

December 8, 2025

Mr. Nando Iannicca
Chair and CEO
The Regional Municipality of Peel
7120 Hurontario Street, Mississauga ON
L5W 1N4

Re: Recommendations for the 2026 Peel Region Budget

Dear Chair Iannicca and Members of Peel Regional Council,

On behalf of the Toronto Regional Real Estate Board (TRREB), representing more than 70,000 REALTOR® members serving the Greater Toronto Area (GTA), we are pleased to submit the following comments on the Region's proposed 2026 budget. Our members support thousands of home buyers, sellers, landlords and renters every year in Peel Region and they are deeply connected to the communities you serve.

The 2026 Peel Region Budget comes amidst a period of housing supply and affordability challenges across the GTA. Driven by high construction costs, government taxes and red tape, Peel Region is not building enough homes to meet demand. As a result, home prices are out of reach for many buyers and renters, and thousands of jobs in the construction sector are at risk.

With that in mind, TRREB applauds the Region's strategic focus on housing supply, infrastructure readiness, and economic competitiveness within a \$7.4 billion draft budget. Specifically, we welcome all efforts to expand new housing development and initiatives to expedite the approval process. These initiatives are tangible steps toward meeting provincial housing targets and addressing acute affordability challenges.

TRREB urges strong action in the 2026 Peel Region Budget to address the housing affordability and supply crisis and recommends that the Region focus in two areas. First, Peel Region should cut and simplify development charges and second, create the conditions to get more attainable homes built faster by speeding up approvals, investing in infrastructure, and quickly unlocking lands for development. These measures will help Peel Region deliver more affordable options for residents.

Lower Development Charges (DCs) to Boost Supply

High government taxes, charges and fees on housing are impacting both the construction industry's ability to build homes and the ability of individuals and families to afford them. Development charges (DCs) are the most significant taxes imposed by local governments on a new home. In

municipalities across Peel Region, they represent over \$100,000 in additional costs that a developer must pay when they receive permits for construction. These costs are passed down to consumers who ultimately pay these costs. In total, research from the Canadian Centre for Economic Analysis (CANCEA) estimates that approximately 35 per cent of a final cost of a home in the GTA is made up of government taxes and fees. While DCs are an important source of funding for growth-related infrastructure, escalating DC rates in Peel Region risk pricing out ground-related and multi-residential projects.

To help improve housing affordability and get more homes built faster, TRREB recommends taking steps to reduce DCs on new homes in Peel Region. We recommend that Peel Region preserve the fifty per cent reduction in development charges beyond November 2026. The reduction is essential to maintaining attainable pathways into homeownership for individuals and families in Peel Region. This extension, while ensuring it is fully offset by contributions from senior levels of government, will provide a fiscally responsible mechanism for supporting new entrants to the market without imposing additional burdens on regional taxpayers. This measure also aligns with provincial housing objectives, supports continued market activity, and sustains a predictable environment for builders and buyers. By maintaining the DC reduction, the Region can facilitate greater housing mobility, stimulate construction of new units, and safeguard affordability during a period of high population growth and ongoing supply constraints.

Second, Peel Region should explore incentives for builders to construct larger, family-oriented two- and three-bedroom homes, shifting away from small studios and one-bedroom condos, as these offer a more equitable, growth-oriented approach. Larger family-friendly homes would better align DC charges with the actual scale and impact of development, encouraging builders to deliver a greater share of these much-needed larger homes. This shift would support the Region's long-term planning objectives, enhance affordability by increasing the supply of appropriately sized housing, and more accurately reflect the principles of fairness, proportionality, and growth-paying-for-growth.

Unlocking Housing Potential Through Transit and Transportation Investments

Building more homes near transit infrastructure like Major Transit Stations Areas (MTSAs) and along key transit routes is smart planning. It allows people to reduce their dependence on cars, eliminates the need for large numbers of parking spaces and provides an incentive to build more units at a greater density. This strategy will help Peel Region get closer to achieving its housing targets, lower the costs of new homes and reduce traffic congestion and emissions.

TRREB supports incentives for mixed-use projects near transit hubs, and streamlining housing approvals, to ensure Peel's transit investments directly lower housing costs and boost market activity amid projected population growth to 2 million by 2041. These steps will encourage greater transit integration that is linked to housing density, resulting in increased affordability and competitiveness in Peel Region.

In addition to these important policies, TRREB is also recommending that the Region integrate transit supportive zoning in station-area plans to expedite missing middle and multi-residential approvals. This could include pre-zoned areas as-of-right around existing and future GO stations and rapid transit corridors. This single step would unlock thousands of much-needed townhomes, mid-rises, and apartments that are currently blocked by low-density zoning. It will help Peel fully leverage its multi-billion-dollar transit investments, meet provincial housing targets, reduce car dependency, and deliver attainable homes where infrastructure already exists or is planned.

In summary, TRREB advocates for a 2026 budget that balances fiscal prudence with bold action on housing supply, affordability, and infrastructure readiness. We are willing to partner with Peel Region through ongoing dialogue, data sharing, and joint advocacy with senior governments.

Thank you for your continued leadership in building complete, prosperous communities across Peel Region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elechia Barry-Sproule', with a stylized, cursive script.

Elechia Barry-Sproule
President

Cc: Peel Region Council
Gary Kent, Chief Administrative Officer
Kealy Dedman, Commissioner for Public Works