

# **Peel2051**

## Regional Official Plan Review

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# **Peel 2051 Staff Responses to Agency Comments Summary**

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February 2022



## Appendix I: Peel 2051 Official Plan Review Responses to Major Agency Comments

Legend	
	Employment
	Settlement Area Boundary Expansion
	Greenlands System, Agriculture, Mineral Aggregate, Water Resources, Climate Change, Natural Hazards
	Major Transit Station Areas, Housing, Growth Management
	Transportation
	Indigenous Engagement, Cultural Heritage

ID #	Date	Contact	Comment Summary	Response Summary	Focus Area
<b>Provincial Agencies</b>					
STAT-21-053ii	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	MMAH staff continue to have concerns that it is unclear what and where the features comprising the Greenlands System are located in relation to the Greenbelt Plan and the Growth Plan.	<p>The Core Areas of the Greenlands System are shown on Schedule Y1 in the Regional Official Plan. Other components of the Greenlands System are shown conceptually on figures, which are not formally part of the Regional Official Plan. To further clarify, staff have:</p> <ul style="list-style-type: none"> <li>• added a new Schedule - Z4 Greenlands System to show where the Greenlands System policies apply in Peel as an overlay and not a designation for the purposes of showing the entire area of the Greenlands System in Peel; and</li> <li>• added policies to clarify where the Greenlands System overlay applies in the Region in relation to the Provincial Greenbelt Plans and Growth Plan Natural Heritage</li> </ul>	Greenland Systems
STAT-21-053iv	November 3, 2021	Jennifer Le Planner, Community Planning and	The conceptual settlement area boundary expansion in Schedule Z1 is creating settlement areas that are not connected to the existing settlement	Taking into account the recommendations of the SABE technical studies, which informed the identification of the recommended SABE boundary, and the amount of SABE land required, it is not	Settlement Area Boundary Expansion

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		Development MMAH	area due to the Greenbelt Protected Countryside. This may result in new infrastructure, such as stormwater management facilities, in the Greenbelt. Any such infrastructure would be required to satisfy sections 3.2 and 4.2 of the Greenbelt Plan. If possible, the Region should provide continuous connections between areas proposed for expansion (i.e., lands between the Brampton Flying Club and Mayfield West) to avoid/ minimize impacts to the Greenbelt.	possible to completely avoid settlement expansion adjacent to Greenbelt fingers. This may require locating some infrastructure within Greenbelt locations in accordance with the Greenbelt Plan (e.g. stormwater). Mapping and policy requirements included in the Plan will ensure the long-term protection of the Greenbelt. Policies in the Plan will implement recommendations in the Scoped Subwatershed Study to avoid, minimize or mitigate impacts accordingly.	
STAT-21-053xviii	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Section 2.14.7:</b> This draft policy permits the continuation of agricultural uses within the Greenlands System, however, it is unclear if the full range of new agricultural uses (as well as agriculture-related and on-farm diversified uses, where permitted) and existing agriculture-related and on-farm diversified uses are permitted.</p> <p>It is recommended that further clarity be provided to ensure appropriate uses are permitted within the Region's Greenlands System.</p>	Regional staff agree. Policy 2.14.7 will be revised, and additional policies will be added to clarify permissions for existing and new agricultural uses, agriculture-related and on-farm diversified uses within the Greenlands System in keeping with the current policies of the Plan and consistent with provincial policy and plans.	Agriculture, Greenlands Systems
STAT-21-053xxv	November 3, 2021	Jennifer Le Planner, Community	<b>Section 3.3.13 b):</b> The Minimum Distance Separation ("MDS") Guidelines outlines that MDS setbacks will not be	The level of detail involved in specifying which uses will be subject to Minimum Distance Separation (MDS) is more appropriately addressed in local	Agriculture and Rural Systems

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		Planning and Development MMAH	<p>required for agriculture-related and on-farm diversified uses. It is generally recommended that agriculture-related uses not be subject to MDS, but it may be appropriate for certain types of on-farm diversified uses.</p> <p>It is recommended that greater clarity be provided to this draft policy to ensure it is clear which uses will be subject to MDS, with considerations made to not restrict permitted uses.</p>	official plans and zoning by-laws. Staff recommend that Policy 3.3.9 be revised to direct the local municipalities to clarify MDS requirements for local matters.	
STAT-21-053xxxv	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<b>Land Needs Assessment (LNA):</b> The features identified as designated greenfield area exclusions in the LNA generally conform to policy 2.2.7.3 of the Growth Plan. However, transportation rights-of-way such as the 'Ninth Line Transitway' may not be excluded from the designated greenfield area if they are not identified as a freeway in the Ontario Road Network (issued by Land Information Ontario).	<p>The latest Ninth Line Transitway ROW will be revised to reflect the most recent plan. The Transit ROW shapefile and other takeouts shapefiles have been sent to the Province on Dec 14, 2021.</p> <p>The Transit ROW will be removed from a 'non-environmental' takeouts and captured as "undevelopable land in the adjustment section of the Land Needs Assessment report.</p>	Growth Management
STAT-21-053xxxvi	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<b>Land Needs Assessment (LNA):</b> The GTA West Transportation Corridor is not a freeway as part of the Ontario Road Network at this time and therefore the lands cannot be excluded on this basis. The Region may consider	GTA West Transportation Corridor will be excluded from the non-environmental take outs. The corridor will be captured as "undevelopable land" in the adjustment section of the Land Needs Assessment report.	Growth Management

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			conducting further analysis as part of the LNA, and provide additional documentation for review by the Ministry, to account for any lands that could be identified as 'undevelopable' to 2051 as per the LNA methodology.	Supporting information package, including a Memo has been sent out to the Province on Dec 14, 2021.	
STAT-21-053xl	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Section 5.4.17.6, 5.6.17.7, 5.6.17.12 and Schedule Z2:</b> Draft policy 5.4.17.6 requires local municipalities to delineate and establish minimum density targets for Strategic Growth Areas ("SGAs"), which may include Urban Growth Centres ("UGCs"), MTSAs, Nodes/Centres and Intensification Corridors. Additionally, draft policy 5.6.17.7 requires lower-tier municipalities to delineate and establish minimum density targets for Strategic Growth Areas identified on Schedule Z2 of the Regional Official Plan.</p> <p>While delineations and density targets have been established for UGCs and MTSAs, Nodes/Centres and Intensification Corridors do not appear to be delineated nor have a density target in the draft Regional Official Plan Amendment.</p> <p>Should minimum density targets be</p>	Regional policy updated to differentiate the Strategic Growth Areas (SGA) that are delineated in the Regional Official Plan (ROP) and subject to a minimum density set by the Region and the SGA that are shown conceptually in the ROP that will require further implementation planning by the local municipalities.	Growth Management

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			<p>established for strategic growth areas to which targets, and delineations are not required under the Growth Plan, they must first be established in the Region's official plan, along with delineations. To implement the minimum density targets applicable to the delineated areas, lower-tier municipalities would then undertake more detailed planning, such as secondary plans, to establish permitted uses and identify densities, heights, and other elements of site design.</p> <p>Where the Region has not delineated nor established a minimum density target for a strategic growth area, lower-tier municipalities are able to delineate boundaries and undertake more detailed planning work, although minimum density targets cannot be established.</p> <p>It is recommended that the Region remove policies in the draft Regional Official Plan Amendment which allow lower-tier municipalities to delineate and set minimum density targets for strategic growth areas ahead of the Region.</p>		

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STAT-21-053li	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Section 5.8:</b> Although the draft Regional Official Plan makes several references to “protecting” employment areas, it does not fully satisfy the requirement that the development of sensitive land uses will avoid, minimize, or mitigate adverse impacts on industrial and other land uses that are vulnerable to encroachment.</p> <p>It is recommended that policy direction be provided to state the importance of ensuring the long-term viability of employment areas more clearly by avoiding, minimizing, or mitigating the adverse impacts of residential development and other sensitive land uses on employment areas.</p>	Policy updated to include direction to avoid, mitigate, and manage the impacts of sensitive land uses in employment areas.	Employment
STAT-21-053liii	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Section 5.8.30:</b> The draft policy specifies that major retail, residential and other non-ancillary uses are not considered employment uses, “unless already permitted”. Under the Growth Plan, residential and major retail uses, or major retail uses that are permitted but exceed an established size or scale threshold, are not permitted in employment areas.</p> <p>It is recommended that reference to</p>	<p>Conversion policy 5.8.30 recognizes existing legal non-conforming uses in employment areas, and that additional major retail, residential, and non-ancillary uses would, in fact, require a conversion. It is recognized that the text may be unclear of what thresholds are, or if expansions on existing uses would be permitted.</p> <p>Policy will be updated to provide additional clarification and establish a size and/or scale threshold for Major Retail uses.</p>	Employment

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			major retail, residential and non-ancillary uses be removed. If major retail uses are permitted, it is recommended that the draft policy be expanded to establish a size and/or scale threshold for permitted major retail uses and prohibit any major retail use in employment areas that would exceed the threshold.		
STAT-21-053lv	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Section 5.8.32:</b> This draft policy provides that employment areas within delineated MTSAs shown on Schedule Y6 may permit retail, residential, commercial, and non-ancillary uses without an amendment to the Regional Official Plan. It appears that these employment areas are within Provincially Significant Employment Zones ("PSEZ").</p> <p>PSEZs are areas that consist of both employment areas and mixed-use areas that contain a significant number of jobs. PSEZs do not confer land use designations, however, are instead intended to protect employment areas from conversion without provincial approval, unless the employment area is located within a MTSA. Under the Growth Plan, residential and major retail</p>	Policy will be updated to provide additional clarification on the requirements for employment conversions outside of an MCR in accordance with Growth Plan requirements and clarify the policy only applies in specific MTSA's as determined appropriate through the comprehensive analysis undertaken as part of this MCR.	Employment

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			<p>uses, or major retail uses that are permitted but exceed an established size or scale threshold, are not permitted in employment areas.</p> <p>It is unclear how this draft policy conforms to policy 2.2.5.7 of the Growth Plan with respect to prohibiting residential uses in employment areas. Should the Region seek to permit residential uses as described in draft policy 5.8.32 of the draft Regional Official Plan Amendment, an employment conversion would be required in accordance with Growth Plan policy 2.2.5.9 if undertaken as part of the MCR; or Growth Plan policy 2.2.5.10 if undertaken prior to an MCR.</p>		
STAT-21-053lvii	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Schedule Y6:</b> According to the Region's Land Needs Assessment Report to the Planning and Growth Management Committee meeting on June 17, 2021, the Region is supporting the conversion of 273.4 hectares of employment lands to non-employment uses. It appears that the lands supported for employment conversion are identified on Schedule Y6 as converted lands.</p> <p>Growth Plan policy 2.2.5.9 states that</p>	<p>Staff have prepared updated detailed assessments of employment conversion requests in the January 2022 Employment Planning Implementation Report.</p> <p>As additional employment conversion requests were received during statutory consultation period and some were supported for conversion, the "Peel 2051 Land Needs Assessment Report" (January 2022) has accounted for these changes.</p>	Growth Management & Employment

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			<p>employment conversions are permitted through a municipal comprehensive review, subject to criteria in policy 2.2.5.9 being met. It appears that lands supported for employment conversion identified as B8, M1 and M3 of the Region's Land Needs Assessment Report do not meet all the criteria outlined in policy 2.2.5.9.</p> <p>Further, the Region's Land Needs Assessment Report identifies, at a very high level, whether and how each of the proposed employment land conversions meets the criteria in Growth Plan policy 2.2.5.9. It is recommended that the Region provide more fulsome and detailed rationale to better allow MMAH staff understand how policy 2.2.5.9 is being satisfied.</p>		
STAT-21-053lxii	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<b>Section 5.10.22:</b> Draft policy 5.10.22 provides for the pursuit of improved connections to the Toronto Pearson International Airport from the GTHA, and particularly from Peel Region. It is recommended that the Region consider revising the draft policy to include reference to the planned Toronto Pearson Airport Connection from Renforth station.	Policy will be revised accordingly.	Transportation

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			<p>It is recommended that the draft policy be revised as follows:</p> <p>5.10.22 Pursue, in cooperation with the appropriate agencies, the improvement of connections to Toronto Pearson International Airport from all parts of the <i>GTHA</i> and particularly from Peel, including the planned connection of the Eglinton Crosstown West Expansion (ECWE) from Renforth Station to Pearson International Airport.</p>		
STAT-21-053lxiii	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Section 5.10.32.22:</b> This draft policy references the implementation and regular updating of the Peel Region Sustainable Transportation Strategy, which builds on local municipal pedestrian and cycling plans.</p> <p>The Region should consider making reference to the Province-wide Cycling Network in draft policy 5.10.32.22 in order to support the improvement of interjurisdictional connectivity and intergovernmental collaboration on active transportation.</p> <p>It is recommended that the policy be revised to the following:</p>	Policy will be revised accordingly.	Transportation

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			5.10.32.22 Work with the Province, the local municipalities, adjacent municipalities, and stakeholders to implement and regularly update the Sustainable Transportation Strategy for Peel that builds on local municipal pedestrian and cycling plans, and cross jurisdictional networks such as the Province-wide Cycling Network identified in 2018.		
STAT-21-053lxv	November 3, 2021	Jennifer Le Planner, Community Planning and Development MMAH	<p><b>Section 5.10.32.41:</b> It is recommended that the policy be revised to the following: 5.10.32.36 g) implement the Eglinton Crosstown West LRT Extension from Mount Dennis Station to Renforth Station, and further to Toronto Pearson International Airport; and</p> <p>It is recommended that the Region add the following policy:</p> <p>5.10.32.41 e) supporting transit service integration within and across municipal boundaries</p>	Policy will be revised accordingly.	Transportation
STAT-21-422ii	August 10, 2021	Loralea Tulloch Senior Planner, Community Planning and	<b>Schedule Y7 and Table Y1:</b> According to the Region's supplemental information package, provided May 6, 2021 ("supplemental information package"),	Further detailed analysis has led to expanded delineations and adjusted minimum densities for five stations along the 403 BRT/Mississauga Transitway corridor.	Major Transit Station Area

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		Development MMAH	<p>lands within the 800-metre radius of stations, to which an alternative minimum density target is being requested, are largely restricted from development or built form with single-detached low density residential.</p> <p>More broadly, according to the Preamble for the draft Regional Official Plan Amendment, some key assumptions applied to the process of establishing all delineations was to manage the inclusion of low-density residential areas and consider areas with established character and intensification policies by the local municipalities.</p> <p>The Region should consider including established low-density residential areas in all MTSA delineations located on a priority transit corridor, recognizing opportunities for gentle intensification over time.</p> <p>It is understood that these areas will likely not see a significant increase in density; however, a broader range of low-rise housing types (i.e. semi-detached, duplex, triplex, townhomes</p>	<p>Further consideration of the unique MTSA contexts and development potential informed how some non-developable land or low-density residential built forms were added into the expanded delineations, particularly where accessible by active transportation in an approximate 10-minute walkshed. In turn, the alternative minimum densities were adjusted to best reflect achievable densities each MTSA.</p> <p>Please see changes to 403-2 Winston Churchill, 403-6 Central Parkway, 403-7 Cawthra, 403-8 Tomken, and 403-9 Dixie.</p>	

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			<p>and additional residential units) should be considered as infill opportunities to support a modest increase in density, while maintaining the existing character in these areas.</p> <p>In 2019, the Planning Act was amended through More Homes, More Choice: Ontario's Housing Supply Action Plan (Bill 108) to require municipalities to adopt official plan policies and pass zoning by-laws that authorize additional residential units (previously known as second units), in primary residential units (i.e., detached, semi-detached and row house) and in other buildings on the same property (i.e. ancillary buildings or structures) such as above garages or in coach houses). Additionally, in 2019, Ontario Regulation 299/19 came into effect to remove barriers to the creation of additional residential units.</p> <p>The full range of housing types permitted for additional residential units should be factored into the delineation and minimum density target calculation.</p>		
STAT-21-422iv	August 10, 2021	Loralea Tulloch Senior Planner, Community	<b>Schedule Y7 and Table Y1:</b> According to the Region's supplemental information package, alternative density targets are	Further detailed analysis has led to expanded delineations and adjusted minimum densities for five stations along the 403 BRT/Mississauga	Major Transit Station Area

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		Planning and Development MMAH	<p>being sought because development is prohibited or restricted on a significant portion of the MTSA's 800 metre radius due to the Highway 403 right-of-way and/or environmental features, for the following stations or stops: Winston Churchill, Creditview, Central Parkway, Cawthra, Tomken, Dixie, and Malton GO.</p> <p>Infrastructure rights-of-way and environmental features should only act as a barrier to including lands within the delineated area if pedestrian access across (e.g., sidewalks, trails) does not exist. There appears to be access across the infrastructure rights-of-way (e.g., Highway 403 right-of way, rail corridors) via north-south arterial/collector roads for all of the aforementioned stations or stops. In the case for Malton GO, a trail, in addition to Airport Road, also provide pedestrian access across the environmental feature to lands north of the station.</p> <p>Environmental features and infrastructure rights-of-way, where development is severely restricted, can be included within the MTSA</p>	<p>Transitway corridor.</p> <p>Further consideration of the unique MTSA contexts and development potential informed how some non-developable land or low-density residential built forms were added into the expanded delineations, particularly where accessible by active transportation in an approximate 10-minute walkshed. In turn, the alternative minimum densities were adjusted to best reflect achievable densities each MTSA.</p> <p>Please see changes to 403-2 Winston Churchill, 403-6 Central Parkway, 403-7 Cawthra, 403-8 Tomken, and 403-9 Dixie.</p>	

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			<p>delineation. The Growth Plan clarifies that development on lands within a delineated area is still subject to relevant provincial and municipal land use planning policies and approval processes. Additionally, the Growth Plan states that the minimum intensification and density targets do not require or permit development that is not permitted by the PPS, such as hazardous lands. MTSA delineations should therefore be broadened to include lands with access across infrastructure rights-of-way and environmental features.</p> <p>Lastly, MMAH staff note that for Dixie Station, the Highway 403 right-of-way is well outside of the station's 800 metre radius and only a small portion of lands within the 800-metre radius of Tomken Station appear to contain the Highway 403 right-of-way. Additional information is needed to understand how the Highway 403 right-of-way would be severely restricting a significant portion of the lands within these delineated areas.</p>		
STAT-21-422v	August 10, 2021	Loralea Tulloch Senior Planner, Community	<b>Table Y7:</b> According to the Region's supplemental information package, alternative density targets are being	In the identified MTSAs, various factors including highway infrastructure, low density residential or employment built forms, Pearson airport building	Major Transit Station Area

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		Planning and Development MMAH	<p>sought given most passenger activity is from a larger population base than the MTSA itself, for the following stations or stops: Winston Churchill, Creditview, Central Parkwa, Cawthra, Tomken, Dixie, Malton, and Mineola.</p> <p>In many instances, the Region appears to suggest that some MTSA's are considered major trip generators due to elementary and secondary schools located within the 800-metre radius from the station or stop.</p> <p>The Region also appears to suggest that high ridership will be sustained at stations or stops by the presence of drop off areas and parking lots adjacent to stations or stops which encourage passenger use from developments outside of the MTSA boundary. Information is also provided regarding corridor performance statistics for the priority corridors to which these stations/stops are located on.</p> <p>In accordance with Growth Plan policy 2.2.4.4 b), the Minister may approve an alternative MTSA minimum density target where it has been demonstrated</p>	<p>height restrictions contribute to limitations on densities to be achieved. While the lands immediately accessible by active transportation or within an approximate 10-minute walk face limitations on intensification, the MTSA's are part of larger corridors which move passengers from trip generators like nearby schools on longer trips.</p> <p>Along the Highway 403 Bus Rapid Transit Corridor, a number of stations have been expanded. The 403 – 2 Winston Churchill, 403 – 6 Central Parkway, 403 – 7 Cawthra, 403 – 8 Tomken, and 403 – 9 Dixie delineations have been expanded to include more of the surrounding neighbourhoods and therefore encompass more potential ridership within the MTSA's. The minimum densities have been adjusted accordingly to reflect development potential in these enlarged MTSA's, and in one case the proposed minimum density has been increased for 403-9 Dixie (while still being under the Growth Plan minimum).</p> <p>Generally, surface parking is to be minimized in MTSA's. Parking lots have been included in MTSA delineations in recognition that as these areas develop and mature, it may be feasible and supported by the market for parking lots to be redeveloped and support intensification in MTSA's. With regards to Growth Plan policy 2.2.4.9.c, local municipalities will update zoning as part of required implementation of MTSA's. Policy 5.6.17.14 (under</p>	

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			<p>that there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</p> <p>Further information is needed to understand how major trip generators (i.e. elementary and secondary schools located within the 800-metre radius from the station or stop) and feeder services (i.e. networks of shorter public transit routes, like bus services, which connect to stations or stops on main transit lines and provide service integration within and across municipal boundaries) may sustain high ridership in cases where alternative MTSA minimum density targets are being requested.</p> <p>Additional information is also requested to understand how the inclusion of parking areas would support the achievement of transit-supportive densities within a MTSA, as per policy 2.2.4.9 c) of the Growth Plan.</p>	Strategic Growth Areas) encourages local municipalities to adopt alternative development standards to promote the use of active transportation and public transit.	
STAT-21-	August 10,	Loralea Tulloch	<b>Section 5.6.1.6, Table Y1 and Schedule</b>	Schedule Y7 and Table 5 have been revised to more	Major Transit

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422vi	2021	Senior Planner, Community Planning and Development MMAH	<p><b>Y7:</b> MMAH staff have concerns that the draft Regional Official Plan Amendment:</p> <ul style="list-style-type: none"> <li>Appears to be placing higher priority on MTSA's located on priority transit corridors to which an alternative density target would not apply (referred to in the draft Regional Official Plan Amendment as "primary" MTSA's);</li> <li>Not clear as to which MTSA's the <i>Planning Act</i>'s Protected MTSA framework applies to. Based on policy 5.6.1.6, it appears that "planned" MTSA, which are not delineated and do not have a minimum density target, are being categorized as a Protected MTSA; and</li> <li>Not clear as to which MTSA's the Planning Act's Protected MTSA framework applies to. Based on policy 5.6.1.6, it appears that "planned" MTSA, which are not delineated and do not have a minimum density target, are being categorized as a Protected MTSA; and</li> </ul>	<p>clearly map and indicate which stations are Growth Plan Priority Transit Corridors.</p> <p>The "primary" MTSA classification is considered an additional layer at the regional level to indicate where Growth Plan minimum densities are being met, versus "secondary" MTSA's which are classified accordingly due to their need for a lower alternative density. There are some MTSA's which are on Growth Plan Priority Transit Corridors that are also classified as "secondary" MTSA's because their unique context limits development potential and requires a lower alternative minimum density. Policy 5.6.19.6 describes these classifications. This policy was also revised to express more clearly that "primary" and "secondary" MTSA's, which are delineated in the Regional Official Plan with minimum densities applied, are Planning Act protected MTSA's. Planned MTSA's are not protected MTSA's, as they are not delineated in the Regional Official Plan and do not have minimum densities established.</p>	Station Area

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			<p>It is recommended that the draft Regional Official Plan Amendment be revised to indicate that all MTSA's along a priority transit corridor are considered "primary" stations to which planning will be prioritized, regardless of whether they have an alternative density target, as per the Growth Plan. For MTSA's not on a priority transit corridor, it is recommended that these stations be referred to as "secondary" MTSA's.</p> <p>MTSA's being implemented under subsection 16(16) of the Planning Act should be clearly identified and differentiated from those not and to which appeal protections would not apply. Only MTSA's that meet criteria under Planning Act subsection 16(16) can be considered a Protected MTSA, including, but not limited to, requirements that they be located on a higher order transit corridor, be delineated and have a minimum density target.</p> <p>To improve transparency and manage expectations, it is recommended that the draft Regional Official Plan Amendment indicate that transit</p>		

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			<p>services, stations or stops within planned MTSAs are at various stages of planning and development and that some stations may be currently unfunded and without a commitment for funding. While MTO and Metrolinx recognize that the Region is proactively undertaking early comprehensive planning work in these areas, any planning work undertaken for unfunded stations or stops will not influence any formal funding commitment by MTO or Metrolinx.</p> <p>It is recommended that policy 5.6.1.6, Table Y1 and Schedule Y7 be updated accordingly.</p>		
STAT-21-422xii	August 10, 2021	Loralea Tulloch Senior Planner, Community Planning and Development MMAH	<p><b>Section 5.6.2.3 (new policy):</b> The draft Regional Official Plan Amendment does not appear to contain policy which speaks to the importance of fostering collaboration and co-ordination with public and private sectors to support development within MTSAs, as per the Growth Plan.</p> <p>It is recommended that the Region add the following new policy:</p> <p>“5.6.2.3 p) fostered collaboration</p>	Policy will be revised accordingly.	Major Transit Station Area

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			between public and private sectors to support development within all Major Transit Station Areas, such as <i>joint development</i> projects.”		
STAT-21-422xiv	August 10, 2021	Loralea Tulloch Senior Planner, Community Planning and Development MMAH	<p><b>Section 5.6.2.3:</b> This draft policy speaks to the need to protect lands for future transit infrastructure, however, is missing reference the need to also identify these lands, as per the Growth Plan.</p> <p>It is recommended that this policy be revised to better align with the Growth Plan.</p> <p>“5.6.2.3 g) protect and identify lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipal and provincial transit authorities”</p>	Policy has been revised accordingly (now in section 5.6.19).	Major Transit Station Area, Transportation
<b>City of Brampton</b>					
STAT-21-426xv	August 5, 2021	Brian Lakeman, Transportation Policy Planner, Planning, Building and Economic Development Department,	<b>5.10.34</b> - Staff acknowledge and support preamble wording, objectives and policies in Chapter 5.10 that speak to the integration of land use planning and transportation planning and to complete streets and communities (such as Policy 5.10.34.17). Staff see merit, however, in adding a policy that speaks more	Policy has been revised accordingly.	Transportation

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		City of Brampton	explicitly to street design in the context of streetscape, public realm and land use intensification (possibly in Section 5.10.34). This policy could speak to the design and construction/reconstruction of streets on the major road network that create/support a more pedestrian, cycling and transit-oriented streetscape and that create/support a less auto-oriented public realm. Such a policy would both build on the existing policies that speak to the integration of land use planning and transportation planning and to complete streets and communities and raise them to a higher level.		
STAT-21-426xix	August 5, 2021	Brian Lakeman, Transportation Policy Planner, Planning, Building and Economic Development Department, City of Brampton	<b>5.10.38.10</b> - Staff note the revisions to this policy remove the reference to/emphasis on accessible transportation. Can the policy speak to providing and maintaining a built environment that supports trips made using both accessible transportation services and conventional public transit? This is important for both but is arguably more important for transit riders with accessibility challenges.	Definition of public transit includes accessible transit.  Policy has been revised accordingly.	Transportation
STAT-21-426xxviii	August 5, 2021	Brian Lakeman, Transportation Policy Planner,	<b>General</b> - Staff request clarification as to how the term “transportation hub” is defined for the purpose of the Official	Definition will be added:  Transportation hub:	Transportation

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		Planning, Building and Economic Development Department, City of Brampton	Plan. Staff note that a number of policies speak to transportation hubs and that in many of these instances the term is italicized. Staff note, however, that this term is not included in the glossary.	<p>A station designed to support a high number of transit boardings and alightings, and facilitate transfers between modes.</p> <p>Reference to transportation hubs in preamble for section 5.6.18 UGC and Regional Intensification Corridor will be removed: Metrolinx has also identified a series of <i>transportation hubs</i> in Peel and throughout the <i>GTHA</i> in the 2041 Regional Transportation Plan</p> <p>Reference to mobility hubs in 5.10.32.42 will be replaced with transportation hubs: <i>Support</i> interconnections between the local bus network and existing planned <i>rapid transit</i> corridors, especially at Urban Growth Centres and other transportation hubs.</p>	
STAT-21-426xxi	August 5, 2021	Brian Lakeman, Transportation Policy Planner, Planning, Building and Economic Development Department, City of Brampton	<p><b>Schedule Y4:</b> As noted in the comments submitted in April 2020, Brampton Transit's plans for expansion of their Züm network include routes and/or route extensions not included in Metrolinx's Frequent Rapid Transit Network. As this Schedule is intended to show the long-range concept for rapid transit corridors in and adjacent to Peel, these should be included. Additions that are required are as follows:</p> <ul style="list-style-type: none"> <li>Segments of the future</li> </ul>	Schedule will be revised accordingly.	Transportation

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			<p>Bramalea Züm corridor north of Bovaird Drive (to Countryside Drive) and south of Steeles Avenue to Pearson International Airport (via Bramalea Road, Derry Road, and Airport Road).</p> <ul style="list-style-type: none"> <li>• The future Kennedy Road Züm corridor, extending from south of Derry Road to Sandalwood Parkway.</li> <li>• The future Chinguacousy-Mavis Züm corridor, extending from Derry Road to Wanless Drive.</li> <li>• The future Sandalwood Züm corridor, extending from the Mount Pleasant GO Station to Airport Road</li> </ul>		
STAT-21-423ii	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton	<b>Section 5.10.34</b> - Staff request the identification of working with local municipal planning staff to integrate transportation and land use planning.	Policy will be added to reflect comment.	Transportation
STAT-21-423ii	December 17, 2021	Bob Bjerke Director, City	<b>Section 5.10.36</b> - This preamble section and policies are problematic considering	Policy will be added that reflects the need to consider local context in the planning for goods	Transportation

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		Planning & Design Planning, Building & Economic Development Department City of Brampton	the 2051 planning horizon. With Brampton objectives of creating complete communities and complete streets, goods movement needs to consider the local context and needs of those residents who live, work and play in the communities along these roads. City staff are not suggesting the restriction of trucks and transporters to use or move on major arterials, however, staff suggest that some delay to these vehicles on Regional roads would contribute to the overall health of strategic growth areas and is necessary to ensure the safety of pedestrians and cyclists, as well as the public transit users.	movement.	
STAT-21-423ii	December 17, 2021	Bob Bjerke Director, City Planning & Design Planning, Building & Economic Development Department City of Brampton	<b>5.10.32.3</b> - This policy should speak to the role of intensification in creating shorter trips as a result of concentrated mixed land uses.	Policy will be revised accordingly.	Transportation
STAT-21-073liv	November 29, 2021	Shannon Brooks	<b>Section 5.6.20.12:</b> It should be noted that through Brampton's Official Plan,	Each of the local municipalities refer to this level of detailed plans differently. Regional Official Plan	Growth Management,

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		Policy Planner III, City Planning and Design Planning, Building and Economic Development City of Brampton	<p>we are deviating from the nomenclature of “Block Planning” are pursuing “Precinct Planning” – the intent, however, is the same.</p> <p>As per the requirement of 5.6.20.14.14 - this policy should also speak to the need of precinct planning to require community/neighbourhood energy studies.</p>	<p>policies refer to “community or neighbourhood block plans.” The preamble under section 5.6.20 – Designated Greenfield Area will be revised to describe in more detail what is meant by community or neighbourhood block plans to recognize the various terminologies and processes for addressing the requirements.</p> <p>Reference to planning for energy systems / community energy planning will be added to the block planning policy 5.6.20.13.</p>	Settlement Area Boundary Expansion
STAT-21-073lxxix	November 29, 2021	Shannon Brooks Policy Planner III, City Planning and Design Planning, Building and Economic Development City of Brampton	<b>Section 5.9.43:</b> Consider clarity on what "applicable MTSAs" means? If all delineated MTSAs are protected, it should apply to all.	Previously numbered draft policy 5.9.43 will be reworded to provide greater clarity on where an Inclusionary Zoning by-law can be introduced: “in primary Major Transit Station Areas and secondary Major Transit Station Areas as per policy 5.6.19.X and delineated on Schedule Y7, where deemed appropriate by the local municipality, and community planning permit system areas as ordered by the Minister”.	Housing
<b>Town of Caledon</b>					
STAT-21-074lviii	November 26, 2021	Bailey Loverock Senior Planner, Town of	<b>Section 2.9.15:</b> “Direct the Town of Caledon to prohibit the alteration of intermittent streams within the Lake	Regional staff agree that clarification is needed. Policy 2.9.15 will be revised to clarify that the direction applies to Town of	Water Resources

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		Caledon	Simcoe Protection Plan Area.”  Would conservation authorities not be responsible for approving/prohibiting alterations to a stream?	Caledon decisions regarding “ <i>development</i> ” under the Planning Act, which is a delegated authority to the Town. Conservation Authority matters would continue to be regulated by the CAs under the Conservation Authorities Act.	
STAT-21-074lxxviii	November 26, 2021	Bailey Loverock Senior Planner, Town of Caledon	<b>Section 3.7.21:</b> Alternative energy system proposals? In Zoning By-law for evaluating alternative energy system proposals? Not typically included in a ZBL.	Policy will be revised accordingly.	Climate Change
STAT-21-074cxvii	November 26, 2021	Bailey Loverock Senior Planner, Town of Caledon	<b>Section 5.9 Housing:</b> Affordable Housing Assessment - policies required in the Town Official Plan require an Affordable Housing Assessment to be undertaken for "large development applications". What is a "large development application"? Policy must be included in Town Official Plan. Also referred to in section 5.9.68	Policy revised to describe large development applications as those with 50 or more units.  The inclusion of the housing assessment in the Regional Official Plan recognizes and strengthens efforts that are already taking place at the local municipal level and are captured in policy briefs and existing policies and procedures. Local municipalities can choose to further strengthen their local official plan as needed to further incorporate a housing assessment.	Housing
STAT-21-074cxviii	November 26, 2021	Bailey Loverock Senior Planner, Town of Caledon	<b>Section 5.9.16:</b> What is “large development”? This needs to be described or defined within this policy. Does this apply to Palgrave Estates? Infill? Greenfield only?	Policy revised to describe large development applications as those with 50 or more units and applies to all residential areas in Peel notwithstanding that other policies in the Plan apply to specific parts of Peel.	Housing, Growth Management

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STAT-21-074clxii	November 26, 2021	Bailey Loverock Senior Planner, Town of Caledon	<p><b>General:</b> While the Region of Peel provided a response to comments regarding Cultural Heritage policies in the Consolidated Comments spreadsheet, the Region has not incorporated the proposed revisions to these policies in the draft Region of Peel Official Plan which was recently circulated (version identified as 'Draft Tracked Changes as of October 1, 2021'). As such, the Town of Caledon comments regarding the Cultural Heritage policies remain outstanding and must be addressed prior to the finalization of the Region of Peel Official Plan.</p> <p>Furthermore, Heritage staff are of the understanding that the Region of Peel has consulted with Indigenous communities regarding the Peel 2051 Official Plan Review and received in response questions and comments on Indigenous engagement and cultural heritage policies that may result in minor changes to policies. The Six Nations of the Grand River First Nation has requested an additional meeting to further discuss cultural heritage and archaeology.</p>	<p>Meetings were held with local municipal staff throughout 2020. Based on these, draft policies updated and circulated to local municipal staff in May 2021. A recent meeting with Caledon staff took place in based on the informal comments sent by the Town in Summer 2021 and the outstanding matters resolved. No major policy changes resulted based on the most recent meeting with Caledon staff.</p> <p>A meeting took place on December 1, 2021 with the Six Nations of the Grand River from which comments have not required cultural heritage and archaeology policy changes.</p>	Indigenous Engagement, Cultural Heritage

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			Heritage staff advise that it is premature to provide further commentary on the heritage-related policies in the draft Peel 2051 document until this meeting taken place and the document revised to address the questions and concerns of all Indigenous groups.		
STAT-21-074xli	December 16, 2021	Bailey Loverock Senior Planner, Town of Caledon	<b>Section 2.6.14:</b> “Direct the local municipalities to prohibit...” à “Development and site alteration in key hydrologic features or any associated vegetation protection zone outside of settlement areas is prohibited, in accordance with any policies of this Plan and applicable provincial plan. All local Official Plans shall conform to this policy.”	The policy will be revised to delete “direct the local municipalities to”. Provincial staff has requested that the Region incorporate key provincial policies at the upper-tier level to ensure a consistent approach across the Region and to coordinate the effective implementation of provincial policies (i.e. provincial policies containing “will” or “shall” directive language should be reflected as a policy of the Region and not only defer to the local municipalities). The policy direction will also need to be incorporated in local official plans in accordance with the applicable provincial policy or plan.	Greenland Systems
STAT-21-074clvi	November 26, 2021, December 16, 2021	Bailey Loverock Senior Planner, Town of Caledon	<b>General:</b> Settlement Area Boundary Expansion – Current employment land supply provided through the last Official Plan Review was already purchased and thereby locked in the ten-year land supply within two years. This did not allow the Town to attract new businesses and also did not have the ability to retain existing businesses. Caledon Economic Development advised that providing a net of 650 acres of	Refer to the response provided to STAT-21-074xcii as the Caledon staff advised that those comments represent Town of Caledon Council endorsed SABE map.	Settlement Area Boundary Expansion

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			<p>employment land every five years would provide a reasonable reflection on the market need address the concerns provided.</p> <p>Comments also requested lands up Airport Road to Sandhill also be included in the Employment Area.</p>		
STAT-21-424i	December 16, 2021	Bailey Loverock Senior Planner, Town of Caledon	<p>Staff provided high level comments on the draft Regional Official Plan in Staff Report 2021-0430, which was submitted to the Region as per Town Council's direction. These comments include:</p> <ul style="list-style-type: none"> <li>• The Region's preferred SABE scenario would benefit from further review.</li> <li>• The distribution of Community and Employment lands throughout the Focus Study Area could be improved.</li> <li>• Concerned with the Region's plans to include the treatment of the GTA West corridor, transition between sensitive lands, and community lands shown with the Provincially Significant Employment Zone.</li> <li>• Block Plans are not a statutory</li> </ul>	<p>Refer to the response provided to STAT-21-074xcii as the Caledon staff advised that those comments represent Town of Caledon Council endorsed SABE map.</p> <p>The same comments were responded to in STAT-21-074xcii.</p>	Settlement Area Boundary Expansion

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			<p>requirement; therefore the Town does not agree with the prescribed use of this tool. Block Plan policies should allow for flexibility, as there may be instances where block planning is necessary but, in some cases, the secondary planning process will be sufficient.</p> <ul style="list-style-type: none"> <li>Town staff support the Regional policy direction for the Future Strategic Employment Area around Sandhill but suggest further consideration be given to this area.</li> <li>Request for increased employment lands (closer to 1,700 hectares) to help retain existing businesses, attract new businesses, and move towards a more balanced tax ratio. Town staff requested that Regional Council increase the amount of employment lands in the SABE.</li> </ul>		
STAT-21-074xcii	December 16, 2021	Bailey Loverock Senior Planner, Town of Caledon	Staff prepared a <a href="#">revised version</a> of the Regional staff recommended draft SABE map. This mapping is intended to support the Town's comments provided and addresses the concerns highlighted by staff, such as some of the proposed	<ul style="list-style-type: none"> <li>Under the 5.6.20 – Designated Greenfield Area preamble, a sentence will be included describing that if the secondary plan provides a sufficient level of detail (ultimately meeting the level of detail that a block plan would address) a separate block</li> </ul>	Settlement Area Boundary Expansion

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			<p>locations of Community and Employment Lands on the Regional draft SABE map.</p> <p>Modifications from the Regional draft SABE map include:</p> <ul style="list-style-type: none"> <li>• Protection of the Provincially Significant Employment Zone in Bolton (identified as a proposed Community Use by the Region);</li> <li>• Introduction of a Future Strategic Employment Reserve at the northern limit of the GTA West Corridor between Kennedy Road and Bramalea Road along Dixie;</li> <li>• Identification of the south-east and south-west sides of the proposed Highway 410/GTA West Corridor as Employment Area (identified as Community Area by the Region);</li> <li>• Introduction of additional Community Area along Old School Road between Dixie Road and Torbram Road;</li> <li>• Removal of Employment Area southwest of Campbell's Cross between Kennedy Road and</li> </ul>	<p>plan process may not be required. Additionally, the preamble will be revised to describe in more detail what is meant by community or neighbourhood block plans to recognize the various terminologies and processes for addressing the requirements.</p> <ul style="list-style-type: none"> <li>• The intent of this policy and corresponding mapping on Schedule Y6 is to conceptually identify and protect strategically located Employment Areas, or if appropriate, permit an expansion to Sandhill for dry industrial uses subject to further assessment. Dry industrial uses could include transportation depot/logistics. The subsequent assessment would meet the requirements of the Growth Plan and determine appropriate locations, uses and buffers as appropriate.</li> <li>• Please see new clarifications to Section 5.8.44.6 for implementation policies for the Sandhill future strategic employment area and requirements for the inclusion of additional lands in the rural settlement area. Other SABE Scenario/land area comments are still being considered and will be responded to as soon as possible.</li> <li>• The suggested new FSEA at Dixie north of the GTA West corridor is not supported, as it is outside of the Focused Study Area which is the basis of the SABE study. In addition, that</li> </ul>	

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			<p>Hurontario Street;</p> <ul style="list-style-type: none"> <li>• Increase the minimum greenfield density from 65 people and jobs per hectare to 70 people and jobs per hectare.</li> <li>• Inclusion of a reduced amount of residential land – 2,800 ha vs. the Region's SABE of 3,000 ha; and</li> <li>• Inclusion of an increased amount of employment lands – from 1,400 ha to 1,650 ha.</li> </ul> <p>The rationale for these modifications is outlined in Staff Report 2021-0468.</p> <p>Town of Caledon Council endorsed this preferred concept map and directed staff to include it in the Town's formal comment submission to the Region. Council further directed staff to initiate public engagement on the preferred concept map.</p>	<p>area would be reliant on the Highway 413, in contrast with other SABE areas which could function with or without highway infrastructure.</p> <ul style="list-style-type: none"> <li>• Increasing the minimum greenfield density may reduce flexibility for Caledon to plan communities at a variety of densities to transition to the rural area, an increase in the minimum density is consistent with many regional and provincial priorities. Staff are supporting a minimum density of 67.5 people and jobs per hectare which reduces the Community Area land required by approximately 130 ha.</li> <li>• The January 2022 draft SABE map proposes to maintain the overall recommended SABE area at 4,400 ha with Community Area decreasing from 3,000 ha to 2,870 ha and Employment Areas increasing from 1,400 ha to 1,530 ha.</li> </ul>	
<b>City of Mississauga</b>					
STAT-21-075ii	November 30, 2021	Eniber Cabrera Planner, City Planning Strategies City of	<b>Section 1.6:</b> Response is noted, and the City agrees adaptation is captured however in the second paragraph which discusses the environmental imperative adaptation to climate change could be	A new climate change goal will be included in Section 1.7 to address the comment.	Climate Change

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		Mississauga	further integrated. Further in section 1.7 goals. Climate Change mitigation and adaptation is not specifically addressed as a goal.		
STAT-21-075xii	November 30, 2021	Eniber Cabrera Planner, City Planning Strategies City of Mississauga	<b>5.6.19.9 or 5.9.19.13</b> - The current wording does not provide the cross reference noted. The current policy also references policies prior to the establishment of MTSAs but does not explain that once MTSAs are established, conversions would be municipality led. We agree with the intent identified in the response but the wording is not reflective or clear. Suggest additional wording along the lines of "strategies to support and retain a balanced mix of employment and non-employment uses" either within this policy or as an additional policy.	Policy will be revised accordingly.	Major Transit Station Areas
STAT-21-075xviii	November 30, 2021	Eniber Cabrera Planner, City Planning Strategies City of Mississauga	<b>5.9.24</b> - The Region's response is noted. Staff are also left wondering how does the "encouragement" in this policy interact with the "direction" of policy 5.9.23? Moreover, the use of "new" and "existing" implies this would be permitted in "new" eligible dwellings from the start of development when it is the belief that Section 16(3) of the Planning Act is speaking to permitting	Policies have been revised based on local municipal feedback. The previous 5.9.24 will be removed and the revised policy speaks to supporting local municipal initiatives on additional residential units.	Housing

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			additional residential units within existing dwellings. The previous policy's "direction" would be further strengthened if policy 5.9.24 could be revised along the lines of: " <u>Support additional residential units in new and existing detached, semi-detached, or rowhouse development in Peel, where appropriate</u> ". City staff are interested in having a discussion with Regional staff on the thinking behind this policy and likely direction of the revisions to improve local implementation.		
STAT-21-075xix	November 30, 2021	Eniber Cabrera Planner, City Planning Strategies City of Mississauga	<b>5.9.26-</b> The Region's response is noted. Based on what our Increasing Housing Choices in Neighbourhoods work has shown, local municipalities are better positioned to provide and disseminate educational materials, while looking to upper-tier municipalities for policy, development, and program support on ARUs (e.g. second unit renovation program with forgivable loans to further local implementation of second units and conversion of non-registered units to registered). For example, perhaps the policy could be broadened and revised along the lines of, "Work with local municipalities to <u>develop initiatives that</u>	The policy will be revised with input from local municipalities. The revised policy speaks to supporting local municipal initiatives on additional residential units.	Housing

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			<u>further the implementation of additional residential units and shared housing arrangements.</u> " This could also provide a nod to the Region's current Home Share pilot. City staff are interested in having a discussion with Regional staff on the thinking behind this policy and likely direction of the revisions to improve local implementation.		
STAT-21-075xx	November 30, 2021	Eniber Cabrera Planner, City Planning Strategies City of Mississauga	This Region's response is noted. In addition to the initial question posed by City staff, staff are wondering how does the "encouragement" in this policy interact with the "shall" direction from the Provincial Policy Statement policy 1.4.3. to provide for an appropriate range and mix of <i>housing options</i> (defined as "...The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses. Something to consider that has come up since this initial circulation, is how the Region's Home Share pilot fits into the Region's	Policy will be revised with local municipal input to be broader in nature.	Housing

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			encouragement and support for shared housing arrangements.")? The Region has an opportunity through this policy to further support local municipal implementation of shared housing arrangements. For example, perhaps the policy could be revised along the lines of, " <u>Support the local municipalities to support the implementation of shared housing arrangements to provide more housing options in Peel</u> " which meet the needs of specific population groups, including economic, accessibility, safety or lifestyle needs". City staff are interested in having a discussion with Regional staff on the thinking behind this policy and likely direction of the revisions to improve local implementation.		
STAT-21-075xxi	November 30, 2021	Eniber Cabrera Planner, City Planning Strategies City of Mississauga	<b>5.9.43-</b> This Region's response is noted. City's comment still applicable. The Region and local municipalities have been working together to refine the Inclusionary Zoning framework and the City would like to review any revised policies.	The Inclusionary Zoning policy framework will be revised with input from local municipalities.	Housing
<b>Conservation Authorities</b>					
STAT-21-076xv	November 29, 2021	Dorothy di Berto	<b>Section 2.7.13:</b> Waste disposal sites: Recommend including wording "where	Policy will be revised accordingly.	Waste Management,

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		Senior Manager, Planning CVC	the storage or generation of waste would be a significant drinking water threat” to be consistent with wording in the CTC SPP (WST-5 policy).		Water Resources
STAT-21-076xxxii	November 29, 2021	Dorothy di Berto Senior Manager, Planning CVC	<b>Section 2.16.8:</b> CVC staff support the inclusion of LID promotional policy; however, it appears slightly out of place under the Natural Hazards section. Suggest expanding and providing purpose such as “...in effort to mitigate impacts associated with hazardous lands”.	Policy 2.16.8 will be revised with appropriate wording to address the comment.	Climate Change, Water Resources
STAT-21-421xxix	December 9, 2021	Mary-Ann Burns Senior Manager, Provincial and Regional Policy, TRCA	<b>Section 2.14.19:</b> Appreciate the policy for wetland water balance but given the PPS requirement for no negative impacts, and that failing to provide adequate water balance to wetlands could have impacts, implementation of best management practices on an “if feasible” basis is not appropriate. Please revise this policy to require wetland water balance, where appropriate.	Regional staff agree that Policy 2.14.19 requires clarification and will be revised with appropriate wording to address this and other comments received on the wetland water balance policy.	Greenland Systems
STAT-21-421xxxvi	December 9, 2021	Mary-Ann Burns Senior Manager, Provincial and Regional Policy, TRCA	<b>Section 2.16.10.5:</b> This policy states that the Region will direct local municipalities to “Discourage the creation of additional tableland within <i>valley and stream corridors</i> .” TRCA is pleased with the overall intent of this section and in particular, this policy. However, we note that extension of tableland within valley	Regional staff agree. The policy will be revised as suggested to align with the CA regulatory authority and policies under the Conservation Authorities Act	Greenland Systems, Natural Hazards

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			and stream corridors is generally prohibited under TRCA's Living City Policies. We recommend strengthening the language to "generally prohibits" instead of "discourage."		
<b>Prescribed Bodies</b>					
STAT-21-077xix	November 30, 2021	Nick Gooding Intermediate Planner, Peel District School Board	<p><b>Section 5.6.20.13 – Designated Greenfield Area:</b> Add: "the provision and integration of adequate educational spaces in public service facilities."</p> <p>Community block plans of new neighbourhoods and communities should address the provision and integration of adequate educational spaces in public service facilities. Schools and their adequate capacity are a critical part of any sustainable community design that serve a range of housing options, including affordable housing, walkable communities, transit supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, and respecting natural and cultural heritage.</p>	Policy will be revised accordingly.	Growth Management
STAT-21-077xxii	November 30, 2021	Nick Gooding Intermediate	<b>Section 5.10.32.10 – Sustainable Transportation:</b> "Promote safe and	Policy will be revised accordingly.	Transportation

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		Planner, Peel District School Board	<p>active pedestrian movement through walking, cycling, non-motorized forms of transportation to and from school sites and routes. Active transportation destinations should be clearly accessible for a variety of users and demarcated (elevated + instructional barriers) from motorized forms of transportation."</p> <p>PPS, 1.0 Building Strong Healthy Communities, 1.2 Coordination, part 1.2.1: "A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including: d) infrastructure, multimodal transportation systems, public service facilities and waste management systems;"</p>		
STAT-21-078ii	December 3, 2021	Joe Muller Senior Strategic Advisor, NEC	<b>Section 2.14.24 – Woodlands:</b> As NEC staff noted previously, it would be helpful to note where NEP policies apply here. While the relation of the NEP to Official Plan policy overall is acknowledged in the preamble to this Official Plan, it would be helpful to note in specific sections of the Official Plan	Staff do not recommend adding detailed Niagara Escarpment Plan policies or references throughout the Regional Official Plan. The Niagara Escarpment Plan key natural heritage features and key hydrologic features are listed as components of the Greenlands System to be protected in accordance with the Niagara Escarpment Plan. As the NEP is implemented by the NEC through the development	Greenland Systems

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			like this where it is known that NEP policies are more restrictive, e.g., significant woodlands.	control process and the NEP amendment process, rather than through municipal planning, it is not necessary to reference the detailed policies of the NEP in the Regional Official Plan	
STAT-21-078iv	December 3, 2021	Joe Muller Senior Strategic Advisor, NEC	<p><b>Section 5.10.34 – Regional Roads:</b> NEC staff notes that where expansion is proposed for Regional roads through the NEP, such as Winston Churchill Boulevard, King Street, Old Base Line Road, Hurontario Street, Airport Road, Charleston Side Road et cetera, NEP policies may be more restrictive within the NEP Area of Development Control in general.</p> <p>In addition, NEP policies may restrict roadworks where proposed expansion is located in Escarpment Natural Areas, wetlands, key hydrologic features, or key natural heritage features. NEC staff recommends that wording be inserted in this section to reflect how NEP policy may affect proposed expansion of Regional roads.</p>	Regional staff agree to include an appropriate general reference to the requirements of the applicable provincial plans, including the Niagara Escarpment Plan, in Sections 5.4.16 (planning for infrastructure) and 5.10.9 (transportation) of the Plan.	Transportation
STAT-21-420vii	December 1, 2021	Chad B. John-Baptiste Director, Planning – Ontario, WSP	<p>Strengthen Strategic Growth Area land use compatibility policies.</p> <p><b>Section 5.6.17.9 e):</b> Policy 5.6.17.9 e) states that it is policy to:</p>	<p>Policy will be updated to reference the applicable section of the PPS, 2020 on land use compatibility.</p> <p>Consideration of the appropriateness of sensitive land uses and measures to mitigate and minimize</p>	Growth Management

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		<b>on behalf of CN Rail</b>	<p>Encourage the local municipalities to complete comprehensive planning for Strategic Growth Areas that: e) considers land use compatibility;.</p> <p>This policy can be strengthened by requiring land use compatibility be addressed in accordance with the PPS, provincial guidelines, standards and procedures. We recommend the following language: Encourage the local municipalities to complete comprehensive planning for Strategic Growth Areas that: e) addresses land use compatibility, in accordance with the PPS and provincial guidelines, standards and procedures. No sensitive land uses shall be permitted within Strategic Growth Areas unless the PPS land use compatibility policies have been satisfied, including reviewing alternative locations.</p>	potential adverse affects should be determined through the applicable studies and broader considerations for the context specific goals and objectives of the Strategic Growth Area.	

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