



Please note that added items are bolded and italicized.

CALL TO ORDER

DISCLOSURE OF PECUNIARY INTEREST

CONSENT AGENDA

DELEGATIONS

Antonio Rosa, Resident, Town of Caledon re: Staff Report 2017-4 Caledon Centre for the Arts

STAFF REPORTS

[Staff Report 2017-4](#) Caledon Centre for the Arts

[Staff Report 2017-14](#) Handheld Ticketing Devices and Supporting Software Single Source Contract Award

[Staff Report 2017-1](#) Delegation of Property Tax Ratios from the Region of Peel

[Staff Report 2017-8](#) 2016 Capital Status Update Report

NOTICE OF MOTION

1. Councillor Groves re: Review External Legal and Consultant Invoices

Whereas Ontario Municipal Board costs from Legal and other consultant invoices is not tracked by specific appellant, developer or individual in the Town of Caledon accounting system; and

Whereas there is no separation in the Town of Caledon accounting system on external legal costs related to OMB or non-OMB matters; and

Whereas the estimated legal costs for external consultants and meeting expenses related to OMB Hearings over the last ten years is over \$900,000; and

Whereas internal legal and staff resources are not tracked by cases and are not included in the above sum,

Therefore be it resolved that the Town of Caledon auditors review the external legal and consultant invoices over the last ten years and report on the appellants, developer or individual costs; and

Further that the auditors recommend a tracking system for internal staff resources required to manage appellant, developer or individual files; and

Further that the auditor's report to Council by August, 2017.

CORRESPONDENCE

Memorandums

1. Memorandum to Council from Terry Irwin, Deputy Fire Chief, Community Services dated January 24, 2017 re: [Ministry of Health and Long Term Care Discussion paper on Expanding Medical Responses](#)
2. **Memorandum to Council from Heather Haire, Treasurer, Finance and Infrastructure Services dated January 24, 2017 re: [Supplementary Information to Staff Report 2017-14](#)**
3. **Memorandum to Council from Kevin Hayashi, Corporate Partnerships and Events, Strategic Initiatives dated January 24, 2017 re: [Addition of Environmental Leadership Category to Volunteer Service Awards at Community Recognition Night](#)**

Correspondence

4. Lynn Dollin, President, AMO dated December 15, 2016 re: [AMO's 2017-18 Strategic Objectives](#)
5. Tony Pontes, Director of Education, Peel District School Board dated December 19, 2016 re: [Pupil Accommodation Review Notice of Commencement](#)
6. Ministry of Finance dated December 21, 2016 re: [Tax Policy and Property Assessment Update](#)
7. Hazel McCallion, Ex-officio Advisor to the Premier dated December 22, 2016 re: [GTHA Mayors and Chairs Summit Report including Appendix](#)
8. Nora Martin, President, Caledon Seniors' Centre dated January 12, 2017 re: [Thank You – Completion of the Parking Lot](#)
9. **Richard McKinnell, Assistant Deputy Minister, Ministry of Tourism, Culture and Sport dated January 20, 2017 re: [Ontario150 Community Celebration Program](#)**

Request to Present

10. Request to Present from Rhiannon Oliveira, Region of Peel re: [Accessible Transportation Master Plan Update](#)
11. Request to Present from Kimberly Krawczyk, Toronto and Region Conservation Authority re: [Albion Hills Conservation Area Master Plan](#)
12. Request to Present from Besnik Suleimani, Resident re: [Fire Invoice](#)
13. Request to Present from Angela Parker, Resident re: [Fire Invoice](#)

CONFIDENTIAL SESSION

Confidential Staff Report 2017-1 re: Personal matters about identifiable individuals, including municipal or local board employees – Seniors' Task Force Appointment

The Committee will reconvene into Open Session in the Council Chamber at the conclusion of the Confidential Session matter.

ADJOURNMENT



Accessibility Accommodations

Assistive listening devices for use in the Council Chamber are available upon request from the Staff in the Town's Legislative Services Section. American Sign Language (ASL) Interpreters are also available upon request.

Please provide advance notice if you require an accessibility accommodation to attend or participate in Council Meetings or to access information in an alternate format please contact Legislative Services by phone at 905-584-2272 x. 2366 or via email to accessibility@caledon.ca.

Staff Report 2017-4

Meeting Date: Tuesday, January 24, 2017

Subject: Caledon Centre for the Arts

Submitted By: Erin Britnell, Senior Analyst, Strategic Initiatives

RECOMMENDATION

That staff investigate options for a purpose-built, multi-use facility as a home for the Caledon Centre for the Arts to be included in future Capital Plans.

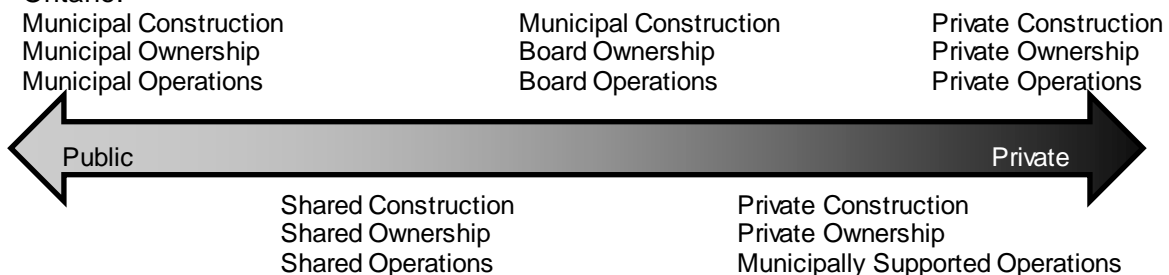
REPORT HIGHLIGHTS

- Council received a presentation on November 24th, 2015 regarding a proposed Caledon Centre for the Performing Arts. Following this delegation, staff was instructed to investigate if the Town should pursue further this opportunity.
- In addition to following up with the delegate and his initial proposed option, staff investigated additional options for utilizing existing community facilities.
- When it was concluded that none of these options would be suitable, the delegate proposed a leased option at the original Caesar's Banquet Hall.
- Staff engaged a consulting firm to evaluate the suitability of this venue. Based on the consultant's report, as well as additional concerns regarding the leasing arrangement, it is not recommended that the Town pursue this option.
- In order to meet the requirements of not only performing arts groups, but the broader arts community in Caledon, the recommended option for supporting the arts community would be to investigate options for a purpose-built, multi-use facility that could be home to the Caledon Centre for the Arts. Such facility would need to be included in future Capital Plans as it is current not in the Town's long-term Capital Plan.
- The next steps would be to meet with the broader arts community regarding their interests in and requirements for a facility, evaluate which of the construction and operational models (ranging from full municipal construction and operations to fully private construction and operation) would work best for Caledon including potential sponsorship and partnership opportunities, and outline Capital Budget requirements. Staff would then bring this information back to Council.

DISCUSSION

Performing Arts Facilities in Ontario

There are five general models for construction and operation of performing arts facilities in Ontario:



The vast majority of these theatres operate at a loss to the municipality, whether this is through operating grants, or operating budgets that are subsidized through other revenue sources (primarily the tax base). The primary reason for communities to own or fund community theatres is not to generate revenue or break even, but rather to invest in the arts for community development purposes (similar to recreation facilities).

Community Interest in a Caledon Centre for the Arts

Community interest in the creation of an arts facility in Caledon has come primarily from members of the performing arts community. It has also been raised through the Parks and Recreation Visioning Plan, the Parks and Recreation Facilities Needs Assessment and the Caledon Public Library Master Plan survey.

The reasons given by these stakeholders for why the Town should invest in a facility are:

- There are limited options for rehearsal and performance space in Caledon, and those options are often full when groups are looking for space.
- These groups then leave Caledon to use space in neighbouring municipalities. Not only does this take potential revenue outside of Caledon, but Caledon's organizations receive secondary priority to groups from those municipalities.
- Facilities for sports and recreation have had a number of investments from the Town, and the arts community feels it is their turn to receive similar support.

Previous Options Considered

As part of this process, staff considered a number of options. The following options were considered, however are not considered to be viable for the arts sector. They are:

- **Industrial Property in Bolton:** This was the original property proposed by the delegate proposing a performing arts centre. Concerns were raised regarding the zoning of the property (prime industrial) that would have to be changed, the location was not ideal for an arts facility (industrial park away from other entertainment type venues), as well as costs and timelines in obtaining the property, designing and building the facility.
- **Mayfield Secondary School:** Mayfield Secondary School has a large auditorium that is used for performing arts. This is however an already well-used facility, with limited time available during prime hours.
- **Alton Public School:** The site of the former Alton Public School was also considered. The size and specifications did not meet the needs of an arts centre.
- **Providing Funding to Arts Community:** In some communities, the municipality provides grants to the arts and culture sector as a means of support. This option would not meet the identified community need for performance and rehearsal space, and would not necessarily mean that this investment would stay in Caledon (it could be used to rent space outside of the municipality).

Current Options Considered

The following options were considered as viable options and evaluated based on their ability to best meet the needs of the community. They are:

Renovating Existing Town Space

The town owns a number of facilities already that has multi-purpose space. While the space may not currently meet the needs of the performing arts community, there is the option to renovate the space to meet these needs. While this option would reduce the construction costs, it has the potential to create a disruption to other services currently utilizing the space during construction, and create more competition with current user groups for prime hours at these facilities. Studies would also have been completed for the various spaces to understand what facilities would have the necessary space requirements and the costs to complete the renovations. Finally, this option does not necessarily support all of the arts community.

Leasing Space at the Original Caesar's Banquet Hall

The delegate suggested that a sub-lease agreement could be made with the current tenant of the original Caesar's Banquet Hall, and that this space would work for performing arts in Caledon. The current tenant is only utilizing part of the Caesar's Banquet Hall space so the second vacant hall could be converted into a theatre. There was also discussion of utilizing the reception area for some gallery space as well. Novita Consulting was retained to conduct a feasibility study for conversion of this space. The full report can be found in the Appendix, but in summary:

- it is feasible to operate an approximately 190 seat theatre (depending on need for accessible seating) in the space at the original Caesar's Hall for most performing arts activities
- the height restrictions in the venue would limit large acoustical presentations and possibly eliminate the room for a venue for dance
- there is a possible need to change the usage of the venue, which may result in major renovations to the washrooms and increased costs
- the capital budget requirements would range from \$680,000 (base requirements) to \$1,054,000 (with all upgrades), not inclusive of any contractor costs, or any additional renovations required for the potential change in usage

Additionally, further concerns with this option were raised, aside from the physical feasibility. These were:

- there are some risks associated with a sub-lease agreement
- all capital investments would have to be agreed upon and completed by the property owner (even if the Town was to pay for them)
- if the lease was broken, or not renewed at any point, the property owner would retain the value of the capital investments, and the Town would have to start again at the beginning with a new venue

New Purpose-Built, Multi-Use Facility

If the Town wants to provide support to the greater Arts and Culture community in the form of a facility space, the recommended option would be to investigate options for a purpose-built, multi-use facility to be home to the Caledon Centre for the Arts.

The benefits of pursuing this option are:

- It can be built to house the types of facilities required for all forms of arts, including theatre, dance, music, and visual arts, as well as gallery and museum space.
- These types of spaces can also be used for conventions and corporate events, which would provide additional forms of revenue for the venue.
- It could be combined with future new community facilities.
- This type of facility has the potential to attract both sponsorship and partnership opportunities to help offset operational and capital costs.

The challenges with pursuing this option are:

- It will take a number of years to have a fully operational facility.
- It is costly to build these types of facilities. For example, the Mady Theatre in Barrie, which is a dedicated 200 seat theatre, cost approximately \$7.7 million in capital, debt financing and land acquisition costs. The Milton Centre for the Arts, which includes a 500 seat theatre, main Library branch, rehearsal space, gallery space and event space cost \$39.3 million to build.
- This type of facilities rarely breaks even, and often runs at an operational loss, not unlike most recreation facilities. For example, the Town of Newmarket operates at approximately a \$250,000-\$300,000 loss each year between 2010 and 2015; the City of Burlington provided \$976,711 in grants to the Burlington Centre for the Arts in 2015 for their operations (it operates under a Board structure).

FINANCIAL IMPLICATIONS

Currently there are no capital projects included in the 10 year capital plan or in the Town's current operating and capital budgets established for the Caledon Centre for the Arts. Strategic Initiatives will manage the financial costs associated with the investigation of these options, such as the completion of studies by external parties within the department's 2017 operating budget. For any work beyond the capacity, expertise, and existing operating budget, staff will report to Council for direction. As well, any future costs associated with this project resulting from further stages of this project, if approved, (i.e. design, construction, operating) would be presented to Council for direction and funding approval (if required).

COUNCIL WORK PLAN

Tourism and Sports - To explore Caledon's sport tourism potential and what the Caledon model could look like

Recreation - To establish and implement a collective community vision for the allocation of parks, facilities and recreation in the Town.

ATTACHMENTS

Schedule A - Novita Report on Repurposing the Original Caesar's Banquet Hall Facility

Caledon Centre for the Arts

Theatre Accommodation Study
of
Caesar's Hall

October 15, 2016
(Revised November 16, 2016)



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Toronto, Ontario
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1.0 EXECUTIVE SUMMARY

The Caesar's Banquet Hall is being offered to the Town of Caledon on a lease basis to house the Caledon Centre for the Arts. The project is being spearheaded by the Stage Academy in hopes that this venue will become their new home.

The space program analysis of Caesar's Banquet Hall finds that while the major area requirements (e.g., audience chamber, lobby, etc) are met, it is approximately 1,000 square feet short in overall support area needs.

The lack of height in the venue's room will limit acoustical presentations and restrict the sightlines thereby possibly eliminating the room as a possible dance venue.

Possible change of use from A2 to A1 occupancy may result in major renovations of washrooms which may not be feasible.

To meet the minimum requirements to convert the banquet hall into a theatre a project budget of \$175 to \$225 per square foot has been identified within the report.

If the project proceeds into the next phase of work (i.e., design development), the Consultant recommends that the Design Team concentrate on layout Option 2 as it best accommodates the majority of the Users' requirements

2.0 INTRODUCTION

The Town of Caledon has been considering the increased support of performance arts spaces within the area and the creation of a Caledon Centre for the Arts.

The Stage Academy, a local theatre production company, has been independently looking at the possibility of leasing the old Caesar's Banquet Hall as a potential new home for their operations.

The Town has commissioned this preliminary accommodation study to determine if Caesar's Hall can accommodate the needs of The Stage Academy's and other performing arts organizations.

Novita has considerable experience in pre-development work with a variety of facilities, and has been contracted to assist in analysis and budgeting.

2.1 Objective and Approach

An overview accommodation study and conceptual design is required to examine the possibility and cost of turning the banquet hall into a performance space.

The objectives include:

- To investigate if the venue will accommodate 200+ people within the proposed audience chamber of the existing hall
- To provide seating options for the possible room orientations
- To identify suitability of front of house activities within the existing architecture
- To determine if sufficient back of house support space is available to accommodate performing arts functions
- To provide preliminary estimates to accommodate the conversion of the banquet hall into a performing arts venue

The approach to the work includes:

- Test alternate seating layouts, both in plan and section, to determine if the existing venue can accommodate 200+ audience members
- Develop a space function program identifying typical performance arts requirements and applying the program to the existing architecture to determine the most economical fit within the lease space
- Study the existing building to identify any factors that would impede or eliminate the space being used as a possible performing arts venue
- Identify possible work required by base building trades (e.g., structural, mechanical and electrical) to convert the space
- Document the types of performances suitable for this venue
- Provide performance systems and equipment programs required to support the intended performances
- Identify capital cost estimates to renovate and equip the space

3.0 EXISTING VENUE

Caesar's Hall is located at 12495 Highway 50 Bolton and was originally designed and constructed as a banquet hall and restaurant facility. The facility opened in the late 1990's and offers an estimated total of 18,000 square feet of floor space.

Novita conducted two initial site reviews on March 7, 2016 and follow-up on October 6, 2016. Existing architectural drawings for building were obtained from the original Architect.

The building construction is slab on grade with steel structure, block infill and stucco exterior.

Two halls occupy the lower level and share catering preparation, the restaurant and the entrance. Administrative offices are located above the entrance/restaurant.

The clear interior dimension is 11'-10".

The south half of the building has been leased to a Church who hold services on Sundays and some evenings.

During the initial walk-through water stains were observed within the ceiling areas. An apparent roof leak was the cause of the stains and we were advised during the walk-through that suitable repairs to roof have been made. No other obvious lack of maintenance items were apparent.

Occupancy designation of the venue is assumed to be A2 (i.e., community hall, restaurant use, etc).

4.0 COMPONENTS OF THE PROPOSED PERFORMING ARTS CENTRE

4.1 Auditorium and Stage

To accommodate Stage Academy's needs, the following has been proposed

- An audience size of 200+
- A volunteer base of performers and tech crew is estimated around 25 persons per show
- Venue must be accessible and compliant with OBC and AODA requirements
- Stage must be large and versatile
- Masking drapery will be used to separate the performance and audience areas
- As a leased premise, minimal alterations to the base building are desired
- Venue must support a full range of performance activities including drama, music, video projection, meetings, lectures and other public assembly functions
- Theatre should be equipped to allow "plug-and-play" activities as full-time technicians are not anticipated

Unfortunately, the available area of the audience chamber in one of the room configurations allows seating for only 192 persons. The second orientation, while it can accommodate a larger audience, has a column in the middle of the seating area that obstructs sightlines.

Due to lack of height and therefore volume in the room, presentation of acoustical music will have to be limited to single instruments with no percussion.

4.2 Public Entrance and Front of House

For the venue to be successful, it must be:

- Warm and welcoming
- Be accessible to both the able and non-able bodied persons
- Have access to suitable washrooms
- Be serviced by a ticket office
- Have a bar and lobby area

It would appear that with minor changes the above characteristics can be achieved within Caesar's Hall.

4.3 Back Stage and Support

Caesar's Hall, with the addition of partition walls, will accommodate dressing rooms and a green room back stage. Support space, however, is non-existent.

4.4 Building Environment Service and Theatre Technology

4.4.1 Architectural

Anticipated architectural changes include:

- Removing the ceiling and painting it black will make the ceiling "disappear" thereby increasing the perceived height of the space.
- Acoustical treatment of the roof may be required to avoid the intrusion of environmental noise (e.g., traffic, airplane and/or inclement weather noises)
- Depending on the final design, the construction of either seating risers or a stage will be required to improve the sightlines for the audience
- Adding partition walls for the dressing rooms

- Minor cosmetic changes to the existing lobby, coat check/ticket office and bar areas
- Possible expansion of washrooms to comply with A1 occupancy and current OBC and AODA requirements

4.4.2 Electrical

Electrical changes may include:

- Power for kitchen equipment will need to be diverted to the audience chamber to support the presentation lighting, audio and video systems
- With the use of LED theatrical fixtures, no power increase is anticipated
- House lights and emergency lighting systems may need to be upgraded

4.4.3 Mechanical

Little mechanical work is anticipated in the audience chamber as the Hall was already designed and built to accommodate 250 people.

However, some changes might include:

- Reworking the existing HVAC ducts to accommodate the removal of the ceiling
- Rerouting of Back of House ducts may also be required to accommodate the reorganization of the Back of House.
- Reworking the HVAC may be required to reduce the ambient background noise of the system.

Use of performance LED fixtures will have minimal increases to the heat load within the hall.

4.4.4 Structural

The structural work might include:

- A review of the existing structure to accommodate a schedule 40 pipe grid on 5-ft (1525mm) centres over the stage and first few rows of seating. The grid will support lighting fixtures and drapery.
- The grid with a dead load of 3,000 lbs (1,361 kgs) and an anticipated live load of 5,500 lbs (2,495kg) not exceeding point loads of 250-lbs (226kg) would hang from the existing open web joists.

4.4.5 Theatre

Theatre work may include:

- The addition of a control position in the audience chamber to allow an operator to control the presentation lighting, audio and video
- Theatre systems must be tied to the base building fire alarm system to accommodate and mute the audio systems as well as to bring house lights to full upon activation of the alarm
- An assistive listening system in a room larger than 100 m². or with an occupancy load of 75 people or more is required by the OBC

4.5 Space Function Program

Below is a typical 200-seat drama theatre space function program compared against the proposed Caesar's Hall available space.

	Typical		Caesar's		Difference	
	sq ft.	m ² .	sq ft.	m ² .	sq ft.	m ² .
Audience Chamber and Stage						
Seating	2000	186	1990	185	-10	-1
Stage	750	70	690	64	-60	-6
Public Front of House						
Drop Off Point						
Weather Shelter						
Vestibule	110	10	810	75	700	65
Box Office	160	15	130	12	-30	-3
Lobby and Bar	2000	186	2080	193	80	7
Coat check	110	10	0	0	-110	-10
FOH Manager Office	90	8	0	0	-90	-8
Housekeeping	50	5	0	0	-50	-5
Public Washrooms	450	42	370	34	-80	-8

	Typical		Caesar's		Difference	
	225	m ² .	sq ft.	m ² .	sq ft.	m ² .
Back of House						
Electrical Room/Dimmer Room	110	10	130	12	20	2
Control Room	160	15	0	0	-160	-15
Receiving and Holding Area	320	30	50	5	-270	-25
Scenery Maintenance Room	320	30	0	0	-320	-30
Costume Maintenance Room	160	15	0	0	-160	-15
Technical Director's Office	90	8	0	0	-90	-8
Housekeeping	50	5	0	0	-50	-5
Storage	220	20	140	13	-80	-7
Production Staff Washrooms	90	8	0	0	-90	-8
Dressing Rooms	540	50	440	41	-100	-9
Green Room	380	35	320	30	-60	-5
Total Area	8160	758	7150	664	-1010	-94

From the difference column above it would appear that only the audience and lobby program spaces can be accommodated within the Caesar's Hall. Back of house functions are not supported.

5.0 ROOM LAYOUT OPTIONS

5.1 Seating

Two seating orientations options have been developed within option one having two seating options (see Appendix B).

In both scenarios either the stage needs to be raised or the seating has to be tiered to allow for better sightlines.

A retractable seating system to allow for both tiered and flat floor configurations has been considered; however, the lack of ceiling height prevents its use within this venue.

5.2 Staging

Tied to the seating options, two stage orientations have been shown (see Appendix B).

In neither case will dance, where the audience must be able see the performers' feet, be able to be successfully staged in this venue.

For the comfort and safety of the performers, it is strongly recommended that an anti-fatigue floor mat be installed for the stage.

5.3 Layout Advantages/Disadvantages

Referring to sketches within the Appendix B, there are advantages and disadvantages to each room layout option. They include:

5.3.1 Option 1 – East Stage (36”) with Flat Floor Seating

Advantages:

1. Allows for multiple stage/venue configurations (e.g., thrust stage, runway, theatre in-the-around, cabaret theatre, etc)
2. Allows for multi-use (e.g., banquets, yoga/stretching, exhibits, cocktail parties, etc)
3. Accessible seating for audience throughout
4. Sightlines to stage adequate for non-dance performances

Disadvantages:

1. Raised stage would require stairs from the back of house and load-in areas
2. Increase in stage height would decrease the performance area height making lighting harsh (i.e., lights being too close to performers)
3. Stage not accessible to wheelchairs without adding a lift

5.3.2 Option 2 – East Stage (8”) with Flat and Tiered Seating

Advantages:

1. “Stage” would line-up with existing raised west area allowing easy of movement for actors between the two areas
2. Accessible seating for audience on flat areas
3. Adequate performance area height would allow for acceptable lighting of actors
4. Sightlines to stage adequate for non-dance performances

Disadvantages:

1. The build-up of the stage results in level changes accessing the stage from back of house and load-in
2. Stage not accessible to wheelchairs without adding a lift or ramp
3. Limited multi-uses of flat floor events
4. Columns at the rear of the room may need to be altered to accommodate easy flow of audience members

5.3.3 Option 3 – South Stage (8”) with Flat and Tiered Seating

Advantages:

1. Accessible seating for half of the audience chamber
2. Adequate performance area height would allow for acceptable lighting of actors
3. Generous stage wings are possible

Disadvantages:

1. Sightlines to the stage is poor for most productions
2. Column located mid-house blocks sightlines to the stage
3. Audience loading is from the side
4. Most of the audience must walk to the front of the room to exit, possibly disrupting other patrons during a performance
5. Masking of stage would be difficult reducing the efficiency of the stage wings
6. Seating risers on West area would negate the use of that space for flat floor activities
7. The buildup of the stage results in level changes accessing the stage from back of house and load-in
8. Stage not accessible to wheelchairs without adding a lift or ramp

5.4 Layout Recommendation

The Consultant recommends that layout Option 2 be further developed as it best matches the Users' needs.

6.0 THEATRE SYSTEMS AND EQUIPMENT

6.1 Audio

Given the size of the audience chamber, it is anticipated that seasoned actors could carry the room without amplification; regardless, a simple audio playback and voice lift system for untrained actors would be provided.

Simple point source program loudspeakers with a small subwoofer for very low frequency effects is recommended for both audio playback and electronic/acoustic music.

It is questionable if ceiling loudspeakers, which are usually distributed throughout the lobby to support paging and audience recall, should be installed in the finished ceiling of the Caesar's Hall entrances.

6.2 Video

To allow for digital scenery and to support video playback of movies and lecture material (e.g., PowerPoint presentations) a short throw video projector on an upstage cyclorama is recommended.

6.3 Presentation Lighting

Grid mounted LED theatrical fixtures are recommended for use in the space.

Control of the fixtures would be through a small format lighting console. The recommended lighting console will have the ability to wirelessly connect to third party devices (e.g. iPad) to allow for remote control for focusing and setup.

6.4 Rigging

Rigging systems would be limited to the overhead pipe grid over the stage and the first few rows of the audience chamber. A structural review of the existing conditions, as previously mentioned, would need to be completed before the grid could be installed.

6.5 Drapery

Stage masking drapery would be provided to allow for the creation of a proscenium theatre

Acoustic drapery would be provided to allow for acoustical control within the room.

In Option 1, the acoustical drapes will mask the side lobby area allowing it to be used for meeting, rehearsal or other purposes when the theatre is not in use. Simultaneous use of non-related programming is not possible between the two areas.

7.0 BUDGET

Appendix A provides a preliminary bill of material for the theatre presentation systems.

Overall project cost is estimated in the \$175 to \$225/sq. ft. range depending the option selected, the level of finishes and the theatre equipment selected.

APPENDIX A – THEATRE BUDGET

Summary	Infrastructure Only	Base Systems	Additional Systems
Base Building Changes			
Fixed installed flooring (sq.ft)	20,000	0	0
Removal of Ceiling and Repair	50,000	0	0
Electrical Rework	75,000	0	0
Mechanical Rework	50,000	0	0
Painting	25,000	0	0
Dressing Room Partitions	15,000	0	0
Dressing Room Plumbing and Water Closet Add	75,000	0	0
General Public Watercloset Renovations	0	0	150,000
Remodelling back loading door to dock door	0	0	50,000
Personnel Lift	0	0	0
Base Building Subtotal	310,000	0	200,000
Live Performing Systems			
Performance/House Lighting Systems	52,000	96,000	92,000
Audio Reinforcement & Effects	11,000	33,000	16,000
Production Intercom System	1,000	1,000	4,000
Program Monitor & Page System	2,000	7,000	0
Assistive Hearing (HI)	1,000	7,000	2,000
Live Performance Systems Subtotal	67,000	144,000	114,000
Electronic Presentation Systems			
Video Projection	3,000	21,000	1,000
Lecture/Control System	0	5,000	17,000
Electronic Presentations Subtotal	3,000	26,000	18,000
Rigging and Drapery Systems			
Rigging Systems	26,000	0	0
Drapery and Track Systems	3,000	23,000	3,000



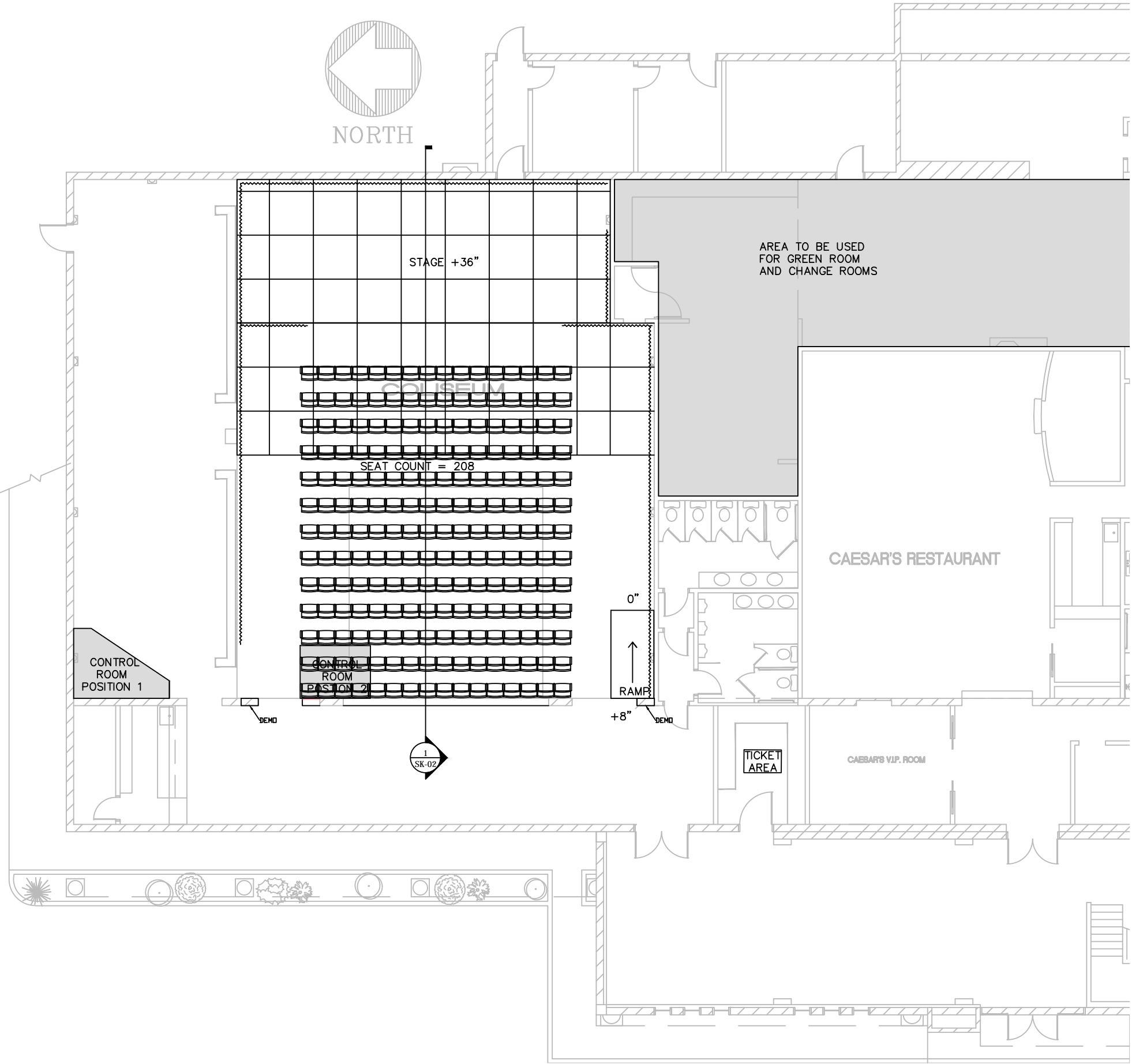
Acoustic Drapery Systems	18,000	0	0
Rigging and Drapery Systems Subtotal	47,000	23,000	3,000
Staging/Audience Systems			
Marley Floor (anti-fatigue mat per sq. ft.)	0	0	39,000
Demountable Risers	60,000	0	0
Staging/Audience Systems Subtotal	60,000	0	39,000
PERFORMANCE ACCOMMODATION ESTIMATE	487,000	193,000	374,000


Excludes:

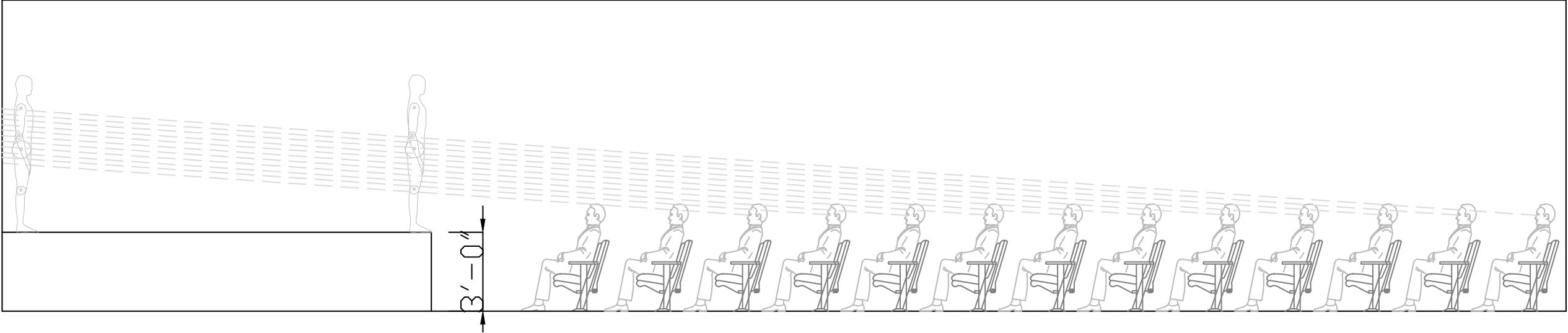
Structural Infrastructure
 General Contractor Mark-ups
 Union Labour Premium
 Design Fees
 GST/HST




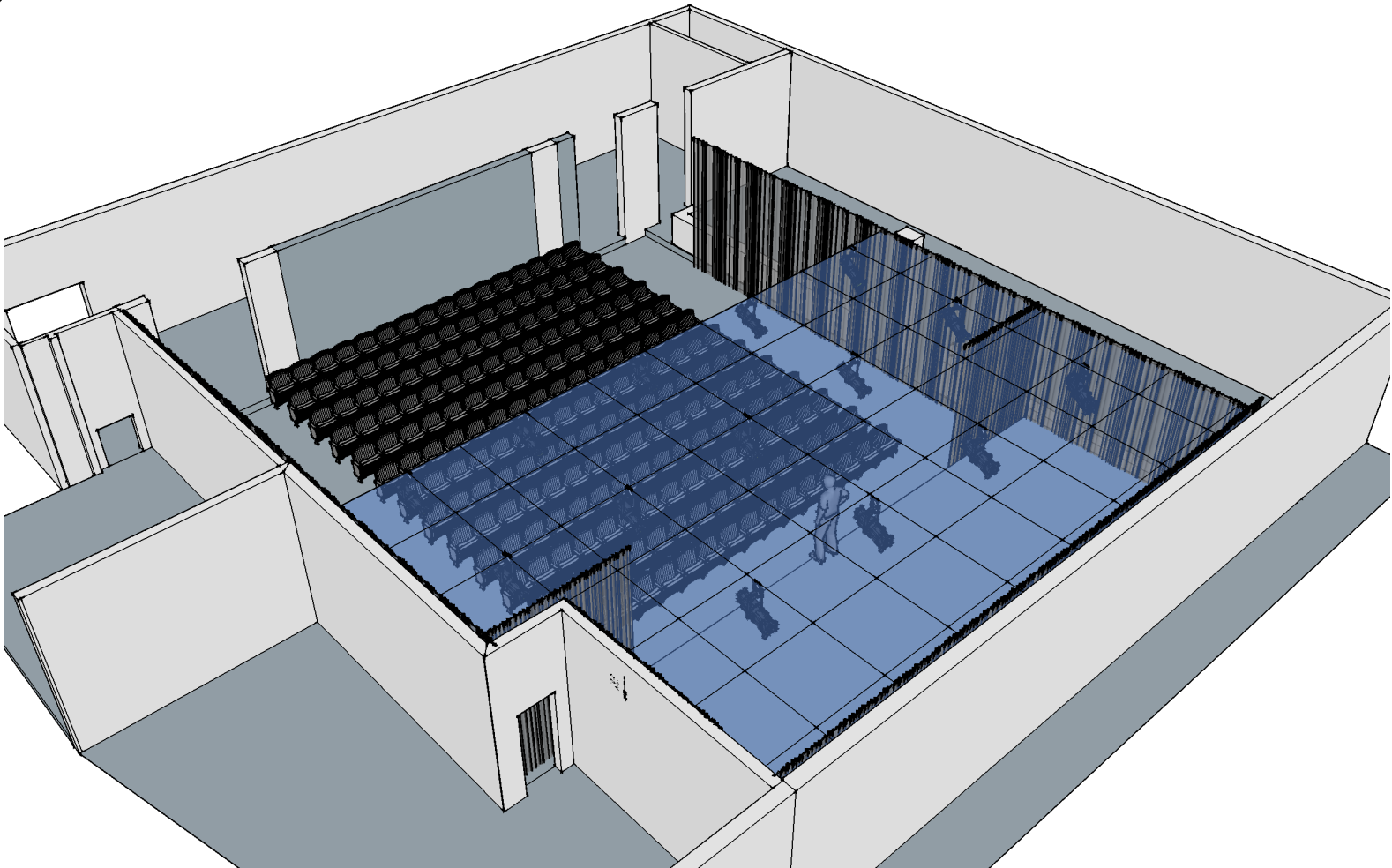
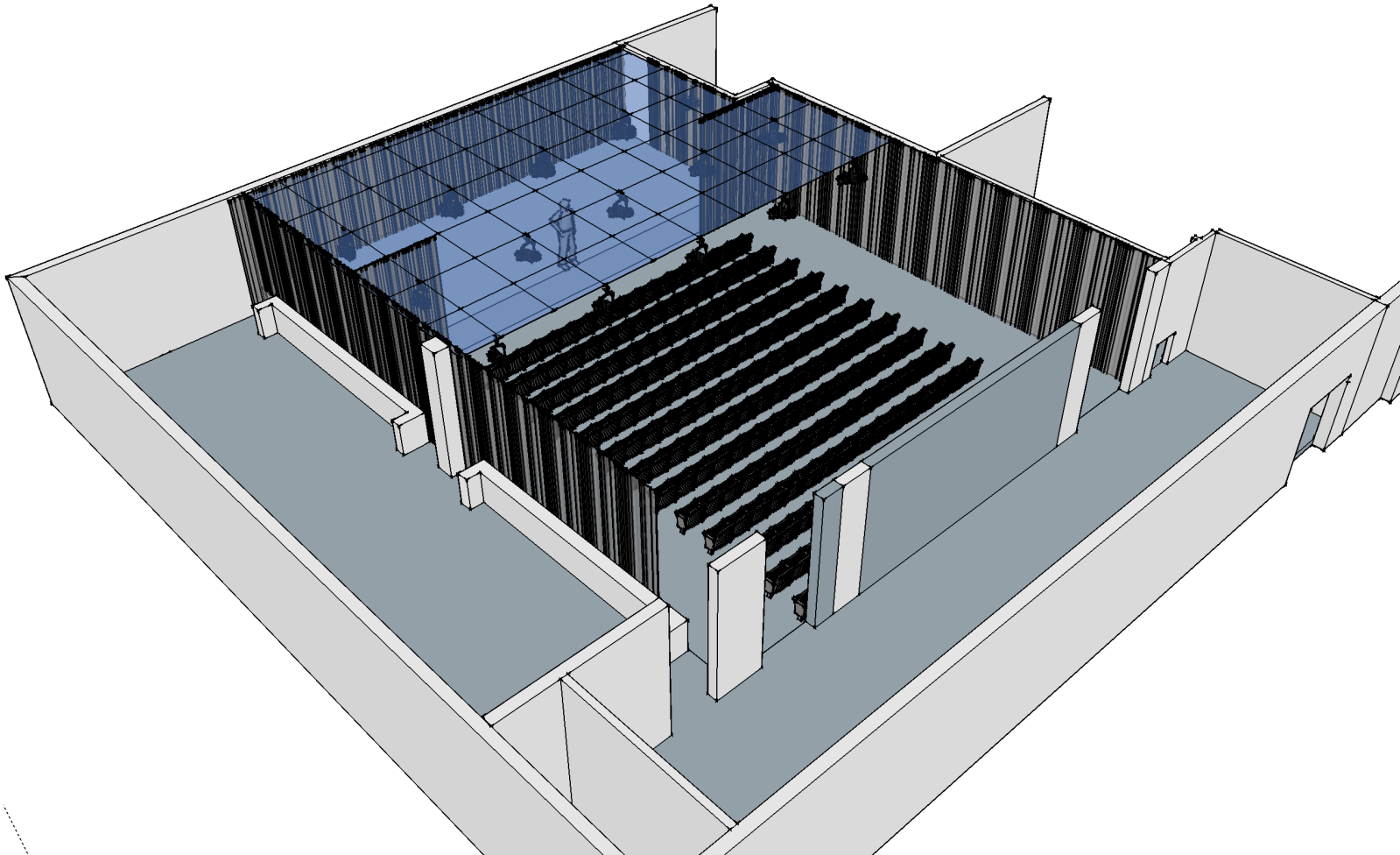
APPENDIX B – STAGE AND SEATING OPTIONS



<div><div><div>2171 Avenue Rd. Suite 105, Toronto, Ontario, M5M 4B4 P: (416) 761-9622 F: (416) 761-9616</div></div><div>Z:\Projects\In Design\Novita 1214\Drawings\Novita\CAD\MIMM-AV-SET.dwg</div></div>			
<div><div>PROJECT:</div><div>1621</div></div>	<div>PROJECT TITLE:</div> <div>CALEDON PERFORMING ARTS CENTRE</div>	<div>DRAWN BY: NOV</div> <div>CHECKED BY: NOV</div> <div>PLOTTED: 14/10/2016</div>	<div>SCALE:</div> <div>N.T.S.</div>
<div><div>DRAWING:</div><div>SK-01</div></div>	<div>DRAWING TITLE:</div> <div>LAYOUT OPTION 1 - PLAN</div>		

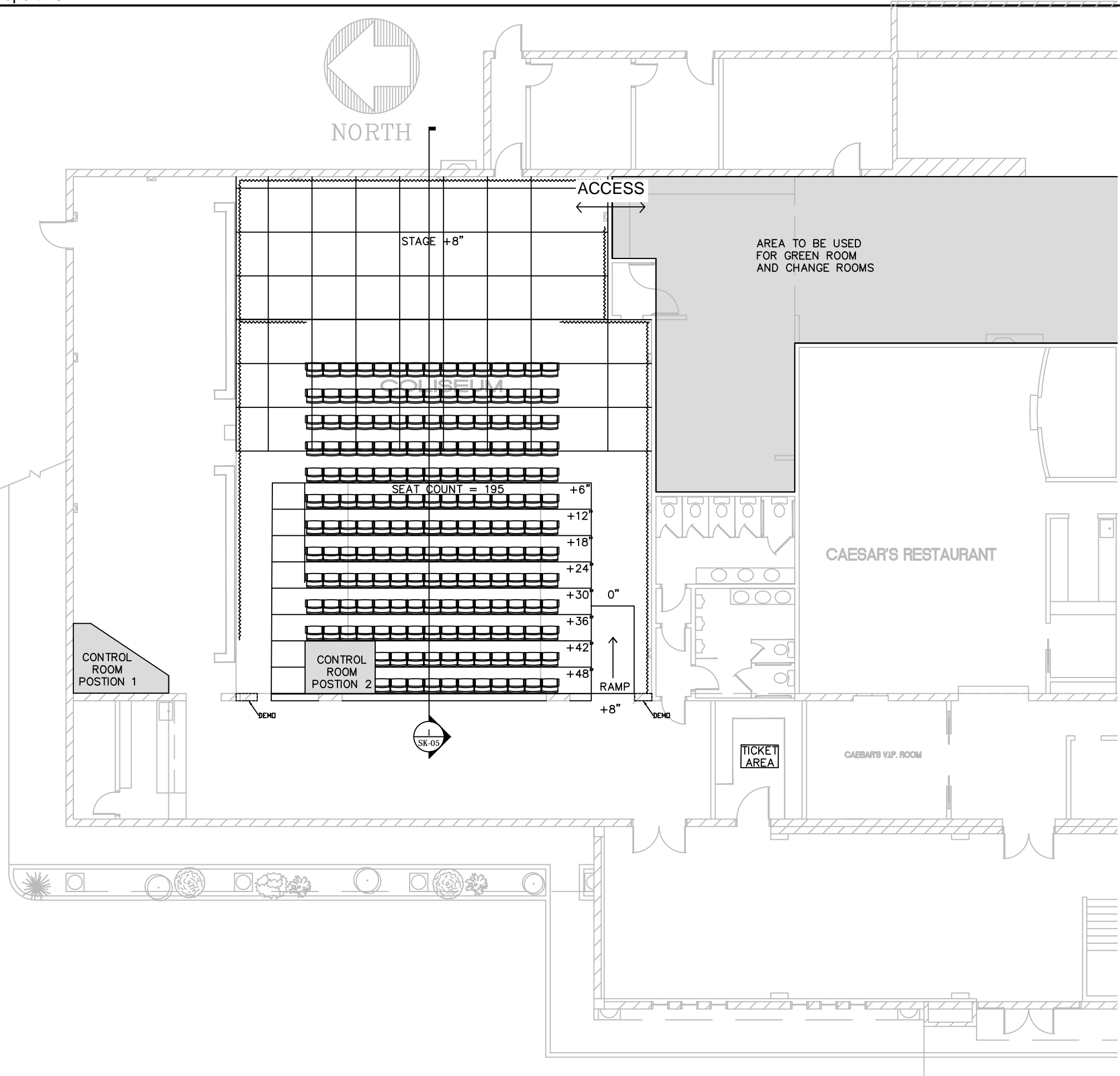


PROJECT: 1621	PROJECT TITLE: CALEDON PERFORMING ARTS CENTRE	DRAWN BY: NOV CHECKED BY: NOV PLOTTED: 14/10/2016	 2171 Avenue Rd. Suite 105, Toronto, Ontario, M5M 4B4 P: (416) 761-9622 F: (416) 761-9616
DRAWING: SK-02	DRAWING TITLE: LAYOUT OPTION 1 - SECTION	SCALE: N.T.S.	

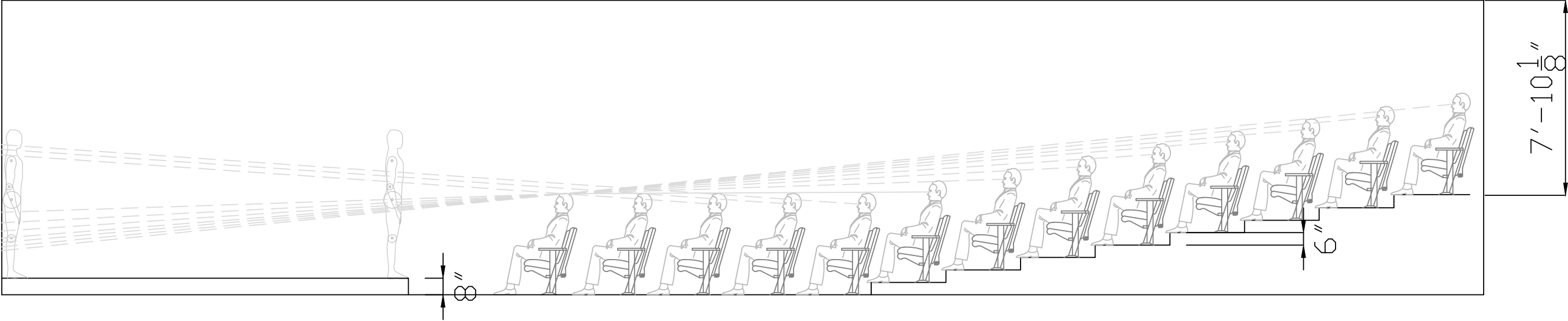


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F: (416) 761-9616

PROJECT: 1621	PROJECT TITLE: CALEDON PERFORMING ARTS CENTRE	DRAWN BY: NOV
		CHECKED BY: NOV
DRAWING: SK-03	DRAWING TITLE: LAYOUT OPTION 1 - 3D VIEWS	PLOTTED: 14/10/2016
		SCALE: N.T.S.



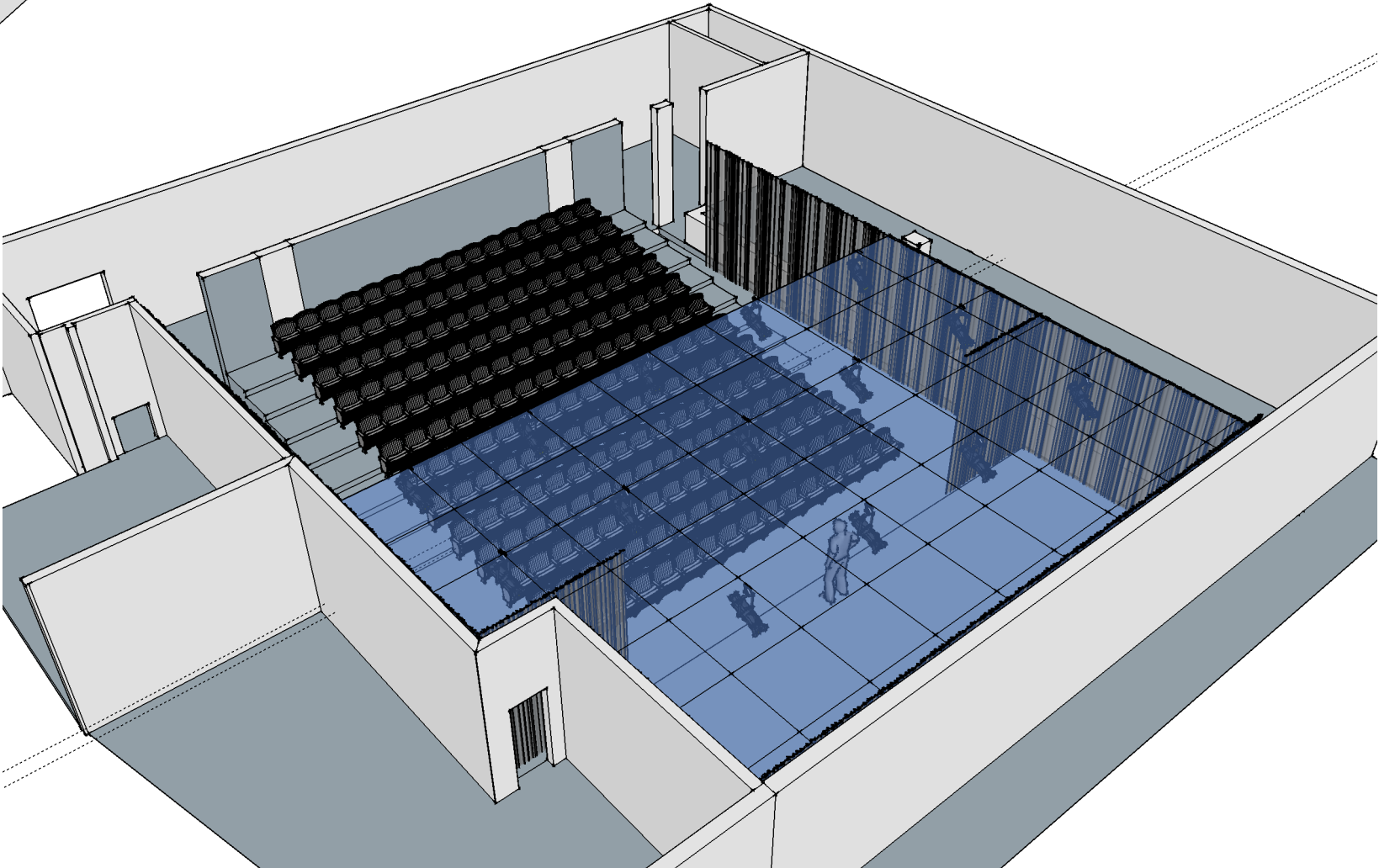
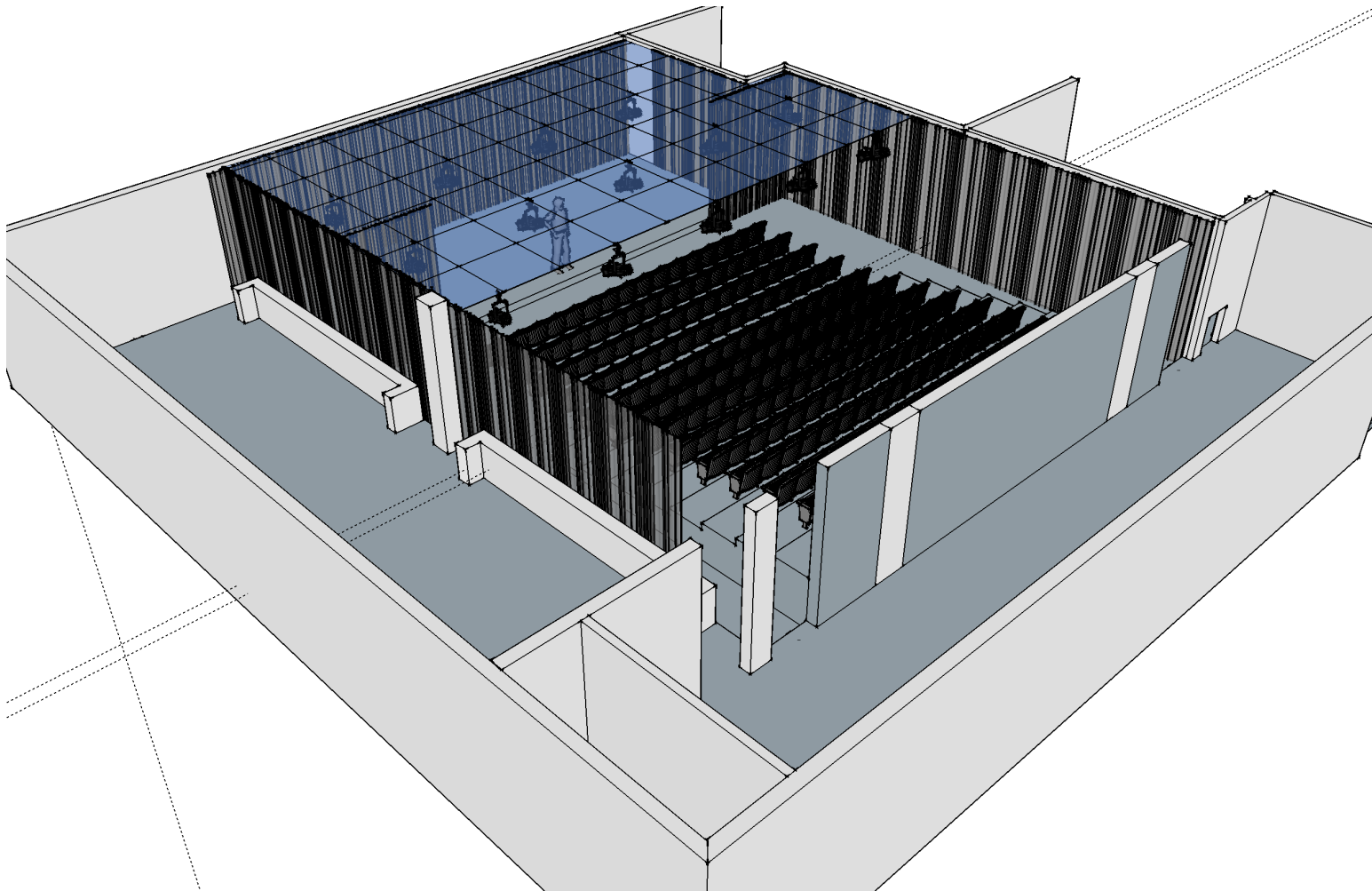
PROJECT:		PROJECT TITLE:		DRAWN BY: NOV		NOVITA	
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DRAWING:		DRAWING TITLE:		PLOTTED: 16/11/2016		P: (416) 761-9622	
SK-04		LAYOUT OPTION 2 - PLAN		SCALE:		F: (416) 761-9616	



PROJECT: 1621	PROJECT TITLE:	DRAWN BY: NOV CHECKED BY: NOV PLOTTED: 14/10/2016	DRAWING TITLE: LAYOUT OPTION 2 - SECTION
	CALEDON PERFORMING ARTS CENTRE		
DRAWING: SK-05		SCALE: N.T.S.	



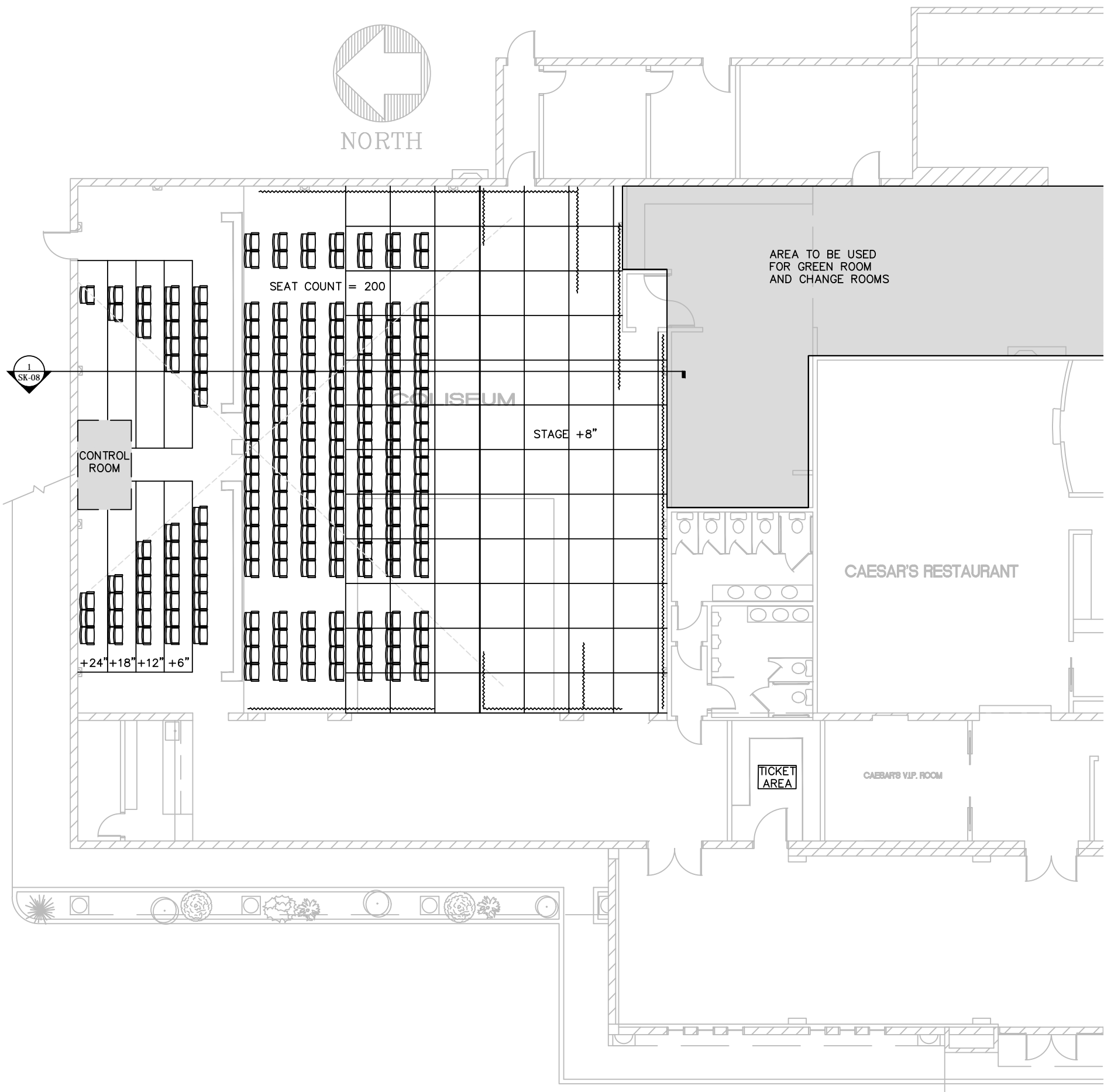
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P: (416) 761-9622
F: (416) 761-9616




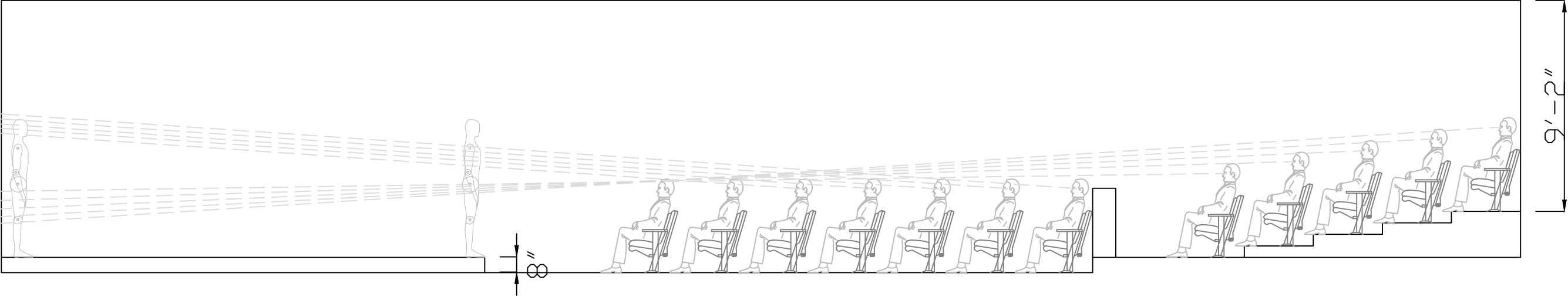
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DRAWING: SK-06	DRAWING TITLE: LAYOUT OPTION 2 - 3D VIEWS		



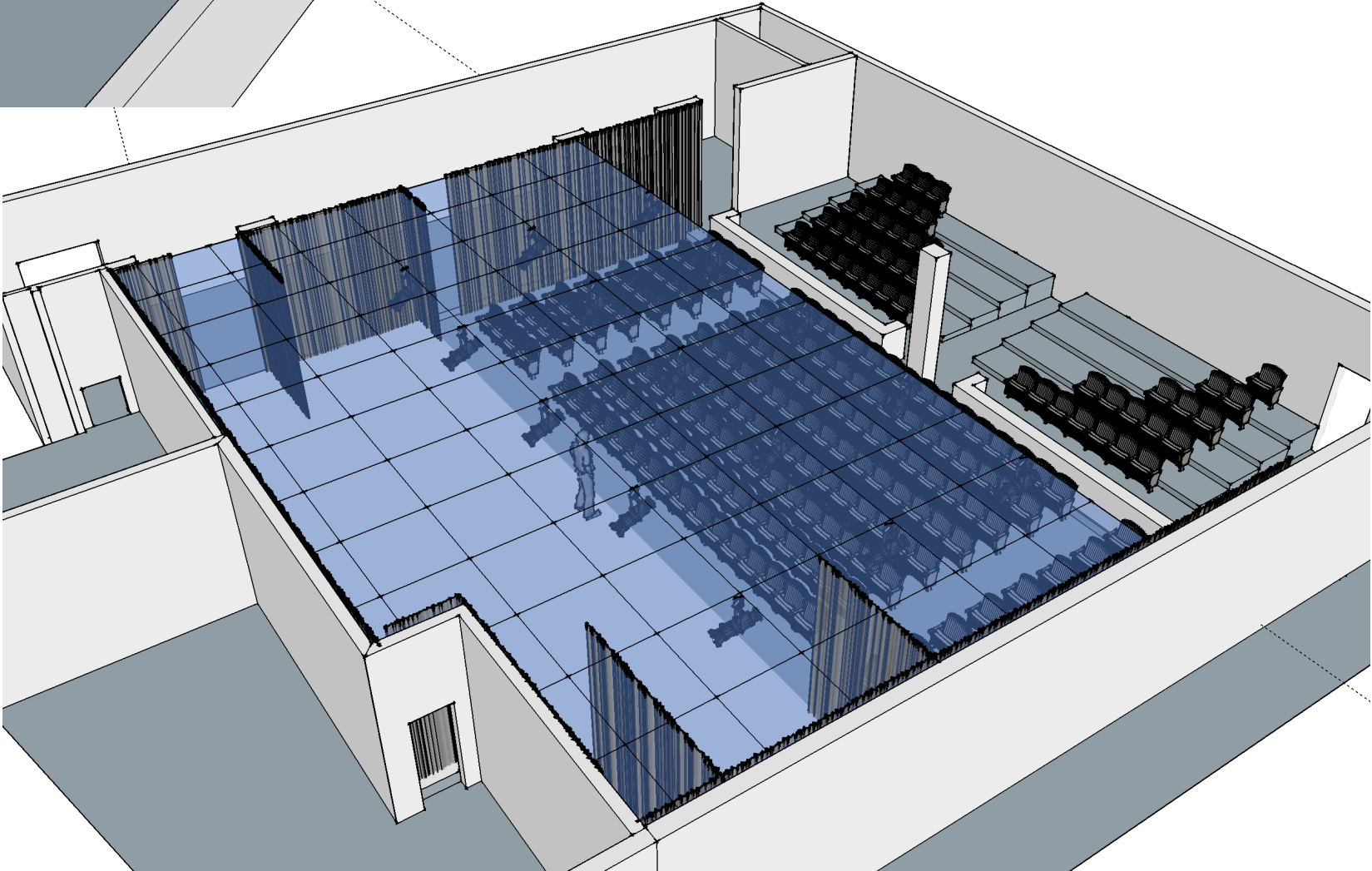
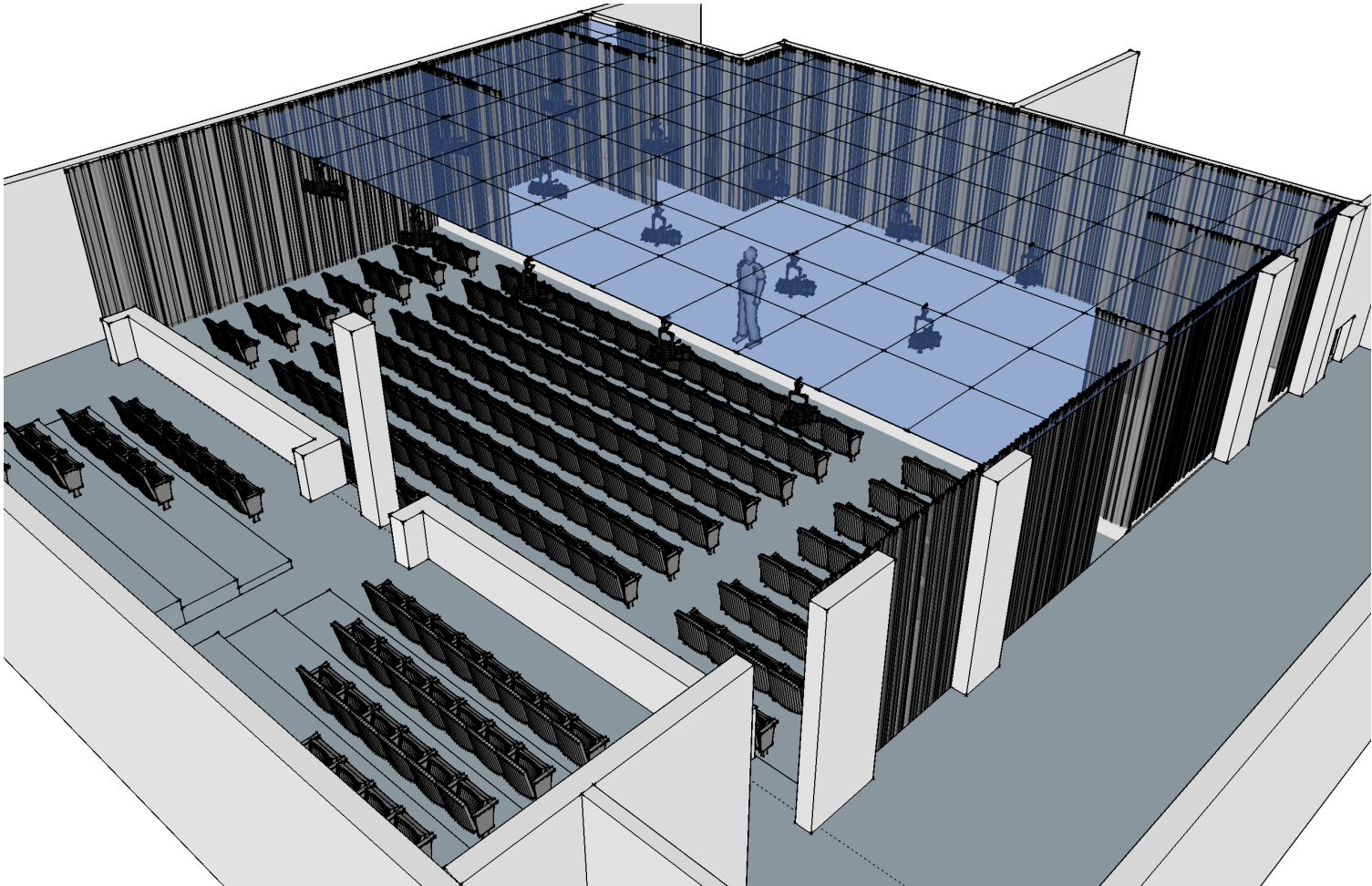
2171 Avenue Rd. Suite 105,
Toronto, Ontario, M5M 4B4
P: (416) 761-9622
F: (416) 761-9616



PROJECT: 1621	PROJECT TITLE: CALEDON PERFORMING ARTS CENTRE	DRAWN BY: NOV CHECKED BY: NOV PLOTTED: 14/10/2016	
		SCALE: N.T.S.	
DRAWING: SK-07	DRAWING TITLE: LAYOUT OPTION 3 - PLAN	 2171 Avenue Rd. Suite 105, Toronto, Ontario, M5M 4B4 P: (416) 761-9622 F: (416) 761-9616	



<div>PROJECT:</div> <div>1621</div>	<div>PROJECT TITLE:</div> <div>CALEDON PERFORMING ARTS CENTRE</div>	<div>DRAWN BY: NOV</div> <div>CHECKED BY: NOV</div> <div>PLOTTED: 14/10/2016</div>	<div> <div> <div>NOVITA</div> <div> 2171 Avenue Rd. Suite 105, Toronto, Ontario, M5M 4B4 P: (416) 761-9622 F: (416) 761-9616 </div> </div> </div>
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Staff Report 2017-14

Meeting Date: Tuesday, January 24, 2017

Subject: Handheld Ticketing Devices and Supporting Software Single Source Contract Award

Submitted By: Leo Butko, Manager, Regulatory Services, Corporate Services

RECOMMENDATION

That a Single Source Purchase be awarded to Gtechna Inc. for the supply, delivery and training of handheld ticket devices and software in the amount of \$96,512.20 (inclusive of non-recoverable HST) funded from the Capital Project 16-064 - Parking Enforcement Ticketing Units; and

That an unavoidable budget increase in the amount of \$11,234 be included in the base operating 2018 budget for recurring software maintenance, updates and hosting costs related to the handheld ticket devices and software; and

That the Mayor and Clerk be authorized to execute an agreement with Gtechna Inc. for the purchase of three Integrated Handheld Ticketing Devices and Supporting Software.

REPORT HIGHLIGHTS

- The Purchasing & Risk Management Division issued a request for proposal bid (RFP) for Handheld Ticketing Devices and Supporting Software on behalf of the Corporate Services Department.
- Gtechna Inc. was the only Proponent that submitted a proposal.
- Subsequently, discussions and meetings with the Proponent resulted in changes to the original submission of handheld ticketing devices and supporting software.
- In addition, the irrevocable period stated in the RFP had lapsed.
- Without a valid bid due to the lapse, and in light of the modifications to the proposed solution, Council approval is requested for the single source award to Gtechna Inc. in the amount of \$96,512.20, inclusive of non-recoverable HST.

DISCUSSION

Background

The Purchasing & Risk Management Division issued Request for Proposal for Handheld Ticketing Devices and Supporting Software RFP # 2016-11. The RFP closed on April 20, 2016 with only one submission.

Staff Report 2017-14

Upon review of the proposal, By-law and Information Technology staff had numerous questions regarding the goods and services available through the vendor. Gtechna Inc. provided additional information to the Town and also provided alternative software solutions which better suited the Town's requirements and enhanced the overall effectiveness of the handheld ticket machine program, the overnight parking exemption program, as well as the processing of tickets at the POA Office. Numerous changes to the suppliers offer and the lapse of the irrevocable period of RFP 2016-11 resulted in the requirement of a single source award approval from Council.

Overview of Hardware and Software

The following highlights of hardware and software items will be included in the final contract once approved by Council.

Item	Features/Benefits
3 Handheld touchpads and printers	Handheld units for the Officers to take pictures of parking violations, input plate numbers and notes and print off parking ticket
Software (Mobile and Command Centre)	Software on the touchpad as well as on the receiving computer to operate the system.
Visitors Pass Software	To replace the present hosting software solution for Overnight Parking Exemptions from the Town server to the proponents servers which will ensure 24/7 hosting and upgrades.
Officer Ticket Lifecycle Back Office Software	To replace the current software solution that POA utilizes for ticket payment and ticket management to future proof concerns of updates on the current system and ensure proper integration of all software systems within their solution.
Professional Services	Implementation of system, training and data migration.
Annual Recurring Costs	<ul style="list-style-type: none">• Software maintenance which includes updates• Hosting Package

FINANCIAL IMPLICATIONS

The cost for the supply, delivery and training of three (3) handheld ticket devices and software is \$96,512.20 (inclusive of non-recoverable HST) will be funded from the 2016 Capital Project 16-064 Parking Enforcement Ticketing Units which has a budget of \$100,000.00.

There will be annual recurring costs for the software maintenance, updates and hosting package which will result in an unavoidable budget increase in the base 2018 operating budget for Corporate Services of \$11,234.00 as shown below:

Software Support	\$ 11,595.00
Hosting Services	5,239.00
Reduction in costs from existing ticket software	(5,600.00)
Ticket Media	1,811.00
Reduction in costs from paper tickets	<u>(1,811.00)</u>
Total annual recurring operating costs	\$ 11,234.00

COUNCIL WORK PLAN

Customer Service – To adopt an innovative approach that adapts to the changing needs and expectations of our community while supporting best practices.

ATTACHMENTS

None.

Staff Report 2017-1

Meeting Date: Tuesday, January 24, 2017

Subject: Delegation of Property Tax Ratios from the Region of Peel

Submitted By: Hillary Bryers, Manager, Revenue/Deputy Treasurer, Finance and Infrastructure Services

RECOMMENDATION

That the Town consent to the enactment of a Regional by-law delegating tax ratio setting from the Region of Peel to the City of Mississauga, the City of Brampton and the Town of Caledon, in accordance with Section 310 of the *Municipal Act, 2001, as amended*, for the 2017 property tax year.

REPORT HIGHLIGHTS

- Section 310 of the *Municipal Act, 2001* allows for the upper tier municipality to delegate tax ratio setting to the lower tier municipalities.
- The Region of Peel has delegated its authority to establish tax ratios to the lower tier municipalities since 1998.
- Each year Council must pass a resolution in support of the delegation of tax ratio setting.
- This delegation provides the Town of Caledon the ability to consider the adjustment of tax ratios to meet local needs.

DISCUSSION

Tax Ratios

In Ontario, there are seven mandatory property tax classes: residential, farm, managed forest, multi-residential, commercial, industrial and pipeline. All properties in Ontario belong to one or more of these seven property classes. Each of these property classes is assigned a tax ratio, which represents each classes share of the tax burden in relation to the residential property class.

Properties in different classes are taxed at different tax rates. This is a result of historical differences in tax burdens that were present prior to the 1998 reform of the property tax system. Commercial, industrial and multi-residential properties typically pay more than residential properties while farm and managed forest properties pay one quarter or less than residential properties. The tax ratios establish the different relative tax burdens among the property classes and are set by each upper tier municipality, unless delegated to the lower tier municipalities.

Provincial legislation dictates that the residential class is always set at 1.00 so the residential tax class is the base for measuring the burden of the different tax classes. Managed forest ratios are also established by provincial legislation at 0.25 while farm ratios can be established between the permitted range of 0 to 0.25 of the residential rate. Commercial, industrial and multi-residential ratios are often higher than residential rates and the province only permits municipalities to reduce the tax ratios towards established “ranges of fairness”. Any change to one tax ratio changes the burden borne by all of the other tax classes. As such, careful consideration must be undertaken before any tax ratio is changed.

Delegation of Tax Ratio Setting

At the January 12, 2017 Regional Council meeting, the Region of Peel passed a by-law requesting delegation to the lower-tier municipalities the authority to establish tax ratios for 2017.

Under the *Municipal Act, 2001*, upper tier municipalities have been granted the authority to set the tax ratios for both upper and lower tier purposes. This gives the upper tier municipality the responsibility to establish the tax ratios that would allocate the tax burden among property classes for both upper and lower tier taxation purposes. Consequently, once the upper tier set the tax ratio for each property class, this ratio would apply to all of the lower tier municipalities in setting the Town and Regional tax rates for that taxation year. This would not allow consideration for the differences in the assessment base that exist amongst the different lower tier municipalities within the Region of Peel.

The Provincial legislation also allows for the responsibility for setting tax ratios to be delegated to the lower tier municipality if unanimous consent was given by all the municipalities within the upper tier structure. If responsibility for setting the tax ratios was delegated to the lower tier municipality, then each lower tier municipality could set different tax ratios, if it so desired, to govern the distribution of the tax burden within their own respective jurisdiction for both upper and lower tier taxation purposes.

In late 1997, after numerous meetings with Region of Peel, City of Mississauga and City of Brampton finance staff, it was recommended to Council that Caledon support the delegation of tax ratio setting to the lower tier municipalities. A similar recommendation has been made by staff each year since 1997 and consequently, the Region of Peel has delegated its authority to establish tax ratios and in turn set municipal tax rates to its lower tier municipalities for the fiscal years 1998 to 2016.

Each year municipalities are required to make a number of decisions affecting tax policies. One of those decisions, the establishment of tax ratios, is critical in determining the tax burden for each respective property class.

Staff Report 2017-1

Section 310 of the *Municipal Act, 2001, as amended*, provides for the Council of an upper tier municipality to delegate to the Council of each of its lower-tier municipalities, the authority to pass a by-law establishing the tax ratios for the year within the lower tier municipality for both upper tier and lower tier levies. The Region, along with Caledon, Brampton and Mississauga, are required to decide prior to February 28 of each year whether to delegate tax ratio setting authority to the three lower-tier area municipalities.

A general consensus was reached with Town of Caledon, Region of Peel, City of Mississauga, and City of Brampton finance staff that staff would recommend once again to their respective municipal Councils that authority for the establishing of tax ratios for both lower and upper tier purposes in the Region of Peel for the 2017 property tax year, be delegated to the lower tier municipalities.

Following this report, staff will provide the Region of Peel with Council's resolution accepting delegation of tax ratio setting from the Region. The Regional delegation by-law and the necessary lower-tier municipal resolutions confirming delegation will then be submitted to the Minister of Municipal Affairs and Housing by the Region of Peel. In Spring 2017, Council will be presented with a report outlining the impacts of assessment changes and any proposed tax ratio changes for all property classes within the Town of Caledon.

FINANCIAL IMPLICATIONS

The financial implications are outlined in other sections of this report.

COUNCIL WORK PLAN

The matter contained in this report is not relative to the Council Work Plan.

ATTACHMENTS

None.

Staff Report 2017-8

Meeting Date: Tuesday, January 24, 2017

Subject: 2016 Capital Status Update Report

Submitted By: Angeline Vanniasinghe, Senior Financial Analyst, Finance and Infrastructure Services

RECOMMENDATIONS

That additional funding to complete the original scope of the work be approved for capital project 16-021 – John Nichols Park in the amount of \$18,400 funded from Tax Funded Capital Contingency Reserve; and

That the capital project 16-198 – Old School Culvert Emergency Repair be funded in the amount of \$90,720.77 by reallocation of surplus grant funding of \$31,310.92 from Ontario Community Infrastructure Fund and \$59,409.85 from Tax Funded Capital Contingency Reserve; and

That the capital project PW-07-03 – Roads – Reconstruction – Village of Inglewood be reopened to process payment to Region of Peel, in the amount of \$412,200, funded from Tax Funded Capital Contingency Reserve; and

That the 42 capital projects listed in Schedule A to Staff Report 2017-8 be closed and the unaudited net capital project surplus of \$34,184.82 to be transferred back to/(from) the original sources of funding; and

That the Treasurer be authorized to re-open any closed project for technical adjustments required, including the payment of subsequent invoices, deficient work or other payments related to a capital project, and to draw funds from original funding sources (reserves) up to the budget surplus amount.

REPORT HIGHLIGHTS

- Finance and Infrastructure Services has reviewed all capital projects with the focus of completing and closing the 2014 and prior capital projects with each department to assess the progress and spending of each project.
- A total of 42 projects with a net surplus of \$34,184.82 can be closed.
- The Town will transfer the net surplus back to its original funding sources according to the proportion in which the projects were originally funded, except for any surplus pertaining to bridge replacement capital project which will be transferred to the Bridge Replacement Reserve Fund as per By-law 2013-042

Summary Table – Surplus Returned to the Following Funding Sources

<u>Funding Source</u>	<u>Amount of Transfer to/(from) Reserve</u>
Tax Funded Capital Contingency Reserve Fund	\$33,101.56
Reserve and Reserve Funds:	
DC Parkland	\$2,061.23
DC Studies	(\$611.75)
Accessibility Reserve	\$16.97
Building Stabilization Reserve	\$8.55
Reserve and Reserve Funds	\$1,475.01
Other	
Region of Peel	(\$391.75)
Total	\$34,184.82

DISCUSSION

Purpose (background)

The purpose of this report is to identify capital projects that can be closed and return any surplus funds to its original source of funding.

The Town of Caledon established By-law 96-97 to regulate the budget process, to establish current and capital budget financial controls, and to establish reserve management financial principles.

Sections 5 f), 5 h) and 5 i) of By-law 96-97 outlines as follows:

- when and how capital budgets may be increased;
- what to do with surplus/deficit balances for completed projects; and
- specific rules on deficits exceeding 10% of the gross expenditure budget to a maximum of \$10,000.

Capital Projects are managed by Projects Managers, Finance Staff and other staff across the Town. On a semi-annual basis, Town staff conducts a complete review of all open capital projects, once mid-year, and at year-end. The purpose of this exercise is to:

- ensure departments are fulfilling their capital project commitments;
- monitor capital project spending to anticipate surpluses or deficits; and
- close completed capital projects in order to return any surplus funding back into Town reserves for future uses or funding requirements.

FINANCIAL IMPLICATIONS

Part 1 – Additional Funding

In the 2016 Budget, Council approved Capital Project 16-021 - John Nichols Park Water Service in the amount of \$30,000 funded from Tax. The scope of this project includes engineering and installation of a new winterized water service at the park which required additional engineering drawings and permit fees. The revised cost estimate to complete the project is \$48,400. The shortfall of \$18,400 ($=\$48,400 - \$30,000$) is proposed to be funded from the Tax Funded Capital Contingency Reserve. This shortfall is mitigated by the return of \$9,301.76 to the Tax Funded Capital Contingency Reserve through the closure of other Parks projects outlined in Schedule A.

In 2016, the Finance and Infrastructure Services department undertook an emergency culvert repair at Old School Road. The section of road where the cross culvert is located, on Old School Road between Highway 10 (Hurontario Street) and McLaughlin Road, was temporarily closed, as the culvert failure posed a risk to public safety.

As per purchasing By-law 2013-107, Town staff will take immediate action to mitigate a situation where threat to public health, life, property or the environment exists to restore or maintain essential Town services. Where the cost exceeds \$50,000, Town staff is required to report back to council after the emergency situation is resolved.

The final cost to repair the culvert is \$90,720.77. It is recommended that the \$90,720.77 be funded as follows:

Reallocation of Grant Surplus from Ontario Community Infrastructure Fund (OCIF)	\$ 31,310.92
Tax Funded Capital Contingency Reserve	59,409.85
Total Culvert Cost	\$ 90,720.77

The \$31,310.92 surplus OCIF funding relates to favourable tender pricing received for the reconstruction of Oliver's Lane (part of the Capital Project 16-138 - Road Rehabilitation & Reconstruction Program). The Ministry of Agriculture, Food and Rural Affairs (OMAFRA) has provided the Town permission to reallocate the surplus OCIF grant proceeds to Capital Project 16-198 Old School Culvert Emergency Repairs in the amount of \$31,310.92.

In 2006, The Town of Caledon undertook a joint project PW-07-03 to rehabilitate the sanitary sewers and local roads in the Village of Inglewood. At that time, a cost sharing agreement was entered into between the Town of Caledon and the Region of Peel. Based on correspondence, the Region of Peel agreed to enhance the cost sharing agreement, in the amount of \$412,200, should the Region's post construction budget allow. The Town paid two invoices from the Region of Peel as per the agreement between both parties in 2009 less \$412,200, in anticipation of the enhanced cost sharing agreement. The Region of Peel has recently reviewed and finalized this old project and has determined that they had in fact exhausted the budget for the project and as a result could not fund the enhanced cost sharing agreement.

Staff Report 2017-8

The Region of Peel has subsequently submitted an invoice in the amount of \$412,200 and has asked the Town to pay this bill. It is recommended that the remaining outstanding Region of Peel invoice #226818 related to the Inglewood sanitary sewer improvements and road works in the amount of \$412,200 be funded from the Tax Funded Capital Contingency Reserve

Part 3 - Closed Capital Projects

The Town of Caledon currently has 277 active capital projects as summarized in the Table below.

Town of Caledon - # of Capital Projects

# of Projected Carried Forward into 2017 from prior years	213
# of New Projects Approved in 2017 Capital Budget	106
# of Projects Closed in 2017, as recommended in this report	-42
Balance of Current Active Projects	277

In accordance with By-law 96-97, staff are recommending closing of 42 projects as identified in Schedule A – 2016 Capital Status Update Report and surplus funds of \$34,184.82 to be returned to the original funding sources as listed below:

<u>Funding Source</u>	<u>Amount of Transfer to/(from) Reserve</u>
Tax Funded Capital Contingency Reserve Fund	\$33,101.56
Reserve and Reserve Funds:	
DC Parkland	\$2,061.23
DC Studies	(\$611.75)
Accessibility Reserve	\$16.97
Building Stabilization Reserve	\$8.55
Reserve and Reserve Funds	\$1,475.01
Other	
Region of Peel	(\$391.75)
Total	\$34,184.82

Staff Report 2017-8

Surpluses & Deficits

The 42 projects to be closed are shown in Schedule A with the surplus or deficit balance of the individual project as at December 31, 2016. The figures shown are unaudited and may change as a result of final invoices, internal cost recoveries, or accruals. In accordance with By-law 96-97, the projects in a surplus position will offset the projects in a deficit position.

All projects in a deficit position/with a budget shortfall have a variance below 10% of the gross expenditure budget and/or have a variance less than \$10,000 with the exception of the following:

- Capital project 16-006 – Library Connectivity came in slightly over budget due to underestimation of the initial quote on which the budget was based.
- Capital Project 15-162 – Boston Mills Culvert Replacement emergency repairs came in over budget by \$89,544.36. On August 11th, 2015 Council approved a preliminary budget of \$500,000.00 for the emergency culvert repairs. The extent of the emergency repairs required exceeded the preliminary budget requiring the difference of \$89,544.36 to be funded by the Tax Funded Capital Contingency Reserve Fund as shown on Schedule A.

The current Unaudited Tax Funded Capital Contingency Reserve Fund balance is \$3,002,187. With the staff recommendations as per Staff Report 2017-8 the Unaudited Tax Funded Capital Contingency Reserve Fund balance will be \$2,545,279 as outlined below:

<u>Tax Funded Capital Contingency Reserve</u>	<u>Transfer to/(from) Reserve</u>
Beginning Reserve balance	\$3,002,187.33
Schedule A - 42 Capital Projects	\$33,101.56
Capital Project 16-021 - John Nichols Park	(\$18,400.00)
Capital Project 16-198 - Old School Culvert Emergency Repair	(\$59,409.85)
Capital Project PW - 07-03 - Reconstruction - Village of Inglewood	(\$412,200.00)
Ending Reserve balance	\$2,545,279.04

COUNCIL WORK PLAN

The matter contained within this staff report is not relative to the Council Work Plan.

ATTACHMENTS

Schedule A – 2016 Capital Status Update Report

Schedule A to Staff Report 2017-8 - 2016 Capital Status Update Report

Project Number	Account #	Project Description	Funded Budget	Total Spending	Surplus / (Deficit)	% of Budget	Funds Transferred to / (from)				Total	Comments
							Tax Funded Capital Reserve Fund	Gas Tax Reserve	Reserve Fund	Other		
Community Services												
12-094	02-02-225-12094-001-69001	Provincial Policy Conformity (PPC) Exercise	\$140,000.00	\$142,522.66	(\$2,522.66)	-1.80%	(\$1,910.91)		(\$611.75)		(\$2,522.66)	DC Studies
15-035	02-08-465-15035-040-69001	Rotary Place Parking Lot & Lighting	\$260,000.00	\$262,208.05	(\$2,208.05)	-0.85%	(\$2,208.05)				(\$2,208.05)	
15-046	02-08-465-15046-020-69001	Mayfield Recreation Complex - Meeting Room Renovation	\$17,500.00	\$17,249.75	\$250.25	1.43%	\$250.25				\$250.25	
15-048	02-08-465-15048-020-69001	MRC - Arena Washroom Upgrade	\$30,000.00	\$29,379.24	\$620.76	2.07%	\$620.76				\$620.76	
15-068	02-08-385-15068-010-69001	Southfield West Community Park Phase 3	\$2,385,000.00	\$2,387,403.22	\$2,396.78	0.30%	\$335.55		\$2,061.23		\$2,396.78	DC Parkland
16-009	02-08-385-16009-010-69001	Palgrave Tennis Water Line	\$25,000.00	\$25,363.23	(\$363.23)	-1.45%	(\$363.23)				(\$363.23)	
16-010	02-08-385-16010-010-69001	Terra Cotta Park Equipment	\$35,000.00	\$34,865.87	\$134.13	0.38%	\$134.13				\$134.13	
16-011	02-08-385-16011-010-69001	Edelweiss Roof Replacement	\$30,000.00	\$24,780.78	\$5,219.22	17.40%	\$5,219.22				\$5,219.22	
16-012	02-08-385-16012-010-69001	RJA Park Rubber Surface Repairs	\$100,000.00	\$96,876.44	\$3,123.56	3.12%	\$3,123.56				\$3,123.56	
16-017	02-08-385-16017-010-69001	Fiber Playground Surfacing	\$30,000.00	\$29,216.61	\$783.39	2.61%	\$783.39				\$783.39	
16-022	02-08-385-16022-010-69001	Street Tree Replacements	\$175,000.00	\$174,930.86	\$69.14	0.04%	\$69.14				\$69.14	
16-045	02-08-465-16045-030-69001	Mayfield Recreation Complex - Fixtures & Floor Repairs	\$20,000.00	\$19,431.01	\$568.99	2.84%	\$568.99				\$568.99	
16-050	02-08-465-16050-040-69001	Fac. Web-Based Access Keypads	\$20,000.00	\$19,208.14	\$791.86	3.96%	\$791.86				\$791.86	
16-055	02-08-465-16055-020-69001	Inglewood Community Centre Electrical Panel & Lighting Replacement	\$15,000.00	\$8,649.60	\$6,350.40	42.34%	\$6,350.40				\$6,350.40	
16-084	02-04-310-16084-050-69001	Chief Fire Prevention Officer Vehicle	\$35,000.00	\$31,181.61	\$3,818.39	10.91%	\$3,818.39				\$3,818.39	
Corporate Services												
14-059	02-01-335-14059-040-69001	IT - Disaster Recovery Site	\$199,500.00	\$199,519.43	(\$19.43)	-0.01%	(\$19.43)				(\$19.43)	
15-102	02-01-335-15102-040-69001	IT - Infrastructure Upgrade & Enhancement	\$174,100.00	\$174,300.10	(\$200.10)	-0.11%	(\$200.10)				(\$200.10)	
15-154	02-05-115-15154-000-69001	Caledon Council Work Plan	\$56,550.00	\$22,637.69	\$33,912.31	59.97%	\$33,912.31				\$33,912.31	
16-144	02-01-335-16144-040-69001	IT - Microsoft Enterprise Agreement	\$235,000.00	\$234,999.99	\$0.01	0.00%	\$0.01				\$0.01	
16-154	02-01-335-16154-040-69001	Wifi Expansion to Mayfield Recreation Centre (MRC), Caledon Centre for Recreation & Wellness (CCRW), and Abion Bolton Union Community Centre (ABUCC)	\$23,000.00	\$22,801.02	\$198.98	0.87%	\$198.98				\$198.98	
16-180	02-01-335-16180-040-69001	Business Continuity Planning	\$0.00	\$0.00	\$0.00	0.00%	\$0.00				\$0.00	Budget Reallocated as per SMT
16-186	02-01-335-16186-040-69001	Microsoft Project Interim Solution	\$0.00	\$0.00	\$0.00	0.00%	\$0.00				\$0.00	Budget Reallocated as per SMT
16-206	02-01-335-16206-040-69001	Multi-Functional Device Migration	\$28,624.00	\$28,196.27	\$427.73	1.49%	\$419.18		\$8.55		\$427.73	Building Stabilization Reserve
Finance & Infrastructure Services												
14-046	02-09-255-14046-000-69001	Energy & Environment Projects	\$167,492.00	\$159,334.65	\$8,157.35	4.87%	\$8,157.35				\$8,157.35	
14-110	02-09-265-14110-001-69001	Ontario One Call Service System	\$100,000.00	\$108,998.07	(\$8,998.07)	-9.00%	(\$8,998.07)				(\$8,998.07)	
14-125	02-09-265-14125-030-69001	Melville White Church Sign Installation	\$12,587.72	\$12,587.72	\$0.00	0.00%	\$0.00				\$0.00	
14-128	02-09-465-14128-010-69001	Yard 2 and 3 Salt Containment	\$100,000.00	\$76,073.14	\$23,926.86	23.93%	\$23,926.86				\$23,926.86	
15-004	02-09-155-15004-020-69001	Building Condition Assessments	\$100,000.00	\$99,230.34	\$769.66	0.77%	\$769.66				\$769.66	
15-131	02-09-495-15131-040-69001	GPS/AVL for Fleet	\$300,000.00	\$256,917.37	\$43,082.63	14.36%	\$43,082.63				\$43,082.63	
15-162	02-09-265-15162-062-69001	Boston Mills Culvert - Emergency Replacement	\$500,000.00	\$589,544.36	(\$89,544.36)	-17.91%	(\$89,544.36)				(\$89,544.36)	Initiated as per Staff Report PW -2015-061
15-164	02-09-155-15164-020-69001	Belfountain Community Hall	\$216,393.00	\$217,096.61	(\$703.61)	-0.33%	(\$703.61)				(\$703.61)	
16-069	02-09-500-16069-090-69001	Traffic Studies & Counts	\$60,000.00	\$54,375.45	\$5,624.55	9.37%	\$5,624.55				\$5,624.55	
16-070	02-09-495-16070-050-69001	Asphalt Spreader/Roller/Cracksealer	\$0.00	\$0.00	\$0.00	0.00%	\$0.00				\$0.00	Budget Reallocated as per Staff Report 2016-091
16-072	02-09-495-16072-050-69001	Heavy Single Axle Plow Trucks	\$0.00	\$0.00	\$0.00	0.00%	\$0.00				\$0.00	Budget Reallocated as per Staff Report 2016-091
16-074	02-09-495-16074-050-69001	Construction Loader	\$0.00	\$0.00	\$0.00	0.00%	\$0.00				\$0.00	Budget Reallocated as per Staff Report 2016-091
16-095	02-09-465-16095-020-69001	Accessibility Improvements - Town Hall	\$15,000.00	\$14,983.03	\$16.97	0.11%	(\$0.00)		\$16.97		\$16.97	Accessibility Reserve
16-098	02-09-465-16098-020-69001	Animal Shelter Upgrades	\$21,800.00	\$21,793.91	\$6.09	0.03%	\$6.09				\$6.09	
16-100	02-09-465-16100-020-69001	Carpentry/Trades Workshop	\$50,250.00	\$50,250.00	\$0.00	0.00%	\$0.00				\$0.00	
16-107	02-09-465-16107-020-69001	OPP Capital Repairs	\$150,000.00	\$150,391.75	(\$391.75)	-0.26%	\$0.00			(\$391.75)	(\$391.75)	Region of Peel
16-198	02-09-265-16198-060-69001	Old School Culvert - Emergency Replacement	\$90,720.77	\$90,720.77	\$0.00	0.00%	\$0.00				\$0.00	
Strategic Initiatives												
16-001	02-07-365-16001-030-69001	Library Books & Materials	\$400,000.00	\$400,000.00	\$0.00	0.00%	\$0.00				\$0.00	
16-006	02-07-515-16006-040-69001	Library Connectivity Improvements	\$9,000.00	\$10,113.93	(\$1,113.93)	-12.38%	(\$1,113.93)				(\$1,113.93)	
Total - Capital Projects			\$4,742,517.49	\$4,708,332.67	\$34,184.82		\$33,101.56	\$0.00	\$1,475.01	(\$391.75)	\$34,184.82	

Memorandum

Date: Tuesday, January 24, 2017

To: Members of Council

From: Terry Irwin, Deputy Fire Chief, Community Services

Subject: Ministry of Health and Long Term Care - Discussion paper on Expanding Medical Responses

The Ministry of Health and Long Term Care released a discussion paper on expanding medical responses involving full time firefighters who are also employed as paramedics with a Province of Ontario certified ambulance service, to provide patient care up to the Primary Care Paramedic level under tiered response agreements.

Regional Council approved resolution no. 2016-815 on October 27th, 2016 indicating that the Region of Peel does not support further exploration of alternate models of emergency medical response and to advocate that the Province initiate dispatch reforms to lead to improved emergency medical response times and patient outcomes. Association of Municipalities of Ontario (AMO) has consistently opposed the fire medic proposal.

Caledon Fire & Emergency Services (CFES) supports the Region and AMO's position on not expanding medical services. It should be noted that CFES continues to increase the medical skill level of our firefighters such as symptom assist which we are continuing to do but not to the level of a Primary Level Paramedic.

Regional Council, AMO and Fire Departments, including CFES agree that there is a need to improve ambulance dispatch services. The provincial government has indicated a commitment to reforming the dispatch system, but progress has yet to be made. It has been demonstrated that a simultaneous notification system improves efficiency to both Ambulance Dispatch Centres and Fire and Emergency Services Communication Centres.

In addition to a simultaneous notification system, moving towards a fully integrated dispatching system utilizing GPS and AVL (automated vehicle locator) would greatly enhance the proficiency of resources. This would have the potential of eliminating unrequired fire responses and ensuring the most appropriate resource arrives in a timely manner.

Following is an analysis of the Ministry of Health discussion paper on Expanding Medical Services including areas of concerns at the technical, practical, financial and governing levels which supports CFES position on not expanding medical services as proposed in the discussion paper.

- Labour related matters:
 - Potential impact on collective bargaining as firefighters and paramedics are represented by different associations, OPFFA/CUPE/OPSEU;
 - Wage parity issue matters;
 - How to prevent interest arbitration from making decisions that would rest with the employer;
 - Pension related impacts arise (NRA 60 and NRA 65); who has the disciplinary role/representation.
- Financial implications: The increase costs associated to upgrade enough firefighters to the primary care level if the same level of service was going to be provided throughout the municipality; additional staff to provide medical oversight would be required; Paramedic Services funding is based on a 50 – 50 cost sharing between the province and Upper-tiered municipality, Fire Services would have to fund Fire-Medics 100% at the Lower-tiered municipality; additional medical equipment would be required for the extended scope of practice for Fire-Medics;
- Governance: land ambulance/paramedic services and fire services have different employers and governance accountability.
- Liability and insurance implications.
- Paramedic skills are maintained during scene time and transport of the patient to the hospital. Firefighters would need to be actively working on Paramedic services to maintain their skills.
- Several Legislative changes would be required at both the Provincial and Municipal levels. The *Fire Protection and Prevention Act* governs fire services and the *Ambulance/Paramedics* fall under the *Ambulance Act*.
- The Ministry of Health has always maintained that there should be the same level of medical services to all areas of the province. Since there is no mandate that requires Fire Services to maintain the same level of medical service to all areas of the province, there will potentially be significant gaps in the level of medical response between Lower-tiered municipalities. Therefore, those municipalities (Urban) who have a large tax base may be able to provide their communities with a high level of medical response (Fire-Medic) while those municipalities (Rural) who have a significantly lower tax base will not be able to provide the same level of service.

The impact of expanding medical responses and implementing a Fire/Medic model would be huge undertaking on most municipalities from a logistical standpoint as well as a financial cost.

Caledon Fire and Emergency Services will continue to monitor any further developments that arise out of this discussion paper.

Memorandum

Date: January 24, 2017

To: Members of Council

From: Heather Haire, Treasurer, Finance and Infrastructure Services

Subject: Supplementary Information to Staff Report 2017-14 regarding Handheld Ticketing Devices and Supporting Software Single Source Contract Award

The purpose of this memo is to provide further information on Staff Report 2017-14 Handheld Ticketing Devices and Supporting Software Single Source Contract Award. In the Financial Implication section of the report there is mention of a budget of \$100,000 allocated to Capital Project 16-064 – Parking Enforcement Ticketing Units. For clarification purposes, in the 2016 budget, Council approved a \$60,000 budget for this Regulatory Services Capital Project. In September 2016, the Town's Information Technology (IT) Division obtained the Town's Information Technology Committee (Senior Management) approval to allocate \$40,000 from the following two projects to support the Parking Enforcement ticketing unit hardware and software.

Transfer from Capital Project 16-180 Business Continuity Planning Software & Tools	\$20,000
Transfer from Capital Project 16-186 Microsoft Project (Interim Solution)	<u>\$20,000</u>
	\$40,000

The combined budget for the Handheld Ticketing Devices and Supporting Software following this IT reallocation is \$100,000 (=\$60,000+\$40,000) and was incorrectly shown as \$100,000 all in Capital Project 16-064.

On October 22, 2013, Council authorized the Town's Information Technology Steering Committee delegated authority to create new IT in-year capital projects funded from capital budgets transfers due to emerging information technology priorities, opportunities and risks in a timely and efficient manner.

Memorandum

Date: Tuesday, January 24, 2017

To: Members of Council

From: Kevin Hayashi, Corporate Partnerships and Events, Strategic Initiatives

Subject: Addition of Environmental Leadership Category to Volunteer Service Awards at Community Recognition Night

The Community Recognition Night is an annual event which recognizes Caledon residents whose efforts have made significant impact towards the development and advancement of recreational sports, arts and culture, and community and social services.

The Community Recognition Night will now include a new category to recognize Caledon residents who have made efforts to enhance and preserve Caledon's environment, which could include, but is not limited to, improved air quality, protected Caledon's natural ecology, raised awareness and education on climate change, conserved resources such as energy and water, supported local food production, and/or encouraged sustainable transportation habits. This new category will be known as the Environmental Leadership Award.

The addition of this category will highlight the crucial role Caledon residents play in achieving the Town's Energy and Environmental strategic objectives. By highlighting an individual Caledon resident and their contribution to these efforts, we hope to inspire further action to enhance and protect Caledon's local environment.

The Town's Community Recognition Night Award Selection Working Group comprises of Town Staff from various Divisions, a community representative and the incumbent Community Champion. The Committee reviews all nominees and makes a final selection for each Award category for Council's consideration.

The nomination period for all Community Recognition Night Awards will close on Friday, February 24, 2017 at 4:30 pm. For more information about this great community initiative, please visit www.caledon.ca/CRN.

For distribution to Council

December 15, 2016

Dear Municipal Colleague:

I'm excited to share AMO's 2017-18 Strategic Objectives. It's an ambitious plan that will help us to promote municipal interests over the next 16 months, heading into the 2018 provincial election. This year the province introduced 12 pieces of legislation that affected us, along with many regulations. We expect 2017 to be even busier. There's been an incredible amount of provincial and federal consultation. Some of our members have remarked that if it weren't for AMO, they could not be 'in the know,' let alone have assurance that municipal views were being presented to government in a timely way.

Our work keeps municipal interests front and centre at Queens Park, by offering solutions, and by working hard to try to get the responses we need. We've had success in preventing some harmful policies from finding their way into legislation. We've also been successful in advancing particular needs – the most recent is seeing every municipal government receive formula based funding from the Can-On Phase 1 Clear Water and Waste Water Fund. This did not happen anywhere else in the country.

AMO has 43 Board members from municipal governments across the province and our work benefits from the wide input. The Directors you elect every two years come from communities of all sizes, from very small rural and northern to urban centres and upper tiers. Those Directors, along with the chairs of NOMA, FONOM, ROMA, OSUM, MARCO, LUMCO, and the two Wardens Group help pull the municipal community together, creating valuable linkages and depth.

Our shared success counts on your financial support and your voice. I hope that we can count on you for both. I also want to share information about two other AMO corporations that serve Ontario's municipal community.

First, Local Authority Services, or LAS, provides leading edge services that save you money and create opportunity. For example, it offers an LED streetlight program that cuts electricity consumption. The program has been used by many, reducing their energy consumption by 40 to 70%. It was recently recognized by the World Bank and it won the 2016 Lightsavers Canada Award. LAS followed up that success with a recreational facility LED lighting program. It pays to invest in LED.

../2

It also pays to invest in LAS's One Investment Program, which provides Ontario municipalities with stronger investment returns by combining municipal resources. Together, we are bigger, and stronger. The same approach creates a better high-interest savings account for Ontario's municipalities – and it offers you better pricing through pooled and hedged electricity, natural gas and fuel procurement programs. These are just a few of the LAS programs that stretch precious taxpayer dollars further for municipalities small and large. Check them out at <http://www.las.on.ca/About/What-is-LAS>.

If you are an OMERS employer, the Municipal Employers Pension Centre of Ontario, or MEPCO, unites 410 of the 1,000 or so employers within that pension plan. MEPCO was created in 2006 because individual municipal governments would have virtually no say in Plan design even though a small change in contribution rates can have a big impact on municipal budgets. Your ongoing support for MEPCO creates a much stronger position for us all. It enables us to tap pension and actuarial experts who help us as employer representative to advance ideas that make the Plan more sustainable and effective. In a joint employee/employer pension governance system, Plan design and benefit decisions are critical to municipal governments' bottom line, given other financial pressures in the delivery of municipal services. MEPCO's 2016 record and 2017 activities are also attached. It shows how your contribution to MEPCO is bringing municipal employer interests to the table.

The invoices for both AMO and MEPCO have been forwarded under separate cover to your finance department. I hope you agree that the work of AMO and MEPCO is valuable and that we can count on your membership in 2017. I also hope that you will learn about and take advantage of the LAS programs.

When we go to Queen's Park or to Parliament Hill, being able to say that we represent all municipal governments in Ontario is very important. Speaking with that common voice improves their listening! On behalf of the AMO Board, thank you for your support. Season's Greetings!

Yours sincerely,



Lynn Dollin
AMO President

Encl.



2017 Strategic Objectives

#1 Policy and Program Design Advocacy Work

Why? To achieve better outcomes that help municipal governments in their direct roles and responsibilities and other matters that shape and support strong communities.

How? AMO's actions include developing positions, working to influence governments' agendas and drafting of Bills and funding programs, reviewing Bills and promoting amendments as needed.

Priority Areas:

- Municipal Fiscal Future through AMO's "What's Next Ontario"
- *Aggregates Act*
- CAN-ON Phase Two Infrastructure Funds
- Changing Workforce Review
- Climate Change
- *Conservation Act*
- *Construction Lien Act*
- Debt/Investment/Prudent Regulation
- Double Hatter/Bill 109 Monitoring
- Expanding Medical Responses (OPPFA fire med proposal)
- FPPA Review/Fire Safety Table
- Housing Strategy
- Land Ambulance Dispatch Modernization
- Long Term Care/Seniors
- Marijuana Law and Implementation
- *Municipal Act* and Conflict of Interest
- OMB Reform
- *Police Services Act*/Modernization
- Public Health Panel
- *Waste Free Ontario Act*
- Water Taking

#2 Building Value for Members

Why? Helping members deal with the outcomes of policy and program changes so they are 'on top of things', incorporating change as efficiently as possible.

How? AMO will develop and provide different tools, knowledge and skills that are meaningful and supportive of municipal governments' responsibilities in a changing world.

Priority Areas:

- Open Data
- Digital Government
- Codes of Conduct for Elected Official and Staff
- NEW Training: Managing Conflicts, Codes of Conduct & More...from *Municipal Act/Conflict of Interest Act*
- e-Learning and In-Class Councillor Training Updates
- NEW Symposium: Changing Labour Force
- Human Services Symposium II
- Asset Management Symposium
- Energy Champions

#3 Reinforce Relations with Members and Others:

Why? An informed membership will strengthen overall advocacy, locally and regionally.

How? AMO will increase its 'field' presence and expand its membership involvement in activities.

Priority Areas:

- Bring new volunteers to AMO task forces
- Increase use of technology as an outreach and input tool
- Capacity building program for Asset Management
- Review membership communications approach

#4 Strengthen the Corporation Itself

Why? The best practice measure for not-for-profit financial health is a diversified membership revenue streams.

How? Develop long-term strategic partnerships between AMO and the municipal business community.

Priority Area:

- Develop a Business Partnership Plan and execute strategic complementary relationships

2016 Key Activity

Input to Ontario Ministry of Finance on the proposed Ontario Retirement Pension Plan (ORPP) initiative that led to exemption of the OMERS Plan from the ORPP;

Input to the OMERS Board on municipal employer perspectives and cost impacts on the inclusion of municipal non-full time employees in the OMERS Plan;

Monitored the Federal CPP enhancement initiative and promoted municipal employer considerations in integrating CPP changes with the OMERS Plan;

Continued regular MEPCO Board dialogue with the OMERS OAC Board Chair and OMERS President and CEO;

Provided advice to AMO OMERS representatives on changes to OMERS Plan assumptions, the performance of the OMERS Investment Strategy and the MEPCO focus on investment risk management;

Updated the MEPCO OMERS Primary Plan Pension Platform, which provides guidance to the MEPCO Board, and to AMO OMERS representatives on OMERS Plan design and operation;

Delivered MEPCO education session at the 2016 AMO Conference on the OMERS impacts of the proposed ORPP and CPP enhancement;

Provided regular updates to MEPCO members on OMERS and public sector pension legislative/regulatory developments.

2017 Priorities

Monitoring/assessing the performance of the OMERS Investment Strategy, changes to plan assumptions, implementation of the OMERS Funding Management Strategy, OMERS Plan design changes and the cumulative impacts of these matters on risk management and the ability to return to full funding of the OMERS Plan;

Advice to the OMERS SC Board on OMERS Plan cost and labour relations impacts of CPP integration with the OMERS Plan;

Monitor the development of legislation to create a new Ontario Financial Services Regulatory Authority and impacts on the OMERS Plan;

Assess the Federal Infrastructure Bank proposal and pension plan impacts;

Evaluation of MEPCO communications tools and development of the 2017 Communications Plan;

Continue regular MEPCO Board dialogue with the OMERS OAC Board Chair and OMERS President and CEO;

Develop a 2017 MEPCO education session;

Continue support for resolving MEPCO member concerns with OMERS as they arise;

Monitor OMERS governance and representation;

Provide regular updates to MEPCO members on OMERS and public sector pension legislative/regulatory developments.

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December 19, 2016

Mike Galloway
Chief Administrative Officer
Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6

Dear Mike Galloway:

RE: PEEL DISTRICT SCHOOL BOARD – PUPIL ACCOMMODATION REVIEW
NOTICE OF COMMENCEMENT

The following notice is being sent to you in accordance with Peel District School Board Policy # 45 – Pupil Accommodation Review – Operating Procedure Stage II, requiring the Board to provide written notice of a Pupil Accommodation Review to The Town of Caledon.

At the Regular Meeting of the Board Monday, December 12, 2016 the Board approved the following motion:

THAT, A PUPIL ACCOMMODATION REVIEW FOR ALLOA, ALTON, BELFOUNTAIN, CALEDON CENTRAL AND CREDIT VIEW PUBLIC SCHOOLS BE APPROVED.

The Pupil Accommodation Review of the above-referenced schools is required to identify improved educational options and opportunities for students, and to ensure effective and efficient use of school space.

The Peel District School Board's Initial Staff Report recommends closing Credit View Public School and relocating students to available space at Alloo, Belfountain and Caledon Central Public Schools, effective September 2018 (or earlier, if staffing timelines permit). A boundary change for Belfountain and Alton Public Schools is also recommended.

The Initial Staff Report will be presented at the first Pupil Accommodation Review public meeting, which is scheduled for Monday February 6, 2017. To access policy documents, the Initial Staff Report, Frequently Asked Questions and other data, please visit our website at <http://www.peelschools.org/par>

Yours truly,



Tony Pontes
Director of Education

c: Senior Administration and Trustees

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Carrie Andrews
Stan Cameron
Robert Crocker
Nokha Dakroub

David Green
Sue Lawton
Brad MacDonald
Kathy McDonald
Harkirat Singh
Rick Williams

Director of Education and Secretary
Tony Pontes

**Associate Director,
Instructional Support Services**
Scott Moreash

**Associate Director,
Operational Support Services**
Jaspal Gill

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Ministère des Finances
Division des relations provinciales-
municipales en matière de finances
10^e étage
777, rue Bay
Toronto (Ontario) M5G 2C8
Tél. : 416 327-0264
Téléc. : 416 325-7644



December 21, 2016

Dear Municipal Treasurer,

I am writing to advise you of a number of important decisions for the 2017 taxation year related to municipal flexibility in setting tax policy and to provide a property assessment update.

Please note that all of these decisions will be reflected in the Online Property Tax Analysis (OPTA) system to support municipal property tax analysis and policy implementation.

The Province will update municipalities when regulations implementing the property tax policy decisions are in place.

Property Tax - 2016 Ontario Economic Outlook and Fiscal Review Update

Vacant Rebate and Reduction Programs

As you may know, the Province has been reviewing the Vacant Unit Rebate and Vacant/Excess Land Subclasses. The review was initiated in response to municipal concerns regarding the appropriateness of the lower tax level provided through these programs and any unintended implications this may have for local economies.

Since the 1990s, these programs have provided tax rebates and reductions to property owners who have vacancies in commercial and industrial buildings or land. In response to municipal requests, the Province introduced a legislative framework through the *2016 Ontario Budget* to facilitate potential program changes as a result of the ongoing review.

The Province is now moving forward with providing municipalities broad flexibility for 2017 and future years to tailor the programs to reflect community needs and circumstances, while considering the interests of local businesses. Municipalities can implement changes by notifying the Minister of Finance of their intent to utilize this flexibility and providing details of the proposed changes along with a council resolution.

As you are aware, the Province has an interest in continuing to ensure tax competitiveness and consistency for taxpayers and as such, will be encouraging municipalities to engage with their local business community.

To accommodate different municipal budgeting schedules, an administrative process has been put in place to provide municipalities three opportunities to notify the Minister of their intent. The Minister can be notified by one of the following dates to ensure requested amendments are included in regulation in a timely fashion:

- March 1, 2017
- April 1, 2017
- July 1, 2017

To further support the municipal implementation of any changes, the Ministry of Finance will provide a check-list. The check-list will include considerations for making changes to the programs, including engaging with your local business sector. To request a copy of the check-list or if you have any questions, please email info.propertytax@ontario.ca.

Business Property Tax Capping

The Province is providing municipalities with increased flexibility to manage business property taxes through the business property tax capping program. This builds on 2016 enhancements to the capping program that provided municipalities increased flexibility to accelerate progress to current value assessment (CVA) level taxes, as well as the option to exit or phase-out from the program.

Beginning in 2017, eligibility criteria to allow municipalities to phase out the capping program are more extensive. Municipalities may choose to exclude vacant land from the phase-out eligibility criteria where all properties must be within 50% of CVA level taxes. Municipalities will also have the option to limit capping protection only to reassessment-related changes prior to 2017. For municipalities that select this option, reassessment-related increases, beginning in 2017, would not be subject to the cap.

The adoption of any flexibility measure is a municipal decision and would be enacted through a municipal by-law.

Multi-Residential Properties

The Province has heard concerns about the significantly higher property tax burden for multi-residential apartment buildings and its potential implications for housing affordability in the rental market. In response to these concerns, the Province has announced it will review the property taxation of multi-residential apartment buildings. The review will involve extensive consultations with municipalities, as well as other affected stakeholders, including renters and apartment building owners. Consultations are anticipated to begin in early 2017.

Currently, the average municipal property tax burden on multi-residential apartment buildings is more than double that of residential properties. In many cases, multi-residential properties are taxed by municipalities at nearly three times the rate of residential properties. The inequity resulting from this higher property tax burden is especially concerning given the lower average incomes of tenants in multi-residential apartment buildings. In fact, the average income of apartment renters is less than half of other residential households.

While the review is under way, the Province will take steps to ensure that high municipal tax burdens on multi-residential properties do not increase. For these municipalities, this means that the municipal property tax burden for multi-residential properties will be no higher in 2017 than it was in 2016.

For the 2017 tax year, municipalities with a multi-residential tax rate that is double the residential rate or higher will be restricted from increasing this burden. This means, where the multi-residential tax ratio is greater than 2.0, a full levy restriction will be implemented and reassessment related shifts onto the multi-residential class will be prevented.

Since 1998, the Province has treated all forms of housing similarly by prescribing a uniform province-wide education tax rate for the residential and multi-residential property classes. To ensure equitable taxation for education purposes, the Province will continue to treat all forms of housing equally.

Other Property Tax Decisions

Property Tax Rate Calculation Adjustment

In response to municipal requests, a technical adjustment to the provincially prescribed notional property tax rate calculation was announced in the *2016 Ontario Budget*. This adjustment ensures that when calculating notional tax rates, municipalities and the Province are able to address any unintended effects due to specific in-year property assessment changes, such as assessment appeal losses.

Municipalities have the option to adjust the year-end assessment used in the notional property tax rate calculation to offset changes resulting from certain in-year reassessment related changes, including:

- Assessment Review Board decisions;
- Request for Reconsiderations;
- Post Roll Amended Notices; and
- Special Advisory Notices.

Applying the technical adjustment is an annual municipal decision and requires a council resolution.

In 2016, regulations were enacted for each municipality that adopted the adjustment. For 2017 and future years, the Ministry has taken steps to ensure a more streamlined process, which will not require further regulations. Adoption of the adjustment can be implemented for any municipality by selecting the adjustment through the OPTA system. Municipalities that do not use OPTA are required to send information including their calculations supporting their adjustment to the Ministry via email to info.propertytax@ontario.ca.

To ensure the ongoing integrity of education property tax revenues, the property tax rate calculation adjustment is also applied to education property tax rates.

Tax Ratio Flexibility

Municipalities will continue to be provided with tax ratio flexibility to avoid most tax shifts that may occur between property classes as a result of phased-in reassessment impacts. For the 2017 tax year, municipalities that tax multi-residential properties at more than double the rate of residential properties will continue to have tax ratio flexibility, but will not be able to increase the multi-residential tax ratio. These municipalities will still be able to choose whether to use tax flexibility in response to reassessment-related tax shifts among other property classes.

Modified Levy Restriction

Municipalities with property classes subject to the levy restriction will continue to have the flexibility to apply a municipal tax increase to those classes of up to 50 per cent of any increase applied to the residential class. For instance, a municipality levying a 2 per cent increase in residential taxes could raise taxes on any restricted class by up to 1 per cent. As noted above, a full levy restriction will apply to multi-residential properties with a tax ratio greater than 2.0 in 2017.

Property Assessment Update

Landfills Assessment Review

Earlier this year, the Ministry engaged former Cabinet Minister John Wilkinson to lead a review on the assessment methodology for landfills and make recommendations for the 2016 reassessment. Mr. Wilkinson delivered a report which recommended using an historic valuation approach for 2017 to 2020, implementing a new income approach for 2021 and future years, creating a new landfill property class, and excluding the value of environmental protection features from the assessed value of landfills. The Minister of Finance accepted these recommendations in June 2016.

In November 2016, Mr. Wilkinson submitted a second report advising on the technical implementation of his recommendations regarding the definition of the new landfill property class and the proposed tax ratio framework. Both reports on Landfills Assessment Review can be accessed from the Ministry's website at: <http://www.fin.gov.on.ca/en/consultations/par/>.

On December 13, 2016, an amendment to *Ontario Regulation 282/98* under the *Assessment Act* was filed, which implements several of the Landfills Assessment Review recommendations. The regulation:

- prescribes the use of the historic valuation methodology to assess landfills for the 2016 reassessment. The historic methodology values landfills as vacant industrial land, with structures assessed based on the replacement cost approach;
- prescribes the exclusion of environmental protection features from the assessed value of landfills; and
- establishes a new landfill property class, which is defined as recommended by Mr. Wilkinson.

The Minister's decisions regarding the tax ratio framework for the new landfill property class for 2017-2020 are anticipated in the near future.

Special Purpose Business Property Assessment Review

The Ministry worked in partnership with municipalities, the Municipal Property Assessment Corporation (MPAC) and stakeholders to complete the implementation of the recommendations of the Assessment Review (Special Purpose Business Property Assessment Review) to improve the property assessment system for the 2016 reassessment.

One of the key recommendations from the Assessment Review was the introduction of an advance disclosure process for special purpose business properties that involve complex assessment methodologies. MPAC completed the implementation of this process for the 2016 reassessment, which enabled affected municipalities and businesses to contribute to the determination of assessed values before the assessment roll was finalized.

The Ministry has published a final progress update bulletin which will summarize how each of the Assessment Review recommendations were implemented

The implementation plans for the Assessment Review recommendations were guided by the Assessment Review Reference Committee, which included municipal staff representatives. The insights and contributions from the Reference Committee were a crucial factor for the successful implementation of the Assessment Review recommendations.

Property Tax and Assessment Municipal Advisory Committee

The Ministry is committed to ongoing collaboration with municipalities to strengthen Ontario's property tax and assessment system.

Following the implementation of the Assessment Review recommendations, the Ministry will continue to engage with municipalities on assessment and tax policy matters. To further support this work, the Ministry established a Property Tax and Assessment Municipal Advisory Committee in spring 2016, which provides a collaborative environment for municipalities and the Province to discuss property tax and assessment policy issues.

Contact Information

If you have any questions related to property tax policy decisions, please contact Andrea Chow, Manager, Property Tax Policy Unit at 416-327-0252 or Andrea.Chow@ontario.ca.

For questions related to the property assessment update, please contact Carolina Torres, Manager, Assessment Policy Unit at 416-325-4754 or Carolina.Torres@ontario.ca.

Sincerely,



Allan Doheny
Assistant Deputy Minister

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HAZEL McCALLION *C.M., LL.D., BA.Sc.*

Ex-officio Advisor to the Premier on issues within the Greater Toronto and Hamilton Area

December 21, 2016

Dear GTHA Mayors and Chairs,

RE: GTHA Mayors and Chairs Summit Report on the Government of Ontario's Coordinated Land Use Planning Review including the Proposed Growth Plan for the Greater Golden Horseshoe and the Proposed Greenbelt Plan

Please find enclosed the final GTHA Mayors and Chairs Summit Report which was circulated to the Premier, the Minister of Municipal Affairs, as well as the Members of the Ontario Provincial Cabinet and all Members of Provincial Parliament for the GTHA. The Report summarizes the discussion and recommendations of the September 30, 2016 GTHA Mayors and Chairs Summit on the Province's Draft Amendments to the Co-ordinated Land Use Planning Review including the Proposed Growth Plan for the Greater Golden Horseshoe and the Proposed Greenbelt Plan.

I would like to take this opportunity to thank each Region and Municipality for your response to the Report. The consensus on the issues and constructive recommendations was remarkable. All letters and emails received from the Mayors and Chairs are attached as Appendix 1 to the Report. Additionally, all Summit documents are attached as Appendix 2, including meeting minutes, presentations and audio recording (included on USB) for transparency and accountability.

In my letter to the Premier, I told her that the Municipal level of government is the one closest to the people and most knowledgeable about the needs, demands, and gaps in supporting their communities. The GTHA municipalities are each unique and have very different needs and demands. Despite these differences, the group spoke almost with one voice at the Summit with regard to concerns about the proposed changes to the Growth Plan and the Greenbelt Plan. As such, I asked that the Province work collaboratively with Municipalities and other key stakeholders in community building and making appropriate use of their extensive data, knowledge and experience in order to achieve realistic and effective implementation of the Plans.

The Premier has demonstrated a genuine interest in the viewpoints of the GTHA Municipalities and it is my hope that the recommendations in this Report will go a long way to making the Growth and Greenbelt Plan stronger, more viable, more affordable and more effective. Given the consensus of the GTHA Municipalities, I sincerely hope that the Province will give this Report full consideration and use the information and recommendations to better inform the next iterations of the Growth and Greenbelt Plans.

I urge you to echo the call for the Province to work collaboratively with the GTHA Municipalities to ensure the long-term prosperity of the region and its citizens. Please feel free to contact me at (905) 282-9980 to discuss.

Wishing you all a Happy Holiday season.

Sincerely,



Hazel McCallion
C.M., LL.D., BA.Sc.

**Greater Toronto & Hamilton Area (GTHA)
Mayors and Chairs Summit September 30, 2016**

**Report on the Government of Ontario's
Co-ordinated Land Use Planning Review including
the Proposed Growth Plan for the Greater Golden
Horseshoe and the Proposed Greenbelt Plan**

**Hazel McCallion
Ex-officio Advisor to the Premier on
Issues within the Greater Toronto and Hamilton
Area**

December 2016

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INTRODUCTION:

This Report of the Greater Toronto & Hamilton Area (GTHA) Mayors and Chairs Summit (the Report) regarding the Government of Ontario's Co-ordinated Land Use Planning Review, including the Proposed Growth Plan for the Greater Golden Horseshoe, 2016 (Proposed Growth Plan) and the Proposed Greenbelt Plan (2016) (Proposed Greenbelt Plan), summarizes the discussion of the issues and recommendations of the participants at the Greater Toronto & Hamilton Area (GTHA) Mayors and Chairs Summit (the Summit). The three and a half hour Summit was held on September 30, 2016 at York Region. Almost every Municipality in the GTHA was represented either at the Summit or by way of submitted report.

The Summit was a direct result of the widespread and consistent concerns expressed by the GTHA Municipalities with regard to the Co-ordinated Land Use Planning Review and the Proposed Growth Plan and the Proposed Greenbelt Plan. While the Advisory Panel for the Co-ordinated Land Use Planning Review Report included 87 recommendations was generally well received, the amendments proposed by the Province went well beyond the recommendations of the Advisory Panel, and are cause for serious concern among the Municipalities.

At the Summit, a motion was moved by Mayor Rob Burton and seconded by Mayor John Henry that the meeting be audio recorded. The motion passed. The recording of the Summit, minutes taken at the Summit, municipal reports and correspondence submitted to the Province, as well as the presentations to the delegates of the Summit were used to prepare this Report.

Additionally, Mayor Gordon Krantz presented a motion that was seconded by Mayor Frank Scarpitti that the comments and documents provided at the GTHA Mayor and Chairs Summit be circulated to the GTHA Mayors and Chairs and that the final report also be circulated for endorsement and then submitted to the Premier and Minister of Municipal Affairs. This motion was carried unanimously and as such, the Report and all documents have been circulated for endorsement to the GTHA Mayors and Chairs. 27 have signed off on the Growth Plan portions of the Report, without any qualifications and 26 have signed off on the Greenbelt portions of the Report, without any qualifications. More details on the Mayors and Chairs sign off can be found in APPENDIX 1 of the Report.

Despite the diversity among the municipalities of the GTHA, the Summit participants shared consistent concerns and recommendations with regard to the following:

- a) There must be a balance between the prescriptiveness of each of the Plans' policies and the flexibility required in order to address local concerns and conditions.
- b) While Municipalities support the Growth Plans' goal to build complete communities, the density target and intensification number proposed by the Province are overly prescriptive with insufficient consideration of each municipalities existing transit, infrastructure, community soft services and the corresponding financial investments required to support the intensification of existing communities. Every Municipality in the GTHA has an obligation to accept growth, but each municipality is different and realistically requires the latitude to manage growth in a manner that corresponds with the capacity and character of the community.
- c) Transportation Master Plans and servicing infrastructure mapping and considerations are incomplete and are insufficient to support the proposed density target and intensification number.
- d) The relationship between the supply of land for residential uses and how it relates to affordability issues, housing built form, tenure and housing options for families.
- e) The lack of transition in the Growth Plan for planning applications in process or approved between the policies of the current Growth Plan and the new Growth Plan, leading to years of work lost and significant funds expended by both Municipalities and stakeholders, further delaying housing starts and the meeting of growth targets and ultimately increasing the cost of housing in the GTHA.
- f) There is no consideration to the financial and economic implications of the Proposed Provincial Plans for Municipalities and Regions and how the Plans will be financed.
- g) The Proposed Growth Plan density targets are not well thought out and have unintended consequences as it relates to the Province's Climate Change Action Plan.
- h) The lack of an open and transparent review process with clear criteria to review Greenbelt lands and boundary adjustments, refinements and/or removals and opportunities to address lands outside the Greenbelt that could be added.
- i) The permitted uses in the in Greenbelt Plan's Protected Countryside areas should be expanded to include additional uses.

The GTHA Mayors and Chairs call on the Province to work closely with Municipalities and other stakeholders to find a balance in the Proposed Plans to ensure that the projected increase of 4,000,000 people within the GTHA over the next 25 years can be accommodated in an affordable and practical manner to achieve complete, financially responsible, sustainable, livable communities.

REPORT:

This Report is organized to reflect the conversations around the Summit's ten themes. Detailed comments and recommendations are provided under each issue. As well, there is a summary of the key areas of concern in the Conclusion of this Report.

ISSUES AND PARTICIPANTS:

The GTHA Mayors and Chairs Summit discussion focused on the following ten agenda items at the Summit:

1. The proposed increase in the Greenfield density minimum from 50 people and jobs per hectare to 80 people and jobs per hectare.
2. The proposed increase in the intensification minimum from 40% to 60% of annual residential growth.
3. Increased densities and alignment with Transportation Master Plans (roads & transit).
4. The Proposed Provincial Plans impact on housing affordability and choice.
5. Transition policies for all applications in process between the current Growth Plan and the new Growth Plan.
6. The financial implications of the Proposed Provincial Plans to Municipalities and Regions.
7. The absence of any direction or planning for economic growth in the Proposed Provincial Plans.
8. Effectiveness of Proposed Provincial Plans and Climate Change
9. Process, criteria and timing for Greenbelt boundary and designation adjustments.
10. Expanded list of permitted uses in the Greenbelt Plan.

The following officials and municipal staff attended the Summit:

LAST NAME	FIRST NAME	TITLE	REPRESENTATIVE OF
Matheson	Rachel	Senior Communications Officer – Government Relations	Ajax
Parish	Steve	Mayor	Ajax
Dawe	Geoff	Mayor	Aurora
Nardorozny	Doug	CAO	Aurora
Ramunno	Marco	Director of Planning and Development Services	Aurora
Schlange	Harry	CAO	Brampton
Gettinby	Thom	CAO	Brock
Grant	John	Mayor	Brock
Simpson	Eric	Planner	Brock
Ako-Adjei	Kwab	Senior Manager, Government Relations & Strategic Communications	Burlington
Lancaster	Blair	Regional Councillor (Deputy Mayor)	Burlington
Tanner	Mary Lou	Director of Planning and Building	Burlington
Downey	Johanna	Ward 2 Regional Councillor	Caledon
Galloway	Mike	CAO	Caledon
Foster	Adrian	Mayor	Clarington
Drimmie	Christine	Policy Advisor	Durham Region
Webster	Tom	CAO	East Gwillimbury
Hackson	Virginia	Mayor	East Gwillimbury
Quirk	Margaret	Mayor	Georgina
Bonnette	Rick	Mayor	Halton Hills
Surette	Nancy	EA to Mayor of Halton Hills	Halton Hills
Carr	Gary	Chair	Halton Region
Tovey	Dan	Manager Planning Policy	Halton Region
Simons	Lynne	Director of Policy, Integration & Communications	Halton Region
Crone	Greg	Policy Advisor to Mayor	Hamilton
Schaefer	Debbie	Councillor	King
Armstrong	Nirmala	Markham Councillor	Markham
Karumancherry	Biju	Planner	Markham
Scarpitti	Frank	Mayor	Markham
Wouters	Marg	Planner	Markham
Krantz	Gordon	Mayor	Milton
Mann	Bill	CAO	Milton
Bigda	Ashley	Manager of Stakeholder Relations, Mayors Office	Mississauga
Saito	Pat	Councillor	Mississauga

LAST NAME	FIRST NAME	TITLE	REPRESENTATIVE OF
Taylor	John	Deputy Mayor and Regional Councillor	Newmarket
Burton	Rob	Mayor	Oakville
Clohec	Jane	Commissioner of Communication and Development	Oakville
Henry	John	Mayor	Oshawa
Hyde	Nathan	Chief of Staff	Peel Region
Szwarc	David	CAO	Peel Region
Rose	Catherine	Chief Planner	Pickering
Hogg	Brenda	Councillor Richmond Hill	Richmond Hill
Houdi	Emily	Assistant to Deputy Mayor	Richmond Hill
Spatafora	Vito	Deputy Mayor and Regional Councillor	Richmond Hill
Heritage	Kevin	Director of Development Services	Scugog
Aitken	Mark	CAO	Simcoe
Marshall	Gerry	Warden	Simcoe
Kostopoulos	Daniel	City Manager	Vaughan
MacKenzie	John	Deputy City Manager, Planning and Growth Management	Vaughan
Sirizzotti	Michelle	Executive Assistant to John Mackenzie	Vaughan
Belsey	Ed	Manager of Long Range Planning	Whitby
Mitchell	Don	Mayor	Whitby
Siopis	Carlene	Executive Advisor to Mayor of Whitby	Whitby
Altmann	Justin	Mayor	Whitchurch-Stouffville
Hall	Mary	Director of Planning	Whitchurch-Stouffville
Bigioni	Lina	Chief of Staff	York Region
Emmerson	Wayne	Chair	York Region
Macgregor	Bruce	CAO	York Region
Malcic	Sandra	Manager, Long Range Planning	York Region
Shuttleworth	Valerie	Chief Planner	York Region
Whitney	Karen	Director, Long Range Planning	York Region

Formal presentations to the Summit were made by:

- Don Given, MCIP, RPP –President, Malone Given Parsons Ltd.
- Valerie Shuttleworth, MCIP, RPP Chief Planner, The Regional Municipality of York - Member of the Regional Planning Commissioners of Ontario (RPCO)
- John MacKenzie, M.Sc. (Pl) MCIP, RPP - Deputy City Manager, Planning and Growth Management, City of Vaughan Member of the Advisory Panel for the Co-ordinated Land Use Planning Review
- Frank Scarpitti, Mayor, City of Markham - Former Municipal Chair of the Places to Grow Summit

Each of the presenters was invited to participate based on their broader roles, knowledge and expertise of planning and growth management:

- Don Given, President of Malone Given Parsons, is an independent professional planning consultant with extensive knowledge of the Provincial Plans and current experience implementing the current Provincial Plans.
- Valerie Shuttleworth presented in her role as Chair of the Regional Planning Commissioners of Ontario, GTHA Caucus.
- John MacKenzie offered perspective as a member of the Advisory Panel for the Co-ordinated Land Use Planning Review (the Panel) and provided insight into the methodology and reasoning behind the Panel's work and the 87 Recommendations, which were unanimously supported by the Panel members.
- Mayor Frank Scarpitti was the Municipal Chair of the Places to Grow Summit 2007/08, which included all GTHA Municipalities.

Also in attendance at the Summit:

LAST NAME	FIRST NAME	TITLE and REPRESENTATIVE OF
Arnold	Josh	Senior Policy Advisor, Ministry of Municipal Affairs
Baker	Michelle	Premiers Office
Bennett	Audrey	Director, Provincial Planning Policy Branch, Ministry of Municipal Affairs
Cates	Alyssa	Special Policy Advisor, Planning and Building Code, Deputy Ministers Office, Ministry of Municipal Affairs and Ministry of Housing
Clarke	David	Staff to Charles Sousa, MPP (Mississauga South)
Clay	Larry	Assistant Deputy Minister, Ontario Growth Secretariat (OGS)
LeBlanc	Laurie	Deputy Minister, Ministry of Municipal Affairs, Deputy Minister Ministry of Housing
McCallion	Hazel	Chair, GTHA Summit
Morris	Brian	EA to Chris Ballard, MPP (Newmarket - Aurora) Minister of Housing
Preston	Kory	Stakeholder Relations and Senior Policy Advisor, Ministry of Municipal Affairs
Redish	Adam	Director, Growth Policy, Planning and Analysis Branch, OGS
Thornton	Bill	Deputy Minister, Ministry of Natural Resources and Forestry
Travers	Jason	Director, Natural Resources Conservation Policy Branch
Turner	Mary-Frances	President of York Region Rapid Transit Corporation Board
Wallace	Marcia	Regional Director, Central Municipal Services Office, Ministry of Municipal Affairs & Ministry of Housing

OVERVIEW:

At the GTHA Mayors and Chairs Summit, it was unanimously agreed that the Proposed Growth Plan and the Proposed Greenbelt Plan would have a detrimental impact on the planning for growth of the constituent Municipalities. There was widespread concern that the Proposed Growth Plan and Proposed Greenbelt Plan will have negative impacts on the affordability and livability of the GTHA through policies and restrictions that will force significant financial costs on Municipalities, as well as other levels of government, and influence the price of land and ground related housing, and the types of housing built, further limiting housing choice. Additionally, the proposed Plans will not achieve the high level objectives of the Province, which according to the guide to the Proposed Changes titled *Shaping Land Use in the Greater Golden Horseshoe* include:

- Building Complete Communities;
- Supporting Agriculture;
- Protecting Natural Heritage and Water;
- Growing the Greenbelt;
- Addressing Climate Change;
- Integrating Infrastructure;
- Improving Plan Implementation;
- Measuring Performance, Promoting Awareness and Increasing Engagement.

While all of the Municipalities support density and growth, they all agreed that there must be a meaningful balance between prescriptive policies and flexibility. The Municipalities are clearly aligned in the view that one size does not fit all, and a degree of local direction is required to achieve Province's overarching goals. The realities and challenges of each municipality need to be recognized and acknowledged in the Province's policies. Each municipality has its own way of growing and the Province needs to recognize this and remove unnecessary prescriptiveness and add flexibility in implementation.

What was made clear at the Summit was that every Municipality in the GTHA will accept growth and density, but it must be in the right locations. Municipalities are concerned with the blanket approach taken in the proposed Plans, as the municipalities in the GTHA are each distinct, having different geographies, existing transit service levels, servicing infrastructure, community soft services and the corresponding financial investments required to support growth.

The Municipalities have significant and serious concerns about the magnitude of the proposed increases in the density target and intensification minimum, and the fact that there has been not been sufficient consultation with municipal staff and political

representatives about these proposed policies or how they were decided upon by the Province and if they can be even be implemented.

The municipalities feel that the policy targets are without basis and were arrived at without meaningful consultation with the Municipalities who are tasked with achieving the targets and who have the required data, knowledge and experience to assess if implementation can occur or is occurring in accordance with the Plans. The 5 month commenting period, granted to Municipalities after the Proposed Plans were released, was insufficient for Municipalities to truly understand the impacts of the policies and determine whether the policies are realistic and can feasibly be implemented.

More collaboration is required with Municipalities and stakeholders on the ground, before the Proposed Plans can be finalized and adopted. In order for the Proposed Plans to be successfully implemented, it is necessary that there be a strong working relationship with Municipalities to ensure that the Province has the necessary support and cooperation to meet the growth demands in the GTHA.

THE TEN ISSUES:

The full presentations, submitted reports and minutes of the Summit are attached as appendices. This Report identifies the major issues of concern, along with key points and recommendations made by the Summit's participants, based on the Summit's agenda, as this was how participants organized their comments.

1. (A) The proposed increase in the Greenfield density minimum from 50 people and jobs per hectare to 80 people and jobs per hectare

While all municipalities agree that intensification and density are part of the equation to growth, it was unanimously agreed that the Province's draft amendments to the Growth Plan are *too much too soon*, and present an *unachievable one-size fits all* approach. It was also made clear by the professional planners in attendance, that both the proposed density and intensification targets lack the analysis and justification to support them and are problematic in their current form. For example, John MacKenzie in response to questions noted that the draft Growth Plan amendment with a proposed density of 80 people and jobs per hectare across the Region was surprising. He noted that while there was discussion by the Panel around increasing density targets along transit corridors, and in new urban expansion areas (which included discussion of the York Region New Community Guidelines target of 70 people and jobs per hectare), the notion of a specific target to be applied across the Region was not expressly discussed by the Panel.

The proposed minimum density target appears to be based on a misuse of Ministry of Transportation data and an incorrect assumption about existing and planned transit infrastructure and services that are required to support this density in the Designated Greenfield Area (DGA).

The proposed minimum density target is proposed to be increased from 50 to 80 people and jobs per ha and to be applied as an average across the Designated Greenfield Areas. DGA is defined as:

"the area within a settlement area that is required to accommodate forecasted growth to the horizon of this Plan and is not built-up area. Designated greenfield areas do not include excess lands."

The Ministry of Municipal Affairs (MMA) took the proposed density target of 80 people and jobs per ha from the Ministry of Transportation's (MTO) Transit Supportive Guidelines document. These Guidelines state that there must be Frequent Transit Service (1 bus every 10-15 minutes) to support the 80 residents and jobs per ha target. It is important to note that the MTO document (page 24) includes a footnote that states:

"The table ...illustrates suggested minimum density thresholds for areas within a 5-10 minute walk of transit capable of supporting different types and levels of transit service. The thresholds [inc.80 people and jobs per ha] presented are a guide and not to be applied as standards. Other factors such as the design of streets and open spaces, building characteristics, levels of feeder service, travel time, range of densities across the network and mix of uses can also have a significant impact on transit ridership."

As such, the Province's blanket application of this number is a misuse of its own (MTO) research and does not consider the spatial relationship between the location of DGAs and existing and planned transit, infrastructure and services required to support the density.

Further, in correspondence dated July 13, 2016 from the Ontario Growth Secretariat through the Ministry of Municipal Affairs to Hazel McCallion, provincial staff provided the justification for the proposed increase in the DGA density target of 80 people and jobs per ha using the Pembina Institute's report "Driving Down Carbon." That report proposes increasing the DGA density target to 70 people and jobs per ha, not 80 people and jobs per ha, as a result of being the median from two pieces of research. Pembina's research:

"...shows that 60 people/jobs per hectare is the minimum threshold to require reconfiguration of road patterns to accommodate transit, while 80 people/jobs per hectare is the minimum threshold to accommodate 15-minute wait times for transit, the threshold for transit use."

It was important to include this research in this Report, as the Province's proposed density target of 80 people and jobs per ha uses a blanket application of research for all GTHA Municipalities and assumes that there is existing transit infrastructure available to accommodate the proposed density. Setting minimum density targets around major transit stations is logical, but Frequent Transit Service does not exist nor is it planned for in most of the Designated Greenfield Areas, as these areas are on the outer edges of the municipalities.

Generally, there is support by all the Regions and Municipalities for growth and increased densities in the right locations. It was made clear at the Summit, that the 80 people and jobs per ha target cannot be applied uniformly across the GTHA and should not be measured across the entire DGA lands, as much is already built, approved and soon to be built, or already well underway in a planning process.

In the Province's Growth Plan Indicators Report (2015), it states approximately 5% of the DGA is built out or planned. Malone Given Parsons (MGP) planning consultants analyzed

the actual level of growth that has taken place since 2006. Using satellite mapping via Google, GIS imagery and the subdivision status reports from the Regions to determine which lands are already built, reviewing all approved applications to determine which lands are approved but not yet built, and those lands that are currently in a public planning process, MGP estimated that approximately 50% of the DGA land is built on, or planned to be built in the short term. This is a significantly different number than what was put forward by the Province. This discrepancy is problematic, as this would mean that the remaining land in the DGA available for development is less than 50%, rather than the Province's number of 95%. The Province must review its information and update it to ensure there is evidence to support the Government's policy direction. Before implementing any new proposed density target, the Province needs to go back and work with the Municipalities to ensure the accuracy of the data being used for the baseline information. In making policy decisions of the magnitude proposed, there should be little room for arguing about facts.

Understanding the true quantity of available DGA land is important. The limited DGA land for development results in much higher densities being applied to new communities on the outer edges of municipalities where transit does not exist, will be limited, or will require further infrastructure and services to support the density. For example, York Region would need to plan the DGA area at 180 people and jobs per ha and Peel Region would need to plan the DGA at 140 people and jobs per ha, in order to meet the Province's proposed policy of 80 residents and jobs per hectare DGA wide average.

The increase in the density target is a serious concern, as not all the Regions in the GTHA have the ability to accommodate the same density or rates of growth. The GTHA's Regions have different geographies, including the size of DGA and Built-up Area, as well as differing numbers of Urban Growth Centres and Rapid Transit Corridors. All of which means that municipalities have unique circumstances that leave some better suited for higher intensification and density targets than others. Further, transit infrastructure and investments are not being made at the same rate across the GTHA. Some Regions are not well served by transit. Within many Municipalities, transit is limited or not available and if there is transit, it is not in the DGA where the density is currently being proposed.

Finally, the proposed density target of 80 people and jobs per ha would have profound consequences to the GTA's future housing mix and affordability. The planners at the Summit discussed the logic behind the 2006 Growth Plan numbers and the Hemson Consulting forecast with regard to demographics and market, which had a specific mix of housing types. The current 50 people and jobs per ha density target provides an appropriate and desirable mix of housing types, but a shift to the proposed 80 people and jobs per ha will have a detrimental impact on housing mix. Further, the 80 density target averaged across the DGA (which for example in York Region, results in an average density target of 130 people per ha) would dramatically shift the housing mix away from

freehold ground related housing to mid and high rise condominiums and stacked townhouse product. The density target increases dramatically if the jobs or employment lands are included in the calculation, and could lead to a density target of over 250 people and jobs per ha within DGAs to offset lower densities in employment areas. If the density target is implemented as proposed, this Government would impact housing by mandating the elimination of new freehold ground related family housing from the future housing stock, and directly impact the affordability and accessibility of family oriented housing.

The Province's proposed density increase from 50 people and jobs per ha to 80 people and jobs per ha is a target that is intended to apply to all Municipalities' Designated Greenfield Areas, regardless of their ability to support such density. Generally, there is support by the Regions and Municipalities for increased growth and density in the right locations, but it was made clear at the Summit, that this target cannot be uniformly applied across the GTHA and should not be measured across the entire DGA lands.

The GTHA Summit concluded that one density target being applied to all Regions and Municipalities in the GTHA will not work and will not be accepted. Density needs to be looked at more broadly, not just as a policy that must be complied with. Especially one that imposes an unachievable one-size fits all approach, which does not realistically consider individual city building processes and the very different realities across the GTHA Regions.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Do not increase the minimum density target for Designated Greenfield Areas (DGA) and remain at 50 people and jobs per ha:

The minimum density target must remain at 50 people and jobs per ha, as the proposed density target of 80 people and jobs is inaccurately based on MTO's Transit Supportive Guidelines document. The Province's blanket application of this number is a misuse of its own (MTO) research and does not consider the existing and planned transit infrastructure and services that is required to support this density in Municipalities DGA.

Further, the Province's information needs to be reviewed and updated to ensure there is evidence to support the Government's policy direction. The Province needs to go back and work with the Municipalities to ensure the accuracy of the data being used for the baseline information, before implementing any new proposed density target. It is especially important as the proposed density target of 80 people and jobs would have profound consequences to the GTA's future housing mix and affordability.

B. Transition:

Do not increase density at the time of the implementation of the new Growth Plan. Increased density targets should be phased in over time to improve plan implementation, collaboration and guidance. The increased density target should begin in 2031, moving forward to 2041.

C. Decouple employment (jobs) from the density target:

Municipalities have little ability to influence employment density. Densities can be specified for residential development through built form etc. so the population to meet the density targets can be generated. Employment density varies with built form and function, for example warehouses typically require a large land area and generate a lower density of jobs per ha, while offices require lower land area with corresponding higher density of jobs per ha. Municipalities do not want to regulate employment densities as they are looking to attract investment and do not want to hinder attraction by mandating employment densities. This is why it was recommended that employment (jobs) be removed from the density target.

D. Add additional density take-outs:

In determining the land supply, additional lands should be excluded from being considered developable. Examples of these take-outs include storm water management ponds, arterial road right of ways, cemeteries, utility corridors and other uses that cannot be actively used to house people.

E. Update the built boundary from 2006 to 2016:

The Province must update the built boundary to 2016 to reflect the true built condition of the municipalities. It is recommended in the Proposed Growth Plan that this occur (Section 5.2.2.) but the Province has not yet done so. This must occur before the implementation of the new Plan.

F. The Province must confirm baseline data:

In the 2006 Growth Plan, the Province indicated that it would monitor growth. This has not occurred in a manner that can be relied on for future planning in the GTHA. As such, the information being used to support the proposed policies is not accurate. The Province must go back and work with the Municipalities to ensure the information being used is accurate before implementing any new proposed density target. This has been included in the Proposed Growth Plan (Section 5.1) and the municipalities support this going forward.

G. Standard Methodology for Land Needs Assessment:

It is recommended in the Proposed Growth Plan that this occur (Section 5.2.2.) but the Province has not yet done so. The Province must release the standard land needs assessment methodology, before the implementation of the new Growth Plan in order to allow Municipalities to move forward with efficient implementation.

1 (B) New proposed targets for Major Transit Station Areas

The new proposed target range for Major Transit Station Areas from 150-200 persons and jobs per ha was not on the Summit agenda, but was brought forward for discussion, as the policy is an additional concern for the GTHA Municipalities. The definition of Major Transit Station Area is proposed as follows:

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 500m radius of a transit station, representing about a 10-minute walk.

The concern lies in the fact that the proposed definition of Major Transit Stations includes density targets for all transit stops including subways, light rail transit or bus rapid transit and express rail service on the GO Transit network. The target does not recognize different roles of what could be generally defined as a Major Transit Station Area and treats all stations under each category (listed above) as the same. The application of this density target at smaller stations in stable neighbourhoods is not appropriate and further clarification is required.

The GTHA Summit concluded that, a blanket density target being applied to all Major Transit Station Areas is not appropriate.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Remove bus rapid transit from the Major Station Areas Definition:

Including bus rapid transit in the definition is too general of a policy as it would apply to each bus stop. There cannot be a blanket approach to density targets.

B. Municipal flexibility:

Municipal flexibility is required in applying Major Transit Station Area policies and densities. This will allow the local municipality to adjust the density target to match the planning and infrastructure context of the area.

2. The proposed increase in the intensification minimum from 40% to 60% of annual residential growth

The proposed increase in the intensification minimum to 60% from 40% was a major discussion issue at the GTHA Summit. The 40% intensification minimum was previously accepted by Municipalities, as it appeared that it could be achieved. Recent experience has proven that the minimum of 40% intensification has not been achieved by most municipalities, which is very concerning as the rationale and justification for the increase in the intensification rate by 50% has not been provided.

As per the correspondence received from the Ontario Growth Secretariat through the Ministry of Municipal Affairs on July 13, 2016 to Hazel McCallion, provincial staff cited that the increase in the minimum intensification target to 60% came from the Pembina Institute's report "*Driving Down Carbon*." The Pembina report does recommend a 60% intensification target, and no other justification was provided to support this recommendation. The recommendation is not well thought out or justified and as such, there is no substantiation for this *one size fits all* intensification minimum.

As stated previously, not all regions in the GTHA have the same opportunities for growth. Municipalities have unique circumstances making some better suited for higher intensification than others. All have different development constraints and historic development patterns, specifically the size of the DGA and Built-up Area, as well as differing numbers of Urban Growth Centres and Rapid Transit Corridors. Transit infrastructure and investments are not the same across the GTHA, as some Regions are not well served. Further, market conditions, along with development charges, Section 37 of the Planning Act, and parkland requirements have restricted the growth of high-density development at the pace and scale that the existing Growth Plan has contemplated through the minimum 40% intensification. Increasing the intensification minimum to 60% ignores these realities and simply cannot be achieved. Considering the market and financial realities, the Municipalities will not be able to achieve the minimum targets set for the high-density growth and as a result, the GTHA will not grow to the levels expected in the Proposed Growth Plan.

Further, significant concerns were voiced at the Summit regarding the requirement for increased infrastructure capacity and public services and the correlated costs to the Municipalities that come with the higher intensification minimum. Due to the differences among the Municipalities, the financial implications and the infrastructure and servicing requirements to accommodate the intensification targets, are all different but this has not been acknowledged by the Province.

For example, traffic congestion is a major issue for many municipalities and the proposed intensification minimum of 60% will put more cars on existing roads that were not

designed to accommodate the level of increased traffic. This intensification number will require dedicated funding from the Province for transit within each municipality. This funding is critical to the implementation of a higher intensification minimum.

Intensification is costly and the financial impact to the Regions, Municipalities and taxpayers has not been addressed by the Province. The Province must recognize that one intensification number cannot be applied uniformly across the GTHA, with an expectation of each Municipality achieving it.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Intensification minimum remain at 40%:

The intensification target must remain at 40%, as no justification or rationale has been provided for the increase to the intensification number by the Province. The Municipalities have requested the justification for the proposed 60% intensification number, but this has not been provided. The Province cannot increase the minimum intensification number until there is a clear understanding of the financial impact on Municipalities (including roads, transit, parks, schools, stormwater, sewers, water supply, electrical supply, libraries, community centres etc.). All infrastructure and services need to be built, maintained and expanded on to provide and support the proposed level of intensification.

B. Transition:

If an increased intensification minimum is to be implemented, it should be phased in over time to improve plan implementation, collaboration and guidance with Municipalities. The increased intensification minimum must begin in 2031, moving forward to 2041 and only be measured at the upper-tier municipal level.

3. Increased Densities and Alignment with Transportation Master Plans (Roads & Transit)

The Summit participants were in agreement that planning for density and intensification go hand in hand with transportation planning, and that providing transit is the key to the Growth Plan being successfully implemented. The Province cannot mandate a one size fits all density target and intensification minimum across all of municipalities, as municipalities cannot plan for transit-supportive densities in the absence of a financial plan to fund the required transportation and transit to support this increased growth.

The Province must ensure that transit infrastructure is not only aligned with growth, but that it also has the required dedicated funding to support growth. The Province must find ways to empower and enable Municipalities to deliver on intensification through municipal revenue tools.

An arbitrary density target and intensification minimum, without parallel adjustments to transit funding and service expansion across the GTHA is problematic. Roads are already grid-locked and residents are frustrated with existing conditions. Adding increased intensification and density without the necessary transit will only exacerbate the problem. For example increasing the DGA target to 80 people and jobs per ha average, will require a higher density on the outer edges of the municipalities than within existing built up areas. Higher densities in locations with limited to no existing or planned transit infrastructure is not good planning.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Upgrade and dedicate more Provincial funding to transit:

Transportation infrastructure is required to be increased and funded, before increases in density can be mandated by the Province.

B. Coordination of infrastructure and growth by the Province:

Municipalities are required to coordinate long term infrastructure planning with growth planning, as such so should the Province. The Province must acknowledge and fund the transportation initiatives required to address growth (and targets) to 2041.

C. The Growth Plan's transportation schedules and policies must be refined and updated:

There is a need to precisely identify infrastructure corridors in schedules and policies. Specific infrastructure projects mentioned at the Summit include:

1. Yonge Subway to Richmond Hill Centre must be put back into the Growth Plan as a priority transit corridor;
2. Move forward on GTA West Corridor planning;
3. The planned 404 highway extension;
4. Recognize the new 407 East and 412 highway that is now open;
5. Include the multi-model Port in Oshawa.

D. Harmonize the Growth Plan with the Metrolinx Big Move Update:

The Proposed Growth Plan does not align with the Province's Big Move Plan. The Province must harmonize the Growth Plan with Metrolinx's the Big Move Transportation Master Plan Update. This is critical to ensuring the right density

of growth is taking place where transit is planned for, and the Growth Plan should not be finalized until the Metrolinx Plan is finalized.

4. The Proposed Provincial Plans has an impact on housing affordability and choice

The Province must balance the considerations of housing affordability with the Government's climate change mandate. Current homebuyer patterns do not indicate that high-rise condominium developments are what all consumers want. Families tend to want freehold ground related housing. Unfortunately, the price of this form of housing in much of the GTHA is growing out of reach of most families.

Creating a housing supply dominated by condominium high rises, is not consistent with the demographics of the GTHA, according to the work undertaken for the Province by Hemson Consulting, which was the basis for the population and housing forecast supporting Amendment 2 to the Growth Plan.

The Proposed Growth Plan does not promote housing affordability by encouraging a mix of housing types. It proposes to promote housing affordability by promoting a higher density housing product. The effect of this policy will take ground related housing out of reach for the majority of families in the GTHA and will negatively impact housing affordability. The Proposed Growth Plan will create housing for the upper class (ground related) and housing for the middle-lower class (higher density apartments/condominiums). This will undermine the Province's ability to achieve the growth anticipated by the Growth Plan, as people will tend to move to areas where there is desirable housing, which will likely require the use of cars. The reality is, homebuyers will drive until they can afford to purchase a home, further increasing the use of individual vehicles and congestion on roads.

The Province should not set policies that only promote a single type of housing form (higher density) to be built in the future, which is essentially what the Proposed Growth and Greenbelt Plans do. There must be a range and mix of housing types and tenures to create opportunities for all levels of income. As presented, housing choice will be taken away by the Proposed Plans.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Do not implement the proposed density target and intensification minimum as currently proposed :

Implementing the proposed density target and intensification minimum will have a significant impact on land and housing prices in the future, as such the

Government will be contributing to the increased price of ground related housing and limiting housing choices in the future to predominantly high density housing forms.

B. Municipalities require flexibility to provide a range and mix of housing types and densities:

The Provincial Policy Statement (PPS) states that the Province is to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area. This is what the PPS requires, yet the effect of the Proposed Growth Plan would not be consistent with the PPS, as it would not allow Municipalities to provide for an appropriate range and mix of housing types, tenures and densities.

5. Transition policies for all applications in process between the current Growth Plan and the new Growth Plan

The GTHA Summit discussed the lack of clarity on transition measures between the implementation of the current policies of the Growth Plan and the Proposed Growth Plan. John MacKenzie noted that the Advisory Panel did not deal with transition in its Report, but it is important and needs to be addressed prior to the implementation of the new Plan.

Currently, the policies of the Proposed Growth Plan would apply as of the effective date of the new Growth Plan's implementation. All policies would then apply to all planning matters in process as of the effective date of the new Growth Plan.

At a minimum, transition policies must be implemented for all applications in process between the current Growth Plan and the new Growth Plan. There are municipal studies that are in progress and well underway to implement the 2006 Growth Plan. Municipalities require certainty from the Province that they will be permitted to complete the work started, so as to provide housing supply and set the stage for successful infrastructure delivery.

It was agreed at the Summit that the implementation of the new Growth Plan without transition measures will delay processes currently underway by at least 3-5 years, which will have unintended consequences including a direct impact on housing supply and prices, and place many municipalities in contravention of the Planning Act and PPS.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Include transition provisions for in-progress planning:

Applications in process within the DGA should proceed under the 2006 Growth Plan policy framework. This work should not be required to be redone. For example, there are secondary plans that are well underway and if the Growth Plan came into effect without transition, the plans would have to stop and restart resulting in a loss of 3-5 years of planning work and millions of dollars spent by all stakeholders including the municipalities.

B. Phase in density target and intensification minimum:

One proposal for transition is to phase in the increased density target and intensification minimum. The increased targets should begin in 2031, moving forward to 2041.

6. The financial implications of the Proposed Provincial Plans to Municipalities and Regions

The Proposed Plans do not include an associated financial plan and do not consider the economic impacts on Municipalities and Regions. The Proposed Plans contain significant policy changes without seriously contemplating how the implementation of these policies will be funded. For example, the Proposed Growth Plan requires significant capital and operating funding to support the growth and growth infrastructure must be funded by all levels of Government. The Province must pace intensification and density with the ability of Municipalities and other levels of government ability to pay for growth.

The GTHA Municipalities understand that the government has dedicated funding to GTHA transit projects, but it is not enough. If the Province wants to successfully implement the Proposed Growth Plan, stable predictable funding is needed for all infrastructure projects to support the proposed growth (including water and wastewater, electric and gas, transportation, hospitals, schools, police, fire, community services etc.). The Province must find ways to empower and enable Municipalities to deliver on intensification through existing and new municipal revenue tools.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Changes to Development Charges Act (DC Act):

Changes to the DC Act are required for full recovery of all growth related costs to the municipalities.

B. Upgrade and dedicate more Provincial funding for transit infrastructure:

Transportation infrastructure is required to be increased and funded, before increases in density can be mandated across the GTHA by the Province.

7. The absence of any direction or planning for economic growth in the Proposed Provincial Plans

Ontario's economy has not recovered from the recession of 2008 and the Growth Plan must be used as a tool to support the economy. However, the Proposed Provincial Plans do not provide measures that would be supportive of economic growth and have not considered the economic implications of the proposed policies.

It is imperative that the Province recognize that there is an opportunity specifically through the Growth Plan to support planning that would strengthen the economy. This is not being done through the Proposed Growth Plan and instead, it is being used as a development control plan. This one size fits all approach will have a negative impact on economic growth, as it does not recognize the uniqueness of each municipality and region in the GTHA.

More serious consideration is required by the Province on how to bolster economic development and growth in the Proposed Plans. As part of this, the Province must work with Municipalities to not only attract economic development, but to ensure that Municipalities have the required infrastructure and servicing capacity to attract jobs and growth.

Specifically mentioned at the Summit was the lack of consideration to the financial viability of agricultural and rural areas in the Greenbelt. Rural and agricultural lands are highly regulated in the Greenbelt, which has limited opportunities to support and advance economic growth on these lands. In order for the Greenbelt Plan to work effectively, the Province must do more to ensure the viability of agricultural operations, especially those near urban areas. This cannot simply be a land use planning exercise with additional land use regulations. It must also look at the financial tools required and provide incentives that will allow agricultural lands in the Greenbelt to be financially viable and sustainable in the long term.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Agricultural viability in the Greenbelt:

The Province needs a more accurate approach to identify viable agricultural lands in the Greenbelt. Just because lands are labeled "agricultural", does not mean they are viable for that use. One suggestion was to further expand the list of non-agricultural uses permitted in certain areas of the Greenbelt and provide financial tools and incentives. It was mentioned that there are a number of complementary recommendations to support agricultural viability proposed

by the Advisory Panel that have not been acknowledged or discussed by the Province at this time.

B. Major Office included in the Prime Employment Areas definition:

The current definition is not supportive of promoting office uses in Municipalities. Major Office must be included in the definition of Prime Employment Areas. Office uses typically offer higher paid jobs and property taxes and are sought after employment that the Municipalities want and work hard to attract.

C. Establish an independent Provincial Secretariat:

An independent Provincial Secretariat should be established to oversee the implementation and coordination of the Plans. These plans impact more than just the Ministry of Municipal Affairs, and as such, must also include but is not limited to the Ministries of: Finance, Transportation, Natural Resources and Forestry, Infrastructure, Environment and Climate Change, Agriculture, Food and Rural Affairs, Energy, Economic Development and Growth, Housing.

8. Effectiveness of Proposed Provincial Plans and Climate Change

The proposed density target is not well thought out and will have many unintended consequences as it relates to the Province's Climate Change Action Plan. The Proposed Growth Plan is contrary to the Province's initiatives to take people out of cars and put promote the use of transit to minimize environmental impacts. The Proposed Growth Plan forces density in the Designated Growth Areas in the outer edges of municipalities with limited or no existing or planned transit options other than the car to absorb the highest density and amounts of growth. This results in putting more cars on the roads, exceeding the planned capacity, increasing traffic congestion and ultimately contributing to climate change through the increase of greenhouse gas emissions.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Do not implement proposed density target of 80 people and jobs per ha averaged across the Designated Greenfield Areas:

The proposed density target is flawed and does not contribute to complete, walkable, transit-oriented communities. It contributes to dense communities on the outer edge of municipalities, putting more people into cars on already congested roads, increasing traffic congestion and contributing to climate change through the increased greenhouse gasses.

B. Additional Funding Tools:

Municipalities also need additional funding tools to collect funds to meet policies on climate change.

C. Provincial Funding for Municipalities to implement Climate Change Action Plan:

Provincial policy needs to be backed up with provincial funding for municipalities to implement climate change resilient infrastructure.

D. Consult and release guidance materials:

With respect to climate change targets and strategies, the Province must provide more information and guiding implementation materials. For example, the definition of what a net zero community is and how it can be implemented is unclear.

9. Process, criteria and timing for Greenbelt boundary and designation adjustments

It is legislated and it is expected by Municipalities and the public that the 10 year review of the Greenbelt Plan is the opportunity to review the Greenbelt boundary and Greenbelt designations that have been frozen for almost 12 years for adjustments, refinements and/or removal. This is also the opportunity to grow the Greenbelt and add environmentally significant lands and urban river valley systems to the Greenbelt.

It must be the intention of the Province to review lands that have been included in the Greenbelt that should not have been included, through an open and transparent review process with clear criteria (i.e. lands that have infrastructure including lands that, are adjacent to servicing and/or along transportation and transit corridors). This process must be in consultation with and include the support of the Regions and Municipalities.

This is the opportunity to correct the errors of the past and to ensure the sustainability and credibility of the Greenbelt. The review of the Greenbelt Plan will be a complete waste of time unless the Province implements an open and transparent process with clear criteria, in consultation with the Municipalities affected, to determine boundary and designation changes and to determine which lands should be added and/or removed from the Greenbelt.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. The Province implement an open and transparent Greenbelt review process with criteria in collaboration with municipalities and stakeholders:

An open and transparent process is required to review and examine Greenbelt boundaries and designations in collaboration with Municipalities and stakeholders. This process must include clear criteria by which to assess Greenbelt land requests.

B. Timeframe for review process:

This review of the Greenbelt lands, outer boundary and designations must occur as part of this 10 year review. Now is the opportunity to revisit, review and adjust the Greenbelt boundary, as a significant amount of land has already been proposed to be added to the Greenbelt.

C. Municipal review of outer boundary of the Greenbelt:

The use of lands within the Greenbelt and its boundary cannot remain stagnant for the next 10 years. Municipalities should be permitted to have an ongoing process to more precisely define the outer Greenbelt boundary within the municipality's urban boundary to reflect studies and real conditions on the ground, (i.e. built form as a result of previous approvals prior to the Greenbelt Plan being enacted). This can be done through the Official Plan Amendments and/or Secondary Plan review process.

D. Greenbelt lands with infrastructure:

The Province needs to open up non-environmentally sensitive Greenbelt lands that are serviced and or are adjacent to servicing for economic growth. For example, there are lands along Hwy 404, Hwy 407 and other highway corridors that are within Settlement Areas that are within the Greenbelt. These lands should be put to better use to attract future economic growth, based on their prime location and historic infrastructure investments made.

E. Growing the Greenbelt:

There is a need to implement a clear, consistent, and timely process that is science based to grow the Greenbelt. The Province must consult the Municipalities on where to grow the Greenbelt, as they are critical partners in meeting Provincial objectives. Municipalities have the on the ground knowledge of where green space abutting the existing Greenbelt (confirmed by municipal studies as being worthy of protection) could be included in the Greenbelt to ensure a net gain in protected areas. Greenbelt boundary adjustments must remain a provincial responsibility.

F. Permit Greenbelt Transition policies for all Municipalities:

When the Greenbelt Plan (2005) was approved, it included clause 3.4.4.1 titled *Additional Policies for Settlement Area Expansion*, which outlined criteria which, if met, permitted municipalities who had initiated a settlement area expansion prior to the enactment of the Greenbelt Plan, to complete the planning process. This was permitted to all Municipalities except for those lands in the geographic boundary in Pickering and Markham. It is only fair that the same transition policies be provided to all Municipalities in a new Greenbelt Plan, as was provided for in the Greenbelt Plan (2005).

10. Expanded list of permitted uses in the Greenbelt Plan

The Greenbelt Plan should allow for an expanded list of permitted uses in the Protected Countryside designation of the Plan. The Province has added additional land use permissions in the Plan, but they are currently not helpful. Specifically, the Summit participants recommended that the Province allow Municipalities to use Greenbelt lands in the Protected Countryside and adjacent to urban areas to be used for a variety of recreational uses, including active parks.

Recommendations:

The following recommendations were provided at the GTHA Summit:

A. Recreational Uses:

The Greenbelt Plan must be revised to specifically state that Greenbelt lands in the Protected Countryside may be permitted to be used for recreational uses such as a broader range of active uses including community parks.

B. Agricultural Uses:

Expand the list of non-agricultural uses permitted in certain areas of the Greenbelt and provide financial tools and incentives

CONCLUSION:

The participants of the GTHA Summit spoke loudly and clearly about their positions, on the Co-ordinated Land Use Planning Review including the Proposed Growth Plan for the Greater Golden Horseshoe and the Proposed Greenbelt Plan. It is widely believed that there needs to be more discussion and consultation with the individual Municipalities on the Proposed Plans'. While the Municipalities differ in various ways, the viewpoints presented at the Summit were remarkably consistent and this Report outlines what is a united position of the GTHA Municipalities in five key areas:

- 1. Do not implement the proposed density target and intensification minimum.**
- 2. Consider both the financial capacity to support the Proposed Plans and the resulting economic impacts of the Plans, including affordability of housing and livability of communities.**
- 3. Align growth with existing and planned transportation infrastructure to avoid additional traffic congestion and negative impacts on climate change.**
- 4. Implement transition measures from the current Growth Plan to the new Growth Plan.**
- 5. Implement a clear and transparent process for Greenbelt adjustments, refinements, removals and additions to boundaries and designations.**

There is an overwhelming belief amongst the Summit participants and other stakeholders, that the Ontario Government's Proposed Growth Plan and Proposed Greenbelt Plan go far beyond the recommendations of the Panel, and that the draft amendments are "*too much, too fast*" with an unachievable "*one size fits all*" approach, that will negatively impact the affordability and livability of the GTHA.

The impact of the draft amendments to the Proposed Plans, would have a detrimental impact on the Municipalities in terms of financial costs, and would not achieve the results intended by the Province. The Province needs to seriously reconsider the Proposed Growth Plan and work with its willing municipal partners to determine appropriate, reasonable and achievable density targets and minimum intensification rates. The Province must delay setting new density targets and intensification rates, until they engage and consult meaningfully with Regions and Municipalities in the GTHA. The Province should also work with the Regions and Municipalities to develop a definitive land needs methodology, before moving forward with the new Growth Plan.

Municipal government is the government that is closest to the people. Each municipality has its own approach to growth management and as such, the Province must remove

unnecessary prescriptiveness and allow more flexibility in the Plans in order for them to be implemented not just in spirit, but in reality.

The Municipalities believe the Province needs to hit the reset button on the Proposed Plans. It is their hope that when this Report (along with all of the municipal submissions) are read by Government officials and staff, that a meeting of the GTHA Mayors and Chairs be called to discuss these issues, concerns and recommendations before any final Plans are released.

The consensus is clear and strong, and the GTHA Mayors and Chairs respectfully call on the Premier to consider the comments and recommendations contained within this Report and direct the Government to work with the Municipalities to achieve complete, financially responsible, sustainable, livable and affordable communities for generations to come.

APPENDIX 1:

SUMMARY OF GTHA MUNICIPAL SIGN OFF'S OF REPORT

The Report has been circulated to the GTHA Mayors and Chairs for their sign off for confirmation that the Report accurately captures the discussion and recommendations made at the Summit. Of the 29 Mayors and Chairs represented at the Summit:

- 27 signed off on the Growth Plan portions of the Report, without any qualifications
- 26 signed off on the Greenbelt portions of the Report, without any qualifications
- 3 had qualifications

SIGN OFF ON GREENBELT PLAN PORTION OF THE REPORT
Durham Region
City of Brampton
City of Burlington
City of Hamilton (<i>with minor qualification on language</i>)
City of Markham
City of Mississauga
City of Oshawa
City of Pickering
City of Vaughan
Halton Region
Peel Region
Town of Aurora
Town of Caledon
Town of East Gwillimbury
Town of Georgina
Town of Halton Hills
Town of Milton
Town of Newmarket
Town of Richmond Hill
Town of Whitby
Town of Whitchurch-Stouffville
Township of Brock
Township of King
Township of Scugog
(<i>with request to add an additional recommendation to Section 6 re: additional funding for Greenbelt Municipalities</i>)
Township of Uxbridge
York Region

SIGN OFF ON GROWTH PLAN PORTION OF THE REPORT

Durham Region
City of Brampton
City of Burlington
City of Hamilton
City of Markham
City of Mississauga
City of Oshawa
City of Pickering
City of Vaughan
Halton Region
Municipality of Clarington
Peel Region
Town of Aurora
Town of Caledon
Town of East Gwillimbury
Town of Georgina
Town of Halton Hills
Town of Milton
Town of Newmarket
Town of Richmond Hill
Town of Whitby
Town of Whitchurch-Stouffville
Township of Brock
Township of King
Township of Scugog
Township of Uxbridge
York Region

SIGN OFF ON PARTS OF BOTH THE GREENBELT PLAN AND THE GROWTH PLAN PORTIONS OF THE REPORT

Town of Oakville
Town of Ajax

LETTERS RECEIVED

City of Brampton Mayor Linda Jeffrey
City of Hamilton Mayor Fred Eisenberger
City of Markham Mayor Frank Scarpitti
City of Oshawa Mayor John Henry
City of Vaughan City Manager Dan Kostopoulos
Durham Region Chair and CEO Roger Anderson
Halton Region Chair Gary Carr
Peel Region CAO David Szwarc
Peel Region Chair and CEO Frank Dale
The Municipality of Clarington Mayor Adrian Foster
Town of Ajax Mayor Steve Parish
Town of Aurora Mayor Geoffrey Dawe
Town of Caledon Councillor Johanna Downey
Town of Caledon Mayor Allan Thompson
Town of Georgina Mayor Margaret Quirk
Town of Halton Hills Mayor Rick Bonnette
Town of Milton Mayor Gord Krantz
Town of Oakville Mayor Rob Burton
Town of Richmond Hill Mayor Dave Barrow
Town of Whitby Mayor Don Mitchell
Township of King Mayor Steve Pellegrini
Township of Scugog Tom Rowett
York Region Chair and CEO Wayne Emmerson

EMAILS RECEIVED

Township of Brock Mayor, John Grant
City of Burlington Senior Manager Government Relations & Strategic Communications, Kwab Ako-Adjei
City of Mississauga Councillor Ward 9 City of Mississauga/Region of Peel, Patricia (Pat) Saito
City of Pickering Chief Planner, Catherine Rose
Town of East Gwillimbury Executive Assistant to Mayor & Council, Gina Casey
Town of Newmarket Deputy Mayor & Regional Councillor, John Taylor
Town of Newmarket Mayor, Tony Van Bynen
Town of Richmond Hill Deputy Mayor Regional & Local Councillor, Vito Spatafora
Town of Uxbridge Mayor, Gerri Lynn O'Conner
Town of Witchurch-Stouffville, Director of Development Services Mary Hall

EXCERPTS OF EMAILS RECEIVED

Ms. McCallion. You have my support on your report. Thank you for the time and energy on this project.

Best regards,

Mayor John Grant
Township of Brock

Dear Mayor McCallion – My apologies for the delay in responding. The City of Burlington is supportive of the report you sent; it is reflective of the discussion. If you have any questions please let me know.

Regards,

Kwab Ako-Adjei | Senior Manager
Government Relations & Strategic Communications
City of Burlington

Please be advised that Mayor Hackson has reviewed the document with staff and supports the content as presented.

Regards,

Gina Casey
Executive Assistant to Mayor & Council
Town of East Gwillimbury

Hello Hazel: The report correctly reflects the discussion as I recall it at the meeting. Thank you,

Patricia (Pat) Saito
Councillor Ward 9
City of Mississauga/Region of Peel

Our Municipality's representative at the Summit has reviewed the Report and has indicated that the Report is an accurate reflection of the Summit discussion and the concerns expressed. I endorse the report.

Sincerely,

Tony Van Bynen
Mayor
Town of Newmarket

I sign off on the report as accurate

John Taylor
Deputy Mayor & Regional Councillor
Town of Newmarket

Hazel,

I have had an opportunity to review the Report and endorse the Report as an accurate and well-written expression of the key issues raised by the attendees.

Catherine Rose, MCIP, RPP
Chief Planner, City Development Department
City of Pickering

Dear Ms. McCallion,

Thank you for your leadership on this important matter.

As noted at the GTA Mayors and Chairs meeting at York Region, the Town of Richmond Hill is supportive of the Ontario Government Coordinated Land Use Review with specific interest in the following:

- The Province establish dedicated Funding for infrastructure and transit to support the Growth Plan.
- The Province identify the Yonge Subway extension from Finch to Richmond Hill as a priority transit corridor in the Growth Plan and the 2016 Schedules.
- The Province harmonize gaps pertaining to aquifer vulnerability, groundwater protection policies, water source protect in the following: the Oak Ridges Conservation Plan, the Green Belt Plan and the Source Water Protection Plan completed under the Clean Water Act (2006).
- The Province clarify the process, criteria and timing of Greenbelt boundary and designation adjustments.

The Province should allow flexibility in the proposed amendments to the Growth Plan, the Oak Ridges Moraine Plan and the Green Belt Plan to meet the different needs of local municipalities. "One policy does not fit all."

Best wishes,

Vito Spatafora

Deputy Mayor

Regional & Local Councillor

Town of Richmond Hill

Hello Hazel,

Although I was unable to attend the meeting in November, I have spoken with some of the Mayors that were in attendance. They support your report as written and therefore I am signing off on it.

Thanks.

Gerri Lynn O'Conner

Mayor Town of Uxbridge

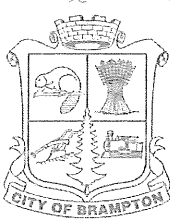
Good Afternoon Hazel:

I apology for the delay in the Town's response. I've been out of the office since you sent the email on December 9 and only returned to work today. I've reviewed the attached document and agree with the comments provided. The Town of Whitchurch-Stouffville wants to thank you for taking the time to arrange the GTHA Mayors and Chairs response to the Government of Ontario's Co-ordinated Land Use Planning Review.

Best regards,

Mary Hall BES, RPP | Director, Development Services

Town of Whitchurch-Stouffville



Mayor Linda Jeffrey

December 9, 2016

**RE: Response to the GTHA Mayors and Chairs Report on Government of Ontario's
Co-ordinated Land Use Planning Review**

With respect to the GTHA Mayors and Chairs Summit that took place on September 30, 2016, I would like to provide the following comments for the report that you have prepared on the topic of the Government of Ontario's Co-ordinated Land Use Planning Review. Overall, the recommendations of the Summit report are aligned with the City of Brampton's planning report that was presented to Council's Planning and Infrastructure Committee in September 2016. After consulting with City of Brampton staff, I would like to provide the following comments for the record:

- The Summit report suggests that the proposed minimum target density is based on an incorrect assumption about existing and planned infrastructure, which makes it both unrealistic and too ambitious to apply in Brampton's context. Understanding the baseline data and the methodology of the land needs assessment would benefit municipalities.
- The Summit report echoes the recommendation of the Brampton planning report on clarifying how employment (jobs) is considered from the density target.
- Both the Brampton and Summit reports recommend that municipalities define densities around major transit stations areas.
- City of Brampton staff advise that the intensification target should remain at 40 percent since there is no rationale for the increasing the target. The Brampton report requests policy direction from the Province on how to address applications for high density uses in areas that are not designated for intensification.



The Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

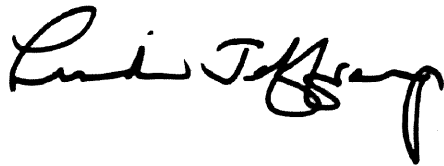
905.874.2600 mayorjeffrey@brampton.ca
TTY: 905.874.2130

There are two areas where the Summit Report does not reflect the recommendations of the Brampton report:

- A number of proposed revisions to the Growth Plan would make upper-tier municipalities such as the Region of Peel responsible for some roles currently either being undertaken by lower-tier municipalities or being undertaken jointly. The Brampton report requests clarification on the roles and responsibilities given the proposed Provincial changes. To expand, municipal comprehensive reviews should be left to the responsibility of the lower tier, rather than the upper tier municipalities.
- The Brampton report suggests there can be more guidance from the Province on how to implement some of the provisions under consideration.

Having provided my comments, I am happy to endorse this report in the spirit in which it has been authored. If you require any further clarification on any part of the above comments, please do not hesitate to contact me.

Sincerely,



Linda Jeffrey
Mayor



The Corporation of the City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

905.874.2600 mayorjeffrey@brampton.ca
TTY: 905.874.2130

December 5, 2016

Re: Hazel McCallion Report - Report on the Government of Ontario-ordinated Land Use Planning Review – Comments from the City of Hamilton

Dear Hazel:

Thank you for the opportunity to provide input on Co-coordinated Provincial Plan review, on behalf of the GTHA Mayors and Chairs. The report was well written with very detailed rationale in support of the issues raised. The City of Hamilton, in their comments to the province of the Co-ordinated Provincial plan review (September 2016), identified many of the same issues.

More specifically, the major concerns about proposed changes to the Growth Plan are:

- The increase of 50 person jobs per hectare to 80 hectare in the absence of transition provisions, additional funding to support infrastructure, transit, soft services, consideration of the impact on housing mix for the municipality and additional take outs for the land budget;
- The increase in the intensification rate without a clear understanding of the impacts on infrastructure, transit and soft services;
- Targets for major transit station areas should be at the discretion of the municipality depending on the function of the transit stop, the surrounding land uses and other financial and land use planning considerations; and,
- Staff has repeatedly requested the common land budget be prepared immediately because this methodology is required for the municipal comprehensive review and ultimately a new Development Charges By-law.

Changes to the Greenbelt Plan are also required but have not been proposed in the draft changes to the Greenbelt Plan. More specifically:

- The province should develop a transparent and criteria based process for lands to be removed from the Plan. The City of Hamilton requested some lands be added while some lands should be removed. Only lands to be added have been identified.
- Allow for the existing Highway Commercial and Industrial Uses to have more flexibility other than the current regime of 'existing use'.

Further, with respect to the Greenbelt, while I agree that there must be an open and transparent review process in collaboration with municipalities and stakeholders, I disagree that Greenbelt boundary adjustments should be the subject of municipal approval. I believe it must remain a provincial government-led process. I also disagree that there has been a lack of consultation with respect to boundary adjustments.

Once again, thank you for your hard work on this matter and the recognition that many of the concerns of the Provincial Plan changes are shared by the majority of municipalities, including the City of Hamilton.

Sincerely,

A handwritten signature in black ink, appearing to read 'Fred Eisenberger', with a stylized, flowing script.

Fred Eisenberger, Mayor of Hamilton



Frank Scarpitti
Mayor

December 6, 2016

Kathleen Wynne
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Dear Premier Wynne,

A handwritten signature in black ink that reads 'Kathleen'.

Re: GTHA Mayors and Chairs Report on the Government of Ontario's Co-ordinated Land Use Planning Review

I want to personally thank you for granting an extension to the deadline for municipal comments on the Co-ordinated Land Use planning Review, the Proposed Growth Plan and the Proposed Greenbelt Plan.

The summit organized by Hazel McCallion, Ex-officio Advisor to the Premier, in September was an excellent opportunity for the elected representatives in the GTHA to consolidate our collective feedback and prioritize our requests of the Province as we move forward.

I am pleased to confirm that Markham Council fully supports and endorses the comments and recommendations contained in the GTHA Mayors and Chairs Summit Report.

The Ministry of Municipal Affairs and Housing is already in receipt of the City of Markham's submission and in many areas aligns with the Summit Report.

I sincerely hope that these recommendations are considered and implemented to successfully meet the growth demands of the GTHA in a way that makes our communities more sustainable while at the same time creating livable communities with a high quality of life in a form and density related to the available transportation and community infrastructure.

Sincerely,

A handwritten signature in black ink that reads 'Frank'.

Frank Scarpitti
Mayor

Encl: City of Markham Resolution at Development Services Committee Meeting on Dec 5, 2016

C: Hazel McCallion, Ex-officio Advisor to the Premier on Issues within the GTHA

The Hon. Bill Mauro, Minister of Municipal Affairs

The Hon. Michael Chan, Minister of International Trade

The Hon. Helena Jaczek, Minister of Community and Social Services

The Hon. Chris Ballard, Minister of Housing

The Hon. Steven Del Duca, Minister of Transportation

The Hon. Reza Moridi, Minister of Research, Innovation and Science

Resolution from the Development Services Committee Meeting – Dec 5, 2016

**19. GREATER TORONTO & HAMILTON AREA (GTHA)
MAYORS AND CHAIRS REPORT ON THE
GOVERNMENT OF ONTARIO'S
CO-ORDINATED LAND USE PLANNING REVIEW (10.0)
Communications**

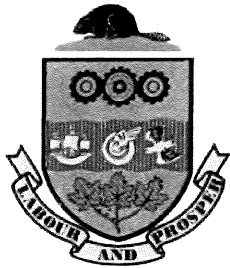
The Committee received communication from Hazel McCallion, Ex-officio Advisor to the Premier on issues within the Greater Toronto and Hamilton Area, forwarding the report on the Governments of Ontario's Co-ordinated Land Use Planning Review including the Proposed Growth Plan for the Greater Golden Horseshoe and the Proposed Greenbelt Plan, and requesting endorsement with respect thereto. The deadline for all responses to be submitted is Monday, December 5th, 2016. Staffs concur with the conclusions in the report.

Moved by: Mayor Frank Scarpitti

Seconded by: Regional Councillor Joe Li

- 1) That the communication from Hazel McCallion, Ex-officio Advisor to the Premier on issues within the Greater Toronto and Hamilton Area, forwarding the report on the Governments of Ontario's Co-ordinated Land Use Planning Review including the Proposed Growth Plan for the Greater Golden Horseshoe and the Proposed Greenbelt Plan, be received and endorsed;
- 2) And that the Mayor's office, on behalf of the Council of the City of Markham, write a letter of endorsement to the Premier and the Minister of Municipal Affairs, copied to the local MPPs and Hazel McCallion.

CARRIED



OSHAWA
ONTARIO, CANADA

OFFICE OF THE MAYOR

CITY OF OSHAWA
50 CENTRE STREET SOUTH
OSHAWA, ONTARIO
L1H 3Z7
TELEPHONE (905) 436-5674
FAX (905) 436-3884
E-MAIL: mayor@oshawa.ca

MAYOR JOHN HENRY

December 16, 2016

Ms. Hazel McCallion C.M., LL.D., BA.Sc.

Ex-officio Advisor to the Premier on issues within the Greater Toronto and Hamilton Area

Dear Ms. McCallion:

On behalf of Oshawa City Council, I would like to convey our sincere gratitude to you for providing the Greater Toronto and Hamilton Area (GTHA) Mayors and Chairs Summit Report of September 2016, regarding the Government of Ontario's Co-ordinated Land Use Planning Review/report.

This report is consistent to Oshawa Council's position recommendations, and therefore, I request that you include my endorsement with your submission to the Premier and Minister of Municipal Affairs to demonstrate the Mayors and Chairs' unified response.

I would personally like to thank you for taking the time to meet with the GTHA Mayors and Chairs, and updating us on matters of such importance.

Yours truly,

A handwritten signature in black ink, appearing to read 'John Henry'.

John Henry
Mayor



December 19, 2016

Ms. Hazel McCallion

Ex-officio Advisor to the Premier on Issues within the Greater Toronto and Hamilton Area

Dear Ms. McCallion,

**RE: GTHA Mayors and Chairs Report on the Government of Ontario's Co-ordinated
Land Use Planning Review**

On behalf of the City and in my role as City Manager I attended the Summit on September 30, 2016. The City of Vaughan also contributed through the formal presentation delivered by our Deputy City Manager of Planning and Growth Management, John MacKenzie, in which he noted a number of key municipal concerns that Vaughan Council has endorsed through formal Council Reports in the last few months.

These include concerns related to density targets, the need for transition policies for municipally initiated processes, the need for certainty from the province on infrastructure alignments and investments to inform municipal land budgeting. Through Mr. MacKenzie's presentation we also recommended additional consultation to refine the amendments prior to finalization.

With respect to infrastructure located within the Greenbelt, the City recognizes and supports the need for major infrastructure investments by all levels of government to accommodate growth. The City of Vaughan supports implementation of these important projects provided that, to the extent possible, best efforts are made to minimize impacts, mitigate and enhance in a context sensitive manner.

On behalf of the City I believe the information contained in the report describes and provides important contextual information related to these key issues.

There was clear consensus from participants that "one size does not fit all" and that the Plans need additional adjustments to reflect the concerns raised at the Summit prior to being finalized.

It is our hope this letter will aid in the process of informing the Premier and her Cabinet as to next steps to be taken in relationship to the co-ordinated land use planning review.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'DK', is positioned above the printed name and title.

Daniel Kostopoulos
City Manager



December 12, 2016

**The Regional Municipality
of Durham**

Office of the Regional Chair

605 ROSSLAND RD. E.
PO BOX 623
WHITBY, ON L1N 6A3
CANADA
905-668-7711
1-800-372-1102
Fax: 905-668-1567
Email:
roger.anderson@durham.ca

www.durham.ca

Roger M. Anderson
Regional Chair and CEO

Ms. Hazel McCallion
Ex-Officio Advisor to the Premier

Dear Ms. McCallion:

Re: Endorsement for the GTHA Summit Report

As Chair of Regional Municipality of Durham, I endorse the Greater Toronto and Hamilton Area (GTHA) Mayors and Chairs Summit Report, September 2016, regarding the Government of Ontario's Co-ordinated Land Use Planning Review (report).

The report aligns closely with Durham Regional Council's own recommendations. Please add my endorsement in the submission to the Premier and Minister of Municipal Affairs to demonstrate the Mayors and Chairs' unanimous position.

Thank you for preparing this report that highlights our shared concerns and recommendations.

Yours truly,

A handwritten signature in black ink, appearing to read 'Roger Anderson', written over a horizontal line.

Roger Anderson
Regional Chair and CEO



December 16, 2016

Chair's Office
Halton Region
1151 Bronte Road
Oakville ON L6M 3L1

Ms. Hazel McCallion
Ex-Officio Advisor to the Premier

Dear Ms. McCallion:

As Regional Chair for Halton Region, I am writing to provide my support for the general reflections of the discussions put forward by the Greater Toronto and Hamilton Area (GTHA) Mayors and Chairs Summit regarding the Government of Ontario's Co-ordinated Land Use Planning Review. Halton Region believes that changes to the Provincial Plan can be supported with the appropriate transitions and funding based on the principle that growth pays for growth.

Thank you for taking the time to facilitate and prepare the report. I look forward to the Provincial government's response to this review.

Sincerely,

A handwritten signature in dark ink, appearing to read "Gary Carr".

Gary Carr
Regional Chair

Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1
905-825-6000 | Toll free: 1-866-442-5866

December 5, 2016

Hazel McCallion
Ex-officio Advisor to the Premier

Re: Endorsement for the GTHA Summit Report

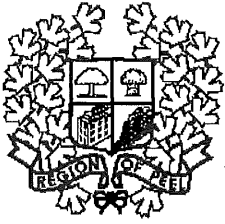
Dear Ms. McCallion,

As a participant at the September 30, 2016 Greater Toronto & Hamilton Area (GTHA) Mayors and Chairs Summit on the Co-ordinated Land Use Planning Review including the Proposed Growth Plan and Proposed Greenbelt Plan, I'm writing to confirm that the GTHA Mayors and Chairs Summit Report, September 2016 accurately reflects the consensus of the group and the position of the Region of Peel on these matters.

Sincerely,

A handwritten signature in black ink that reads "David Szwarc". The signature is written in a cursive, slightly slanted style.

David Szwarc
Chief Administrative Officer
Region of Peel



Office of the Chair

Hazel McCallion
Ex-officio Advisor to the Premier

RE: Endorsement for the GTHA Summit Report

December 1, 2016

Dear Ms. McCallion,

As Chair of the Council of The Regional Municipality of Peel, I endorse the Greater Toronto & Hamilton Area (GTHA) Mayors and Chairs Summit Report, September 2016 regarding the Government of Ontario's Co-ordinated Land Use Planning Review (Report). My endorsement may be added to the other Mayors and Chairs written endorsements and provided to the Premier and Minister of Municipal Affairs to show our unanimous voice and expression of our shared, consistent concerns and recommendations.

Best regards,

Frank Dale
Chair & CEO
Region of Peel



Mayor Adrian Foster

Clarington

December 7, 2016

Ms. Hazel McCallion

Ex-officio Advisor to the Premier on Issues within the Greater Toronto and Hamilton Area

Dear Ms. McCallion,

RE: December 2016 Report on the Government of Ontario's Co-ordinated Land Use Planning Review arising from the Greater Toronto and Hamilton Area Mayors and Chairs Summit September 30, 2016

Thank you for the opportunity to participate in the Summit and to review the draft report to be submitted to the Premier.

As the Mayor of the Municipality of Clarington, I support the general concerns raised in the report and many of the proposed changes recommended. I specifically support the general direction of the report to allow for greater flexibility that recognizes that "one size does not fit all" for the Municipalities in the Greater Toronto and Hamilton Area (GTHA). As the municipality on the far east of the GTHA, many of the proposals are not achievable within the realities of the land economics in our area. Moreover, transit is still in its infancy in Clarington and the proposed land use policy regime cannot be achieved without a mature, well-funded transit system.

I also support that the proposed Plan revisions give greater consideration to transition provisions with respect to the applications in process, planning studies completed and the introduction of new intensification and density targets. For example, the 2006 Growth Plan provided municipalities and the development industry until 2015 for the intensification targets to be in force. Municipalities who have just recently adopted conformity amendments should not be expected to initiate another review immediately.

Clarington is a big supporter of growing the Greenbelt to protect agricultural lands. Agriculture is one of our major industries and agricultural lands in Clarington are among the highest crop yielding soils in Ontario. In this respect, I have concerns with the recommendations of the report. The general direction of the recommendations for refinements and removals would loosen the provincial stewardship of the Greenbelt which has, on an overall basis, created a stable land base for agriculture to operate in within the GTAH.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to be "AF", written over a light blue circular stamp.

Adrian Foster
Mayor

November 30, 2016

Dear Ms. McCallion,

Thank you for your letter of November 28, 2016 enclosing your report re: the September 30, 2016 meeting of the GTHA Mayors and Chairs.

While the Town of Ajax is in substantial agreement with the contents of the report, we cannot sign off on the entire document. As you know, Ajax is meeting the 40% intensification target, and feels confident that it will meet increased intensification targets as proposed by the government. We feel strongly that the GTHA must grow smarter and more efficiently, and that more intensive growth supported by higher levels of transit is the only way forward.

We do not agree that the GTHA's affordability problems are the result of a lack of land supply brought on by the Growth Plan and the Greenbelt Plans. The affordability problem is much more complex, and it has been clearly documented by a number of studies that there is an ample supply of land to be developed within the present urban boundary. No new land need be added to urban areas for a considerable period of time.

We do not have significant and serious concerns about the magnitude of the proposed increases in density targets and intensification minimums, nor do we agree that there has been no meaningful consultation. As Co-Chair of the Planning for Growth and Infrastructure working group, I can attest that there has been significant discussion and consultation. However, we do agree that one size does not fit all, and there needs to be continued effort and consultation about fair and reasonable transition provisions.

In order to have intensification targets and transitional provisions that work, a standard methodology for Land Needs Assessments is crucial and central. We fully agree that the Province should release the standard LNA methodology concurrently with the amendments to the Growth Plan. We also concur that the built boundary needs to be updated to reflect the present situation and this too needs to be done concurrently with the amendments.

The Town of Ajax feels very strongly on the whole issue of revenue tools. Prescription is only part of the solution to smart growth. It must be accompanied by revenue tools that assist, encourage and reward municipalities that fully pursue intensification. Full DC funding for growth should be restored; the revenue tools available to Toronto should be available to all municipalities; and new revenue tools should be developed that assist with and reward smart growth. Of course, the Province must provide long-term predictability and sustainable infrastructure funding.

With respect to the Greenbelt, I also speak in my capacity as a Co-Chair of Municipal Leaders for the Greenbelt. I agree that there must be an open and transparent review

process in collaboration with municipalities and stakeholders. Ajax does not agree that Greenbelt boundary adjustments should be the subject of municipal approval, it should be a provincially led process. It should not just deal with the outer boundary of the Greenbelt, but should also deal with the Whitebelt lands. Both the Crombie report and the TRCA advocate for protection of hydrological features such as headwaters. Some headwaters including the Humber, Rouge and Carruthers Creek have no such protection. In the case of Carruthers, these headwater lands are actively being assembled for development. Without Greenbelt protection, this watershed will be subject to large-scale flooding and erosion with severe economic loss to local governments and private landowners. Boundary adjustments may be necessary, but growing the Greenbelt to protect key environmental features and prime farmland must be paramount.

Finally, the Town of Ajax feels that amendments to the Growth Plan and Greenbelt Plan must be accompanied by OMB reform. In fact, we think all reforms, including the OMB, should be packaged together in one reform bill. If municipal conformity exercises, comprehensive reviews and other processes to implement provincial policies are appealable, then all of these reforms may be for naught. Democratically elected Councils supported by professional staff must have their decisions respected unless their decisions are unreasonable or do not comply with provincial policies or legislation.

I trust that the above clarifies the position of the Town of Ajax. Thank you once again for your efforts on this matter.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Steve Parish". The signature is fluid and cursive, with the first name "Steve" written in a stylized, connected manner to the last name "Parish".

Steve Parish
Mayor



Town of Aurora
100 John West Way, P.O. Box 1000
Aurora, ON L4G 6J1
mayor@aurora.ca
www.aurora.ca

December 16, 2016

Ms. Hazel McCallion,

I have reviewed and am in full support of the Greater Toronto and Hamilton Area (GTAH) Mayors and Chairs Report on the Government of Ontario's Co-ordinated Land Use Planning Review.

The report represents the views expressed during the Summit meeting held on September 30, 2016, especially with respect to the "one size does not fit all". Our other major concern was the proposed density around transit hubs, and the potential impact on stable neighbourhoods.

Finally, please accept my thanks for your work on this very important issue. It is appreciated!

Best wishes,

A handwritten signature in black ink, appearing to read "Geoffrey Dawe", with a stylized flourish at the end.

Geoffrey Dawe
Mayor

December 7, 2016

Ms. Hazel McCallion

Dear Hazel,

RE: GTHA Mayors and Chairs Report on the Government of Ontario's Co-ordinated Land Use Planning Review

Thank you for all of your work and coordination with this report. As the representative from Caledon, speaking on behalf of Mayor Thompson at the summit; I was pleased to hear and share views on the Co-ordinated Review.

I have read the report and find it clearly outlines the collective views expressed by the municipalities at the table and has my full endorsement.

Sincerely,

Johanna Downey
Peel Regional Councillor (Caledon)
TOWN OF CALEDON



Allan Thompson
Mayor

November 29, 2016

Ms. Hazel McCallion
Ex-Officio Advisor to the Premier (GTHA issues)

SENT BY EMAIL

Dear Hazel,

Re: GTHA Mayor's and Chair's Summit Report on Co-ordinated Land Use Planning

Thank you for your letter dated November 28th, 2016 and your report on Ontario's co-ordinated land use planning review and the proposed Growth Plan for the Greater Golden Horseshoe and Greenbelt Plan.

The Town of Caledon CAO, Mike Galloway and I have reviewed this document and I can advise that we are supportive in principle of the recommendations. Our General Manager of Community Services, Peggy Tollett, is preparing a report for the next meeting of Town Council to provide an overview and to seek Council endorsement. I don't expect any issues in receiving Council support.

Thank you for the work you are doing on behalf of Municipalities across Ontario.

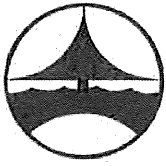
Sincerely,

Mayor Allan Thompson

c. Regional Councillor Johanna Downey
Mike Galloway, CAO
Peggy Tollett, General Manager of Community Services

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 | [@Caledon_Mayor](https://twitter.com/Caledon_Mayor)



GEORGINA

OFFICE OF THE MAYOR

Margaret Quirk, BAsC
MAYOR

TR-2016-007

December 16, 2016

Ms. Hazel McCallion:

As Mayor of the Town of Georgina, I endorse the content of the Greater Toronto and Hamilton Area (GTHA) Mayors and Chairs report on the Government of Ontario's Co-ordinated Land Use Planning Review as a general reflection of the discussions and comments put forward by summit participants on September 30, 2016. There was clear consensus among participants on issues with respect to the proposed Plans, particularly with respect to proposed increased and new density targets going "too far, too soon" and "one size does not fit all".

Along with the recommendations contained in the report, I continue to support the recommendations of York Region Council endorsed on October 20, 2016 and forwarded to the Province.

Sincerely,

Margaret Quirk
Mayor

Acton
Georgetown
Esquesing



Town of Halton Hills
Office of the Mayor
Rick Bonnette

December 16, 2016

Hazel McCallion, C.M., LL.D., BA.Sc.
Ex-Officio Advisor to the Premier on issues with the GTHA

Dear Ms. McCallion:

RE: GTHA Mayors and Chairs Summit on the Government of Ontario's Co-ordinated Land Use Planning Review

I am writing to you about the GTHA Mayors and Chairs Summit on the Government of Ontario's Co-ordinated Land Use Planning Review. It was my pleasure to attend the Summit. I wish to commend you on taking the initiative to oversee the organization of the Summit and preparation of the Summit report.

As an active participant at the Summit, I would like to personally endorse the GTHA Mayors and Chairs Report on the Government of Ontario's Co-ordinated Land Use Planning Review. The Report is an accurate reflection of the Summit discussion and the concerns expressed.

I am pleased that the GTHA Mayors and Chairs have this opportunity to provide a unanimous voice to the Premier. I look forward to the response from the Premier.

Thank you again for your efforts.

Sincerely,

Mayor Rick Bonnette

- c. Ted Arnott, MPP, Wellington – Halton Hills
Rob Burton, Mayor of Oakville
Rick Goldring, Mayor of Burlington
Gord Krantz, Mayor of Milton
Gary Carr, Halton Regional Chair
Brent Marshall, CAO, Town of Halton Hills



Town of Halton Hills • 11 Halton Hills Drive, Halton Hills (Georgetown), Ontario, L7C 5G2

Tel: 905-873-2601, ext. 2342 Toll Free: 1-877-712-2205 Fax: 905-873-2267 mayor@haltonhills.ca www.haltonhills.ca



G.A. (GORD) KRANTZ
Mayor

THE CORPORATION OF
THE TOWN OF MILTON
150 Mary Street
Milton, Ontario
Canada L9T 6Z5

905-878-7252
Fax 905-878-5927
www.milton.ca

December 16, 2016

Kathleen Wynne, Premier
Legislative Building
Queen's Park
Toronto, Ontario M7A 1A1

**RE: Government of Ontario's Co-ordinated Land use planning
Review**

Premier Wynne:

I am pleased to provide this letter supporting the September 30th Report of the GTHA Mayor's and Chairs Summit on the Co-ordinated land use planning review including the Proposed Growth Plan and Proposed Greenbelt Plan.

The Town of Milton is fully supportive of the report and endorses its findings. It accurately captures the discussion and concerns of the discussions that took place that day.

Should you wish to discuss further, please feel free to contact me at 905-878-7252 x2100.

Sincerely yours,

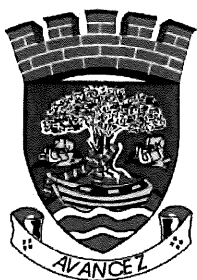


G. A. Krantz
Mayor

GAK/In

c. Hazel McCallion, GTHA Liason Officer





Office of the Mayor
Town of Oakville
1225 Trafalgar Road
Oakville, Ontario L6H 0H3
Tel: 905-338-4173
Fax: 905-815-2001
mayor@oakville.ca

December 15, 2016

Ms. Hazel McCallion
Ex-officio Advisor to the Premier
Via email: rsvphazelsummit@gmail.com

Dear Ms. McCallion,

Thank you for the report compiled following the September 30, 2016 meeting of the GTHA Mayors and Chairs.

We sincerely appreciate the attention and effort you have given to this project. The Town of Oakville is in agreement with many of the recommendations in the report. The places where we take a different view are described below.

We do not agree the GTHA's affordability problems are the result of a lack of land supply, resulting from the Growth Plan and Greenbelt Plans. As identified by Neptis researchers, an ample supply of land exists in designated land supply areas that will accommodate another 15 years of growth to 2031 and possibly beyond.

We do not have significant and serious concerns regarding the magnitude of the proposed increases in density targets and intensification minimums, nor do we agree there has been no meaningful consultation. As a Member of the Planning for Growth and Infrastructure working group, I can state there has been significant discussion and consultation. However, we support the approach that one size does not fit all. Fair and reasonable transition provisions must be topics of continued consultation.

A standard methodology for Land Needs Assessments is crucial. We agree the Province should release standard LNA methodology concurrently with the amendments to the Growth Plan. We also concur that the build boundary needs to be updated to reflect the present situation. Greater clarity and consultation with municipalities on the proposed mapping changes is needed to understand implications and to ensure relevant and rigorous local data is used to update provincial mapping.

New and improved revenue tools are a must. Full DC funding for growth should be restored. The revenue tools available to the City of Toronto should be available to all municipalities. New revenue

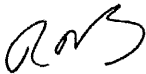
tools must be developed. Revenue tools to implement growth required by the province should not take the form of local municipal taxes, but rather, should be a provincial responsibility.

As Co-Chair of Municipal Leaders of the Greenbelt, I agree there must be an open and transparent review process in collaboration with municipalities and stakeholders. The Town of Oakville does not agree Greenbelt adjustments should be under the purview of municipal approval. Adjustments should be a provincially led process and should include Whitebelt Lands. Additionally, growing the Greenbelt to protect key environmental features and prime farmland must be paramount. We believe the government must enhance the policies of the Urban River Valley designation of the Greenbelt Plan such that they would apply equally to private lands. Oakville's Fourteen Mile Creek below the Queen Elizabeth Way Highway to Lake Ontario should be included in Urban River Valley mapping.

Changes to the Growth Plan and Greenbelt Plan must be accompanied by OMB reform. The decisions of democratically elected Councils, supported by professional staff, must be respected unless decisions are unreasonable or do not comply with provincial policies or legislation. Further, restrictions should be placed on the initiation of private Official Plan Amendments for large scale proposals outside of designated Urban Structure (Designated Greenfield Area and Build Boundary Area) as established through a Municipal Comprehensive Review (MCR) process. Official Plan Amendments resulting from a Municipal Comprehensive Review to implement an urban structure should be sheltered from appeal.

I do hope the above comments clearly state the position of the Town of Oakville. Your continued efforts are sincerely appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Burton', with a stylized flourish at the end.

Mayor Rob Burton



Office of the Mayor

December 7, 2016

Ms. Hazel McCallion

Ex-officio Advisor to the Premier on Issues within the Greater Toronto and Hamilton Area

Dear Ms. McCallion:

RE: December 2016 Report on the Government of Ontario's Co-Ordinated Land Use Planning Review arising from the Greater Toronto and Hamilton Area Mayors and Chairs summit September 30, 2016

Thank you for the opportunity to participate in the Summit and to review the draft report to be submitted to the Premier.

As the Mayor of the Town of Richmond Hill, I support the general concerns raised in the report and many of the proposed changes recommended. I specifically support the general direction of the report to allow for the greater flexibility that recognizes that "one size does not fit all" for the Municipalities in the Greater Toronto and Hamilton Area (GTHA).

I also support that the proposed Plan revisions give greater consideration to transition provisions with respect to the applications in process, planning studies completed and the introduction of new intensification and density targets.

The Town of Richmond Hill has already submitted comments directly to the Province in a September 12th Report.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Barrow". The signature is stylized with a large, looping initial "D" and a cursive "Barrow".

Dave Barrow
Mayor



Town of Whitby
Office of the Mayor
575 Rossland Road East, Whitby, ON L1N 2M8
www.whitby.ca



Don Mitchell
Mayor

December 16, 2016

Hazel McCallion
Ex-Officio Advisor to the Premier on Issues within the GTHA

Dear Hazel,

Re: Endorsement for the GTHA Summit Report

As Mayor of the Town of Whitby, I endorse the Greater Toronto and Hamilton Area (GTHA) Mayors' and Chairs' Summit Report from September 2016 regarding the Government of Ontario's Co-ordinated Land Use Planning Review. The concerns align with resolutions adopted by Whitby Council.

Thank you for your leadership on this important matter.

Sincerely,

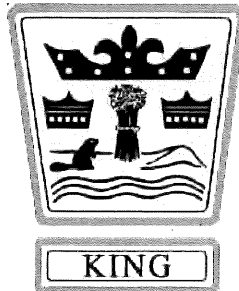
A handwritten signature in cursive script that reads "Don Mitchell".

Don Mitchell, Mayor
905.430.4300 x2203
mayor@whitby.ca

cc: Members of Council
Doug Barnes, Interim CAO
Commissioner of Planning, B. Short

OFFICE OF THE MAYOR

STEVE PELLEGRINI,
MAYOR



INCORPORATED 1850

THE CORPORATION OF THE
TOWNSHIP OF KING
2075 KING ROAD
KING CITY, ONTARIO
CANADA L7B 1A1

TEL: (905) 833-5321, (905) 841-9312

FAX: (905) 833-8474

EMAIL: spellegrini@king.ca

WEBSITE: www.king.ca

December 16, 2016

Ms. Hazel McCallion:

As Mayor of the Township of King, I endorse the content of the Greater Toronto and Hamilton Area (GTHA) Mayors and Chairs report on the Government of Ontario's Co-ordinated Land Use Planning Review as a general reflection of the discussions and comments put forward by summit participants on September 30, 2016. There was a clear consensus among participants on issues with respect to the proposed Plans, particularly with respect to proposed increased and new density targets going "too far, too soon" and "one size does not fit all".

Along with the recommendations contained in this report, I continue to support the recommendations of York Region Council endorsed on October 20, 2016 and forwarded to Province.

Sincerely,

A handwritten signature in black ink, appearing to read 'Steve Pellegrini', followed by a long horizontal line.

*Mayor Steve Pellegrini
Township of King*



Office of the Mayor, Tom Rowett

December 5, 2016

Hazel McCallion

Ex-Officio Advisor to the Premier on Issues within the GTHA

Dear Ms. McCallion:

RE: GTHA Mayors and Chairs Report on the Provincial Co-ordinated Land Use Planning Review

Thank you for arranging the September 30th, 2016 Greater Toronto and Hamilton Area (GTHA) Mayors and Chairs Summit to provide municipalities with an opportunity to share their perspectives on the Co-ordinated Land Use Planning Review, including the Proposed Growth Plan and Proposed Greenbelt Plan. In addition, thank you for preparing and circulating your report which summarizes the proceedings and submissions filed at the Mayors and Chairs Summit.

One of the Township's major concerns along with other rural municipalities situated in the GTHA, as submitted and presented at the Mayors and Chairs Summit, relates to the serious financial implications of being located within the GTHA Greenbelt. As you are aware, the priority for infrastructure funding for municipalities in the GTHA is transit as well as other upper tier services. Unfortunately, this approach is unsustainable for the Township of Scugog and other GTHA Greenbelt municipalities since we are unable to participate in the much needed road infrastructure grant money allocated to municipalities located outside the GTHA. Increased transit funding is not our main priority since at least 95% of our total land area is designated Greenbelt and our rural road network is in major disrepair. Scugog has over 800 lane kilometres of municipal roads, of which over half are gravel, and provide service to the very farmland that the Greenbelt is protecting. Although the Township supports the discounted assessment on farmland, the municipal taxes do not cover the fiscal costs related to the annual maintenance costs of these roads. These roads still require snow clearing, right-of-way grass cutting, re-gravelling, and resurfacing. Currently, Scugog has a (Two Hundred Million Dollar) \$200,000,000 road needs deficit with a municipal levy of only \$11,000,000 (approximately 5.5%) to pay for all services. Regrettably, this deficit continues to increase.

Due to servicing and Greenbelt constraints, our Township has had minimal assessment growth over the past ten years with a residential tax base of 88%. Municipalities that have Great lake-based servicing have had the benefit of an increased tax assessment base from substantial growth to assist in maintaining infrastructure and keeping annual tax increases affordable for its citizens. Scugog, along with several other rural municipalities situated in the GTHA Greenbelt will soon be reaching a breaking point, if infrastructure funding access is not changed from transit to roads and/or if there are not any new revenue sources. Greenbelt communities can continue to be the stewards and protectors of farmland, provided that reliable subsidy payments are available to ensure our survival.

One alternative to resolving this issue is to redirect a portion of the carbon tax to Greenbelt municipalities based on their percentage and total land area included in the Greenbelt. Scugog alone is 25% of Durham Region's Greenbelt and 7% of Ontario's Greenbelt sequestering carbon for over 1.4 million vehicles per year. This new subsidy could then be restricted to road infrastructure.

Although Scugog fully supports the protection of prime agricultural farmland and significant natural features within the Greenbelt, a sustainable funding arrangement is required to support the rural road network throughout the GTHA. Consequently, it is requested that Section 6 entitled "The financial implications of the Proposed Provincial Plans to Municipalities and Regions" of your report to the Premier be revised to include a provision which indicates that a sustainable funding arrangement is absolutely necessary to support the financial viability of the rural road networks throughout the GTHA's Greenbelt municipalities.

Regards,



Tom Rowett
Mayor

cc. Township of Scugog Council
Paul Allore, CAO
GTHA Mayors and Chairs

/encl.

Wayne Emmerson
Chairman and CEO



The Regional Municipality of York
17250 Yonge Street
Newmarket, Ontario L3Y 6Z1
Tel: 905-895-1231
email: wayne.emmerson@york.ca

December 15, 2016

Ms. Hazel McCallion

As Chairman of the Regional Municipality of York, I endorse the content of the Greater Toronto and Hamilton Area (GTHA) Mayors and Chairs report on the Government of Ontario's Co-ordinated Land Use Planning Review as a general reflection of the discussions and comments put forward by summit participants on September 30, 2016. There was clear consensus among participants on issues with respect to the proposed Plans, particularly with respect to proposed increased and new density targets going "too far, too soon" and "one size does not fit all".

Along with the recommendations contained in the report, I continue to support the recommendations of York Region Council endorsed on October 20, 2016 and forwarded to Province.

Yours truly

A handwritten signature in black ink that reads "Wayne Emmerson". The signature is written in a cursive style with a large, looping initial "W".

Wayne Emmerson
Chairman & CEO

September 2016 Greater Toronto & Hamilton Area (GTHA) Mayors and Chairs Summit Report

APPENDIX 2:

MATERIALS FROM THE SEPTEMBER 30TH GTHA MAYORS AND CHAIRS SUMMIT

- GTHA Mayors and Chairs Summit Agenda
- GTHA Mayors and Chairs Summit Meeting Minutes
- Don Given - Malone Given Parsons presentation
- Valerie Shuttleworth – RPCO and York Region presentation
- RPCO Executive Summary
- John MacKenzie - Crombie Panel & City of Vaughan presentation
- Crombie Panel Executive Summary
- Mayor Scarpitti - Former Places to Grow Municipal Chair and City of Markham presentation
- Dan Tovey - Halton Region presentation
- Mayor Steve Parish - Town of Ajax presentation
- King Township presentation
- City of Brampton presentation
- Submission from the Municipality of Clarington
- Submission from the City of Pickering
- September 30th GTHA Summit Audio Recording (*included on the USB*)



Caledon Seniors' Centre,

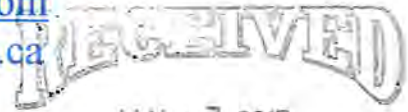
At Rotary Place, 7 Rotarian Way

Bolton, L7E 1Y2

Tel # 905 951 6114

E-mail: caledonsenior@rogers.com

Web Site : www.caledonseniors.ca



JAN 17 2017

TOWN OF CALEDON
MAYOR

January 12, 2017

Mayor Allan Thompson
6311 Old Church Road
Caledon ON L7C 1J6

Dear Mayor Thompson:

On behalf of the Caledon Seniors' Centre, I want to express our appreciation for the completion of our parking lot. We thank the previous council, Mayor Morrison, Doug Barnes, the current council and you for supporting the substantial budget amount submitted by our Parks and Recreation team. Now our members and guests can confidently cross the area without fear of falling or other injury.

We look forward to working with the Town of Caledon and our elected representatives on future projects at Rotary Place that will enhance the programs, events and well-being of our growing membership. Our current year has a potential close to 1000 members.

We wish all of you a New Year of happiness, love and peace.

Sincerely,

Nora Martin
President,
Caledon Seniors' Centre

cc: Annette Groves
Rob Mezzapelli

**Ministry of Tourism,
Culture and Sport**

Assistant Deputy Minister
Tourism Division

10th Floor, Hearst Block
900 Bay Street
Toronto ON M7A 2E1
Tel. : (416) 325-6961
Fax: (416) 314-7003

**Ministère du Tourisme,
de la Culture et du Sport**

Sous-ministre adjoint
Division du tourisme

Édifice Hearst 10^e étage
900, rue Bay
Toronto ON M7A 2E1
Tél. : (416) 325-6961
Téléc. : (416) 314-7003



January 20, 2017

Mike Galloway
CAO
The Town of Caledon
6311 Old Church Road
Caledon, ON L7C 1J6
mike.galloway@caledon.ca

Dear Mr. Galloway:

Thank you for applying to the *Ontario150 Community Celebration Program*. The Town of Caledon's application has been carefully reviewed and we regret to inform you that your *Caledon Day X* initiative will not be supported.

The *Ontario150 Community Celebration Program* was highly competitive. The program received 921 applications from festivals and events across the province, with requests totalling more than \$28 million. All applications were assessed based on the strength of the proposal against program criteria. Due to the volume of applications and the level of funding requests, not all initiatives could be funded.

Thank you for your interest in the *Ontario150 Community Celebration Program*, and I wish you every success in your endeavours.

Sincerely,

Richard McKinnell
Assistant Deputy Minister

Presentation Request Form



Completed Forms shall be submitted to the Legislative Services Section and can be dropped off or mailed to Town Hall, Attn: Legislative Services Section, 6311 Old Church Road, Caledon, ON L7C 1J6; faxed to 905-584-4325 or emailed to agenda@caledon.ca

Applicant Information

Last Name:

Oliveira

First Name:

Rhiannon

Street Number:

2

Street Name:

Copper Road

Town/City:

Brampton

Postal Code:

L6T 4W5

Email Address:

rhiannon.oliveira@peelregion.ca

Contact Number:

905-791-1015

Please state the purpose of the presentation (subject matter to be discussed) and any other relevant information regarding the Presentation Request:

Good Afternoon, we are from the Region of Peel, TransHelp division and would like to present the Accessible Transportation Master Plan update. We have a prepared powerpoint that is roughly 5 minutes in length and we would like to also answer any questions after if time permits.

Thank you.

Personal information contained on this form is collected under the authority of the *Municipal Freedom of Information and Protection of Privacy Act*, and will be used for the purpose of providing correspondence relating to matters before Council.

Please note that all meetings are open to the public except where permitted to be closed under legislated authority. Council meetings are audio recorded and available on the Town's website. Questions about this collection should be forwarded to the Municipal Freedom of Information Coordination at 905.584.2272.

Presentation Request Form



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Applicant Information

Last Name:

First Name:

Street Number:

Street Name:

Town/City:

Postal Code:

Email Address:

Contact Number:

Please state the purpose of the presentation (subject matter to be discussed) and any other relevant information regarding the Presentation Request:

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Print Form

Submit by Email

Delegation Request Form



A delegation is an opportunity to appear before Council or Committee of the Whole concerning an item on the agenda prior to Committee or Council's consideration of the matter. Please refer to page 2 of this form for further information regarding engaging Council through a Delegation.

Completed Forms shall be submitted to the Town Clerk and can be dropped off or mailed to Town Hall, Attn: Town Clerk, 6311 Old Church Road, Caledon, ON L7C 1J6; faxed to 905-584-4325 or emailed to agenda@caledon.ca

Delegate Information

Last Name:

First Name:

Suleimani

Besnik

Street Number:

Street Name:

[Redacted]

Town/City:

Postal Code:

Caledon, Ont

[Redacted]

Email Address:

Contact Number:

[Redacted]

Meeting Information

Please select which Meeting type you would like to delegate:

- ☐ Committee of the Whole – General Meeting
☐ Committee of the Whole – Planning and Development Meeting
☐ Council Meeting

Meeting Date Requested:

Please state the purpose of the delegation (subject matter must be concerning an item on the Agenda):

To dispute five invoice.

Personal information contained on this form is collected under the authority of the *Municipal Freedom of Information and Protection of Privacy Act*, and will be used for the purpose of providing correspondence relating to matters before Council.

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TOWN OF CALEDON

6311 Old Church Road
Caledon ON L7C 1J6

(905) 584-2272 Ext. 4110

STATEMENT

Date:	12/1/2016
Account:	

Amount Paid:	

BESNIK SULEIMANI

Monthly Finance Charge: 1.50%

Finance Charge APR: 18.00%

Deposits Received: \$0.00

^Please return this portion with your payment^

Document No.	Date	Code	Description	Amount	Balance
INV002031	8/10/2016	SLS	INV002031	\$808.12	\$808.12
FCHRG001993	11/1/2016	FIN	Nov. 2016 Finance Charge	\$12.12	\$820.24
FCHRG002025	12/1/2016	FIN	Dec. 2016 Finance Charge	\$12.12	\$832.36
PAST DUE					
				Amount Due:	\$832.36

Current	31 - 60 Days	61 - 90 Days	91 - 364 Days	365 - 729 Days	730 Days -
\$24.24	\$0.00	\$0.00	\$808.12	\$0.00	\$0.00
					\$0.00

Codes: SLS = Sales / Invoices
SCH = Scheduled Payments
DR = Debit Notes

FIN = Finance Charges
SVC = Service / Repairs
WRN = Warranties

CR = Credit Notes
RTN = Returns
PMT = Payments



FINAL NOTICE

December 1, 2016

Besnik Suleimani



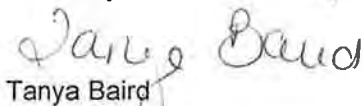
Dear Sir/Madam:

Re: Invoice INV002031

Your settlement cheque has not been received by the Town of Caledon for the above noted invoice.

If these funds are not received by December 31, 2016 they will be added to your property taxes. If you have any questions, please feel free to contact me at 905.584.2272 x.4110.

Sincerely,



Tanya Baird
Senior Revenue Clerk
tanya.baird@caledon.ca

TOWN OF CALEDON

Enclosure

Delegation Request Form



A delegation is an opportunity to appear before Council or Committee of the Whole concerning an item on the agenda prior to Committee or Council's consideration of the matter. Please refer to page 2 of this form for further information regarding engaging Council through a Delegation.

Completed Forms shall be submitted to the Town Clerk and can be dropped off or mailed to Town Hall, Attn: Town Clerk, 6311 Old Church Road, Caledon, ON L7C 1J6; faxed to 905-584-4325 or emailed to agenda@caledon.ca

Delegate Information

Last Name:

First Name:

Parker

Angela

Street Number:

Street Name:

Town/City:

Postal Code:

Email Address:

Contact Number:

Meeting Information

Please select which Meeting type you would like to delegate:

- ☐ Committee of the Whole – General Meeting
☐ Committee of the Whole – Planning and Development Meeting
☒ Council Meeting

Meeting Date Requested:

Please state the purpose of the delegation (subject matter must be concerning an item on the Agenda):

To speak in regards to a fire invoice. Would like to try and have fire abolished or lowered.

Personal information contained on this form is collected under the authority of the *Municipal Freedom of Information and Protection of Privacy Act*, and will be used for the purpose of providing correspondence relating to matters before Council.

Please note that all meetings are open to the public except where permitted to be closed under legislated authority. Council meetings are audio recorded and available on the Town's website. Questions about this collection should be forwarded to the Municipal Freedom of Information Coordination at 905.584.2272.



TOWN OF CALEDON

6311 Old Church Road
Caledon ON L7C 1J6

INVOICE

Invoice No: INV002032

Invoice Date: 16/08/10
YY/MM/DD

Terms: Net 60

Interest Rate on Overdue Accounts

1.50% Per Month
18.00% Per Annum

Inquiries: (905) 584-2272 Ext. 4110
or

TANYA BAIRD 1-888-225-3366

Customer Account No. [REDACTED]

Customer Address:



Description

\$ Amount

OPEN AIR FIRE RESPONSE
INC. #1633328 - 5 APPARATUS FOR 2 HOURS AT \$691.00

Debit \$6,910.00

OPEN AIR FIRE ADMIN

fire department \$1,036.50

Sub Total: \$7,946.50

HST: \$134.75

Total: \$8,081.25

Please retain this portion for your records

1.5% MONTH

Errors and Omissions Excepted
HST No. R108125410

Please return this portion with your payment

Invoice No: INV002032

Invoice Date: 16/08/10
YY/MM/DD

Please make payment to the Town of Caledon

Customer Account No. [REDACTED]



TOWN OF CALEDON

6311 Old Church Road
Caledon ON L7C 1J6

Amount Due: \$8,081.25

Amount Paid: _____