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REPORT TITLE: **Peel 2051: Official Plan Review and Municipal Comprehensive Review Comment Response Summary and Next Steps**

FROM: **Kealy Dedman, Commissioner of Public Works**

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## **RECOMMENDATION**

**That the new Peel 2051 Official Plan as outlined in the report of the Commissioner of Public Works, listed on the February 3, 2022 Planning and Growth Management Committee agenda, titled “Peel 2051: Official Plan Review and Municipal Comprehensive Review Comment Response Summary and Next Steps” be finalized by staff and brought forward to Regional Council for final adoption in accordance with Section 17 and 26 of the *Planning Act* before the end of Spring 2022 including proposed policies and mapping related to Climate Change and Wildland Fires, Water Resources, Provincial Greenbelt Plans, Agriculture and Rural Systems, Greenlands System, Transportation, Growth Management, Housing, Major Transit Station Areas, Settlement Area Boundary Expansion and other matters.**

## **REPORT HIGHLIGHTS**

- Peel 2051: Regional Official Plan Review and Municipal Comprehensive Review (MCR) has been completed based on numerous technical studies, discussion papers, policy analysis with input from the public, agencies, local municipalities, stakeholders, and Indigenous communities.
- A staff recommended Peel 2051 Regional Official Plan was made available for statutory consultation throughout Fall 2021 and 425 comment submissions were received.
- This report provides an overview of the key comments received, staff responses and proposed revisions to the draft Peel 2051 policies and mapping recommended.
- Although many comments received from local municipalities and agencies have been addressed, discussions are still ongoing with the Town of Caledon related to employment lands in the Settlement Area Boundary Expansion, with Brampton on balancing goods movement while developing complete communities, and Mississauga on revising policies to address Provincial input. Policies and mapping will be updated based on the results of these discussions as appropriate.
- A final report to Regional Council planned before the end of Spring 2022 would recommend adoption of a new Regional Official Plan (ROP), and subsequently be submitted to the Province for approval prior to the Provincial deadline of July 1, 2022. A final version of the new ROP, complete with policy and mapping revisions discussed in this Report will accompany the final recommendation to Council.
- The new ROP will conform to Provincial policy while also introducing progressive policies responding to climate change; managing growth in a manner that is walkable, transit oriented, fiscally responsible, and healthy; planning for a diverse range of jobs; addressing housing needs including affordable housing; and enhancing our natural heritage system, agricultural lands and rural landscapes.
- To complete the Provincial requirements to implement Inclusionary Zoning, a peer review has been completed by UrbanMetrics and is available on the Peel 2051 website,

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which concurs with the recommendations in the Peel Feasibility Analysis prepared by N. Barry Lyon Consultants Limited.

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## DISCUSSION

### 1. Background

The Regional Official Plan (ROP) is required to be reviewed periodically as a Municipal Comprehensive Review (MCR). This review, now referred to as Peel 2051, was initiated through a special meeting of Council in May 2013, open houses and a public meeting as required in the *Planning Act*. Peel 2051 plans for future growth to 2051 to achieve Provincial conformity, under the following focus areas:

Figure 1: Peel 2051 Focus Areas



The Health and Built Environment and Age Friendly Planning focus areas were approved by the Province in 2017 through Regional Official Plan Amendment (ROPA) 27 and are now in effect.  
\* Aggregates focus area is proceeding separately as a staged policy review and ROPA.

Background reports and technical studies informed draft policies and mapping that make up the Region's MCR available for review on the Peel 2051 website.

The local municipalities are also required to undertake reviews of their official plans in accordance with the *Planning Act* to address Provincial policy and conform to the ROP. Once the ROP comes into effect, local municipalities have one year to bring forward amendments to conform to the ROP, which will require regional approval.

The new Peel 2051 ROP will:

- manage growth of 700,000 people and 335,000 jobs to 2051 with the majority of new growth accommodated in existing urban areas (500,000 people and 270,000 jobs) and Strategic Growth Areas that are served by transit;
- plan for more housing options, equitable access to job opportunities, with everyday services in walking and cycling distance, and be connected by transit;
- protect the environment, improve health outcomes, address climate change, and improve quality of life through the planning of complete communities;

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- continue to protect prime agricultural lands that support the economic viability of farming and local food production;
- address housing options through new tools that enhance affordability, balanced forms of housing, land use efficiency, gentle intensification, and strategic greenfield development;
- plan for new communities based on key factors such as land uses, healthy development, infrastructure, and the natural environment; and
- strengthen strategic phasing and financing policies that will contribute to long term fiscal sustainability.

### **2. Consultation and Comments Received**

Throughout the Peel 2051 process, a wide range of consultation opportunities have been provided to ensure multiple opportunities for engagement. The required consultations under the *Planning Act* are referred to as statutory and other additional consultations held are referred to as informal or non-statutory.

On September 23, 2021, Planning and Growth Management Committee authorized staff to schedule statutory open houses and a public meeting in accordance with Section 17 and Section 26 of the *Planning Act*. Statutory open houses took place virtually on October 26, 2021 and October 27, 2021 from 7:00PM-8:30PM. Display boards were available for public review on the Peel 2051 website as of early October. The statutory public meeting took place virtually on November 4, 2021 at 1:00PM where five oral submissions and 32 written submissions were received. The minutes of the Public Meeting can be found on the website.

In addition to the minimum requirements of the *Planning Act*, staff were able to organize four in-person open houses (one in Brampton, two in Caledon, one in Mississauga) in November to allow for additional opportunities for feedback and discussion. An overview of all consultations is provided for on the Peel 2051 website, including the results of the community survey that accompanied the statutory consultations.

At the time of writing this report, 425 written submissions have been received through the statutory consultation process which are summarized and responded to by some key focus areas below. All comments have been reviewed and continue to be considered in preparing the final recommended ROP to Council.

### **3. Comments by Focus Area and Responses**

Since the release of the October 2021 draft ROP, various policy and mapping updates are recommended in response to comments received, further internal review, and meetings with the Province and local municipalities and other stakeholders. Prior to Council adoption the complete recommended policies will be included in an updated track change version of the draft ROP showing revisions since October 2021. Further minor refinement to policies and mapping is underway in collaboration with Provincial and local municipal staff.

An overview of key focus area changes comments and recommended changes are noted below. Please refer to Appendix I for a further summary of responses to key agencies comments. Site specific comments and responses received as of December 2021 can be found on the Peel 2051 website. A full compilation of all agency, site specific and public comments will be made available on the Peel 2051 website.

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### a) Growth Management

#### i) Comments Received

Comments from agencies include:

- clarifying the role of the Region in managing growth by guiding how it will be accommodated in Strategic Growth Areas such as Major Transit Station Areas (MTSAs);
- requesting clarity on implementation planning in designated greenfield areas, including the preparation of secondary plans and community block plans;
- integrating transportation networks into complete communities to support intensification and sustainable travel modes;
- balancing the needs of goods movement along regional transportation corridors with intensification, active transportation and complete communities;
- ensuring public service facilities such as school sites are planned for in areas anticipated for high growth;
- recognizing the Region's role in employment planning by protecting the viability of industries in Employment Areas; and
- providing flexibility to consider non-employment uses in Employment Areas where appropriate.

With regards to establishing a Regional Employment Area designation, the Region received new information to inform the mapping, requests for refinement, and additional requests for employment conversions (now totaling 59 employment conversion requests). Responses to the employment conversion requests and detailed responses to each request are included on the Peel 2051 website.

#### ii) Proposed Policy Changes

Several policy revisions are proposed to provide added clarity to the Growth Management policies and respond to input, some of which include:

- updating land use compatibility policies in Employment Areas to protect the viability of existing industries in accordance with the *Provincial Policy Statement (PPS), 2020*;
- establishing a major retail threshold to clarify the appropriate maximum size of retail and commercial development permitted within Employment Areas;
- modifying **Schedule Y6 – Employment Areas** by:
  - depicting employment lands in the Heritage Heights Secondary Plan Area in accordance with Brampton's vision
  - updating the Employment Area in Lakeview Village based on a recent local Official Plan Amendment
  - excluding sites from the Employment Area designation where staff are recommending support for employment conversions (total of 275 ha/ 16 of the 60 requests)
  - clearly identifying and labelling intermodal rail facilities
- clarifying the basis for enabling and the criteria to be met to support employment conversions outside of an MCR in select MTSAs;
- providing guidance on how new Strategic Growth Areas such as MTSAs may be identified in the future;
- providing additional clarity to the local municipalities on implementation planning requirements for Strategic Growth Areas; and

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- clarifying the requirements for secondary plan and community block plan neighbourhood processes, and staging and sequencing of development.

### b) Major Transit Station Area (MTSA)

#### i) Comments Received

MTSA policies and mapping are being refined based on input received from the Province and the local municipalities through multiple circulations of draft MTSA policies.

Provincial comments suggested technical revisions to policies and mapping including:

- prioritizing Provincial Growth Plan Priority Transit Corridor stations;
- including information on transit infrastructure status for each station;
- directing that MTSA boundaries be enlarged to include low density residential areas, employment areas (for additional job growth), and other non-developable lands, particularly on the 403 Bus Rapid Transit / Mississauga Transitway corridor;
- requesting additional justification where minimum densities are lower than Growth Plan requirements; and
- clarifying local municipal implementation requirements (including timing) of *Planning Act* protected MTSA, particularly as it relates to identifying densities and permitted uses through local official plans and zoning.

Comments from other stakeholders were related to:

- land use compatibility where MTSA overlap employment areas;
- requesting clarity on intensification in MTSA;
- providing diverse housing types and affordability in MTSA; and
- requests for specific sites to be included in MTSA.

#### ii) Proposed Policy and Mapping Changes

Agency and local municipal comments informed updated MTSA densities, classifications and delineation of additional stations. Responses will also provide clarity on implementation policies, and result in mapping changes to reflect Growth Plan MTSA prioritization and the latest infrastructure information. Key changes include:

- clarifying policies regarding the implementation of *Planning Act* 'protected MTSA', such as local official plans and zoning by-laws being required to include specifications for permitted land uses and minimum densities of buildings and structures in MTSA;
- addressing PPS, 2020 land use compatibility policies for sensitive uses near industrial uses through local implementation planning of MTSA;
- removing references to "gentle intensification" and adding clear language on the types of intensification anticipated within MTSA;
- updating **Table 5 – Major Transit Station Areas** with additional MTSA, refined MTSA classifications and updated minimum densities;
- adding a new **Figure 11 – Major Transit Station Area Status** to address the infrastructure status of the MTSA which can be updated as new information arises without a ROPA; and
- modifying **Schedule Y7 – Major Transit Station Areas** to include the following key revisions:

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- recognizing Provincially identified Growth Plan Priority Transit Corridor MTSAs;
- updating Highway 407 Transitway stations as per the approved Environmental Assessment;
- delineating additional stations on the Queen Street BRT corridor as 'primary' MTSAs;
- revising and enlarging some MTSA delineations to include adjacent low density residential areas where additional residential units could be supported (see 403 – 2 Winston Churchill, 403 – 6 Central Parkway, 403 – 7 Cawthra, 403 – 8 Tomken, and 403 – 9 Dixie); and
- adding new 'planned' MTSAs for Heritage Heights GO and three Eglinton Crosstown West Extension Airport Segment stations (a future Light Rail Transit service extending from Toronto, the 403 BRT Renforth station, and connecting to the future Airport Transit Hub).

### c) Settlement Area Boundary Expansion (SABE)

#### i) Comments Received

Comments received on the Settlement Area Boundary Expansion (SABE) cover a variety of areas, some of which include: policy revisions, the addition of more employment lands, the inclusion of site-specific properties within the SABE, and for Regional Council to reject the draft settlement expansion.

Comments from the Town of Caledon requested the following:

- an increase of the SABE Employment Area from 1,400ha to 1,650ha, and reduction to the Community Area from 3,000ha to 2,800ha; these totals 4,450 ha, and exceeds the area of the Region's draft SABE area from 4,400 ha by an additional 50 ha;
- an increase in the minimum density for the new settlement expansion Community Area from 65 people and jobs per ha to 70 people and jobs per ha; and
- revisions to some locations of the SABE Employment and Community Areas (see map page 15 in the presentation accompanying this staff report listed on the February 3, 2022 Planning and Growth Management Committee agenda).

Other agency comments expressed concern related to consistency and application of policies requiring block planning. The site-specific comments request certain lands for inclusion in the SABE, request a change in the proposed designation on the lands (community or employment), or request inclusion of lands into a rural settlement in the Greenbelt.

Approximately 309 comments were received requesting that the Region not proceed with a SABE. Reasons related to impacts on climate change, natural heritage and agricultural/water resources, and alternatively that the growth to 2051 be accommodated within the existing settlement boundary. Technical analysis was undertaken to consider the option of not expanding the urban boundary and based on the results of the analysis, this option was not recommended. This approach would yield a higher intensification rate, with an insufficient proportion of family sized units to respond to market demand and accommodate a range of housing types as required by Provincial policy. In addition, the local municipalities with urbanized communities would need to reconsider their planning policy structure to

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accommodate an even higher intensity of development within existing communities than currently contemplated.

A balanced approach to growth is being recommended which exceeds the Growth Plan minimum intensification and density targets and results in the majority of growth (75 percent) being accommodated in existing areas but, necessitates remaining growth to be accommodated in new designated greenfield areas.

Approximately 14 comments were received requesting that the lands currently identified as Future Strategic Employment Lands (north of Healey Road along Airport Road to Sandhill) be included as Employment Area within the proposed SABE. Staff continue to recommend the subject lands as Future Strategic Employment Land since forecasted employment growth to 2051 can be accommodated within the draft proposed SABE shown on Appendix II. Draft policies permit the expansion of Sandhill for dry industrial uses in strategic locations within the Future Strategic Employment Area based on the results of an assessment undertaken by the Town of Caledon in consultation with the Region and in accordance with applicable policies in the Growth Plan. Staff will continue to monitor the availability of employment lands. Additional employment lands can be considered as part of the next MCR.

### **ii) Proposed Policy and Mapping Changes**

In response to the comments from Town of Caledon, a memo has been prepared by Hemson Consulting dated January 17, 2022 which outlines implications of the comments on the Land Needs Assessment (LNA) (available on the Peel 2051 website). Hemson conclude and staff concur that no changes to the LNA analysis, findings and recommendations are warranted based on the comments received. Nevertheless, staff are recommending some revisions where requests can be supported based on alignment with Regional policies and interests and principles of good planning.

Responses to comments are as follows:

- The amount of community and employment land proposed in the SABE has been justified through the results of the Provincially mandated LNA. Staff are not recommending changes to the LNA as evidence has not been provided that would suggest revisions are required.
- Although an increase in the density of the new settlement expansion greenfield area from a minimum of 65 people and jobs/ha may reduce flexibility for Caledon to plan communities at a variety of densities to transition to the rural area, an increase in the minimum density is consistent with many regional and provincial priorities. Based on the revised SABE map shown on Appendix II, staff are supporting a minimum density of 67.5 people and jobs per hectare. Increasing the minimum density to 67.5 people and jobs per ha reduces the Community Area land required by approximately 130 ha.
- The recommended Employment Area included in the LNA provides enough land for the 30-year planning horizon, and there is an opportunity to update the employment land needs at least every 10 years through subsequent MCRs. However, staff recognize that Provincial policy sets the LNA results as a minimum, and can support an increase in designated Employment Area on the basis of providing protection of additional lands for employment uses and that additional supply would provide a variety of competitive sites appealing to

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different potential users. These factors may better position Peel and Caledon to take advantage of uncertain future economic development opportunities.

- Notwithstanding the revisions proposed above related to Community and Employment Area, no overall increase in the SABE beyond the map dated September 2021 is supported by staff.

Agency comments are resulting in the following proposed additional policy and mapping changes including:

- recognizing the need for integration and consideration of schools and public service facilities in planning new community areas; and
- recognizing the different ways detailed (block planning, etc.) planning is undertaken at the local municipal level.

Site-specific requests received during statutory consultation have been reviewed in relation to the technical studies required to support the MCR. Most sites are already within SABE areas. Sites that have not been included in the SABE areas are generally due to:

- the sites being in the Greenbelt;
- the lands not being suitable or not as suitable as other locations based on the technical studies; or
- the lands are outside of the Focus Study Area and therefore were out of scope for this review.

The following policy and mapping changes are proposed to be made:

- replacing approximately 109 ha of proposed Community Area north east of Mayfield West with proposed Employment Area;
- replacing approximately 19 ha of proposed Employment Area on the south side of Old School Road at the intersection of Hurontario with proposed Community Area;
- replacing approximately 40 ha of proposed Community Area north of the proposed Employment Area north of Mayfield Road at Mississauga Road with proposed Employment Area to better reflect current land uses and property lines.
- identifying a conceptual area on **Schedule Z1 – Regional Structure** mapping that identifies the need for the Town of Caledon to consider transition around the predominantly residential Campbells Cross when undertaking secondary planning for the future Employment Area;
- symbols added to the appropriate Official Plan Schedule recognizing two requests within the Greenbelt previously identified that warrant further study at the local level:
  - Caledon East: 2785 Charleston Sideroad and '0' Charleston Sideroad located on the south side of Charleston Sideroad;
  - Inglewood: 15344, 15400, 15352 and 15380 Hurontario Street / 2949, 2939 and 2973 Old Base Line Road; and
- revising Palgrave Estate Residential Community mapping on the Glen Eagle Golf Course property to better reflect Provincial mapping.

The overall recommended SABE remains unchanged at 4,400 ha with Community Area decreasing from 3,000 ha to 2,870 ha and Employment Areas increasing from 1,400 ha to 1,530 ha. Appendix II shows the January 2022 proposed SABE map that reflects the changes outlined above.



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### d) Housing

#### i) Comments Received

Stakeholder comments include:

- over 9 requests during the statutory consultation process (28 requests previously received), for very strong inclusionary zoning policies that:
  - require 20-30 percent of the floor area of new developments be set aside for affordable rental housing;
  - that the affordability period be in perpetuity; ensure people earning \$20-60 K can afford housing;
  - that affordable housing should be provided in all parts of the Region;
- continuing to identify housing affordability and supply as a key priority;
- recognizing the challenges faced by households when securing housing options that meet their needs and how this can prevent them from living in the community of their choice;
- recognizing the challenges in creating affordable housing, such as through Inclusionary Zoning, without incentives (e.g. deferring development charges, reducing application fees) and offsets (e.g. reduced parking requirements);
- ensuring that housing is affordable to low and moderate income households for the long term;
- improving housing options and affordability in lower density and intensifying neighbourhoods and new community areas;
- keeping policies flexible to recognize the unique characteristics and housing needs of local communities and markets; and
- maximizing affordable housing units secured through Inclusionary Zoning where markets are strong and considering reduced requirements (e.g. lower set-aside rate) for markets that are not as strong.

To complete Provincial requirements to implement Inclusionary Zoning, a peer review was completed by UrbanMetrics and is available on the Peel 2051 website. The peer review concurs with the recommendations of the Feasibility Analysis prepared by N. Barry Lyon Consultants Limited. UrbanMetrics found in their professional opinion that the analysis adequately addresses the requirements set out in *Ontario Regulation 232/18*, does not appear to have any material deficiencies, contains complete, detailed, thorough and accurate financial analysis, and appropriately captures required submarket-specific nuances and conditions.

#### ii) Proposed Policy Changes

Policies support a balanced approach to meeting housing need through housing supply to create a range and mix of affordable housing options and densities. In response to the results of the peer review and comments from stakeholders, draft policies are proposed to be revised as follows:

- clarifying that minimum new housing targets are Peel-wide and that individual plans and developments are expected to consider the targets and contribute as appropriate;
- providing further detail on the requirement for undertaking a housing assessment for large development applications, such as when and where it would be required;
- maximizing the number of affordable units secured through Inclusionary Zoning for low and moderate income households rather than setting a specific target to

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recognize varying market conditions (specific targets will be set in the local implementing Inclusionary Zoning by-laws);

- clarifying and strengthening policies that promote additional residential units;
- encouraging innovative, alternative, and shared housing arrangements;
- advocating to the Provincial and Federal governments for increased funding, incentives, frameworks, and programs that support creating a range and mix of housing options; and,
- incorporating minor revisions or technical amendments to better reflect policy intent and Provincial requirements.

### **e) Transportation**

#### **i) Comments Received**

Overall, the comments received support the Region's balanced approach and shift to a 50 percent sustainable mode share. Other agency comments received included support for:

- prioritizing sustainable modes of transportation;
- the need to balance goods movement and vehicular mobility with sustainable transportation objectives; and
- integrating land use and transportation planning.

On March 11, 2021, Regional Council confirmed strong opposition in principle to the construction of any transportation corridor traversing Peel Region, but specifically the currently proposed GTA West 413 Highway and Transmission Corridor (Resolution 2021-921).

#### **ii) Proposed Policy Changes**

Provincial policy continues to require municipalities, including Peel, to protect the corridor for a highway, transitway and transmission corridor, and this is reflected in the proposed policy framework. To best reflect Council's position in the GTA West policy framework, references to "support" for the highway have been removed and a new policy encouraging the Province to explore alternative transportation solutions to a freeway, are included. Additionally, based on a specific request from Provincial staff, the name of the GTA West Transportation Corridor is proposed to include reference to Highway 413 in some policies.

In response to specific City of Brampton comments, policy additions and revisions are being incorporated to better articulate the need to balance aspects of transportation such as the efficient movement of vehicles and goods movements with overall transportation objectives around increasing the share of sustainable modes of transportation along with broader objectives around intensification, walkability, complete communities, and local context.

#### **iii) Outstanding Appeals**

A number of GTA West related policies that originate for the last ROP review about 10 years ago adopted under ROPAs 16, 20, 22, 24, and 26 (2005-2012) remain under appeal at the Ontario Land Tribunal (formerly the Ontario Municipal Board). These appeals will be redundant after the Minister's approval of the new ROP. Appellants to the aforementioned ROPAs have been notified of the Region's intent to introduce new GTA West/Highway 413 policies through the subject MCR.

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### **f) Climate Change**

#### **i) Comments Received**

Recent comments received continue to note that climate change is a key area of importance. Feedback received requests:

- continuing to emphasize that decisions and policies addressing growth management should take into consideration the implications of climate change as well as growth on existing communities, the natural environment and agricultural resources;
- revising goals and policies to be clearer and ensure strong policy direction is provided with respect to intended outcomes relating to the mitigation of greenhouse gas emissions and adaptation; and
- policy direction facilitating transition to a low carbon community and ensure that strong environmental policy protection is in place to protect natural systems and agricultural lands.

Overall, comments have been largely supportive of the draft climate change framework and integrated policy approach developed to address climate change mitigation and adaptation across key theme areas in the ROP and the emphasis on development of compact, mixed-use and transit oriented communities.

#### **ii) Proposed Policy Changes**

The draft Climate Change policy framework has been reviewed and staff confirm that it comprehensively addresses comments received regarding greenhouse gas emission reduction planning and adaptation planning. Revisions are proposed to clarify and strengthen the integration of climate change planning in the overall policy framework, including:

- adding a new overarching goal in the ROP recognizing the broad direction for climate change adaptation and the need to achieve net zero emissions communities over time;
- updating policies related to alternative and renewable energy systems and the requirements for the planning of net zero emission communities;
- clarifying that development and implementation of sustainable site and building design standards and guidelines should achieve net zero emissions over time; and
- confirming that policies related to existing and new community areas ensure adaptation planning included strong policy direction for natural heritage and water resource systems.

### **g) Environment Related Policies (Greenlands System, Water Resources, Provincial Greenbelt Plans, Agriculture and Rural Systems)**

#### **i) Comments Received**

Overall, comments received on the draft Environment related policies generally supported the policy direction or requested minor clarification of policies. Comments from the conservation authorities indicated that the draft policies provide a consistent framework and reflect current planning needs. Conservation authorities indicated the ROP provided improvements in key sections of interest including the addition of a Water Resource system section, updated drinking source water protection policies, and updated Greenlands System policies.

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Comments received from the Province request:

- clarifying policies providing direction to the local municipalities in cases where provincial policies include language such as “shall” or “will” so that policy language does not defer implementation to local official plans only (e.g. Growth Plan Water Resource System and Natural Heritage System policies);
- clarifying of how and where the Greenlands System policy framework applies in relation to the Provincial Greenbelt Plans and Growth Plan Natural Heritage Systems and key features policies; and
- clarifying the policies explaining where existing and new agricultural uses, agriculture-related uses and on-farm diversified uses are permitted in relation to the Greenlands System.

Discussions with the Province included options to consolidate the mapping of Greenlands System components and key features as an overlay map in the ROP and adding policies to clarify how the Greenlands System is to be interpreted within provincial plan areas in areas of overlap (e.g. to clarify where more restrictive policies apply). While this is currently explained in the preamble to the Greenlands System section, the Province preferred that it be clarified in the policies as well.

### **ii) Proposed Policy and Mapping Changes**

Despite the changes noted below, the policy direction continues to be regional in scope and provides for the implementation of policies by the local municipalities in local official plans. In response to comments, the following revisions are proposed:

- clarifying where the full range of existing and new agricultural uses, agricultural-related uses, on-farm diversified uses and normal farm practices are permitted within the Greenlands System;
- clarifying Water Resource System and Growth Plan Natural Heritage System policy direction to conform with the Growth Plan;
- adding a new Schedule - Z4 Greenlands System to show where the Greenlands System policies apply in Peel as an overlay and not a designation for the purposes of showing the entire area of the Greenlands System in Peel (combining the Provincial Greenbelt and Growth Plan Natural Heritage System designations and Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors features mapping, which are currently shown on separate figures that are not formally part of the Plan); and
- adding policies to clarify where the Greenlands System overlay applies in the Region in relation to the Provincial Greenbelt Plans and Growth Plan Natural Heritage Systems and permit implementation and refinements without the need for an amendment to the Plan.

## **4. Next Steps**

A new ROP will be brought forward for adoption to replace the current ROP. The new ROP would adopt the changes reflected in the “track change” ROPA. A track change version will be made available on the website to demonstrate where policies are changing, and where the policies remain the same.

By adopting a new ROP, Council has the option to review the ROP no later than 10 years after approval. Revisions may also be considered in advance; currently review is scheduled every five years.

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Should this report be approved, a final recommendation report to Council requesting adoption of the new ROP will be prepared. Upon adoption of the Peel 2051 ROP, staff have 15 days to submit the final ROP and all supporting information to the Province for approval. The Province has 120 days to issue a decision, after which the Region can appeal a non-decision. The *Planning Act* specifies that there is no appeal for official plan updates for which the Minister is the approval authority, provided the Province makes a decision within defined timelines.

Once approved, the Region will need to update various infrastructure master plans and the development charge by-law for growth related infrastructure needs and costs associated with the new 2051 planning context.

It should be noted that the Province has allowed for upper tier municipalities to undertake the MCR through phased amendments. As a result, the Region will be proceeding with an Aggregates amendment in 2022.

### RISK CONSIDERATIONS

This report requests that staff proceed with submitting a final adoption report for Peel 2051 to Regional Council. The requirements in the *Planning Act* have been met, with an extensive consultation process being executed, the completion of more than 65 technical studies and 19 policy analysis papers, and the evaluation and response to comments received, all of which inform the final Peel 2051 ROP. Proceeding with timely adoption also ensures the requirement to achieve conformity by July 1, 2022 for upper-tier official plans is met.

The *Places to Grow Act* gives the Minister of Municipal Affairs and Housing authority to amend the ROP to bring it into conformity with Provincial policy. Should Peel 2051 be delayed, the ROP would be at risk of non-conformity with Provincial plans and policies. This could allow the Minister to exercise their authority and risk a Provincial decision on the ROP which may not be in the interest of the Region, align with other long range Regional planning interests, or be based on supporting technical studies that have been undertaken.

Important long-term strategic planning initiatives being planned for in Peel 2051 include:

- the designation of new employment lands;
- recommending employment conversions;
- implementing MTSA delineations and policies, which in turn allows the implementation of inclusionary zoning by the local municipalities;
- making available sufficient and appropriate land to accommodate forecasted growth and adequately respond to market demand; and
- planning for updated infrastructure master plans and an updated development charge by-law.

Delays in adopting Peel 2051 could subsequently impact planning decisions at the Region and local level recognizing that the current ROP has a planning horizon that ends in 2031. This could result in privately initiated applications for less than 40 ha settlement area boundary expansions or additional Minister Zoning Orders that may not be comprehensively planned or consider the public and stakeholder input received to date.

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Moving forward with the updated ROP will provide certainty for local official plan reviews, all currently underway, which would then proceed and align with the updated planning framework for the Region.

### **CONCLUSION**

This report summarizes the changes proposed to be made to draft policies and mapping in the new Peel 2051 Official Plan in response to statutory consultations held in late 2021. Should this report be approved, staff will prepare a final recommendation report to Council requesting adoption of the new ROP. If adopted, the ROP would be sent to the Province for approval.

### **APPENDICES**

Appendix I - Summary of Key Agency Comments and Responses

Appendix II – January 2022 Draft Settlement Area Boundary Expansion Map

Note additional background information and the documents referenced in this report are available on the Peel 2051 web pages at <https://.peelregion.ca/officialplan/review>.

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