

Consultation Summary

Peel2041+

Regional Official Plan Review

September & October 2020

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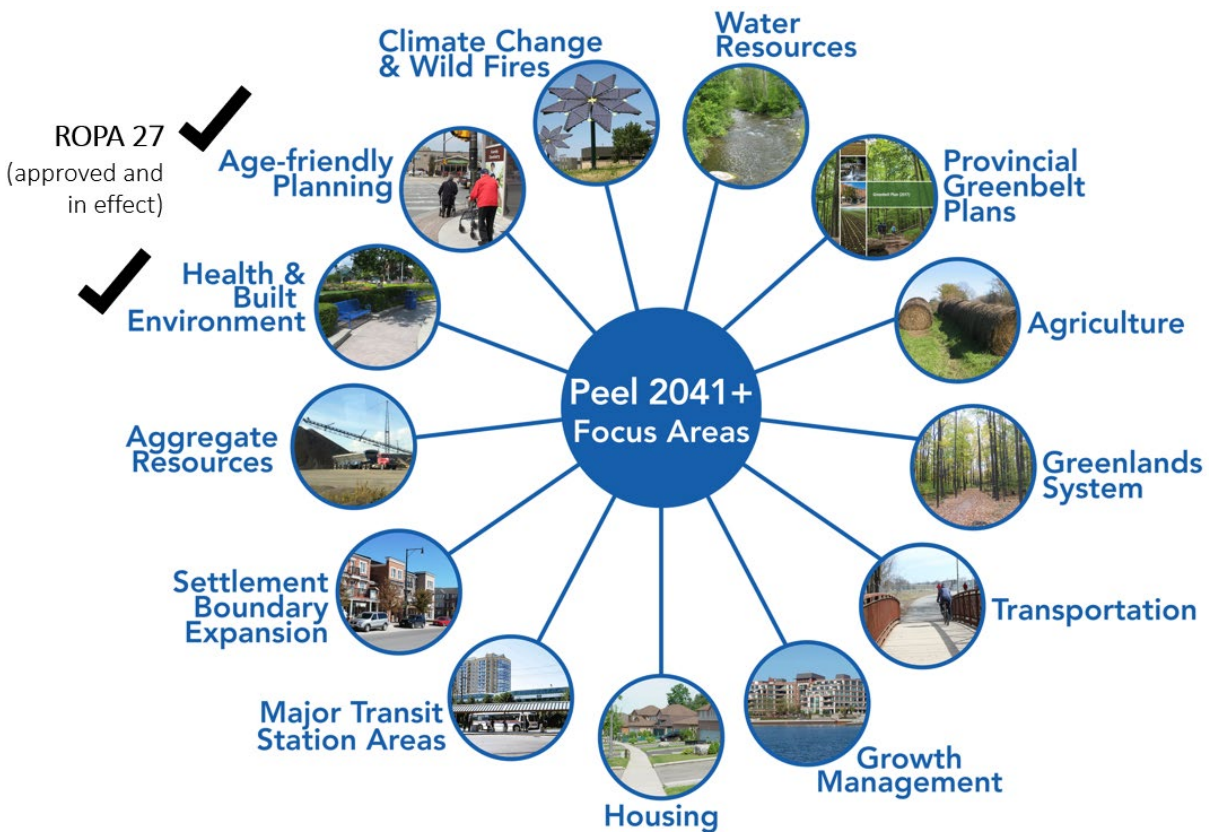
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Introduction

By 2051, the Region is expected to be home to nearly 2.3 million residents and 1.1 million jobs. The Peel 2041+: Regional Official Plan Review process will:

- incorporate new Provincial legislation, regulations and policies;
- implement new Regional policy initiatives and plans;
- have a meaningful community engagement process; and,
- guide growth and development within the Region to the year 2051.

Peel 2041+, will consider policy changes in the following areas:



This document provides an overview of major changes to Regional Official Plan policies for growth related focus areas and updates on other focus areas for which comments were received. This document is a summary of comments received from the three Fall 2020 informal online open house events, with responses from Regional staff. 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. Comments on local planning matters have been provided to the respective local municipal staff to help inform their ongoing official plan review processes.

Public Consultation

Peel staff organized three online consultation sessions for members of the public and stakeholders to provide insights on future policies which will guide how communities in Peel will evolve. A virtual open house approach was taken due to the Covid-19 State of Emergency and public gathering restrictions. Staff utilized various virtual tools including an introductory video, interactive display boards (ArcGIS StoryMaps), live presentations and question/answer periods, comment forms and social media to engage the general public, stakeholders and agencies. Local municipal staff were also in attendance to answer questions on their local official plan review. Indigenous communities were contacted separately for feedback.

Online Open House #1: Growth Management & Major Transit Station Areas Monday September 21st, 2020

The first live virtual consultation session took place on September 21st, 2020 on Microsoft Teams from 6:30 – 8:30 p.m. The Growth Management and Major Transit Station Area session had approximately 70 and 75 attendees respectively with a total of 38 written comments.

Online Open House #2: Housing & Transportation Tuesday September 22nd, 2020

The second live virtual consultation session took place on September 22nd, 2020 on Microsoft Teams from 6:30 – 8:30 p.m. There were approximately 45 attendees for the Housing session and 50 attendees for the Transportation session with a total of 32 written comments.

Online Open House #3: Greenlands System, Waste Management & Cultural Heritage and Indigenous Engagement Wednesday September 23rd, 2020

The third live virtual consultation session took place on September 23rd, 2020 on Microsoft Teams from 6:30 – 9:30 p.m. The Greenlands System, Waste Management and Cultural Heritage and Indigenous Engagement sessions had approximately 25, 15 and 10 attendees respectively with a total of 24 written comments.

Draft Policies: Growth related focus areas

The open house sessions focused on draft policies and mapping for growth themed focus areas, including:

- [Growth Management](#)
- [Major Transit Station Areas](#)
- [Housing](#)
- [Transportation](#)
- [Greenlands System](#)
- [Other focus areas](#) (including waste management, cultural heritage and Indigenous engagement)

There were a total of 18 discussion papers and technical studies, which provided background information on the rationale for the proposed policy amendments. Visit each [focus area](#) for additional materials.



Growth Management

Policy direction for growth management policies in the Regional Official Plan will:

- Allocate population and employment growth to the local municipalities to accommodate growth to 2051.
- Update Regional forecasts to provide services and infrastructure (i.e. housing, water and wastewater etc.) for the future population and employment.
- Identify Strategic Growth Areas, which are areas for accommodating intensification and high-density mixed uses in a more compact built form, where growth should be directed (i.e. transit corridors, urban growth centers, major transit station areas).
- Designate employment areas for long term protection to accommodate a range and mix of employment types.
- Recognize Provincially Significant Employment Zones.

Draft Policy Feedback

Comments and questions were raised about growth allocations for rural communities in Caledon, and general questions regarding the updated draft municipal allocation to address the new Schedule 3 and Land Needs Assessment Methodology of the Growth Plan.

- What is the population allocation number in 2051, and timeline to receive the updated draft municipal allocation?
- Will the Region be releasing the revised Growth Management background reports and technical analysis to reflect Growth Plan Amendments?
- How will the Region balance the intensification and greenfield density targets with maintaining a market-based supply and mix of housing as addressed in the new Provincial Land Needs Assessment Methodology?
- Inquiring about opportunities to request certain lands to be included within the Region's Future Strategic Employment Area designation.
- Suggestion to accommodate more suitable employment lands to ensure Peel's competitiveness going forward.

Response

The Province released Amendment 1 to the 2019 Provincial Growth Plan setting the new planning horizon to 2051 with new Regional growth allocations, and a new market-based Land Needs Assessment methodology (now in effect as of August 28, 2020). The Region is working closely with local municipal partners to capitalize on past growth scenario work and endorsed growth forecasts to 2041 as the basis to address the new Provincial directions to plan for growth to 2051. The updated draft municipal allocations are anticipated for completion by the end of year or Q1, 2021.

Staff are currently assessing the Growth Management background studies and reports. Technical studies including the Employment Discussion Paper and Intensification Analysis will be updated to reflect the new Provincial policy changes to the 2051 planning horizon.

The new Land Needs Assessment Methodology outlines required components to establish the amount of land required to accommodate growth to 2051. The new methodology is a simplified approach that introduces flexibility for municipalities and focuses on a market-based analysis. The Province's stated aim with the new approach is to ensure an appropriate mix of land including accommodating all housing market segments, consideration of market demands, and planning for all infrastructure services to support complete communities. Staff will take a closer look at the current growth of the 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 how the communities have been developing and set an appropriate minimum density target. The Region is also considering opportunities for policies that support delivering transit to the greenfield areas. Staff are continuing work with the consultant to determine best practices to meet the requirements of the new Land Needs Assessment Methodology.

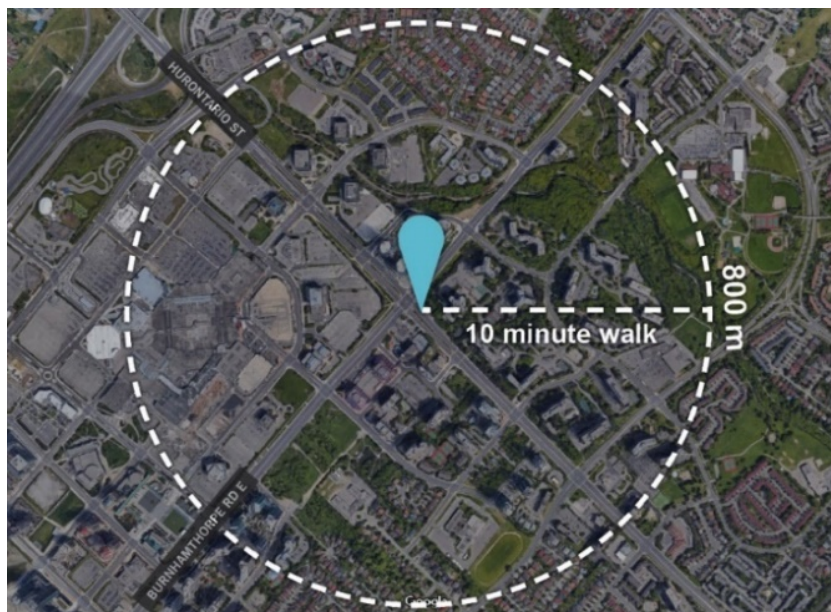
The Region is protecting for employment lands in multiple ways. Existing employment lands are being carefully monitored to ensure they remain viable, with employment conversions being considered only where appropriate. Through the Settlement Area Boundary Expansion Study, the Region will be identifying new employment lands in designated greenfield area in 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. This work is being updated to address growth to 2051.



Major Transit Station Area

The Major Transit Station Area (MTSA) policy framework for the Regional Official Plan will:

- Protect MTSA's to ensure we can accommodate transit-supportive land uses and manage future growth.
- Delineate the boundaries of MTSA's in the Region.
- Provide minimum densities for each MTSA (density refers to the amount of people and jobs planned for an area).
- Prioritize and define the types of transit stations in the Region, considering when and how they may develop.
- Establish a framework to guide implementation planning by the local municipalities.



Draft Policy Feedback

Questions were raised about what factors impact the delineation, prioritization, and development of potential MTSA's through Peel.

- How have the current conditions of potential stations impacted their prioritization?
- How will the development of MTSA's be prioritized and staged over time, especially considering changes to transit investment?
- Will all MTSA's be able to support mixed use development?
- How can the Region plan for MTSA's and the transit system to be designed to a high standard and include connections to other infrastructure and travel modes (for example, bikeshare)?

Response

Evaluating the current conditions, including strengths, and weaknesses of each potential MTSA in Phase 1A of the study was an important first step in determining how they will be shaped in the future. The current conditions informed station profiles, the station “type”, and how a complete transit-oriented community may be achieved for each MTSA. Following this exercise, MTSA’s were prioritized considering when and how they may develop and given appropriate target densities in Phase 1B. Prioritization was based on many factors beyond the current conditions, including transit funding, timing of infrastructure, Provincial and municipal planning policy goals, and patterns of growth in Peel. Each MTSA has a unique current and future context.

Through the draft policy framework, the Region is aiming to provide sufficient flexibility to address changes to transit investment. The Regional Official Plan is reviewed every five years and the MTSA policy framework can be updated based on the latest information on new transit projects and development potential as part of the subsequent reviews.

Mixed uses support transit stations and ridership by providing housing, jobs, and services, though some MTSA’s will have a varying mix of uses based on the compatibility of existing activities with others in the surrounding context. For example, an MTSA with existing heavy industrial activity and close access to 400 series highways may not be able to support as much new residential development as an MTSA with existing residential and community amenities. The Region is carefully considering where and how MTSA’s can transition to include mixed uses and MTSA and employment planning policies have been drafted to manage this.

The Region has also considered how to plan MTSA’s as well-connected places to live, work, and play. While the Region does not provide transit service or plan for station design elements like bikeshare, Regional MTSA policies will guide the land use around the stations to result in compact, transit-oriented development. Policies have been included to direct that the local municipal implementation of MTSA’s will meet urban design and healthy development built form standards, and provide opportunities for sustainable travel connections.



Housing

Housing policies in the Regional Official Plan will:

- Support sustainable, compact complete communities by encouraging higher density development and building practices that mitigate climate change.
- Ensure the protection of rental housing and encourage a range and mix of housing types to meet the needs of Peel residents.
- Increase affordable housing by introducing new tools, including working with the local municipalities and development industry to meet housing targets.



Draft Policy Feedback

Questions and comments received related to homelessness, affordable housing, range of housing mix and type for Peel residents.

- Is the Region considering lodging houses, single room occupancy, senior accommodations or student accommodations?
- How will housing policies address homelessness?
- Concerns were raised for the lack of affordable housing models.
- How is the Region implementing housing policies across the region that will reflect the unique socio-economic needs of the demographic population across Peel?
- Suggestion to permit higher density housing in place of existing low-density housing.

Response

The Region's current Official Plan work focuses on improving housing choice and housing affordability, which will support students living and studying in Peel. Further, the Region's proposed housing targets also align with student needs, such as increasing the availability of rental and higher density housing forms. The Region is 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.

Through the draft Official Plan policies, regional staff are supporting a range of housing forms, and staff recognize that there may be a need for single room occupancy housing types. 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 Region's Private Stock Strategy.

The Region 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. The Region'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.

The Region is encouraging higher density forms of housing and a range and mix of housing sizes and types to serve the varied needs of Peel residents. Most 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, where appropriate. Additionally, the Region 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.



Transportation

Transportation policies in the Regional Official Plan will:

- Focus on balancing the needs of all road users, including pedestrians, cyclists, transit-users and motorists through a suite of interventions such as transportation demand management strategies, sustainable transportation infrastructure and transit supportive development.
- Increase the efficiency and safety of the goods movement network through programs such as OffPeak Delivery and Long Combination Vehicles.
- Plan for and implement improvements to transportation services, such as TransHelp, to meet the accessibility needs of all users.
- Ensure practices and performance measures are in place to monitor and maintain a safe and efficient Regional transportation network.
- Establish and support a coordinated network linking the major road network, the provincial freeway, areas of significant employment activity and major goods movement corridors.



Draft Policy Feedback

Comments received focused on road safety, connectivity, action transportation and pollution as a result of ongoing transportation studies and proposed projects.

- Inquiries made on the proposed GTA West Corridor. How will it support Peel residents? Will active transportation be integrated into the new highway?
- Comment on how regional roads will be retrofit to prioritize road safety for pedestrians and cyclists.
- Regional cycling infrastructure is discontinuous in many locations. Is the Region planning to complete the cycling network and consider implementing standardized bicycle parking?
- Has the Region taken into consideration the advent and impact of autonomous vehicles?
- Are there any new proposed major transit lines like the Hurontario LRT?

Response

The Long Range Transportation Plan is a technical-based document that considers the transportation infrastructure needs of the Region 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. 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 the Region's 50% sustainable mode share. In September 2019, the Ontario Ministry of Transportation released the Technically Preferred Route for the GTA West Corridor at Public Information Centre #2 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.

The Region 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 the Region'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, the Region 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.

Cycling is one component of the 50% sustainable mode share for the Region. As part of the Sustainable Transportation Strategy and Active Transportation Implementation Plan, the Region 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 transportation modes, which provide the Region 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 the Region is building its active transportation network and created those connections. 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.

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 the Region, 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.

The jurisdiction of transit lines lies with the three local municipalities. The Peel Transportation team collaborates and coordinates with the local municipalities and agencies such as Metrolinx on major transit opportunities. Schedule Y4 Rapid Transit Corridors on the Peel 2041+ Transportation webpage illustrates the long-term concept of what transit will look like throughout the Region, and along Regional roads. The Schedule is also demonstrative of the growth we are both experiencing and can expect in the region and our intentions for addressing the travel demands that stem from it.



Greenlands System

Policy direction for the Greenlands System in the Regional Official Plan will:

- Help the Region adapt to climate change.
- Ensure that Peel's natural features and their functions will be preserved over time.
- Update policy direction for Natural Heritage System planning.
- Revise and update mapping of the Greenlands System.
- Add or revise policies for Urban Forest planning, Greenlands System management and Invasive Species.

Draft Policy Feedback

Comments generally supported policy directions to protect natural heritage in Peel.

- Although environmental conservation is a focus, many times, development seems to take precedence and infringe on the natural habitat in Peel.
- Is the Region applying system's design thinking?
- Suggestion to build safe passages for animal crossings on regional roads and highways.
- Are whitebelt lands being considered in this review process and will these lands be converted to greenbelt lands in the future?
- The area bounded by Steeles, Kennedy, the 407 and Hurontario needs more parkland.
- Is there a plan for fighting phragmites on road shoulders?
- The conservation authorities provide an annual report card on the conditions of the watershed. Every year, the water, soil and air quality decreases. What efforts are being taken to improve these conditions?
- Inquiry on potential financial incentives for charitable land trusts to protect natural areas.

Response

The Greenlands System policies provides the framework required to protect, restore and enhance the system as a fundamental part of the Region's approach to managing future Growth and development. In addition, there are specific policies proposed in the Greenlands section of the Official Plan prohibiting development in Core Areas with certain exceptions. The proposed policies direct the local municipalities to require proponents of development or site alteration within or on lands adjacent to the Greenlands System Core Areas, Natural areas and Corridors and Potential natural areas and Corridors to prepare an environmental impact assessment and to demonstrate that features and areas will be protected or there will be no negative impacts on the natural features or on their ecological functions and that the Core Areas of the Greenlands System will be protected.

The proposed draft changes to the Greenlands System policy framework is based on a natural heritage system approach that provides for the protection, restoration and enhancement of natural heritage features and areas and the linkages and corridors that are needed to ensure the system is integrated and resilient.

Major road construction that takes place in the Region obtains vetting from the Conservation Authority in that area and one of their focus is to ensure the safe movement of wildlife in road

design. Staff are exploring policy direction in the Official Plan that consider wildlife crossings, where appropriate and warranted.

All lands in Peel, including the whitebelt lands, are considered in the Official Plan process. With respect to the potential conversion of whitebelt lands into natural cover there are specific Greenlands System policies which promote and support collaboratively with the local municipalities, conservation authorities and other agencies the development and implementation of habitat restoration and enhancement programs where appropriate.

Comments regarding site specific development proposals should be directed to the appropriate local municipal planning staff for comments. The draft Schedule Y1 to the Region's proposed Official Plan identifies valley lands in this area as Core Areas within the Greenlands System. The proposed policies direct the local municipalities to identify, protect, restore and enhance natural heritage systems in their official plans in accordance with provincial policy and the Greenlands System policy framework of this Plan.

The Region is currently conducting a pilot program to spray 3 specific patches of phragmites in Caledon and evaluate success for their control. One of the objectives is to increase driver safety at an intersection as tall stands of phragmites impact driver sight lines. Regional staff recognize that phragmites is an issue along all roads, not only Regional roads. Unfortunately, when private properties abut Regional roads, staff have no authority to compel private homeowners to control phragmites. Though we may move to treating all Regional ditches, the problem will continue to reoccur as the phragmites spreads by underground stolons. To better curb spread of phragmites we have also identified the need to wash equipment during ditching operations to prevent the spread to new areas.

The Region provides funding to the Conservation Authorities in Peel to provide expertise and implement plans and programs to improve water quality and quantity as well as soil and air quality.

The Region's Greenlands Securement Program provides cost share funding to support greenlands securement acquisition of natural areas in Peel based on specific eligibility requirements. The program provides funding to eligible conservation partners that have entered greenlands securement agreements with the Region including charitable land trusts that have been approved as a conservation partner by Regional Council.



Other Policies: Waste Management

As a result of Provincial plan and policy changes, other policy areas have been identified that require changes to ensure consistency and conformity with Provincial direction. These policy areas include waste management, cultural heritage and Indigenous community engagement.

Policy updates to waste management policies will:

- Inform the design and delivery of waste management services and reduce the negative impact of waste.
- Include circular economy practices to conform with Provincial policy and the Regional vision for waste management.
- Consider advanced thermal treatment for non-recyclable plastic waste as suggested by the Made-in-Ontario Environment Plan.
- Address food and organic waste source separation.
- Update mapping to include new waste management sites.

Draft Policy Feedback

Comments inquired about how waste management education, programs and technology at the Region will meet the 75% diversion target.

- What happens with recycled materials, textile and glass recycling in Peel?
- Residents in high rise buildings do not have organic recycling.
- Comment for the Region to enforce fines to uphold waste recycling efforts.
- Suggest that the Region look to Switzerland and Denmark who have already achieved 100% waste diversion.
- How much does the cost of waste management factor in when selecting new development sites?
- Request that residents have the option to pay for a second bin.
- What incentives are being considered to encourage multi-residential tenants recycle?
- Is there standardized waste management education being implemented in the school systems for children to learn incrementally?



Response

The Region collects just over 100,000 tonnes of recyclables annually. Most 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 Region ran an organics pilot program for multi-residential households from November 2016 until June 2018 to find that participation was too low and contamination too high when investigating the feasibility of collecting organics from all multi-res households. The proposed and existing waste management policies in the Official Plan 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 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, the Region is 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.

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 the Region 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. The Region 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 the Region but 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.

In addition to education, promotion, outreach and convenience, enforcement is a measure that the Region utilizes to ensure residents are practicing positive waste management behaviour at home and diverting as much as possible. The Region recently carried out enforcement pilots for both curbside collection and multi-residential building collection. The Region 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.

To achieve a 75% diversion rate, adoption to new technologies to improve recovery of resources, more education to increase participation in the resource recovery programs, and new programs to target additional resources such as carpets and mattresses will need to be done to capture the remaining green bin organics and blue box recyclables found in the waste stream. All this work and the markets/outlets for the newly collected materials take time to develop.

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.). The proposed proactive waste management policies included in the Regional Official Plan will apply to both existing and new developments in Peel.

There are cases where additional disposal capacity may be required, however, the Region's waste management system has been designed in a manner that if all the diversion programs are utilized accurately and to the fullest extent, one garbage bin should provide ample disposal capacity. However, the Region of Peel is developing a sustainable long-term financial plan that will help pay for waste services in the future. Under this plan, if residents 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. By exploring user fees, the Region aims to give residents greater transparency around what they are paying for waste services and greater control over how much they pay.

The Region utilizes 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. 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 the 2041+ process also seek to ensure that multi-residential buildings are developed in a manner to make it easier for the resident to divert the appropriate waste materials.

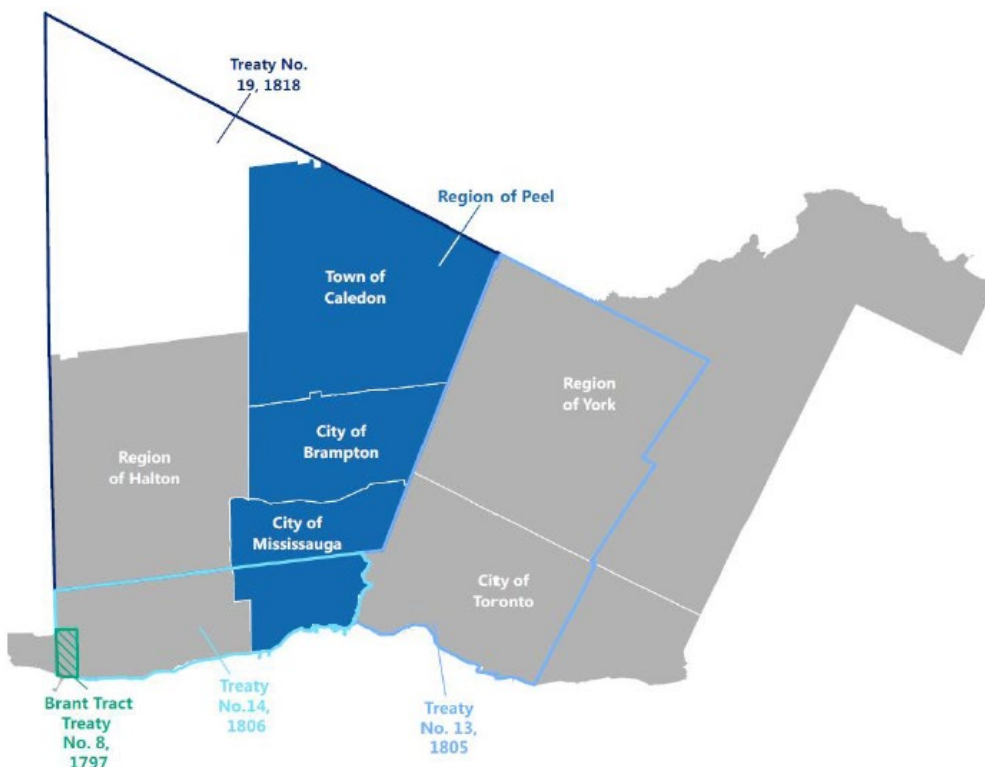


Other Policies: Cultural Heritage & Indigenous Engagement

As a result of Provincial plan and policy changes, other policy areas have been identified that require changes to ensure consistency and conformity with Provincial direction. These policy areas include waste management, cultural heritage and Indigenous community engagement.

Policy updates to cultural heritage and Indigenous engagement policies will:

- Identify, conserve and promote non-renewable cultural heritage resources for the well-being of present and future generations.
- Recognize the important role that Indigenous communities play in the cultural landscape of communities.
- Promote well-designed built form to support a sense of place, help define community character, and contribute to Peel's environmental sustainability goals.
- Better acknowledge Indigenous communities' unique role, perspectives and traditional knowledge in the land use planning process.
- Encourage building cooperative relationships to ensure informed involvement and meaningful engagement.



Map source: Peel Data Centre, 2020; treaty boundary mapping is based on James L. Morris, *Indians of Ontario* (Toronto Department of Land and Forests, 1943)

Draft Policy Feedback

Comments received regarding engagement with Indigenous communities for the Regional Official Plan Review.

- Comments asking about how the Region plans to engage with indigenous communities.
- What are the Region's plans to engage with unrecognized Indigenous communities and capture their culture, customs and views on land development in the Regional Official Plan?

Response

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. The Region has been engaging with 20 different Indigenous communities and organizations since review process began in 2013, often with a key contact who works on planning or community engagement. At times, the Region 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.

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. 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 and we will be looking at our official plan from an equity and inclusion perspective.

Updates: Other focus areas

The virtual open house sessions also provided updates on previous focus areas that were consulted on in early 2020. These focus areas include:

- [Agriculture and rural systems](#)
- [Climate change](#)

Visit each [focus area page](#) for additional materials. Some of the high-level comments received are noted in the following section. During this round of consultations, comments were received on agriculture and rural systems, and climate change which are noted below.



Climate Change

Growth management policies in the Regional Official Plan will:

- Support intensification and density through mixed-use and transit supportive development.
- Reduce GHG emissions and other pollutants through sustainable and active transportation.
- Protect, restore and enhance Peel's natural systems and water resources.
- Promote energy efficiency and conservation (e.g. green development standards).
- Identify and protect Prime Agricultural Areas.
- Recognize that land-use planning can play a significant role in how the Region can mitigate and adapt to climate change.



Draft Policy Feedback

- Comments received indicated concern for climate change impacts and the importance of implementing policies across the various focus areas to address the effects of climate change. Suggest the Region explore carbon emission reduction technology in the existing diesel bus fleet.
- Comment refers the Region to sustainable European cities that are leading the way for sustainability - replacing asphalt and increasing tree canopy to help address climate change. How is the Region benchmarking its work against climate change leaders?

Response

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.

The Region recognizes 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 Region'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 the Region'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 the Region's climate change framework can be found in the Climate Change discussion paper.



Agriculture & Rural Systems

Agriculture and rural systems policies in the Regional Official Plan will:

- Protect the character and natural environment of rural Peel.
- Protect Prime Agriculture Areas for long-term use for agriculture.
- Enhance economic viability and environmental sustainability of the Agricultural System.
- Permit a wider range of agriculture, agriculture-related and on-farm diversified uses.
- Support urban agriculture and foster access to healthy locally grown food.
- Reduce and recover food and organic waste.

Draft Policy Feedback

Comments noted the importance of maintaining the unique character of rural villages in Caledon as the Region plans for growth.

- Request that an exception be made for the policy that require development proposals be reviewed based on the need and demand for the type and scale of development proposed to be consistent with Provincial Policy Statement (PPS).
- Comment to flag additional areas in the Prime Agriculture Areas mapping beyond what was previously identified through the Region's Land Evaluation and Area Review (LEAR) technical study.

Response

Staff recommend that proposed policy 5.4.6.2.5 be amended to make an exception for development review for mineral aggregate operations to conform with the PPS.

The Region of Peel-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. All the areas that have been identified by MHBC were recommended in the Region-Town LEAR study to be included in the Prime Agricultural Area (PAA). The 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 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 several the areas identified by MHBC the Provincial mapping excluded woodland/wetland even though the resulting boundary divided individual parcels. 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 recommended at this time.