewater systems and can support the achievement of complete communities.
- the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and Niagara Escarpment Plan, which collectively manage the Greenbelt Area within the Greater Golden Horseshoe. Unless otherwise prescribed, these plans generally prevail over Growth Plan in the Greenbelt Area of Caledon.⁴

The Growth Plan distinguishes rural settlements from more urban settlement areas. Rural settlements are defined as existing hamlets or similar existing small settlements that are long-established and identified in official plans. They are serviced by individual private on-site water and wastewater systems and contain a limited amount of undeveloped lands that are designated for development. All settlement areas that are defined as hamlets in the Greenbelt Plan, as rural settlements in the Oak Ridges Moraine Conservation Plan, or as minor urban centres in the Niagara Escarpment Plan are considered rural settlements in the Growth Plan. As such, in the Caledon Greenbelt Area all settlement areas are rural settlements, except for Caledon Village, Alton, and parts of Inglewood and Caledon East.

⁴ Detailed conflict provisions are set out in the *Places to Grow Act, 2005*.

The Growth Plan requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area. Thus, with the exception of Bolton and Mayfield West, all settlement areas in Caledon, whether rural settlements or not, are not promoted as locations for growth and development.⁵

iii. Greenbelt Plan⁶

The Greenbelt Area in Caledon is broadly divided into three areas: the Oak Ridges Moraine; the Niagara Escarpment; and the Protected Countryside (see Map 1). The Greenbelt Plan regulates the Protected Countryside and permits settlement areas as well as a range of agricultural, environmental, resource and recreational land uses within the Protected Countryside area.

Settlement areas in the Protected Countryside are categorized as:

- Towns/Villages, which are mostly serviced by municipal water and wastewater systems and, as such, are the focus of development and economic and social activity. In Caledon, the Towns/Villages include Caledon Village, Alton, and parts of Inglewood and Caledon East (see Table 1). Inglewood is the only settlement serviced by a municipal wastewater system. A large portion of Inglewood drains to a communal wastewater treatment plant. The rest of the service area drains to the South Peel Lake Based System.
- Hamlets, which are typically serviced by private well and septic systems. Growth in hamlets is discouraged, though limited infill and intensification is permitted subject to appropriate water and wastewater services. Victoria, Campbell's Cross, Claude, Melville, and Mono Mills are the Hamlets identified in the Greenbelt Plan (see Table 1).

Under the Greenbelt Plan, these settlement areas provide a very different role to settlement areas in the fast-growing urban areas of Peel. Their main function is to sustain the Greenbelt, primarily its agricultural areas and its rural lands. When they do grow, they are intended to grow in keeping with their rural and/or existing character. And while they are encouraged to develop into complete communities like more urbanized areas, these settlement areas are not

⁵ It is noted that, under the Growth Plan, rural settlements do not include any designated greenfield areas—lands within settlement areas but outside delineated built-up areas that have been designated in an official plan for development and are required to accommodate the Schedule 3 forecasts.

⁶ For more detailed discussion see Region of Peel, *Greenbelt Plan (2017)*, *Peel 2041 Discussion Paper*, November 2019.

intended to play a major role in accommodating the growth targets prescribed by Schedule 3 to the Growth Plan.

Settlement areas located outside the Greenbelt are prohibited from expanding into the Greenbelt (Policy 3.4.2.1). As such, Victoria and Campbell's Cross can only expand to the south into lands covered by the FSA. The suitability of such expansion is addressed through the Region's Settlement Area Boundary Expansion technical studies.

The Growth Plan does afford opportunities for expanding settlement areas in the Protected Countryside, but only in the context of a municipal comprehensive review.⁷ By insisting on a comprehensive approach, the Growth Plan requires that decisions about settlement boundary expansions be made with reference to growth on a regional scale rather than within any one settlement area or specific site. Moreover, when considering a settlement area boundary expansion a very prescriptive and limiting set of criteria must be applied:

- the settlement area must be identified in the Greenbelt Plan as a Town/Village;
- the proposed expansion must be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area based on the settlement area boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;
- the proposed expansion would support the achievement of complete communities or the local agricultural economy;
- the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;
- the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and
- expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.

⁷ Minor adjustments ("rounding out") to boundaries outside of a municipal comprehensive review are permitted for rural settlements that are located outside the Greenbelt Area.

In short, settlement area boundary expansions in the Protected Countryside are only permitted on a small scale and only if there is specific and concrete evidence that there is insufficient capacity within the settlement area to accommodate the projected growth.

iv. Oak Ridges Moraine Conservation Plan (ORMCP)⁸

The Oak Ridges Moraine Conservation Plan regulates land use within the Oak Ridges Moraine, which covers a substantial part of Caledon's Greenbelt Area. The plan identifies four land use designations within the Moraine: Natural Core Areas, Natural Linkage Areas, Countryside Areas, and Settlement Areas.

Two types of settlement are identified in the ORMCP:

- Settlement Areas, which are intended to focus and contain urban growth and develop as complete communities. Minimizing the encroachment and impact of development in the settlement area on the ecological functions and hydrological features of the Moraine are a priority. Recent amendments to the ORMCP expand the vision for Settlement Areas so that they are encouraged to be accessible by sustainable modes of travel and provide a mix of employment, services, and housing. The development of community hubs and co-location of public services is promoted as is the maintenance and construction of infrastructure to support growth and development (this mirrors similar policies for rural settlements in the Growth Plan). The only settlement area in the ORMCP in Caledon is a portion of Caledon East (see Table 1).
- Smaller Rural Settlements, located within the Countryside Area. In Caledon, the rural settlements are Albion, Mono Road, and Palgrave (see Table 1).

The ORMCP defers to the Growth Plan for settlement area boundary expansions but prohibits any expansion into Natural Core Areas and Natural Linkage Areas. Under the Growth Plan, expansion in the Oak Ridges Moraine must be undertaken as part of a municipal comprehensive review (see above).

In addition, the ORMCP prohibits the construction or expansion of partial water and wastewater services in the Moraine. The exception to this policy is in the Palgrave Estates, where ongoing residential development is permitted.

⁸ For more detailed discussion see Region of Peel, *Oak Ridges Moraine Conservation Plan (2017)*, *Peel 2041 Discussion Paper*, November 2019.

v. Niagara Escarpment Plan (NEP)⁹

The Niagara Escarpment, a UNESCO World Biosphere Reserve, covers a significant portion of Caledon's Greenbelt Area. Like the Protected Countryside and Oak Ridges Moraine, the area includes a diverse range of environmental, agricultural, resource, residential, and recreational land uses. However, the sensitivity of ecological and hydrological features and systems in the Escarpment mean that significant environmental protection is warranted. As such, urban development within the NEP Area is generally discouraged.

The NEP designates Minor Urban Centres throughout the Escarpment to recognize existing rural settlements, villages, and hamlets. In Caledon, the Minor Urban Centres include Mono Mills, Cataract, Belfountain, Inglewood, Cheltenham, and Terra Cotta (see Table 1). These settlements are permitted to accommodate growth and development within their existing boundaries provided it does not conflict with existing community character and can be achieved in an environmentally sustainable manner. The range of permitted uses and creation of new lots are to be regulated by municipal official plans.

Settlement boundary expansions require an amendment to the NEP, even if the boundary adjustment does not result in a net gain of the Minor Urban Centre area. Indeed the only boundary adjustment permitted without an NEP amendment is one that would *reduce* the settlement boundary area within the current boundary area. The NEP is updated every 10 years and the last update was in 2017. This policy framework effectively prevents any expansion of the Minor Urban Centres through the Peel 2041+ process.

⁹ For more detailed discussion see Region of Peel, *Niagara Escarpment Plan (2017)*, *Peel 2041 Discussion Paper*, November 2019.

Table 1 – Caledon Settlement Designations in Greenbelt Plans and Municipal Plans

Settlement	Greenbelt Plans			Official Plans Town Official Plan	
	Protected Countryside	Oak Ridges Moraine	Niagara Escarpment	Region	Town
Victoria	Hamlet (part)			Rural Settlement	Ind./Commercial Centre
Campbell's Cross	Hamlet (part)			Rural Settlement	Hamlet
Claude	Hamlet			Rural Settlement	Hamlet
Melville	Hamlet			Rural Settlement	Hamlet
Mono Mills	Hamlet		Minor Urban Centre	Rural Settlement	Village
Inglewood	Town/Village (part)		Minor Urban Centre (part)	Rural Settlement	Village
Caledon Village	Town/Village			Rural Settlement	Village
Alton	Town/Village			Rural Settlement	Village
Caledon East	Town/Village (part)	Settlement Area (part)		Rural Service Centre	Rural Service Centre
Mono Road		Rural Settlement		Rural Settlement	Hamlet
Albion		Rural Settlement		Rural Settlement	Hamlet
Palgrave		Rural Settlement		Rural Settlement	Village
Cheltenham			Minor Urban Centre	Rural Settlement	Village
Belfountain			Minor Urban Centre	Rural Settlement	Hamlet
Cataract			Minor Urban Centre	Rural Settlement	Hamlet
Terra Cotta			Minor Urban Centre	Rural Settlement	Hamlet
Wildfield	Not in Greenbelt Area			Rural Settlement	Hamlet
Sandhill	Not in Greenbelt Area			Rural Settlement	Ind./Commercial Centre
Tullamore	Not in Greenbelt Area			Rural Settlement	Ind./Commercial Centre

D. GROWTH IN RURAL SETTLEMENTS ANTICIPATED TO REFLECT HISTORICAL TRENDS

Preliminary growth forecasts undertaken for the Region in 2019 assumed that the Caledon SAGE would need to accommodate additional population of 51,500 and additional employment of 20,400 by 2041. The size of the FSA is approximately 8,000 hectares, about six times larger than the total estimated land need required to accommodate these forecasts.

Changes to Schedule 3 of the Growth Plan, including an extension of the time horizon for Regional land use planning to 2051, have significantly increased the population and employment forecast for the Region overall and, in turn, the SAGE. Current, though preliminary forecasts now require a SAGE large enough to accommodate 183,000 people and 67,700 jobs by 2051. As a result, the majority of the FSA will need to be urbanized in order to accommodate the additional growth.

For people wishing to live in a rural landscape but within a relatively close commuting distance to jobs in Brampton, Mississauga, and other parts of the GTA, Caledon's rural settlements remain desirable places to live. Indeed, it may be expected that commuting times will improve to and from the Greenbelt Area with the construction of the GTA West highway and the urbanization of much of the FSA over the 2051 time horizon. It is therefore perhaps no surprise that several requests to expand settlements in the Greenbelt Area have been received in recent years.

Table 2 below illustrates the pattern of growth in the rural settlements between 2006 and 2016. The table shows that population growth between 2011 and 2016 was four times higher than between 2006 and 2011 and housing growth doubled over the same time period. However, about 70% of all housing growth occurred in Caledon East, the larger Rural Service Centre that contains the Town's administration offices and which, under the Regional and Town Official Plans, is intended to be the focus of most growth and development in the Greenbelt Area.

Outside Caledon East, growth was much slower—about 25 housing units per year over the 10 years, slowing to about 17 units per year between 2011 and 2016.

Table 2 - Historical Growth in Rural Settlements 2006-2016										
	2006		2011		2016		Growth 06-11		Growth 11-16	
	Pop.	Units	Pop.	Units	Pop.	Units	Pop.	Units	Pop.	Units
Palgrave	2,575	800	2,728	901	2,888	974	153	101	160	73
Sandhill	1,493	474	1,520	479	1,487	456	27	6	(33)	(24)
Cheltenham	402	150	414	154	419	152	12	4	5	(2)
Terra Cotta	767	285	796	291	803	300	29	6	7	9
Victoria	761	235	826	252	765	233	65	17	(61)	(19)
Campbells Cross	308	105	286	97	393	114	(22)	(8)	107	17
Caledon East	3,462	1,129	3,729	1,235	5,309	1,715	267	106	1,581	480
Caledon Village	1,576	490	1,576	500	1,499	491	0	10	(77)	(9)
Alton	1,121	385	1,023	360	1,085	396	(98)	(25)	62	36
Melville	545	175	489	166	531	182	(56)	(9)	42	16
Mono Mills	1,238	405	1,138	409	1,090	392	(100)	4	(48)	(17)
Inglewood	1,079	360	1,203	430	1,180	426	124	70	(23)	(4)
Belfountain	525	190	511	187	525	188	(14)	(3)	14	1
Mono Road	426	143	427	140	436	143	1	(3)	9	3
Claude	402	150	414	154	419	152	12	4	5	(2)
Albion	274	95	270	93	277	94	(4)	(3)	7	2
Total	16,953	5,570	17,349	5,847	19,106	6,407	396	277	1,757	560
Less Caledon East	13,491	4,441	13,620	4,612	13,797	4,692	129	171	177	80

Source: Statistics Canada, Census of Canada 2006, 2011, 2016

Note: Results adjusted to account for dissemination boundary changes.

i. Growth Management Policy Review

A key focus area of the Peel 2041+ process is Growth Management which assesses the potential of various areas of the Region to accommodate the Schedule 3 forecasts. Among the key policy directions of the Growth Management work to date are:

- That the Regional Urban Boundary 2031 reflects the policy intent to guide the majority of growth within the Urban System. In Peel, the Urban System includes only the Cities of Mississauga and Brampton.
- That the Regional Urban Boundary should be updated to include the Rural Service Centres of Mayfield West, Bolton, and Caledon East.
- That the Rural Service Centre policies be moved from the Rural System to the Urban System to reflect their new status as settlement areas, delineated built-up areas, and designated greenfield areas where growth should be directed under the Growth Plan.
- That the remaining lands in Caledon, including the Palgrave Estates, be designated as Rural System and that rural settlements, including Villages, Hamlets and Industrial/Commercial Centres designated in the Caledon Official Plan, be identified in Schedule D of the Regional Official Plan.

ii. Growth Management Forecasts

Forecasts prepared as part of the Growth Management work assume that housing growth in Caledon East, the rural settlements, the Palgrave Estates, and the remaining rural areas of the Greenbelt Area will continue at historical rates. This is in keeping with the pattern of growth set out in Table 2, recent building permit data, and the expectations of the Region and Town through their official plans and master servicing plans. With the exception of the Palgrave Estates, all settlements are assumed to build out their existing supply of land by 2051. This effectively means that the land needs assessment undertaken for the Region assumes there is no need for additional urban land to accommodate 2051 growth.

This assumption accounts for a large subdivision, about 1,000 units, approved for development in Caledon East which is anticipated to be constructed within the first half of the 2051 time horizon.

Table 3 below summarizes the housing growth assumptions used in the Regional growth forecasts for the lands in the Greenbelt Area. All housing is assumed to take the form of single detached units. This assumption should be tempered by a robust planning policy framework which encourages more higher density built forms in the rural settlements over time. If realized, this would reduce the land needed to accommodate the forecast housing growth.

Table 3 – Forecast Housing Growth in Region of Peel Greenbelt Area 2021-2051			
	2021 Housing Supply Estimate	2021-2051 Forecast Unit Growth	Average Units Per Year 2021-2051
Rural Settlements (less Caledon East)	510	510	17
Caledon East	1,100	1,100	37
Palgrave Estates	4,300	800	27
Greenbelt Other	150	150	5

Source: Hemson Consulting

E. KEY INFRASTRUCTURE AND SERVICES ARE ALREADY IN PLACE

A key factor in evaluating when assessing the development potential of the rural settlement areas is their ability to provide water and wastewater services, as well as other infrastructure and public service facilities and amenities required to sustain a complete community.

i. Water and Wastewater

The PPS outlines a servicing hierarchy for planning water and wastewater services. The preferred form of servicing settlement areas is systems owned and operated by municipalities. Where municipal systems exist in settlement areas, intensification and redevelopment must be prioritized in order to optimize their use.

Where municipal systems are not available or feasible, private communal services are preferred for multi unit/lot development. Least preferred in the servicing hierarchy are individual on-site services—private wells and septic systems—that are owned, operated, and managed by individual landowners, as well as partial services. These systems are permitted only when site conditions are suitable and there are no resulting negative impacts to natural heritage features and water systems. In settlement areas, their use is restricted to accommodating infill and minor rounding out of existing development.

Overall, the PPS promotes development in settlement areas on municipal services. Within this framework, excess capacity within existing systems is given priority in order to promote the efficient use of infrastructure. The Growth Plan reinforces the PPS by directing that growth be limited in settlement areas not serviced by existing or planned water and wastewater systems.

The Growth Plan also contains a number of policies that require settlement area boundary expansions to address infrastructure capacity and, in doing so, supports the PPS servicing hierarchy. Specifically, the feasibility and most appropriate location for expansion must account for whether there is sufficient capacity in existing and planned infrastructure to accommodate the forecast growth and whether:

- the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate; and
- the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water.

In June 2020, Regional staff released a report on municipal groundwater systems in Caledon's Greenbelt Area.¹⁰ Highlights of the report include:

- The Greenbelt Area is well serviced by four municipal water systems. Of the settlements identified in Table 1 above, only two—Belfountain and Cataract—are not serviced by a municipal water system and are dependent on individual private wells.
- There are only two municipal wastewater systems in the Greenbelt Area—in Caledon East and part of Inglewood.
- While the Region has received requests to allow communal servicing in the Greenbelt Area the report noted that “this does not align with the Region’s existing or planned policy direction which could potentially expose municipalities to significant financial, public health and safety risks over the lifetime of the services.”
- Capital investment is required in some systems to mitigate the risk of system redundancy and maintain infrastructure in a state of good repair. It is noted that in making decisions about settlement area boundary expansions, the Growth Plan requires that the Region consider whether the infrastructure needed would be financially viable over the full life cycle of these assets.
- Current and projected growth—based on projections that are slightly lower than those set out in Table 3—can generally be serviced by existing municipal water systems. That said,
 - Growth in Caledon East, coupled with efficiency decline, requires construction of a new well in Caledon East and capacity increase in Palgrave in order to meet long-term needs in the Caledon East-Palgrave System.
 - No additional works are required in the near future to accommodate growth-related needs in the Alton-Caledon Village and Cheltenham-Terra Cotta Systems.
 - The Inglewood system is operating very close to capacity and will require interconnection to adjacent systems to accommodate growth.

Despite this report, the Region’s long-term capital forecasts (to 2041) do not currently contemplate any growth-related expansion to the municipal water and wastewater systems in the Greenbelt Area.

¹⁰ *Servicing Update of Groundwater-Based Drinking Water Systems*, Region of Peel Staff Report, 25 June 2020.

ii. Public Services Facilities

The Growth Plan encourages municipalities to plan for a variety of cultural and economic opportunities within rural settlements to serve the needs of rural residents and area businesses. It also requires that in determining the feasibility and most appropriate location for settlement boundary expansions the Region consider that the public service facilities needed would be financially viable over the full life cycle of these assets. Public service facilities in rural settlements are encouraged to be co-located and integrated in community hubs, with priority given to maintaining and adapting existing facilities where feasible.

Although focussed on the FSA, the SABE Public Facilities Technical Study provides detailed information on public service facilities that might be required for rural settlements.¹¹ It notes that:

- The Greenbelt Area is reasonably well serviced with libraries and indoor recreation facilities. The Town offers recreation and leisure programming and services at the Caledon Community Complex, in Caledon East, and the Victoria Parks Community Centre, in the rural area at the Town's northern boundary. The former includes two indoor rink facilities. Caledon Public Library operates branches in Belfountain, Caledon East, Caledon Village, Inglewood, and in the rural area (the Alton branch). Initial planning is underway to relocate the Caledon East library branch to the Caledon Community Complex.
- While travel times to these facilities are longer than in the more urbanized areas to the south the distribution of the branches, coupled with their total floor area, likely mean that service levels provided to residents in the Greenbelt Area are not too dissimilar to those provided to the south of Caledon.
- In 2019, a "divisional model" for co-ordinating fire and paramedic services in Caledon was adopted by the Town. Fire station expansions planned for Caledon Village, Palgrave, Mono Mills, and Alton, over the next decade will be required to achieve NFPA Fire Response Standards in the Greenbelt Area. No similar facility expansion for paramedic services is contemplated in the Greenbelt Area over the same time period.
- School enrollment as a percentage of capacity varies considerably within the Greenbelt Area, anywhere from 50% to 119%, which is evidence of school coverage that is somewhat disconnected to school needs.

¹¹ *Region of Peel Public Facilities Technical Study*, Monteith Brown and Hemson Consulting, June 2020.

F. SEVERAL REQUESTS FOR EXPANSION HAVE BEEN RECEIVED

The Region has received several requests to expand rural settlements and settlement areas in the Greenbelt Area. Table 4 summarizes these requests in light of the Provincial policy framework and municipal infrastructure/servicing conditions discussed above. Map references shown in the table can be cross-referenced with Map 1 above.

G. CONCLUSIONS AND RECOMMENDATIONS

Based on the above analysis the following conclusions can be made:

- The Provincial planning policy framework requires that expansions to settlement boundaries in the Greenbelt Area be done through a municipal comprehensive review. The Growth Plan specifically requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area.
- While significant growth is planned for Caledon over the next 30 years to 2051—219,400 persons and 98,300 jobs—the most appropriate location for development associated with that growth is as intensification within existing settlement areas and in the SABE area(s) to be located within the FSA.
- Through numerous technical studies as part of the SABE work, it has been determined that the most appropriate location for settlement boundary expansion in Caledon to accommodate housing is in the form of a logical and contiguous expansion of Bolton and Mayfield West.
- There exists, within the Greenbelt Area, a network of settlements, including a large Rural Service Centre in Caledon East and several villages and hamlets, as well as an extensive estate residential community, where small-scale growth has occurred in recent years and is planned for under the current official plans and in the Peel 2041+ preliminary growth forecasts, consistent with the Provincial policy framework.
- Under the Growth Plan, the main function of settlements located in the Protected Countryside is to sustain and agricultural areas and rural lands in the Greenbelt. They are not intended to play a major role in accommodating growth and development.
- It is assumed that growth in these areas will continue at the same, or slightly faster rate than in recent decades, in keeping with the longstanding pattern, the scope of services available in these settlements, and the limited ability to develop “complete communities” as defined by the Growth Plan.

- Settlements in the Greenbelt Area will collectively continue to provide a suitable range and mix of housing forms and lifestyle options to residents, from estate residential homes in the Palgrave Estates, to traditional subdivisions, to denser housing in infill lots and as intensification. This range and mix of housing will allow existing residents to “age in place” in these communities.
- Generally, there is sufficient supply of lots in existing village and hamlet settlements to accommodate the forecast demand for housing over the long-term without the need to expand settlement area boundaries.
 - The exception may be Caledon East, which has a ready supply of developable land but has demonstrated high growth in recent years and has approved a 1,000 unit subdivision with units under construction. The Region should consider whether the current Caledon East settlement area boundary is sufficient to meet market demand and the settlement’s emerging status as a settlement area in the Regional Urban System.

i. Requests for Settlement Boundary Expansion in Greenbelt Area

- The Provincial Greenbelt Plans restrict the Region from approving many of the requests for settlement area boundary expansion set out in Table 4:
 - Without an amendment to the Niagara Escarpment Plan, the expansion of settlement areas in the Niagara Escarpment Plan area is prohibited (see Requests 3 and 8).
 - The expansion of settlement areas into Natural Linkage Area of the ORMCP Area is prohibited under the ORMCP (see Request 6).
 - The expansion of a settlement into the Greenbelt Area from a settlement located outside the Greenbelt Area is prohibited (see Requests 6, 7, 9, 10, and 11).
- Requests for settlement boundary expansion in Alton, Caledon Village, and Caledon East require further study to establish conformity with Growth Plan policy 2.2.8.3 (see Requests 1, 2, and 4).
- It is recommended that the Regional Official Plan continue to designate the Palgrave Estate Residential Community based on the current approved boundary in the Region of Peel and Town of Caledon Official Plans (see Request 5).

Overall, the analysis demonstrates that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051. The Growth Plan requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area. The land needs assessment undertaken under Growth Policy 2.2.1.5, together with the SABE technical studies, demonstrate that there are sufficient opportunities to accommodate the growth forecast for the Region through intensification, in existing designated greenfield areas, and in the Caledon SABE area located within the FSA.

As such, there is little justification for expanding settlement area boundaries in the Greenbelt Area at this time.

Table 4 – Summary of SABLE Requests in Greenbelt Area			
Map 1 Reference	Settlement Area	Applicable Plan	Comments
1	Alton	Greenbelt Plan (Protected Countryside)	Request that property at 8 Victoria Street be brought into Alton Settlement Area. The property is 0.1 hectares. Alton contains about 45 hectares of gross vacant land (about 27% of the total settlement area). As such, additional study is required to determine whether proposed uses cannot reasonably be accommodated within the existing settlement area boundary. Town of Caledon contemplated settlement boundary expansion of Alton through Town OPA 226.
2	Caledon Village	Greenbelt Plan (Protected Countryside)	Request to expand Caledon Village to accommodate 20 hectares of land for residential uses on Charleston Sideroad. Land contains a disused gravel pit and abuts 24 hectares of land under same ownership and already designated for residential uses in the settlement area. Owner proposes comprehensive plan for residential development on entire 44 hectare site. Caledon Village settlement area is ~257 hectares. As such, proposal appears to exceed maximum permissible expansion under Growth Plan policy 2.2.8.3 k) ii., which states that proposed expansion must represent “no more than a 5 per cent increase in the geographic size of the settlement area...up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area”. Additional study also required to determine whether proposed uses cannot reasonably be accommodated within existing settlement area boundary.
3	Inglewood	Niagara Escarpment Plan	Request to “round out” Inglewood Settlement Area to accommodate ~10 residential lots and parkland at 15983 McLaughlin Road (adjoining parcels at 15999 and 16069 McLaughlin Road are under same ownership but do not form part of the request). Requires amendment

			to the NEP, and Region is not contemplating requesting such an amendment at this time. Inglewood already contains about 4 ha of gross vacant land for development. As well, Inglewood municipal water system has little capacity to accommodate growth and community is only partially serviced by municipal wastewater system.
4	Caledon East	Oak Ridges Moraine Conservation Plan (Countryside Area)	Request to consider expansion of Caledon East to accommodate a 38 hectare property (two land parcels) at 16494 Innis Lake Road and to resolve an outstanding LPAT appeal. Property is located in the Countryside Area of the ORMCP Area. Settlement area boundary expansions in the Countryside Area are regulated by Growth Plan policy 2.2.8, which restricts expansion to 10 hectares (see policy 2.2.8.3 k ii.). Property is not attached to current settlement area boundary.
5	n/a (Palgrave Estate Residential Community)	Oak Ridges Moraine Conservation Plan (Countryside Area)	Request to consider an adjustment of the Palgrave Estates boundary within the ORMCP to incorporate a portion of the Glen Eagle Golf Club. The land parcel in question is at 15731 Highway 50 and is 118 hectares. It is currently designated Countryside Area in the Regional and Town Official Plans and mapping. The current Palgrave Estates boundary was established based on the existing Town Palgrave Estates designation as adopted by Caledon Council, identified in the Regional Official Plan, and approved by the Province. Major development in the Countryside Area (the creation of four or more lots) is not permitted under the ORMCP.
6	n/a	Oak Ridges Moraine Conservation Plan (Natural Linkage Area) AND	Request to consider 5 parcels of land that are partially within the FSA north-west of Bolton, within the east Bolton “finger”, and extend into Natural Linkage Area of the Oak Ridges Moraine Conservation Area as well as Protected Countryside under the Greenbelt Plan. Total land area is 162.6 hectares. Area within FSA has been extensively studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). ORMCP prohibits settlement area expansion into Natural Linkage Areas.

		Greenbelt Plan (Protected Countryside)	Greenbelt Plan Policy 3.4.2.1 prohibits expansion into the Greenbelt Area from a settlement located outside the Greenbelt.
7	Campbell's Cross	Greenbelt Plan (Protected Countryside)	Request for expansion of Campbell's Cross settlement area to accommodate 28 acres of land south of King Street to construct 18 homes. Requires expansion into the Greenbelt Area from a settlement located outside the Greenbelt, which is prohibited under Policy 3.4.2.1 of the Greenbelt Plan.
8	Inglewood	Niagara Escarpment Plan	Request to include 3.31 hectares of land at "0" McLaughlin Road, plus smaller adjoining land parcels owned by the Town (a stormwater management pond) and Region (a water pumping station) in the Inglewood settlement area. Requires amendment to the NEP, and Region is not contemplating requesting such an amendment at this time. Inglewood already contains about 4 ha of gross vacant land for development. As well, Inglewood municipal water system has little capacity to accommodate growth and community is only partially serviced by municipal wastewater system.
9	Bolton	Greenbelt Plan (Protected Countryside)	Request to consider expansion of Bolton settlement area into Protected Countryside of Greenbelt Area. Lands comprise 14 hectares along Chickadee Lane, King Street, and Glasgow Road, of which 4.7 hectares lies within Greenbelt Area and remainder lies within FSA. Requires expansion into the Greenbelt Area from a settlement located outside the Greenbelt, which is prohibited under Policy 3.4.2.1 of the Greenbelt Plan. Area within FSA has been studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). Adjoining lands in FSA under same ownership were recently approved for inclusion in Bolton settlement area by LPAT Order dated 10 November, 2020.

10	n/a	Greenbelt Plan (Protected Countryside)	Request to consider expansion of the Bolton settlement area to include of 24 hectares of land west of Bolton at 13464 The Gore Road. Land parcel is split between the FSA (12.8 hectares) and the Protected Countryside in the Greenbelt Area (11.1 hectares). Area within FSA has been extensively studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). Greenbelt Plan Policy 3.4.2.1 prohibits expansion into the Greenbelt Area from a settlement located outside the Greenbelt.
11	Campbell's Cross	Greenbelt Plan (Protected Countryside)	Request to consider expansion of Campbell's Cross settlement area to include 5.8 hectare land parcel at 13945 Kennedy Road. Parcel is split between FSA (3.4 hectares) and Protected Countryside in the Greenbelt Area (2.4 hectares). Preliminary proposal is to construct lots for residential uses except on Greenbelt Area lands. Area within FSA has been extensively studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). Greenbelt Plan Policy 3.4.2.1 prohibits expansion into the Greenbelt Area from a settlement located outside the Greenbelt.

Peel 2041+:

Status Update & Key Policies

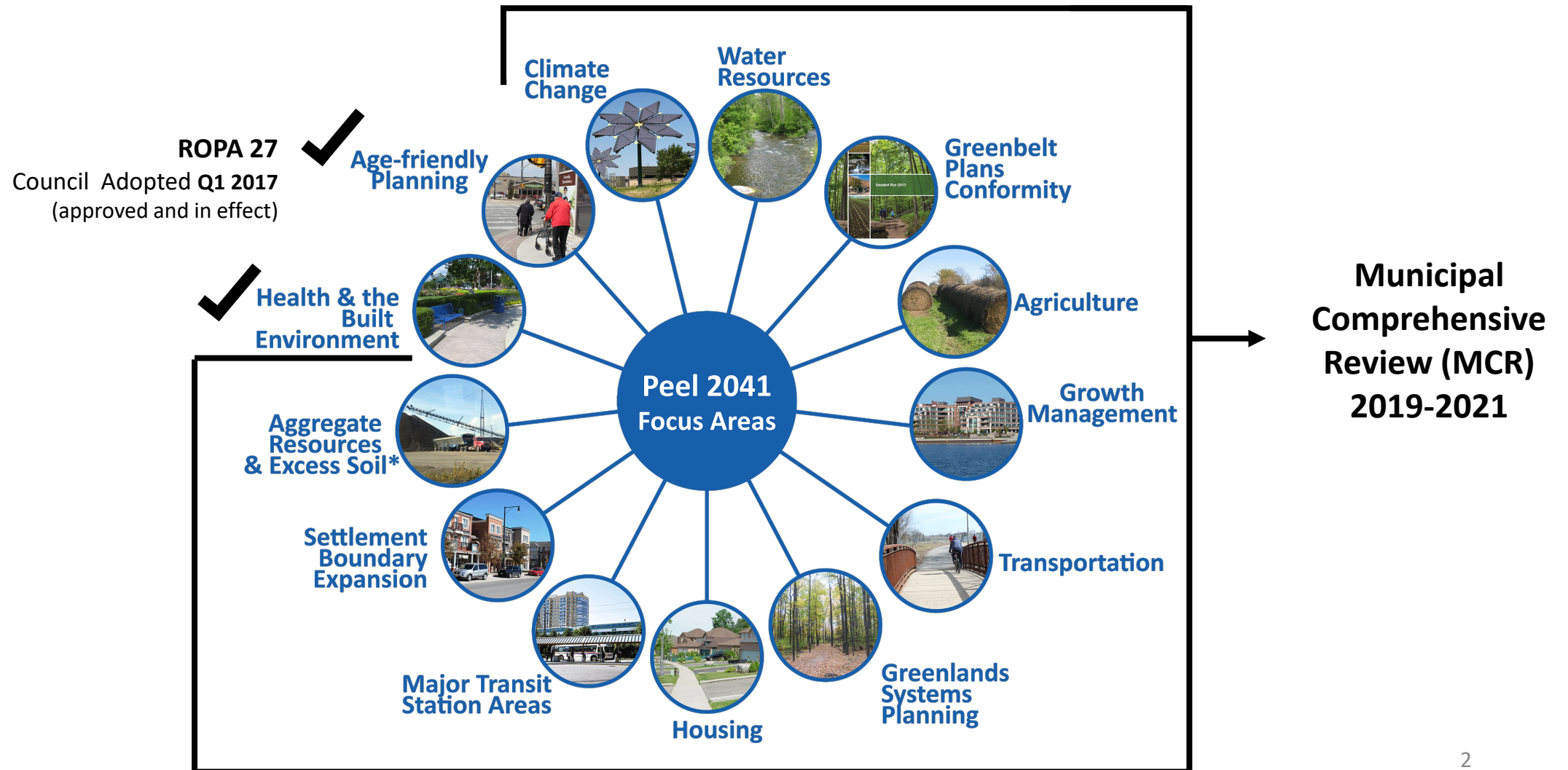
Regional Council

December 10, 2020

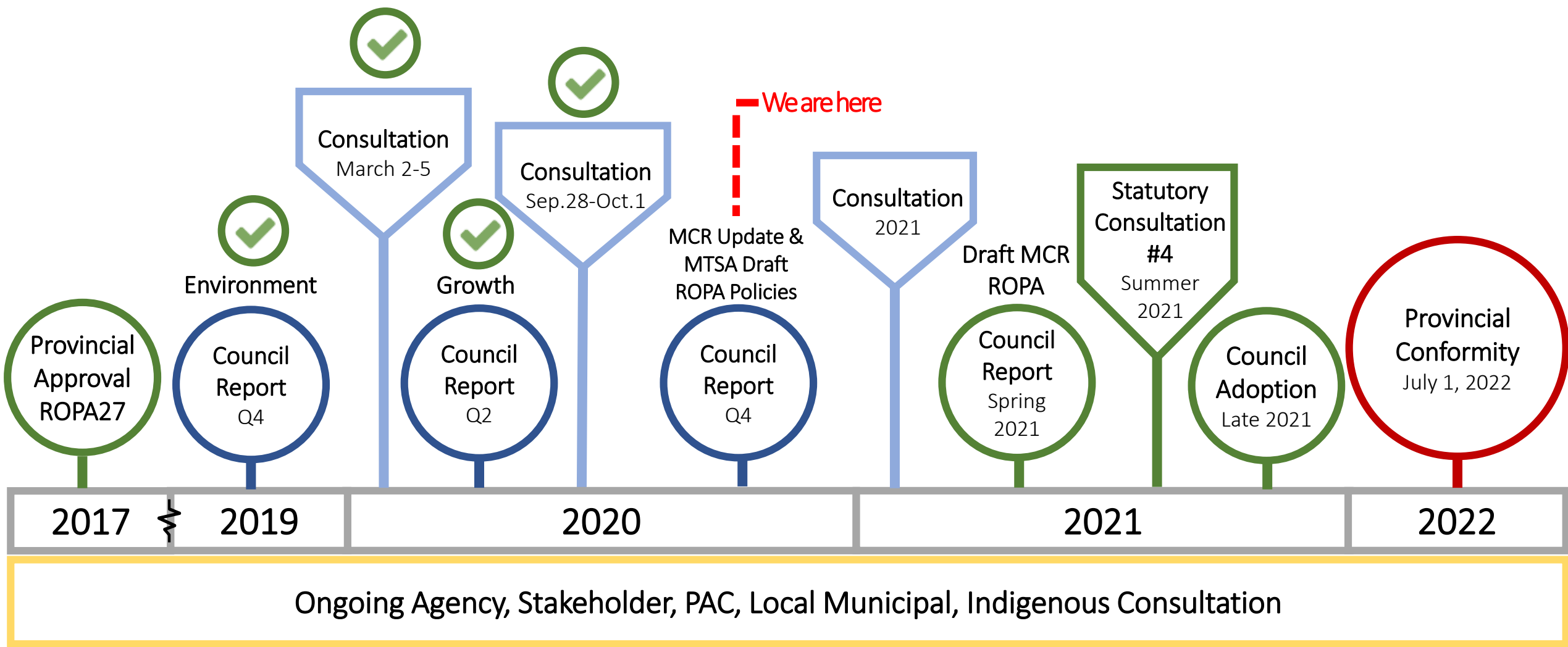


Peel2041+
Regional Official Plan Review

Peel 2041+: Focus Areas



Peel 2041+: Consultations



Key Policy Themes

- Taking action against climate change
- Manage growth in a fiscally sustainable manner
- Increase affordable housing
- Respond to a changing economy
- Encourage job growth
- Encourage active transportation
- Ensure the healthy development of our communities

Emerging Policy Areas

- Managing financial risk and the sustainable provision of growth-related infrastructure through appropriate financial management, prioritization and sequencing policies
- Identify opportunities for including broadband and pipeline infrastructure policies
- Advancing Regional objectives surrounding social equity and responding to systemic racism
- Ensuring cemetery policies are considered, particularly in rural areas



Growth Management

- The Region of Peel is updating its **Official Plan growth management policies** to:
 - Ensure alignment with current Provincial policy and legislation;
 - Set the framework to guide how Peel will accommodate new population and employment growth to 2051;
 - Support transportation and transit investment by directing new growth to areas with increased mobility; and
 - Build upon the need to respond to the changing nature of employment.
- **Policy Directions Report** endorsed by Regional Council for consultation on June 25, 2020:
 - Municipal growth allocation
 - Minimum intensification targets
 - Minimum designated greenfield area targets
 - Strategic growth areas
 - Employment areas
 - Implementation tools and monitoring
- **Amendment 1 to the Growth Plan, 2019 and Land Needs Assessment Methodology**
 - Draft municipal allocation
 - Draft land needs assessment results

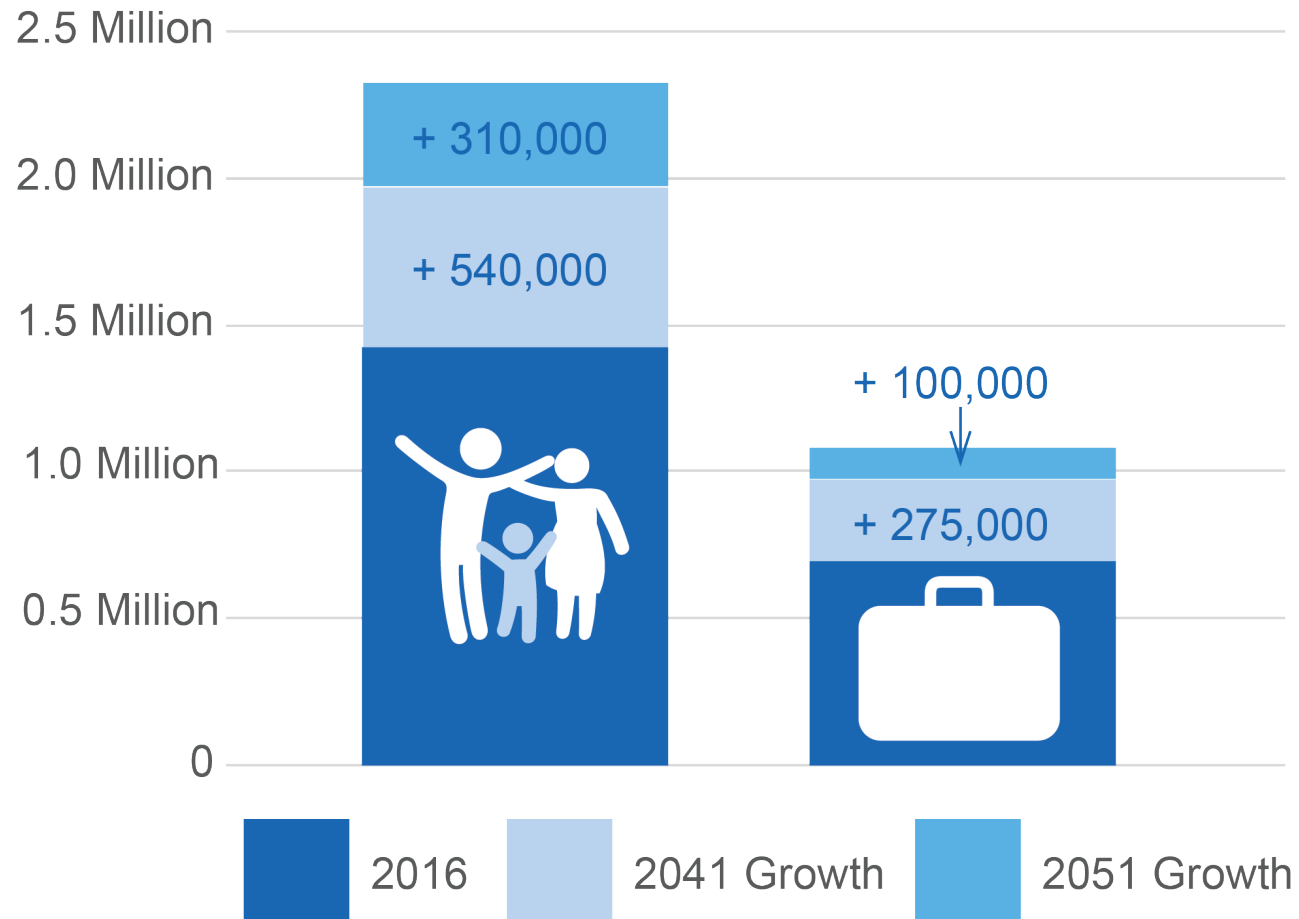


NEW



Growth Forecasts

Growth in Peel to 2051





Draft Municipal Allocation

	2021		2051	
Municipality	Population	Employment	Population	Employment
Caledon	81,000	26,700	300,000	125,000
Brampton	698,000	208,500	985,000	355,000
Mississauga	799,000	500,400	995,000	590,000
Peel	1,578,000	735,600	2,280,000	1,070,000



Draft Land Needs Analysis

Intensification Rate (2021-2051)	55%
Ave Annual Population Growth Rate (2021-2051)	1.2%
Ave Annual Employment Growth Rate (2021-2051)	1.3%
New Greenfield Density 2051	65 p&J/ha
Employment Density 2051	-
Activity Rate 2021	48.4%
Activity Rate 2051	48.6%
Additional Greenfield Community Land Needs to 2051	~3100 ha
Additional Greenfield Employment Land Needs to 2051	~1200 ha



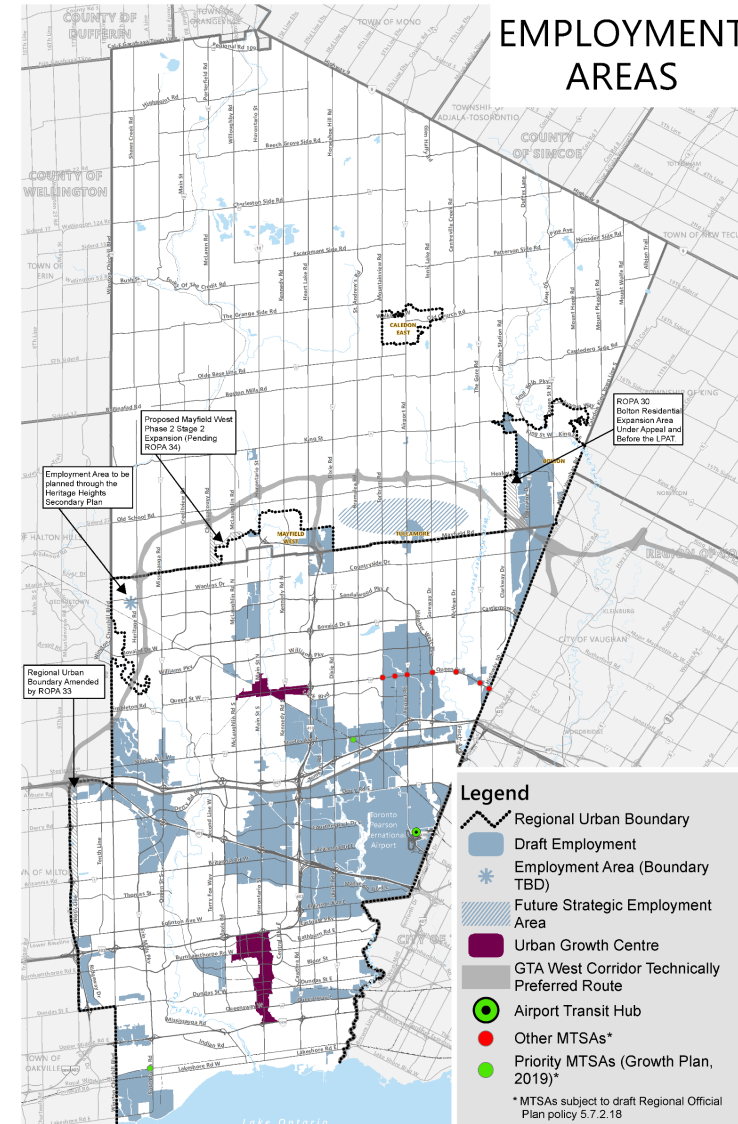
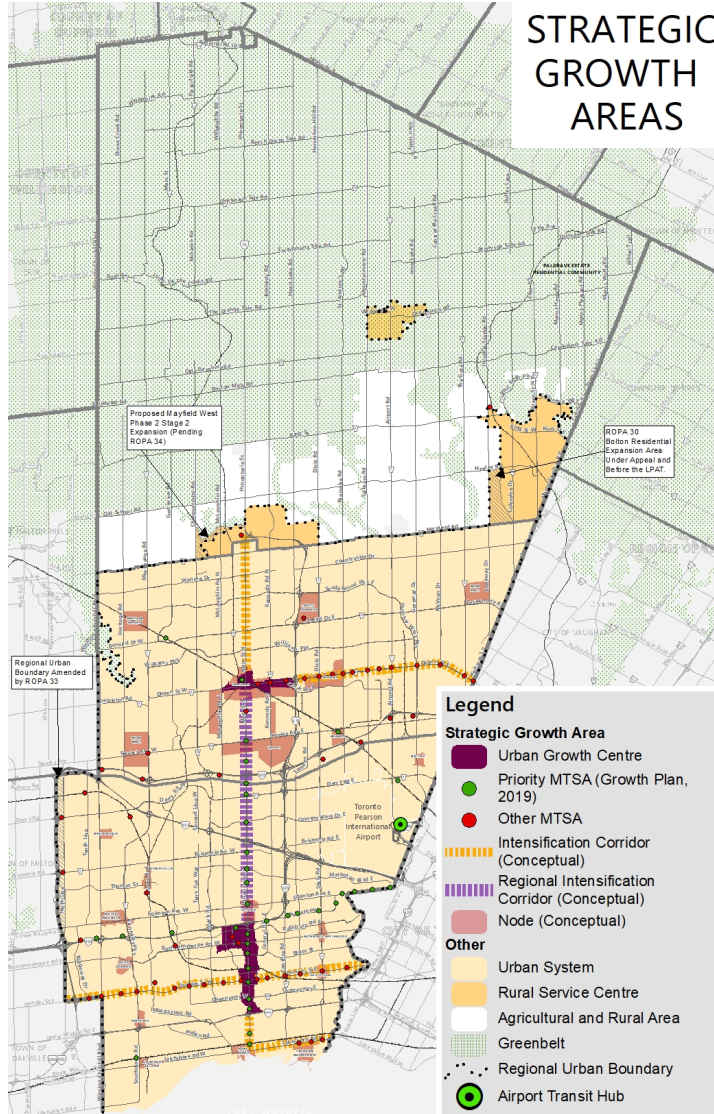


Preliminary Findings for Peel's Growth

- Peel's Intensification rate projected to be 55% from 2021 to 2051
- The 2051 forecast has incorporated the latest housing supply data from local municipalities
- Greenfield growth shifts from Brampton to Caledon
- Will require increased coordination with financial planning and stronger implementation policies to protect regional interests:
 - Enhanced staging and sequencing requirements at the local level
 - Consideration of additional financial tools;
 - Integration of climate change, sustainable transportation, affordable housing, natural heritage system planning and cultural heritage preservation



Growth Management: New Schedules



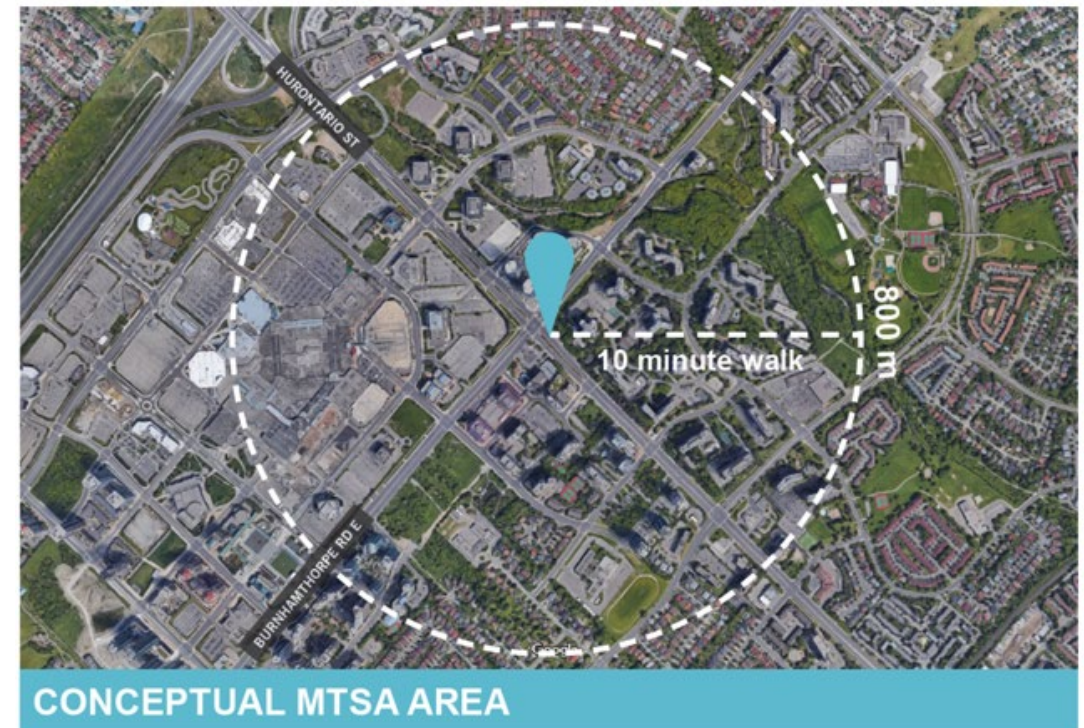


Major Transit Station Areas

Major Transit Station Areas (MTSAs) are lands within an approximate 500-800 metre radius of a transit station or stop, primarily along existing or planned transit corridors

Provincial Requirements:

- Delineate boundaries
- Set minimum densities
- Establish a framework to guide implementation planning by the local municipalities





Transit Corridors/Hubs

Light Rail Transit

- Hurontario LRT (Priority)

GO Train

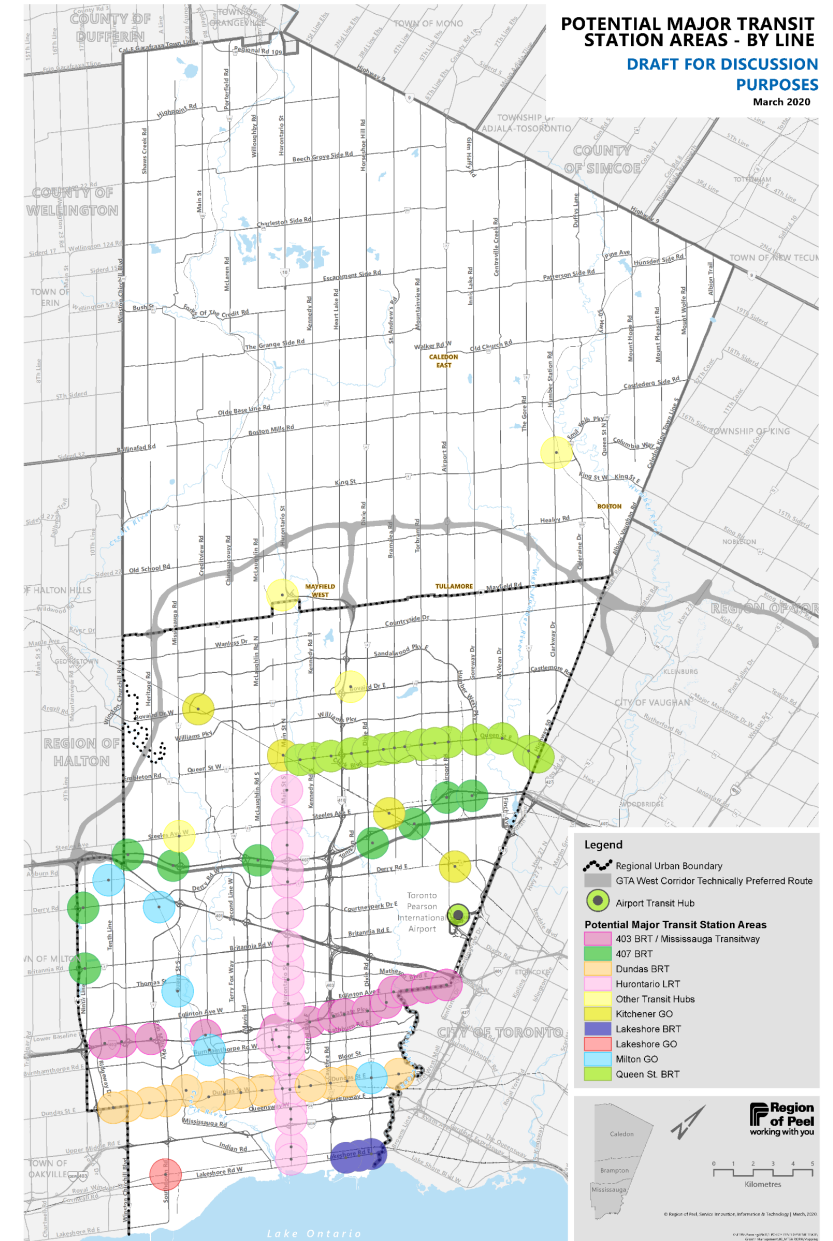
- Lakeshore West GO (Priority)
- Kitchener GO (Priority)
- Milton GO
- Bolton GO

Bus Rapid Transit

- 403 BRT/Mississauga Transit Way (Priority)
- Dundas BRT
- Queen Street BRT
- 407 Transit Way BRT
- Lakeshore Road BRT

Transit Hubs

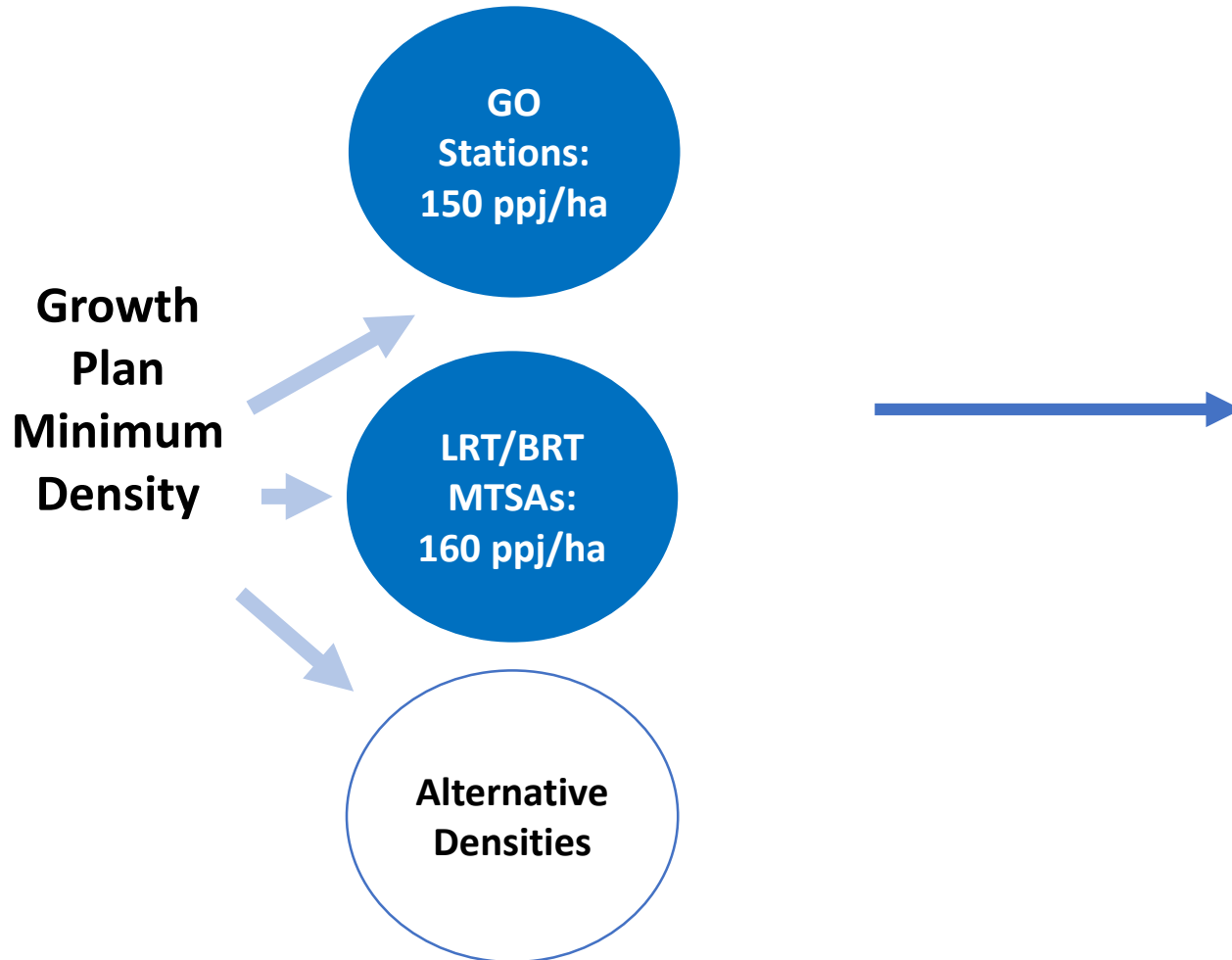
- Future Airport Transit Hub
- Other Transit Hubs





MTSA Minimum Densities

REGIONAL FRAMEWORK



LOCAL IMPLEMENTATION



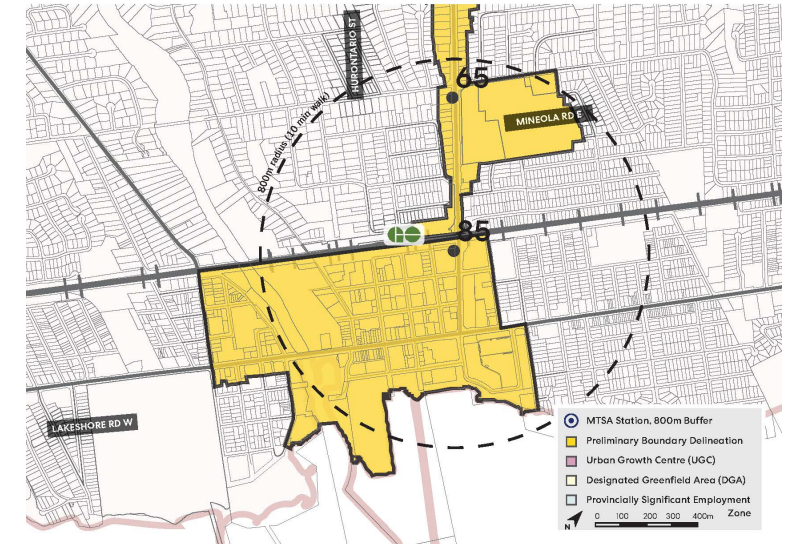


MTSA Key Policies

- **Establish a framework:** to guide implementation and planning by local municipalities, including:
 - delineating boundaries
 - minimum densities for each MTSA (number of people and jobs planned for an area)
- **Other policies:**
 - to protect planned MTSAs for future transit-oriented development
 - guide the local implementation planning work
 - criteria based flexibility for Employment Areas within MTSA
 - Planning for natural and human-made hazards during implementation
 - Implementation of the Healthy Development Framework

85 / PORT CREDIT

APRIL 16, 2020 Region of Peel
working with you



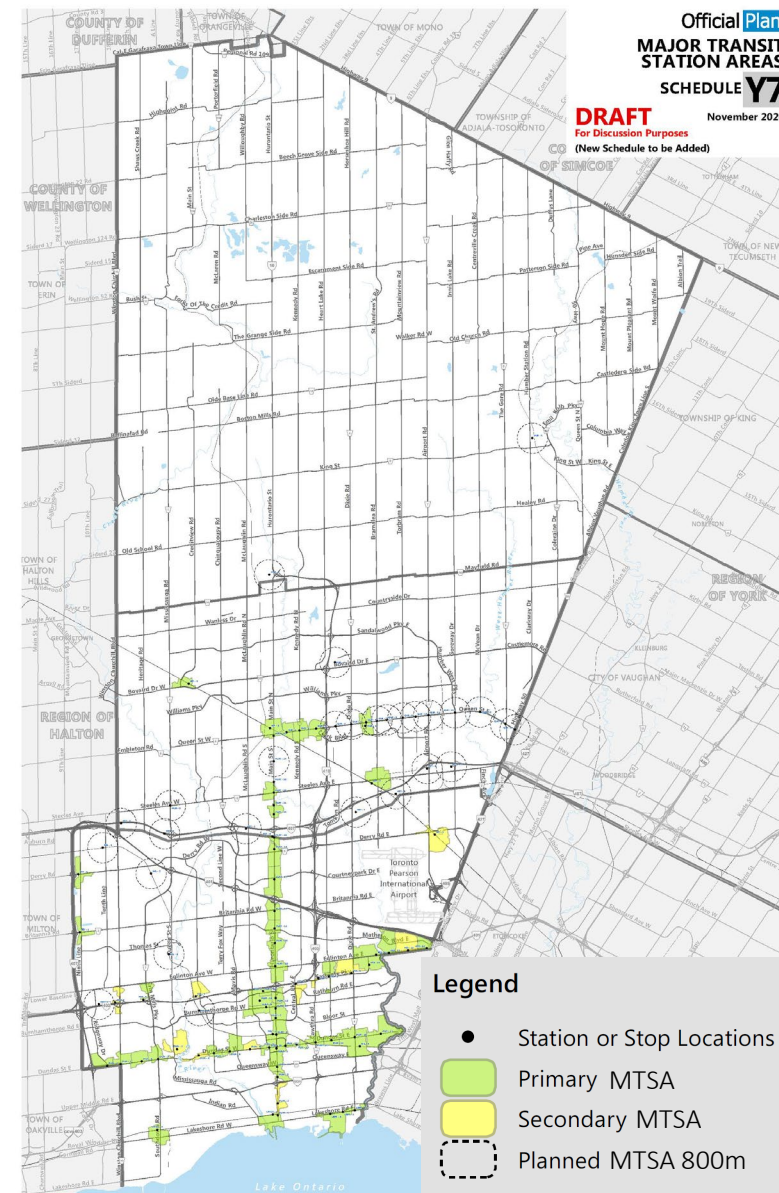
MTSA Preliminary Boundary Delineation		Station: Port Credit	Corridor Type: Priority Transit Corridor
Area (ha)	81	Municipality: City of Mississauga	Combined Station: 98/Port Credit GO
Population	6,000	Corridor: Hurontario LRT	Target Density: 160 ppl/ha
Employment	2,600		
Total Density (ppl/ha)	107		
Additional People and Jobs to Achieve Target Density (ppl)	4,304		
MTSA 800m Radius			
Area (ha)	187		
Population	7,852		
Employment	3,073		
Total Density (ppl/ha)	58.5		
		ANALYTICAL LENS	<ul style="list-style-type: none"> Flood Risk
		MOBILITY	<ul style="list-style-type: none"> Port Credit GO Station
		MARKET AND GROWTH POTENTIAL	<ul style="list-style-type: none"> High availability of vacant land Moderate development pipeline activity Port Credit West Village master plan development
		LAND USE AND BUILT FORM	<ul style="list-style-type: none"> Moderate flood risk GP Built Up Urban Area
		COMMUNITY CONSIDERATIONS	<ul style="list-style-type: none"> Access to sports and recreation facilities Landmarks: Port Credit Arena, Port Credit Harbour Marina

*Data source: Scenario 1G, prepared by Henssen Consulting for the Region of Peel (2016 Census Data)



MTSA Draft ROPA

- **New Regional Official Plan policy section 5.6**
- **Station classification:** define the types of transit stations in the Region, considering when and how they may develop
 - Primary (delineated, with minimum densities of the Growth Plan)
 - Secondary (delineated, with alternative densities)
 - Planned (undelineated)
- **New Schedule Y7 and Table Y1:**
 - MTSA Schedule Y7 identifies all three station typologies
 - Table Y1 establishes the minimum densities of all MTSAs and provides details by transit corridor





Housing: Inclusionary Zoning

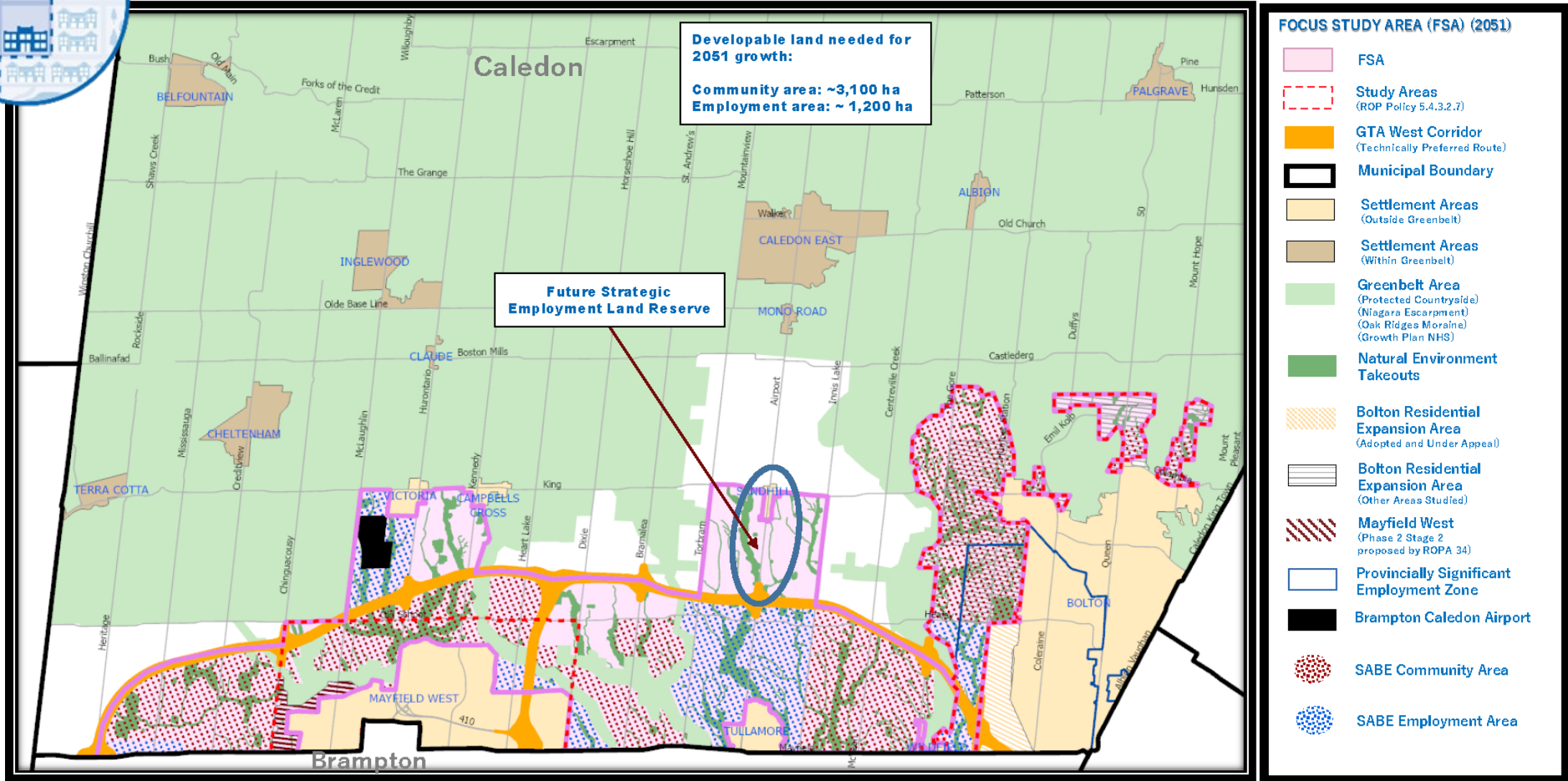
- Inclusionary zoning framework being advanced collaboratively
- Includes Provincially required background analysis, policy and administration considerations, and a peer review of the market analysis
- Limited to MTSAs/Community Planning Permit System Areas as ordered by the Minister/MZO
 - MTSAs delineations will be required in order to apply IZ at a local development level



Settlement Area Boundary Expansion (SABE): Policy Directions

- Ensure protection of cultural heritage and archaeological resources, support energy and emission reductions, develop healthy communities with neighbourhood centres and high quality urban form, and coordinate the location of retail and employment areas to multiple modes of transportation
- Implement a robust natural heritage and water resource management system
- Establish strong staging and sequencing of growth policies, ensuring efficient use of infrastructure and financial sustainability
- Require robust community and neighbourhood planning to ensure complete, coordinated, healthy and sustainable communities
- Require that a structure and approach for provision of transit and active transportation infrastructure be provided to support the future development to 2051

SABE: Draft Conceptual Mapping



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents a conceptual area for the SABE based on technical studies.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Notes:

- 1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development.
- 2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- 3) The ~4,300 ha SABE is based on a draft land needs assessment which is under review.

DISCLAIMER: Draft conceptual SABE for further study and discussion



1 cm = 1 km 19



Settlement Area Boundary Expansion

- Received a number of formal requests for consideration of expansion to rural settlements within the Provincial Greenbelt in Caledon
- Provincial policy framework encourages expansions to accommodate growth outside of the Greenbelt and therefore includes very prescriptive policies for considering these requests
- SABE Study Rural Settlements Technical Memorandum outlines the Provincial policy framework, requests and responses to requests
- Targeted consultation with those that submitted these requests will be undertaken early in 2021

Next Steps

- Conduct ongoing consultations
- Continue to engage Council
- Continue refining draft SABE based on results of detailed analysis on water/waste water, transportation, agricultural impact and fiscal impact
- Aim to bring forward a draft MCR ROPA in Spring 2021 on the majority of the Peel 2041+ draft policies requesting statutory public consultation
- Conduct statutory consultations in Summer 2021
- Advance MTSA ROPA should overall MCR be delayed
- Request Council adoption of the draft MCR ROPA by end of 2021
- Meet Provincial conformity deadline of July 1, 2022

Thank you!

Tara Buonpensiero
Acting Manager, Integrated Planning
Regional Planning and Growth Management
791-7800 ext. 4455 | tara.buonpensiero@peelregion.ca

Duran Wedderburn
Acting Expert Growth Management Strategist
Regional Planning and Growth Management
791-7800 ext. 7169 | duan.wedderburn@peelregion.ca

REPORT TITLE: **Crane Swing Agreement – 100 Manett Crescent – City of Brampton, Ward 5 – Owner: Manett Residences Inc.**

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
 Andrea Warren, Interim Commissioner of Public Works

RECOMMENDATION

That the temporary encroachment of a crane swing, from a crane that has been erected on the adjacent property known municipally as 100 Manett Crescent, Brampton be permitted to encroach within a portion of the air space above Regional Road 107 (Bovaird Drive West), City of Brampton, in accordance with the terms and conditions contained in a Crane Swing Agreement between The Regional Municipality of Peel and Manett Residences Inc;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit a crane swing from a crane that has been erected on the adjacent property to temporarily encroach through a portion of the air space within the widened limits of Regional Road 107(Bovaird Drive West).
-

DISCUSSION

Manett Residences Inc. (the “Owner”) is the owner of the lands municipally known as 100 Manett Crescent, located on the south side of Regional Road 107 (Bovaird Drive West) and west of Gillingham Drive in the City of Brampton.

The Owner submitted a Site Plan Application (SP-20-11B & 112B) and, as part of Site Plan approval, the Owner is seeking permission for a crane to swing through and temporarily encroach upon a portion of the air space (the “Encroachment”) within the widened limits of Regional Road 107 (Bovaird Drive West). The Owner has erected the crane at 100 Manett Crescent, Brampton.

Pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended, Council approval is required to permit the Encroachment. By requirement, the Owner will enter into a Crane Swing Agreement with the Region to permit the Encroachment to temporarily remain within the widened limits of Regional Road 107 (Bovaird Drive West) as shown on Appendix I – Location Sketch and Appendix II – Crane Placement Plan.

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

**Crane Swing Agreement – 100 Manett Crescent – City of Brampton, Ward 5 – Owner:
Manett Residences Inc.**

Regional staff have no objections to the Encroachment within the widened limits of Regional Road 107 (Bovaird Drive West).

APPENDICES

Appendix I – Location Sketch

Appendix II – Crane Placement Plan

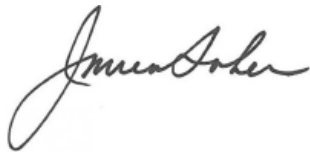
For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facilities Acquisitions, Extension 7636, lori-ann.thomsen@peelregion.ca.

Authored By: Lisa Masters, Real Estate Portfolio Analyst

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors and Legal Services.

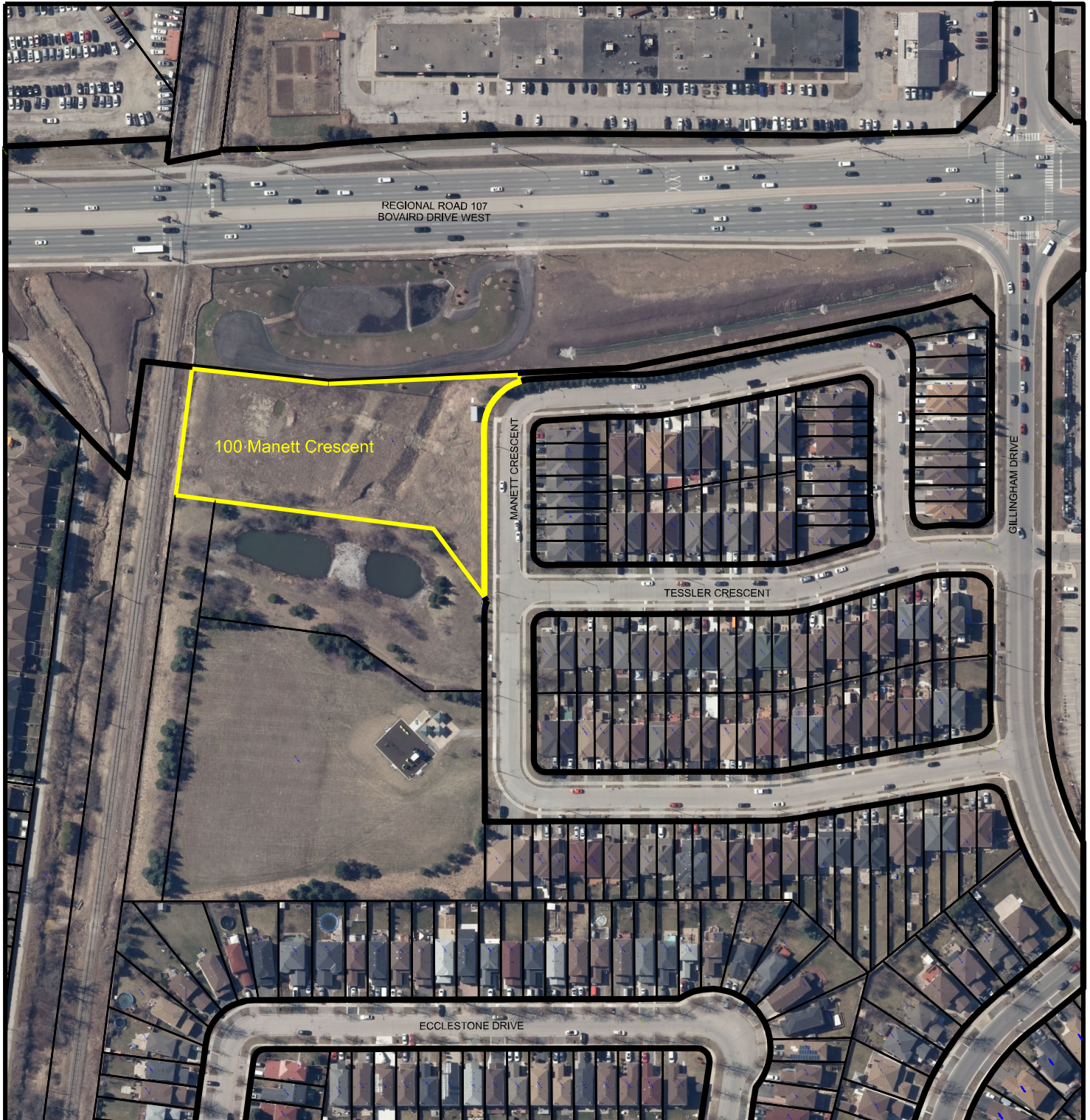
Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

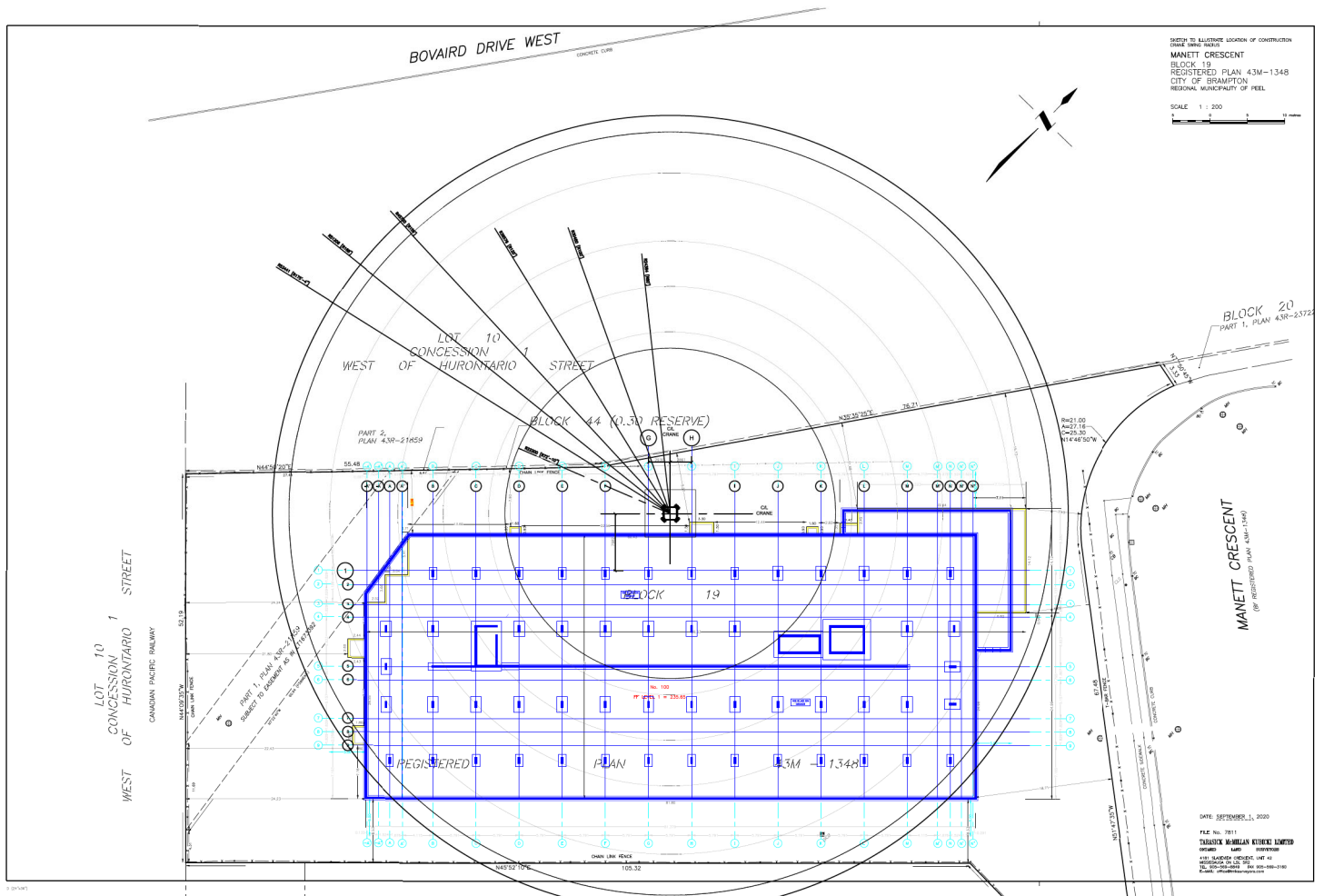
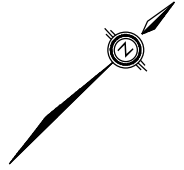
Appendix I - Location Sketch

Crane Swing Agreement - 100 Manett Crescent
City of Brampton, Ward 5
Owner: Manett Residences Inc.



Appendix II - Crane Placement Plan

Crane Swing Agreement - 100 Manett Crescent
City of Brampton, Ward 5
Owner: Manett Residences Inc.



REPORT TITLE: **Crane Swing Agreement – 3610 Dixie Road – City of Mississauga, Ward 3 – Owner: Killam Kamres (Silver Spear) Inc.**

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
 Andrea Warren, Interim Commissioner of Public Works

RECOMMENDATION

That the temporary encroachment of a crane swing, from a crane that has been erected on the adjacent property known municipally as 3610 Dixie Road, Mississauga be permitted to encroach within a portion of the air space above Regional Road 4 (Dixie Road), City of Mississauga, in accordance with the terms and conditions contained in a Crane Swing Agreement between The Regional Municipality of Peel and Killam Kamres (Silver Spear) Inc;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit a crane swing from a crane that has been erected on the adjacent property to temporarily encroach through a portion of the air space within the widened limits of Regional Road 4 (Dixie Road).
-

DISCUSSION

Killam Kamres (Silver Spear) Inc. (the “Owner”) is the owner of the lands municipally known as 3610 Dixie Road, located on the west side of Regional Road 4 (Dixie Road) and south of Burnhamthorpe Road in the City of Mississauga

The Owner submitted a Site Plan Application (SP-16-056M) and, as part of Site Plan approval, the Owner is seeking permission for a crane to swing through and temporarily encroach upon a portion of the air space (the “Encroachment”) within the widened limits of Regional Road 4 (Dixie Road). The Owner has erected and is using the crane at 3610 Dixie Road, Mississauga.

Pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended, Council approval is required to permit the Encroachment. By requirement, the Owner will enter into a Crane Swing Agreement with the Region to permit the Encroachment to temporarily remain within the widened limits of Regional Road 4 (Dixie Road) as shown on Appendix I – Location Sketch and Appendix II – Crane Placement Plan.

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

Crane Swing Agreement – 3610 Dixie Road – City of Mississauga, Ward 3 – Owner: Killam Kamres (Silver Spear) Inc.

Regional staff have no objections to the Encroachment within the widened limits of Regional Road 4 (Dixie Road).

APPENDICES

Appendix I – Location Sketch

Appendix II – Crane Placement Plan

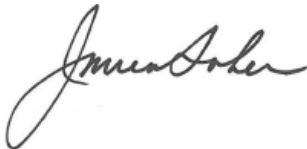
For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facilities Acquisitions, Extension 7636, lori-ann.thomsen@peelregion.ca.

Authored By: Lisa Masters, Real Estate Portfolio Analyst

Reviewed and/or approved in workflow by:

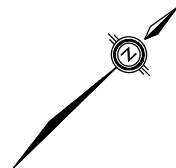
Department Commissioners, Division Directors and Legal Services.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

Appendix I - Location Sketch



Crane Swing Agreement - 3610 Dixie Road
City of Mississauga, Ward 3
Owner : Killam Apartment Subsidiary Limited Partnership



**Crane Swing Agreement - 3610 Dixie Road
City of Mississauga, Ward 3
Owner: Killam Apartment Subsidiary Limited Partnership**

[illegible]

PHASE ①

EXISTING ASPHALT PARKING REMAINS FOR RESIDENT USE AND ACCESS TO THE EXISTING GARAGE WHILE THE TREE REMOVAL IS COMPLETED IN THE CONSTRUCTION AREA AND NEW SERVICES ARE INSTALLED IN THE LANE FROM SILVER SPEAR TO THE CONSTRUCTION FENCE / NEW GARAGE WALL. THE TRADES WILL ALLOW FOR THE NEW LANE TO BE COMPLETED WITH ALL SERVICES, CURBS AND BASE ASPHALT AND WILL ALLOW FOR COORDINATION WITH MELLOUL BLAMEY AND THE EXISTING BUILDING FOR ACCESS INTO THE EXISTING GARAGE.

PHASE ②

WHEN THE TREE REMOVAL AND SITE SERVICES ARE COMPLETE THE CONSTRUCTION FENCE WILL BE RELOCATED TO THE EDGE OF THE EXISTING GARAGE UPPER LEVEL AS INDICATED AND BETWEEN RESIDENT ACCESS TO THE EXISTING GARAGE AND CONSTRUCTION AREA FOR NEW GARAGE CONSTRUCTION.

SEE SEPARATE PHASING FOR
EXISTING LANE SERVICES
SCHEDULE

DATE: JULY 8 2019

REPORT TITLE: Crane Swing Agreement – 4064, 4070 and 4078 Dixie Road – City of Mississauga, Ward 3 – Owner: Hazelton Development Corporation

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
Andrea Warren, Interim Commissioner of Public Works

RECOMMENDATION

That the temporary encroachment of a crane swing, from a crane that has been erected on the adjacent property known municipally as 4064, 4070 and 4078 Dixie Road, Mississauga be permitted to encroach within a portion of the air space above Regional Road 4 (Dixie Road), City of Mississauga, in accordance with the terms and conditions contained in a Crane Swing Agreement between The Regional Municipality of Peel and Hazelton Development Corporation;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit a crane swing from a crane which has been erected on the adjacent property to temporarily encroach through a portion of the air space within the widened limits of Regional Road 4 (Dixie Road).

DISCUSSION

Hazelton Development Corporation (the “Owner”) is the owner of the lands municipally known as 4064, 4070 and 4078 Dixie Road, located on the west side of Regional Road 4 (Dixie Road) and of north of Burnhamthorpe Road in the City of Mississauga.

The Owner submitted a Site Plan Application (SP-18-020M) and, as part of Site Plan approval, the Owner is seeking permission for a crane to swing through and temporarily encroach upon a portion of the air space (the “Encroachment”) within the widened limits of Regional Road 4 (Dixie Road). The Owner has erected and is using the crane at 4064, 4070 and 4078 Dixie Road, Mississauga.

Pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended, Council approval is required to permit the Encroachment. By requirement, the Owner will enter into a Crane Swing Agreement with the Region to permit the Encroachment to temporarily remain

**Crane Swing Agreement – 4064, 4070 and 4078 Dixie Road – City of Mississauga, Ward 3
– Owner: Hazelton Development Corporation**

within the widened limits of Regional Road 4 (Dixie Road) as shown on Appendix I – Location Sketch and Appendix II – Crane Placement Plan.

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

Regional staff have no objections to the Encroachment within the widened limits of Regional Road 4 (Dixie Road).

APPENDICES

Appendix I – Location Sketch

Appendix II – Crane Placement Plan

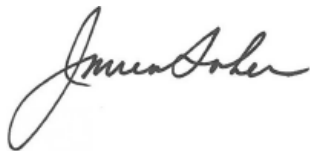
For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facilities Acquisitions, Extension 7636, lori-ann.thomsen@peelregion.ca.

Authored By: Lisa Masters, Real Estate Portfolio Analyst

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors and Legal Services.

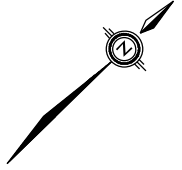
Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

Appendix I - Location Sketch

Crane Swing Agreement - 4064, 4070 and 4078 Dixie Road
City of Mississauga, Ward 3
Owner: Hazelton Development Corporation



**Crane Swing Agreement - 4064, 4070 and 4078 Dixie Road
City of Mississauga, Ward 3
Owner: Hazelton Development Corporation**



REPORT TITLE: **Crane Swing Agreement – Northeast Corner of Bovaird Drive and Lagerfeld Drive – City of Brampton, Ward 6 – Owner: Daniels Choice Mount Pleasant Corporation**

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services
 Andrea Warren, Interim Commissioner of Public Works

RECOMMENDATION

That the temporary encroachment of two crane swings, from cranes to be erected on the adjacent property known municipally as 10-40 Lagerfeld Drive, Brampton be permitted to encroach within a portion of the air space above Regional Road 107 (Bovaird Drive West), City of Brampton, in accordance with the terms and conditions contained in a Crane Swing Agreement between The Regional Municipality of Peel and Daniels Choice Mount Pleasant Corporation;

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

REPORT HIGHLIGHTS

- Regional Council approval is required to permit two crane swings from cranes to be erected on the adjacent property to temporarily encroach through a portion of the air space within the widened limits of Regional Road 107 (Bovaird Drive West).
-

DISCUSSION

Daniels Choice Mount Pleasant Corporation (the “Owner”) is the owner of the lands municipally known as 10-40 Lagerfeld Drive, located on the north side of Regional Road 107 (Bovaird Drive West) and east of Lagerfeld Drive in the City of Brampton.

The Owner submitted a Site Plan Application (SP-18-002B) and, as part of Site Plan approval, the Owner is seeking permission for two cranes to swing through and temporarily encroach upon a portion of the air space (the “Encroachment”) within the widened limits of Regional Road 107 (Bovaird Drive West).

Pursuant to Section 11(3) of the *Municipal Act*, 2001, S.O. 2001, c.25, as amended, Council approval is required to permit the Encroachment. By requirement, the Owner will enter into a Crane Swing Agreement with the Region to permit the Encroachment to temporarily remain within the widened limits of Regional Road 107 (Bovaird Drive West) as shown on Appendix I – Location Sketch and Appendix II – Crane Placement Plan.

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

Crane Swing Agreement – Northeast Corner of Bovaird Drive and Lagerfeld Drive – City of Brampton, Ward 6 – Owner: Daniels Choice Mount Pleasant Corporation

Regional staff have no objections to the Encroachment within the widened limits of Regional Road 107 (Bovaird Road).

APPENDICES

Appendix I – Location Sketch

Appendix II – Crane Placement Plan

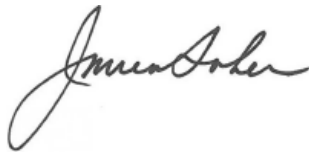
For further information regarding this report, please contact Lori-Ann Thomsen, Manager, Real Property and Facilities Acquisitions, Extension 7636, lori-ann.thomsen@peelregion.ca.

Authored By: Lisa Masters, Real Estate Portfolio Analyst

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors and Legal Services.

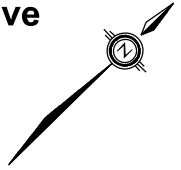
Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

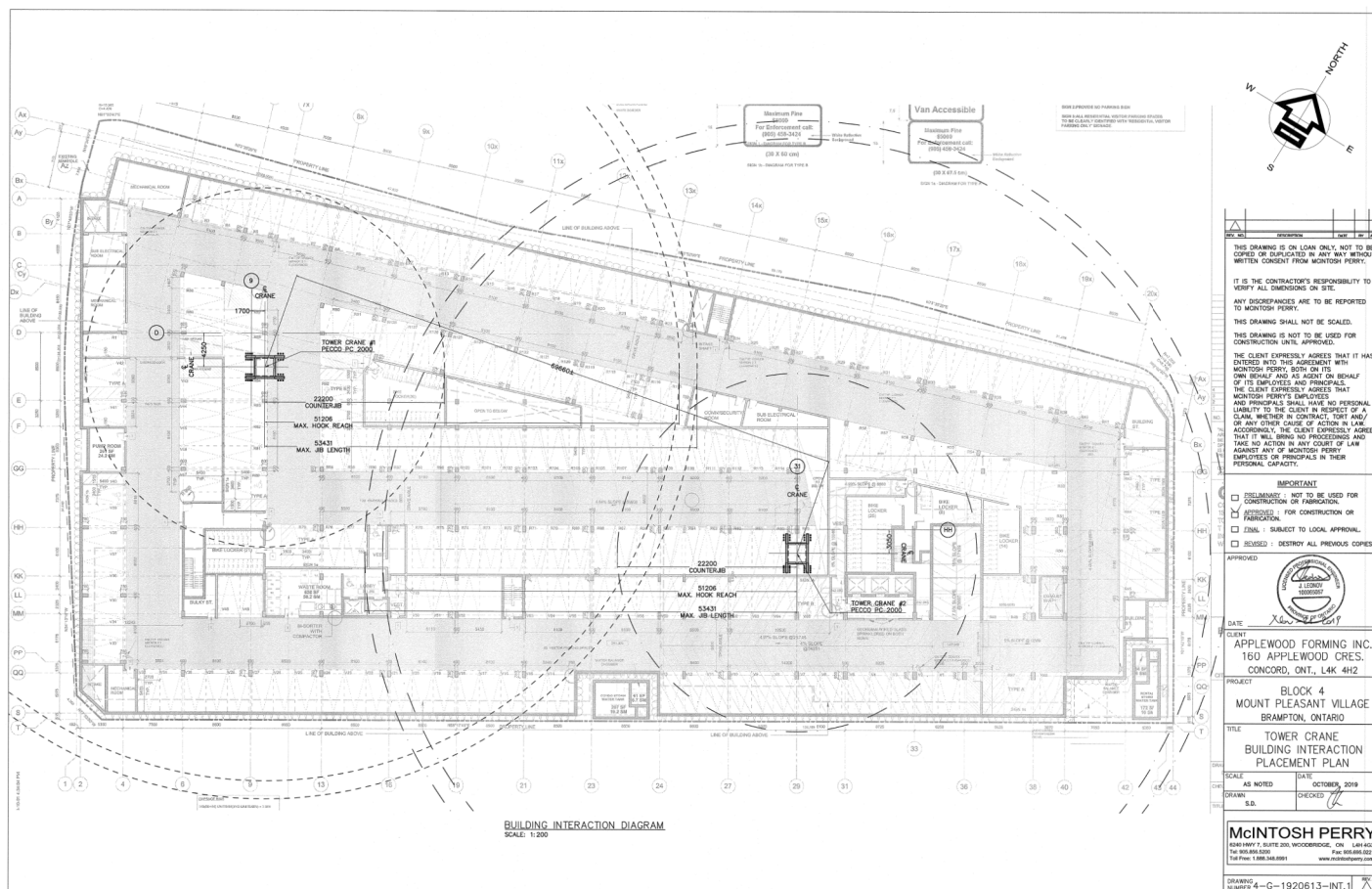
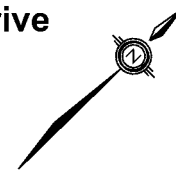
Appendix I - Location Sketch

Crane Swing Agreement - Northeast Corner of Bovaird Drive and Lagerfeld Drive
City of Brampton, Ward 6
Owner: Daniels Choice Mount Pleasant Corporation



Appendix II - Crane Placement Plan

Crane Swing Agreement - Northeast Corner of Bovaird Drive and Lagerfeld Drive
City of Brampton, Ward 6
Owner: Daniels Choice Mount Pleasant Corporation



REPORT TITLE: Participation in the 2020 Audit and Accountability Fund Program

FROM: Kathryn Lockyer, Interim Commissioner of Corporate Services

RECOMMENDATION

That the Region of Peel's participation in the Province of Ontario's Audit and Accountability Fund 2020 be endorsed.

REPORT HIGHLIGHTS

- The Province of Ontario, through the Ministry of Municipal Affairs and Housing, has opened a second intake of proposals for the Audit and Accountability Fund.
 - The Audit and Accountability Fund assists large municipalities with identifying opportunities to advance service delivery efficiencies.
 - To support the Region of Peel's participation in AAF in 2020, a Regional Council resolution is required as part of proposals due by December 18, 2020.
-

DISCUSSION

1. Background

The Ontario government is committed to helping municipalities improve local service delivery and ensure taxpayers' dollars are being used efficiently. In 2019, the Province launched the Audit and Accountability Fund (AAF) which assists municipalities in finding service delivery efficiencies. Through Council endorsement (Resolution 2019-618), the Region was successful in participating in this provincial program in 2019.

Per the letter received by Regional Council from the Ministry of Municipal Affairs and Housing, dated November 17, 2020 (see Appendix I), the Province has started a second intake of proposals for the AAF which are due to the Ministry by December 18, 2020.

2. Proposed Direction

At the November 26, 2020, Council referred this item of Correspondence to Finance and Corporate Services to review the AAF guidelines for 2020. As part of these guidelines, the Province has identified three priority areas that include:

- Digital modernization
- Service integration
- Streamlined development approvals

Staff are currently validating proposals for the AAF that correspond with digital modernization and streamlined development approvals.

Participation in the 2020 Audit and Accountability Fund Program

Upon receipt of Council endorsement to participate in the 2020 AAF program, staff will complete and submit the required proposals, including the formal Council Resolution, to the Province by the submission deadline.

FINANCIAL IMPLICATIONS

Funding levels from the Province for the AAF have yet to be released.

APPENDICES

Appendix I – Letter from the Province of Ontario Announcing Audit and Accountability Fund Intake

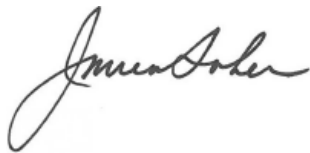
For further information regarding this report, please contact Steve Saric, Director, Corporate Strategy Office, 905-791-7800 Ext.4962, steve.saric@peelregion.ca

Authored By: Manish Mehta, Advisor, Business Process Management

Reviewed and/or approved in workflow by:

Department Commissioner and Division Director.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

Appendix I Participation in the 2020 Audit and Accountability Fund Program

Ministry of Municipal Affairs and Housing

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

Ministère des Affaires municipales et du Logement

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



234-2020-5110

November 17, 2020

Dear Head of Council:

The Ontario government is committed to helping municipalities improve local service delivery and ensure taxpayers' dollars are being used efficiently. That is why we launched the *Audit and Accountability Fund* in 2019. I am writing today to recognize the great work that all 39 eligible municipalities started under the first intake of the program and announce details of a second intake that will further support your efforts to find efficiencies, while delivering the services your residents and businesses rely on every day.

This year, amid the challenges brought by COVID-19, the province and municipalities have pulled together to help keep our communities safe and support our economy. We understand that the success of Ontario's municipalities is vital to our province's economic recovery – that is why the Ontario government, under the leadership of Premier Ford, secured the historic \$4 billion Safe Restart Agreement with the federal government. This funding is helping municipalities across Ontario address operating budgetary shortfalls they have incurred as a result of COVID-19.

Ontario is currently experiencing the second wave of COVID-19, and it is important that municipalities adapt to this new reality. That is why I am writing to you today to launch the second intake of the *Audit and Accountability Fund (AAF)*. The AAF will allow large municipalities to benefit from further provincial funding to conduct service delivery and administrative expenditure reviews, with the goal of finding efficiencies while protecting and modernizing critical front-line services.

The impacts of the COVID-19 pandemic are making it more important than ever that municipalities can deliver modern, efficient services that are financially sustainable – services that can help improve local resilience and sustainability in these challenging times and respond to the need for new ways of doing business. This year, although we will consider applications related to any area of municipal service delivery, I encourage you to submit proposals that support the following priorities:

- Digital modernization
- Service integration
- Streamlined development approvals

Appendix I

Participation in the 2020 Audit and Accountability Fund Program

The AAF provides you with the opportunity to identify savings and efficiencies, while protecting front-line services, and ensuring that municipalities are ready to adapt to the new normal.

To apply, you must submit a completed Expression of Interest form with attached supporting documents via the Transfer Payment Ontario (TPON) system by **December 18, 2020**. To get started, access the Transfer Payment Ontario (TPON) system by visiting www.Ontario.ca/getfunding. You will find program guidelines and the Expression of Interest form on that site.

If you have questions on the program, or would like to discuss a proposal, I encourage you to contact your [Municipal Services Office](#) or e-mail municipal.programs@ontario.ca.

By continuing to work together to deliver modern, efficient local services, we are charting a path to a strong recovery and getting Ontario back on track.

Sincerely,



Steve Clark
Minister

c. Chief Administrative Officers and Treasurers



**THE REGIONAL MUNICIPALITY OF PEEL
ACCESSIBILITY ADVISORY COMMITTEE
MINUTES**

Members Present: C. Belleth
C. Chafe
R. Chopra
P. Crawford-Dickinson
M. Daniel
P. Fortini

N. Husain
N. Iannicca
A. Karim
M. Mahoney
I. Sinclair

Members Absent: A. Groves

A. Misar

Staff Present J. Baker, Chief Administrative Officer
S. Baird, Commissioner of Digital and Information Services
K. Lockyer, Regional Clerk and Interim Commissioner of Corporate Services
J. Sheehy, Commissioner of Human Services
N. Polsinelli, Commissioner of Health Services
C. Thomson, Deputy Clerk and Manager of Legislative Services
R. Khan, Committee Clerk
S. Valteau, Legislative Specialist
S. MacGregor, Legislative Assistant

1. CALL TO ORDER

Raj Chopra, Committee Chair, called the Region of Peel Accessibility Advisory Committee meeting to order on November 19, 2020 at 1:30 p.m. in the Council Chambers, Regional Administrative Headquarters, 10 Peel Centre Drive. The Committee Chair attended in-person. Members of the Committee and staff participated electronically.

2. DECLARATIONS OF CONFLICTS OF INTEREST

Nil.

3. APPROVAL OF AGENDA

RECOMMENDATION AAC-2-2020:

That the agenda for the November 19, 2020 Region of Peel Accessibility Advisory Committee meeting be approved.

4. DELEGATIONS

Nil.

5. REPORTS

5.1 Accessibility for Ontarians with Disabilities Act – Website Compliance

Presentation by Shauna Marshall, Manager, Marketing and Digital Communications and Michail Karteros, Supervisor, Digital Marketing (Related to 6.1)

Received

Shauna Marshall, Manager, Marketing and Digital Communications; and Michail Karteros, Supervisor, Digital Marketing, provided an overview of the work underway to update the Region's website to meet requirements of the *Accessibility for Ontarians with Disabilities Act*.

Michail Karteros requested assistance from AAC committee members to conduct beta testing of the new website and digital tools.

Shauna Marshall, noted that staff are working with an external vendor, AbleDocs, to assist with PDF remediation and to provide training to staff on how to create accessible documents.

In response to a question from Councillor Sinclair regarding the use of patterns and dots on graphs as opposed to colour contrast, Michail Karteros confirmed that using tags and labels are industry best practice. Visual effects should not be the sole method used to provide information, especially for individuals using assistive technology.

In response to questions from Committee members regarding the use of Apple voiceover and other non-Microsoft screen readers, Michail Karteros indicated that different technologies are taken into consideration, however, he requested the assistance of the AAC committee for usability testing.

Committee member, Naz Husain suggested the minimal use of page headings as they can make page navigation difficult when using assistive technologies.

5.2 Overview of Key COVID-19 Response Activities to Mitigate Vulnerabilities and Support Accessibility

(For Information)

Presentation by Dr. Nicholas Brandon, Associate Medical Officer of Health and Andrew Cooper, Manager, Regional Emergency Management

Received

Andrew Cooper, Manager, Regional Emergency Management, provided an overview of the actions taken to address issues concerning accessibility and the needs of vulnerable populations during the Region's COVID-19 response. Activities include: collaboration with community stakeholders; temporary isolation and recovery sites; COVID-19 emergency funding; Peel Housing Corporation supports; coordinated Marketing and Communication approaches; and Peel Public Health's COVID-19 response.

Dr. Nicholas Brandon, Associate Medical Officer of Health provided an update on Peel Public Health's response to COVID-19, including the reallocation of staff and resources. He noted that as part of case, contact, exposure and outbreak

management, a case by case approach is taken to those with accessibility needs.

Committee Chair Raj Chopra, requested that emergency procedures consider the needs of persons with disabilities, including ensuring that public emergency announcements contain closed captioning and Sign Language Interpretation.

5.3 Accessibility Planning Program Update – November 19, 2020

(For information)

Received

Veronica Montesdeoca, Accessibility Planning Specialist provided an update on the activities undertaken by the Region of Peel Accessibility Planning Program and the Accessibility Advisory Committee since its last meeting on September 17, 2020. She provided an overview of the changes to the Committee's Terms of Reference which were updated to reflect a consistent and standardized approach for all Committees of Council, noting that the AAC Chair and/or Vice-Chair will now form part of the interview panel during citizen membership recruitment.

Veronica Montesdeoca reminded the Committee of the upcoming International Day of Persons with Disabilities (IDPD) on December 3, 2020, which will be observed through a virtual campaign. She also reminded members to participate in the upcoming Abilities Virtual Expo being held from November 20-22, 2020.

6. COMMUNICATIONS

6.1 Tammy Fowkes, Deputy Clerk, Town of Amherstburg

Regarding the *Accessibility for Ontarians with Disabilities Act* Website Compliance Extension Request (Receipt recommended) (Related to 5.1)

Received

6.2 Matt MacDonald, Director of Corporate Services/City Clerk, City of Belleville

Regarding the *Accessibility for Ontarians with Disabilities Act* - Website Funding Support for Municipalities (Receipt recommended)

Received

7. OTHER BUSINESS

In response to Committee member Naz Husain's request for committee minutes to be included in agenda packages, the Committee Clerk, clarified that the minutes are approved by Regional Council and will be circulated to Committee members once added to the appropriate Regional Council agenda.

8. NEXT MEETING

Thursday, March 4, 2021
1:30 p.m. – 3:30 p.m.
Council Chamber, 5th Floor

Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, Ontario

Please forward regrets to Rusha Khan, Committee Clerk at rusha.khan@peelregion.ca.

9. ADJOURNMENT

The meeting adjourned at 2:35 p.m.

December 1, 2020

Sent via E-Mail: minister.mah@ontario.ca

Honourable Steve Clark
Minister of Municipal Affairs and Housing
College Park 17th Floor
777 Bay Street
Toronto, ON M7A 2J3

RECEIVED
December 1, 2020
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

RE: COMPOSITION OF REGIONAL COUNCIL IN PEEL REGION

I am writing to advise that at a Special Town Council meeting held on November 30, 2020, Council adopted a resolution requesting that an extension to the deadline in Section 218 of the Municipal Act regarding a review of Council composition be granted to March 31, 2021.

The resolution reads as follows:

That in consideration of the current state of the COVID-19 pandemic, The Town of Caledon request the Honourable Steve Clark, Minister of Municipal Affairs and Housing provide an extension to the Region of Peel for its Council composition under Section 218 of the Municipal Act deadline from two years of the date that Regional Council was organized in 2018 to March 31, 2021;

That the Minister be further requested to not make regulation regarding Peel composition until after that time;

That the Minister be requested to respond by December 16, 2020 being the day prior of the Public Meeting scheduled by Peel Region; and

That a copy of this motion be provided to Peel Region Council and the City of Brampton and City of Mississauga, and all MPP's representing Peel Region.

For more information regarding this request, please contact the undersigned by email to mayor@caledon.ca or by phone at 905.584.2272 ext. 4155.

Thank you for your attention to this matter and I look forward to your response to our request.

Sincerely,



Allan Thompson
Mayor

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

Cc: Sylvia Jones, MPP – Dufferin Caledon, sylvia.jones@pc.ola.org
Deepak Anand, MPP Mississauga – Malton, deepak.anand@pc.ola.org
Rudy Cuzzetto, MPP – Mississauga – Lakeshore, rudycuzzetto@pc.ola.org
Natalia Kusendova, MPP – Mississauga – Centre, natalia.kusendova@pc.ola.org
Kaleed Rasheed, MPP – Mississauga East – Cooksville, kaleed.rasheed@pc.ola.org
Sheref Sabawy, MPP – Mississauga – Erin Mills, sheref.sabawy@pc.ola.org



Allan Thompson
Mayor

Amarjot Sandhu, MPP – Brampton West, amarjot.sandhu@pc.ola.org
Prabmeet Sarkaria, MPP – Brampton South, prabmeet.sarkaria@pc.ola.org
Sara Singh, MPP – Brampton Centre, SSingh-QP@ndp.on.ca
Gurratan Singh, MPP – Brampton East, GSingh-QP@ndp.on.ca
Nina Tangri, MPP – Mississauga – Streetsville, nina.tangri@pc.ola.org
Kevin Yarde, MPP – Brampton – North, KYarde-QP@ndp.on.ca
Kathryn Lockyer, Interim Commissioner of Corporate Services, kathryn.lockyer@peelregion.ca
Peter Fay, City Clerk, City of Brampton, peter.fay@brampton.ca
Diana Rusnov, Director, Legislative Services and City Clerk, City of Mississauga, diana.rusnov@mississauga.ca

THE CORPORATION OF THE TOWN OF CALEDON

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | allan.thompson@caledon.ca

From: Sidhu, Manav (MEDJCT) <Manav.Sidhu@ontario.ca>
Sent: December 2, 2020 3:35 PM
Subject: Supporting Local Restaurants Passed by Ontario Legislature

RECEIVED
December 3, 2020
REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Good Afternoon,

Last Thursday, Minister Sarkaria introduced legislation that would protect restaurants from high delivery fees charged by some food delivery companies. The *Supporting Local Restaurants Act, 2020* was passed today, as it would reduce fees charged by food delivery companies in areas where indoor dining is prohibited to help more small and independent restaurants stay in business. I am very pleased to confirm that the legislation has now been approved by the Legislative Assembly of Ontario and received Royal Assent this afternoon.

Currently, fees placed on restaurants by food delivery companies can reach as high as 30% in Ontario. After working with the sector, the government intends to cap delivery fees at 15%, similar to what has been put in place in New York City, with an overall cap of 20% inclusive of all fees. This approach would ensure that delivery drivers' pay would be protected and delivery apps would not reduce service areas or restaurant selection.

This new law will:

- Give the government the authority to limit fees by regulation in places where indoor dining is prohibited due to public health measures.
- Permit fines of up to \$10 million to food delivery service companies that do not comply with the law.
- Provide food delivery company employees or contractors with protection that their compensation will not be affected by these changes.

Please feel free to share this information on your social media channels or with members accordingly. For your convenience, I have also provided the link of the news release from the Ontario government: <https://news.ontario.ca/en/release/59356/province-proposes-cap-on-delivery-fees-to-support-local-restaurants>

Please feel free to tag Minister Sarkaria, with link to his social media channels attached:

Twitter: <https://twitter.com/PrabSarkaria/status/1332006055115714568?s=20>

Facebook: <https://www.facebook.com/1203834589753669/posts/2047771728693280/?d=n>

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

Should you have any questions please feel free to contact David Ruiz, Director of Policy & Legislative Affairs at david.ruiz2@ontario.ca.

Best wishes,

**Manav Sidhu | Special Assistant
Office of the Honourable Prabmeet Sarkaria | MPP Brampton South
Associate Ministry of Small Business & Red Tape Reduction**

56 Wellesley Street West, 7th Floor | Toronto Ontario, M5S 2S3

7700 Hurontario St Unit 412A | Brampton Ontario, L6Y 4M3

E: manav.sidhu@ontario.ca

C: 647-226-2510

November 30, 2020

Gavin Bailey, BILD Peel Chapter Co-chair
Katy Schofield BILD Peel Chapter Co-chair
Building Industry and Land Development Association
20 Upjohn Road, Suite 100
North York, Ontario
M3B 2V9

Public Works

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

peelregion.ca

Dear Gavin Bailey and Katy Schofield,

Re: Response to October 8th, 2020 BILD submission letter on the Region of Peel Development Charges Review – Public Meeting

At the October 8, 2020 Statutory Public Meeting for the 2020 Region of Peel Development Charge By-law Update, the Building Industry and Land Development Association (BILD) submitted a letter to the Regional Chair and Members of Regional Council outlining outstanding concerns and comments requiring further discussion with Regional staff and members of the development industry.

The BILD submission identified several areas of concern with the draft Development Charge Background study. In response to these matters, Regional staff held several meetings with BILD and their consultants to review and discuss the technical merits of the Regions methodology and assumptions, including a technical response document on the Water and Wastewater Capital Plan (dated November 13, 2020). The following summary outlines the Regional staff response to the concerns identified by BILD in the submission letter.

Large Apartment Rate Increase

The Regions consultants presented the baseline data and assumptions utilized in the Development Charges Background Study to support the large apartment rate increase including background census persons per unit (PPU) data which is one of the drivers of the rate increase.

Further to the technical methodology matter, staff noted that the Region provides supports for affordable housing through the Housing Master Plan, the recently approved Development Charge Interest Rate Policy (i.e. zero percent DC deferral interest rate), and the Affordable Housing Incentives Pilot Program which will provide targeted Regional funding to support development of purpose built rental housing with an emphasis on larger units. The incentive pilot program will be implemented in 2021 and additional Regional funding to support the program will be requested in the 2021 Budget. Targeting affordable larger rental apartments through the Affordable Housing Financial Incentives Pilot Program and other Regional programs is seen as a more efficient use of limited Regional funding than a broad program applied to larger apartments

/1

Public Works

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

peelregion.ca

through a less focused program administered through the Development Charges By-law.

Cost of Regional Official Plan Amendment Appeals

Regional staff have removed the \$4.8 Million ROPA Appeal cost from the 2020 Development Charge Background Study as per BILD's recommendation.

Property Acquisition Costs and Benefit to Existing (BTE)

The land acquisition costs previously included as a single line item in the capital listing have been split into the following two separate categories:

- Property – New Roads: \$95,938,000
- Property – Road Widening and Intersection Improvements: \$138,970,000

A benefit-to-existing deduction of \$6,948,500 has been applied to the road widenings and intersection improvements resulting in a reduction of the net capital costs related to property acquisition.

Contingencies in Cost Estimating Framework

Regional staff, BILD and project consultants met to discuss contingencies and fees in the cost estimating framework. Discussions focused on development engineering cost estimates in various parts of the Region which indicate that there are cases where additional constraints and construction challenges that were unforeseen at a master plan level drive up project costs and can exceed a basic cost estimating framework estimate. As complexity of a project increases, the potential for cost escalation increases. Regional staff continue to support the proposed methodology on project contingencies, which is applied as follows:

- 10% Low complexity
- 15% Moderate complexity
- 25% high complexity

Wastewater Main Project Cost Increases

Upon reviewing the item, the costing methodology was updated for the 2020 Master Plan to allow for increased flexibility in the different cost components that make up the overall cost, based on project specific conditions. Regional staff continue to support these costs increases as appropriate in that they improve the accuracy and transparency of the overall costs and better reflect the structuring of construction tenders.

Project Cost for G.E. Booth and Clarkson Plant Expansion

The Region clarified that several new projects have been added to the G.E Booth and Clarks Wastewater Treatment Plants since 2017. These projects were identified to support growth to 2041, with the ability to support some post 2041 growth. In doing so, the liquid/ hydraulic projections and capacity, as well as solid loadings projections and capacity were reviewed. The OBL and BTE

Public Works

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

peelregion.ca

percentages reflect benefit to existing and post period benefits on the basis of these projections.

Regional staff would like to take the opportunity to thank BILD, the Development Industry Working Group (DIWG), and their consultants for their participation in reviewing the 2020 Development Charges By-law and Background Study. The stakeholder expertise provided is an important contribution to the Region's work.

We look forward to our continued engagement through the Growth Management Program to support planning and managing growth in the Region.

Sincerely,



Stephanie Nagel, BBA, CPA, CGA, MPA
Treasurer and Director
Corporate Finance



Adrian Smith, MCIP, RPP
Acting Chief Planner and Director
Regional Planning and
Growth Management

CC: Maggie Wang, Manager Financial Policy and Development Finance
Duran Wedderburn, Acting Growth Management Strategist
Joe Avsec, Strategist Transportation Planning
Miriam Polga, Program Planning and Compliance Water and Wastewater



October 8, 2020

Chair Iannicca and Members of Council
Region of Peel
10 Peel Centre Drive
Brampton, ON
L6T 4B9

RECEIVED

October 7, 2020

REGION OF PEEL
OFFICE OF THE REGIONAL CLERK

Dear Chair Iannicca and Members of Council,

Re: Region of Peel Development Charges Review – Public Meeting

On behalf of the members of our Peel Chapter, the Building Industry and Land Development Association ('BILD') would like to take this opportunity to thank your staff and your consultant team, Watson and Associates, GM BluePlan and IBI Group, for meeting with the Development Industry Working Group (DIWG) over the last few months to review the proposed policy and rate changes to the Region's Development Charges (DC) by-law. As directly affected stakeholders and your community-building partners, we very much value and appreciate the engagement.

We are currently completing our assessment of the *2020 Development Charges Background Study* released on September 18th and additional capital program materials released on October 1st, alongside the DIWG and our consultants from Altus Group, RJ Burnside and Associates, and BA Group.

The DC Background Study proposes an average estimated increase of 16% for residential rates, and 6% to non-residential rates. Of the new proposed changes to the DC rates, the current large apartment charge of \$32,752.38 shows a significant 34% increase (or additional \$11,079). At this time, we would like to note that we do not support the proposed DC increases and believe changes of this magnitude undermine government efforts, at all levels, to deliver additional housing choice.

We recognize that we have reached a significant milestone in this review as the materials are now being presented at this Public Meeting. Nevertheless, we underscore our concern with the substantial 34% increase to the large apartment housing category. It is our understanding that the average percentage change for the data underpinning the large apartments is inconsistent with the 34% increase. Large apartments are recognized as forms of housing that provide a more affordable choice for middle-income households, first-time homebuyers and seniors. As such, BILD and its members continuously encourage our regional partners to enable the timely delivery of these types of units. Most importantly, we ask regions to ensure that the charges associated with these units reflect their share of growth-related services and are categorized in a fair and equitable way that supports the region's affordable housing objectives. We look forward to better understanding this item as we look to continue our discussions with your staff and consultants.

Further to our comments above, there are also a number of assumptions in the DC background calculations that we are in a disagreement with and believe warrant further discussions with the Region.

20 Upjohn Rd, Suite 100
North York, ON M3B 2V9

Tel: 416.391.3445
Fax: 416.391.2118

www.gthba.ca

Outlined below are a few of the concerns we have previously shared with staff, and hope to continue to work through: .

- Property is identified as a single \$234.3 million line item in the program, with no benefit to the existing community. Our understanding is that this reflects all of the property acquisition required for the entire roads program - our position remains that the property acquisition costs should be ascribed a BTE reduction.
- Concerns regarding the application of various contingencies and fees in the cost estimating framework - base unit rates for construction may be elevated anywhere from 45.5% to 102%.
- In 2017, the Region presented a wastewater treatment strategy to BILD regarding the expansion of the Booth and Clarkson plants. Based on our review it seems that the cost of the projects has increased since that time, and the calculated OBL and BTE have been reduced in the 2020 Capital Plan.
- Seeking clarification as to why most wastewater main projects are seeing their costs increase from the 2015 DC study by 100-300%.
- Costs for ROPA appeals (with a gross cost of \$4.8 million) are currently being included in the DC study. BILD believes that this item should be removed from the DC Study.

Lastly, in light of COVID-19 we urge Council to also consider the negative ramifications of an increase to the viability of development projects in a state of a recession, and its impact on the local economy. Business plans and operations have been disrupted by this pandemic, along with how individuals and households make future decisions on housing. The development and building industry is no exception. Many of our members have expressed challenges with planning future projects and securing the necessary labour and construction material - both of which have been significantly constrained during this period and are expected to continue to be in the foreseeable future. It is important that this review take into account the effects of the pandemic based on what is known today and request Council to give consideration for this.

We look forward to our continued, open dialogue on this subject. If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Jennifer Jaruczek
Planner, Policy and Advocacy BILD

CC: Gavin Bailey, BILD Peel Chapter Co-Chair
Katy Schofield, BILD Peel Chapter Co-Chair
Paula Tenuta, BILD SVP Policy & Advocacy
Peel Chapter Members

REPORT TITLE: Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That agreement 2020-160N for the Design and Construction of Affordable Housing at Port Credit West Village be awarded to FS BW Block D GP Inc. (the ‘Turnkey Agreement’) in the estimated amount of \$62,207,926 (exclusive of applicable taxes), pursuant to the terms and conditions of the Turnkey Agreement, in accordance with Procurement By-law 30-2018;

And further, that the Commissioner of Human Services be authorized to execute the Turnkey Agreement, being an agreement for the provision of a municipal capital facility where all the units to be provided fall within the definition of affordable housing in accordance with s.110 of the *Municipal Act, 2001* and By-law 49-2020, as well as any associated documents and agreements which may be required for the transfer and assignment of obligations related to the lands upon which the municipal capital facility will be located, on commercial terms acceptable to the Commissioner of Human Services and legal terms acceptable to the Regional Solicitor;

And further, that the Region of Peel’s duly authorized signing officers be authorized to execute Ontario Priorities Housing Initiative (OPHI) Contribution Agreements for the Port Credit West Village Affordable Housing project (“Port Credit West Village”) for Year 2 and Year 3 funding in the amount of \$5,134,400 and \$7,993,200, respectively, together with any further agreements or ancillary documents necessary to provide funding for Port Credit West Village, provided such agreements or ancillary documents are on business terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the project be exempt from the payment of Regional development charges in accordance with section 3 of By-law 49-2020;

And further, that correspondence be forwarded to the City of Mississauga requesting that it consider granting relief from City development charges, by waiving or providing a grant to offset such development charges, or through any other mechanisms available to the City;

And further, that the Commissioner of Human Services be authorized to enter into any agreement with the City of Mississauga to permit the waiver, exemption or deferral of City development charges in respect of the project, on commercial terms acceptable to the Commissioner of Human Services and legal terms acceptable to the Regional Solicitor;

Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

And further, that the Commissioner of Human Services be authorized to enter into a shared facilities agreement on commercial terms acceptable to the Commissioner of Human Services and legal terms acceptable to the Regional Solicitor with a corporation to be established for the maintenance of the shared facilities at Port Credit West Village, no later than 90 days prior to the closing of the Turnkey Agreement, for an amount to be determined based on an equitable sharing of the maintenance costs and paid monthly for the life of the Region of Peel's ownership of the asset;

And further, that the Commissioner of Finance and the Chief Financial Officer be authorized to award Contract 2021-014N to the assignee of FS BW Block D GP Inc. for the Shared Facilities Agreement which commences upon the closing of Contract 2020-160N for the Design and Construction of Affordable Housing at Port Credit West Village and extends for the duration of the Region's ownership of the asset, in accordance with the Procurement By-law 30-2018;

And further, that staff be authorized to increase Contract (Document 2021-014N) annually for the duration of the Region of Peel's ownership of the asset, based on the terms of the Shared Facilities Agreement and in accordance with the Procurement By-law 30-2018;

And further, that the Regional Clerk be directed to provide written notice of the by-law confirming the proceedings of Regional Council at its meeting held on December 10, 2020 to the Minister of Finance, in accordance with section 110(5) of the *Municipal Act, 2001*;

And further, that Capital project 195036 be increased to \$67,617,889 from \$55,000,000 with the additional \$12,617,889 funded from regional reserves and Capital project 215030 be decreased to \$12,617,889 funded from regional reserves, with no impact on the total Housing Master Plan envelope.

REPORT HIGHLIGHTS

- The Port Credit West Village Partners Inc. has gratuitously dedicated land to the Region of Peel to build approximately 150 affordable housing units as part of a Local Planning Appeal Tribunal Settlement Offer.
 - Fram Building Group Ltd. ("Fram"), a member of Port Credit West Village Partners Inc., is developing the entire Phase 1 of the Port Credit West Village development.
 - Fram, registered as FS BW Block D GP Inc, has expressed interest in designing and constructing the Block D affordable housing project in tandem with the nearby buildings as part of their phased construction strategy.
 - Staff is requesting authority to execute a Turnkey Agreement with FS BW Block D GP Inc.
 - Staff is requesting that Regional development charges be exempted in accordance with By-Law 49-2020.
 - Staff recommends that the Year Two and Three Ontario Priorities Housing Initiative funding in the amount of approximately \$13.1M be allocated to the Port Credit West Village Block D affordable housing project.
 - With the City of Mississauga Development Charges and Land Transfer Tax added in, the total cost of the project is \$67,617,889.
 - Capital projects 195036 and 215030 will be refinanced within the Housing Master Plan envelope, with no net impact on the total investment.
-

Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

DISCUSSION

1. Background

Since September 2017, staff at the Regional Municipality of Peel (the “Region”) and The Corporation of the City of Mississauga (the “City”) have been working with Port Credit West Village Partners Inc. (Diamond Corp., DREAM Unlimited Corp., Kilmer Van Nostrand Co. Limited, and FRAM + Slokker) who are collectively developing the former Imperial Oil lands site located at 70 Mississauga Road South and 181 Lakeshore Rd. West.

On September 19, 2017, Port Credit West Village Partners Inc. submitted an application for Official Plan Amendment, Zoning By-Law Amendment, Draft Plan of Subdivision and Draft Master Plan. The proposed development would accommodate approximately 5,000 people on this 72-acre site. The site would be made up of about 2,970 new residential units in a mix of housing forms (including townhouses, mid-and high-rise apartment buildings), supported by retail, parkland, commercial and campus (school) uses.

As part of the development approval process, Region and City Staff have been working with Port Credit West Village Partners Inc. to address project comments and concerns, including but not limited to the Region’s request to include affordable housing.

In an effort to work with the City and Region, Port Credit West Village Partners Inc. submitted a Without Prejudice proposed settlement offer that included the gratuitous dedication of land (hereinafter referred to as Block D) to the Region of Peel to build approximately 150 affordable housing units.

In June 2019, Regional Council accepted the Local Planning Appeal Tribunal Settlement Offer and authorized the execution of the Minutes of Settlement for the purpose of resolution of the Local Planning Appeal Tribunal matter.

2. Minutes of Settlement Agreement

The Region executed the Minutes of Settlement with Port Credit West Village Partners Inc. and other stakeholders on August 7, 2019.

Under the Minutes of Settlement, the Port Credit West Village Partners Inc. will gratuitously convey Block D of the development subdivision plan to the Region to construct a building for affordable housing. The Minutes of Settlement Agreement also provides that the Port Credit West Village Partners Inc. must make a minimum of 90 underground parking spaces available for purchase by the Region.

3. Remediation of Block D

The gratuitous dedication of land to be accepted by the Region for affordable housing in the Port Credit West Village Community is impacted by contaminants of concern associated with the previous historical use of the property by Imperial Oil. The entire property will undergo remediation, and the Port Credit West Village Partners Inc. will be filing a Risk Assessment and Record of Site Condition with the Ministry of Environment, Conservation and Parks. To mitigate the risks associated with the impacted property, an agreement will be entered in to between the Port Credit West Village Partners Inc. and the Region indicating that the transfer of the dedication land to the Region will occur after the Risk Assessment has been accepted by the Director, Ministry of the Environment and Climate Change Brownfields,

Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

Environmental Clean-up & Financial Assurance Services Client Services and Permissions Branch and the Record of Site Condition for the lands has been filed and acknowledged in the Environmental Site Registry.

4. Proposed Project

Port Credit West Village is located on the south side of Lakeshore Road West, west of Mississauga Road. Block D is situated in the northeast portion of Port Credit West Village and shares a parking podium with an adjacent commercial space and two residential towers. The project is being proposed to include the following:

- develop 150 affordable housing units;
- construct about 21 per cent of the 150 units to be fully accessible;
- offer 40 per cent of the units at 60 per cent of the Median Market Rate with the balance set at 100 percent of Median Market Rate; and,
- reduce energy consumption and greenhouse gas emissions.

5. Procurement - Direct Negotiation

The Port Credit West Village Partners Inc. is moving forward with Phase 1 of their development in the first quarter of 2021, including the area where Block D is located. Further, the Block D affordable housing project will be integrated into one large below-grade parking level shared with nearby buildings.

The integrated nature of Block D within this development and the development timeline of Port Credit West Village Partners Inc. limited the opportunities for the Region to undertake a competitive procurement for the construction of the affordable housing building. As a result, it was determined that contracting with Fram, registered as FS BW Block D GP Inc, would result in the most efficient and cost-effective method of constructing the affordable housing building.

a) Construction Contract

The terms of the Turnkey Agreement include but are not limited to the following:

- FS BW Block D GP Inc. is responsible for:
 - financing and carrying the cost of the development through to completion;
 - conducting all necessary activities for the completion of the affordable housing project located on Block D; and,
 - designing and constructing the affordable housing residences in accordance with prescribed design specifications that align with program funding requirements.
- A shared facilities agreement with nearby properties must be executed permitting the equitable sharing of maintenance cost of facilities beyond the Block D legal boundaries, many of which relates to the shared underground parking podium.

b) Land Transfer Process

As part of the process to define the deal structure, it was made clear that for the Region to take possession of Block D as promised in the Minutes of Settlement within a turnkey agreement framework, the land must be: transferred from the Port Credit West Village Partners to FS BW Block D GP Inc.; and then transferred from FS BW Block D GP Inc. to the Region.

Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

Staff agreed to the transference of land between the noted parties on the following conditions, which have been accepted by all parties.

- That the Port Credit West Village Partners obligation to gratuitously transfer Block D to the Region as contemplated in the Settlement Agreement and other pertinent planning documents be assigned to FS BW Block D GP Inc. at title transfer
- That the Region be permitted to impose restrictions on the Block D land title preventing transference and or a charge throughout the development of the affordable housing project.
- That Block D must be conveyed to the Region no later than five (5) years from the registration of the Port Credit West Village community sub-division agreement.

6. Municipal Housing Facility By-Law

The Region of Peel will ultimately own the affordable housing project. Therefore, staff has analyzed the Municipal Housing Facility By-Law and concluded that the Block D affordable housing development satisfies the prescribed requirements and should be granted the appropriate incentives.

Section 3 of By-Law 49-2020 (formally known as the Municipal Housing Facility By-Law) permits Council to authorize the Region to enter into Municipal Housing Project Facility Agreements with Housing Providers allowing for tax and development charges exemptions. Staff recommends that Regional development charges be exempted in accordance with By-law 49-2020.

It is also recommended that the City of Mississauga consider granting relief from City development charges for the Block D affordable housing project by waiving or providing a grant to offset the development charges or through any other mechanism available to the city.

Staff has estimated that the total project cost would include approximately \$3,679,037 of City Development Charges and \$ 4,158,730 of Regional Development Charges if no financial relief is available.

In accordance with s.110 of the *Municipal Act, 2001*, notice of the by-law authorizing the agreement which provides for the municipal capital facility must be provided to the Minister of Finance.

7. CMHC National Housing Co-Investment Fund

On September 26, 2019, Regional Council allocated in principle \$1 billion of funding to support the initial implementation of the Housing Master Plan to yield 2,240 units and beds through 17 projects by 2028. Included within the funding is an investment from the CMHC National Housing Co-Investment Fund in the amount of \$276,400,000. A portion of the approved investment will be allocated to the Block D affordable housing project.

Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

8. Ontario Priorities Housing Initiative (OPHI)

Ontario's Community Housing Renewal Strategy is a multi-year plan to stabilize and grow Ontario's community housing sector to achieve the following strategic outcomes:

- Increased supply and appropriate mix of affordable and adequate housing;
- People have improved access to affordable housing and supports that meet their needs to achieve housing stability; and,
- Improved efficiency of the community housing system to ensure value for money and long-term sustainability.

In this program, Service Managers can allocate funding that will help meet their local needs. Staff recommends that Year Two and Three OPHI allocation in the amount of approximately \$13,100,000 be allocated to the Port Credit West Village Block D affordable housing project.

RISK CONSIDERATIONS

Financial Risk – The Region will be placing a deposit of 20 per cent of the development cost to be held in trust by FS BW Block D GP Inc. legal counsel. The deposit will be leveraged to pay for a portion of the development; however, the Region's deposit is protected by deposit insurance and will yield interest. Aside from the deposit, the Region's financial exposure is low as FS BW Block D GP Inc. will be financing the entire development through to completion.

Funding Risk – As per the OPHI program requirements, the affordable housing project must be complete four (4) years from signing the Contribution Agreement. In response, staff has set a must complete date of December 31, 2024, in the Turnkey Agreement.

Land Risk – Until the land is conveyed to the Region, there is an inherent risk that Block D will not be transferred to the Region as contemplated in the Minutes of Settlement. In response, staff has negotiated the application of Section 118 of the *Land Titles Act*, restricting any transference or charge of title without the Region's consent.

COVID-19 Risk – The COVID-19 pandemic has had a negative impact on the construction industry. Construction sites are required to keep a two-metre distance from each other, which in some cases has impacted productivity. In addition to physical distancing, the industry has seen supply chain issues that have caused further delays. In response, staff is mindful of the impact of COVID-19 on construction projects and will work closely with the developer (FS BW Block D GP Inc.) to ensure safety protocols are met and that the project remains on schedule.

FINANCIAL IMPLICATIONS

Original high-level estimates to develop the site were in the range of \$55,000,000; various factors have contributed to arrive at the current contract price of \$62,207,926. With the City of Mississauga Development Charges and the Land Transfer Tax added in, the total cost of the project is \$67,617,889. The City of Mississauga Development Charges were removed from the Fram contract to reduce interest carrying costs on construction financing. The City of Mississauga will be deferring their development charge payment (interest-free) until the completion of construction in compliance with *Bill 108 More Homes, More Choices Act* and *Bill 197 COVID-19 Economic Recovery Act, 2020*. Through this report, staff seek Council's approval

Port Credit West Village Block D Affordable Housing Project (2020-160N and 2021-014N)

to forward correspondence to the City of Mississauga to consider granting relief from the development charges by waiving or providing a grant to offset the charges.

In September 2019, Regional Council allocated \$1 billion in principle to support the Housing Master Plan's initial implementation. The capital project 195036 will be revised to \$67,617,889 to reflect the project's capital costs. This requires a \$12,617,889 increase to the current capital project, funded through an adjustment to capital project 215030, with no impact on the total Housing Master Plan envelope.

It is anticipated that operating costs, including the maintenance of shared facilities, will be included in the project's future year operating budget and funded by the project's operational revenue.

CONCLUSION

The gratuitous transfer of Block D to the Region for affordable housing is an excellent demonstration of both the Private and Public sector banding together behind a common goal, to provide housing to those in need.

Therefore, staff is recommending authority to enter into the Turnkey Agreement with FS BW Block D GP Inc. to deliver on the Housing Master Plan's promise to produce affordable units for families in the Peel region.

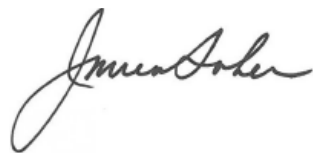
For further information regarding this report, please contact Steven Dickson, Director, Housing Development Office, ext. 4323, Steven.Dickson@peelregion.ca.

Authored By: Marwan Kassay, Project Manager, Housing Development Office

Reviewed and/or approved in workflow by:

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

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

REPORT TITLE: 360 City Centre Drive Affordable Housing Project – Shared Facilities Agreement (Contract 2021-013N)

FROM: Janice Sheehy, Commissioner of Human Services

RECOMMENDATION

That the Commissioner of Human Services be authorized to enter into a Shared Facilities Agreement for the 360 City Centre Drive Affordable Housing Project with Daniels CCW Corporation and/or its assignee, on commercial terms satisfactory to the Commissioner of Human Services and on legal terms satisfactory to the Regional Solicitor;

And further, that the Commissioner of Finance and Chief Financial Officer be authorized to award Contract 2021-013N to the assignee of Daniels CCW Corporation for the Shared Facilities Agreement for the 360 City Centre Drive Affordable Housing Project in the estimated amount of \$68,000, (excluding applicable taxes) for the first year of the shared facilities agreement which commences upon the Region's occupancy of the Project and extends for the duration of the Region's ownership of the asset, in accordance with the Procurement By-law 30-2018, as amended;

And further, that staff be authorized to increase the Contract (Document 2021-013N) annually for the duration of the Region's ownership of the asset, based on the terms of the Shared Facilities Agreement and in accordance with the Procurement By-law 30-2018, as amended.

REPORT HIGHLIGHTS

- On June 22, 2017, Regional Council approved a proposal for the Daniels CCW Corporation to build new affordable rental housing at 360 City Centre Drive that will be owned by the Region of Peel.
 - The approved Project will provide 174 mixed-income units of rental housing.
 - 360 City Centre Drive has progressed well with substantial completion and turnover scheduled for December 1, 2020 and January 5, 2021, respectively.
 - Staff is requesting authority to enter into a Shared Facilities Agreement in order provide for control over the use, operation, maintenance, repair and replacement of shared facilities.
 - The Shared Facilities Agreement requires that the Region provide equal monthly instalment payments. The cost of the Shared Facilities Agreement, in perpetuity, will be paid through the 360 City Centre's operational revenue.
-

360 City Centre Drive Affordable Housing Project – Shared Facilities Agreement (Contract 2021-013N)

DISCUSSION

1. Background

On June 22, 2017, Regional Council approved a proposal for the Daniels CCW Corporation project ("Daniels") (Council Resolution 2017-554) to build new affordable rental housing at 360 City Centre Drive, City of Mississauga, Ward 4 (the "Project") that will be owned by the Region of Peel.

The approved Project provides 174 mixed-income units of rental housing. The Region's 19-storey residential tower is constructed next to a Daniels condominium tower where both will sit on top of a podium base that will include commercial space and parking.

Most units will have specific rental rates based on the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for the local area. Funding for the Project is provided through multiple financial sources that make up the approved capital budget total of \$66,966,522.

2. Project Update

360 City Centre has progressed well with substantial completion and turnover scheduled for December 1, 2020 and January 5, 2021, respectively. Staff is working closely with Daniels to ensure a smooth transition into operations, which includes the negotiation of the Reciprocal Cost Sharing and Easement Agreement ("Shared Facilities Agreement").

3. Shared Facilities Agreement

Staff is requesting authority to enter into a Shared Facilities Agreement with Daniels in order to:

1. provide for the control over the use, operation, maintenance, repair and replacement of shared facilities;
2. provide for the allocation of the responsibility of the payment of the costs relating to the shared facilities; and
3. establish the terms of the easements.

The Region of Peel's 19-storey residential tower is constructed next to a Daniels condominium tower where both reside on top of a podium base that includes commercial space and parking. The three components to the development necessitate an equitable division of the budget to maintain shared facilities.

The Shared Facilities Agreement intends to ensure that the appropriate rights and privileges are established to realize the mutual and reciprocal use and enjoyment of the shared facilities. Under the agreement, shared facilities include all items and areas that were constructed to serve more than one component (e.g. drive aisles, walkways, stairwells, vestibules, corridors, garage ramps and parking areas) and all structural supports.

Representation from all three development components will form the Shared Facilities Committee, to monitor the management of the shared facilities and make such recommendations as necessary concerning the shared facilities' management. As the Region's rental component is less than the condominium component, the Shared Facilities Agreement contemplates the condominium component to manage the

360 City Centre Drive Affordable Housing Project – Shared Facilities Agreement (Contract 2021-013N)

maintenance work of shared facilities as required and defined by the Shared Facilities Committee. The Shared Facilities Agreement will be registered on the condominium title.

Although Daniels is negotiating the Agreement, they will not be performing the condominium component's obligations in perpetuity; instead, they will be assigning the condominium component's duties to a condominium corporation that will be formed later.

RISK CONSIDERATIONS

At least two months before the end of each budget year, the process to define the upcoming year's budget will start. Depending on the shared facilities state, a new budget will emerge year-to-year to support any expected maintenance costs. The Region of Peel's share of the cost will remain static; however, the operating expense paid will fluctuate, resulting in potential financial risk.

FINANCIAL IMPLICATIONS

The cost of the shared facilities has been included in the operating budget of the project and will be funded by operational revenue. The Region of Peel's contribution to the shared facilities budget for 2021 is approximately \$68,000 and adjustments to that cost will be reflected through the annual budget process for the project.

CONCLUSION

The execution of the Shared Facilities Agreement is a closing condition in the development agreement with Daniels. This report represents a milestone in the development as it demonstrates how close the 360 City Centre affordable housing project is to completion. The 360 City Centre project is a testament to Council's effort to focus on addressing the shortage of affordable housing units in Peel.

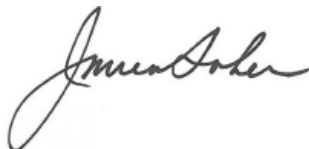
For further information regarding this report, please contact Steven Dickson, Director, Housing Development Office, ext. 4323, Steven.Dickson@peelregion.ca.

Authored By: Marwan Kassay, Project Manager, Housing Development Office

Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors, Financial Support Unit and Procurement.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer

Resolution

Agenda Number: 22.1

Date: December 10, 2020

Moved by Councillor Dhillon

Seconded by Councillor Fortini

Whereas Peel Regional Police plays a critical role in the safety and well-being of Brampton's residents;

And whereas, there is a disproportionate representation of a police footprint within the wards in the City of Brampton;

And whereas, all ward pairings in the City of Brampton, with the exception of Wards 9 and 10, have direct access to either a police division or a community station;

And whereas, the east end of the City of Brampton, comprised of Ward 8, 9, and 10, have approximately 200,000 residents making up 33 per cent of the City's population;

And whereas, from 2014 to 2018 the east end Wards of the City of Brampton have seen an increase in crimes against a person on average by 50 per cent, while crimes against property increased by 34 per cent;

And whereas, residents from these neighborhoods are experiencing anxiety and fear due to increased crime, lack of a police station, and severely delayed response times;

And whereas, there have been numerous delegations, communications, community organized meetings and town halls attended by the Councillors, Mayors, and Police Chiefs, advocating for greater police presence;

And whereas, there has been increasing demand for a police station in the east end of the City of Brampton;

And whereas, there are no police stations in Brampton, east of Bramalea Road;

And whereas, it currently takes approximately 23 minutes to drive 19 kilometers to reach the northeast end of Brampton from 21 Division;

And whereas, Brampton City Council and Peel Regional Council have made it unequivocally clear that the safety and well-being of all its residents is its priority;

And whereas, City of Brampton staff have been directed to identify a location and costs for a potential community station office in Brampton's east end, to be provided to Peel Regional Police Service at no or minimal cost;

And whereas, Brampton's Mayor and Council have sent a letter to Peel Regional Police requesting a community police station in Brampton's east end for all reasons outlined above;

Therefore be it resolved, that Peel Regional Council support, in principle, a Peel Regional Police Community Station for the City of Brampton's east end;

And further, that Peel Regional Police be requested to present to Regional Council a proposed implementation plan including location, costs and other significant issues connected with implementing a Community Station.

Regional Chair

5 Year Ward Statistics for B8, B9 & B10

Violations Ward	Year	2014	2015	2016	2017	2018	Grand Total
B8		5871	5898	5845	6636	6662	30912
Crimes Against Person		314	345	415	391	478	1943
Crimes Against Property		1243	1324	1221	1432	1475	6695
Drugs		237	251	238	131	129	986
Fed Traffic		341	363	358	368	424	1854
Noncriminal		3061	2877	3013	3623	3566	16140
Other CCC		219	254	227	241	193	1134
Other Fed Act		7	10	6	7	6	36
Prov Statute		75	94	93	60	55	377
Prov Traffic		374	380	274	383	336	1747
B9		4079	4171	4456	4844	5245	22795
Crimes Against Person		303	310	348	370	466	1797
Crimes Against Property		671	705	811	887	1020	4094
Drugs		158	188	195	112	92	745
Fed Traffic		178	172	193	211	246	1000
Noncriminal		2470	2410	2558	2901	3033	13372
Other CCC		124	163	175	158	191	811
Other Fed Act		5	8	7	1	5	26
Prov Statute		46	69	69	60	67	311
Prov Traffic		124	146	100	144	125	639
B10		3771	4128	3904	4310	4535	20648
Crimes Against Person		253	325	278	317	371	1544
Crimes Against Property		593	713	628	784	781	3499
Drugs		138	162	109	108	74	591
Fed Traffic		190	224	237	212	241	1104
Noncriminal		2266	2307	2342	2592	2774	12281
Other CCC		120	168	125	128	112	653
Other Fed Act		6	7	5	6	4	28
Prov Statute		51	41	56	34	31	213
Prov Traffic		154	181	124	129	147	735
Grand Total		13721	14197	14205	15790	16442	74355

Ward Population Est.	2014	2015	2016	2017	2018
B8	57,761	58,340	58,921	59,215	59,509
B9	63,862	64,892	65,920	66,931	67,941
B10	66,637	69,347	72,056	73,949	75,842

Estimate of population by ward using interpolation between Census years and for post 2016
 2011 population source: Statistics Canada Census
 2016 & 2021 Population source: Hemson Consulting forecasting work, 2018
 2011 Census population with undercount of 3.97 applied
 2016 Census population with undercount of 3.26 applied

Source: Region of Peel July 4th 2019, Andrea Dort Specialist, Data Analysis & Outreach

21 Division Violations	2014	2015	2016	2017	2018
Crimes against Person	1759	1874	2058	2072	2498
Crimes against Property	5341	5816	5300	6241	6546
Drugs	1096	1097	972	818	658
Fed Traffic	1305	1336	1418	1433	1571
Noncriminal	15448	14837	15249	17296	17722
Other CCC	1213	1367	1298	1252	1230
Other Fed Act	37	49	39	31	20
Prov statute	496	519	554	407	382
Prov traffic	1129	1178	829	1141	1028
Grand Total	27824	28073	27717	30691	31655

Population Estimate	2014	2015	2016	2017	2018
21 Division	284,025	288,524	292,875	297,577	302,179

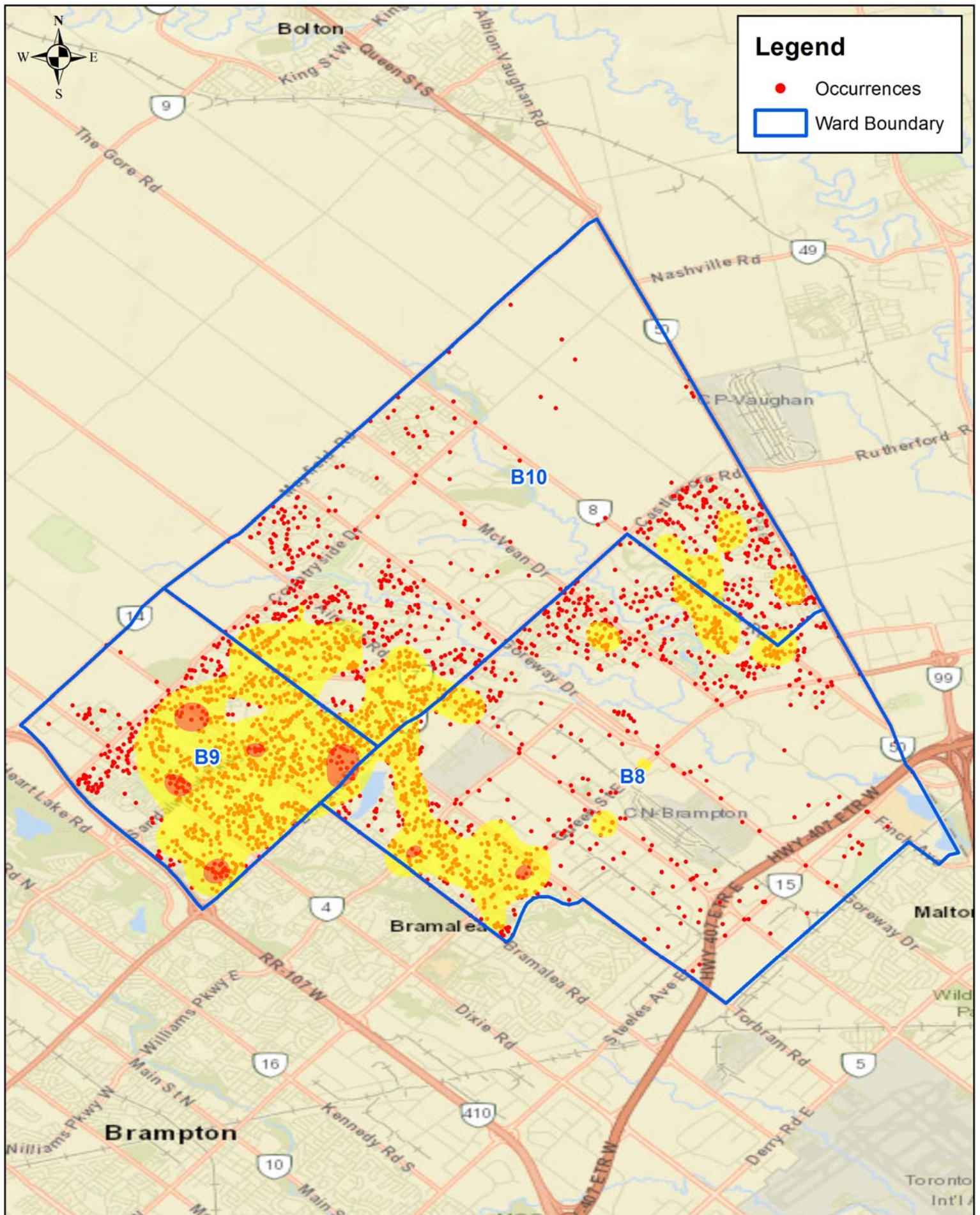
21 Divisional populations based on data provided by the Region in 2011. The sum of the Divisions is different than the Regional Total because the Region used SGU's to calculate and they do not totally align with divisional boundaries.

Source: Region of Peel

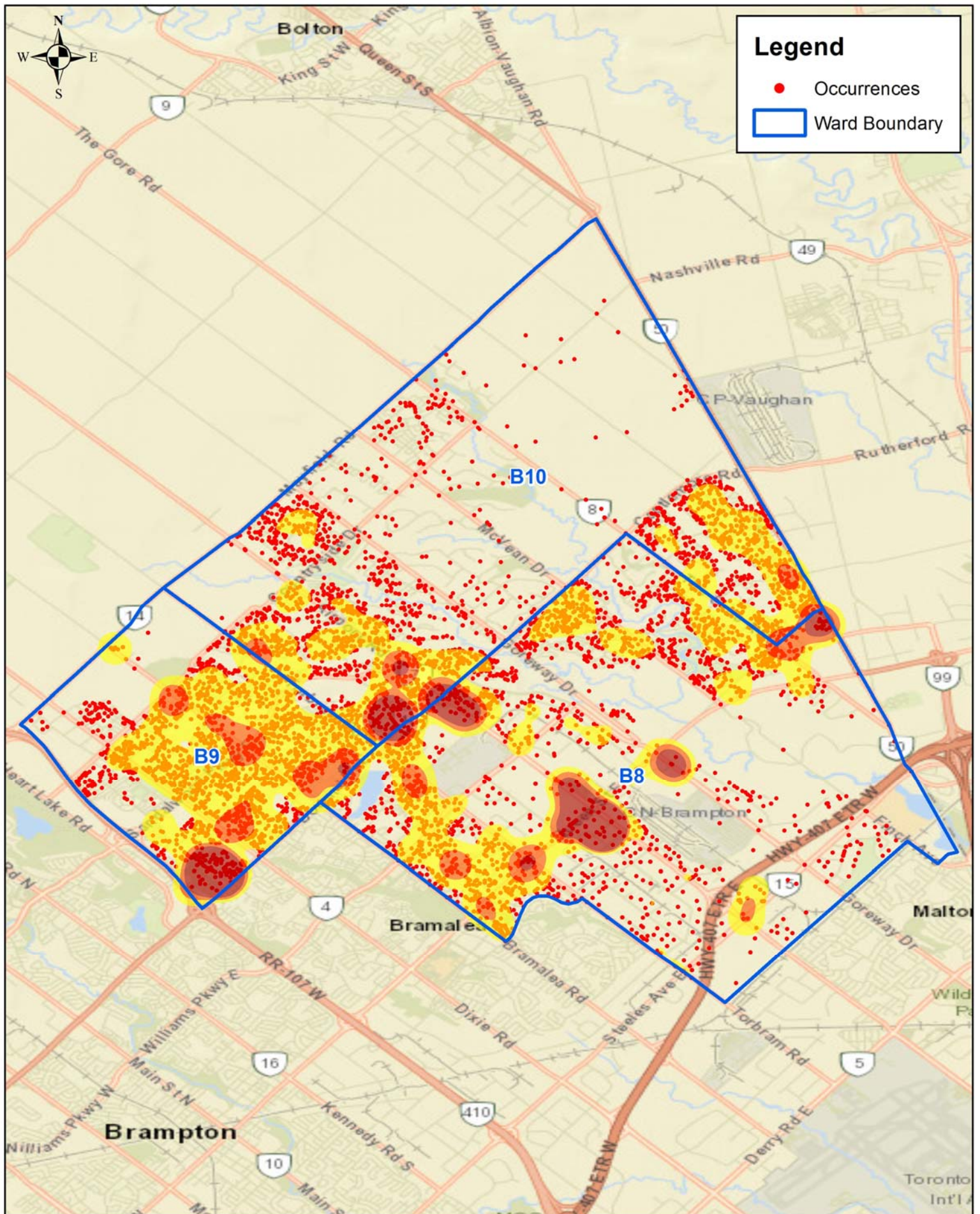
Violations Per 1000 Population Ward	Year	2014	2015	2016	2017	2018
B8		102	101	99	112	112
Crimes Against Person		5	6	7	7	8
Crimes Against Property		22	23	21	24	25
Drugs		4	4	4	2	2
Fed Traffic		6	6	6	6	7
Noncriminal		53	49	51	61	60
Other CCC		4	4	4	4	3
Other Fed Act		0	0	0	0	0
Prov Statute		1	2	2	1	1
Prov Traffic		6	7	5	6	6
B9		64	64	68	72	77
Crimes Against Person		5	5	5	6	7
Crimes Against property		11	11	12	13	15
Drugs		2	3	3	2	1
Fed Traffic		3	3	3	3	4
Noncriminal		39	37	39	43	45
Other CCC		2	3	3	2	3
Other Fed Act		0	0	0	0	0
Prov Statute		1	1	1	1	1
Prov Traffic		2	2	2	2	2
B10		57	60	54	58	60
Crimes Against Person		4	5	4	4	5
Crimes Against property		9	10	9	11	10
Drugs		2	2	2	1	1
Fed Traffic		3	3	3	3	3
Noncriminal		34	33	33	35	37
Other CCC		2	2	2	2	1
Other Fed Act		0	0	0	0	0
Prov Statute		1	1	1	0	0
Prov Traffic		2	3	2	2	2

21 Division Violations Per 1000 Population	2014	2015	2016	2017	2018
Crimes against Person	6	6	7	7	8
Crimes against Property	19	20	18	21	22
Drugs	4	4	3	3	2
Fed Traffic	5	5	5	5	5
Noncriminal	54	51	52	58	59
Other CCC	4	5	4	4	4
Other Fed Act	0	0	0	0	0
Prov statute	2	2	2	1	1
Prov traffic	4	4	3	4	3
Grand Total	98	97	95	103	105

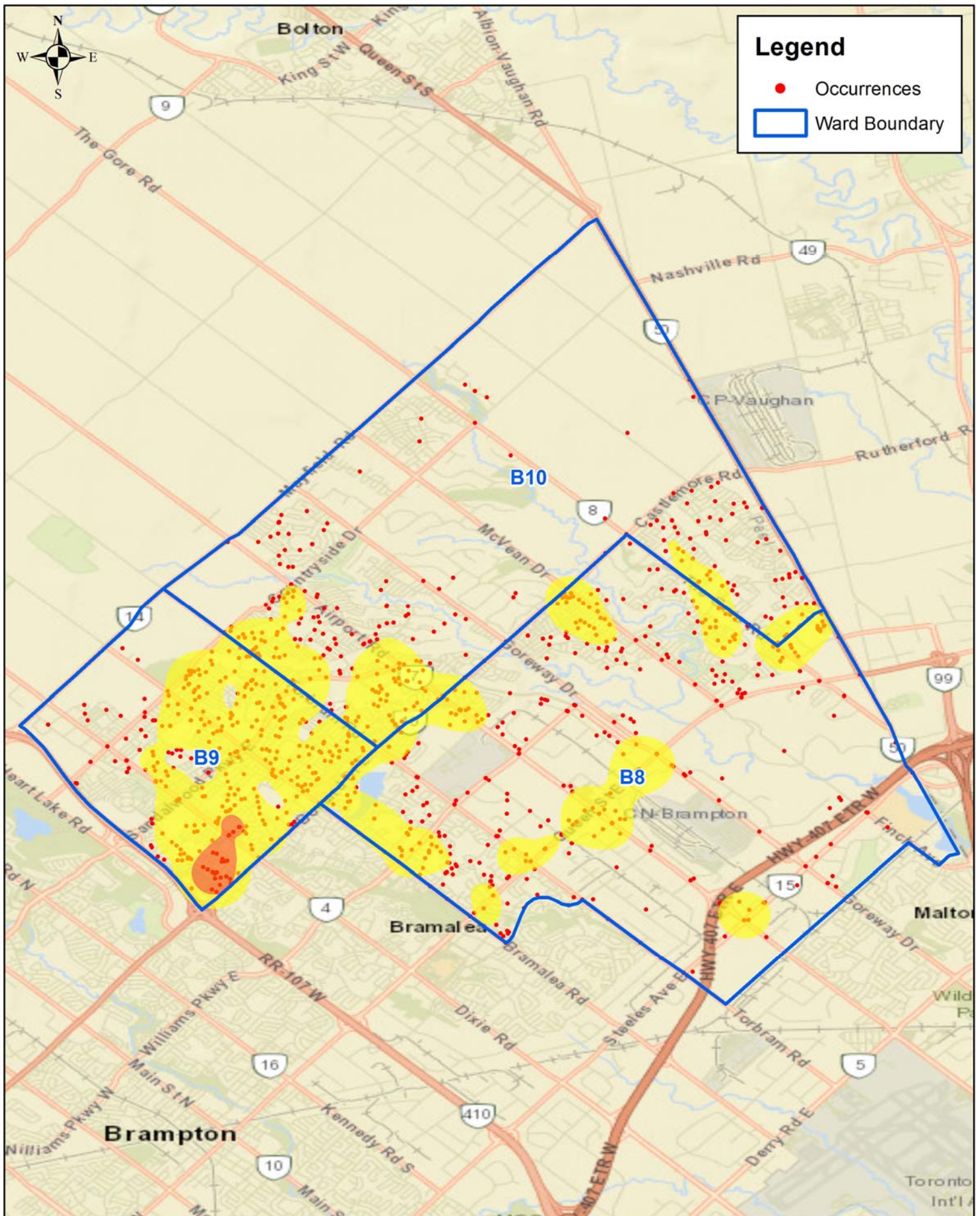
Crime Against Person 2014-2018 (Wards 8, 9, 10)



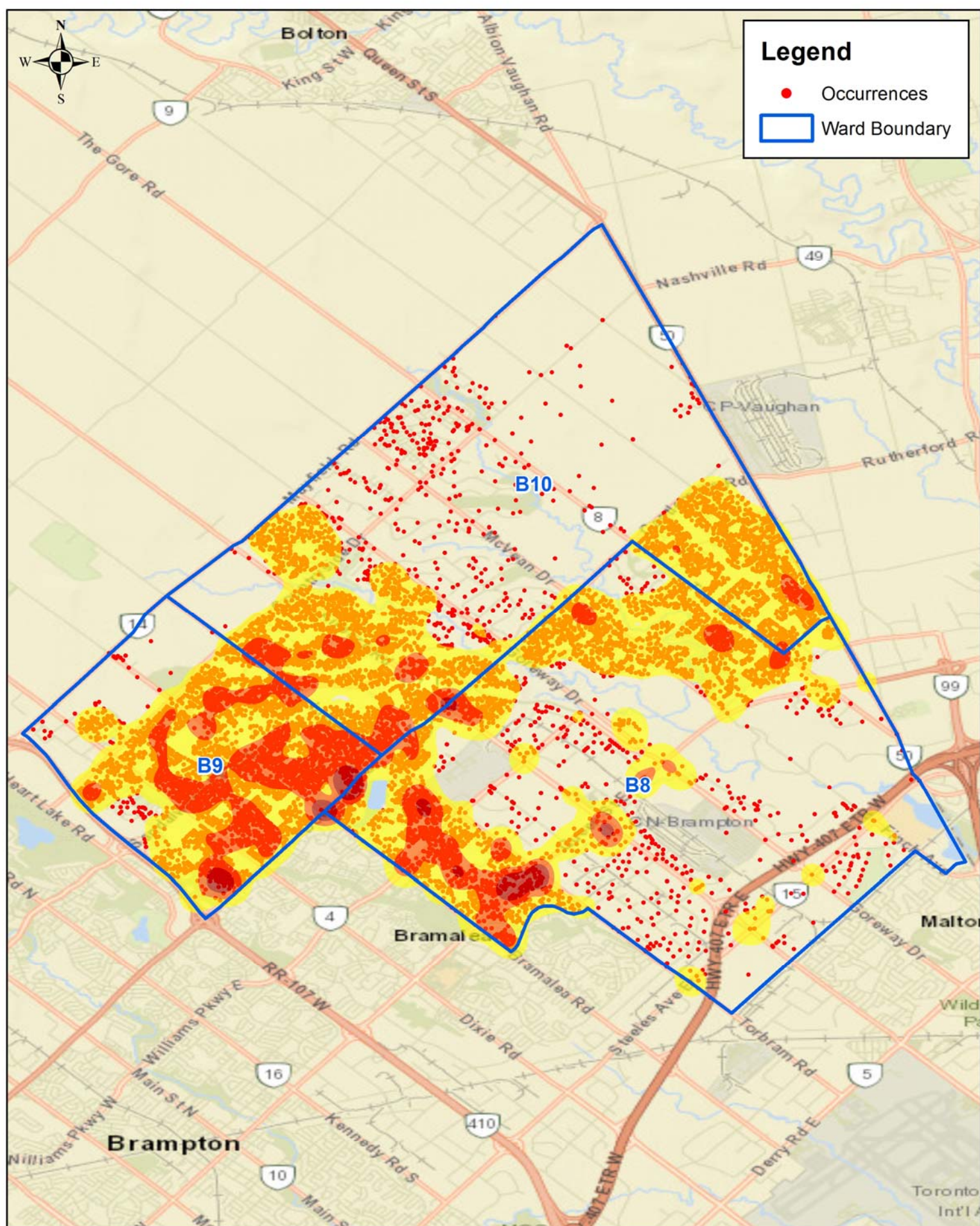
Crime Against Property 2014-2018 (Wards 8, 9, 10)



Drugs 2014-2018 (Wards 8, 9, 10)



Non-Criminal Occurrences 2014-2018 (Wards 8, 9, 10)



THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 77-2020

A by-law to impose development charges against lands to pay for increased capital costs required because of increased needs for services arising from development within the Regional Municipality of Peel.

WHEREAS Section 2 of the *Development Charges Act, 1997*, S.O. 1997, c. 27, as amended (the "Act"), authorizes the Council of the Regional Corporation to enact a by-law to impose development charges against land to pay for increased capital costs required because of increased needs for services arising from development;

AND WHEREAS, Regional Council has considered the use of more than one development charge by-laws to reflect different needs or services in different areas, also known as area rating or area specific development charges, and has determined that for the services and associated infrastructure proposed to be funded by development charges under this By-law it is fair and reasonable that the charges be calculated on a regional-wide and area-specific basis;

AND WHEREAS, the Region has completed and has considered a development charge background study titled "The Regional Municipality of Peel Development Charges Background Study" dated September 18, 2020, as amended, (the "Study") in accordance with Section 10 of the Act;

AND WHEREAS, the Study and the draft proposed By-law were made available to the public pursuant to Section 10 and Section 12 of the Act;

AND WHEREAS, notice of the public meeting was provided in accordance with the requirements of Section 12 of the Act and in accordance with the Regulations under the Act, and such public meeting was held on October 8, 2020;

AND WHEREAS, any person who attended the public meeting was afforded an opportunity to make representations and the public generally were afforded an opportunity to make written submissions relating to the proposed By-law;

AND WHEREAS, Regional Council has, stated or hereby states that it is the intention of Regional Council to ensure that the increase in need for services identified in connection with the enactment of the By-law will be met;

AND WHEREAS, Regional Council indicated its intent that future excess capacity identified in the Study shall be paid for by development charges or other similar charges;

AND WHEREAS, Regional Council resolved on December 10, 2020 that no further public meeting is required and that this By-law should be brought forward for enactment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. Definitions

In this By-law:

"accessory" means where used to describe a use, building or structure, that the use, building or structure is naturally and normally incidental to and exclusively devoted to a principal use, building or structure;

"Act" means the *Development Charges Act, 1997*, S.O. 1997, c. 27;

"agricultural society" means an agricultural society within the meaning of Part III of the *Agricultural and Horticultural Organizations Act*, R.S.O. 1990, c. A.9;

"agricultural use" means a use for the purpose of animal husbandry, dairying, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping and any other use customarily carried on for the purposes of a bona fide farming operation, but does not include a residential use on lands that are developed for an agricultural use, and shall not include the growing, processing, production of cannabis or a controlled substance under the *Controlled Substances Act*, S.C. 1996, c. 19, as amended (the "*Controlled Substances Act*");

"air supported structure" means an air supported structure as defined in the *Building Code Act, 1992*, S.O. 1992, c. 23 (the "*Building Code Act*");

"apartment" means:

- a) a dwelling unit in a duplex, triplex, or double duplex,
- b) a dwelling unit in a mixed-use building,
- c) a dwelling unit in a building exceeding three storeys in height where such dwelling unit is served by an enclosed principal entrance from the street level which is common to three or more dwelling units,
- d) a dwelling unit in a special care/special needs facility, or
- e) a dwelling unit in a stacked townhouse building;

"area municipality" means the City of Mississauga, the City of Brampton or the Town of Caledon;

"back-to-back townhouse" means a dwelling unit in a residential building containing four or more dwelling units separated vertically by a common wall, including a rear common wall, that do not have rear yards;

"bona fide farmer" means an individual currently actively engaged in a farm operation exclusively for agricultural use with a valid Farm Business Registration number in the area municipality the farm is located;

"building or structure" means a building or structure occupying an area greater than 10 square metres consisting of a wall, roof and floor or any of them or a

structural system serving the function thereof, including an air supported structure, mezzanine or exterior storage tank, but does not include:

- a) a canopy as defined in the *Building Code Act* which has a surface area of less than 100 square metres,
- b) an exterior storage tank where such storage tank constitutes an accessory use, or
- c) a free-standing roof-like structure constructed on lands used for a gas bar or a service station;

"*Building Code Act*" means the *Building Code Act, 1992*, S.O. 1992, c. 23, and all regulations thereunder including the Ontario Building Code;

"By-law" means the Region of Peel Development Charges By-law, 77-2020;

"cannabis" means cannabis as defined in the *Cannabis Act*, S.C. 2018, c. 16;

"Chief Financial Officer" means the Chief Financial Officer of the Region, their delegate, or the person acting in that capacity from time to time;

"Class of Services" means a grouping of any number or combination of services used to create a single service for the purpose of this by-law and as provided in section 7 of the Act and may include parts or portions of the services listed in subsection 2(4) or parts or portions of the capital costs listed in subsection 5(3) in respect of those services;

"college" has the same meaning as defined in Section 171.1 of the *Education Act*, R.S.O. 1990, c. E.2 (the "*Education Act*");

"development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof, and includes redevelopment, but does not include such actions or redevelopment in relation to a temporary building or structure as defined in this By-law;

"development charge" means a charge imposed pursuant to this By-law;

"distribution centre" means a building or structure primarily used for the storage and distribution of goods, wares, merchandise, substances, articles or things;

"district school board" has the same meaning as defined in the *Education Act*;

"double duplex" means a residential building that consists of two duplexes attached to each other;

"duplex" means a residential building that is divided horizontally into two separate dwelling units, each of with an entrance that is through a common vestibule;

"dwelling unit" means one or more habitable rooms designed, occupied or intended to be occupied as living quarters for a single family or single household and shall, as minimum standard, contain sanitary facilities, accommodation for

sleeping and a kitchen, and for the purposes of this By-law, shall be deemed to include a special care/special needs dwelling;

"existing industrial building" has the meaning prescribed for it under the Regulation;

"farm building" means a farm building as defined in the *Building Code Act*;

"floor" includes a paved, concrete, wooden, gravel or dirt floor;

"grade" means the average level of proposed or finished ground adjoining a building or structure at all exterior walls;

"gross floor area" means the total floor area, measured between the outside of exterior walls or between the outside of exterior walls and the centre line of party walls dividing the building from another building of all floors above the average level of finished ground adjoining the building at its exterior walls;

"hospital" has the same meaning as defined in the *Public Hospitals Act*, R.S.O. 1990, c. P.40;

"industrial" means land, buildings or structures used or designed or intended for use for or in connection with manufacturing, producing or processing of goods, warehousing or bulk storage of goods, distribution centre, truck terminal, research or development in connection with manufacturing, producing or processing of goods, storage, and includes office uses and the sale of commodities to the general public where such uses are accessory to an industrial use; and also includes the growing, processing and production of cannabis or a controlled substance under the *Controlled Substance Act*, but does not include a building used exclusively for office or administrative purposes unless it is attached to an industrial building or structure as defined above; and does not include a retail warehouse;

"land" means real property including any buildings, structures or other fixtures situated thereon;

"local board" means a public utility commission, transportation commission, public library board, board of park management, local Board of Health, Police Services Board, planning board or any other board, commission, committee, body or local authority established or exercising any power or authority under any general or special act with respect to any of the affairs or purposes of an area municipality or of the Region, but does not include a conservation authority established under the *Conservation Authorities Act*, R.S.O. 1990, c. C.27;

"mezzanine" has the same meaning as defined in the *Building Code Act*;

"mixed use" means a use or intended use of the same land, building or structure for any two or more uses defined in this By-law;

"mobile temporary sales trailer" means a trailer that is designed to be made mobile, is placed without a foundation on land and is used exclusively for new

residential sales, and concrete piers or sonotubes are deemed not to be foundations for the purposes of this definition;

"non-industrial use" means any use, whether actual or intended, of land, buildings or structures or parts thereof, other than residential or industrial use as those terms are defined in this section, and includes a retail warehouse and a facility for the storage of goods by members of the public for a fee;

"non-residential use" means any use, whether actual or intended, of land, buildings or structures, or parts thereof, other than for residential use as that term is defined in this Section;

"on-farm diversified use" means a building or structure secondary to the principle agricultural use of the property by a bona fide farmer, including home occupations, farm-based home industries and uses that involve the production and sale of value-added agricultural products and excludes uses that involve rental or lease of commercial/industrial space;

"other residential" means a residential use that is not a single-detached residence, a semi-detached residence, an apartment, or a small unit, and includes townhouse and back to back townhouse dwelling units;

"owner" means the registered owner of land, or the owner's authorized representative, who has applied for one or more of the development approvals enumerated in Sub-section 4(1);

"*Planning Act*" means the *Planning Act*, R.S.O. 1990, c. P.13 and all regulations thereunder;

"protracted" means in relation to a temporary building or structure, the continuation of its construction, erection, placement on land, alteration or addition for a continuous period exceeding eight months;

"redevelopment" means the construction, erection or placing of one or more buildings or structures on land where all or part of the building or structure has previously been demolished on such land, or the circumstance where one or more existing buildings or structures undergo a change of use;

"Region" means The Regional Municipality of Peel;

"Regional Area" means the area included within an area municipality at the time a development charge pursuant to this By-law is imposed;

"Regulation" means O. Reg. 82/98 under the Act;

"religious organization" has the same meaning as defined in the *Religious Organizations' Lands Act*, R.S.O. 1990, c. R.23;

"residential" means in relation to use or development, that which is designed, intended to be used or is used as living accommodation for one or more individuals;

“retail business” means the selling or offering for sale of goods or services by retail;

“semi-detached residence” means a residential building divided vertically, into two separate dwelling units, with at least 50 per cent of the above-grade area of a main wall on one side of each dwelling unit attached to or the same as a main wall on one side of the other dwelling unit;

"service" means a service designated in this By-law or under an agreement pursuant to Section 44 of the Act;

“single detached residence” means a residential building which contains a single dwelling unit, that is not attached to other buildings;

“small residential unit” means any dwelling unit having a total floor area less than or equal to 750 sq. ft.;

“special care/special needs facility” means a building intended for residential use containing more than three dwelling units, which units have a common enclosed entrance from street level, where the occupants have the right to use in common halls, stairs, yards, common rooms and accessory buildings, which units may or may not have exclusive sanitary and/or culinary facilities and are designed to accommodate individuals with special needs, including independent long-term living arrangements, where support for services such as meal preparation, grocery shopping, laundry, housekeeping, nursing, respite care and attendant services are provided at various levels, and includes retirement homes and long-term care homes;

“stacked townhouse” means a building with four or more dwelling units divided horizontally and vertically each with an entrance that is independent or through a shared landing and/or external stairwell;

"temporary building or structure" means a building or structure constructed, erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the usability thereof for a continuous period not exceeding eight months;

"total floor area" means the total of the areas of the floors in a building or structure, whether at, above or below grade measured between the exterior faces of the exterior walls of the building or structure or from the center line of a common wall separating two uses, or from the outside edge of a floor where the outside edge of the floor does not meet an exterior or common wall; and

- a) includes the floor area of a mezzanine and air-supported structure and the space occupied by interior walls and partitions,
- b) excludes any parts of the building or structure used for mechanical equipment related to the operation or maintenance of the building or structure, stairwells, elevators, washrooms, and the parking of vehicles,
- c) where a building or structure does not have any walls, the total floor area shall be the sum total of the area of land directly beneath the roof of the

building or structure and the total areas of the floors in the building or structure, and

- d) excludes the area of any self-contained structural shelf and rack storage facility permitted by the *Building Code Act*;

"townhouse" means a dwelling unit in a building which consists of more than two attached dwelling units, which are divided vertically above grade by a party wall at least five metres in length and at least two metres in height, and having a yard abutting at least two exterior walls of each dwelling unit, and back-to-back townhouses;

"triplex" means a building or structure that is divided horizontally into three separate dwelling units, each with an entrance that is through a common vestibule;

"truck terminal" means a building, structure or place where, for the purposes of a common carrier, trucks or transports are rented, leased, kept for hire, or stored, or parked for remuneration or from which trucks or transports are dispatched;

"university" has the same meaning as defined in Section 171.1 of the *Education Act*; and

"use" means the use of land, a building or a structure.

2. Provisions Required Under Section 6 of the Act

- (1) This By-law applies to the whole of the Regional Area and outside the Regional Area with respect to services of the Region that are provided outside of the Regional Area.
- (2) The rules developed under paragraph 9 of Subsection 5(1) of the Act for determining if a development charge is payable in any particular case, and for determining the amount of the charge, are set forth in Sections 4 through 12 of this By-law.
- (3) How the rules referred to in Subsection 2(2) of this By-law apply to the re-development of land is set forth in Sections 1 ("development") and 10 of this By-law.
- (4) The express statement indicating how the rules provide for exemptions and for indexing of development charges are set forth in Sections 8, 9, 11 and 12 of this By-law.

3. Designation of Services

- (1) The services and classes of services for which development charges are imposed under this By-law are as follows:
 - a) Services
 - i) Services related to a highway – transportation;
 - ii) wastewater;
 - iii) water supply;
 - iv) Peel Regional Police Services;
 - v) Police – O.P.P. (Ontario Provincial Police);

- vi) long term care;
- vii) housing services (including provision of domiciliary shelters);
- viii) public health;
- ix) paramedics; and
- x) waste diversion.

b) Classes of Services

- i) public works (including Transhelp for the disabled);and
- ii) growth studies.

- (2) Components of the development charges for services and classes of services designated in Sub-section (1) above are described in Schedules A, B(1) and B(2) to this By-law.

3.1 Classes of Services

- (1) In accordance with Section 7 of the Act the following classes of services shall include the following:

- a) "Public Works" includes portions of those service that are related to equipment, vehicles and facilities for:

- i) Water supply,
- ii) Wastewater, or
- iii) a highway- transportation

- b) "Growth Studies" includes portions of those services related to studies in respect of any services listed in subsection 3(1) of this By-law.

4. Development Charges Imposed

- (1) Development charges are imposed against lands that are developed for a use other than an agricultural use if the development requires:
- a) the passing of a By-law or of an amendment to a zoning By-law under Section 34 of the *Planning Act*;
 - b) the approval of a minor variance under Section 45 of the *Planning Act*;
 - c) a conveyance of land to which a By-law passed under Subsection 50(7) of the *Planning Act* applies;
 - d) the approval of a plan of subdivision under Section 51 of the *Planning Act*;
 - e) a consent under Section 53 of the *Planning Act*;
 - f) the approval of a description under Section 50 of the *Condominium Act* or under Section 9 of the *Condominium Act*; or
 - g) the issuing of a permit under the *Building Code Act* in relation to a building or structure.
- (2) No more than one development charge for each action described in Subsection 4(1) shall be imposed pursuant to this By-law upon any land to which this By-law applies even though two or more of the actions described in Subsection 4(1) are required for the land to be developed.

- (3) Despite Subsection 4(2), and subject to this By-law and to Section 4 of the Act, if two or more of the actions described in Subsection 4(1) occur at different times, additional development charges shall be imposed in respect of any increased or additional development permitted by such action, at the time that such action occurs.

5. Calculation of Development Charges

- (1) The development charge with respect to a development shall be calculated as follows:
- a) in the case of residential development, or the residential portion of a mixed use development, based upon the number and type of dwelling units; or
 - b) in the case of non-residential development, or the non-residential portion of a mixed use development, based upon the total floor area of such development.
- (2) Amount of Charge - Residential
The development charges described in Schedule A to this By-law are imposed on land developed for residential uses including dwelling units accessory to a non-residential use and, in the case of a mixed use building or structure, on the residential component of the mixed use building or structure, according to the type of residential use.
- (3) Amount of Charge - Industrial
The development charges described in the second column of each table in Schedule B(1) to this By-law are imposed on land developed for industrial uses and, in the case of a mixed use building or structure, on the industrial component of the mixed use, and are calculated with respect to each of the services according to the total floor area of the industrial use.
- (4) Amount of Charge - Non-Residential - Non-Industrial
The development charges described in the second column of each table in Schedule B(2) to this By-law are imposed on land developed for non-residential - non-industrial uses and, in the case of a mixed use building or structure, on the non-residential - non-industrial component of the mixed use, and are calculated with respect to each of the services according to the total floor area of the non-residential - non-industrial use.
- (5) Amount of Charge - Reduction Where Water or Wastewater Services Are Not Available or Not Approved for Construction Within Two Years
If either water or wastewater services or both are not available adjacent to any land within the Regional Area at the time a building permit is issued in respect of such land, and Regional Council has not at that time approved in principle the construction within the two years next following the year in which the building permit is issued of either water or wastewater services or both adjacent to such land, the development charge otherwise payable in respect of development on such land shall be reduced in an amount equal to the portion of the charge attributed to each such unavailable and unapproved service in the Schedules to this By-law.

- (6) It is not necessary that the amount of the development charge for a particular development be limited to the increase in capital costs, if any, that are attributable to that particular development.
- (7) Where Clause 26.2(1)(a) or (1)(b) of the Act applies to a development for the purposes of determining the amount of the development charge, interest shall be charged on the development charge in accordance with the requirements of Regional Municipality of Peel By-law 21-2020, as amended.

6. Timing of Payment

- (1) The development charges imposed under this By-law shall be payable on the date that the first permit under the *Building Code Act* is issued in relation to a building or a structure on the land to which the development charge applies.
- (2) Notwithstanding Subsection 6(1), where a residential development requires the approval of a plan of subdivision under Section 51 of the *Planning Act* or a consent under Section 53 of the *Planning Act*, the development charges imposed under this By-law with respect to those hard services noted in Schedule A to this By-law shall be payable immediately upon the owner entering into a subdivision agreement or a consent agreement.
 - (2.1) Subsection 6(2) shall not apply to blocks or lands identified in any subdivision or consent agreement for future development subject to site plan control in accordance with the *Planning Act*, in which case development charges for such future development blocks or lands shall be payable at building permit issuance.
 - (2.2) For the purposes of Subsection 6(2), where the use or uses to which a block in a plan of subdivision may be put pursuant to a zoning by-law passed under Section 34 of the *Planning Act*, are affected by the use of a holding symbol in the zoning by-law as authorized by Section 36 of the *Planning Act*, the development charges for such blocks shall be payable at building permit issuance.
 - (2.3) For the purposes of Subsections 6(2), 6(2.1) and 6(2.2), and despite any other provision to this By-law, where a subdivision or consent agreement identifies the number and type of dwelling units proposed for the residential plan of subdivision or consent other than those associated with future development, the number and type of dwelling units so identified shall be used to calculate the development charges payable under Subsection 6(2).
- (3) Notwithstanding Subsections 6(1) and 6(2) of this By-law, where Section 26.1 of the Act applies in respect of any part of a development, the development charges imposed under this By-law, in respect that part of the development to which Section 26.1 of the Act applies only, shall be payable in annual installments in accordance with the requirements of Subsection 26(3) of the Act, and shall be subject to interest in accordance with Regional Municipality of Peel By-law 21-2020, as amended.

- (4) If at the time of issuance of a building permit or permits for any residential development for which payments have been made pursuant to Sub-section 6(2) of this By-law, the total number and/or type of dwelling units for which building permits have been and are being issued is greater than that used for the calculation and payment referred to in Subsection 6(2) of this By-law, an additional payment shall be required and shall be calculated by multiplying the applicable development charges for those services shown in Schedule "A" to this By-law, as may be appropriate, subject to the adjustments in Section 9 of this By-law, by the difference between the number and type of dwelling units for which building permits have been and are being issued and the number and type of dwelling units for which payments have been made pursuant to Subsection 6(2) and this Sub-section.
- (5) If following the issuance of all building permits for all development in a subdivision and for all development in a block within that subdivision that had been intended for future development and for which payments have been made pursuant to Subsection 6(2) and Subsection 5(2) of this By-law, the total number and/or type of dwelling units for which building permits have been issued is less than that used for the calculation and payment referred to in Sub-section 6(2) of this By-law, a refund shall become payable by the Region to the person who originally made the payment referred to in Subsection 6(2) of this By-law, which refund shall be calculated by multiplying the amounts of the development charges in effect at the time such payments were made by the difference between the number and type of dwelling units for which payments were made pursuant to Subsection 6(2) of this By-law and the number and type of dwelling units for which building permits were issued.
- (6) Subsections 6(4) and 6(5) of this By-law shall apply with necessary modifications to a development for which development charges have been paid pursuant to a condition of consent or pursuant to an agreement respecting same.
- (7) Any refunds payable pursuant to Subsections 6(5) or 6(6) of this By-law shall be calculated and paid without interest.
- (8) Notwithstanding any other provision of this By-law, the Region may, in accordance with Section 27 of the Act, enter into an agreement with a person who is required to pay a development charge providing for all or any part of a development charge to be paid before or after it would otherwise be payable.
- (9) Subject to Subsection 6(3) of this By-law, where a development charge applies to land in relation to which a building permit is required, no building permit shall be issued until the development charge has been paid in full.
- (10) Subject to Subsection 6(3) of this By-law, where a development requires an approval described in Section 4 of this By-law after the issuance of a building permit and no development charge was paid at the time of issuance of the building permit, the development charge shall be paid prior to the granting of the approval required under Section 4.

(11) Without limiting the authority of the Region to enter into any other agreement, including an agreement authorized under Region of Peel By-law 21-2020, the Region's Chief Financial Officer is hereby authorized to enter into agreements providing for the payment of all or any part of a non-residential development charge before or after it would otherwise be payable, pursuant to Section 27 of the Act, provided that the agreement to defer the payment of development charges includes, but is not limited to, the following terms and conditions:

- a) security shall be provided in an amount and having form and content that is satisfactory to the Chief Financial Officer, to be realized or drawn upon in the event that the owner does not pay the charge;
- b) the development charges payable shall be indexed in accordance with the semi-annual Development Charges rate adjustment under Section 9 of this By-law;
- c) the period of the deferral does not exceed four years commencing from the signing of the agreement; and
- d) a non-refundable administration fee determined in accordance with Region of Peel By-law 43-2002, as amended, is paid by the person requesting the agreement to cover costs associated with preparing and monitoring the agreement.

(12) In any agreement made under Subsection 6(11) of this By-law, the Chief Financial Officer may in his or her discretion require that the owner provide to the Region, or to the Treasurer of the lower tier municipality in which the lands are located, security in an amount and having a form and content satisfactory to the Chief Financial Officer, and to maintain and supplement such security as required, to be drawn upon in the event that there is a change in the use of the building or structure from an industrial use to a non-residential - non-industrial use within such period of time as is provided for in the agreement referred to in Subsection 6(11) of this By-law.

(13) Any security provided pursuant to Subsection 6(12) of this By-law may be drawn upon to secure the payment of any increased development charge required as a result of a change in the use of the building or structure.

7. Undetermined Uses

(1) If at the time a building permit is issued, the use of a non-residential building or structure has not been determined as between industrial or non-residential - non-industrial, the owner, at the Region's discretion, may be permitted to pay the industrial development charges provided that the owner shall also submit, maintain, and if required supplement a non-revocable letter of credit, or other form of security, in an amount and upon terms satisfactory to the Chief Financial Officer, to be realized upon by the Region in the event that the building or structure is later determined by the Region to have a use that attracts a higher applicable development charge rate. Such an arrangement may be made conditional, at the discretion of the Chief Financial Officer, upon the owner

entering into an agreement with the Region on terms and conditions satisfactory to the Chief Financial Officer.

- (2) Where the Region determines that the building or structure attracts a higher applicable development charge rate in accordance with Subsection 7(1), and the Region requires the payment of development charges at the non-residential - non-industrial rate in accordance with the Schedule B(2) rate under Subsection 7(1) of this By-law, the amount payable shall be the amount calculated at the rate or rates in effect at the later of the date of issuance of the building permit and the date that the payment of the development charges at the non-residential non-industrial rate is received in full.
- (3) Where the Region determines that the building or structure is an industrial use, the security provided to the Region pursuant to Subsection 7(1) of this By-law shall be refunded or returned to the owner to the extent such security is not required under Subsections 7(1) and 7(2) of this By-law.
- (4) The security provided to the Region pursuant to Subsection 7(1) of this By-law, shall be increased annually forthwith upon demand by the Region to ensure that the security is adequate to satisfy the owner's potential liability for development charges pursuant to Subsections 7(1) and 7(2) of this By-law.
- (5) In order for a building or structure to be deemed, either on a final or an interim basis, to be an industrial use for the purpose of this Section, more than 50 percent of the total floor area of the building or structure must be used for industrial purposes, as determined by the Region.

8. Temporary Buildings or Structures

- (1) No development charge is imposed under this By-law in respect of a temporary building or structure so long as its status as a temporary building or structure is maintained in accordance with the provisions of this By-law.
- (2) Upon application being made for the issuance of a permit under the *Building Code Act* in relation to a temporary building or structure on land to which a development charge applies, the Chief Financial Officer may require that the owner enter into an agreement providing for the payment of all or any part of the development charge before or after it would otherwise be payable, pursuant to Section 27 of the Act which agreement may provide that the owner submit security satisfactory to the Chief Financial Officer, to be realized upon in the event that the temporary building or structure becomes protracted and development charges thereby become payable.
- (3) In the event that a temporary building or structure becomes protracted, it shall be deemed not to be, nor ever to have been, a temporary building or structure and, subject to any agreement pursuant to Subsection 6(10) of this By-law, development charges under this By-law shall become payable forthwith.

9. Indexing

The development charges as set out in the schedules to this By-law shall be adjusted without amendment to this By-law semi-annually on February 1st and August 1st in each year, commencing August 1st, 2021, in accordance with the latest available issue of the index prescribed in the Regulation, with the base index value being that in effect on August 1, 2020.

10. Redevelopment

- (1) The rules applicable to development under this By-law are also applicable to redevelopment, subject to Subsection 10(2) of this By-law.
- (2) Notwithstanding any other provision of this By-law, where, as a result of the redevelopment of land, a building or structure existing on the same land prior to the date of payment of development charges in respect of the redevelopment, has been demolished or converted to another use in whole or in part the development charges otherwise payable with respect to the redevelopment shall be reduced by the aggregate of the following amounts:
 - a) where an industrial use is being redeveloped: an amount calculated by multiplying the development charge under Subsection 5(3) of this By-law respectively by the industrial total floor area that has been demolished or converted to another use,
 - b) where a non-residential - non-industrial use is being redeveloped: an amount calculated by multiplying the development charge under Subsection 5(4) of this By-law by the non-residential - non-industrial total floor area that has been demolished or converted to another use;
 - c) where a residential use is being redeveloped for a residential use: an amount calculated by multiplying the development charge under Subsection 5(2) of this By-law by the number, according to type of dwelling units that have been demolished or converted to another use;
 - d) where a residential use is being redeveloped for a non-residential use: an amount calculated by multiplying that part of the development charge under Subsection 5(2) and Schedule A of this By-law which is attributable to all services, save and except long term care and social housing services, by the number, according to type, of dwelling units that have been demolished or converted to another use; and
 - e) where the development would have been exempt prior to the redevelopment or change of use, no credit shall be allowed,

provided that evidence satisfactory to the Chief Financial Officer is provided as to the total floor area or type and number of dwelling units that have been demolished or converted to another use and provided the amount of any credit hereunder shall not exceed, in total or in the aggregate, the amount of the development charges otherwise payable with respect to the redevelopment.

(3) Reduction for Demolition

- a) Demolition of dwelling units in whole shall only reduce the development charges otherwise payable for the redevelopment

where the owner has provided a copy of the original demolition permit for the number and types of units that have been demolished to the Chief Financial Officer or the Treasurer, and:

- (i) The building permit in respect of the redevelopment is issued within five (5) years from the date the demolition permit was issued, and
 - (ii) The redevelopment occurs on the same parcel of land on which the demolished dwelling unit(s) were originally located, or
 - (iii) In cases where a demolition permit was issued in respect of a residential building or structure located on a parcel of land that was later subject to land division, the owner of the original parcel has provided irrevocable direction in writing to the Chief Financial Officer or the Treasurer to apply the credit to the applicable redevelopment.
- b) Demolition of the total floor area of all or part of an industrial or non-residential building or structure will reduce the development charges otherwise payable for the redevelopment, only where the owner has provided a copy of the original demolition permit for the total floor area that was demolished to the Chief Financial Officer or the Treasurer:
 - (i) A building permit in respect of the redevelopment has been issued within ten (10) years from the date the demolition permit was issued, and
 - (ii) Redevelopment occurs on the same parcel of land on which the demolished building or structure, or part thereof, was originally located, or
 - (iii) In cases where a demolition permit was issued in respect of an industrial or non-residential building or structure located on a parcel of land that was later subject to land division, the owner of the original parcel has provided irrevocable direction in writing to the Chief Financial Officer or the Treasurer to apply the credit to the applicable redevelopment.
- c) For the purpose of this Subsection, dwelling units or total floor area accidentally destroyed by fire shall be deemed to have been demolished under a demolition permit issued on the date of the fire.
- d) Notwithstanding Subsections 10(3)(a) and 10(3)(b), for a demolition permit that was issued before the effective date of this By-law, the demolition permit issuance date is deemed to be the effective date of this By-law for the purposes of Subsections 10(3)(a) and 10(3)(b).

11. Exemptions

- (1) Despite any other provision of this By-law, no development charge is imposed under this By-law respecting:
 - a) land used as a hospital;
 - b) land owned by and used only for the purposes of the Region, the area municipalities or local boards;

- c) land owned by a district school board and used only for district school board purposes;
 - d) land owned by a college or university and used only for the purposes of a college or university;
 - e) land owned by an agricultural society and used only for the purposes of an agricultural society;
 - f) the development of land by the installation of a mobile temporary sales trailer;
- (2) No development charge is imposed under this By-law in respect of land developed for an agriculture use including on-farm diversified use.
- (3) Prior to the issuance of the first building permit, a place of religious assembly will receive a partial exemption of development charges equivalent to the development charges attributed to twenty-five percent (25%) of the total floor area of the building or structure. This partial exemption shall not apply to development or redevelopment solely for the purpose of expansion of an existing building or structure.

12. Industrial and Residential Intensification Exemptions

- (1) Despite any other provision of this By-law the terms "existing industrial building" and "floor area" shall, for the purpose of the interpretation of this By-law in connection with Section 4 of the Act (exemption for the enlargement of the gross floor area of an existing industrial building), have the meanings defined for them in the Regulation.
- (2) For the purpose of interpreting the definition of "existing industrial building" contained in the Regulation, regard shall be had for the classification of the lands in question pursuant to the *Assessment Act* and in particular:
- a) whether the lands fall within a tax class such that taxes on the lands are payable at the industrial tax rate;
 - b) whether more than 50 percent of the gross floor area of the building or structure has an industrial property code for assessment purposes.
- (3) Subject to Subsection 12(2)(b) of this By-law, distribution centres, warehousing, the bulk storage of goods and truck terminals shall be considered industrial uses.
- (4) For the purpose of the application of Section 4 of the Act to the operation of this By-law:
- a) the gross floor area of an existing industrial building shall be calculated as it existed prior to the first enlargement in respect of that building for which an exemption under Section 4 of the Act is sought; and
 - b) the enlargement of the gross floor area of the existing building:
 - i) shall be attached to the existing industrial building,
 - ii) shall not be attached to the existing industrial building by means only of any one or more tunnel, bridge, canopy, corridor or other

- passageway, shared below grade connection, foundation, footing or parking facility,
- iii) shall have an industrial use as set out in this By-law; and
- c) shall otherwise qualify as a bona fide increase in the size of the existing building.

- (5) This By-law does not apply with respect to approvals related to residential development that would have the effect only of enlarging an existing dwelling unit or creating up to two additional dwelling units subject to the prescribed restrictions in the prescribed classes of existing residential buildings, as identified in Section 2 of the Act and Section 2 of the Regulation, provided that the combined total additional floor area of all additionally created dwelling units does not exceed the floor area of the existing detached or semi-detached residence, or of the smallest existing dwelling unit in the case of any other residential building. This exemption shall not extend to the non-residential portion of a mixed-use building.

13. Schedules

- (1) The following schedules to this By-law are hereby enacted and form an integral part of this By-law:

- Schedule A - Development Charge Rates – Residential
- Schedule B(1) - Development Charge Rates – Industrial
- Schedule B(2) - Development Charge Rates – Non-Residential – Non-Industrial

14. By-law Registration

A certified copy of this By-law may be registered in the by-law register in the Land Registry Office against any or all lands in the Regional Area and may be registered against title to any land to which this By-law applies.

15. Date in Force

Regional By-law 46-2015 is repealed on January 22, 2021 and this By-law comes into force and effect on January 22, 2021.

16. Interpretation

- (1) All words defined in the Act or the Regulation have the same meaning in this By-law as they have in the Act or the Regulation unless they are defined differently in this By-law.
- (2) All references to the provisions of any statute or regulation or to the Ontario Building Code contained in this By-law shall also refer to the same or similar provisions in the statute, regulation or code as amended, replaced, revised or consolidated from time to time.

17. Severability

If for any reason any provision, section, subsection or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the

remainder of this By-law shall continue in full force and effect until repealed, re-enacted or amended.

18. Short Title

This By-law may be referred to as the Region of Peel Development Charges By-law, 77-2020.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 10th day of December, 2020.

Deputy Regional Clerk

Regional Chair

SCHEDULE A**DEVELOPMENT CHARGE RATES - RESIDENTIAL
EFFECTIVE JANUARY 22, 2021**

REGION OF PEEL (CITY OF BRAMPTON, CITY OF MISSISSAUGA) RESIDENTIAL DEVELOPMENT CHARGE RATES (\$ PER DWELLING UNIT)				
PROGRAM	SINGLE & SEMI- DETACHED	APARTMENT (>750 sf)	SMALL UNIT (≤750 sf)	OTHER RESIDENTIAL
WATER SUPPLY	22,384.95	16,237.35	8,587.47	17,728.97
WASTEWATER	23,378.98	16,958.38	8,968.80	18,516.24
SERVICES RELATED TO A HIGHWAY - TRANSPORTATION	9,079.85	6,586.24	3,483.27	7,191.28
SUB-TOTAL HARD SERVICES:	54,843.78	39,781.97	21,039.54	43,436.49
PUBLIC WORKS	272.88	197.94	104.68	216.12
PEEL REGIONAL POLICE SERVICES	762.21	552.88	292.40	603.67
GROWTH STUDIES	178.34	129.36	68.42	141.25
LONG TERM CARE	838.50	608.22	321.67	664.10
PUBLIC HEALTH	-	-	-	-
PARAMEDICS	223.05	161.79	85.57	176.66
HOUSING SERVICES	3,264.77	2,368.17	1,252.45	2,585.71
WASTE DIVERSION	367.13	266.31	140.84	290.77
SUB-TOTAL SOFT SERVICES:	5,906.88	4,284.67	2,266.03	4,678.28
TOTAL	60,750.66	44,066.64	23,305.57	48,114.77

REGION OF PEEL (TOWN OF CALEDON) RESIDENTIAL DEVELOPMENT CHARGE RATES (\$ PER DWELLING UNIT)				
PROGRAM	SINGLE & SEMI- DETACHED	APARTMENT (>750 sf)	SMALL UNIT (≤750 sf)	OTHER RESIDENTIAL
SUB-TOTAL HARD SERVICES:	54,843.78	39,781.97	21,039.54	43,436.49
SOFT SERVICE RATE WITHOUT PEEL				
REGIONAL POLICE SERVICES	5,144.67	3,731.79	1,973.63	4,074.61
ONTARIO PROVINCIAL POLICE SERVICES	104.86	76.06	40.23	83.05
TOTAL	60,093.31	43,589.82	23,053.40	47,594.15

* ALL RATES SUBJECT TO BI-ANNUAL INDEXING ON FEBRUARY 1ST AND AUGUST 1ST OF EACH YEAR

BY-LAW # 77-2020**SCHEDULE B(1)****DEVELOPMENT CHARGE RATES - INDUSTRIAL
EFFECTIVE JANUARY 22, 2021**

REGION OF PEEL (CITY OF BRAMPTON, CITY OF MISSISSAUGA) DEVELOPMENT CHARGE RATES INDUSTRIAL	
PROGRAM	DEVELOPMENT CHARGE (\$ per m ²)
WATER SUPPLY	76.16
WASTEWATER	79.04
SERVICES RELATED TO A HIGHWAY - TRANSPORTATION	16.52
PUBLIC WORKS	1.10
PEEL REGIONAL POLICE SERVICES	3.19
GROWTH STUDIES	0.72
PARAMEDICS	0.90
WASTE DIVERSION	0.19
TOTAL	177.82

REGION OF PEEL (TOWN OF CALEDON) DEVELOPMENT CHARGE RATES INDUSTRIAL	
PROGRAM	DEVELOPMENT CHARGE (\$ per m ²)
RATE WITHOUT PEEL REGIONAL POLICE SERVICES	174.63
ONTARIO PROVINCIAL POLICE SERVICES	0.29
TOTAL	174.92

* ALL RATES SUBJECT TO BI-ANNUAL INDEXING ON
FEBRUARY 1ST AND AUGUST 1ST OF EACH YEAR

BY-LAW # 77-2020**SCHEDULE B(2)****DEVELOPMENT CHARGE RATES - NON-RESIDENTIAL - NON-INDUSTRIAL
EFFECTIVE JANUARY 22, 2021**

REGION OF PEEL (CITY OF BRAMPTON, CITY OF MISSISSAUGA) DEVELOPMENT CHARGE RATES NON-RESIDENTIAL - NON-INDUSTRIAL	
PROGRAM	DEVELOPMENT CHARGE (\$ per m ²)
WATER SUPPLY	76.16
WASTEWATER	79.04
SERVICES RELATED TO A HIGHWAY - TRANSPORTATION	68.58
PUBLIC WORKS	1.10
PEEL REGIONAL POLICE SERVICES	3.19
GROWTH STUDIES	0.72
PARAMEDICS	0.90
WASTE DIVERSION	0.19
TOTAL	229.88

REGION OF PEEL (TOWN OF CALEDON) DEVELOPMENT CHARGE RATES NON-RESIDENTIAL - NON-INDUSTRIAL	
PROGRAM	DEVELOPMENT CHARGE (\$ per m ²)
RATE WITHOUT PEEL REGIONAL POLICE SERVICES	226.69
ONTARIO PROVINCIAL POLICE SERVICES	0.29
TOTAL	226.98

* ALL RATES SUBJECT TO BI-ANNUAL INDEXING ON
FEBRUARY 1ST AND AUGUST 1ST OF EACH YEAR

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 78-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 107 (Bovaird Drive West), City of Brampton.

WHEREAS, Manett Residences Inc., the owner of the lands and premises described as Block 19, Plan 43M-1348, City of Brampton, Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements temporarily upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 10th day of December, 2020 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE the Council of the Regional Corporation enacts as follows:

1. Manett Residences Inc. is hereby authorized to maintain the temporary Encroachment upon the public highway known as Regional Road 107 (Bovaird Drive West), in accordance with the terms and conditions contained in the Crane Swing Agreement attached as Schedule "A" between The Regional Municipality of Peel and Manett Residences Inc.;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;
3. That the Crane Swing Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 10th day of December, 2020.

Deputy Regional Clerk

Regional Chair

CRANE SWING AGREEMENT

THIS CRANE SWING AGREEMENT (the "Agreement") is made as of November 25, 2020

B E T W E E N:

THE REGIONAL MUNICIPALITY OF PEEL
(the "Region")

- and -

MANETT RESIDENCES INC.
(the "Owner")

WHEREAS the Owner is the registered owner of the lands municipally known as as 100 Manett Crescent in Brampton, legally described in Schedule "A" hereto (collectively the "Building Site");

AND WHEREAS the Region is the registered owner of the both Regional Road 107 ("Bovaird Drive") and the Bovaird Drive Stormwater Management Pond, legally described on Schedule "B" attached hereto (the "Region Lands");

AND WHEREAS the Owner is developing a ten (10) storey apartment building on the Building Site (the "Project");

AND WHEREAS as part of the Project construction process, the Owner wishes to erect a crane on the Building Site, which will, from time to time, swing through a portion of the airspace above the Region Lands;

AND WHEREAS in accordance with the terms of this Agreement, the Region has agreed to grant the Owner (and its agents, contractors and subcontractors) permission to allow the Owner (and its agents, contractors and subcontractors) to swing a crane within the airspace above the Region Lands in accordance herewith.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the fees paid by the Owner to the Region and of the mutual covenants and agreements herein contained, (the sufficiency of which is mutually agreed to) and subject to the terms and conditions hereinafter set forth, the parties hereto agree as follows:

1.0 AGREEMENT

- 1.1 The Region hereby grants to the Owner, including the Owner's contractors, subcontractors, employees and express agents, a temporary, non-exclusive right in the nature of a Crane Swing Agreement to utilize that portion of the airspace above the Region Lands depicted in the plan(s) listed in Schedule "C" (the "Airspace") for the anticipated presence and use of its tower crane or any part of its tower crane including but not limited to the jib and counter-jib (collectively, the "Crane") as depicted in the plan(s) listed in Schedule "C" through the Airspace from time to time for the purpose of constructing the Project, subject to the terms and conditions contained in this Agreement. The Region's acceptance of the plan(s) listed hereto in Schedule "C" does not imply that the Region and/or its consultants have any liability whatsoever, or have waived any rights or remedies, in respect of any deficiencies in that (plan(s)).
- 1.2 This Agreement only grants the Owner rights within the Airspace and not the airspace above or below the Airspace nor the airspace of any other property owned by the Region or any private party.

2.0 TERM

2.1 The term of this Agreement (the "Term") shall commence on the date of execution of this Agreement (the "Commencement Date") and thereafter shall expire upon delivery of written notification from the Region that the Commissioner of Public Works is satisfied that the Crane has been removed and/or disassembled and, that all of the Owner's obligations under this Agreement have been satisfied and the Owner is not in default under the terms of this Agreement.

3.0 FEES and SECURITIES

3.1 As consideration for the Owner's use of the Airspace, the Owner shall pay to the Region an annual fee payable, in the amount of THREE HUNDRED DOLLARS (\$300.00) plus applicable taxes, each year during the Term. The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a certified cheque or bank draft in the amount of NINE HUNDRED AND FOUR DOLLARS (\$904.00) plus the applicable taxes as the fee for the first year of the Term and the Administration fee. Subsequent payments of the annual fee shall be paid to the Region on or before the yearly anniversary of the commencement of the Term noted in clause 2.1.

The Owner agrees to pay the Region the following:

- | | | |
|-----|--|----------------------------------|
| (a) | Administration fee (one time) | \$ 500.00, plus applicable taxes |
| (b) | Annual fee (each year throughout Term) | \$ 300.00, plus applicable taxes |
- 3.2 The Owner covenants and agrees to pay to the Region, upon execution of this Agreement, the Region's reasonable legal fees in connection with the negotiation and preparation of this Agreement.
- 3.3 The Owner covenants and agrees to pay to the Region its reasonable legal fees incurred as a result of exercising its rights and remedies under this Agreement.
- 3.4 The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a letter of credit from a Schedule 1 Canadian Chartered Bank or other negotiable security approved by the Region Treasurer in the amount of FIFTY THOUSAND DOLLARS (\$50,000.00) (the "Letter of Credit") as security for the Owner's obligations under this Agreement. The Owner acknowledges and agrees that the Region may authorize the use of or draw on the Letter of Credit in accordance with clauses, 9.1, 10.1 of this Agreement or on the basis of the Owner's default under this Agreement. If the Owner is not in default under this Agreement the Region shall release the Letter of Credit to the Owner upon the expiration of the Term as detailed in clause 2.1.

4.0 CONDITIONS

- 4.1 The Owner covenants, acknowledges and agrees that this Agreement and the Owner's exercise of the rights granted in this Agreement are subject to the following terms and conditions:
- 4.1.1 In no event shall the Owner and the Owner's employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law operate a Crane, at any time to swing, load, unload, or hoist any objects, materials or other live loads over any portion of the Region Lands or within the Airspace in accordance with the terms of this Agreement and the road occupancy and temporary access permit as required by clause 4.1.2. The Owner acknowledges that the loading/unloading, hoisting, or swinging of any objects, materials, or other live loads by the Crane over the Region Lands and within the Airspace may cause a health and safety concern to pedestrians and vehicles.
- 4.1.2 Prior to the installation and operation of the Crane, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation

Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.

- 4.1.3 Prior to the decommissioning and removal of the Crane, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.
- 4.1.4 The Owner covenants and agrees that prior to the installation and operation of the Crane it shall obtain all necessary approvals and permits for the Crane as required by the Region, as well as from any other applicable government authorities and agencies including, but not limited to, the Regional Municipality of Peel, the Credit Valley Conservation/Toronto and Region Conservation Authority, Ministry of Transportation, Alectra Utilities Corporation, Canadian National Railways, Ministry of the Environment Conservation and Parks, NAV Canada, Greater Toronto Airport Authority or any other agency or government body having authority with respect to the Crane and/or the Building Site and the Region Lands. Further, the Owner covenants and agrees to obtain permission from the owners of any properties on which the Crane encroach into their airspace.
- 4.1.5 The Owner covenants and agrees to ensure that the Owner, its employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law erect, operate and dismantle the Crane and perform all work permitted by this Agreement and complete all engineering and other inspections in accordance with all codes, laws (including the *Occupational Health and Safety Act* R.S.O. 1990, c. O.1 and its regulations (the "OHSA")), by-laws, rules, regulations and codes prescribed by all governmental or other authorities having jurisdiction including, without limitation, Code for Tower Crane Z248-17 published by CSA Group and any amendment or replacement thereof, with respect to such matters and in accordance with prudent construction operating procedures.
- 4.1.6 Except as otherwise agreed to in writing with the Region, unrestricted access must be maintained to all sidewalks, roads, fire hydrants, entrances, parking facilities, utilities and transit stops located on the Region Lands.
- 4.1.7 The Owner agrees to cooperate with the Region to accommodate any Region requirements with respect to the Region's use of the Region Lands and Airspace provided such does not unreasonably interfere with the use of the Agreement as provided herein. This includes temporarily ceasing operation of the Crane or limiting its use if required by the Region acting reasonably.
- 4.1.8 The issuance of this Agreement does not supersede any approvals required through development review or rezoning.
- 4.1.9 When not in use, the Crane boom shall be secured (but not over the Region Lands) in accordance with the written procedures of the Crane's manufacturer subject to compliance with the requirements of the OHSA requiring overhead crane booms to be permitted to "slew" when such cranes are unattended.
- 4.1.10 The Owner must contact the the electricity provider to make any arrangements the provider may reasonably require to have overhead electrical lines de-energized or relocated, at no cost of the Region, prior to commencing work.
- 4.1.11 The Owner agrees that in the operation, installation or removal of the Crane,

the Owner shall ensure that no damage is caused by the Owner or by its agents, contractors and subcontractors or those for whom the Owner is responsible at law, to any part of the Region Lands and if so, it shall promptly, and at its sole cost and to the satisfaction of the Region, repair any such damage.

- 4.1.12 The Owner, its agents, contractors and subcontractors or those for whom the Owner is responsible at law shall not release, deposit, discharge, place or dispose of any toxic materials, substances, pollutants, contaminants or wastes into the environment or at, on, or near the Airspace of the Region Lands in contravention of any applicable laws whether into the air, land, surface water or groundwater, at any time.
- 4.1.13 The Crane shall be operated in a way as to minimize interference with the use or enjoyment of the Region Lands.
- 4.1.14 The Owner agrees and covenants to secure the Crane at all times to as to prevent unauthorized access to it, and use of it.
- 4.1.15 The Owner agrees and covenants that it will only permit personnel who are trained and qualified according to all applicable laws, regulations, standards to construct, operate, supervise, signal and dismantle the Crane;
- 4.1.16 The Owner shall cease all use of the Agreement and shall dismantle and remove the Crane as soon as it is commercially feasible to do so after completion of the Project and in any event prior to the expiry of the Term or any earlier termination of the Agreement.

5.0 NO REPRESENTATION OR WARRANTY

- 5.1 The Region makes no representation or warranty with respect to the condition or suitability of the Airspace for the Owner's intended use.

6.0 INDEMNITY

- 6.1 The Owner hereby covenants and agrees to indemnify and save harmless the Region, its Chair, elected officials, employees, agents and contractors, from and against any and all claims, demands, actions, cause of actions, costs, losses, liabilities or expenses for which they may become liable or incur as a result of any type of damage or loss, including but not limited to property damage and personal injury, arising out of the presence (in whole or in part), installation, use, operation, and/or dismantlement of the Crane, the duties and obligations in this Agreement or breach thereof, any act or omission by the Owner or those for whom it is responsible and/or its permitted successors and assigns, or their employees, agents, contractors or invitees which causes or contributes to any such injury, damage or loss, with respect to this Agreement.
- 6.2 The obligation of the Owner to indemnify the Region, its Chair, elected officials, employees, agents and contractors, under this Agreement, shall not and does not confer upon the Owner any right or authority to settle or take any steps, proceedings or do anything in the name of the Region, in respect of any claim, demand, action or proceeding which may be brought against the Region and in respect of which the Owner is obligated to indemnify the Region.
- 6.3 The Owner covenants and agrees that it shall take all steps necessary to avoid construction liens being registered against title to the Region Lands as a result of the activities of the Owner in connection with the Crane. The Owner shall indemnify and save harmless the Region from and against all actions, causes of action, claims, demands and expenses whatsoever which the Region may incur as a result of the registration of any such construction liens. In the event of the registration of any such construction liens, the Owner covenants and agrees that within ten (10) days of receiving notice of a lien to either take reasonable steps to discharge and vacate the same from title, or, in the alternative, commence the appropriate application under the *Construction Act* R.S.O 1990, c. C.30. seeking relief to vacate and discharge the same.

- 6.4 The parties hereby expressly declare that it is neither their intention nor their agreement that any arrangements between them shall constitute or be deemed to constitute the Owner and the Region as partners, joint venturers or agents of each other.

7.0 RELEASE AND WAIVER

- 7.1 The Owner hereby remises, releases and forever discharges the Region, its elected officials, employees, agents and contractors, of and from any and all claims, actions, causes of action and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of or occasioned by the presence of the Crane (in whole or in part), the installation, use, operation and/or dismantlement of the Crane, including any work undertaken by the Owner or the City, its contractors or agents as permitted by this Agreement.

8.0 INSURANCE

- 8.1 The Owner covenants to take out and keep in full force and effect throughout the Term of this Agreement and until the Project is completed, the following insurance which shall specifically include the risks and potential liability resulting from the use and/or operation (including the erecting and dismantling) of the Crane, which will, from time to time swing or be present within the Airspace and over the Region Lands as described in this Agreement:
- 8.1.1 **Commercial General Liability** insurance applying to all operations of the Owner which shall include coverage for bodily injury liability, property damage liability, completed operations liability, contractor's protective liability, contractual liability, and non-owned vehicle liability.
 - 8.1.2 Such policy shall be written with limits of not less than **TEN MILLION DOLLARS (\$10,000,000)** exclusive of interest or costs, per occurrence and shall include the Region as an additional insured; and
- 8.2 Such policies shall not be terminated, cancelled, or materially altered unless written notice, by registered mail, of such termination, cancellation, or material alteration is given by the insurers to the Region at least thirty (30) days before the effective date thereof.
- 8.3 All policies of insurance stipulated herein shall be with insurers that have a rating which meet the requirements of the Region, acting reasonably .
- 8.4 The Owner shall deposit with the Region, prior to execution of this Agreement, a certificate of insurance on a form provided by the Region.
- 8.5 The Owner shall file a renewal certificate with the Region not later than one (1) month before the expiry date of any policy provided pursuant to this Agreement, until the Region has indicated in writing that the policy need not continue in force any longer. In the event that such renewal certificate is not received, the Region shall be entitled to renew the policy at the expense of the Owner.
- 8.6 The issuance of such a policy of insurance shall not be construed as relieving the Owner from the responsibility for other or later claims, if any, for which it may be held responsible.

9.0 EMERGENCY REPAIRS

- 9.1 If the Commissioner of Public Works deems in their reasonable opinion that an emergency exists or may exist as a result of the Crane being or possibly becoming a source of danger to the health and safety of the public, the Commissioner of Public Works may take measures on behalf of the Owner, without notice to the Owner, as the Commissioner of Public Works may deem necessary to remove the danger or potential danger created by the Crane. Notwithstanding clause 4.1.7, the Owner acknowledges that such measures may include the Region requiring the Owner to: 1) limit the use of the Crane; 2) cease operation of the Crane; and 3) remove the Crane, and agrees that it will comply immediately with such requirements. Where the Commissioner of Public Works elects to take any action under this clause, the

expenses incurred by the Region in so doing shall be promptly repaid by the Owner to the Region within five (5) business days of the Region providing written notice to the Owner of the expenses owing. If the expenses are not paid within five (5) business days of the Region providing notice of how much is owing, such expenses may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Property and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.0 REMEDIES AVAILABLE TO REGION

- 10.1 In the event that the Owner is in default of any of the terms in this Agreement the Region may deliver to the Owner written notice of such default which written notice shall specify the default. The Owner agrees to either cure such default within five (5) business days after receipt of written notice from the Region or where such default cannot be cured within five (5) business days, to give written notice to the Region within such five (5) business day period of a methodology acceptable to the Region acting reasonably and based upon best practices (including a proposed timetable for implementation or completion of same, as the case may be, certified by the Owner's consultants where necessary), to remedy such default. In the event that the default is not cured within the five (5) business day period or the methodology is not acceptable to the Region acting reasonably, without further notice to the Owner, the Region may, in its absolute and unfettered discretion, make any payment, carry out any work, or do any other thing which is the obligation of the Owner to do under this Agreement and the Owner shall within five (5) business days of receiving written notice (notifying the Owner of the amount owing), reimburse the Region in full for all sums so paid, including any and all costs and expenses incurred by the Region in carrying out any such work or doing such things. If the costs and expenses are not paid to the Region within five (5) business days of receiving written notice (notifying the Owner of the amount owing), such amount may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Owner's Lands and recovered in the same manner and with the same penalties as municipal taxes on real property.
- 10.2 The costs and expenses incurred by the Region and referred to in clauses 9.1 and 10.1 shall include, but are not limited to, the wages and benefits paid to or in respect of any employees or contractors of the Region in respect of the time during which such employees were employed with the Region, supervising or administering the carrying out of such work or things and the replacement cost of any materials owned by the Region and used in connection with the same and any amount equivalent to the amount that would have been the reasonable rental cost of any Region owned equipment used in that connection if the same were not owned by the Region, as well as any other costs or expenses incurred by the Region.
- 10.3 In the event that:
- a) a default is not cured within five (5) business days after receipt of written notice from the Region of such default and such methodology is not provided to the Region within the five (5) business day period; or
 - b) the Owner fails to diligently pursue the remedy to such default as proposed in the methodology; or
 - c) the Owner fails to make payment to the Region within five (5) business days after receipt of written notice from the Region indicating the costs and expenses owing to the Region

the Region may terminate this Agreement and/or all rights granted hereunder by written notice of termination given to the Owner.

11.0 AGREEMENT TO ENTER

- 11.1 For the purposes of permitting the Region to carry out any of its rights and remedies under this Agreement or at law, the Owner hereby grants to the Region an unlimited and irrevocable right to enter upon and access the Building Site, upon 24 hours' notice given by the Region unless the Region is acting in accordance with clause 9.1 in which no notice is required to be given by the Region, through any of its employees, agents and contractors, including their vehicles, equipment, supplies and materials, and the Owner shall execute such further assurances as may be deemed necessary by the Region to facilitate the Agreement and right granted herein.

12.0 NO INTEREST IN FAVOUR OF OWNER

- 12.1 The Owner acknowledges and agrees that the permission hereby granted cannot and does not create or grant the Owner with any interest or easement in, over or upon the Region Lands and Airspace.

13.0 EXTENSION OF TIME

- 13.1 The Region may, in its absolute and unfettered discretion, grant such extensions of time as it deems reasonable or necessary for the performance of the Owner's obligations under this Agreement, provided however, that no such extension nor any other indulgence granted by the Region, or any neglect, refusal or failure to enforce any of the terms and conditions of this Agreement, either in a timely manner or at all, or to take any other remedy shall in any way act as a waiver of the obligations of the Owner under any and all terms of this Agreement.

14.0 SEVERABILITY

- 14.1 Should any of the terms of this Agreement be found to be illegal, unenforceable or *ultra vires* by a court of competent jurisdiction, then those terms so found shall be severable from this Agreement and the remaining terms herein shall continue in full force and effect.

15.0 NOTICES and EXECUTION

- 15.1 Any notice under this Agreement is sufficiently given if delivered personally or if sent by registered mail, facsimile or similar electronic means (including e-mail) to the Region at:

REGIONAL MUNICIPALITY OF PEEL
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9

Attention: Manager, Real Property and Facility Acquisitions
905-791-7800, Extension 7636
Lori-Ann.Thomsen@peelregion.ca
Fax: 905-791-3645

For the Owner

Bryton Capital Corp
65 Queen Street W. Suite 210,
Toronto, ON M5H 2M5

Attention: Bryan Mc Watt, President
bmcwatt@bryton.ca
416 363 5050

or at such other addresses as the Region and the Owner may designate from time to time. Any party may, at any time by notice given in writing to the other party, change the address for service of notice on it. Notices by registered mail shall be deemed to have been received on the third (3rd) Business Day after the date of mailing. Notices by personal delivery, facsimile or similar electronic means (including e-mail) shall be deemed to have been received at the time of delivery or transmission unless delivered or transmitted on a weekend or holiday, in which case such notice shall be deemed to have been received on the next Business Day. In the event of an interruption in postal service, notice shall be given by personal delivery, facsimile or other electronic means (including e-mail).

16.0 ASSIGNMENT

- 16.1 This Agreement shall not be assigned or transferred by the Owner without the express written consent of the Region not to be unreasonably withheld or delayed.
- 16.2 The Owner shall not assign its interest in the Airspace without the express written consent of the Region not to be unreasonably withheld or delayed.

18.0 SUCCESSORS AND ASSIGNS

- 18.1 This Agreement shall be binding upon and enure to the benefit of the parties hereto, their respective heirs, executors, administrators, successors and permitted assigns.

19.0 EXTENDED MEANINGS

- 19.1 In this Agreement, words, terms and provisions which are in the singular shall be read as including the plural, the plural shall include the singular, the masculine shall include feminine and the feminine shall include the masculine, as the case may be and the context require.

20.0 CURRENCY

- 20.1 Unless otherwise provided for herein, all monetary amounts referred to herein shall refer to the lawful money of Canada.

21.0 HEADINGS FOR CONVENIENCE ONLY

- 21.1 The division of this Agreement into articles and clauses is for convenience only and shall not affect the interpretation or construction of this Agreement.

22.0 ENTIRE AGREEMENT

- 22.1 This Agreement, including any schedules attached hereto, shall constitute the entire agreement between the parties concerning the transaction contemplated hereby. This Agreement shall not be modified or amended except by written agreement executed and dated by both parties.

23.0 ADDITIONAL CONSIDERATIONS

- 23.1 The parties shall sign such further or other documents, cause such meetings to be held, resolutions passed and by-laws enacted, exercise their vote and influence, do and perform and cause to be done and performed such further and other acts and things as may be necessary or desirable in order to give full effect to this Agreement and every part thereof.

24.0 GOVERNING LAW

- 24.1 This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

25.0 TIME OF THE ESSENCE

25.1 Time shall be deemed to be of the essence with respect to all time limits mentioned in this Agreement.

26.0 MUNICIPAL DISCRETION

26.1 The Owner acknowledges that this Agreement shall not in any manner fetter the discretion or authority of The Regional Municipality of Peel or its Council under the *Municipal Act, 2001*, as amended and/or the *Planning Act*, R.S.O. 1990, as amended, over the Building Site regarding development and land use regulations.

27.0 NON-MERGER

27.1 The Owner acknowledges and agrees that notwithstanding the expiry of the Term or the termination of this Agreement, the covenants, representations and warranties of the Owner hereunder shall not merge on termination and the Owner shall continue to be bound by and liable under this Agreement, together with all future owners, for any remedy required, or loss suffered by the Region in respect of the Works permitted under this Agreement.

28.0 SCHEDULES

28.1 The schedules attached to this Agreement and listed below shall have the same force and effect as if the information and terms contained therein were contained in the body of this Agreement:

- (a) Schedule "A" - Legal Description of the Building Site
- (b) Schedule "B" - Legal Description of the Region Lands
- (c) Schedule "C" – Plans Depicting Airspace over Region Lands and Location of Crane
- (d) Schedule "D"- Additional Clauses

THIS AGREEMENT is duly executed on the 1st day of December, 2020 by the Owner.

OWNER:

Per: 
Name: BRYAN MCWATT
Title: PRESIDENT

I/We have authority to bind the Corporation.

THIS AGREEMENT is duly executed on the _____ day of _____, 2020 by the Region.

THE REGIONAL MUNICIPALITY OF PEEL

Per: _____
Name: Aretha Adams
Title: Deputy Regional Clerk

I have the authority to bind the Regional Corporation.

File Number: ENC-20187
Date: November 25, 2020

SCHEDULE "A"

Legal description of Building Site

Legal Description:

Block 19, Plan 43M-1348, City of Brampton, Regional Municipality of Peel

SCHEDULE "B"

Legal description of Region Lands

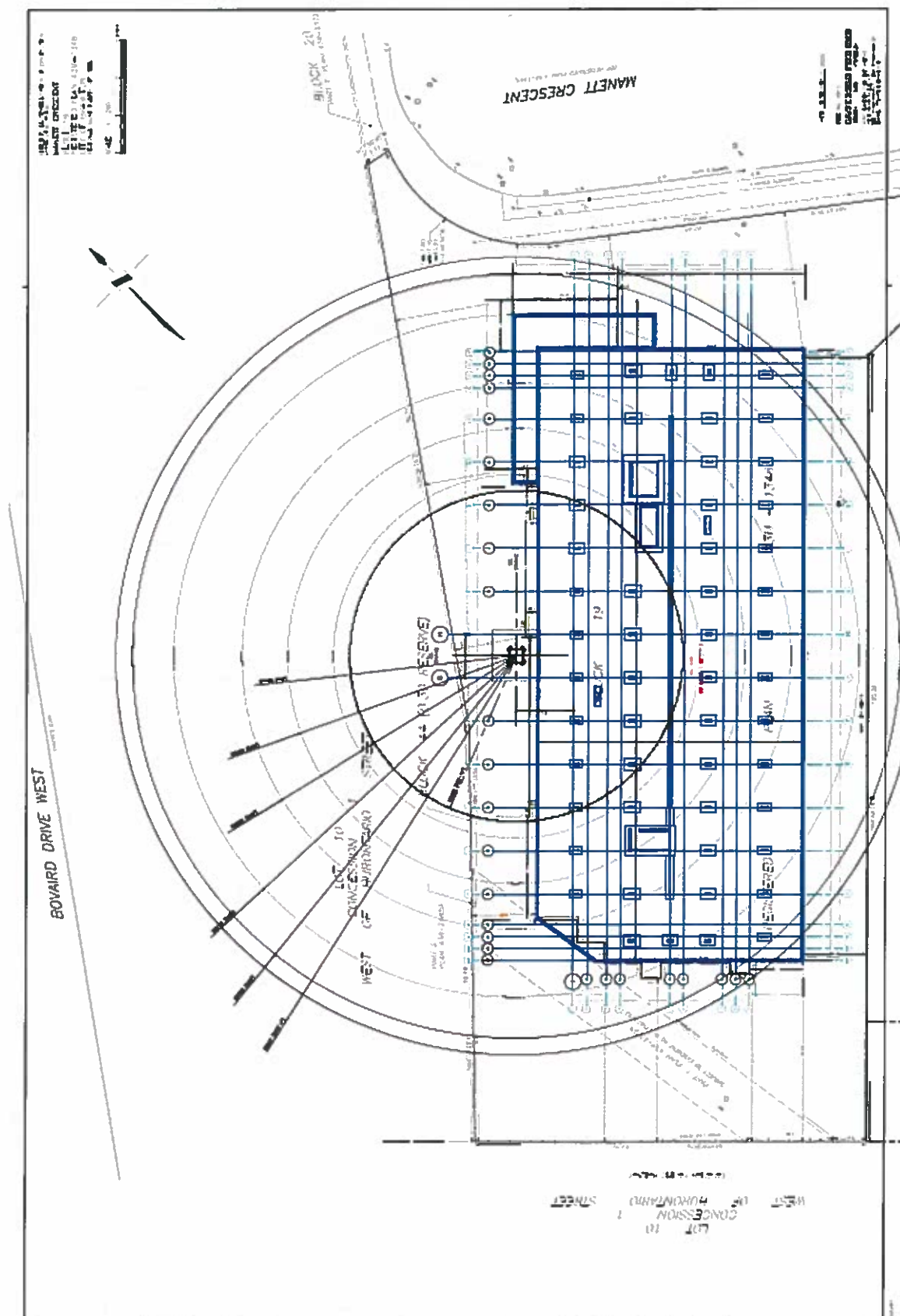
PIN 14249-0113 (LT)

Bovaird Drive Stormwater Management Pond and Bovaird Drive West

Road Allowance between Lots 10 and 11, Concession 1, West of Hurontario Street formerly Township of Chinguacousy lying between McLaughlin Road and Highway 10; Part Lot 10, Concession 1, West of Hurontario Street, formerly Township of Chinguacousy as in CH18781, CH24802, CH26873, CH33264, VS335017, VS340622, VS340630, CH27052 save and except CH29354 as in CH31101 save and except Parts 1 and 2, on Plan 43R-11777; Part Lot 11, Concession 1, West of Hurontario Street, formerly Township of Chinguacousy as in CH18781, CH24802, CH26874, VS335018, VS340621, City of Brampton

SCHEDULE "C"

Plans Depicting Airspace over Region Lands and Location of the Crane



SCHEDULE "D"

Additional Clauses

Water

1. There is an existing 400mm watermain within easement LT1673392 (the "Easement") running on a 45 degree angle at the north west corner of the Building Site. The watermain is made of asbestos cement material making it brittle and sensitive to vibrations. This Owner must ensure this watermain is protected at all times. No loads are to be swung over the easement area.
2. The Owner is to avoid placing, storing or the setup of the Crane and/or supporting equipment within Easement.

Transportation

3. The Owner must ensure that there is an open active trail detour if work is being performed that will close the sidewalk along Bovaird Drive West.

COVID

4. 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.
5. 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 79-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 4 (Dixie Road), City of Mississauga.

WHEREAS Killam Kamres (Silver Spear) Inc. the owner of the lands and premises described as Part of Block B Plan 750 being Parts 1, 5, and 6 on Plan 43R-38652; subject to an easement over Parts 1 and 6 on Plan 43R-38652 as in VS1539; subject to an easement in favour of Part Block B Plan 750, Parts 11, 12, and 13 on Plan 42R-38652 as in PR3448960; together with an easement over Part Block B Plan 750, Parts 11, 12 and 13 on Plan 43R-38652 as in PR3448960; City of Mississauga, being all of PIN: 13326-0269 (LT), City of Mississauga, Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements temporarily upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 10th day of December 2020 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE the Council of the Regional Corporation enacts as follows:

1. Hazelton Development Corporation is hereby authorized to maintain the temporary Encroachment upon the public highway known as Regional Road 4(Dixie Road), in accordance with the terms and conditions contained in the Crane Swing Agreement attached as Schedule "A" between The Regional Municipality of Peel and Killam Kamres (Silver Spear) Inc.;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;

3. That the Crane Swing Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 10th day of December, 2020.

Deputy Regional Clerk

Regional Chair

CRANE SWING AGREEMENT

THIS CRANE SWING AGREEMENT (the "Agreement") is made as of November 25th, 2020

B E T W E E N:

THE REGIONAL MUNICIPALITY OF PEEL
(the "Region")

- and -

KILLAM KAMRES (SILVER SPEAR) INC.
(the "Owner")

WHEREAS the Owner is the registered owner of the lands municipally known as 3610 Dixie Road in Mississauga, Ontario, legally described in Schedule "A" hereto (collectively the "Building Site");

AND WHEREAS the Region is the registered owner of the lands described as Regional Road 4 (Dixie Road) legally described in Schedule "B" (the "Region Lands");

AND WHEREAS the Owner is developing a fourteen (14) storey apartment building on the Building Site (the "Project");

AND WHEREAS as part of the Project construction process, the Owner wishes to erect a crane on the Building Site, which crane, will, from time to time, swing through a portion of the airspace above the Region Lands;

AND WHEREAS in accordance with the terms of this Agreement, the Region has agreed to grant the Owner (and its agents, contractors and subcontractors) an permission to allow the Owner (and its agents, contractors and subcontractors) to swing a crane within the airspace above the Region Lands in accordance herewith.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the fees paid by the Owner to the Region and of the mutual covenants and agreements herein contained, (the sufficiency of which is mutually agreed to) and subject to the terms and conditions hereinafter set forth, the parties hereto agree as follows:

1.0 AGREEMENT

- 1.1 The Region hereby grants to the Owner, including the Owner's contractors, subcontractors, employees and express agents, a temporary, non-exclusive right in the nature of a Crane Swing Agreement to utilize that portion of the airspace above the Region Lands depicted in the plan(s) listed in Schedule "C" (the "Airspace") dated March 3, 2020, for the anticipated presence and use of its tower crane or any part of its tower crane including but not limited to the jib and counter-jib (collectively, the "Crane") as depicted in the plan(s) listed in Schedule "C" through the Airspace from time to time for the purpose of constructing the Project, subject to the terms and conditions contained in this Agreement. The Region's acceptance of the plan(s) listed hereto in Schedule "C" does not imply that the Region and/or its consultants have any liability whatsoever, or have waived any rights or remedies, in respect of any deficiencies in that (plan(s)).
- 1.2 This Agreement only grants the Owner rights within the Airspace and not the airspace above or below the Airspace nor the airspace of any other property owned by the Region or any private party.

2.0 TERM

- 2.1 The term of this Agreement (the "Term") shall commence on March 4, 2020, (the "Commencement Date") and thereafter shall expire upon delivery of written notification from the Region that the Commissioner of Public Works is satisfied that the Crane has been removed and/or disassembled and, that all of the Owner's obligations under this Agreement have been satisfied and the Owner is not in default under the terms of this Agreement.

3.0 FEES and Securities

- 3.1 As consideration for the Owner's use of the Airspace, the Owner shall pay to the Region an annual fee payable, in the amount of THREE HUNDRED DOLLARS (\$300.00) plus applicable taxes, each year during the Term. The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a certified cheque or bank draft in the amount of NINE HUNDRED AND FOUR DOLLARS (\$904.00) plus the applicable taxes as the fee for the first year of the Term and the Administration fee. Subsequent payments of the annual fee shall be paid to the Region on or before the yearly anniversary of the commencement of the Term noted in clause 2.1.

The Owner agrees to pay the Region the following:

- | | | |
|-----|--|----------------------------------|
| (a) | Administration fee (one time) | \$ 500.00, plus applicable taxes |
| (b) | Annual fee (each year throughout Term) | \$ 300.00, plus applicable taxes |

- 3.2 The Owner covenants and agrees to pay to the Region, upon execution of this Agreement, the Region's reasonable legal fees in connection with the negotiation and preparation of this Agreement.
- 3.3 The Owner covenants and agrees to pay to the Region its reasonable legal fees incurred as a result of exercising its rights and remedies under this Agreement.
- 3.4 The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a letter of credit from a Schedule 1 Canadian Chartered Bank or other negotiable security approved by the Region Treasurer in the amount of FIFTY THOUSAND DOLLARS (\$50,000.00) (the "Letter of Credit") as security for the Owner's obligations under this Agreement. The Owner acknowledges and agrees that the Region may authorize the use of or draw on the Letter of Credit in accordance with clauses, 9.1, 10.1 of this Agreement or on the basis of the Owner's default under this Agreement. If the Owner is not in default under this Agreement the Region shall release the Letter of Credit to the Owner upon the expiration of the Term as detailed in clause 2.1.

4.0 CONDITIONS

- 4.1 The Owner covenants, acknowledges and agrees that this Agreement and the Owner's exercise of the rights granted in this Agreement are subject to the following terms and conditions:
- 4.1.1 In no event shall the Owner and the Owner's employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law operate the Crane, at any time to swing, load, unload, or hoist any objects, materials or other live loads over any portion of the Region Lands or within the Airspace above the Region Lands. The Owner acknowledges that the loading/unloading, hoisting, or swinging of any objects, materials, or other live loads by the Crane over the Region Lands and within the Airspace may cause a health and safety concern to pedestrians and vehicles.
- 4.1.2 Prior to the installation and operation of the Crane, the Owner shall obtain

a Road Occupancy and a temporary construction access permit from the Region's Public Works and Engineering Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.

- 4.1.3 Prior to the decommissioning and removal of the Crane, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works and Engineering Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.
- 4.1.4 The Owner covenants and agrees that prior to the installation and operation of the Crane it shall obtain all necessary approvals and permits for the Crane as required by the Region, as well as from any other applicable government authorities and agencies including, but not limited to, the Regional Municipality of Peel, the Credit Valley Conservation/Toronto and Region Conservation Authority, Ministry of Transportation, Alectra Utilities Corporation, Canadian National Railways, Ministry of the Environment Conservation and Parks, NAV Canada, Greater Toronto Airport Authority or any other agency or government body having authority with respect to the Crane and/or the Building Site and the Region Lands. Further, the owner covenants and agrees to obtain permission from the owners of any properties on which the Crane encroaches into their airspace.
- 4.1.5 The Owner covenants and agrees to ensure that the Owner, its employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law erect, operate and dismantle the Crane and perform all work permitted by this Agreement and complete all engineering and other inspections in accordance with all codes, laws (including the *Occupational Health and Safety Act* R.S.O. 1990, c. O.1 and its regulations (the "OHSA")), by-laws, rules, regulations and codes prescribed by all governmental or other authorities having jurisdiction including, without limitation, Code for Tower Cranes Z248-17 published by CSA Group and any amendment or replacement thereof, with respect to such matters and in accordance with prudent construction operating procedures.
- 4.1.6 Except as otherwise agreed to in writing with the Region, unrestricted access must be maintained to all sidewalks, roads, fire hydrants, entrances, parking facilities, utilities and transit stops located on the Region Lands.
- 4.1.7 The Owner agrees to cooperate with the Region to accommodate any Region requirements with respect to the Region's use of the Region Lands and Airspace provided such does not unreasonably interfere with the use of the Agreement as provided herein. This includes temporarily ceasing operation of the Crane or limiting its use if required by the Region acting reasonably.
- 4.1.8 The issuance of this Agreement does not supersede any approvals required through development review or rezoning.
- 4.1.9 When not in use, the Crane boom shall be secured (but not over the Region Lands) in accordance with the written procedures of the Crane's manufacturer subject to compliance with the requirements of the OHSA requiring overhead crane booms to be permitted to "slew" when such cranes are unattended.
- 4.1.10 The Owner must contact the electricity provider to make any arrangements the provider may reasonably require to have overhead electrical lines de-

energized or relocated, at no cost of the Region, prior to commencing work.

- 4.1.11 The Owner agrees that in the operation, installation or removal of the Crane, the Owner shall ensure that no damage is caused by the Owner or by its agents, contractors and subcontractors or those for whom the Owner is responsible at law, to any part of the Region Lands and if so, it shall promptly, and at its sole cost and to the satisfaction of the Region, repair any such damage.
- 4.1.12 The Owner, its agents, contractors and subcontractors or those for whom the Owner is responsible at law shall not release, deposit, discharge, place or dispose of any toxic materials, substances, pollutants, contaminants or wastes into the environment or at, on, or near the Airspace of the Region Lands in contravention of any applicable laws whether into the air, land, surface water or groundwater, at any time.
- 4.1.13 The crane shall be operated in a way as to minimize interference with the use or enjoyment of the Region Lands.
- 4.1.14 The Owner agrees and covenants to secure the Crane at all times to as to prevent unauthorized access to it, and use of it.
- 4.1.15 The Owner agrees and covenants that it will only permit personnel who are trained and qualified according to all applicable laws, regulations, standards to construct, operate, supervise, signal and dismantle the Crane;
- 4.1.16 The Owner shall cease all use of the Agreement and shall dismantle and remove the Crane as soon as it is commercially feasible to do so after completion of the Project and in any event prior to the expiry of the Term or any earlier termination of the Agreement.

5.0 NO REPRESENTATION OR WARRANTY

- 5.1 The Region makes no representation or warranty with respect to the condition or suitability of the Airspace for the Owner's intended use.

6.0 INDEMNITY

- 6.1 The Owner hereby covenants and agrees to indemnify and save harmless the Region, its elected officials, employees, agents and contractors, from and against any and all claims, demands, actions, cause of actions, costs, losses, liabilities or expenses for which they may become liable or incur as a result of any type of damage or loss, including but not limited to property damage and personal injury, arising out of the presence (in whole or in part), installation, use, operation, and/or dismantlement of the Crane, the duties and obligations in this Agreement or breach thereof, any act or omission by the Owner or those for whom it is responsible and/or its permitted successors and assigns, or their employees, agents, contractors or invitees which causes or contributes to any such injury, damage or loss, with respect to this Agreement.
- 6.2 The obligation of the Owner to indemnify the Region, its elected officials, employees, agents and contractors, under this Agreement, shall not and does not confer upon the Owner any right or authority to settle or take any steps, proceedings or do anything in the name of the Region, in respect of any claim, demand, action or proceeding which may be brought against the Region and in respect of which the Owner is obligated to indemnify the Region.
- 6.3 The Owner covenants and agrees that it shall take all steps necessary to avoid construction liens being registered against title to the Region Lands as a result of the activities of the Owner in connection with the Crane. The Owner shall indemnify and save harmless the Region from and against all actions, causes of action, claims, demands and expenses whatsoever which the Region may incur as a result of the registration of any such

construction liens. In the event of the registration of any such construction liens, the Owner covenants and agrees that within fifteen (15) days of receiving notice of a lien to either take reasonable steps to discharge and vacate the same from title, or, in the alternative, commence the appropriate application under the *Construction Act* R.S.O. 1990, c. C.30. seeking relief to vacate and discharge the same.

- 6.4 The parties hereby expressly declare that it is neither their intention nor their agreement that any arrangements between them shall constitute or be deemed to constitute the Owner and the Region as partners, joint venturers or agents of each other.

7.0 RELEASE AND WAIVER

- 7.1 The Owner hereby remises, releases and forever discharges the Region, its elected officials, employees, agents and contractors, of and from any and all claims, actions, causes of action and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of or occasioned by the presence of the Crane (in whole or in part), the installation, use, operation and/or dismantlement of the Crane, including any work undertaken by the Owner or the City, its contractors or agents as permitted by this Agreement.

8.0 INSURANCE

- 8.1 The Owner covenants to take out and keep in full force and effect throughout the Term of this Agreement and until the Project is completed, the following insurance which shall specifically include the risks and potential liability resulting from the use and/or operation (including the erecting and dismantling) of the Crane, which will, from time to time swing or be present within the Airspace and over the Region Lands as described in this Agreement:

8.1.1 **Commercial General Liability** insurance applying to all operations of the Owner which shall include coverage for bodily injury liability, property damage liability, completed operations liability, contractor's protective liability, contractual liability, and non-owned vehicle liability.

8.1.2 Such policy shall be written with limits of not less than **10 MILLION DOLLARS (\$10,000,000)** exclusive of interest or costs, per occurrence and shall include the Region as an additional insured; and

- 8.2 Such policies shall not be terminated, cancelled, or materially altered unless written notice, by registered mail, of such termination, cancellation, or material alteration is given by the insurers to the Region at least thirty (30) days before the effective date thereof.
- 8.3 All policies of insurance stipulated herein shall be with insurers that have a rating which meet the requirements of the Region's policy on insurance.
- 8.4 The Owner shall deposit with the Region, prior to execution of this Agreement, a certificate of insurance on a form provided by the Region.
- 8.5 The Owner shall file a renewal certificate with the Region not later than one (1) month before the expiry date of any policy provided pursuant to this Agreement, until the Region has indicated in writing that the policy need not continue in force any longer. In the event that such renewal certificate is not received, the Region shall be entitled to renew the policy at the expense of the Owner.
- 8.6 The issuance of such a policy of insurance shall not be construed as relieving the Owner from the responsibility for other or later claims, if any, for which it may be held responsible.

9.0 EMERGENCY REPAIRS

- 9.1 If the Commissioner of Public Works deems in his or her reasonable opinion that an emergency exists or may exist as a result of the Crane being or possibly becoming a source of danger to the health and safety of the public, the Commissioner of Public Works may take measures on behalf of the Owner, without notice to the Owner, as the Commissioner

of Public Works may deem necessary to remove the danger or potential danger created by the Crane. Notwithstanding clause 4.1.7, the Owner acknowledges that such measures may include the Region requiring the Owner to: 1) limit the use of the Crane; 2) cease Crane operations; and 3) remove the Crane, and agrees that it will comply immediately with such requirements. Where the Commissioner of Public Works elects to take any action under this clause, the expenses incurred by the Region in so doing shall be promptly repaid by the Owner to the Region within five (5) business days of the Region providing written notice to the Owner of the expenses owing. If the expenses are not paid within five (5) business days of the Region providing notice of how much is owing, such expenses may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Property and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.0 REMEDIES AVAILABLE TO REGION

- 10.1 In the event that the Owner is in default of any of the terms in this Agreement the Region may deliver to the Owner written notice of such default which written notice shall specify the default. The Owner agrees to either cure such default within five (5) business days after receipt of written notice from the Region or where such default cannot be cured within five (5) business days, to give written notice to the Region within such five (5) business day period of a methodology acceptable to the Region acting reasonably and based upon best practices (including a proposed timetable for implementation or completion of same, as the case may be, certified by the Owner's consultants where necessary), to remedy such default. In the event that the default is not cured within the five (5) business day period or the methodology is not acceptable to the Region acting reasonably, without further notice to the Owner, the Region may, in its absolute and unfettered discretion, make any payment, carry out any work, or do any other thing which is the obligation of the Owner to do under this Agreement and the Owner shall within five (5) business days of receiving written notice (notifying the Owner of the amount owing), reimburse the Region in full for all sums so paid, including any and all costs and expenses incurred by the Region in carrying out any such work or doing such things. If the costs and expenses are not paid to the Region within five (5) business days of receiving written notice (notifying the Owner of the amount owing), such amount may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Owner's Lands and recovered in the same manner and with the same penalties as municipal taxes on real property.
- 10.2 The costs and expenses incurred by the Region and referred to in clauses 9.1 and 10.1 shall include, but are not limited to, the wages and benefits paid to or in respect of any employees or contractors of the Region in respect of the time during which such employees were employed with the Region, supervising or administering the carrying out of such work or things and the replacement cost of any materials owned by the Region and used in connection with the same and any amount equivalent to the amount that would have been the reasonable rental cost of any Region owned equipment used in that connection if the same were not owned by the Region, as well as any other costs or expenses incurred by the Region.
- 10.3 In the event that:
- a) a default is not cured within five (5) business days after receipt of written notice from the Region of such default and such methodology is not provided to the Region within the five (5) business day period; or
 - b) the Owner fails to diligently pursue the remedy to such default as proposed in the methodology; or

- c) the Owner fails to make payment to the Region within five (5) business days after receipt of written notice from the Region indicating the costs and expenses owing to the Region

the Region may terminate this Agreement and/or all rights granted hereunder by written notice of termination given to the Owner.

11.0 AGREEMENT TO ENTER

- 11.1 For the purposes of permitting the Region to carry out any of its rights and remedies under this Agreement or at law, the Owner hereby grants to the Region an unlimited and irrevocable right to enter upon and access the Building Site, upon 24 hours' notice given by the Region unless the Region is acting in accordance with clause 9.1 in which no notice is required to be given by the Region, through any of its employees, agents and contractors, including their vehicles, equipment, supplies and materials, and the Owner shall execute such further assurances as may be deemed necessary by the Region to facilitate the right granted herein.

12.0 NO INTEREST IN FAVOUR OF OWNER

- 12.1 The Owner acknowledges and agrees that the permission hereby granted cannot and does not create or grant the Owner with any interest or easement in, over or upon the Region Lands and Airspace.

13.0 EXTENSION OF TIME

- 13.1 The Region may, in its absolute and unfettered discretion, grant such extensions of time as it deems reasonable or necessary for the performance of the Owner's obligations under this Agreement, provided however, that no such extension nor any other indulgence granted by the Region, or any neglect, refusal or failure to enforce any of the terms and conditions of this Agreement, either in a timely manner or at all, or to take any other remedy shall in any way act as a waiver of the obligations of the Owner under any and all terms of this Agreement.

14.0 SEVERABILITY

- 14.1 Should any of the terms of this Agreement be found to be illegal, unenforceable or *ultra vires* by a court of competent jurisdiction, then those terms so found shall be severable from this Agreement and the remaining terms herein shall continue in full force and effect.

15.0 NOTICES

- 15.1 Any notice under this Agreement is sufficiently given if delivered personally or if sent by registered mail, facsimile or similar electronic means (including e-mail) to the Region at:

For the Region:

The Regional Municipality of Peel
Attn: Lori-Ann Thomsen
Manager, Real Estate and Real Property

905-791-7800 ext.7636
Lori-Ann.Thomsen@peelregion.ca

For the Owner:

Andrew Kent
Director, Developments
3700 Kempt Road, Suite 100, Halifax NS, B3K 4X8
akent@killamreit.com
Office: 902.453.9000

or at such other addresses as the Region and the Owner may designate from time to time. Any party may, at any time by notice given in writing to the other party, change the address for service of notice on it. Notices by registered mail shall be deemed to have been received on the third (3rd) Business Day after the date of mailing. Notices by personal delivery, facsimile or similar electronic means (including e-mail) shall be deemed to have been received at the time of delivery or transmission unless delivered or transmitted on a weekend or holiday, in which case such notice shall be deemed to have been received on the next Business Day. In the event of an interruption in postal service, notice shall be given by personal delivery, facsimile or other electronic means (including e-mail).

16.0 ASSIGNMENT

- 16.1 This Agreement shall not be assigned or transferred by the Owner without the express written consent of the Region not to be unreasonably withheld or delayed.
- 16.2 The Owner shall not assign its interest in the Airspace without the express written consent of the Region not to be unreasonably withheld or delayed.

18.0 SUCCESSORS AND ASSIGNS

- 18.1 This Agreement shall be binding upon and enure to the benefit of the parties hereto, their respective heirs, executors, administrators, successors and permitted assigns.

19.0 EXTENDED MEANINGS

- 19.1 In this Agreement, words, terms and provisions which are in the singular shall be read as including the plural, the plural shall include the singular, the masculine shall include feminine and the feminine shall include the masculine, as the case may be and the context require.

20.0 CURRENCY

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21.0 HEADINGS FOR CONVENIENCE ONLY

- 21.1 The division of this Agreement into articles and clauses is for convenience only and shall not affect the interpretation or construction of this Agreement.

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- 23.1 The parties shall sign such further or other documents, cause such meetings to be held, resolutions passed and by-laws enacted, exercise their vote and influence, do and perform and cause to be done and performed such further and other acts and things as may be necessary or desirable in order to give full effect to this Agreement and every part thereof.

24.0 GOVERNING LAW

- 24.1 This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

25.0 TIME OF THE ESSENCE

25.1 Time shall be deemed to be of the essence with respect to all time limits mentioned in this Agreement.

26.0 MUNICIPAL DISCRETION

26.1 The Owner acknowledges that this Agreement shall not in any manner fetter the discretion or authority of The Regional Municipality of Peel or its Council under the *Municipal Act, 2001*, as amended and/or the *Planning Act*, R.S.O. 1990, as amended, over the Building Site regarding development and land use regulations.

27.0 NON-MERGER

27.1 The Owner acknowledges and agrees that notwithstanding the expiry of the Term or the termination of this Agreement, the covenants, representations and warranties of the Owner hereunder shall not merge on termination and the Owner shall continue to be bound by and liable under this Agreement, together with all future owners, for any remedy required, or loss suffered by the Region in respect of the Works permitted under this Agreement.

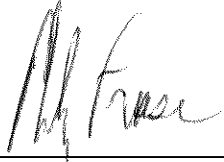
28.0 SCHEDULES

28.1 The schedules attached to this Agreement and listed below shall have the same force and effect as if the information and terms contained therein were contained in the body of this Agreement:

- (a) Schedule "A" - Legal Description of the Building Site
- (b) Schedule "B" - Legal Description of the Region Lands
- (c) Schedule "C" - Plans Depicting Airspace over Region Lands and Location of Crane
- (d) Schedule "D" – Additional Clauses

THIS AGREEMENT is duly executed on the 1 day of December, 2020 by the Owner.

OWNER:

Per: 
Name: PHILIP FRASER
Title: CEO

I/We have authority to bind the Corporation.

THIS AGREEMENT is duly executed on the _____ day of _____, 2020 by the Region.

THE REGIONAL MUNICIPALITY OF PEEL

Per: _____
Name: Aretha Adams
Title: Deputy Regional Clerk

I have the authority to bind the Corporation.

File Number: ENC20192
Date: November 25, 2020

SCHEDULE "A"

Legal description of Building Site

Part of Block B Plan 750 being Parts 1, 5, and 6 on Plan 43R-38652; subject to an easement over Parts 1 and 6 on Plan 43R-38652 as in VS1539; subject to an easement in favour of Part Block B Plan 750, Parts 11, 12, and 13 on Plan 42R-38652 as in PR3448960; together with an easement over Part Block B Plan 750, Parts 11, 12 and 13 on Plan 43R-38652 as in PR3448960; City of Mississauga, being all of PIN: 13326-0269 (LT)

SCHEDULE "B"

Legal description of Region Lands

PIN: 13326-0268 (LT)

Part of Block B, Plan 750
City Of Mississauga, Regional Municipality Of Peel
Designated as Parts 2,3,4,7,8,9 And 10, Plan 43R-38652

PIN 13328-0054 (LT)

Firstly:

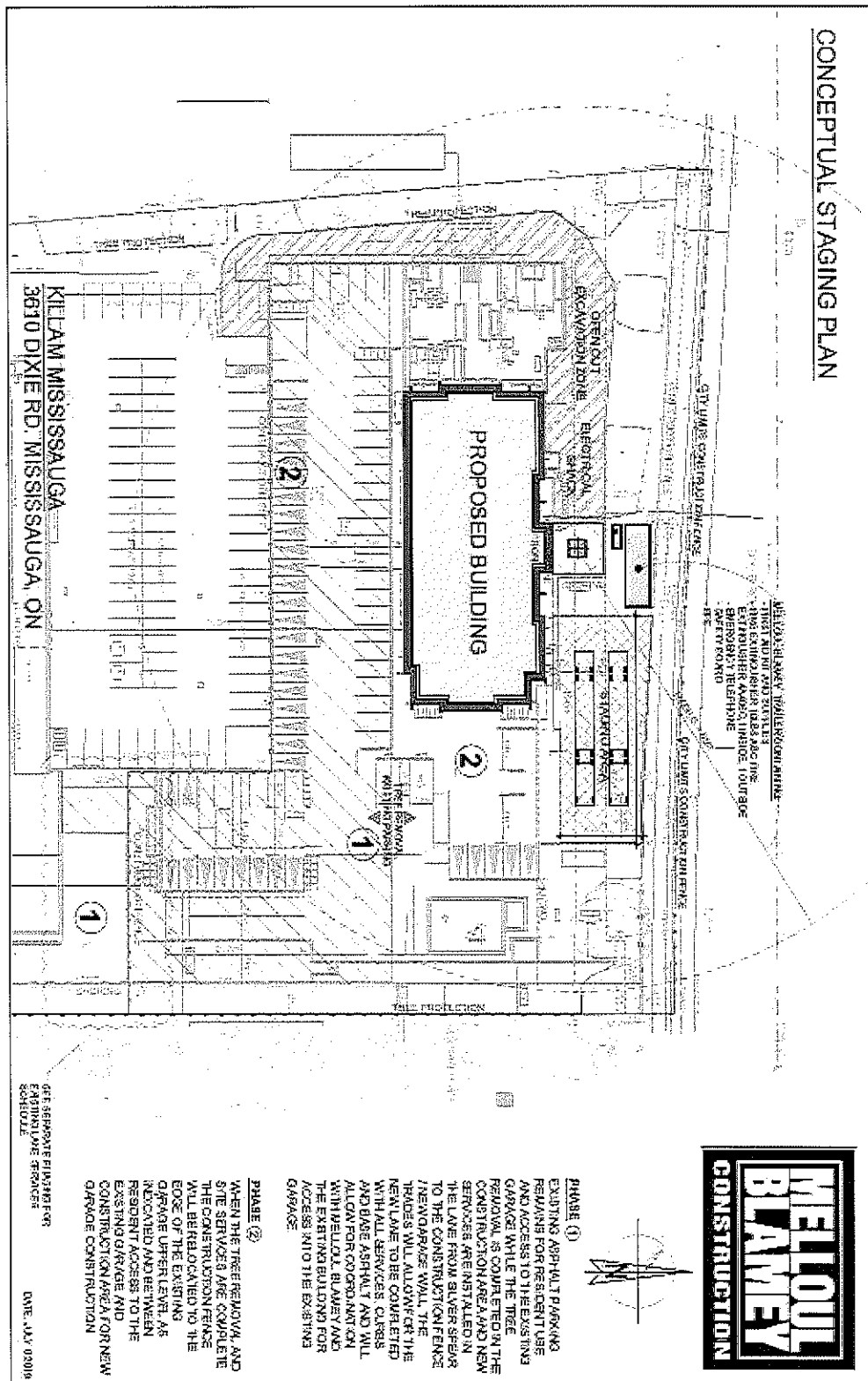
Part Road Allowance Between Lots 5 & 6, Concession 1 North of Dundas Street; Part of Lot 5, Concession 1 North of Dundas Street, designated as Parts 1, 6 and 15, 43R-10698, Part 1, 43R-15221, Part 1, 43R-18017, Part 2, 43R-19914, Parts 1, 2, 3 and 4, 43R-19919 and Part of Part 1, 43R-12178; Part of Lots 5 and 6, Concession 1 North of Dundas Street, as in TT102107 as Amended by TT104261; Part of 10 Foot Widening, Plan 726; 10 Foot Widening, Plan 729; 10 Foot Widening, Plan 733; 10 Foot Widening, Plan 736 and 10 Foot Widening, Plan 750; all in the City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel

Secondly:

Part of Lot 6, Concession 1 North of Dundas Street, designated as Parts 1 and 2, 43R-19915; Part of 1 Foot Reserve, Plan 736, designated as Part 1, 43R-19921; Part of 1 Foot Reserve, Plan 750, designated as Part 2, 43R-19921; Part Block C, Plan 750, designated as Parts 3 and 4, 43R-19921; Part of Lot 5, Concession 1 North of Dundas Street, designated as Part 1, 43R-11230 and Part 3, 43R-19914; Being Dixie Road between Burnhamthorpe Road and Bloor Street; Part 1 43R-19921 and Parts 3 and 10 43R-33805 are Dedicated as Part of the Public Highway System known as Part of Dixie Road by By-law No. 96-2011 as in PR2079938; all in the City of Mississauga (formerly Township of Toronto), Regional Municipality of Peel

SCHEDULE "C"

Plans Depicting Airspace over Region Lands and Location of Cranes



SCHEDULE "D"

Additional Clauses

1. If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.
2. If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the Agreement to the other party with a wet signature, within a reasonable time following the termination of the latter of any municipal, provincial, or federal Declaration of Emergency in effect in Peel Region in relation to the COVID-19 pandemic (the "Declaration"). This Approval Process shall apply only to the extent that this Agreement is executed during the period in which the Declaration is in effect.

THE REGIONAL MUNICIPALITY OF PEEL

BY-LAW NUMBER 80-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 4 (Dixie Road), City of Mississauga.

WHEREAS Hazelton Development Corporation, the owner of the lands and premises described as Part of Lot 5, On Plan 381; designated as Parts 3, 4, 5, 16 and 19, on Reference Plan 43R-39176; City of Mississauga (Part of PIN 13307-0220); Part of Lot 6, on Plan 381, designated as Parts 8, 9, 10 and 18, on Reference Plan 43R-39176; City of Mississauga (Part of PIN 13307-0221); Part of Lot 7, on Plan 381; designated as parts 13, 14, 15 and 17, on Reference Plan 43R-39176; City of Mississauga (Part of PIN 13307-0328), City of Mississauga, Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements temporarily upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 10th day of December 2020 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE the Council of the Regional Corporation enacts as follows:

1. Hazelton Development Corporation is hereby authorized to maintain the temporary Encroachment upon the public highway known as Regional Road 4 (Dixie Road), in accordance with the terms and conditions contained in the Crane Swing Agreement attached as Schedule "A" between The Regional Municipality of Peel and Hazelton Development Corporation;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;
3. That the Crane Swing Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 10th day of December, 2020.

Deputy Regional Clerk

Regional Chair

CRANE SWING AGREEMENT

THIS CRANE SWING AGREEMENT (the "Agreement") is made as of the 25th day of November, 2020

B E T W E E N:

THE REGIONAL MUNICIPALITY OF PEEL
(the "Region")

- and -

HAZELTON DEVELOPMENT CORPORATION
(the "Owner")

WHEREAS the Owner is the registered owner of the lands municipally known as 4064, 4070 & 4078 Dixie Road, Mississauga, Ontario legally described in Schedule "A" hereto (collectively the "Building Site");

AND WHEREAS the Region is the registered owner of Regional Road 4 ("Dixie Road"), legally described on Schedule "B" attached hereto (the "Region Lands");

AND WHEREAS the Owner is developing a fourteen (14) storey apartment building and sixteen (16) stacked townhouse units on the Building Site (the "Project");

AND WHEREAS as part of the Project construction process, the Owner wishes to erect a crane on the Building Site, which will, from time to time, swing through a portion of the airspace above the Region Lands;

AND WHEREAS in accordance with the terms of this Agreement, the Region has agreed to grant the Owner (and its agents, contractors and subcontractors) permission to allow the Owner (and its agents, contractors and subcontractors) to swing a crane within the airspace above the Region Lands in accordance herewith.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the fees paid by the Owner to the Region and of the mutual covenants and agreements herein contained, (the sufficiency of which is mutually agreed to) and subject to the terms and conditions hereinafter set forth, the parties hereto agree as follows:

1.0 AGREEMENT

- 1.1 The Region hereby grants to the Owner, including the Owner's contractors, subcontractors, employees and express agents, a temporary, non-exclusive right in the nature of a Crane Swing Agreement to utilize that portion of the airspace above the Region Lands depicted in the plan(s) listed in Schedule "C" (the "Airspace"), for the anticipated presence and use of its tower crane or any part of its tower crane including but not limited to the jib and counter-jib (collectively, the "Crane") as depicted in the plan(s) listed in Schedule "C" through the Airspace from time to time for the purpose of constructing the Project, subject to the terms and conditions contained in this Agreement. The Region's acceptance of the plan(s) listed hereto in Schedule "C" does not imply that the Region and/or its consultants have any liability whatsoever, or have waived any rights or remedies, in respect of any deficiencies in that (plan(s)).
- 1.2 This Agreement only grants the Owner rights within the Airspace and not the airspace above or below the Airspace nor the airspace of any other property owned by the Region or any private party.

2.0 TERM

- 2.1 The term of this Agreement (the "Term") shall commence upon execution of this Agreement the "Commencement Date") and thereafter shall expire upon delivery of written notification from the Region that the Commissioner of Public Works is satisfied that the Crane has been removed and/or disassembled and, that all of the Owner's obligations under this Agreement have been satisfied and the Owner is not in default under the terms of this Agreement.

3.0 FEES and SECURITIES

- 3.1 As consideration for the Owner's use of the Airspace, the Owner shall pay to the Region an annual fee payable, in the amount of THREE HUNDRED DOLLARS (\$300.00) plus applicable taxes, each year during the Term. The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a certified cheque or bank draft in the amount of NINE HUNDRED AND FOUR DOLLARS (\$904.00) plus the applicable taxes as the fee for the first year of the Term and the Administration fee. Subsequent payments of the annual fee shall be paid to the Region on or before the yearly anniversary of the commencement of the Term noted in clause 2.1.

The Owner agrees to pay the Region the following:

- | | | |
|-----|--|----------------------------------|
| (a) | Administration fee (one time) | \$ 500.00, plus applicable taxes |
| (b) | Annual fee (each year throughout Term) | \$ 300.00, plus applicable taxes |
- 3.2 The Owner covenants and agrees to pay to the Region, upon execution of this Agreement, the Region's reasonable legal fees in connection with the negotiation and preparation of this Agreement.
- 3.3 The Owner covenants and agrees to pay to the Region its reasonable legal fees incurred as a result of exercising its rights and remedies under this Agreement.
- 3.4 The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a letter of credit from a Schedule 1 Canadian Chartered Bank or other negotiable security approved by the Region Treasurer in the amount of FIFTY THOUSAND DOLLARS (\$50,000.00) (the "Letter of Credit") as security for the Owner's obligations under this Agreement. The Owner acknowledges and agrees that the Region may authorize the use of or draw on the Letter of Credit in accordance with clauses, 9.1, 10.1 of this Agreement or on the basis of the Owner's default under this Agreement. If the Owner is not in default under this Agreement the Region shall release the Letter of Credit to the Owner upon the expiration of the Term as detailed in clause 2.1.

4.0 CONDITIONS

- 4.1 The Owner covenants, acknowledges and agrees that this Agreement and the Owner's exercise of the rights granted in this Agreement are subject to the following terms and conditions:
- 4.1.1 In no event shall the Owner and the Owner's employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law operate a Crane, at any time to swing, load, unload, or hoist any objects, materials or other live loads over any portion of the Region Lands or within the Airspace in accordance with the terms of this Agreement and the road occupancy and temporary access permit as required by clause 4.1.2. The Owner acknowledges that the loading/unloading, hoisting, or swinging of any objects, materials, or other live loads by the Crane over the Region Lands and within the Airspace may cause a health and safety concern to pedestrians and vehicles.
- 4.1.2 Prior to the installation and operation of the Crane, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the

Region's Public Works Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.

- 4.1.3 Prior to the decommissioning and removal of the Crane, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.
- 4.1.4 The Owner covenants and agrees that prior to the installation and operation of the Crane it shall obtain all necessary approvals and permits for the Crane as required by the Region, as well as from any other applicable government authorities and agencies including, but not limited to, the Regional Municipality of Peel, the Credit Valley Conservation/Toronto and Region Conservation Authority, Ministry of Transportation, Alectra Utilities Corporation, Canadian National Railways, Ministry of the Environment Conservation and Parks, NAV Canada, Greater Toronto Airport Authority or any other agency or government body having authority with respect to the Crane and/or the Building Site and the Region Lands. Further, the Owner covenants and agrees to obtain permission from the owners of any properties on which the Crane encroach into their airspace.
- 4.1.5 The Owner covenants and agrees to ensure that the Owner, its employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law erect, operate and dismantle the Crane and perform all work permitted by this Agreement and complete all engineering and other inspections in accordance with all codes, laws (including the *Occupational Health and Safety Act* R.S.O. 1990, c. O.1 and its regulations (the "OHSA")), by-laws, rules, regulations and codes prescribed by all governmental or other authorities having jurisdiction including, without limitation, Code for Tower Crane Z248-17 published by CSA Group and any amendment or replacement thereof, with respect to such matters and in accordance with prudent construction operating procedures.
- 4.1.6 Except as otherwise agreed to in writing with the Region, unrestricted access must be maintained to all sidewalks, roads, fire hydrants, entrances, parking facilities, utilities and transit stops located on the Region Lands.
- 4.1.7 The Owner agrees to cooperate with the Region to accommodate any Region requirements with respect to the Region's use of the Region Lands and Airspace provided such does not unreasonably interfere with the use of the Agreement as provided herein. This includes temporarily ceasing operation of the Crane or limiting its use if required by the Region acting reasonably.
- 4.1.8 The issuance of this Agreement does not supersede any approvals required through development review or rezoning.
- 4.1.9 When not in use, the Crane boom shall be secured (but not over the Region Lands) in accordance with the written procedures of the Crane's manufacturer subject to compliance with the requirements of the OHSA requiring overhead crane booms to be permitted to "slew" when such cranes are unattended.
- 4.1.10 The Owner must contact the the electricity provider to make any arrangements the provider may reasonably require to have overhead electrical lines de-energized or relocated, at no cost of the Region, prior to commencing work.

- 4.1.11 The Owner agrees that in the operation, installation or removal of the Crane, the Owner shall ensure that no damage is caused by the Owner or by its agents, contractors and subcontractors or those for whom the Owner is responsible at law, to any part of the Region Lands and if so, it shall promptly, and at its sole cost and to the satisfaction of the Region, repair any such damage.
- 4.1.12 The Owner, its agents, contractors and subcontractors or those for whom the Owner is responsible at law shall not release, deposit, discharge, place or dispose of any toxic materials, substances, pollutants, contaminants or wastes into the environment or at, on, or near the Airspace of the Region Lands in contravention of any applicable laws whether into the air, land, surface water or groundwater, at any time.
- 4.1.13 The Crane shall be operated in a way as to minimize interference with the use or enjoyment of the Region Lands.
- 4.1.14 The Owner agrees and covenants to secure the Crane at all times to as to prevent unauthorized access to it, and use of it.
- 4.1.15 The Owner agrees and covenants that it will only permit personnel who are trained and qualified according to all applicable laws, regulations, standards to construct, operate, supervise, signal and dismantle the Crane;
- 4.1.16 The Owner shall cease all use of the Agreement and shall dismantle and remove the Crane as soon as it is commercially feasible to do so after completion of the Project and in any event prior to the expiry of the Term or any earlier termination of the Agreement.

5.0 NO REPRESENTATION OR WARRANTY

- 5.1 The Region makes no representation or warranty with respect to the condition or suitability of the Airspace for the Owner's intended use.

6.0 INDEMNITY

- 6.1 The Owner hereby covenants and agrees to indemnify and save harmless the Region, its Chair, elected officials, employees, agents and contractors, from and against any and all claims, demands, actions, cause of actions, costs, losses, liabilities or expenses for which they may become liable or incur as a result of any type of damage or loss, including but not limited to property damage and personal injury, arising out of the presence (in whole or in part), installation, use, operation, and/or dismantlement of the Crane, the duties and obligations in this Agreement or breach thereof, any act or omission by the Owner or those for whom it is responsible and/or its permitted successors and assigns, or their employees, agents, contractors or invitees which causes or contributes to any such injury, damage or loss, with respect to this Agreement.
- 6.2 The obligation of the Owner to indemnify the Region, its Chair, elected officials, employees, agents and contractors, under this Agreement, shall not and does not confer upon the Owner any right or authority to settle or take any steps, proceedings or do anything in the name of the Region, in respect of any claim, demand, action or proceeding which may be brought against the Region and in respect of which the Owner is obligated to indemnify the Region.
- 6.3 The Owner covenants and agrees that it shall take all steps necessary to avoid construction liens being registered against title to the Region Lands as a result of the activities of the Owner in connection with the Crane. The Owner shall indemnify and save harmless the Region from and against all actions, causes of action, claims, demands and expenses whatsoever which the Region may incur as a result of the registration of any such construction liens. In the event of the registration of any such construction liens, the Owner covenants and agrees that within ten (10) days of receiving notice of a lien to either take reasonable steps to discharge and vacate the same from title, or, in the alternative, commence

the appropriate application under the *Construction Act* R.S.O 1990, c. C.30. seeking relief to vacate and discharge the same.

- 6.4 The parties hereby expressly declare that it is neither their intention nor their agreement that any arrangements between them shall constitute or be deemed to constitute the Owner and the Region as partners, joint venturers or agents of each other.

7.0 RELEASE AND WAIVER

- 7.1 The Owner hereby remises, releases and forever discharges the Region, its elected officials, employees, agents and contractors, of and from any and all claims, actions, causes of action and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of or occasioned by the presence of the Crane (in whole or in part), the installation, use, operation and/or dismantlement of the Crane, including any work undertaken by the Owner or the City, its contractors or agents as permitted by this Agreement.

8.0 INSURANCE

- 8.1 The Owner covenants to take out and keep in full force and effect throughout the Term of this Agreement and until the Project is completed, the following insurance which shall specifically include the risks and potential liability resulting from the use and/or operation (including the erecting and dismantling) of the Crane, which will, from time to time swing or be present within the Airspace and over the Region Lands as described in this Agreement:

8.1.1 **Commercial General Liability** insurance applying to all operations of the Owner which shall include coverage for bodily injury liability, property damage liability, completed operations liability, contractor's protective liability, contractual liability, and non-owned vehicle liability.

8.1.2 Such policy shall be written with limits of not less than **TEN MILLION DOLLARS (\$10,000,000)** exclusive of interest or costs, per occurrence and shall include the Region as an additional insured; and

- 8.2 Such policies shall not be terminated, cancelled, or materially altered unless written notice, by registered mail, of such termination, cancellation, or material alteration is given by the insurers to the Region at least thirty (30) days before the effective date thereof.
- 8.3 All policies of insurance stipulated herein shall be with insurers that have a rating which meet the requirements of the Region, acting reasonably .
- 8.4 The Owner shall deposit with the Region, prior to execution of this Agreement, a certificate of insurance on a form provided by the Region.
- 8.5 The Owner shall file a renewal certificate with the Region not later than one (1) month before the expiry date of any policy provided pursuant to this Agreement, until the Region has indicated in writing that the policy need not continue in force any longer. In the event that such renewal certificate is not received, the Region shall be entitled to renew the policy at the expense of the Owner.
- 8.6 The issuance of such a policy of insurance shall not be construed as relieving the Owner from the responsibility for other or later claims, if any, for which it may be held responsible.

9.0 EMERGENCY REPAIRS

- 9.1 If the Commissioner of Public Works deems in their reasonable opinion that an emergency exists or may exist as a result of the Crane being or possibly becoming a source of danger to the health and safety of the public, the Commissioner of Public Works may take measures on behalf of the Owner, without notice to the Owner, as the Commissioner of Public Works may deem necessary to remove the danger or potential danger created by the Crane. Notwithstanding clause 4.1.7, the Owner acknowledges that such measures may include the Region requiring the Owner to: 1) limit the use of the Crane; 2) cease operation of the Crane;

and 3) remove the Crane, and agrees that it will comply immediately with such requirements. Where the Commissioner of Public Works elects to take any action under this clause, the expenses incurred by the Region in so doing shall be promptly repaid by the Owner to the Region within five (5) business days of the Region providing written notice to the Owner of the expenses owing. If the expenses are not paid within five (5) business days of the Region providing notice of how much is owing, such expenses may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Property and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.0 REMEDIES AVAILABLE TO REGION

10.1 In the event that the Owner is in default of any of the terms in this Agreement the Region may deliver to the Owner written notice of such default which written notice shall specify the default. The Owner agrees to either cure such default within five (5) business days after receipt of written notice from the Region or where such default cannot be cured with five (5) business days, to give written notice to the Region within such five (5) business day period of a methodology acceptable to the Region acting reasonably and based upon best practices (including a proposed timetable for implementation or completion of same, as the case may be, certified by the Owner's consultants where necessary), to remedy such default. In the event that the default is not cured within the five (5) business day period or the methodology is not acceptable to the Region acting reasonably, without further notice to the Owner, the Region may, in its absolute and unfettered discretion, make any payment, carry out any work, or do any other thing which is the obligation of the Owner to do under this Agreement and the Owner shall within five (5) business days of receiving written notice (notifying the Owner of the amount owing), reimburse the Region in full for all sums so paid, including any and all costs and expenses incurred by the Region in carrying out any such work or doing such things. If the costs and expenses are not paid to the Region within five (5) business days of receiving written notice (notifying the Owner of the amount owing), such amount may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Owner's Lands and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.2 The costs and expenses incurred by the Region and referred to in clauses 9.1 and 10.1 shall include, but are not limited to, the wages and benefits paid to or in respect of any employees or contractors of the Region in respect of the time during which such employees were employed with the Region, supervising or administering the carrying out of such work or things and the replacement cost of any materials owned by the Region and used in connection with the same and any amount equivalent to the amount that would have been the reasonable rental cost of any Region owned equipment used in that connection if the same were not owned by the Region, as well as any other costs or expenses incurred by the Region.

10.3 In the event that:

- a) a default is not cured within five (5) business days after receipt of written notice from the Region of such default and such methodology is not provided to the Region within the five (5) business day period; or
- b) the Owner fails to diligently pursue the remedy to such default as proposed in the methodology; or
- c) the Owner fails to make payment to the Region within five (5) business days after receipt of written notice from the Region indicating the costs and expenses owing to the Region

the Region may terminate this Agreement and/or all rights granted hereunder by written notice of termination given to the Owner.

11.0 AGREEMENT TO ENTER

- 11.1 For the purposes of permitting the Region to carry out any of its rights and remedies under this Agreement or at law, the Owner hereby grants to the Region an unlimited and irrevocable right to enter upon and access the Building Site, upon 24 hours' notice given by the Region unless the Region is acting in accordance with clause 9.1 in which no notice is required to be given by the Region, through any of its employees, agents and contractors, including their vehicles, equipment, supplies and materials, and the Owner shall execute such further assurances as may be deemed necessary by the Region to facilitate the right granted herein.

12.0 NO INTEREST IN FAVOUR OF OWNER

- 12.1 The Owner acknowledges and agrees that the permission hereby granted cannot and does not create or grant the Owner with any interest or easement in, over or upon the Region Lands and Airspace.

13.0 EXTENSION OF TIME

- 13.1 The Region may, in its absolute and unfettered discretion, grant such extensions of time as it deems reasonable or necessary for the performance of the Owner's obligations under this Agreement, provided however, that no such extension nor any other indulgence granted by the Region, or any neglect, refusal or failure to enforce any of the terms and conditions of this Agreement, either in a timely manner or at all, or to take any other remedy shall in any way act as a waiver of the obligations of the Owner under any and all terms of this Agreement.

14.0 SEVERABILITY

- 14.1 Should any of the terms of this Agreement be found to be illegal, unenforceable or *ultra vires* by a court of competent jurisdiction, then those terms so found shall be severable from this Agreement and the remaining terms herein shall continue in full force and effect.

15.0 NOTICES and EXECUTION

- 15.1 Any notice under this Agreement is sufficiently given if delivered personally or if sent by registered mail, facsimile or similar electronic means (including e-mail) to the Region at:

**REGIONAL MUNICIPALITY OF PEEL
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9**

**Attention: Manager, Real Property and Facility Acquisitions
905-791-7800, Extension 7636
Lori-Ann.Thomsen@peelregion.ca
Fax: 905-791-3645**

And if intended for the owner:

**The Hazelton Group
3000 Steeles Avenue East, Suite 204
Markham, ON L3R 4T9**

**Attention: Cathy Bi, President,
647 748-8437 ext 113
Mobile 416 919-5407**

or at such other addresses as the Region and the Owner may designate from time to time. Any party may, at any time by notice given in writing to the other party, change the address

for service of notice on it. Notices by registered mail shall be deemed to have been received on the third (3rd) Business Day after the date of mailing. Notices by personal delivery, facsimile or similar electronic means (including e-mail) shall be deemed to have been received at the time of delivery or transmission unless delivered or transmitted on a weekend or holiday, in which case such notice shall be deemed to have been received on the next Business Day. In the event of an interruption in postal service, notice shall be given by personal delivery, facsimile or other electronic means (including e-mail).

16.0 ASSIGNMENT

- 16.1 This Agreement shall not be assigned or transferred by the Owner without the express written consent of the Region not to be unreasonably withheld or delayed.
- 16.2 The Owner shall not assign its interest in the Airspace without the express written consent of the Region not to be unreasonably withheld or delayed.

18.0 SUCCESSORS AND ASSIGNS

- 18.1 This Agreement shall be binding upon and enure to the benefit of the parties hereto, their respective heirs, executors, administrators, successors and permitted assigns.

19.0 EXTENDED MEANINGS

- 19.1 In this Agreement, words, terms and provisions which are in the singular shall be read as including the plural, the plural shall include the singular, the masculine shall include feminine and the feminine shall include the masculine, as the case may be and the context require.

20.0 CURRENCY

- 20.1 Unless otherwise provided for herein, all monetary amounts referred to herein shall refer to the lawful money of Canada.

21.0 HEADINGS FOR CONVENIENCE ONLY

- 21.1 The division of this Agreement into articles and clauses is for convenience only and shall not affect the interpretation or construction of this Agreement.

22.0 ENTIRE AGREEMENT

- 22.1 This Agreement, including any schedules attached hereto, shall constitute the entire agreement between the parties concerning the transaction contemplated hereby. This Agreement shall not be modified or amended except by written agreement executed and dated by both parties.

23.0 ADDITIONAL CONSIDERATIONS

- 23.1 The parties shall sign such further or other documents, cause such meetings to be held, resolutions passed and by-laws enacted, exercise their vote and influence, do and perform and cause to be done and performed such further and other acts and things as may be necessary or desirable in order to give full effect to this Agreement and every part thereof.

24.0 GOVERNING LAW

- 24.1 This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

25.0 TIME OF THE ESSENCE

- 25.1 Time shall be deemed to be of the essence with respect to all time limits mentioned in this Agreement.

26.0 MUNICIPAL DISCRETION

- 26.1 The Owner acknowledges that this Agreement shall not in any manner fetter the discretion or authority of The Regional Municipality of Peel or its Council under the *Municipal Act, 2001*, as amended and/or the *Planning Act*, R.S.O. 1990, as amended, over the Building Site regarding development and land use regulations.

27.0 NON-MERGER


- 27.1 The Owner acknowledges and agrees that notwithstanding the expiry of the Term or the termination of this Agreement, the covenants, representations and warranties of the Owner hereunder shall not merge on termination and the Owner shall continue to be bound by and liable under this Agreement, together with all future owners, for any remedy required, or loss suffered by the Region in respect of the Works permitted under this Agreement.

28.0 SCHEDULES

- 28.1 The schedules attached to this Agreement and listed below shall have the same force and effect as if the information and terms contained therein were contained in the body of this Agreement:
- (a) Schedule "A" - Legal Description of the Building Site
 - (b) Schedule "B" - Legal Description of the Region Lands
 - (c) Schedule "C" – Plans Depicting Airspace over Region Lands and Location of Crane
 - (d) Schedule "D"- Additional Clauses

THIS AGREEMENT is duly executed on the 26 day of Nov, 2020 by the Owner.

OWNER:

Per: 
Name: Cathy Bi
Title: president

I/We have authority to bind the Corporation.

THIS AGREEMENT is duly executed on the ____ day of _____, 2020 by the Region.

THE REGIONAL MUNICIPALITY OF PEEL

Per: _____
Name: Aretha Adams
Title: Deputy Regional Clerk

I have the authority to bind the Regional Corporation.

File Number: ENC20188
Date: November 25, 2020

SCHEDULE "A"

Legal description of Building Site

Legal Description:

FIRSTLY:

PART OF PIN 13307-0220

Part of Lot 5, On Plan 381; designated as Parts 3, 4, 5, 16 and 19, on Reference Plan 43R-39176;
City of Mississauga

SECONDLY:

PART OF PIN 13307-0221

Part of Lot 6, on Plan 381, designated as Parts 8, 9, 10 and 18, on Reference Plan 43R-39176; City
of Mississauga

THIRDLY:

PART OF PIN 13307-0328

Part of Lot 7, on Plan 381; designated as parts 13, 14, 15 and 17, on Reference plan 43R-39176;
City of Mississauga

SCHEDULE "B"

Legal description of Region Lands

PIN 13302-0326 (LT)

FIRSTLY: Part Road allowance between Lots 5 and 6 Concession 2 North of Dundas Street, City of Mississauga; Part of Lots 5 and 6 Concession 2 North of Dundas Street Toronto; Part Lots 1 to 14 Plan 381 formerly Township of Toronto; Part Lot 15 Plan 381 formerly Township of Toronto as in TT119215; Part Lot 5 Concession 2 North of Dundas Street as in VS284439, Part 17, on 43R-11249, Part 1, on Plan 43R-19920; Part of Lot 6 Concession 2 North of Dundas as in VS137365, Part 1, on Plan 43R-3034, Parts 3 & 4, on Plan 43R-8805; 10 Foot Widening Plan 381 Toronto Part Lots 1, 2, 3, & 4, Plan 381, Parts 1 and 3, on Plan 43R-18996, Part Lots 8, 9 and 10, on Plan 381, Part 1, on Plan 43R-19918, Part of Lots 11, 12, 13, 14 and 15, on Plan 381, Part 1, on Plan 43R-15390;

SECONDLY: Part Lot 5 Concession 2 North of Dundas as in VS101014 and Part 1, on Plan 43R-19922, Part Lot 6 Concession 2 North of Dundas Street as in VS131064 Being Dixie Road Between Rathburn Road East and Burnhamthorpe Road East, Subject VS101014 ; S/T VS232351 and VS232367, City of Mississauga

SCHEDULE "D"

Additional Clauses

1. The Region has a 400mm water main running along the west side of Dixie Road within the multi-use pathway. This Owner must take reasonable precautions to protect this water main at all times, including but not limited to avoiding swinging Crane loads over head and unloading and loading the Crane over the watermain.
2. If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.
3. If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the Agreement to the other party with a wet signature, within a reasonable time following the termination of the 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 81-2020

A by-law to provide for the Regional Corporation's consent to permit encroachments onto parts of Regional Road 107 (Bovaird Drive West), City of Brampton.

WHEREAS Daniels Choice Mount Pleasant Corporation, the owner of the lands and premises described as Block 4, Plan 43M-1927, subject to an easement for entry as in PR2389562, City of Brampton, Regional Municipality of Peel, has requested permission to maintain and use certain structures or improvements temporarily upon the public highway (the "Encroachment");

AND WHEREAS, pursuant to Section 11(3) of the *Municipal Act, 2001*, S.O. 2001, c.25, the Regional Corporation may pass a by-law respecting encroachments on Regional roads;

AND WHEREAS, the Council of the Regional Corporation has by resolution passed on the 10th day of December, 2020 authorized the enactment of a by-law authorizing the Encroachment;

NOW THEREFORE, the Council of the Regional Corporation enacts as follows:

1. Daniels Choice Mount Pleasant Corporation is hereby authorized to maintain the temporary Encroachment upon the public highway known as Regional Road 107 (Bovaird Drive West), in accordance with the terms and conditions contained in the Crane Swing Agreement attached as Schedule "A" between The Regional Municipality of Peel and Daniels Choice Mount Pleasant Corporation;
2. That Schedule "A" attached to this By-law is included and shall be considered part of this By-law;
3. That the Crane Swing Agreement be executed on behalf of the Regional Corporation by the Regional Clerk.

READ THREE TIMES AND PASSED IN OPEN COUNCIL this 10th day of December, 2020.

Deputy Regional Clerk

Regional Chair

CRANE SWING AGREEMENT

THIS CRANE SWING AGREEMENT (the “**Agreement**”) is made as of November 25th, 2020

B E T W E E N:

THE REGIONAL MUNICIPALITY OF PEEL
(the "Region")

- and –

DANIELS CHOICE MOUNT PLEASANT CORPORATION
(the “Owner”)

WHEREAS the Owner is the registered owner of the lands municipally known as 10, 20, 30, 40 Lagerfeld Drive, Brampton, Ontario, legally described in Schedule “A” hereto (collectively the “Building Site”);

AND WHEREAS the Region is the registered owner of the lands described as Bovaird Drive West, legally described on Schedule “B” attached hereto (the “Region Lands”);

AND WHEREAS the Owner is developing two (2) blocks of stacked back-to-back townhouses, a six (6) storey midrise building and a 25 storey rental tower on the Building Site (the “Project”);

AND WHEREAS as part of the Project construction process, the Owner wishes to erect two cranes on the Building Site, which cranes, will, from time to time, swing through a portion of the airspace above the Region Lands;

AND WHEREAS in accordance with the terms of this Agreement, the Region has agreed to grant the Owner (and its agents, contractors and subcontractors) permission to allow the Owner (and its agents, contractors and subcontractors) to swing two cranes within the airspace above the Region Lands in accordance herewith.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the fees paid by the Owner to the Region and of the mutual covenants and agreements herein contained, (the sufficiency of which is mutually agreed to) and subject to the terms and conditions hereinafter set forth, the parties hereto agree as follows:

1.0 AGREEMENT

- 1.1 The Region hereby grants to the Owner, including the Owner’s contractors, subcontractors, employees and express agents, a temporary, non-exclusive right in the nature of a Crane Swing Agreement to utilize that portion of the airspace above the Region Lands depicted in the plan(s) listed in Schedule “C” (the “Airspace”), for the anticipated presence and use of its tower cranes or any part of its tower cranes including but not limited to the jib and counter-jib (collectively, the “Crane”) as depicted in the plan(s) listed in Schedule “C” through the Airspace from time to time for the purpose of constructing the Project, subject to the terms and conditions contained in this Agreement. The Region’s acceptance of the plan(s) listed hereto in Schedule “C” does not imply that the Region and/or its consultants have any liability whatsoever, or have waived any rights or remedies, in respect of any deficiencies in that (plan(s)).
- 1.2 This Agreement only grants the Owner rights within the Airspace and not the airspace above or below the Airspace nor the airspace of any other property owned by the Region or any private party.

2.0 TERM

- 2.1 The term of this Agreement (the "Term") shall commence on the date of execution of this Agreement (the "Commencement Date") and thereafter shall expire upon delivery of written notification from the Region that the Commissioner of Public Works is satisfied that the Cranes have been removed and/or disassembled and, that all of the Owner's obligations under this Agreement have been satisfied and the Owner is not in default under the terms of this Agreement.

3.0 FEES and SECURITIES

- 3.1 As consideration for the Owner's use of the Airspace, the Owner shall pay to the Region an annual fee payable, in the amount of THREE HUNDRED DOLLARS (\$300.00) plus applicable taxes, each year during the Term. The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a certified cheque or bank draft in the amount of NINE HUNDRED AND FOUR DOLLARS (\$904.00) plus the applicable taxes as the fee for the first year of the Term and the Administration fee. Subsequent payments of the annual fee shall be paid to the Region on or before the yearly anniversary of the commencement of the Term noted in clause 2.1.

The Owner agrees to pay the Region the following:

- (a) Administration fee (one time) \$ 500.00, plus applicable taxes
- (b) Annual fee (each year throughout Term) \$ 300.00, plus applicable taxes

- 3.2 The Owner covenants and agrees to pay to the Region, upon execution of this Agreement, the Region's reasonable legal fees in connection with the negotiation and preparation of this Agreement.
- 3.3 The Owner covenants and agrees to pay to the Region its reasonable legal fees incurred as a result of exercising its rights and remedies under this Agreement.
- 3.4 The Owner shall, simultaneously upon executing this Agreement, deliver to the Region a letter of credit from a Schedule 1 Canadian Chartered Bank or other negotiable security approved by the Region Treasurer in the amount of FIFTY THOUSAND DOLLARS (\$50,000.00) (the "Letter of Credit") as security for the Owner's obligations under this Agreement. The Owner acknowledges and agrees that the Region may authorize the use of or draw on the Letter of Credit in accordance with clauses, 9.1, 10.1 of this Agreement or on the basis of the Owner's default under this Agreement. If the Owner is not in default under this Agreement the Region shall release the Letter of Credit to the Owner upon the expiration of the Term as detailed in clause 2.1.

4.0 CONDITIONS

- 4.1 The Owner covenants, acknowledges and agrees that this Agreement and the Owner's exercise of the rights granted in this Agreement are subject to the following terms and conditions:
- 4.1.1 In no event shall the Owner and the Owner's employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law operate a Crane, at any time to swing, load, unload, or hoist any objects, materials or other live loads over any portion of the Region Lands or within the Airspace with the exception of a 5.0m wide area of the Region's right-of-way fronting Bovaird; in accordance with the terms of this Agreement and the road occupancy and temporary access permit as required by clause 4.1.2. The Owner acknowledges that the loading/unloading, hoisting, or swinging of any objects, materials, or other live loads by the Cranes over the Region Lands and within the Airspace may cause a health and safety concern to pedestrians and vehicles.

- 4.1.2 Prior to the installation and operation of the Cranes, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.
- 4.1.3 Prior to the decommissioning and removal of the Cranes, the Owner shall obtain a Road Occupancy and a temporary construction access permit from the Region's Public Works Department (Traffic Engineering/Transportation Division). The Road Occupancy and a temporary construction access permit may also include the requirement for a traffic management plan.
- 4.1.4 The Owner covenants and agrees that prior to the installation and operation of the Cranes it shall obtain all necessary approvals and permits for the Cranes as required by the Region, as well as from any other applicable government authorities and agencies including, but not limited to, the Regional Municipality of Peel, the Credit Valley Conservation/Toronto and Region Conservation Authority, Ministry of Transportation, Alectra Utilities Corporation, Canadian National Railways, Ministry of the Environment Conservation and Parks, NAV Canada, Greater Toronto Airport Authority or any other agency or government body having authority with respect to the Crane and/or the Building Site and the Region Lands. Further, the Owner covenants and agrees to obtain permission from the owners of any properties on which the Cranes encroach into their airspace.
- 4.1.5 The Owner covenants and agrees to ensure that the Owner, its employees, agents, contractors and subcontractors and those for whom the Owner is responsible at law erect, operate and dismantle the Cranes and perform all work permitted by this Agreement and complete all engineering and other inspections in accordance with all codes, laws (including the *Occupational Health and Safety Act* R.S.O. 1990, c. O.1 and its regulations (the "OHSA")), by-laws, rules, regulations and codes prescribed by all governmental or other authorities having jurisdiction including, without limitation, Code for Tower Cranes Z248-17 published by CSA Group and any amendment or replacement thereof, with respect to such matters and in accordance with prudent construction operating procedures.
- 4.1.6 Except as otherwise agreed to in writing with the Region, unrestricted access must be maintained to all sidewalks, roads, fire hydrants, entrances, parking facilities, utilities and transit stops located on the Region Lands.
- 4.1.7 The Owner agrees to cooperate with the Region to accommodate any Region requirements with respect to the Region's use of the Region Lands and Airspace provided such does not unreasonably interfere with the use of the Agreement as provided herein. This includes temporarily ceasing operation of the Crane or limiting its use if required by the Region acting reasonably.
- 4.1.8 The issuance of this Agreement does not supersede any approvals required through development review or rezoning.
- 4.1.9 When not in use, the Crane boom shall be secured (but not over the Region Lands) in accordance with the written procedures of the Crane's manufacturer subject to compliance with the requirements of the OHSA requiring overhead crane booms to be permitted to "slew" when such cranes are unattended.
- 4.1.10 The Owner must contact the the electricity provider to make any arrangements the provider may reasonably require to have overhead electrical lines de-energized or relocated, at no cost of the Region, prior to commencing work.

- 4.1.11 The Owner agrees that in the operation, installation or removal of the Cranes, the Owner shall ensure that no damage is caused by the Owner or by its agents, contractors and subcontractors or those for whom the Owner is responsible at law, to any part of the Region Lands and if so, it shall promptly, and at its sole cost and to the satisfaction of the Region, repair any such damage.
- 4.1.12 The Owner, its agents, contractors and subcontractors or those for whom the Owner is responsible at law shall not release, deposit, discharge, place or dispose of any toxic materials, substances, pollutants, contaminants or wastes into the environment or at, on, or near the Airspace of the Region Lands in contravention of any applicable laws whether into the air, land, surface water or groundwater, at any time.
- 4.1.13 The Cranes shall be operated in a way as to minimize interference with the use or enjoyment of the Region Lands.
- 4.1.14 The Owner agrees and covenants to secure the Cranes at all times to as to prevent unauthorized access to it, and use of it.
- 4.1.15 The Owner agrees and covenants that it will only permit personnel who are trained and qualified according to all applicable laws, regulations, standards to construct, operate, supervise, signal and dismantle the Cranes;
- 4.1.16 The Owner shall cease all use of the Agreement and shall dismantle and remove the Cranes as soon as it is commercially feasible to do so after completion of the Project and in any event prior to the expiry of the Term or any earlier termination of the Agreement.

5.0 NO REPRESENTATION OR WARRANTY

- 5.1 The Region makes no representation or warranty with respect to the condition or suitability of the Airspace for the Owner's intended use.

6.0 INDEMNITY

- 6.1 The Owner hereby covenants and agrees to indemnify and save harmless the Region, its Chair, elected officials, employees, agents and contractors, from and against any and all claims, demands, actions, cause of actions, costs, losses, liabilities or expenses for which they may become liable or incur as a result of any type of damage or loss, including but not limited to property damage and personal injury, arising out of the presence (in whole or in part), installation, use, operation, and/or dismantlement of the Cranes, the duties and obligations in this Agreement or breach thereof, any act or omission by the Owner or those for whom it is responsible and/or its permitted successors and assigns, or their employees, agents, contractors or invitees which causes or contributes to any such injury, damage or loss, save and except where caused by negligence on the part of the Region and those for whom it is responsible at law.
- 6.2 The obligation of the Owner to indemnify the Region, its Chair, elected officials, employees, agents and contractors, under this Agreement, shall not and does not confer upon the Owner any right or authority to settle or take any steps, proceedings or do anything in the name of the Region, in respect of any claim, demand, action or proceeding which may be brought against the Region and in respect of which the Owner is obligated to indemnify the Region.
- 6.3 The Owner covenants and agrees that it shall take all steps necessary to avoid construction liens being registered against title to the Region Lands as a result of the activities of the Owner in connection with the Cranes. The Owner shall indemnify and save harmless the Region from and against all actions, causes of action, claims, demands and expenses whatsoever which the Region may incur as a result of the registration of any such construction liens. In the event of the registration of any such construction liens, the Owner covenants and agrees that within ten (10) days of receiving notice of a lien to either take

reasonable steps to discharge and vacate the same from title, or, in the alternative, commence the appropriate application under the *Construction Act* R.S.O 1990, c. C.30. seeking relief to vacate and discharge the same.

- 6.4 The parties hereby expressly declare that it is neither their intention nor their agreement that any arrangements between them shall constitute or be deemed to constitute the Owner and the Region as partners, joint venturers or agents of each other.

7.0 RELEASE AND WAIVER

- 7.1 The Owner hereby remises, releases and forever discharges the Region, its elected officials, employees, agents and contractors, of and from any and all claims, actions, causes of action and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of or occasioned by the presence of the Cranes (in whole or in part), the installation, use, operation and/or dismantlement of the Cranes, including any work undertaken by the Owner or the City, its contractors or agents as permitted by this Agreement.

8.0 INSURANCE

- 8.1 The Owner covenants to take out and keep in full force and effect throughout the Term of this Agreement and until the Project is completed, the following insurance which shall specifically include the risks and potential liability resulting from the use and/or operation (including the erecting and dismantling) of the Cranes, which will, from time to time swing or be present within the Airspace and over the Region Lands as described in this Agreement:

8.1.1 **Commercial General Liability** insurance applying to all operations of the Owner which shall include coverage for bodily injury liability, property damage liability, completed operations liability, contractor's protective liability, contractual liability, and non-owned vehicle liability.

8.1.2 Such policy shall be written with limits of not less than **TEN MILLION DOLLARS (\$10,000,000)** exclusive of interest or costs, per occurrence and shall include the Region as an additional insured; and

- 8.2 Such policies shall not be terminated, cancelled, or materially altered unless written notice, by registered mail, of such termination, cancellation, or material alteration is given by the insurers to the Region at least thirty (30) days before the effective date thereof.
- 8.3 All policies of insurance stipulated herein shall be with insurers that have a rating which meet the requirements of the Region, acting reasonably .
- 8.4 The Owner shall deposit with the Region, prior to execution of this Agreement, a certificate of insurance on a form provided by the Region.
- 8.5 The Owner shall file a renewal certificate with the Region not later than one (1) month before the expiry date of any policy provided pursuant to this Agreement, until the Region has indicated in writing that the policy need not continue in force any longer. In the event that such renewal certificate is not received, the Region shall be entitled to renew the policy at the expense of the Owner.
- 8.6 The issuance of such a policy of insurance shall not be construed as relieving the Owner from the responsibility for other or later claims, if any, for which it may be held responsible.

9.0 EMERGENCY REPAIRS

- 9.1 If the Commissioner of Public Works deems in their reasonable opinion that an emergency exists or may exist as a result of the Cranes being or possibly becoming a source of danger to the health and safety of the public, the Commissioner of Public Works may take measures on behalf of the Owner, without notice to the Owner, as the Commissioner of Public Works may deem necessary to remove the danger or potential danger created by the Cranes. Notwithstanding clause 4.1.7, the Owner acknowledges that such measures may include the

Region requiring the Owner to: 1) limit the use of the Crane; 2) cease operation of Cranes; and 3) remove the Cranes, and agrees that it will comply immediately with such requirements. Where the Commissioner of Public Works elects to take any action under this clause, the expenses incurred by the Region in so doing shall be promptly repaid by the Owner to the Region within five (5) business days of the Region providing written notice to the Owner of the expenses owing. If the expenses are not paid within five (5) business days of the Region providing notice of how much is owing, such expenses may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Property and recovered in the same manner and with the same penalties as municipal taxes on real property.

10.0 REMEDIES AVAILABLE TO REGION

- 10.1 In the event that the Owner is in default of any of the terms in this Agreement the Region may deliver to the Owner written notice of such default which written notice shall specify the default. The Owner agrees to either cure such default within five (5) business days after receipt of written notice from the Region or where such default cannot be cured with five (5) business days, to give written notice to the Region within such five (5) business day period of a methodology acceptable to the Region acting reasonably and based upon best practices (including a proposed timetable for implementation or completion of same, as the case may be, certified by the Owner's consultants where necessary), to remedy such default. In the event that the default is not cured within the five (5) business day period or the methodology is not acceptable to the Region acting reasonably, without further notice to the Owner, the Region may, in its absolute and unfettered discretion, make any payment, carry out any work, or do any other thing which is the obligation of the Owner to do under this Agreement and the Owner shall within five (5) business days of receiving written notice (notifying the Owner of the amount owing), reimburse the Region in full for all sums so paid, including any and all costs and expenses incurred by the Region in carrying out any such work or doing such things. If the costs and expenses are not paid to the Region within five (5) business days of receiving written notice (notifying the Owner of the amount owing), such amount may be drawn from the Letter of Credit with no further notice to the Owner. If the Letter of Credit is insufficient to pay the outstanding amount, it will become a debt due to the Region and may be collected from the Owner in any manner permitted by law, including being added to the tax roll for the Owner's Lands and recovered in the same manner and with the same penalties as municipal taxes on real property.
- 10.2 The costs and expenses incurred by the Region and referred to in clauses 9.1 and 10.1 shall include, but are not limited to, the wages and benefits paid to or in respect of any employees or contractors of the Region in respect of the time during which such employees were employed with the Region, supervising or administering the carrying out of such work or things and the replacement cost of any materials owned by the Region and used in connection with the same and any amount equivalent to the amount that would have been the reasonable rental cost of any Region owned equipment used in that connection if the same were not owned by the Region, as well as any other costs or expenses incurred by the Region.
- 10.3 In the event that:
- a) a default is not cured within five (5) business days after receipt of written notice from the Region of such default and such methodology is not provided to the Region within the five (5) business day period; or
 - b) the Owner fails to diligently pursue the remedy to such default as proposed in the methodology; or
 - c) the Owner fails to make payment to the Region within five (5) business days after receipt of written notice from the Region indicating the costs and expenses owing to the Region

the Region may terminate this Agreement and/or all rights granted hereunder

by written notice of termination given to the Owner.

11.0 AGREEMENT TO ENTER

- 11.1 For the purposes of permitting the Region to carry out any of its rights and remedies under this Agreement or at law, the Owner hereby grants to the Region an unlimited and irrevocable right to enter upon and access the Building Site, upon 24 hours' notice given by the Region unless the Region is acting in accordance with clause 9.1 in which no notice is required to be given by the Region, through any of its employees, agents and contractors, including their vehicles, equipment, supplies and materials, and the Owner shall execute such further assurances as may be deemed necessary by the Region to facilitate the right granted herein.

12.0 NO INTEREST IN FAVOUR OF OWNER

- 12.1 The Owner acknowledges and agrees that the permission hereby granted cannot and does not create or grant the Owner with any interest or easement in, over or upon the Region Lands and Airspace.

13.0 EXTENSION OF TIME

- 13.1 The Region may, in its absolute and unfettered discretion, grant such extensions of time as it deems reasonable or necessary for the performance of the Owner's obligations under this Agreement, provided however, that no such extension nor any other indulgence granted by the Region, or any neglect, refusal or failure to enforce any of the terms and conditions of this Agreement, either in a timely manner or at all, or to take any other remedy shall in any way act as a waiver of the obligations of the Owner under any and all terms of this Agreement.

14.0 SEVERABILITY

- 14.1 Should any of the terms of this Agreement be found to be illegal, unenforceable or *ultra vires* by a court of competent jurisdiction, then those terms so found shall be severable from this Agreement and the remaining terms herein shall continue in full force and effect.

15.0 NOTICES and EXECUTION

- 15.1 Any notice under this Agreement is sufficiently given if delivered personally or if sent by registered mail, facsimile or similar electronic means (including e-mail) to the Region at:

REGIONAL MUNICIPALITY OF PEEL
10 Peel Centre Drive, Suite B, 6th Floor
Brampton, ON L6T 4B9

Attention: Manager, Real Property and Facility Acquisitions
905-791-7800, Extension 7636
Lori-Ann.Thomsen@peelregion.ca
Fax: 905-791-3645

And if intended for the owner:

Daniels Choice Mount Pleasant Corporation
130 Queens Quay East, 18th Floor, West Tower,
Toronto, ON M5A 0P6

Attention: Vice President, Development
416-598-2129
Fax: 416-979-0415

or at such other addresses as the Region and the Owner may designate from time to time. Any party may, at any time by notice given in writing to the other party, change the address for service of notice on it. Notices by registered mail shall be deemed to have been received on the third (3rd) Business Day after the date of mailing. Notices by personal delivery, facsimile or similar electronic means (including e-mail) shall be deemed to have been received at the time of delivery or transmission unless delivered or transmitted on a weekend or holiday, in which case such notice shall be deemed to have been received on the next Business Day. In the event of an interruption in postal service, notice shall be given by personal delivery, facsimile or other electronic means (including e-mail).

16.0 ASSIGNMENT

- 16.1 This Agreement shall not be assigned or transferred by the Owner without the express written consent of the Region not to be unreasonably withheld or delayed.
- 16.2 The Owner shall not assign its interest in the Airspace without the express written consent of the Region not to be unreasonably withheld or delayed.

18.0 SUCCESSORS AND ASSIGNS

- 18.1 This Agreement shall be binding upon and enure to the benefit of the parties hereto, their respective heirs, executors, administrators, successors and permitted assigns.

19.0 EXTENDED MEANINGS

- 19.1 In this Agreement, words, terms and provisions which are in the singular shall be read as including the plural, the plural shall include the singular, the masculine shall include feminine and the feminine shall include the masculine, as the case may be and the context require.

20.0 CURRENCY

- 20.1 Unless otherwise provided for herein, all monetary amounts referred to herein shall refer to the lawful money of Canada.

21.0 HEADINGS FOR CONVENIENCE ONLY

- 21.1 The division of this Agreement into articles and clauses is for convenience only and shall not affect the interpretation or construction of this Agreement.

22.0 ENTIRE AGREEMENT

- 22.1 This Agreement, including any schedules attached hereto, shall constitute the entire agreement between the parties concerning the transaction contemplated hereby. This Agreement shall not be modified or amended except by written agreement executed and dated by both parties.

23.0 ADDITIONAL CONSIDERATIONS

- 23.1 The parties shall sign such further or other documents, cause such meetings to be held, resolutions passed and by-laws enacted, exercise their vote and influence, do and perform and cause to be done and performed such further and other acts and things as may be necessary or desirable in order to give full effect to this Agreement and every part thereof.

24.0 GOVERNING LAW

- 24.1 This Agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

25.0 TIME OF THE ESSENCE

25.1 Time shall be deemed to be of the essence with respect to all time limits mentioned in this Agreement.

26.0 MUNICIPAL DISCRETION

26.1 The Owner acknowledges that this Agreement shall not in any manner fetter the discretion or authority of The Regional Municipality of Peel or its Council under the *Municipal Act, 2001*, as amended and/or the *Planning Act*, R.S.O. 1990, as amended, over the Building Site regarding development and land use regulations.

27.0 NON-MERGER

27.1 The Owner acknowledges and agrees that notwithstanding the expiry of the Term or the termination of this Agreement, the covenants, representations and warranties of the Owner hereunder shall not merge on termination and the Owner shall continue to be bound by and liable under this Agreement, together with all future owners, for any remedy required, or loss suffered by the Region in respect of the Works permitted under this Agreement.



28.0 SCHEDULES

28.1 The schedules attached to this Agreement and listed below shall have the same force and effect as if the information and terms contained therein were contained in the body of this Agreement:

- (a) Schedule "A" - Legal Description of the Building Site
- (b) Schedule "B" - Legal Description of the Region Lands
- (c) Schedule "C" – Plans Depicting Airspace over Region Lands and Location of Crane
- (d) Schedule "D"- Additional Clauses

THIS AGREEMENT is duly executed on the 2nd day of December, 2020 by the Owner.

OWNER:

Per: 
Name: JUDY LEM
Title: SECRETARY

Per: _____
Name: _____
Title: A.S.O.

I/We have authority to bind the Corporation.

THIS AGREEMENT is duly executed on the _____ day of _____, 2020 by the Region.

THE REGIONAL MUNICIPALITY OF PEEL

Per: _____
Name: Aretha Adams
Title: Deputy Regional Clerk

I have the authority to bind the Regional Corporation.

File Number: ENC20108
Date: November 25, 2020

SCHEDULE “A”

Legal description of Building Site

Legal Description:

PIN: 14364-2224 (LT)
Legal Desc: BLOCK 4, PLAN 43M-1927; SUBJECT TO AN EASEMENT FOR ENTRY AS IN
PR2389562 SUBJECT TO AN EASEMENT IN GROSS AS IN PR3528226 CITY OF BRAMPTON

SCHEDULE "B"

Legal description of Region Lands

**HWY 7 BTN THE WEST LIMIT OF MISSISSAUGA ROAD AND THE CANADIAN
NATIONALRAILWAY; PT RDAL BTN CONS 3 AND 4 WHS CHING
AS IN CH24802 AS AMENDED BY CH26754 SOUTH OF 43R-6640; PT LT 10 CON 4
WHS CHING IN CH38771, CH26932, CH24802 AS AMENDED
BY CH26754 SOUTH OF 43R-6640, CH35737; PT LT 11 CON 4 WHS CHINGUACOUSY
AS IN CH26934, CH24802 AS AMENDED BY CH26754
SOUTH OF 43R-6640, CH35787; PT LT 10 CON 3 WHS CHINGUACOUSY ASIN PT2
PL VS67666; T/W RO466534 CITY OF BRAMPTON**

SCHEDULE "D"

Additional Region Clauses

1. If applicable, the parties agree that the execution of this Agreement may be facilitated through facsimile or electronic means and/or this Agreement may be executed in several counterparts and any such facsimile or electronic copy and any such counterpart shall be deemed to be an original Agreement, and such facsimile or electronic copies or such counterparts together shall constitute one and the same Agreement and shall have the same force and effect as an executed original.
2. If applicable, the parties agree that the execution of this Agreement by either party may be facilitated through an electronic approvals process (the "Approval Process") whereby an e-mail confirmation is provided by the signing party to the other party to evidence the execution of the Agreement and binds the individual/corporation, which e-mail confirmation shall be attached to this Agreement and shall have the same force and effect as an executed original. Each of the parties shall maintain a record of such electronic documents pursuant to this Approval Process and shall provide an executed copy of the Agreement to the other party with a wet signature, within a reasonable time following the termination of the latter of any municipal, provincial, or federal Declaration of Emergency in effect in Peel Region in relation to the COVID-19 pandemic (the "Declaration"). This Approval Process shall apply only to the extent that this Agreement is executed during the period in which the Declaration is in effect.
3. The Owner is required to coordinate erection of the cranes permitted by this Agreement with Regional Staff regarding Capital Project 12-4040 for the widening and improvement of Bovaird Drive. For clarity, the Owner will ensure that erection and construction related to the cranes use shall not impede the aforementioned Capital Project. The erection and dismantling of the tower cranes shall be coordinated with the Region Capital Project team by providing written notice 30 days in advance to:

Scott Durdle

Project Manager, Transportation

Region of Peel - Public Works

cell: 416-274-3013

Email: scott.durdle@peelregion.ca