

**Peel 2041+ Draft Policies: Comment and Response Table**

**Peel 2041+** is the Region’s Official Plan Review and Municipal Comprehensive Review (MCR), which will help Peel better plan for the future by taking action on new population and employment forecasts to 2051, responding to public and stakeholder feedback, and complying with new provincial legislation, plans, and policies. Responding to feedback is an integral part of the review process to reflect the needs of the community’s needs.

Regional staff engaged in both in-person and online consultation with members of the public and stakeholders on draft policies and mapping throughout 2020. The responses below address comments received from stakeholders and the public on proposed draft Regional Official Plan (ROP) policies between January 2020 and October 2020 via e-mail, correspondence, virtual online and in-person at open houses. Public consultations were held on March 2nd, 3rd, and 5th, 2020 to explore the first set of draft policy changes for some environment related focus areas. Virtual public consultation sessions on Growth-related focus areas were held on September 21st, 22nd, and 23rd. Due to Covid-19 related restrictions, the public joined various online forums to learn about the proposed policy changes and engage with staff. Draft policies will be updated and brought to Regional Council in 2021.

Separate consultations were held on the various draft technical studies supporting the Settlement Area Boundary Expansion (SABE) focus area. All comments, questions and submissions related to the SABE focus area can be found in the consultation document prepared by the SABE consultant on the Peel 2041+ project website.

| Focus Area               | Date               | Reference Number | Comment Summary   | Response  |
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| <b>Growth Management</b> |                    |                  |   |   |
|                          | March 2, 2020      | OP-20-009        | Proposing the Bolton Residential Expansion Study (BRES) boundary to include Airport Rd. corridor up to Innis Lake Rd. on the east side and up to Bramalea Rd. and North to King St.   | Option 4 & 5 of BRES, also referred to as Regional Official Plan Amendment (ROPA) 30, is Regional Council's adopted preferred residential area. ROPA 30 is before the Local Planning Appeal Tribunal (LPAT) to determine the final area as a result of appeals. The areas around Bolton are continuing to be studied as part of Peel’s Settlement Area Boundary Expansion (SABE) Study which will recommend settlement boundary expansions to accommodate residential and employment growth to 2051.  |
|                          | June 12, 2020      | OP-20-046        | Peel has not attracted the employment growth predicted; therefore, policy changes to accommodate more suitable employment lands are required to ensure Peel's competitiveness going forward.  | Peel is protecting for employment lands in multiple ways. Existing employment lands are being carefully monitored to ensure they remain viable, with employment conversions being considered only where appropriate in consultation with the local municipalities. Through the SABE Study, Peel will be identifying new employment lands in designated greenfield area in the Town of Caledon. The land needs assessment and growth allocations work completed to date identified between 550 and 750 hectares of future employment land need to 2041, although this work is being updated to address growth to 2051 as well. |
|                          | September 30, 2020 | OP-20-076        | Seeking information on whether the development plans for Caledon East will make it more livable for families moving into the new subdivisions. Resident would like to know if there is a high school planned for the area. Notes the need for more retail plazas such as Walmart or any other big stores so that residents do not have to drive to Bolton or the City of Brampton for everyday needs. | Development applications are processed through the Town of Caledon with input from Peel. This comment has been sent to local municipal staff at the Town of Caledon for a response.   |
|                          | September 21, 2020 | OP-20-077a       | Question about the 2041 and 2051 population allocation for Bolton.  | The 2041 population allocation of 26,460 for Bolton has been endorsed by Council. The detailed numbers for 2051 population allocation for Bolton are being studied but not yet available. Regional  |

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|  |                    |            |   | staff are currently working with local staff on a draft municipal allocation to address the Growth Plan Amendments.   |
|  | September 21, 2020 | OP-20-077b | Bolton has the infrastructure to support more population growth.  | As part of planning for growth to 2051, appropriate new growth areas and intensification areas in and around Bolton are being reviewed. This review includes a review of available infrastructure.  |
|  | September 21, 2020 | OP-20-077d | Inquiry about when Peel will be releasing the revised background reports to the Growth Management work which incorporate the 2051 numbers and consider housing need by type.  | Regional staff received the new Schedule in August 2020 detailing the 2051 numbers. Staff are currently working to assess the Growth Management scope of work including the background studies and reports. Regional staff are anticipated to revise the Growth Management work to reflect the new Schedule and continue to follow the Peel 2041+ work plan towards conformity. Also, members of the public are encouraged to leave their contact information in order to share updated information when it becomes available.  |
|  | September 21, 2020 | OP-20-077e | Question whether Covid-19 has impacted regional growth plans.   | As the Province released the Growth Plan Amendments, Regional staff continue to work towards a resilient approach for growth in Peel. In the Intensification Strategy study, it identifies opportunities and constraints in the Town of Caledon in terms of supporting employment growth in Peel. The pandemic is still in its' early days whereas Regional staff are planning for the next 30 years. Regional staff will look at lessons learned and an implementation strategy to improve resilience to support healthy complete communities in existing communities and future communities.                                      |
|  | September 21, 2020 | OP-20-077g | Question on how Peel will balance the intensification and greenfield density targets while maintaining a market-based supply and mix of housing given the new focus on a market-based supply of housing in the Growth Plan and LNA. Once the minimum intensification and greenfield density target of the Growth Plan is achieved, there should be no addition aspiration for addition intensification or density unless it can be supported with a market rationale supporting it. | At a high level, Regional staff will take a closer look at the current growth of our local municipalities and review the strategic opportunities that are available. For intensification, there will be new opportunities to shift and leverage market choices for transit investment (i.e., Hurontario LRT, GO Transit) to support transit-supportive housing. In greenfield areas, staff will review the how the communities have been developing, consider that we are planning for the next 30 years, and set an appropriate minimum density target. Regional staff will also consider future transit for the greenfield areas. |
|  | September 21, 2020 | OP-20-077h | Question about the required population and employment for all the whitebelt in Peel.  | Detailed numbers for 2041 and 2051 growth to be accommodated in the "whitebelt" of the Town of Caledon are being developed through the growth forecasting and allocation work, land needs assessment, and SABE but are not yet available at this time.  |
|  | September 21, 2020 | OP-20-077i | Question as to how and when the population allocations will be available.   | Regional staff have been working closely with local municipal partners to build on past growth scenario work and endorsed growth forecasts to 2041, to address the new Provincial directions. Staff are working toward a draft 2051 municipal allocation between December 2020 and Q1 2021.   |
|  | September 21, 2020 | OP-20-077l | City of Brampton has endorsed the concept plan for Heritage Heights, which aims to add approximately 150,000 people to Heritage Heights (Northwest Brampton, north of the Credit River and West of Mississauga Road). Question on whether Peel plans to encourage redevelopment of the Snelgrove/Heartlake Employment Area, to achieve a significantly higher employment density.   | The Heritage Heights Secondary Plan is overseen by the City of Brampton. This comment will be sent to local municipal staff for a response.   |
|  | September 21, 2020 | OP-20-077m | Question on if the City of Brampton's visioning for a 'urban boulevard' in the Heritage Heights Secondary Plan area as opposed to a GTA West Highway will be assessed and reviewed as part of Peel's MCR process.   | The Heritage Heights concept plan is endorsed by Brampton City Council, although a formal local secondary plan application is required that the Region participates in. Regional staff are currently working with City of Brampton staff to review the concept plan before a formal submission, and are considering how to advance Peel's Growth Management work while discussions on Heritage Heights continue.  |
|  | September 21,      | OP-20-     | Inquiring about opportunities to request certain lands to be  | Regional staff are accepting requests for consideration of lands to be considered for expansion   |

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|  | 2020               | 077n       | included within Peel's Future Strategic Employment Area designation and whether these designations will be informed by the SABE study.   | through The SABE area, including employment lands and future strategic employment lands will be informed by the various technical studies being undertaken on the Focused Study Area.  |
|  | September 21, 2020 | OP-20-077o | Question about the impacts of the GTA West Corridor on planning for growth and how the Brampton boulevard issues will affect planning.   | In order to accommodate the future travel demand, Peel's Long Range Transportation Plan recommends a balanced approach which includes sustainable modes, focused road widenings, and the GTA West Transportation Corridor to alleviate demand on the regional road network and help move people and goods.<br><br>Peel is monitoring and participating in the conversations around the proposed boulevard in Heritage Heights. Regional staff have recently received 2051 population and employment growth forecasts from the Province which indicate that Peel will grow to 2.3 million residents and 1.1 million jobs by 2051. |
|  | September 21, 2020 | OP-20-077p | The growth forecasts in the current ROP is organized by 10-yr increments. Question on Peel's intentions to continue showing the 10-yr increments to year 2051.   | A final decision has not been made regarding what population and employment forecast years to include in the ROP, therefore, staff welcome the suggestions for the growth increments. ROP policies will address the updated 2051 horizon; however, some technical background work and community planning level forecasts look at 5-year periods.   |
|  | September 21, 2020 | OP-20-077q | Question whether the chosen BRES option will affect the growth work.   | The BRES process identified lands to accommodate residential growth up to 2031, whereas the current Growth Management and SABE work is planning for growth from 2031 to 2051. While these are two separate processes, the BRES (ROPA 30) is currently under appeal, and decisions regarding the expansion area to 2031 that may arise through the appeal are being monitored for impacts to the 2051 work.   |
|  | September 21, 2020 | OP-20-077r | Regional Council endorsed a minimum 50 people and jobs per hectare in greenfields which is what the new Growth Plan specifies as a minimum. Question whether the 65 people and jobs per hectare target will be planned for the Town of Caledon greenfields or if that density target is a region wide target for Peel. | The 2041 estimated density for development in the Town of Caledon is about 65 people & jobs per hectare. As Amendment 1 to the Growth Plan includes changes to extend the planning horizon to the year 2051, Regional staff will update the density analysis to reflect the new Provincial policy changes.   |
|  | September 21, 2020 | OP-20-077s | The Planning Act explicitly includes financial consideration, but there are no financial considerations in approving greenfield development at the City of Brampton.   | New designated greenfield area (DGA) in the City of Brampton was planned by Peel through past ROPAs that reflected financial considerations like adding new DGA contiguous to existing settlements and utilizing infrastructure efficiently. This comment will be sent to City of Brampton staff.  |
|  | September 21, 2020 | OP-20-077u | The Growth Plan's reference forecast for Peel is higher (2,048,000 people) for 2041 than what is currently being used (1,970,000 people). Question on whether the new reference forecast for 2041 will be used with the planning horizon out to 2051.  | At this time, Regional staff have not made a final decision on what years to include for the population and employment forecasts in the ROP. Future ROP policies will address the 2051 horizon however the technical background work and CP level forecasts look at 5-year periods. In some of our technical background studies, Regional staff also look at growth in 5-year increments.  |
|  | September 21, 2020 | OP-20-078l | Question on exploring urban expansion west of the GTA West Corridor north of Mayfield Road, and whether Peel is going to expand the Focused Study Area (of the SABE Study) at all.   | The GTA West Corridor has formed a logical boundary to the western edge of the Focused Study Area, and the Focused Study Area was specifically designed to be large enough to able to accommodate any additional growth that would arise from the Amendment of the Growth Plan and 2051 growth allocations.  |
|  | September 23, 2020 | OP-20-082i | Inquiring whether Peel is considering the waste management system for the BRES plan or the Peel 2041+ plan.  | Yes, the Waste Management policies will be included in the ROP and they will apply to the whole Region. The BRES / ROPA 30 lands are under appeal and awaiting a decision by the tribunal, but by the time a decision is made, and that development occurs these Waste Management policies will be   |

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|                                    |                    |            |  | in effect and apply to new development in the area.  |
| <b>Major Transit Station Areas</b> |                    |            |  |  |
|                                    | June 9, 2020       | OP-20-045  | Supportive of the inclusion of the subject site (75 Bramalea Rd.) in the Major Transit Station Area (MTSA) boundary, due to its proximity to the GO Station and its potential for an infill transit-oriented redevelopment. The subject site represents an appropriate location for an employment conversion to better facilitate the creation of a mixed-use neighbourhood.   | The property at 75 Bramalea continues to be included in the draft MTSA boundary delineation, and the site has also been recorded to have an employment conversion request which Peel is evaluating through the Official Plan Review.   |
|                                    | September 3, 2020  | OP-20-074  | Would like to see all of the stations on Main Street delineated like Nanwood. Brampton City Council adopted 11-0 the Main Street alignment in December 2019.   | Phase 1A of 'Peel's MTSA work looked at Charolais, Nanwood, Queen/Wellington, and Brampton GO. Initial findings from the consultant suggest that from a land use prospective the delineation of Charolais could be combined with Gateway and the delineation of Queen/Wellington could be combined with Brampton GO. The MTSA profiles online note which delineations are inclusive of combined stations. Based on feedback received, Regional staff are working to add the station/stop centroid (platform location) for these combined stations to make the illustration clearer.                                  |
|                                    | September 21, 2020 | OP-20-078a | Inquiring whether Peel will consider and support the City of Brampton's vision for a new GO Station in Northwest Brampton.   | Peel is considering the Heritage Heights concept plan being developed and endorsed by Brampton City Council. The potential for a GO station is being considered through our MTSA and Growth Management work.   |
|                                    | September 21, 2020 | OP-20-078b | Question of how the Hurontario LRT extension northward from Steeles (Brampton Gateway) to Brampton Go station, and eventually to Mayfield Road is being integrated into 'Peel's growth strategy. From a planning perspective, question whether the tunneled option that the City of Brampton supports is the best plan for this corridor. Question on what residents can expect in terms of future northward extensions, and connections to other corridors. | Peel does not provide transit service or address the design elements of transit. Instead, Peel addresses the land use policy around the stations to deliver on compact, transit-oriented development when the service does arrive. Questions regarding the design and technology of the Hurontario LRT or other transit systems should be directed to the City of Brampton staff.  |
|                                    | September 21, 2020 | OP-20-078c | Question on how Peel will determine how much of the MTSAs will be achieved by 2041 given that MTSA policies are the only area in the Growth Plan that allow achievements beyond the horizon of the plan.   | Prioritization will be done to identify which stations are best positioned to be developed in the 2041 horizon, 2051, or beyond. Some stations have more immediate opportunities than others, and the MTSA study will identify those key stations (for example the Hurontario LRT). Peel is working with Metrolinx on the delivery and timing of the Regional Transportation Plan. In terms of achieving minimum densities it is good that there is flexibility to look at the timing of growth and infrastructure considerations, allowing Peel to plan for some MTSAs to be developed beyond the planning horizon. |
|                                    | September 21, 2020 | OP-20-078d | The City of Brampton's Transportation Master Plan features a Rapid Transit line on Steeles, in the 2019 ATP MX document, it shows it as a Priority Bus Corridor. Question regarding MTSAs and whether the ROP plan also include Priority bus corridors. The ATP also includes lines that have large lengths such as the proposed Bramalea-Dixie and Mississauga Road-Erin Mills Priority Bus corridors   | Peel is using a literal definition of the type of infrastructure that MTSAs should be planned around; the Growth Plan definition of MTSAs includes those on transit service with dedicated rights-of-way (separate travel lanes for transit). Priority bus does not fall under this definition, and at this time Peel does not plan to identify such stations. If infrastructure circumstances change in the future, Peel can review this corridor as MTSA possibilities.  |
|                                    | September 21, 2020 | OP-20-078e | Suggest that Peel support and establish MTSA along Steeles Avenue between Main St and Hwy 410 to the Airport.  | Peel and local municipalities have considered stations across the City of Brampton, Town of Caledon, and City of Mississauga, and currently have not identified that entire extent of the Steeles corridor as appropriate for MTSAs. However, three potential MTSAs have been identified on Steeles Avenue: Mississauga Road, Gateway Terminal, and Bramalea GO.   |

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|  | September 21, 2020 | OP-20-078f | Question about what information is used to determine the MTSAs.   | The MTSA Policy Directions report summarizes this process. Peel took a policy driven approach working with stakeholders and monitoring documents like the Metrolinx Regional Transportation Plan to identify MTSAs. Regional staff worked with the local municipalities to identify stations that appeared in the Growth Plan or in the local municipal official plans. Then boundary delineations were prepared to include areas with development potential based on the local context and exclude areas with development limitations.   |
|  | September 21, 2020 | OP-20-078g | In previous drafts released, Peel identified various 'Other MTSA's' with limited mobility and land use potential. Several of these are located within established industrial areas. Question on what the plan for these areas is, and whether minimum intensification targets will be applied where existing industrial development exists, and if new industrial development is proposed,  | There is a history of rail corridors traversing industrial areas so a number of MTSAs are located in existing industrial areas. Phase 1A of the study provided a snapshot of the existing context, so some MTSAs were identified with limited land use potential for example. Phase 1B of the MTSA study offers more information on if there are opportunities and benefits to providing more intensification in these areas. Some of the industrial areas are active and viable in providing jobs near highways – Peel is being cautious in deciding whether to allow employment conversions in areas like this. Regional staff are working with local municipal partners to balance existing operational needs with long-term vision and to not create land use compatibility issues. |
|  | September 21, 2020 | OP-20-078h | Question whether services such as bikeshare system have been considered to compliment transit systems in MTSAs.   | Peel looks at policies that encourage active transportation, but it is the responsibility of local municipalities to conduct the majority of implementation of active transportation initiatives like bikeshares. Peel does plan for some active transportation infrastructure but only on Regional roads.  |
|  | September 21, 2020 | OP-20-078i | Metrolinx's placemaking guidelines for mobility hubs recommend strong guidelines for built form and building materials to be used in these areas. As an upper-tier municipality, Peel is influential in that its OP creates an expectation for conformity by the lower-tiers. Question on what the OP will do to ensure that a high standard of built form and material design is being applied to new developments in these areas. | Peel has worked with local staff to ensure the regional policies provide enough direction and support to the local municipalities to achieve good design and built form implementation in MTSAs. As part of the draft ROP policies, we have directed the locals to ensure the MTSAs meet high urban design and built form standards in conjunction with the principles of 'Peel's Healthy Development Framework.  |
|  | September 21, 2020 | OP-20-078j | Suggest more mixed-use residential development around the Bramalea GO MTSA which is currently surrounded by industrial uses to create a cleaner transition to the existing community. Inquiry to confirm the low priority status of the Bramalea GO.  | The low priority status in the Phase 1A report was based on the current context. The draft delineated boundary of the station does include the north side of Steeles up to the existing residential area. The local municipalities will determine the appropriate land uses within the delineated boundary. The current draft policy framework allows for flexibility in the Bramalea GO area for more planning work and studies to be completed at the local level to explore the planning vision and if employment conversions are appropriate in the future.   |
|  | September 21, 2020 | OP-20-078k | Many of the higher order transit corridors over the years have been changed by the Metrolinx. Question on how Peel proposes to overcome these inconsistencies and to determine if those are MTSAs.  | Through the policy framework, Peel is trying to provide sufficient flexibility to address changes. MTSA Prioritization will help us know which stations or corridors are further along in accommodating growth, and our "Planned" MTSA classification will identify those that should be protected for the future when transit infrastructure is further committed to. The ROP is reviewed every five years and can be updated based on the latest transit investments.   |
|  | October 20, 2020   | OP-20-088  | Request to consider the inclusion of 510 Hensall Circle (Hensall Landholdings c/o Cooksville Steele Ltd.) within a MTSA in accordance with the vision, planning goals and objectives of "The Dundas Connects Master Plan".  | Peel has added the subject lands at 510 Hensall Circle to the draft delineated boundary for Grenville MTSA (numbered DUN-13) to reflect the planned land use in the Mississauga Dundas Connects Master Plan.  |
|  | October 23, 2020   | OP-20-094a | Recommending policy alterations to expand the delineated Mount Pleasant GO Station MTSA boundary to include subject lands and increase the population and employment densities for the priority Strategic Growth Area/MTSA so that growth may   | The subject lands have been added to an expanded draft Mount Pleasant GO MTSA boundary (now numbered as KIT-4). The draft policy framework does recognize that in some cases MTSAs may achieve their minimum density beyond the planning horizon of the ROP. This would allow for any phased development that is proven necessary. Local municipalities must meet the minimum density   |

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|                |                    |                | continue to occur in a phased manner beyond 2041.   | set out by Peel, but can set their own maximum density at or above the Region's minimum density to reflect the local context.   |
|                | October 23, 2020   | OP-20-094b     | Recommending policy alterations to support phased development within block areas both within the delineated area and within the 800m radius so that the lands can address future market conditions that are permissive to increasing density through growth.  | See response to OP-20-094a.   |
|                | October 23, 2020   | OP-20-090      | Request to include the property known as Bramrose Square within MTSA 24 Rutherford and revise draft policies to recognize the Settlement Agreement between the investor and the City of Brampton and the potential for interim uses which may not achieve the ultimate desired densities.   | Peel has included the site identified, Bramrose Square, in the draft delineation for the Rutherford MTSA (now numbered as QUE-3). The draft policy framework would not prevent approved policies, regulations, or development applications to be considered in the interim while the MTSA policy framework at the local level is updated.   |
|                | October 28, 2020   | OP-20-099      | Requested information on a number of ways the MTSA planning will be implemented and coordinated with other agencies, including how affordable housing, health facilities, and other transit (like water transit) will be planned around the Lakeview area in Mississauga.   | Peel has (and will continue to) work with the Province and local municipalities in planning for MTSA's. Once the amendment is adopted, regional staff will work with local municipalities in revisions to their official plans to implement the MTSA policy framework. Peel does plan for affordable housing, which will be included in MTSA's through initiatives like inclusionary zoning, and the planning for the aging population has been considered across the Region through a previous amendment to the Regional Official plan, ROPA 27. Planning for health facilities, treatment centres, or alternative transit is completed by Peel Public health or other agencies or businesses. |
| <b>Housing</b> |                    |                |   |   |
|                | OP-20-002          | March 2, 2020  | Concerns for the lack of affordable senior housing and accommodations in Peel.  | Regional staff recognizes affordable housing as one of the major challenges facing Peel. Regional staff are proposing policies that would encourage new models of housing for seniors, including rental development and home sharing. Regional staff are also implementing the Age-friendly Planning recommendations from ROPA 27, which includes a review of seniors' demographics in Peel, including challenges and opportunities related to housing.   |
|                | OP-20-016          | March 3, 2020  | Plan and build affordable/supportive housing with an intentional design to rehabilitate tree canopy in the landscapes with 2020 vision – not in hindsight.  | Peel supports housing development that is sensitive to the environment and mitigates the impacts of climate change. As housing is developed in Peel, it must conform to Regional and local municipal environmental planning requirements.   |
|                | OP-20-018          | March 3, 2020  | Resident would like to see more 3-4 storey housing, like Montreal.  | Through the policies of the Official Plan, Peel is encouraging higher density forms of housing, especially in strategic growth areas. This may include mid-rise forms of housing, where appropriate.  |
|                | OP-20-024          | March 5, 2020  | Look at understanding the secondary rental market (condos) including vacant units.  | As part of its annual Affordable Housing Measuring & Monitoring Program, Peel actively seeks new data sources to better understand housing in Peel. Regional staff are incorporating new data on the secondary rental market including vacant units into the program for the 2021 reporting year and will continue to improve the methodology as new data becomes available.  |
|                | OP-20-025d         | March 15, 2020 | Propose to permit smaller house sizes, that are not necessarily town houses for first time buyers and downsizers to purchase or build. Cap house sizes because large high energy cost homes are inappropriate for the climate crisis. All new residential and commercial buildings should be built according to Passive House (Passivhaus) standards to make buildings highly energy efficient. | Through the policies of the ROP, Peel is encouraging a range and mix of housing sizes and types to serve the varied needs of Peel residents. The majority of the growth in Peel is expected to be in medium and high-density forms (townhouse and apartment forms) to support efficient use of space and density around amenities such as transit. Depending on the location, smaller single- and semi-detached homes may also be appropriate. Peel has policies that encourages housing development that is sensitive to the impacts of climate change by being energy efficient, and these policies are also reflected in local municipal Official Plans.                                     |
|                | September 22, 2020 | OP-20-79a      | Comment to suggest Peel explore reducing or eliminating regional development charges (DC) within certain nodes which  | Peel recognizes the significance of building complete communities around transit, including the provision of affordable housing. While reducing or eliminating DCs is not being explicitly considered,  |

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|  |                    |            | high density development should be encouraged. For example, along the Hurontario LRT line or around the GO station in downtown Brampton or Port Credit. Peel Region DCs for high rise developments are some of the highest in the GTA, I believe this would help entice more dense development in these nodes. | Peel will be piloting an Affordable Housing Incentives Program that will provide capital grants for affordable housing, and in this program projects near transit stations will be prioritized as part of the competitive scoring process.  |
|  | September 22, 2020 | OP-20-079b | Question about student accommodations as part of Peel’s review process.  | Peel’s current Official Plan work focuses on improving housing choice and housing affordability, which will support students living and studying in Peel. Further, Peel’s proposed housing targets also align with student needs, such as increasing the availability of rental and higher density housing forms. Regional staff are also supportive of the work underway at the local municipalities to support student housing, such as the City of Brampton’s Student Housing Policy Review.   |
|  | September 22, 2020 | OP-20-079c | Lodging houses or SROs can be built for less to serve those who do not need or want the entire unit. Inquiring whether Peel considers these forms of housing.  | Through the draft Official Plan policies, Regional staff are supporting a range of housing forms, and Regional staff recognize that there may be a need for this housing type. In addition to the Official Plan, the Peel Housing and Homelessness Plan (PHHP) introduces a shift to a needs-based approach to client services, which includes increasing supportive housing through leveraging existing housing options, which may include congregate living and co-housing. More information is available through the PHHP and the Peel’s Private Stock Strategy.   |
|  | September 22, 2020 | OP-20-079d | Municipalities in Peel have one of the most expensive car insurance rates in Canada. Suggests that Peel look at housing and transportation, not just housing costs.  | Peel recognizes the linkages between transit and the need for affordable housing and is supporting complete communities around transit through its Official Plan policies and the Affordable Housing Incentives Pilot Program.  |
|  | September 22, 2020 | OP-20-079e | Question as to how Peel’s review will deal with homelessness and the supply of social services in Peel.  | Peel’s approach to housing services is shifting to a client needs-based approach. The Peel Housing and Homelessness Plan (PHHP) seeks to support the transformation of service, including creating a coordinated access system for individuals and households who have experienced homelessness, working with community agency partners that provide wraparound services and supports. It is a housing first approach to achieve successful tenancies. Peel also has an array of services including a housing stability fund for people who have rental and utility arrears and are facing an eviction, short term housing allowances, and housing workers who support clients with case plans so they can find stable housing. |
|  | September 22, 2020 | OP-20-079f | Question asking about policy changes allowing for the alteration or upgrade to existing affordable housing locations within Peel. Specifically, taking existing sites and increasing density.  | Peel’s draft Housing policies support a review of permissions on existing Region-owned affordable housing sites to ensure higher densities are permitted.<br><br>Further, Regional Council approved the Housing Master Plan, which targets creation of 5,650 affordable rental units and shelter beds 2034 on Region and Peel Housing Corporation-owned lands. In developing the Housing Master Plan Regional staff reviewed Peel Housing Corporation’s existing affordable housing sites and selected sites for development and redevelopment using different criteria, including opportunities to increase the density on sites, while also working with local municipal partners and taking local priorities into account.   |
|  | September 22, 2020 | OP-20-079g | Question on cultural diversity and whether this lens is used throughout the review and policy development to ensure the housing stock is more reflective of the needs of the population and the socio-economic demographic of the population.  | Peel’s policy work is supported in part by the Region of Peel Housing Strategy and Needs Assessment, which looked at demographic trends and needs across Peel. This work to understand needs informs policy direction, to ensure Regional staff are appropriately planning to accommodate current and future Peel residents.  |
|  | September 22, 2020 | OP-20-079h | Question about preventing gentrification in Peel.  | Regional staff recognize the need to protect existing affordable housing and support residents to stay in their communities as development occurs. Regional staff will be supporting this through its rental demolition and conversion policies, which will look to preserve rents and unit mix when  |

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|  |                    |            |  | demolition and replacement of rental units is permitted. Further, staff also recognize the importance of affordable housing near transit, but we also know these communities often become highly desirable and in demand. To support this, Regional staff will be promoting affordable housing in proximity to transit through the Affordable Housing Incentives Pilot Program and Peel and local municipal inclusionary zoning policies.  |
|  | September 22, 2020 | OP-20-079i | Recommend that Peel play a role in student housing and provide a comprehensive picture of housing needs and choice within Peel.  | Peel's current Official Plan work focuses on improving housing choice and housing affordability, which will support students living and studying in Peel. Further, Peel's proposed housing targets also align with student needs, such as increasing the availability of rental and higher density housing forms. Regional staff are also supportive of the work underway at the local municipalities to support student housing, such as the City of Brampton's Student Housing Policy Review.  |
|  | September 22, 2020 | OP-20-079j | Question about Peel's definition of "affordable" and how this definition will support folks who may have a single-family income or make minimum wage.  | Peel applies the Provincial Policy Statement, 2020 definition of affordable housing, which looks at an income and market-based definition of affordability but is often simplified to suggest that affordable housing is when no more than 30% of a household's income is spent on housing. Through the draft housing targets, Peel will be setting targets for both middle and low-income households in line with this definition.  |
|  | September 22, 2020 | OP-20-079k | Question about the policy direction for seniors' accommodations and where these accommodations would be built?   | Regional staff are proposing policies that would encourage new models of housing for seniors, including rental development, additional residential units, and home sharing. Regional staff are also implementing the Age-friendly Planning recommendations from ROPA 27, which includes a review of seniors' demographics in Peel, including challenges and opportunities related to housing. Further, Peel continues to build affordable rental housing to meet community's needs, a recent example of Peel's builds is the Mayfield Seniors Apartments in the Town of Caledon.   |
|  | September 22, 2020 | OP-20-079l | Based on the Growth Management conversation at the previous session and what appears to be the housing needs today - the objectives of Peel appear to be at odds. It appeared that Peel would continue to grow in a suburban fashion, whereas the housing need seems to require higher density, more affordable typologies of housing. Question on how Peel plans to reconcile these issues. | Peel's Official Plan Review is planning for growth for the next 30 years. The GTA is growing and Peel is required by the Province to accommodate substantial growth to 2051. In Peel, staff are focusing a large portion of that growth in existing built up areas. In the coming years, all the growth in the City of Mississauga and City of Brampton will be through intensification. Regional staff also know that Peel cannot accommodate all those people (800,000k) through intensification alone - so staff are looking at settlement expansion. Through our work, Regional staff are looking at density and in that settlement boundary expansion, what kind of things should we be considering, what kind of policies should we put in place? The points you make are ones we are mindful of, and yet we also mindful of the growth that needs to be planned for places like Peel." Peel is striving to balance the need to increase intensification and improve housing choice with the recognition that SABE will be required to accommodate Peel's population and employment growth to the planning horizon. This work is coordinated and will be reflected in the final density and intensification targets resulting from the Growth Management focus area. |
|  | September 22, 2020 | OP-20-079m | For much of the South Asian community, who make up most of the City of Brampton's population, sending elders in an old age home is viewed as parental neglect, and is tantamount to elder abuse. Question on how the ROP will look at how to support families who take care of their elders.   | Through its Official Plan policies, Peel is proposing new policies to support additional residential units (second units) as one option to allow residents to age in place, recognizing the desire for some seniors to stay close to family. Peel's Age-friendly Planning policies introduced through ROPA 27 and current implementation also provides direction for creating safe, inclusive communities for all ages, including seniors.   |
|  | September 22, 2020 | OP-20-079n | The City of Mississauga, City of Brampton and Town of Caledon are distinct cities with numerous distinct communities within each municipality. Question about how Peel is tailoring region-wide Housing policies across the regional mosaic respecting such  | Regional staff works collaboratively with the local municipalities to consider how Regional policy may be applied at the local municipal level. Where appropriate, Peel will be considering policies specific to the local municipalities.   |



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|                       |                    |            | specifics including stable communities and market-based demand.  |  |
|                       | September 22, 2020 | OP-20-079o | Suggest that Peel consider rent to own scenarios, with options to buy units that are expandable with family growth and become smaller or rented out to other family members.   | Thank you for your comment, we will review this suggestion.  |
|                       | September 22, 2020 | OP-20-079p | Request that Peel pays landlords directly or inform landlords of payments made for tenants who receive assistance to avoid payment issues and maintain safety for shared home tenants.   | Peel is able to pay landlords directly with the consent of the client. If the client does not consent to a direct payment, Regional staff cannot offer this to a landlord when a client has sought financial assistance to avoid eviction. Peel adheres to all privacy requirements and is not able to disclose information to landlords concerning when financial assistance has been sought or approved for anyone that may be facing eviction. In alignment with the privacy laws of Canada and Ontario, it is up to the client to disclose their personal information, or provide informed consent to Peel, to do this. Without consent, Regional staff is not able to provide landlords with the information requested in the question.   |
|                       | September 22, 2020 | OP-20-079q | Suggest that Peel consider parcel developments for the affordable housing model ( <a href="https://www.parceldevelopments.com/">https://www.parceldevelopments.com/</a> ).   | Thank you for your comment, we will review this suggestion.  |
|                       | October 13, 2020   | OP-20-087  | Expressing interest in promoting the viability and desirability of home-sharing, particularly for “empty nesters” and other low-income folks who need an affordable and companionable place to live. There are reportedly over 5 million spare bedrooms in Ontario, which is the equivalent of 24 years’ worth of affordable housing construction. The Golden Girls Act, presented to the Ontario Legislature last year, championed this way of living. Please ensure that the new Official Plan is flexible enough to accommodate and facilitate emerging solutions such as this. | Thank you for your comment, we will review this suggestion. In addition, through our policies, we are planning to improve housing choice and the range of housing options available to Peel residents, which includes supporting shared housing arrangements as you’ve described.  |
| <b>Transportation</b> |                    |            |  |  |
|                       | March 5, 2020      | OP-20-023  | Question on how Peel is protecting roads from being overcrowded by trailers and commercial trucks that increase accidents.   | Peel’s Transportation policies focus on both the efficient and safe movement of goods and people informed by various studies and strategic frameworks. One study informing the policies is the Road Characterization Study (RCS) which prioritizes the demands for road functions and the access intended for the road context, including industrial and commercial connector roads. The function of Regional roads is reviewed and regularly updated to protect the changing demand of users. In an effort to increase the safety of all road users, Peel has also adopted the Vision Zero Road Safety Strategic Plan, which focuses on a series of actions to both minimize and mitigate roadway collisions and create safer intersections.  |
|                       | March 15, 2020     | OP-20-025i | Question on how Peel will compensate for the pollution, heat, light, noise and excess carbon if the 413 and freight village south of Bolton proceed.   | Through the proposed Transportation policies, there is a concerted effort to continue supporting the safe and efficient movement of both people and goods, while catalyzing opportunities for economic growth, attracting and retaining a range of industries and businesses, as well as enhancing the competitiveness of businesses in Peel, whilst minimizing and mitigating adverse impacts. The GTA West Transportation Corridor has been identified as a corridor required to accommodate travel demand generated by forecasted growth and will act as a catalyst for economic development in Peel. Healthy community design of and around the future highway can help mitigate transportation-related environmental impacts such as pollution, excess carbon form etc. The GTA West Transportation Corridor Study is considering measures such as truck-only lanes |

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|                    |            |  |  | to increase goods movement capacity while alleviating truck traffic from local roads that would otherwise contribute to increased emissions, vehicle stop-and-go, and congestion. Additional measures being considered include sustainable transportation opportunities with a dedicated transitway along the Corridor.  |
| September 23, 2020 | OP-20-080a | In Metrolinx's Advancing Transit Priorities document from last February, it has Priority Bus routes, some of which span from City of Brampton to City of Mississauga, for example, the Bramalea-Dixie Priority Bus goes from Bovaird to Lakeshore, as does the Mississauga Road-Erin Mills Priority Bus. Question on how Peel will help coordinate the planning of these regional scoped transit routes. |  | Peel is actively working with the local municipalities to coordinate, plan, and implement priority transit projects as detailed in the Metrolinx 2041 RTP. Regional staff liaises between the local municipalities, Metrolinx, and Provincial policy requirements to identify the scope of planning and implementation of transit projects as it relates to the unique characteristics of Peel.  |
| September 23, 2020 | OP-20-080b | The transportation goals outlined seem great and very forward thinking, however many Regional roads such as Steeles and Mayfield were purposely built for goods movement and do not take into account safe transit, pedestrian or cycling movement. Inquiring to see if there is a plan to retrofit these roads where design speed matches posted speed, and reprioritize people over automobiles.       |  | Peel has the Road Characterization Study that establishes the right-of-way priorities across all Regional Roads, including multi-modal needs. Regional staff use the Road Characterization Study in combination with Peel's Vision Zero plan, Sustainable Transportation Strategy, and Goods Movement Strategic Network to accommodate for safer transit, pedestrian and cycling use, as well as the safe and efficient movements of goods and people. Through regional road designs, Peel examines how to integrate active transportation infrastructure along Regional Roads to not only establish an interconnected network, but one that is safe and establishes ease of movement.   |
| September 23, 2020 | OP-20-080c | Question about plans for proposed major transit lines proposed similar to the Hurontario LRT.  |  | The jurisdiction of transit lies with the three local municipalities. Peel's Transportation team collaborates and coordinates with the local municipalities and agencies such as Metrolinx on major transit opportunities. On the Peel 2041+ Transportation webpage, there is an interactive map – Schedule Y4 Rapid Transit Corridors – that illustrates the long-term concept of what transit will look like throughout Peel, and along regional roads. The Schedule is also demonstrative of the growth Peel is both experiencing and can expect and our intentions for addressing the travel demands that stem from it.  |
| September 23, 2020 | OP-20-080d | Suggest changing the approach to regional roads as they are very dangerous, and benefit trucks and fast cars.  |  | Peel will be updating its Road Characterization Study in 2021. The Study will re-examine the needs and intended functions of Regional arterial roads to prioritize demand, including transit, pedestrian access, goods movement, and active transportation. The Study will take into account Vision Zero Road Safety measures to protect all road users.   |
| September 23, 2020 | OP-20-080e | Regional cycling infrastructure is discontinuous in many locations, for example Derry Road at Hwy 401. Resident inquiring about Peel's plans to complete the cycling network.  |  | Cycling is one component of the 50% sustainable mode share for Peel. As part of the Sustainable Transportation Strategy and Active Transportation Implementation Plan, Peel looks at existing cycling infrastructure to identify where gaps exist and works to prioritize creating connections across the Regional road network in collaboration with local municipal staff. More recently, the Province and external agencies have been prioritizing active transportations modes, which provide Peel with financial tools and programs to build out the network. Figure Y8 – Existing and Long-Term Cycling Network and Figure Y9 – Existing and Long-Term Pedestrian Network show how Peel is building its active transportation network and created those connections. |
| September 23, 2020 | OP-20-080f | The previous liberal government stopped exploring the GTA West highway explaining that it was not necessary. Question on whether Peel supports the highway because the current province wants it and how Regional staff see the highway supporting the Town of Caledon, City of Brampton and City of Mississauga residents.  |  | The Long Range Transportation Plan is a technical-based document that considers the transportation infrastructure needs of Peel to improve travel times and ease of movement. The Plan recommends a balanced approach that is inclusive of road improvements, sustainable and active transportation infrastructure, as well as highway improvements. As part of the 2019 Long Range Transportation Plan analysis, consideration was given to a "GTA West Corridor" and "No GTA West Corridor". Without the Corridor, we see an increase in the number of road widenings across   |

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|  |                    |            |   | all three local municipalities, which counter our efforts to the 50% sustainable mode share and other areas such as climate change adaptation. From a technical analysis point of view, the GTA West Corridor addresses challenges around travel time, ease of movement, and goods movement while also including a transit corridor, which supports Peel's 50% sustainable mode share.  |
|  | September 23, 2020 | OP-20-080g | A Toronto Star article featured the city of Woodstock, ON which implemented carbon emission reduction technology in the existing diesel bus fleet. Suggest that Peel consider a sustainable policy. Article in reference: <a href="https://www.thestar.com/business/2020/09/09/woodstock-deploys-tech-to-cut-greenhouse-gases.html">https://www.thestar.com/business/2020/09/09/woodstock-deploys-tech-to-cut-greenhouse-gases.html</a> . | The Cities of Mississauga and Brampton deliver local public transit services to residents and have begun to explore lower carbon technologies to address climate change for their public transit fleets, including the MiWay and Züm bus services. More information can be found by contacting local municipal staff at the Cities of Mississauga and Brampton respectively.  |
|  | September 23, 2020 | OP-20-080h | In consideration of how much transportation emissions contribute to the climate emergency a question was raised asking if Peel is confident that reducing car usage to only 50% in 20 years will be enough to combat climate change.  | The 50% sustainable mode share is combined with other efforts at Peel, such as technological advancements in transportation. Peel reviews and updates its long-term Plans and Strategies every 5 years, and this is an opportunity to revisit our targets and update them to meet current trends and needs. At the present time, Regional staff have a measuring and monitoring program that allows us to examine how the shift in travel modes in improving upon travel times, climate change adaptation, and lifespan of infrastructure.  |
|  | September 23, 2020 | OP-20-080i | Request that Peel consider widening the regional road Gore Road to 4 lanes.   | Road Widening are identified through the Long Range Transportation Plan, which then inform Peel's capital infrastructure program. Regional road widenings are identified through modelling exercises that show a change in capacity requirement in support of travel demands. An update on Regional Road widenings proposed through the 2019 Long Range Transportation Plan can be found on Schedule Y3 – Regional Road Mid-Block Right-Of-Way Requirements.  |
|  | September 23, 2020 | OP-20-080j | Inquiring more information regarding the active transportation component to the GTA West corridor that was mentioned.   | A transitway was first recommended in 2012 through the Transportation Development Strategy (See Transportation Development Strategy Report Executive Summary Page XVIII). The TDS recommended that a transitway should be carried forward to Stage 2 of the EA for further analysis, as a part of the corridor.<br><br>In September 2019, the MTO released the Technically Preferred Route for the GTA West Corridor at Public Information Centre #2 (PIC) and confirmed that a transitway will run parallel to the GTA West highway. This was reconfirmed through the confirmation of the Preferred Route in August 2020.<br><br>More information on the GTA West Transportation Corridor EA including the complete Transportation Development Strategy, 2012 and full set of PIC #2 materials can be found through the following link:<br><a href="https://www.gta-west.com/">https://www.gta-west.com/</a> |
|  | September 23, 2020 | OP-20-080k | Highways counter sustainability goals and are outdated solutions to Peel's mobility issues. Question on whether the independent review that ended it under the liberal government has been considered or consider focusing more attention to other regional mobility solutions.   | A transitway was first recommended in 2012 through the Transportation Development Strategy (See Transportation Development Strategy Report Executive Summary Page XVIII). The TDS recommended that a transitway should be carried forward to Stage 2 of the EA for further analysis, as a part of the corridor.<br><br>In September 2019, the MTO released the Technically Preferred Route for the GTA West Corridor at Public Information Centre #2 (PIC) and confirmed that a transitway will run parallel to the GTA West highway. This was reconfirmed through the confirmation of the Preferred Route in August 2020.  |

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|                                |                    |            |  | More information on the GTA West Transportation Corridor EA including the complete Transportation Development Strategy, 2012 and full set of PIC #2 materials can be found through the following link:<br><a href="https://www.gta-west.com/">https://www.gta-west.com/</a>   |
|                                | September 23, 2020 | OP-20-080l | Question about whether Peel has taken into consideration the advent of autonomous vehicles and if so, what the impact are.   | One theme area in the Transportation focus area is “Preparing for the Future”, which includes consideration of technological transformations in the sphere of transportation. The Transportation Systems Planning team is working on an Innovation Strategy for Peel, which includes topics such as autonomous vehicles and their advantages, impacts, and opportunities for improving travel demands. The areas of technology and innovation in transportation have the potential to support the 50% sustainable mode share, climate change adaptation, and improve upon the safe and efficient movement goods and people.   |
|                                | September 23, 2020 | OP-20-080m | Inquire about consideration for standardized mandatory bicycle parking/locking area at all commercial establishments (eg. office and retail buildings and plazas), and plans to implement this over the next decade or so. | Policy and zoning related to bicycle parking occurs at the local municipal level. Regional staff will forward this comment to the local municipalities for accurate response.   |
|                                | September 23, 2020 | OP-20-080n | Question on how Peel will consider changing commute patterns with Covid-19.  | Considering Covid-19, early patterns showed a decrease in vehicular travel and an uptick in active transportation. According to traffic data collected by Peel, traffic volumes have returned to approximately 10% below pre-Covid levels (regional average). Traffic volumes in the Town of Caledon and City of Brampton have returned to approximately 5% below pre-Covid levels and traffic volumes in the City of Mississauga have returned to 20% below pre-Covid levels. Through the measuring and monitoring program, Peel continues to monitor travel patterns across Regional Roads, recognizing the opportunity for improving upon and expanding active transportation infrastructure.  |
| <b>Other: Waste Management</b> |                    |            |  |   |
|                                | September 23, 2020 | OP-20-082a | Peel citizens diligently recycle items week after week. News reports have stated that only 10% of recycled materials are used and recycled while the rest goes to the landfill.  | Here in Peel, we collect just over 100,000 tonnes of recyclables annually. The vast majority of the recyclables collected, 80%+, are indeed sent to recycling markets. For example, plastic water bottles (PET) may be sent to a plastics recycler in Shelburne, ON where they are converted into new plastic bottles; detergent bottles and juice jugs (HDPE) are sent to end markets in the US where they are converted into drainage pipes; fibre materials are sent to markets in Canada and the US where they are for example converted into new products such as toilet paper, newspaper, coffee cup trays and cardboard. The 10% noted is in reference to plastics recycling across Canada and includes plastics generated at various institutional, commercial and industrial sources where the recycling systems needs significant improvement.  |
|                                | September 23, 2020 | OP-20-082b | Question about incorporating organic recycling for condos and high-rise buildings. Residents in high rises do not have organic recycling as it does not exist currently which ends up in the landfills.                    | Peel ran an organics pilot program for multi-residential households from November 2016 until June 2018 to investigate the feasibility of collecting organics from all multi-res households and the impact the program would have on contributing to reach the 75% diversion goal. That program was ended because participation in the program was too low and contamination too high for it to be feasible to continue to run as a pilot program or certainly to expand the program full scale across Peel. Regional staff are investigating other methods to increase capture of organic waste from multi-residential households and contribute to the 75% waste diversion goal. The proposed and existing Waste Management policies in the ROP encourage Thermal Treatment and Alternative Resource Recovery options which may include the implementation of a mixed waste program to capture organics and unrecovered recyclables from multi-residential buildings. In addition, the |

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|  |                    |            |   | policies are in line and consistent with the direction provided under the Roadmap to a Circular Economy, which references mixed waste processing for the recovery of organics and recyclables from the waste stream as a complement to diversion via at-source separation. Furthermore, Regional staff are currently exploring the terms under which a mixed waste processing pilot could be conducted and a report recommending whether to initiate a pilot will be presented in early 2021.   |
|  | September 23, 2020 | OP-20-082c | Question about textile recycling in Peel.   | Peel has recently partnered with a couple of non-profit organizations and community groups, such as Diabetes Canada, to set up textile drop off points throughout Peel. However, Regional staff recognize the need to assess and potentially provide additional collection options (e.g. curbside collection, drop-off bins at multi-residential buildings) to capture the textiles not currently recovered through existing programs.  |
|  | September 23, 2020 | OP-20-082d | There is a large quantity of waste going to the landfills. Recommend Peel impose a fine to individuals who do not properly sort their waste.  | In addition to education, promotion, outreach and convenience, enforcement is a measure that Peel utilizes to ensure residents are practicing positive waste management behaviour at home and diverting as much as possible. Peel recently carried out enforcement pilots for both curbside collection and multi-residential building collection. Regional staff will be presenting to the Waste Management Strategic Advisory Committee this fall or early next year about the findings from the pilots and a region-wide enforcement plan going forward.  |
|  | September 23, 2020 | OP-20-082e | Request that Peel implement strict measures for adherence to enforce waste recycling efforts. European cities like the Netherlands fine residents who do not comply.  | In addition to education, promotion, outreach and convenience, enforcement is a measure that Peel utilizes to ensure residents are practicing positive waste management behaviour at home and diverting as much as possible. Regional staff recently carried out enforcement pilots for both curbside collection and multi-residential building collection. Staff will be presenting to the Waste Management Strategic Advisory Committee this fall or early next year about the findings from the pilots and a region-wide enforcement plan going forward.   |
|  | September 23, 2020 | OP-20-082f | Concerns raised on the long horizon for 75% waste diversion. Suggest that Peel look to Switzerland and Denmark who have already achieved 100% waste diversion.  | To achieve a 75% diversion rate, more work will need to be done to capture the remaining green bin organics and blue box recyclables found in the waste stream. In addition, new programs need to be implemented to target additional resources such as textiles, carpets, mattresses and furniture from the waste stream. Regional staff also need to change how we educate residents and how we enforce rules to increase participation in our resource recovery programs. The adoption of new technologies to improve the recovery of resources from our waste is also required to help achieve a 75% diversion. All this work and the markets/outlets for the newly collected materials take time to develop. |
|  | September 23, 2020 | OP-20-082g | Question on how the cost of waste management factors in when selecting development sites and what the most intriguing options when considering for waste management are.  | Financial considerations, among many other factors, are a big part of the decision making in terms of both the capital infrastructure that goes into servicing new communities and the operating implications for servicing new communities (i.e. waste management, snow plowing, extending roads, etc.).<br><br>The proposed proactive Waste Management policies included in the ROP will apply to both existing and new developments in Peel.   |
|  | September 23, 2020 | OP-20-082h | As apartment and condo towers continue to rise, concerns are raised on what incentives are being considered to get more multi-residential tenants to use recycling instead of placing more waste material in the garbage bins. An observation was made that many people are oblivious to Peel's online recycling guide, | Regional staff utilize a comprehensive promotion and education program to inform residents in both curbside and multi-residential (apartment and condo) households of the various waste management programs and how to utilize them. The promotion and education program also include educating students at various ages on these programs through presentations and tours of waste management sites. The proposed Waste Management policies in Peel 2041+ also seek to   |

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|   |                    |            | and thus throw many things in the regular garbage bin vs. blue bin. Question whether there is standardized waste management education being implemented in the school systems for children to learn incrementally as part of the long term plan for Peel.  | ensure that multi-residential buildings are developed in a manner to make it easier for the resident to divert the appropriate waste materials.   |
|   | September 23, 2020 | OP-20-082j | The City of Brampton has large household sizes. In 2016, 42% of people lived in a household of 5 or more, some are much larger than 5. Despite this fact, Peel only provides one trash bin. Because households are finding this insufficient, residents have taken to shoving bags of household trash in bins at bus stops in parks which overflow and scatter. Request that residents have the option to pay for a second bin to address the lack of capacity through Brampton. | There are cases where additional disposal capacity (e.g. a second garbage bin) may be required. However, Peel's waste management system has been designed in a manner that if all the diversion programs are fully utilized accurately and, one garbage bin should provide ample disposal capacity. However, Peel is developing a sustainable long-term financial plan that will help pay for waste services in the future. Under this plan, user fees are one option being considered, which also has the added benefit of encouraging waste reduction, recycling and composting. By exploring user fees, Peel's aim is to give residents greater transparency around what they are paying for waste services and greater control over how much they pay. In other words, if you generate more waste than the average household, you will be able to dispose of the waste properly, but it means having to pay more for the additional material. |
|   | September 23, 2020 | OP-20-082j | Question about recycling glass in Peel and where it goes.  | During Peel's Covid-19 emergency declaration, Peel has seen a significant increase in porcelain/ceramics ending up in recycling. Porcelain/ceramics that end up in recycling get mixed in with other recyclables, such as glass, and cannot be separated. This contaminates all glass items in the recycling stream and therefore needs to be disposed of as garbage and gets sent to the landfill. Disposing of this material into the landfill is a significant cost to Peel that could be easily be avoided if porcelain/ceramics are disposed of correctly. To help with this issue, residents are advised to drop off tiles and home renovation items at a Community Recycling Centre; and, put broken ceramic dishware in the garbage.  |
| <b>Other: Cultural Heritage &amp; Indigenous Engagement</b> |                    |            |  |   |
|   | March 2, 2020      | OP-20-003  | Community input on the objectives of ROP policies should be solicited to obtain local knowledge.<br><br>Would like to see how Official Plan policies intend to protect Indigenous values.  | Each Indigenous community has unique perspectives and traditional knowledge, including how cultural heritage is understood and described. Regional staff have been engaging with the appropriate Indigenous communities to understand their local knowledge and obtain input.<br><br>The overarching perspective that everything is interconnected (land, nature, language, culture, knowledge) is common among the many Indigenous communities and will be included in the preamble of the Cultural Heritage section. Draft policies are currently being reviewed by Indigenous communities and will be released publicly once their comments and suggestions have been incorporated, by early 2021.   |
|   | March 3, 2020      | OP-20-017  | Request to involve members of the community in the social, political, economic, and cultural development of our society to revitalize our suppressed traditions, custom, heritage in the lands of North America.   | The public can be involved in the development of communities by attending and expressing their thoughts through the various engagement opportunities, online platforms, public meetings, open houses, and via email/phone to our staff. The historical context on which Peel lands exist will be added to the Official Plan through updated cultural heritage and Indigenous engagement policies. These policies aim to better recognize the history of Indigenous nations and better acknowledging the value in protecting limited cultural heritage resources.<br><br>More broad inclusion of other cultures will continue to be more broadly recognized in the Introduction that notes Peel is very diverse and made up of many different multicultural groups. Consideration of other diversity, inclusion and social equity aspects of planning are being considered in the ROP.   |

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|                       | September 21, 2020 | OP-20-077t | Other, than the First Nations, does the Peel 2041+ plan include the inclusion of other Indigenous People culture, customs and their land development and progression of their way of life in this plan.  | <p>Indigenous communities have considerable interests in heritage resources as they are linked to their histories, traditions and beliefs. As such, explicit recognition of the Indigenous communities is important in the planning context.</p> <p>More broad inclusion of other cultures will continue to be more broadly recognized in the Introduction that notes Peel is very diverse and made up of many different multicultural groups. Additional context is also being proposed on the history of Peel. Our outreach efforts have been broadened more recently to include additional community organizations. Consideration of other diversity, inclusion and social equity aspects of planning are being considered in the ROP.</p>    |
|                       | September 23, 2020 | OP-20-083a | Question about Peel's plans to engage with unrecognized Indigenous communities on the various focus areas under this review process.   | There has been close co-operation with internal staff, local municipal planning staff, and Indigenous communities to help inform and obtain feedback on the official plan review. Regional staff has been engaging with 20 different Indigenous communities and organizations since 2013 when the official plan review, often with a key contact who works on planning or community engagement. At times, Peel has met with various Indigenous communities in person, but the broader engagement with the community would take place through the Chief or individual from the organization that has been engaged in the past.  |
| <b>Climate Change</b> |                    |            |  |  |
|                       | March 5, 2020      | OP-20-019  | Would like to see health and climate change indicators and consideration for potential impacts to the ground water supply in the Town of Caledon from overuse if agriculture will grow.  | The ROP Performance Measurement Program was developed to provide direction to review and update performance indicators on a regular basis and report on progress in meeting the goals and objectives found in the ROP. The latest 2017 report includes indicators related to Peel's Greenhouse Gas Emissions, Air Quality, Urban Tree Canopy, and Residents Residing Near Public Transit. These indicators are reviewed and updated as new information and data becomes available.   |
|                       | March 15, 2020     | OP-20-025f | Propose that all developments and construction provide tree acreage that is equivalent to or greater than the built-over and paved acreage to alleviate numerous climate crisis problems.  | Regional staff are proposing new policies which includes direction to protect, maintain and enhance Peel's urban forest tree canopy. As well, new policy direction is also proposed to collaborate with the local municipalities to develop and implement policy, guidelines and tools that comprehensively address sustainable development requirements at the municipal, neighbourhood, site and building scales, including natural heritage systems and tree canopy.  |
|                       | September 1, 2020  | OP-20-096a | The draft Figure X5 provided in the amendment is acknowledged to be based on coarse resolution of available mapping, however we recommend that wording be inserted that emphasizes it should be considered as a reference only (pursuant to Section 5.2 of Peel's 'Wildland Fire' Peel 2041 Discussion Paper (Nov., 2018)). We note this is proposed to be mapped as a 'Figure' and not a 'Schedule' in the Official Plan, and we wish to ensure this refers to the high-level reference or screening nature of the mapping. We also wish to confirm that, in light of the high level reference or screening nature of this mapping, any proposed encroachment within these referenced areas for new development (or the addition of any new Wildland Fire areas on this Figure) will not trigger the need for a ROPA. | <p>Section 1.3.3 Elements of the Plan is proposed to be amended in order to further clarify the status of figures in the ROP. The text clarifies the 'reference' nature of Figures. The proposed text will be amended to read:</p> <p>"Figures are provided for illustrative or informational purposes only and to show the categories of areas typically subject to specific policies of the Plan."</p> <p>The proposed Wildland Fire policies can be found in section 2.4.6 of the ROP. The proposed policies provide direction to the local municipalities to develop local official plan policies. The policies do not insert restrictions that would potentially require the need for a ROPA. No amendment to the policies is required.</p> |
|                       | September 1, 2020  | OP-20-096b | We understand proposed policy amendments 2.4.6.2.1 and 2.4.6.2.2 seek to generally direct development to areas outside of lands that are unsafe development due to the presence of   | <p>Comment noted. No changes recommended.</p> <p>Draft proposed Policy 2.4.6.2.1 provides direction to the local municipalities to adopt policies for</p>  |

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|                                      |                    |            | hazardous forest types for wildland fire (hazard areas are as shown on Figure X5). According to policies 2.4.6.2.1 and 2.4.6.2.2, if development is located within the hazard lands, this risk can be mitigated in accordance with wildland fire assessment and mitigation standards, and provincial objectives and policies. Perhaps the Official Plan should refer to the MNRF document titled “Wildland Fire Risk Assessment and Mitigation Reference Manual” (2017) which could assist applicants in better identifying forest types that may present a risk. | wildland fire hazards consistent with the direction in the Provincial Policy Statement. This policy provides direction that risk be mitigated in accordance with <i>wildland fire assessment and mitigation standards</i> which is highlighted in bold italics to cross reference the definition found in the PPS. The PPS definition references risk assessment tools and measures identified by the Ontario Ministry of Natural Resources and Forestry, which is interpreted to include reference to the current version of the Wildland Fire Risk Assessment and Mitigation Reference Manual (2017) issued by MNRF. Full details of the draft policy direction and supporting Provincial guidance can be found in the <a href="#">Wildland Fire Discussion Paper</a> .            |
|                                      | September 22, 2020 | OP-20-080g | A Toronto Star article featured the city of Woodstock, ON which implemented carbon emission reduction technology in the existing diesel bus fleet. Suggests that Peel consider a sustainable policy. Article in reference: <a href="https://www.thestar.com/business/2020/09/09/woodstock-deploys-tech-to-cut-greenhouse-gases.html">https://www.thestar.com/business/2020/09/09/woodstock-deploys-tech-to-cut-greenhouse-gases.html</a>  | The Cities of Mississauga and Brampton deliver local public transit services to residents and have begun to explore lower carbon technologies to address climate change for their public transit fleets, including the MiWay and Züm bus services. More information can be found by contacting local municipal staff at the Cities of Mississauga and Brampton respectively.   |
|                                      | September 23, 2020 | OP-20-081f | In preparation for climate change, Peel should look to European cities that are leading the way to sustainability - replacing asphalt, putting more and more trees to help with climate temperatures. Question about how Peel is benchmarking its work against climate change leaders in the sustainable cities movement. Peel seems to be focusing on growth and economic concepts rather than sustainability.   | Regional staff recognize the importance of mitigating and adapting to the anticipated impacts of climate change, and how land use planning can play an important role in increasing the Peel’s resilience, as well as creating sustainable and healthy communities. This includes creating a framework for integrating and embedding climate change policies in key areas of the official plan, such as those related to protecting, maintaining, and enhancing natural heritage systems and Peel’s urban forest tree canopy, as well as supporting growth through intensification in order to address issues such as congestion and efficient use of infrastructure. Further details regarding Peel’s climate change framework can be found in the Climate Change discussion paper. |
| <b>Provincial Greenbelt Plans</b>    |                    |            |   |  |
|                                      | September 26, 2020 | OP-20-071f | Policy 2.2.13.4.30 permits “major development” within a key hydrologic area in the Protected Countryside subject to specific criteria. Major development should be defined in the Official Plan in conformity with the Greenbelt Plan. To be specific, the key hydrologic area policies in Section 3.2.4 of the Greenbelt Plan do not apply to aggregate.   | Thank you for your comment. Regional staff do not recommend any revisions.<br><br>The draft ORMCP policies, including the term "major development", are shown in bold, underline and italics to recognize the definition found within the Provincial plan, as per updated Policy 1.3.3 of the ROP.   |
|                                      | September 26, 2020 | OP-20-071g | Policy 2.2.13.4.32 states that “key natural heritage features” outside of the Greenbelt Natural Heritage System shall be defined in accordance with the Greenlands System policies. We request clarification of which features are considered key natural heritage features and whether it conforms with Section 3.2.5.3 of the Greenbelt Plan which states that such features are to be defined pursuant to, and subject to the policies of the PPS.   | Policy 2.3.2.1 of the ROP includes a description of the components and further details of the overall integrated natural heritage system of the “Greenlands System in Peel” which implement the policy direction provided in the PPS 2020, Growth Plan (2019) as well as the Provincial Greenbelt Plans (Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and Niagara Escarpment Plan). This has been addressed in the policy review for the Greenlands Systems Focus Area as part of Peel 2041+.<br><br>Policy 2.2.13.4.32 conforms to Policy 3.2.5.3 of the Greenbelt Plan.   |
|                                      | September 26, 2020 | OP-20-071h | Policy 2.2.13.5.21 requires that final rehabilitation in the Natural Heritage System meet several provisions. Given the references to other natural heritage systems in the draft Official Plan e.g. Conservation Authority NHS, the policy should clearly state Natural Heritage System of the Greenbelt Plan.   | This policy will be reviewed for clarity.  |
| <b>Agriculture and Rural Systems</b> |                    |            |   |  |



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|  | March 15, 2020    | OP-20-025b | The character of rural villages needs to be maintained when planning for the Town of Caledon. Urban planning is very different from planning rural villages (i.e. we don't need huge sidewalks, paved shoulders, widened, flattened roads, etc.).   | Rural villages such as Cheltenham are identified as rural settlement areas. The proposed policies encourage and support planning by the Town of Caledon that builds upon rural character, leverages rural amenities and assets, and accommodates an appropriate range and mix of housing in rural settlement areas. Proposed policies call for context-sensitive design of roads and other infrastructure addressing impacts on rural settlements and other sensitive areas.  |
|  | July 31, 2020     | OP-20-072  | Revise draft ROP policies to support the continuation of farm leases to keep prime agricultural areas in production. The new policy would read, more or less:<br>"New Conservation Lot proposals for the purposes of securing lands containing sensitive or significant natural features and/or the Bruce Trail by a public agency or an approved Conservation Organization, shall be permitted within all designations of this plan, provided that the new lot is for conservation purposes and no new building lots are created."   | A new Section 7.4.3 dealing with lot creation has been added to the draft Official Plan. Policy 7.4.3.4 supports consents to enable the securement of lands for natural heritage conservation purposes by a public authority or a non-government conservation organization subject to certain conditions.   |
|  | September 1, 2020 | OP-20-096d | The draft introductory paragraph to Section 3.2 The Agricultural System currently includes the following text: "The Prime Agricultural Area in Peel Region generally has a Canada Land Inventory (CLI) Soil Capability for Agriculture rating of Class 1, 2, or 3, meaning that these lands have few constraints for agricultural production. The majority of the lands in the southern part of the Town of Caledon have soils that are rated as CLI Class 1."<br><br>While this is what may be in the provincial soil resource database, there is actually very little (if any) CLI Class 1 soil in the southern portion of the Town of Caledon. There is a significant amount of CLI Class 2 lands, which would still be considered prime agricultural lands. Accordingly, we would encourage staff to amend the proposed wording to "...The majority of the lands in the southern part of the Town of Caledon are prime agricultural lands (CLI Class 2 & 3)" to more accurately reflect the latest class soils scenario in the Town of Caledon. | The Ontario Soil Survey Complex Data CLI Classifications indicate that Class 1 continues is the predominant primary soil classification in the southern areas of the Town of Caledon as indicated in the figure at the end of this table. Staff are not considering a change to the introductory paragraph at this time.  |
|  | September 1, 2020 | OP-20-096e | Draft policy 3.2.2.4 reads: "Promote and protect all types, sizes and intensities of agricultural uses and normal farm practices in the Prime Agricultural Area in accordance with provincial standards." Although we understand and respect the general intent of this policy, we would encourage staff to consider replacing the reference to "provincial standards" with the Farm and Food Production Protection Act, considering that the term "provincial standards" is somewhat ambiguous. The Farm and Food Production Protection Act specifically references nuisances and conflicts (including minimum distance separation requirements, neighbour relations amongst other standards) between land uses in agricultural areas. By referencing this   | The reference to provincial standards is consistent with the Provincial Policy Statement. Referencing specific guidelines is not recommended as guideline documents may be revised or replaced over time. The general policy reference to "provincial standards" is also interpreted to more broadly include standards and guidelines related to the identification of permitted agriculture, agriculture-related and on-farm diversified uses as found in the Guidelines for Permitted Uses in Prime Agriculture Areas Publication 851 in addition to the definition and standards for "normal farm practices" as established under the FFPPA. Staff are not considering a policy change at this time. |

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|  |                    |            | document, there would be better clarity and specificity associated with the requirements for protection of agricultural uses.   |  |
|  |                    | OP-20-096f | Draft policy 3.2.2.14 requires the following: “In Prime Agricultural Areas, applications for new mineral aggregate operations will be supported by an agricultural impact assessment and, where possible, will seek to maintain or improve connectivity of the Agricultural System.” It is our understanding that OMAFRA’s draft AIA Guidelines will be finalized in the near future. In light of this, the OP policy should perhaps reference this guidance document to provide clarity and specificity with regard to the requirement.  | A municipality may adopt its own guidelines that build and are consistent with the provincial guidelines but are tailored to also address specific local conditions and policy objectives. Staff will recommend that the definition be amended as follows:<br><br><i>Agricultural impact assessment:</i> a study, prepared in accordance with provincial and municipal guidelines, that evaluates the potential impacts of non-agricultural development on agricultural operations and the <i>Agricultural System</i> and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts. (Greenbelt Plan and Growth Plan).  |
|  |                    | OP-20-096g | Draft policy 3.2.2.15 reads: “ <i>Refinements to the agricultural land base comprising Prime Agricultural Areas and rural lands shown on Schedule X12 may only occur through a municipal comprehensive review.</i> ”. While we respect the intent of this policy, it is fathomable that should a proponent of a development clearly demonstrate that lands do not meet the test for inclusion within the Prime Agricultural Area, then the proponent should be able to refine the boundaries as part of an ROPA application. We acknowledge that there would need to be sufficient evidence by way of technical studies (i.e., Agricultural Impact Assessment) and that staff would need to define a scope of work associated with this kind of study; however, the OPA application process to remove lands from a Prime Agricultural Area is a more appropriate approach for both proponents and Peel. | Policy 4.2.6.9 of the Provincial Growth Plan states that an upper-or single-tier municipality may refine provincial mapping of the agricultural land base at the time of initial implementation in its official plan. After provincial mapping of the agricultural land base has been implemented in a municipality’s official plans, further refinements may only occur through a <i>municipal comprehensive review</i> .<br><br>In accordance with Policy 2.3.5.1 of the 2020 PPS, planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8 of the PPS. Policy 1.1.3.8 states that a planning authority may only allow the expansion of a SABE only at the time of a comprehensive review.<br><br>No change to Policy 3.2.2.15 is being considered at this time. |
|  | September 23, 2020 | OP-20-071j | Policy 5.4.6.2.5 requires that development proposals be reviewed based on the need and demand for the type and scale of development proposed. An exception should be provided for aggregate consistent with PPS 2.5.2.1.  | Staff will recommend that Policy 5.4.6.2.5 be amended as follows to be consistent with the Provincial Policy Statement by adding text in 5.4.6.2.5.a.i. :<br><br>5.4.6.2.5 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to require that:<br><br>a) development proposals in rural lands be reviewed based on:<br><br>i) the need and demand for the type and scale of the development proposed. This requirement does not apply to mineral aggregate operations;  |
|  | September 23, 2020 | OP-20-071k | Schedule X12 identifies prime agricultural areas. It appears the mapping includes areas that were not previously identified through Peel’s LEAR exercise or the Province’s Agricultural System. We have site-specific concerns which we would like to discuss further with Regional staff.  | The Peel Region-Town of Caledon LEAR study was utilized in refining the Provinces Agricultural System mapping as per the Provincial Implementation Procedures for the Agricultural System in Ontario’s Greater Golden Horseshoe. The Agricultural Mapping Refinement Report released by Peel in November 2019 describes the methodology used by Peel in refining the Provincial mapping and presents the results.<br><br>All of the areas that have been identified by MHBC were recommended in Peel Region-Town LEAR  |

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|                        |                    |            |   | <p>study to be included in the Prime Agricultural Area (PAA). The Peel Region-Town LEAR study used parcels as the unit for analysis, with parcel boundaries being used to establish identifiable boundaries for Prime Agricultural Areas. This is in accordance with the Provincial Implementation Procedures, which indicate that PAA boundaries should not divide individual parcels. Individual parcels should be included or excluded as a unit to be clear where PAA policies apply. Thus, in the Peel Region-Town LEAR study woodlands or wetlands that are part of a larger parcel or group of parcels that, overall, met the LEAR threshold for identification as PAA were included in the Prime Agricultural Area. In a number of the areas identified by MHBC the Provincial mapping excluded woodland/wetland even though the resulting boundary divided individual parcels.</p> <p>The Prime Agricultural Area mapping included in Schedule X12 is the product of the mapping refinement process undertaken by Regional staff and has been reviewed and accepted by Provincial staff. No changes are being recommended at this time.</p> |
| <b>Water Resources</b> |                    |            |   |  |
|                        | March 2, 2020      | OP-20-006  | Resident from the northwest area of the Town of Caledon is concerned about the chloride levels and the profound impact it has on the environment. Resident does not wish to see the communities in the Town of Caledon become a statistic as an urban growth causality. It is important to protect the health, water quality, and quantity of the West Credit river and watershed.  | New water resources policies will implement the policy direction provided in the CTC Source Protection Plan. Included, are policies intended to reduce chloride levels in sources of municipal drinking water. For example, the policies will encourage the use of salt management plans in certain vulnerable areas.  |
|                        | September 1, 2020  | OP-20-096c | Request the Water Resource System policies recognize that aggregate extraction is not incompatible and, in some cases, can augment or enhance the overall water resource system. As long as associated studies take these into consideration and address any concerns raised by these amendments, aggregate extraction compatibility should be evaluated on a case by case basis.   | <p>It is an objective of the ROP to identify and protect high potential mineral aggregate resource areas to allow as much of the resource as is realistically possible to be made available for use. The policies of the plan also seek to achieve a balance between the demand for resource extraction and protection of the natural environment. The existing policy framework recognizes that aggregate extraction may not necessarily be an incompatible use.</p> <p>No change to the proposed policies is required at this time.</p>  |
|                        | September 23, 2020 | OP-20-071a | Policy 2.2.5.2.10 states that development should be prohibited in key hydrologic features and any associated vegetation protection zone in accordance with the Peel Official Plan and Growth Plan. However, both the Growth Plan and Greenbelt Plan provide specific exceptions for certain uses including aggregate within these features. This should be stated in the policy. Further, Policy 2.2.13.4.22 provides a no negative impact test for such features within the Greenbelt Natural Heritage System. | Policies 2.2.5.2.10 and 2.2.5.2.11 are intended to protect key hydrologic features and their associated vegetation protection zones. Both policies, as currently drafted, specify that the policy is to be applied “in accordance with any requirements of this Plan and the Growth Plan”. Therefore, Growth Plan policies that provide exemptions for mineral aggregate operations and all the other uses listed within the Growth Plan can be applied via a cross reference without the ROP relisting or repeating the detailed list provided in the Growth Plan. By stating “in accordance with any requirements of this Plan” would also be interpreted to cross reference to the policies of the Greenbelt Plan in the ROP.   |
|                        | September 24, 2020 | OP-20-071b | Schedule X3 identifies wellhead protection areas. Request to confirm that the mapping on Schedule X3 reflects approved Source Protection Plan mapping.  | Regional staff can confirm that the mapping on Schedule X3 reflects the currently approved CTC and South Georgian Bay Lake Simcoe Source Protection Plan mapping of vulnerable areas.  |
|                        | September 25, 2020 | OP-20-071c | Policy 2.2.8.2.4 states that area municipalities are to include policies to restrict, prohibit and/or regulate development within vulnerable areas. Our concern with this policy is its vagueness in consideration that “vulnerable areas” pretty much cover the  | Policy 2.2.8.2.4 states “...restrict, prohibit and/or regulate development and site alteration within vulnerable areas, in accordance with the applicable source protection”. By referencing “in accordance with” the applicable source protection plan, the policy directs the local municipalities to apply the policy direction already developed and approved in source protection plans. Local  |

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|                               |                    |            | entirety of the rural area.   | implementation will be consistent with approved Source Protection Plans.   |
|                               | September 26, 2020 | OP-20-071d | Policy 2.2.8.2.21 directs the Town to prohibit development dependent on the establishment of sewage works in specific situations. We request further clarification given that quarries operating below the water table typically require a discharge permit subject to MECP approval and how that situation relates to this prohibitory policy.   | Policy 2.2.8.2.21 implements policy SWG-18 from the CTC Source Protection Plan. The policy is intended to prohibit future sewage works (combined sewer discharge, sewage treatment plant bypass discharge to surface water, industrial effluent discharges, and sewage treatment plant effluent discharge).  |
|                               | September 26, 2020 | OP-20-071e | The proposed policies direct the area municipalities to implement policies to protect, improve or restore vulnerable surface and ground water, sensitive ground water features and sensitive surface water features, and their hydrologic functions (2.2.5.2.7). It is unclear what the effect of this policy is and how it relates or conforms to the policies in Section 3.2.4 of the Greenbelt Plan. | This policy is intended to eliminate or minimize potential negative land use impacts on water resources. The local municipalities achieve this by requiring the completion of an Environmental Impact Study, including appropriate hydrological or hydrogeological studies. The results of these studies inform the appropriate land use planning response. These policies apply both inside and outside of the Greenbelt Plan Area. Within the Greenbelt Plan Area, the policy 3.2.4 of the Greenbelt Plan is also applicable.                          |
| <b>Other General Comments</b> |                    |            |   |  |
|                               | February 20, 2020  | OP-20-001  | Requesting that Peel consider an amendment in the next draft that will include policies to recognize cemeteries as an important land use and to guide their development.  | In addition to the current general policy direction for the Urban System, revisions to the ROP are being considered to list cemeteries as a permitted use on Rural Lands in the Rural System to be consistent with the Provincial Policy Statement with the clarification that cemeteries may be permitted subject to approval requirements and criteria in the local official plan.   |
|                               | March 15, 2020     | OP-20-025a | Question regarding how the plan will be implemented.  | The ROP sets the policy framework for implementation and decision making. It also sets the context for the local municipalities to implement policies through detailed planning work. Various policies in the ROP have different strategies, approaches and tools for implementation. Regional staff also monitor and evaluate the policies overtime to ensure the overall goal and direction is being met. Specific focus areas each have different implementation tools and approaches and describe how policies will be implemented.                  |
|                               | July 10, 2020      | OP-20-050  | Request that Peel add a policy in the Official Plan under Chapter 5 - Regional Structure to reflect TransCanada Pipelines Limited's (TCPL) current infrastructure and the current regulations related to that infrastructure. In addition, MHBC requests the Official Plan show TCPL's updated facilitates on a land use or related schedule.   | Regional staff are in receipt of this request and will consider it as part of the ROP review process.  |
|                               | September 1, 2020  | OP-20-096h | Recommend that Peel outline clearly their expectations and proposed terms of reference for new study requirements under Section 7.3.6 such as the Contaminant Management Plan, Salt Management Plan and Wildland Fire Assessment. Suggest that these reference documents be released in draft prior to the release of final draft ROPA policies.  | Regional staff do not recommend adding the proposed terms of reference to the policies because best practices, accepted frameworks and related provincial guidance which inform these studies are subject to updates. Inserting the terms of reference into the official plan policy would necessitate the need for continual official plan amendment in order to remain current. It is established practice for Ontario municipalities to set out study requirements and procedures in separate guidance documents rather than in their official plans. |
|                               | September 21, 2020 | OP-20-077c | Question whether the proposed schedules and figures will be available on ArcGIS to interact with other existing maps and plans.   | There are several schedules and figures available in the GIS format on the Storymap platform which can be found on the Peel 2041+ consultation webpage. Regional staff are working to present all mapping information in GIS formats.  |
|                               | September 21,      | OP-20-     | There is limited internet access at the Town of Caledon therefore   | Regional staff offer to provide hard copies of the consultation materials in the mail as residents may   |

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|  | 2020             | 077v       | providing materials online and hosting virtual town halls can become problematic.                              | experience challenges accessing the materials online. Individuals may also choose to contact the subject area expert directly. This information can be found on the focus area and supporting studies webpage by selecting the focus area of interest.   |
|  | October 28, 2020 | OP-20-095b | Recommend using Metroquest to include interactive surveys that prompt through the display boards.              | Regional staff will continue to explore options and various online platforms to ensure ongoing engagement with members of the public and stakeholders. Various techniques are evaluated alongside Peel’s Communication experts based on the purpose and anticipated outcome for public engagement. |
|  | October 28, 2020 | OP-20-095c | Looking forward for the approval of the plan and how it can be Covid-smart anticipation a worst-case scenario. | Conditions under Covid-19 are rapidly changing day-by-day. Regional staff will continue to closely monitor the Covid-19 situation to understand the challenges Peel communities are experience, ensuring public safety, while aiming to work towards ROP conformity.                               |