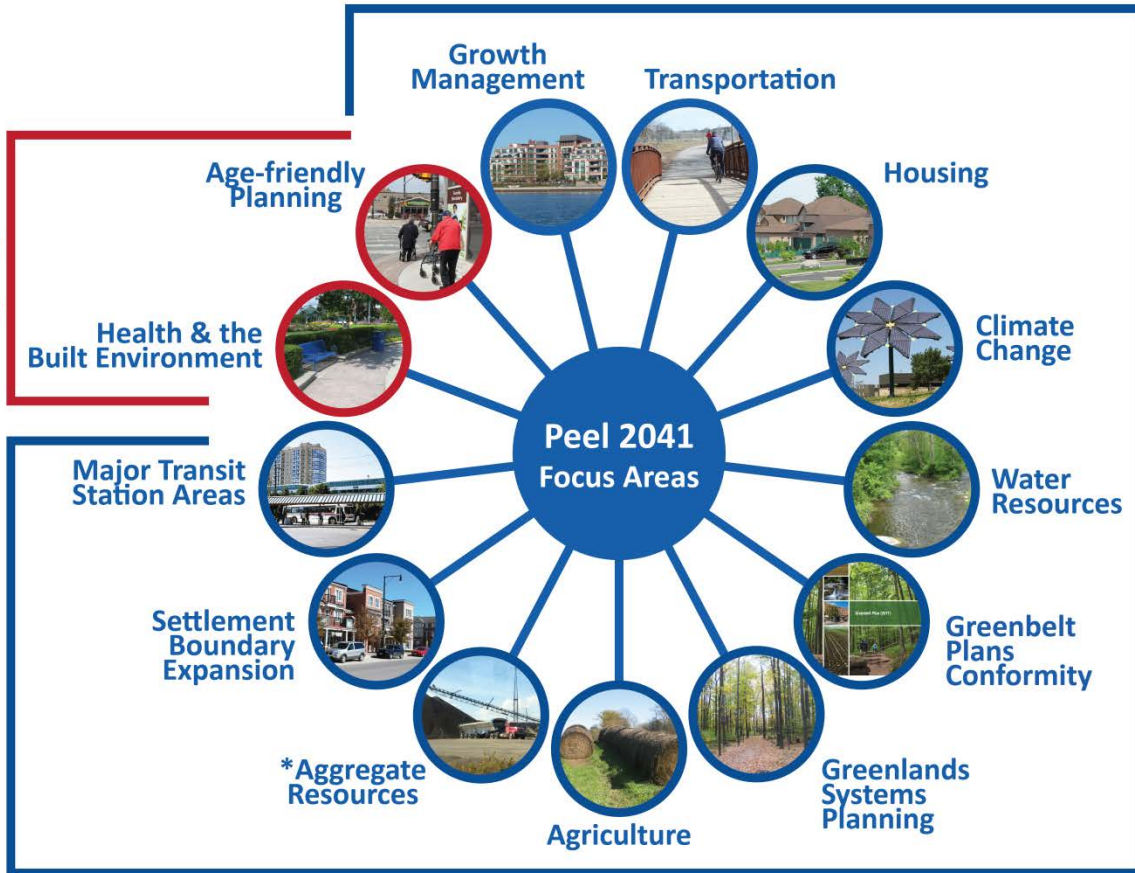


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Peel 2041 Work Program Revised Timelines

Peel 2041 Amendment Adoption Schedule
(revised work plan, Municipal Comprehensive Review ROPA)



*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

Appendix II

Status of Existing Peel 2041 Focus Areas

For details, visit peelregion.ca/officialplan or

contact John Yeh, 905-791-7800 x. 4037, john.yeh@peelregion.ca

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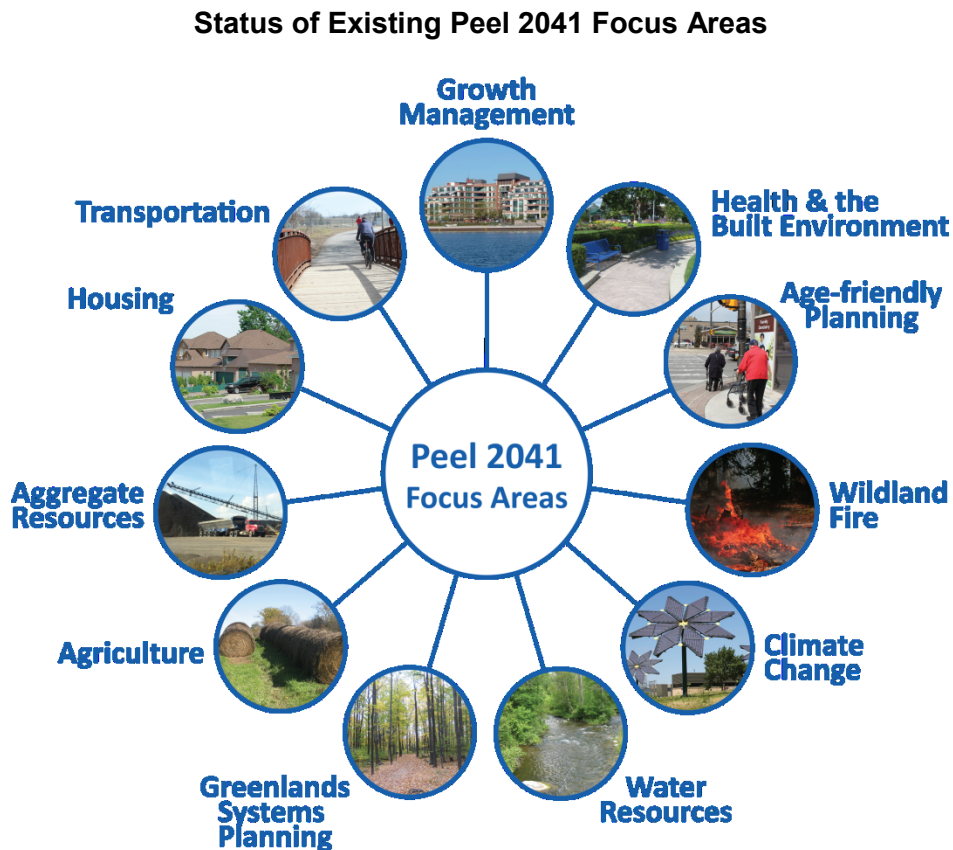


Figure 1. Existing Peel 2041 Work Program Focus Areas

This appendix provides a status update on all focus areas under the existing Peel 2041 work program (Figure 1). The sequencing of work of the current Peel 2041 work program is now impacted by the draft Municipal Comprehensive Review and Land Needs Assessment guidance documents released on March 21, 2018. The MCR guidance document now requires upper-tier municipalities to bring Major Transit Station Area boundaries, full settlement area boundary expansion work to the 2041 planning horizon, agricultural and natural heritage systems mapping, watershed planning and stormwater master plans, into one amendment. The Peel 2041 work program, which contemplates several amendments implemented over several years, will have to be adjusted based on this new direction.

a) ROPA 27 – Age-Friendly Planning, Health and the Built Environment (Approved and in effect)

ROPA 27, which revises and adds policies in the Regional Official Plan related to age-friendly planning and health and the built environment, was adopted by Regional Council on February 23, 2017, and approved by the Province with no provincial modifications on September 8, 2017. The health and the built environment focus area added policies to require health assessments be undertaken as part of the development application

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process. Municipal Councils are also to be informed of the outcomes of the health assessment to support the creation of healthy communities.

The age-friendly planning focus area introduced policies in the areas of aging within the community, universal accessibility in the built environment including public service facilities, and creating better environments for active aging. Additional policies related to technical and administrative updates arising from the research and consultation undertaken are also included in ROPA 27.

b) Growth Management Focus Area

Growth Management is a key component of Peel 2041 and will address greater population growth than originally forecasted to 2031 as well as extending the planning horizon for both population and employment forecasts to 2041.

Regional staff, under direction from the Council, through the Growth Management Committee, established an integrated and collaborative approach to managing growth in Peel. A key aspect to this new approach is integrating financing and servicing considerations into planning decisions early in the process along with enhanced consultation.

The 2017 Growth Plan 2017 also further shaped draft growth management work including the following key policy directions:

- Increasing the density and intensification targets;
- Requiring upper-tier municipalities to have an employment strategy to establish density targets, intensification opportunities and support active transportation;
- Increasing the role of upper-tier municipalities in designating employment lands and major transit station areas;
- Expanding requirements for municipal comprehensive reviews including a greater upper-tier role, expanded applicability, and requiring that they be Provincially approved; and,
- Stronger integration of planning for land uses, infrastructure and finances.

On October 26, 2017, Regional staff brought forward a draft Growth Management ROPA for public consultation in accordance with the *Planning Act*. The draft reflected a number of the municipal comprehensive review elements related to growth management including: allocation of growth to the local municipalities, establishing density and intensification targets, revising the planning horizon, as well as identifying employment areas, strategic growth areas and major transit station areas.

Additional studies and subsequent official plan amendments had been intended to implement the remaining Peel 2041 policy reviews and further growth management details such as delineation of major transit station area boundaries, employment use conversions to other uses, and additional geographical settlement expansions required to accommodate growth to 2041.

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Regional staff also commented on the draft mandatory land needs assessment methodology that was released in December 2017 in a staff report to Regional Council on February 22, 2018. Regional land budget work is consistent with the draft methodology, with some minor adjustments to be made.

On February 9, 2018, the Province announced that it will not be moving forward with a highway for the Greater Toronto Area West Corridor. The Environmental Assessment process is to be replaced by a narrower corridor now known as the Northwest Greater Toronto Area Identification Study Area. The narrower corridor is approximately one-third the size of the analysis area of the environmental assessment, and will be protected from development while the province assesses what infrastructure, such as transit or utilities, will be needed to support the growing region. This work will be undertaken through the Greater Golden Horseshoe Transportation Plan, and will take approximately 9-12 months to complete.

In light of that announcement, the statutory public meeting planned for February 22, 2018 was deferred. Regional staff has been assessing the impacts of the cancellation of the Corridor on the overall draft growth management work. For a detailed analysis of the implications on the entire growth management work program, please refer to the staff report on the same agenda titled "Growth Management Strategy Status Update".

The growth allocation, employment strategy, transportation strategy, policy development, mapping, transportation strategy and transportation infrastructure plans behind the Growth Management and Transportation Amendments all included an assumption that planning for the GTA West Highway would continue through the planning period and that the planned provision of the highway would affect outcomes. The Provincial announcement will result in a clear need to revisit the work, in particular the following:

- Revisit the employment growth allocations in particular the employment by type (employment land, office, and population serving) and employment locations;
- Revisit the integrated Employment and Transportation Strategy that staff were directed to prepare in support of the ROPA's and Growth Management Work Plan;
- Revisit implications on transportation infrastructure plans in included any potential Regional infrastructure needed in lieu of a highway and other infrastructure that may be needed as a result including goods movement and an increase emphasis on transit and other modes in collaboration with York and Halton Regions;
- Revisit water and waste water infrastructure needs and timing that may result from the above;
- Evaluate the implications on financial aspects of growth including potential new / revised infrastructure costs and potential revenue changes as a result of revised non-residential growth and increased risks of realising non-residential growth.

The Province released draft guidance on application of Intensification and Density Targets on March 21, 2018, with comments due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in accordance with the policies of the 2017 Growth Plan. The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have

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to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. However, initial review suggests the province is seeking more detailed analysis of intensification opportunities in areas such as Major Transit Station Areas as part of the Assessment Methodology.

It is anticipated that work on the growth management focus area will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

c) Transportation Focus Area

Key deliverables for the transportation focus area of Peel 2041 include a revised set of transportation policies, Schedules and Figures for the Regional Official Plan, and an updated Long Range Transportation Plan. Draft policies are informed by Regional initiatives including the Regional Road Characterization Study, the Strategic Goods Movement Network Study, Freight Transportation Demand Management Study, and Active Transportation Study. Draft policies have also been informed by studies undertaken as part of the Growth Management Strategy. In addition to the 2017 Growth Plan, transportation related provincial initiatives including the Metrolinx Regional Transportation Plan also factors into the formulating of its policies.

Work to update the Long Range Transportation Plan, is being undertaken concurrent with the draft Transportation Regional Official Plan Amendment. Transportation staff, in collaboration with local municipal staff and stakeholders, assessed the impacts of growth against the transportation system efficiency and other transportation-related matters such as, environment, economy, and health. The transportation strategy will identify road improvements and promote sustainable modes of transportation (i.e. encouraging transit, carpooling, walking/cycling). For details and status update on the Transportation Plan, visit letsmovepeel.ca.

The Plan is targeting a 50 per cent sustainable mode share by 2041 to support achievement of healthy and complete communities. The target of a 50 per cent modal split by 2041 will mean that approximately half the number of trips in the Region during the morning peak period would be made through sustainable transportation modes such as walking, cycling, carpooling, and transit. This 50 per cent sustainable mode share target has been a key input into the planning of long range transportation and evaluating transportation servicing needs to support growth to 2041.

A draft employment strategies paper to support employment growth was also added to the Regional Official Plan Amendment, per direction of Regional Council on February 9, 2017. The Strategy recommended the following:

- Multi-modal transportation access to support employment growth. More employees commuting by modes other than single occupancy vehicles helps with less localized congestion around employment areas.
- A high quality rapid transit network with mobility hubs and major transit station areas connecting the Region's Urban Growth Centres, major employment areas,

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and emerging high density communities. Station areas and mobility hubs that are targeted for employment growth could be prioritized.

- A complete streets approach in and around employment areas and the development of a connected network of high quality cycling facilities.
- Programming focused on behaviour changes in order to influence travel decisions to and from work.
- Maximizing the number of people that can be moved along a road corridor.
- Prioritizing access to the highway system, which is critical for many employment uses.
- Alternatives to single occupancy vehicle travel to maintain road capacity for the efficient and safe movement of goods and services, and to support employment lands, employment growth, and the overall economy.

One significant new requirement from the 2017 Growth Plan is to identify Major Transit Station areas boundaries. This requirement is addressed in the draft Transportation ROPA and co-ordinated with the Growth Management ROPA by establishing a policy framework and identifying general locations of MTSA's to guide future work. The Growth Plan requires the delineation of boundaries for major transit station areas and application of specific densities to those boundaries. Addressing this requirement will involve further technical, urban design, and land use work, along with land owner and neighbourhood consultation. This work was proposed to be addressed as a separate and new addition to the Peel 2041 work program and is described in further detail in the next section of this staff report.

The cancellation of the Greater Toronto Area West Corridor will also have an impact on the work plan and timing of completion of the draft transportation ROPA. Regional staff will be assessing the impacts of the cancellation of the Corridor on the overall draft transportation work. Regional transportation staff will be bringing forward a forthcoming staff report to advise Regional Council on the implications of the Provincial decision on the overall transportation planning work plan.

It is anticipated that work on the transportation focus area includes MTSA detailed work will need to be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

d) Housing Focus Area

The Peel 2041 housing focus area builds on previous work, including the 2010 Region of Peel Housing Strategy and Regional Official Plan housing policies related to the supply of affordable housing, affordable housing targets, retention of existing rental housing stock, energy efficient housing, housing options for persons with special needs and diverse populations, and barriers to accessing housing.

Draft housing policies introduced under this focus area will be framed by the following Regional and Provincial initiatives:

- Legislative changes to the *Planning Act*, introduced through the *Strong Communities through Affordable Housing Act, 2011 (Bill 140)* and *Promoting Affordable Housing Act, 2016 (Bill 7)*
- Regional Council's September 11, 2014 resolution (2014-721); and

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- Provincial Policy Statement and 2017 Growth Plan mandated, establishment and implementation of Regional affordable housing targets
- Consistency with 2017 Growth Plan by developing of Regional housing OP policy that is informed by a housing strategy which including identifying mechanisms and tools, alignment with the housing and homelessness plan and considers the appropriate range and mix of housing to accommodate a diverse range and mix of housing options.
- Peel Housing and Homelessness Plan Refresh to be considered by Regional Council by April 5, 2018.

An Affordable Housing Background Paper was released in 2017 to capture research and analysis undertaken to inform a future Regional Official Plan Amendment. The background paper includes potential housing policy directions consistent with Provincial legislation, policy and Peel Council direction. It also includes results of measurement and monitoring of housing stock, including affordability thresholds and estimation of second units in Peel, an overview of legislative and policy frameworks and tools, best practices and case studies for affordable housing.

Regional staff reported to Regional Council on February 22, 2018, and commented on the draft regulation associated with inclusionary zoning as per the Promoting Affordable Housing Act, 2016. Regional staff strongly encouraged the Province to revisit elements of the draft regulations that are outlined in the report.

Regional staff has undertaken on an Affordable Housing Needs and Strategies project with the aim of updating the Peel Housing and Homelessness Plan and bringing forward a Regional Official Plan Amendment with draft housing policies based on input received from all the work. Specifically, the draft ROPA will include consideration for a potential inclusionary zoning approach for Peel and updates to housing targets. Regional staff is also currently undertaking a strategic analysis of affordable housing targets, incentives and tools, aligned with the Housing and Homelessness Plan refresh and 2017 Growth Plan requirements. A housing strategy is also required as part of a Municipal Comprehensive Review. As part of the analysis, staff will advocate for funding opportunities from the Province.

e) Environment Themed Bundle – Bundle 1 – Climate Change, Water Resources, Wildland Fires; Bundle 2 – Agriculture, Greenlands System Planning, Aggregate Resources

Environment and resources policy themes are also being addressed in Peel 2041 through an Environment Themed bundle which will proceed in phases. The first phase (Environment Bundle 1) will include a Water Resources Policy Review, Climate Change Policy Review and a Wildland Fire Policy Review. It is proposed that this first phase will be followed by a second phase (Environment Bundle 2), encompassing the Agricultural Policy Review, Greenlands System Policy Review and Aggregate Resources Policy Review.

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Environment Bundle 1

- i) **Water Resources Policy Review** – the key objectives of the Water Resources policy review is to ensure consistency with the Provincial Policy Statement 2014, and Growth Plan 2017 and to incorporate policies contained in approved source protection plans as required under the Clean Water Act 2006. It will also include revisions to mapping to identify a water resources system for the Region of Peel.
- ii) **Climate Change Policy Review** – the objectives of the Climate Change policy review is to ensure consistency with the Provincial Policy Statement 2014 and Growth Plan 2017 with emphasis on reducing greenhouse gas emissions, and incorporating climate change policy on mitigation and adaptation in the Regional Official Plan.
- iii) **Wildland Fire Policy Review** – the objectives of the Wildland Fire Policy Review is to outline how wildland fire hazards can be addressed in municipal land use planning, consistent with the direction in the Provincial Policy Statement 2014.

Draft Discussion Papers have been prepared and circulated among targeted stakeholders for Water Resources, Climate Change and Wildland Fire. Targeted stakeholder consultations have taken place with area municipal staff, provincial staff and the conservation authorities. Additional initial stakeholder consultations have taken place with the Peel Federation of Agriculture, Peel Agricultural Advisory Working Group and the Peel Chapter of the Building Industry and Land Development Association.

Environment Bundle 2

- iv) **Agriculture Policy Review**- the objectives include ensuring conformity with the Provincial Policy Statement 2014 and the Provincial Agricultural System policies in the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. Provincial Agricultural System land base mapping has now been finalized and released by the Province and will need to be refined and updated in the Regional Official Plan including identification of updated prime agricultural area mapping along with more flexible policies for agriculture, agriculture-related and on-farm diversified uses.

A draft Agricultural Discussion paper is being prepared and will be circulated to targeted stakeholders as a precursor to it being finalized for wider distribution and follow-up consultations and discussion.

- v) **Waste Management Policy Review** – the objectives of the policy review is to ensure conformity with provincial policies, including Provincial Policy Statement 2014, Waste-Free Ontario Act, 2016, and the Food and Organic Waste Framework. This policy review will update and add new waste management policies to the Regional Official Plan.

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- vi) **Greenlands System Planning Policy Review** – the objectives of the policy review includes ensuring conformity with the Provincial Policy Statement 2014, and the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. It will include updated Greenlands System policies and mapping of a regional natural heritage system, with appropriate policies to maintain, restore or enhance the diversity and connectivity of the system.
- vii) **Aggregate Resources Policy Review** – the objectives of the policy review includes updating the Regional Official Plan policies to incorporate provincial policies related to comprehensive rehabilitation and to promote aggregate recycling within operations. In addition, the amendment will update the Official Plan’s High Potential Mineral Aggregates Resources Area mapping to incorporate changes to provincial information.

It is anticipated that targeted consultation with local municipal staff will occur through Summer/Fall of 2018 as the technical scope of work for the Greenbelt and Aggregates Resources Policy Reviews are further defined and developed.

It is also anticipated that some of the focus areas in the environmental themed bundles (water resources policy review, greenlands system planning policy review, agriculture policy review) that deal with agricultural and natural heritage systems mapping, watershed planning and stormwater master plans will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.