
DATE: August 26, 2013

REPORT TITLE: **SUMMARY OF THE PUBLIC MEETING AND OPEN HOUSES TO INITIATE THE REVIEW OF THE REGIONAL OFFICIAL PLAN AND THE MAY 30, 2013 GROWTH MANAGEMENT WORKSHOP**

FROM: Norma Trim, Chief Financial Officer and Commissioner of Corporate Services

RECOMMENDATION

That a copy of the report from the Chief Financial Officer and Commissioner of Corporate Services, dated August 26, 2013, titled, "Summary of the Public Meeting and Open Houses to Initiate the Review of the Regional Official Plan and the May 30, 2013 Growth Management Workshop" be forwarded to the area municipalities and conservation authorities having jurisdiction in the Region of Peel, the Ministry of Municipal Affairs and Housing, and the Ministry of Infrastructure for information;

And further, that a copy of the subject report be forwarded to delegations who appeared before the public meeting held on May 23, 2013, those who provided written comments and those who requested further notice regarding the review of the Regional Official Plan, for their information.

REPORT HIGHLIGHTS

- The public meeting was held May 23, 2013 at the Regional Administrative Headquarters
- Open houses were held May 1 and May 8, 2013, one in each of the three area municipalities
- The Growth Management Workshop was held May 30, 2013 at the Regional Administrative Headquarters
- Input was received from Council at the June 13, 2013 presentations summarizing the Growth Management Workshop
- A number of comments were received on issues such as: complete communities and health, environment and agriculture, growth management, transportation, and water and waste water servicing, which are summarized in this report

DISCUSSION

1. Background

On February 28, 2013, Regional Council considered the Chief Financial Officer and Commissioner of Corporate Services report titled, "Public Meeting to Discuss the Regional Official Plan Review" (approved under Resolution 2013-159). The report recommended that

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a public meeting be held May 23, 2013 in order to discuss revisions that may be required to the Regional Official Plan (ROP), in accordance with Section 26(3) of the *Planning Act*.

The public meeting involving Regional Council was held May 23, 2013 along with three open houses May 1, 2013 in Mississauga and May 8, 2013 in Brampton and Caledon. In addition, the Region hosted the Growth Management Workshop, Growing Where We Invest on May 30, 2013 and presented a summary of the workshop to Regional Council on June 13, 2013. Input received from the various events mentioned is outlined within this report.

2. Growth Management

Amendment 2 to the Growth Plan came into effect on June 17, 2013. The amendment provides revised population and employment forecasts to 2031, 2036 and 2041. Allocation of the Growth Plan forecasts will form the basis of the first Regional Official Plan Amendment (ROPA) for the current ROP Review. The process for forecast allocation, and determining intensification rates and density targets can be found in the report titled, "Growth Management Committee," dated September 5, 2013.

a) Growth Management Workshop Summary

On May 30, 2013 the Region of Peel hosted the Growth Management Workshop at the Region's headquarters. The intent of the workshop was to inform and consult with stakeholders on growth management in Peel. Staff presented the highlights of the Growth Management Workshop to Regional Council June 13, 2013.

The workshop was a success with over 80 stakeholders in attendance. Presentations on planning, transportation, water and wastewater servicing, and financing were presented during the morning session. The afternoon allowed participants to break out in smaller group discussions. Attendees were given a choice to attend two of the following breakout sessions:

- Environment and Agriculture
- Financing
- Health and Human Services
- Planning
- Transportation
- Water and Wastewater Servicing

Appendix I, the Growth Management Workshop Summary Report, prepared by Hardy Stevenson and Associates, summarizes stakeholder feedback in detail as it relates to Growth Management and the six breakout sessions. The feedback in the Summary Report and the June 13, 2013 Council minutes will be taken into consideration when allocating population and employment forecasts to the area municipalities and formulating growth management policies and strategies within the ROP.

Input from the workshop will inform the following:

- Overall growth management as it relates to planning within Peel
- Addressing transportation challenges and opportunities from growth
- Update of the Region's Water and Wastewater Master Plan
- How can the Region address the financial aspects associated with growth

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- How the Region of Peel should plan for health and human services resulting from growth
- Enhancing environmental sustainability in response to growth

3. Summary of Comments Received from the Open Houses, Public Meeting and Growth Management Workshop

Attached as Appendix II is a summary of the written submissions received during the public meeting and open houses, and the response from Regional Staff. There was support from the Region's stakeholders on the focus areas that have been identified for the ROP Review, which will be finalized through the ROP Review Work Plan. Below is a high level summary of the themes that emerged from discussions and comments received at the public meeting, open houses and Growth Management Workshop.

a) Complete Communities and Health

Comments Summarized

There has been a shift in the responses from previous ROP Reviews to include developing a built environment to support and promote a healthy lifestyle and to create complete communities. The official plan can support the environment in which we live to incorporate physical activity into our daily lives through policies that affect the built form. Related comments made reference to creating a more sustainable urban form: compact, walkable and transit-supportive communities. It was recommended that growth should primarily occur along existing transit nodes and corridors to promote compact, walkable communities with mixed-uses for easy access to everyday services.

Staff Response

Health and Planning is a focus area of the ROP Review and these comments will be taken into consideration when policy changes are recommended. The Healthy Development Index (HDI) has been created to encourage Peel residents to live a healthier lifestyle through intelligent design within the built environment. The HDI is proposed to be implemented through the ROP Review.

b) Environment and Agriculture

Comments Summarized

A variety of environmental concerns were raised as it relates to growth management and the ROP. In general, it is felt there was a need to have an enhanced culture of conservation within the Region and that environmental and agricultural information should be used as a basis for decision making and should be a consideration when allocating growth. It was observed that current financial models being used to determine the costs of infrastructure and to support future growth do not account for the full long term environmental and public health costs of "business-as-usual growth". For intensification and greenfield development areas, protecting and enhancing watershed health will require a sustainable communities approach including low impact development and green infrastructure practices.

Climate change has emerged as an important issue and of particular concern is the effects on the local environment and how this is being addressed. The viability of agriculture could also be impacted by climate change if groundwater yields are affected by changing weather and precipitation. Flood risk assessment was another issue raised.

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It was proposed that the Region should undertake flood risk assessment during intensification or redevelopment opportunities to reduce potential costs in the future for flood mitigation and remediation. It was suggested that complete communities be planned with a natural heritage systems approach. Comments stated that natural heritage should be looked at holistically with the urban tree canopy, open space lands, community gardens and green technologies. Protected and restored natural heritage systems create and benefit ecosystems and human health.

Staff Response

The Region, in collaboration with the area municipalities and conservation authorities (the partners), developed the Peel Climate Change Strategy, adopted by Regional Council in June 2011 (Resolution 2011-618), to mitigate and adapt to impacts of climate change. Staff has been providing Regional Council with annual updates of the thirty-eight ongoing, short-term and medium-term actions to be completed within the next five years following adoption of the Strategy. To date, Peel and partners completed the first two phases of the Let Your Green Show campaign, as well as five corporate greenhouse gas inventories for Peel and partner organizations. Peel and partners are finalizing the community greenhouse gas inventory for the geographic region of Peel, as well as undertaking several vulnerability and risk assessments to identify and prioritize actions that help the region better adapt to the impacts of climate change. Staff will be updating Regional Council on the status of these actions in a forthcoming staff report.

ROPA 26 updated flood hazard policies to ensure that they are consistent with Provincial direction. The Region of Peel is committed to working with the conservation authorities and area municipalities to address the impacts of flooding.

As part of the ROP Review, Regional Staff will be recommending a Greenlands System Strategy to update the Region's natural heritage system policies including identification of a Regional Natural Heritage System. The findings of this study may result in amendments to ROP policies and mapping.

c) Growth Management

Comments Summarized

Growth Management is a significant issue facing the Greater Toronto Area, and the Region of Peel in particular. A number of comments were received that reflect on where and how to grow. Intensification was a common theme discussed. It was felt that it will be important to 'target' intensification focusing on additional growth within Urban Growth Centres and nodes, along urban corridors and around major transit stations, while preserving existing neighbourhoods. It was felt that a greater rate of intensification than 50 per cent is needed in order to take advantage of infrastructure investment. Lands should be protected for agricultural purposes to provide local food. A strategy should be created to consult existing communities when looking to intensify areas/corridors in Peel.

There was a concern raised about growing at an unsustainable rate that will cause strain on Regional and Area Municipal services and infrastructure. The financial implications of infrastructure required for growth will need to be investigated. The way Peel grows should be orderly and promote cost efficient types of development. In particular, growth should be focused where current infrastructure is already located in order to maximize capacity and efficiency. A new financing model will be needed to ensure that

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infrastructure planning identifies alternative funding sources and that full life cycle costs are considered.

Preserving and promoting employment lands was another growth related issue raised. Stakeholders feel that quality employment opportunities will need to be developed using incentives/tools. One method of attracting certain types of employment would be to locate high tech infrastructure within Peel. It was also discussed that employment develops at a slower rate than residential, which makes it difficult to achieve a live-work balance. It was observed that there are problems with achieving combined employment and residential density, particularly when the goods movement industry is steadily locating around the Region making it difficult to achieve a combined greenfield density of 50 persons and jobs per hectare, as required by the Growth Plan.

Staff Response

One of the main objectives of the ROP Review is to revise the ROP forecasts (Table 3 of the ROP) to conform to Amendment 2 of the Growth Plan. Considering growth management policies will form part of the first ROPA of this ROP Review. The Region of Peel is committed to growing where we invest, supporting intensification and creating complete communities. The Region believes that growth should pay for growth. The Regional Development Charges were updated as of October 2012 to better reflect full cost accounting. With respect to employment lands, the Regional Official Plan has policies to protect employment lands and the Region does not allow conversions of employment land to other uses without a municipal comprehensive review. The Region suggests that the Province separate residential and employment density targets in the Growth Plan. The input received will be addressed in more detail while addressing the specifics of the growth management component of the ROP Review.

d) Transportation

Comments Summarized

Transportation was a commonly discussed topic at the open houses. The GTA West Corridor and the Hurontario Light Rail Transit (LRT) were both controversial areas of interest. Stakeholders were interested in receiving more information on both projects. There was also interest in creating a multi-use corridor for roads and utilities. Additionally, it was felt that there needs to be seamless integration of transit nodes to promote alternatives to the single occupant car. The Region should encourage a variety of incentives such as employees collecting higher mileage for carpooling/transit-use for business-related purposes and leveraging SmartCommute incentives to promote sustainable transportation.

Staff Response

The Hurontario LRT is a project being jointly undertaken by two of the area municipalities, Mississauga and Brampton, and the Province is responsible for the GTA West Corridor. Regional Staff are working with the area municipalities and Province on these projects. Intensification will promote better integration of transit nodes with the surrounding land uses to encourage sustainable modes of transportation. The Region of Peel supports sustainable modes of transportation and participates and promotes SmartCommute, a program of Metrolinx. The program reinforces the Region's effort as champions in promoting sustainable transportation, employee wellness and contributing to clean air strategies while making the commute less expensive and making the commuting experience positive.

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Reaching out to Peel's employers and commuters, the Region of Peel led the formation of three Smart Commute Transportation Management Associations. Smart Commute offers a wide range of services to make alternative commuting easier, including: carpool zone; an online ride-matching service for carpool participants; preferential carpool parking; employee work arrangement solutions, such as telework; biking and walking programs; van pooling; transit discounted pass program; and incentives and promotions.

The Region's vision for the future is a multi-modal transportation system that relies on public transit as well as alternative transportation modes such as carpooling, cycling, walking, and transit to reduce vehicle use. Changing the way people think about travel will be our greatest challenge, but with a complex multi-use trail system, carpooling initiatives and programs such as Smart Commute already in place, the Region is on its way. The Region's Transportation Division will continue to be instrumental in bringing about the changes to policy, planning, program design, communication and culture that will be necessary to realize a more sustainable transportation system in Peel.

e) Water and Wastewater Servicing

Comments Summarized

The Growth Management Workshop presented the impact and challenges being faced for the water and wastewater infrastructure if the Region were to grow faster, with greater intensification, and as the Region grows beyond the approved Places to Grow population (1.64 million in the Region). For the Region to grow substantially beyond the 2031 forecasts, there was good discussion regarding the need to consider alternative and potentially new ideas to service this growth. Providing additional infrastructure capacity to meet growth at current rates of water consumption may not be the most viable solution.

Comments from the Growth Management Workshop included that the Region should consider new technologies, new approaches to servicing, new levels of service, and a shift in public perception regarding water and wastewater use and servicing infrastructure to meet future growth needs. It was suggested that the Region consider alternative methods of servicing such as in-situ treatment, purple pipe systems (i.e. grey water), recycling and aggressive water conservation. Financial sustainability and reviewing the impacts from climate change were also identified as important considerations.

Staff Response

The Region's current Master Plan and capital plan will provide water and wastewater infrastructure needed to service the approved Growth Plan population (1.64 million people in the Region). As the population exceeds the current approved targets and continues beyond 1.7 million people, the Region will need to invest substantially in expanding its water and wastewater systems, including expansions at the treatment plants. There is significant infrastructure investment required that is currently not budgeted, that could be triggered before the year 2031 based on the potential magnitude, location and rate of growth currently being observed.

The Region's Water and Wastewater Master Plan will provide the foundation infrastructure plan to meet the approved 2031 forecasts. The Master Plan will also provide comment and vision for servicing beyond these growth forecasts. The Region has also undertaken a servicing review of the infrastructure impacts for growth beyond 2031 and up to hypothetical Region build out conditions. This long term servicing review will provide reference information and guide servicing discussions moving forward.

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4. Area Municipal Input

The previous two updates to the Region of Peel's Official Plan benefitted from a close working relationship with the area municipalities and Regional staff through the Planning Technical Advisory Committee (TAC). TAC comprises senior level Regional and area municipal staff who meet on a monthly basis to discuss common issues. It is proposed that TAC continue working collaboratively on this ROP Review. TAC has provided guidance and advice throughout the ROP Review process and will continue to do so to maximize efficiencies.

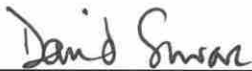
CONCLUSION

Members of the public, Council and stakeholders provided valuable insight into the initial phases of the ROP Review through the Growth Management Workshop, June 13, 2013 Council Meeting, public meeting, open houses and written submissions. The input received validates the ROP Review focus areas. The input will be used to clarify and refine the ROP Review work plan and future policy revisions for the ROP. The work plan will be forthcoming in a staff report.




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Approved for Submission:



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c. Legislative Services

Growing Where We Invest

Region of Peel Growth Management Workshop

Workshop Summary Report



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 **Region of Peel**
Working for you

**HARDY
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Growth Management Workshop - Summary Report
1.0 Introduction

On Thursday May 30, 2013 the Region of Peel hosted the 'Growing Where We Invest' Workshop in the Region of Peel Council Chambers and meeting rooms throughout the building. The Workshop ran from 9:00 am until 3:45 pm, with four introductory presentations in the morning and two breakout group sessions in the afternoon, followed by a report-in by all groups to all Workshop participants. The agenda is set out below.

Growth Management Workshop Agenda

Time	Item	Presenter
9:00 am	Registration Opens	
9:30 am	Workshop Begins – Welcome and Overview	Dave Hardy, Facilitator, HSAL Richard Whitehead, Region of Peel Councilor
9:35 am	Introductory Presentation – Planning	Arvin Prasad, Director, Integrated Planning Division
9:45 am	Introductory Presentation – Transportation	Damian Albanese, Director, Transportation Division, Region of Peel
10:30 am	Break	
10:45 am	Introductory Presentation – Water and Wastewater Servicing	Chris Hamel, President, BluePlan (consultant on behalf of the Region of Peel)
11:20 am	Introductory Presentation – Finance	Norma Trim, CFO & Commissioner of Corporate Services
11:35 am	Summary of Morning Presentations	Dave Hardy, HSAL
11:50 am	Lunch	
12:30 pm	Breakout Group Session Round 1	Various
1:30 pm	Break	
1:45 pm	Breakout Group Session Round 2	Various
2:45 pm	Back to Council Chamber	
3:00 pm	Highlights of Breakout Group Sessions	Breakout Session Facilitators/Notetakers
3:35 pm	Closing Remarks	Arvin Prasad, Director, Integrated Planning Division

2.0 Purpose of Workshop

The Province of Ontario will release new population forecasts in 2013 that will extend the horizon of the Growth Plan for the Greater Golden Horseshoe from 2031 to 2041. To address the new forecasts and eventually update the Regional Official Plan, it is essential for the staff and Region of Peel council to consider how best to prepare for future growth. In light of current developments, the Region expects to exceed current forecasts by 2031. Thus it is important to plan for effective growth management and maximize investment in community infrastructure. The Growth Management component of the Regional Official Plan Review lays the foundation to allow the Region to properly prepare for future policy and planning efforts such as transportation planning, the Water and Wastewater Master Plan, the financial impacts of growth, health and human services planning and environmental sustainability.

The purpose of the Growth Management Workshop was to educate Regional Councillors and stakeholders on growth issues in Peel and to seek input to inform Regional Council's future decisions about growth. It was also essential to understand how each of these policy areas are interdependent. For example, water/wastewater system design decisions have significant impacts on the planning of communities and development, which in turn will impact transportation design and health and social services planning. As well, the implications of any policy decision must consider its overall impact on the environment and on the overall financial situation in the Region.

This Workshop was intended to expand upon the Region's understanding of these interdependent relationships and to give participants a sense of how the various departments are approaching Growth Management as well as learn stakeholder's thoughts on growth. The Workshop had five primary objectives:

1. Begin thinking about a sustainable growth management vision for the Region.
2. Discuss priorities driven by new population growth forecasts to 2041.
3. Discuss what long term planning should deliver for Regional residents and businesses.
4. Obtain a preliminary understanding of values and growth management aspirations.
5. Obtain initial ideas about guiding principles to inform later stages of work.

3.0 Opening Speaker Presentations

3.1 Arvin Prasad – *Developing a Regional Growth Management Strategy to 2041*

Arvin Prasad, Director, Integrated Planning, presented information focused on ‘Developing a Regional Growth Management Strategy to 2041’. Arvin provided an overview of the 2013 ROP Review, the history of development in the Region, the anticipated Provincial population and employment forecasts, and a suggested approach for growth management based on where investments in services have occurred.

Please refer to Appendix 1 for the full presentation.

3.2 Damian Albanese – *Transportation: Planning and Developing for Growth*

Damian Albanese, Director, Transportation Division, provided an overview of ‘Transportation: Planning and Developing for Growth’. Damian presented the Region of Peel transportation vision, reviewed past transportation trends, future targets and expected challenges and described recommended actions for moving forward.

Please refer to Appendix 1 for the full presentation.

3.3 Chris Hamel – *Water/Wastewater Master Plan Servicing Impact and Overview*

Chris Hamel, President, BluePlan (consultant on behalf of the Region of Peel), presented information highlighting the ‘Water/Wastewater Master Plan Servicing Impact and Overview’. Chris provided an overview of the status of the Water/Wastewater Master Plan, reviewed the planning scenario currently being used, summarized the 2031 Water/Wastewater Servicing Strategy, discussed the anticipated impacts of 2031 growth on the Water/Wastewater system, post 2031 growth and provided an overview of key servicing considerations and discussed the impacts of specific locations for growth.

Please refer to Appendix 1 for the full presentation.

3.4 Norma Trim – *Financial Implications of Future Growth*

Norman Trim, Chief Financial Officer and Commissioner of Corporate Service, examined ‘Financial Implications of Future Growth’. Norma elaborated on the financial implications of growth management principles, reviewed pending action regarding the development charges bylaw, explored development cost pressures and risks, expressed how development charges would need to take into account the extended horizon of 2041, and finally reviewed the financial considerations that will guide locations of additional growth.

Please refer to Appendix 1 for the full presentation.

3.5 Clarification Questions

Following the presentations, the floor was opened up to questions of clarification regarding all four of the presentations. The following questions were asked:

1. How sound is our sewage processing capacity beyond 2041? Will treatment facilities need to be expanded?

Chris Hamel responded, stating the treatment facility capacity is not currently able to deal with growth pressures beyond 2031. Either expansion of existing facilities such as the Lakeview Booth Plant or the Clarkson Plant or the construction of additional treatment plants will be required.

2. Do some transportation costs that were discussed as challenges, take into account improvements that are required as part of the Big Move?

Damian Albanese responded, explaining that the transportation costs represent Peel's Regional transportation plans and investments projects and costs initiated by the Big Move that support Region of Peel initiatives are independent.

4.0 Breakout Groups Feedback

The following sections document participant comments during each Breakout Group.

4.1 Environment and Agriculture Breakout Group

Presenter: Mark Head
 Facilitator: Learie Miller
 Note-takers: Gail Anderson and Melanie Williams

Question 1:

What environmental and agricultural information is most relevant to allocating growth in the Region?

Overall, there was a general consensus that all of the environmental and agricultural information should be used as a basis for decision making and should be a consideration when allocating growth. The Region needs to fully embrace the value of ecosystem goods and services in decision making. The environment always needs to be considered in the larger discussion of growth. The Region and Town of Caledon should implement a larger vision for the environment and agriculture in the "Agricultural and Rural Area" (Growth Plan).

It was pointed out that the requirement to accommodate growth in Peel's greenfield areas and the protection of Prime Agricultural Areas for long term use for agriculture is challenging.

The group highlighted five primary issues:

- Sustainable solutions to protect the environment (e.g. green infrastructure);
- Financial Models of the Cost of Intensification/Growth;
- Climate Change;
- Growth in Groundwater Dependent Areas; and
- Agricultural Information and Considerations;

Financial Models of the Cost of Intensification/Growth

Several participants indicated that the current financial models being used to determine the costs of infrastructure and to support future growth, do not account for the full long term environmental and public health costs of "business-as-usual" growth. Current accounting does not include the full suite of costs related to development patterns, including health cost. Information already shows that health related costs account almost 50% of the provincial budget. Several participants agreed that there are other costs to intensification including environmental pressures such as flooding. Decision makers need to be mindful of these risks to existing communities.

Participants stressed that there needs to be a shift in thinking so that the true cost accounting of growth is being considered in decisions and that decisions are not just focused on short term objectives. Even though short term savings might not be seen when spending on environmental considerations, long-term savings and benefits must be factored in.

Climate Change, Growth in Groundwater Dependent Areas and Implications for Surface Water

The issue of ground and surface water was raised several times by participants who noted that water quality and quantity of surface water and groundwater needs to be addressed when planning growth. Managing surface water in existing settlement areas is already proving to be a challenge, so taking a pro-

active approach to watershed planning in advance of water/wastewater infrastructure development is essential. Municipalities need to strengthen planning policies in the upper watershed if growth occurs outside current urban boundaries.

For intensification and greenfield development areas, the percentage of impervious ground cover will impact ground water quality and quantity. Therefore, there is a need to maintain a pervious land base in order to ensure ground and surface water quality. The relationship between development and water resources must be carefully managed to ensure the viability of rural/agricultural areas and developed urban areas.

The viability of agriculture could also be impacted by climate change if groundwater yields are affected by changing weather and precipitation. According to the agriculture community there are areas in Caledon that have groundwater constraints for some types of agriculture. One participant requested the provision of piped water infrastructure to support agricultural viability. Participants also stated that there needs to be greater consideration of sustainable groundwater yields in groundwater dependent areas. The same supply may not be available to communities in the future depending on the impacts of climate change. This may have implications for population growth in Caledon's smaller villages and groundwater dependent areas.

Agricultural Information and Considerations

The discussion began with a participant noting that a map of prime agricultural areas within the Places to Grow document would be helpful. The participant noted that this mapping could be referenced to show where potential future growth may be directed, in comparison to the prime agricultural areas. As well, it was noted that use of the current Canada Land Inventory for agricultural capability is limited to physical elements and does not consider socio-economic factors related to agricultural viability. Participants are looking forward to seeing how the Land Evaluation and Area Review (LEAR) study being conducted by the Region can address this.

A participant noted the growth related issues that were most pressing for the agricultural community, including: the disappearance of critical agriculture infrastructure such as seed stores and mills; and the difficulties encountered when getting crops to market, especially for small farms.

Availability of groundwater was identified as another issue that may impact farming success. One participant pointed out that currently, low water yield restricts farm operation options particularly for livestock farming.

A participant noted that the Provincial Growth Plan growth allocations may place further pressure on Caledon's agricultural lands and could result in the development of some of these prime agricultural lands. This is a real challenge for the Region and Caledon to manage. The Growth Plan has identified Caledon prime agricultural lands as a potential area for growth.

The trend in agriculture in Peel is toward grain and oil seed farming with fewer farms, larger operations and larger equipment requirements. This is an issue because increased traffic on rural near urban roads can make the movement of farm equipment between fields challenging. Appropriate transportation infrastructure design should be based on consultation with agricultural groups .

As participant suggested the Regional focus should be contiguous growth rather than leap-frogging development because it would reduce challenges for the agricultural community.

Urban Agriculture/Food Security:

The group stressed the importance of addressing issues of food security, stating that the issue must be approached from multiple angles as part of the overall discussion of Growth Management. The loss of agricultural land is a significant issue as it affects our capacity to feed future generations and thus should be a point of high consideration in planning for Growth Management. The Region of Peel is an important contributor to farming and food production in the Greater Toronto Area (GTA) and the policies developed by the Region will impact both our own food supply and that of the larger GTA/Golden Horseshoe region in general. In order to ensure maximum food security, it is essential to plan where the Region will be getting its food from in forty years time. There is also a greater awareness of the relationship between land use and development in upstream headwater areas and the potential impact downstream.

It will also be important to consider more than just traditional commercial agriculture in the rural areas. With intensification the Region can expect a rising demand for access to community gardens and to local food from residents. This can already be seen in the success of the farmers markets. For this reason, community planners in the Region should work to ensure that planning for urban agriculture and community gardens is a priority in Growth Management Plans.

Green Infrastructure

A participant noted that the urban forest will need to be included in the discussion of managing growth because it is an important factor for environmental health and the ecosystem services it provides. The participant recommended developing a full complement of ecosystem goods and services across the landscape (e.g. urban forest and street trees).

However, participants also noted that the locating of infrastructure in natural areas is also a concern. When looking at wastewater infrastructure, so much of it is associated with green space because it is located in the valley lands.

The broader value of ecosystem goods and services need to be communicated better, as does how the environment connects with Growth Management in general. This is a complex issue and it is imperative to express the issue clearly and in an accessible way.

Question 2:

How much emphasis should be placed on environmental information versus other factors?

Participants raised concerns that environmental impacts and risks were not being considered in depth and that the full scope of growth management must be managed as an integrated process. Several participants agreed that there are other costs to intensification including environmental pressures such as flooding. Decision makers need to be mindful of these risks to existing communities. While the environment is not necessarily more important than other factors, participants felt strongly that environmental costs and benefits need to be given the same fair, full consideration as other factors and not left out of the analysis. There needs to be full cost accounting to include the environmental and public health costs but not diminish other cost considerations.

It was stated that municipalities need to expand planning for natural heritage to capture a broader vision, goal and objectives. Traditional natural heritage features/systems planning should be one of many goals and policies. Additional policies should include sustainable water management, urban forest management, naturalized landscapes creation, and invasive species control. A participant pointed to the importance of natural areas in mitigating social and health impacts.

Growth Management Workshop - Summary Report

Participants stated that municipalities need to direct and phase development to better use existing capacity and to provide additional time to plan for and enhance the natural heritage system ahead of development. Overall, a focus on intensification should be emphasized as it can help delay the need for the urban expansions and provide more time to enhance the Natural Heritage System (NHS).

Question 3:

How much growth should be directed to existing built up areas?

Higher Density to be Based on Sustainable Designs

Participants agreed that intensification is ideal because factors such as costs savings i.e. transportation costs savings, can be obtained and large areas of natural cover can be maintained. One participant noted that the intensification of brownfields would be ideal, but that we must ensure that services to support an increased population will be provided to an area.

A participant put the following questions to the group: *How do we build more schools, libraries, social services if communities are already built out? Is there space to locate the additional needed services?* The response from other participants was, it is more cost effective to accommodate intensification through retrofitting existing buildings versus building in new green space.

It is also important to recognize that the environmental impacts of intensification need to be further examined so that the Region can properly understand the full impacts of policy decisions. Participants stated that not enough open space and naturalized areas are being protected and/or planned within the current built boundary and, as a result, the existing areas are being “loved to death” because of the numbers of people who use them. People living in intensified areas need access to parks, open space and clean air. The strain put on green spaces by development pressures needs to be minimized in order to ensure access to natural spaces. To this end, a participant recommended that in greenfields, municipalities need to retain larger areas in natural conditions.

Planning for Intensification

Planning for intensification areas is different and more challenging than planning for greenfields. Municipalities, agencies and the private sector need new planning and implementation methods, approaches and tools. Planning needs to deliver higher quality built environments and complete community visions. Intensification will need to be acceptable to existing communities and neighbourhoods. Participants point out that density does not always have to be ‘vertical’ and that high density design can be achieved with a high proportion of stacked and ground related products desirable to the market. Municipalities also have to overcome neighbourhood opposition and find ways to streamline approvals and show creativity so that sustainable approaches (e.g. different engineering standards) can be implemented.

All participants agreed that protection of existing-stable communities is important. It will require a strong local council to implement intensification in existing communities. Developers cannot be made the sole defenders of intensification. Councils will need to stand by the policies. One participant noted that many current development patterns are creating intensified complete communities from the initial stage rather than the traditional approach of creating low density greenfield development and intensifying over time. This shows that the cultural shift towards developing complete communities is occurring and should be further encouraged by local and Regional Councils.

Urban Growth in Greenfield Areas Impacts Watershed Health

Participants agreed with the idea that intensification within existing urban areas makes sense, but stressed the importance of intensifying using a sustainable lens and sustainable approaches. For example, urban growth and related increases in impervious land cover have negative effects on watershed health and water resources. This adds further pressure and degrades existing natural heritage areas in the urban boundary.

The competition for space between infrastructure and other land uses will create pressure to place new stormwater infrastructure in natural areas (e.g. valleylands). The needs of the urban and natural systems must be balanced when planning for significant future growth or the Region will continue to see an incremental degradation of green spaces. In light of these pressures, it will be essential for the Region and the Municipalities to adopt sustainable community approaches to planning that ensure a balanced approach to development.

Question 4:

What other initiatives should Peel undertake to enhance environmental sustainability in response to growth?

Current Regional Projects

Participants were supportive of the Region's proposed projects related to water resources, source water protection, a Regional Greenlands Strategy and LEAR/Prime Agricultural Area Review.

Environmental Sustainability

In order to enhance environmental sustainability, participants stated that the Region should provide more assistance to implement enhanced stormwater and Low Impact Development (LID) policies including facilitating discussion with BILD on innovative approaches, funding sources, and rainwater harvesting. Particularly, the solution put forth by a participant, with others in the group agreeing, was to consider the use of cisterns. Talks should be considered with BILD regarding a cost-benefit analysis of this approach for new homes.

All participants strongly agreed that a key consideration that must be addressed is that applying the current Conservation Authority policies and targets will not result in diverse healthy watersheds. Therefore, the Region needs to push the boundaries of environmental policies in terms of where and how the Region grows to make a positive environmental impact.

Natural Heritage System

Several participants indicated strong support for the Region to develop a natural heritage system at a watershed scale - *"if the Region wants to accommodate growth you need a functioning NHS for a healthy environment"*. It was also recommended that the Region be flexible in its definition of natural areas in order to recognize areas that are supportive of the main NHS.

As well, participants discussed the idea of using funds generated from intensification, including development charges and cash in lieu, to invest in the natural heritage systems and naturalized areas.

Building Awareness

One of the most important factors for improving the interaction between development and the environment is simply raising the awareness about the importance of protecting the environment and

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planning with an ecosystem approach. Participants reiterated that order to facilitate a growing awareness and appreciation of environmental issues, these concerns must be brought to the forefront in any Policy discussion. Participants stated that there should have been a presentation on the environment as part of the morning presentations of the Growth Management Workshop. As well, participants stated that policy needs are not fully addressed when only the natural heritage system is discussed in terms of protection of natural features and not also opportunities for natural landscapes and green infrastructure outside of the NHS.

In the future, presentations regarding Growth Management that are presented to Council should ensure that environmental perspectives on the issues are fully integrated. It will be important to shift the perception of environmental issues from being seen as a negative financial cost to being an essential aspect of full cost accounting.

Growth Management should be viewed as a process that occurs continually and takes place well after the initial development decisions.

Other Information and Comments Communicated During the Breakout Group

Participants suggested that:

- Innovative municipal practices could be used to identify lands to purchase for natural uses;
- The role of the developer is important. It would be beneficial to get landowners together to discuss these issues;
- Current policies do not make it easy to implement innovative practices i.e. implementing green development standards, changing road standards, or decreasing a stormwater management pond size when low impact development practices are incorporated into the development. It was argued that municipal requirements give consistency but also stifle innovation;
- It was upsetting that the morning presentation did not include an environmental component and to hear environmental standards characterized as a fiscal problem.; and

There is a need to work better with the development community, who often market low density development as "*obtaining a dream*". It must be recognized that there are many people who dream of more compact, complete communities where they are able to walk to businesses, services, and recreational facilities. The Region and Area Municipalities may need to encourage the marketing of a different "dream" in order to get the development community and prospective residents to change their mind-set and understand the benefits and improvements that intensification can bring.

4.2 Finance

Presenter: Dave Bingham
 Facilitator: Ed Zamparo & Simone Banz
 Note-taker: John Yeh

Question 1:

As we look to the future, how might additional population and employment growth positively or negatively impact finances?

Effects of Population and Employment Growth on Finances

The participants discussed the impacts of growth on the financial situation of the Region. The interdependence of development and finances was examined. A participant pointed out that growth will inevitably lead to higher costs to maintain a state of good repair within the Region. As more services and infrastructure is added, the financial burden on the Region will be significantly increased. The Region should have a solid understanding of the financial implications of all development policies. In particular, growth should be focused where current infrastructure is already located in order to maximize capacity and efficiency. As well, providing incentive programs should be considered such as grey water reuse that seeks to minimize use of the water/wastewater system.

In the past, the Provincial and Federal governments helped to pay for infrastructure development. More recently, the cost has been passed on to homeowners. A new financing model will be needed to ensure that infrastructure planning identify alternative funding sources that don't simply put the costs on homeowners and developers.

Revitalizing Downtowns Demands New Services

Participants supported intensification methods such as revitalizing downtown areas, but pointed out that it can add new demands for services and retail. As well, there can be larger infrastructure expenses that may be challenging to finance, such as strengthening the current flood protection systems in older downtown areas. There will need to be extensive updating of information and modelling of flood prone areas based on level of intensification. A full accounting of the cost of development will need to take into account a variety of factors.

One participant pointed out that acquiring land to allow for new services and infrastructure (such as works depot, parks, housing, etc.) could become an increasing challenge over time for a municipality because land costs in developed areas can be expected to steadily increase due to the scarcity of land and the high level of market demand that will exist for such properties.

New Financing Model

The groups discussed the need for a new financing model to guide growth planning and ensure that development is undertaken in a financially responsible way. Issues with the current financial model were pointed out, with one participant stating that with the tools we have today, growth does not pay for growth. Development charges simply can't pay all of the expenses. A participant suggested that perhaps a new financing model for growth could consider including a share of income and sales tax into the revenue stream.

Currently municipalities have items paid for by development charges that are not growth related, such as police, hospital, etc. Since large development charges can significantly affect affordability for new

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homeowners, municipalities should re-examine these fees to ensure that they are fair and complete and more directly represent the cost of development.

One participant pointed out that creating a complete accounting of growth related costs can be challenging because a number of factors can be difficult to quantify. For example, the Region does not have data on the return on investment for many health and environment factors. New accounting methods will need to be examined and employed that will take complex factors into account that are not commonly seen in municipal accounting. Full life-cycle costs must be considered.

Question 2:

How does the Region of Peel best prepare for the financial challenges identified?

Participants agreed that a vision needs to be in place for financing. In particular, the Region must explore the potential benefits of combining services and facilities in order to maximize efficiency. An example that was cited was combining schools with community libraries. The example of the joint facility in Mississauga that houses police, fire, and the Department of National Defence was cited.

A participant stressed the need for the Region to educate the public about services they get from the taxes paid. Residents need to have a clear understanding of the programs, facilities and infrastructure that their taxes pay to ensure they know how the services benefit the community. As well, it was pointed out that educating politicians about changing the scope of projects adds to the cost which places financial challenges on the municipality.

Question 3:

How can we best allocate additional growth in a way that optimizes the use of existing planned infrastructure?

Optimizing Growth

The group generally agreed that Growth Centres should be the primary catalysts for growth. Participants stated a preference that development be more focused in specific geographic areas with coordinated development being employed. For example, focussing growth along the Hurontario LRT line will help to maximize efficiency. It was also pointed out that there are challenges associated with developing in specific geographic areas, as this could add a level complexity because MTO could freeze land for development.

Participants acknowledged the fact that focusing on Growth Centres will create new pressures on services, infrastructure and the local environment that must be taken into account. Participants noted that developing in growth centres can create accelerated infrastructure needs such as street improvement, parks, water management, and restoration. A concern was expressed that intensification may put more pressure on police services in particular. It was also pointed out that human services often lag behind hard infrastructure services so there should be consideration for how to best optimize existing planned infrastructure.

Participants stated we should consider new categories of investment such as reforestation and dealing with hazards and erosion in valley corridors. While development charges are supposed to cover growth, there are a number of impacts that occur as a result that are currently not covered by the development charges system.

Planning For Growth

One participant raised an issue regarding the implications of growth targets on building types being constructed. Specifically, the group was asked about what would happen if Caledon hits its existing planned growth to 2031 and people still want detached homes.

Another issue was raised by another participant that it would be beneficial to have all residential types planned up front so that there is less NIMBY after the fact. With a clear expression of the housing types early in the process, residents and developers will be able to provide input and gain an understanding of why particular zoning policies are made. It was also pointed out that the Mississauga Official Plan has already designated areas of intensification and makes a concerted effort to stay out of stable residential areas.

Question 4:

In your opinion, should Council support using incentives to encourage development in specific areas and to fund such incentives from tax/reserves?

Providing Incentives to Development

In order to accomplish the type of development that the Region wishes to encourage, the group discussed how appropriate development could be provided with incentives. Participants agreed that municipalities should find ways to reward development that supports reducing future operating costs for the municipality as it will lead the greatest overall benefit. A participant cited the benefits of the Caledon Green Development Program which encourages the use of permeable pavement in order to reduce water runoff and minimize the need for municipal wastewater capacity.

Though participants were generally supportive of the concept of providing incentives to development, several concerns were raised that must be addressed. First, a participant pointed out that reducing development charges to do not necessarily ensure the creation of the type of development that is being pursued. The example of Hamilton was cited. Hamilton has lower development charges than Mississauga but has been unable to attract the desired development due to market forces.

Another issue is focused on the importance of measuring returns from incentives. For example a hotel considered locating in Mississauga and requested reduced development charges as an incentive. Would the reduced charges actually influence the decision? It is important to find ways to identify the real financial implications of these incentives for the Region and municipalities.

Finally, concern was expressed regarding the impact on taxpayers and whether increasing property taxes would be adequate to pay for required development. This is a particular concern for seniors on fixed incomes who are already paying high property taxes and for whom an increase would represent a significant financial challenge. The possibility of reducing property taxes as an incentive for specific forms of development was raised. It was pointed out that this would be a challenge because property taxes are directly based on assessments.

Market Forces

Participants pointed out that market forces are still a major factor for determining where development will occur. For example, in Mississauga there is minimal need for incentives as market forces are the largest influencer in development decisions. In addition, a participant noted that it is not clear whether incentives would actually encourage development in a specific area. Though simple economic incentives present some challenges, the Region should explore the possibility of using more non-financial

incentives, such as establishing programs to help employers attract talent or streetscape and facade improvements.

4.3 Health Services & Human Services

Presenter: Gayle Burse
 Facilitator: Bryan Hill
 Note-taker: Ilda Cordeiro

Question 1:

We recognize that various factors need to be considered when allocating growth including water and waste water servicing, transportation, environment, planning and finance. If we were to turn our attention to health and human services, how should we prioritize health and human services relating to the allocation of growth in the Region of Peel?

Defining the Scope

The discussion began with one individual raising the issue that question #1 needs to be clearly defined by the group. More specifically, should the Region be concerned with viewing the impact of health and human services on growth or the effects of growth on health and human services? The group fully agreed that both views need to be considered when prioritizing health and human services as it relates to growth allocation in the Region, as well as including those services that are within and outside of Peel's control (jurisdiction). The individual noted that because health affects so many areas and is cross-departmental, this only adds to the complexity of answering the question. For this reason, some participants felt that the discussion needed to begin with a definition on what health and human services are for the Region.

Designing Healthy Communities

One individual stated that when planning for growth and service accessibility, the focus should be on how to design communities to *minimize the need* for health and human services in the first place. The latter includes designing communities that are healthy. The group understood "healthy communities" to mean the integration of social and environmental goals that benefit the whole community and promote and sustain health. This includes designing communities that allow for mixed land-uses along strong transit corridors that encourage residents to walk, bicycle and use public transit instead of their cars. The Mount Pleasant Village in Brampton was used as an example.

Group members explained that Mount Pleasant Village is a new transit-oriented neighbourhood that demonstrates Brampton's work for smarter growth and more sustainable development using greenfields.

Intensification and Services

All members agreed that there is a need to develop mixed uses around major intersections to make access easier for human and health services.

One participant remarked that in light of intensification targets set out in Places to Grow, there is an impetus to build along major corridors. With this in mind, the participant asked if there is a role the Region can play as an advocate for intensification in human and health services. One individual felt the Region was already doing this through their growth management initiatives (i.e. smart growth).

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The presenter explained that human and health services includes more than just hospitals and health centres. It also includes schools, shops, recreational community centres, etc. It was emphasized that every Region is dealing with disconnects across different levels of government when it comes to accessing services. For example, Toronto takes the complete community ideology and applies it to different uses (i.e. schools, shops, community centres, libraries are all in walkable distance to one another). There is co-location of services for silo-busting and easier access. Faith buildings were cited as a good example of providing mixed uses for easier access to diverse social and human services.

Question 2:

Considering the amount of residential and employment growth coming to the Region of Peel between now and 2041, where should growth be focused to ensure that people who live and work in the Region can easily access a variety of daily destinations and needed services?

Note: Before the discussion the facilitator briefly summarized where current regional programs and services (i.e. affordable housing, emergency services, health care centres, social services, food banks, etc.) already exist in the Region via a regional map of intensification nodes and corridors for the Region.

Growth on Existing Transit Nodes

The group agreed that growth should primarily occur along existing transit nodes and corridors where intensification has been planned to promote compact, walkable communities with mixed-uses for easy access to needed services. One individual noted that the “map” of intensification nodes and corridors in the Region already shows that services exist in areas of growth. It was also stated that building along public transit corridors will not only augment intensification goals but also reduce daily travel time for residents when accessing services. One individual felt that this could be a challenge because the Region has been designed as courts and crescents with poor transit access to services.

One individual noted that since there is no inter-regional transit to support easier access to services and so people will continue to choose their cars over public transit. This is counter-productive to creating walkable communities for easy access to services (including the old, young, and persons with disabilities).

Encouraging Walkability

One person mentioned that the Region is currently mapping growth along major corridors up to 2031. Some members remarked that it would be interesting if the Region, along with area municipal partners, began to map “walkability” to Regional services. This raised the question as to what the Region can do to supplement the work being done at the local level to promote walkability, such as requiring that recreational programs and other health and human services be located within 400m of public transit.

Greenfield Growth

One individual asked “*how much can we grow outward into greenfields?*” The group answered that the Region should locate growth along transit lines and only allow greenfield development if there is no room for further growth along existing transit nodes or corridors. Another alternative mentioned was to create “other” transit corridors for intensification outside of greenfield areas. However, some group members felt that in the future the Region could “design” for greenfield growth that strategically included growth and intensification initiatives.

Full Spectrum of Services

The group agreed that service needs are changing and that access to services is not the only thing that needs to be discussed. The group discussed the aging population and how this may influence both health and human services and accessibility issues.

Question 3:

Consider the areas in the Region of Peel that have good access to services and areas that have poor access to services, including public health and human services. How should the Region's growth management strategy address access to destinations and services?

Defining 'Access to Services'

One person felt that as a group they needed to define what "access to services should be". This led to a discussion around what is an appropriate "index for service accessibility" in the Region. Toronto was used as an example of what might be done in the Region. When Toronto was revitalizing 13 priority neighbourhoods in its downtown core, the City first assessed what accessibility services meant for the communities involved. Most group members agreed that the Region should identify good and/or poor accessibility to existing services.

Most group members also felt that the term "access to services" needed to be better defined. This means looking beyond the traditional approach in which people accessed services in the past and taking technology into consideration such as Skype and social media.

Establishing Shared Workspaces

The group also indicated that people working from home would benefit from the creation of information hubs. These are social innovations where "hot spots" are designed for networking. Toronto's Centre for Social Innovation, was used as an example of a communal work area for social innovation where people rent space to work and avoid commuting time.

Question 4:

How do we best plan for complete communities?

Defining Complete Communities

To answer this question, most people agreed that there was a need to elaborate on what constitutes a "complete community". One group member suggested that the Peel Healthy Development Index could be translated to define complete communities and used as a checklist for developers.

In general, most people agreed that the cultural context also needs to be considered when defining and planning for complete communities. This includes considering multi-generational households and the cultural diversity that exists in the Region.

Complete Transit

Public transit was identified as an important component of complete communities that needs to be considered. The group noted that reducing parking spaces will promote public transit use over the private automobile. The group also stated that public education on different modes of travelling needs to be further extended to Regional residents as well as the need for density along major transit corridors. The group also stated that the Region begin a dialogue to identify if planned density does, or does not, meet community needs.

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Most members also agreed that the Region needs to educate people on the “*theme of options*” through flexible design to develop complete communities.

Question 5:

Are there any additional aspects of managing growth in relation to public health and human services that we haven’t discussed today that you would like to raise?

Some members felt that communities need to be designed to include green infrastructure (planting of trees, green roof installation, promoting eco-system services) to support health. The group also felt that, green infrastructure should be developed in intensification areas. The Region needs to implement detailed landscaping standards that will protect the urban tree cover through proactive planning.

One member stated that the Ministry of Infrastructure website has case studies and funds available for research and analysis to advance the implementation process for growth management at the Region.

4.4 Planning – Group A

Presenter: Ron Jaros
 Facilitator: Haiqing Xu
 Note-taker: Lindsay Hanzel

Question 1:

What is your vision for the Region of Peel in 2041? What are your ideas of growth for implementing this vision?

Extend the Planning Horizon

Several participants felt that stakeholders and the Province need to understand that a planning horizon of 50+ years is more beneficial than a 20 year horizon because it will help to protect appropriate lands, and facilitate good planning practice versus planning by pipe. The group agreed that the overall vision of the Region should be discussed, emphasizing that 2041 is just one phase and not the ultimate end point in Regional growth. Several participants felt that the Provincial Policy Statement (PPS) 20-year planning horizon is based on greenfield planning and does not recognize the urban context of the Region. Due to the population allocation constraints, it was suggested that ROPA 24 be revisited and potentially revised with more appropriate population figures.

One participant cautioned that looking at a longer timeframe can leave too many unknown elements out of the question. The example cited was whether or not people would still have the same preference for cars in 50 years, which has implications on municipal services. Conversely it was also noted that the decisions we make today can influence behaviours for the future, so being proactive can help remove the element of unknown.

Who Are We Planning For and Where?

One individual questioned who specifically we are planning growth for, seeing the Region as having Mississauga and Brampton as the primary growth areas, and Caledon as the agricultural support for all three. The group stated that the Region needs to plan generations ahead to ensure sustainable growth. Some individuals envisioned Mississauga and Brampton as having equal populations and built form by 2041. One individual felt that Caledon’s role as an agricultural provider is in jeopardy due to

development pressures taking agricultural lands away in favour of urban land uses. The group discussed what opportunities there are in Caledon for intensification that could help limit the need to further develop farm land. Some participants felt that the Region's vision depends largely on how the Region values its agricultural lands and if the Region wants an agricultural land base or more development on these lands.

One participant indicated that the Region needs to identify its ultimate growth limit and indicate when it will stop growing. In order to grow properly, several participants mentioned the need for up to date and accurate population figures, rather than those developed 10 years ago as part of the Growth Plan.

A Clearly Communicated Vision

Several participants agreed there is a need for a clear picture of what the Region and area municipalities will ultimately look like. Particularly in terms of proposed development, so that future residents and those that work in the area understand the Region's vision for the future.

Most people agreed that industrial and employment lands should be focused along transportation areas to better serve employment uses and the employees who will work there. The group also agreed that new development should be transit supportive and accommodate future intensification.

Question 2:

What do you think is an optimal balance between intensification and Greenfield growth?

Increase Growth Targets

Most people agreed that the Region can absorb a greater rate of intensification than the current targets, as long as it occurs in appropriate areas to allow better use of hard and soft infrastructure, especially schools that are under capacity. The group agreed that the Region understands the limitations of its infrastructure system and realize it is not sustainable. The group stated that current communities are not very efficient and Growth Plan targets are not high enough. The group also agreed that in order to get high order transit there is a need for greater emphasis on intensification, and it is no longer a question of "do we need high order transit?" but rather, "how fast can we get it?"

Most participants agreed that municipalities cannot dictate what people want to buy, however it seems evident that a density of 50 persons and jobs per hectare is not high enough to support hard and soft services.

One individual felt that Brampton isn't in the same position as Mississauga in terms of growth and would benefit from a balance of intensification and greenfield development.

Intensification vs. Greenfield

One participant felt the question of intensification versus greenfield development should be separated, stating that intensification will happen in the designated areas. The participant felt that greenfield discussions should not focus on the loss of agricultural land, since a large proportion of the land is not farmed.

One individual felt that it is too difficult to decide what the balance should be because it is difficult to know what future residents of the Region will want. The participant stated that market forces will influence what happens. Most of the group agreed that the market controls what happens even when plans are in place for higher density, however they felt that influencing development through policy was a better approach than letting the market dictate the type of growth, which is what led to the Region's sprawl.

North of Mayfield Road

Some members felt there was no need to discuss what to do with the lands north of the Mayfield Road in the rural and agricultural area of Caledon, and that attention should only be placed on areas identified for intensification in Caledon and how to achieve intensification in the best possible way. There was confusion surrounding what the Province meant by the term ““Agricultural and Rural Area” (Growth Plan)” and it was suggested this be forwarded to the Province for clarification.

Complete Communities

Some members felt that the interests of the overall community should come before the interests of specific groups. To demonstrate this sentiment an individual stated that if the Region is going to strive for complete communities with efficient transit services, people will not have large single-family detached dwellings along that corridor.

Some participants stressed the importance of providing incentives to develop along designated corridors, acknowledging that it is currently more difficult to develop on an infill basis than as in the greenfield.

Question 3:

How can we improve our planning for employment to ensure the availability of employment lands and job opportunities in the Region of Peel?

Changing Employment Base

The group agreed that a clear vision for future growth in the Region is essential to developing a cohesive strategy. The group also agreed that the type of employment the Region has and is attracting is changing, and this needs to be recognized. Previous manufacturing-focused employment has been replaced by less labour intensive employment and lower paying jobs.

Most people agreed that employment types should be appropriate for the residents of the Region. It was noted that an employee at Target will not live in a million dollar condo, therefore the employment types and residents/employees need to align. The group also noted that varying levels of mixed-use residential housing options throughout the Region would allow a diverse workforce to access a range of employment types.

Several members commented that there is little need to argue over population allocation. From a fiscal sustainability perspective, the Region is falling behind on jobs and transportation to get to the jobs. The group recognized that having a liveable community where you are able to live and work is very important.

Employment Lands

Most participants agreed that the employment lands shown in the Region’s Official Plan were designated strategically, and employment lands should not be removed but rather more should be introduced. One participant noted that some lower density employment areas are being removed in favour of higher density office uses to entice this type of development.

Some members felt that because warehousing uses are largely dependent on big parcels of land, they will locate wherever they can find a suitable property. This may not be in the best areas for that use as it relates to surrounding uses and services.

Changing the Industrial Density Formula

The group agreed that there are problems with connecting employment and residential density, particularly when the goods movement industry is steadily locating around the Region making it difficult to achieve 50 persons and jobs per hectare. A group member noted that as a result, residential density has to increase to compensate, and this is not always appropriate.

Some individuals felt the Province has created a formula that restricts industrial acreage based on population, which is problematic and that density needs to be commensurate with the market that is available rather than a formula developed by the Province.

Transportation Supports Jobs

The group agreed that investing in transportation is necessary to provide good jobs for Regional residents, stating that employers want to be able to get their employees to work easily, and that this requires infrastructure investment. Participants also felt that additional services and amenities in employment areas would help attract employees indicating that both employers and employees want the location to be more than just a place to work.

Some individuals indicated that this depends on the types of employment, since some uses are not compatible with residential uses (e.g. warehousing, heavy industrial).

Other Comments

- Several participants agreed with the need to remove red-tape and other barriers to employment use development.
- One individual reported that Mississauga is undertaking an employment review to be proactive in protecting necessary areas and letting other lands be re-designated according to the City's needs.
- One participant felt the GTA West corridor hampers employment.

Question 4:

What areas should be given priority for future growth? Why?

Opportunities for Residential Growth

One participant noted that the downtown areas, the Hurontario corridor in Mississauga and Bloor Street along older apartment lands and in the Dundas corridor are currently being given priority growth. The 9th Line lands are also slated to grow, primarily in greenfield areas. However these lands are limited by to the watershed and are being considered for conversion from employment to residential lands. These are areas with potential for future growth and only the 9th Line lands are considered greenfield.

One person noted that in Brampton, the Queen Street corridor is favoured for growth, as is the Bramalea City Centre. However Brampton will need additional population allocation to grow to the desired extent.

One individual mentioned that the three serviced communities in Caledon should absorb more population in order to get back to where growth was originally intended, based on ROPA 24. The individual also stated that Mayfield West is hamstrung by population numbers and priority needs to be placed on the area to develop a complete community.

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Most people agreed that in Brampton, the Urban Growth Centres and BRT corridors are lands that can already accommodate intensification. In terms of other areas to be added, the BRT grid was identified and lands with infrastructure already in place were believed to be good options.

Nodes and Corridors

Several individuals agreed that as development charges increase, lands in the built boundary are increasing in value. It was also agreed that zoning needs to be flexible in nodes and corridors to allow the land to be used in a variety of different, appropriate ways.

One person identified that Caledon's plans focus on three serviced nodes and that the municipality is pro-intensification, and would like BRT to provide a transit-supportive community. The participant stated that if there is no transit, people will continue to drive out of Caledon for jobs and other needs.

Goods Movement

Several participants agreed that in order to practice "good planning" the Region should support goods movement terminals in appropriate settings (e.g. in proximity to the airport and both rail yards).

Electricity Needs

One participant felt that electricity needs should be considered with growth management, as electricity supply will not be accessible to some of the areas intended for development. The participant also indicated that there is a need to think about the services provided by those other than the Region and area municipalities.

Question 5:

What actions and tools should be used to manage growth?

Did not discuss.

4.5 Planning – Group B

Presenter: Roman Kuczynski
 Facilitator: Andrea Warren
 Note-taker: Andrea Dort

Question 1:

What is your vision for the Region of Peel in 2041?

Sustainable Peel

A participant identified sustainability as a fundamental building block. The hope is to have sustainable communities, counted on in perpetuity. Sustainability is applied to a mix of factors, not just the environment. The participant was glad to see sustainability and climate change mentioned in the workshop but was concerned that reference was not made to the direct link between population growth and its impact on climate change. The participants also stated that by taking care of the natural environment we will take care of the health of individuals.

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One participant focused on the importance of sustainability and that it should be a driver of planning. The goal is to “maximize happiness and minimize impacts.”

Maintain Development Appeal

From a developer’s perspective, one participant identified the need to keep the Region as an appealing location for development while integrating other needs. The participant stated that people want to be in the Region because it is appealing to residential and business development.

Diverse Communities

The group indicated that the Region needs to focus on being an attractive destination by creating more diverse, mixed communities as opposed to oversize residential areas with only single-family homes.

The group also stated that the Region should promote developing places where people can live, work and play to address health, sustainability and congestion concerns. The Region must challenge developers to come up with solutions to providing mixed home development. Many expressed the need for mixed housing types that are affordable and within mixed use areas, forming complete communities.

Diversity of housing also came up as an important consideration to maximize affordability.

Focus on Nodes and Corridors

The group agreed that as the Region grows it should do so based on a nodes and corridors approach. This will require directed development and change away from stable residential communities and towards areas where intensification and change can be accommodated while supporting transit.

One participant’s vision was for intensification areas to be focused around transportation systems.

Another participant’s vision was to be able to travel from Caledon to Port Credit by transit.

Healthy and Happy People

Participants expressed an interest in the Region becoming a healthy place to live by providing green natural areas, greening operations and culture (our buildings, our actions). The group also suggested improving the health of the environment in order to increase the health of citizens and the economy. Another participant felt that a robust urban forest is important and should be seriously considered as it is hard to grow trees within a dense urban environment.

The group also suggested that the Region find ways to increase citizen engagement to increase attendance at public meetings and to increase engagement.

One participant stressed a vision to build the Region as an employment centre where citizens can come to live, work, and play- not commute out (to Toronto for example).

Focused Development

One individual shared his opinion about the big picture: by 2041, Mississauga and Brampton will have roughly the same populations, with growth focused more on intensification, following a period of growth outwards. We must focus development in target areas.

Question 2:

What do you think is an optimal balance between intensification and greenfield development?

Intensification

A participant pointed out that Caledon has the potential to take advantage of abundant greenfield areas but acknowledged that when you do not maximize intensification, infrastructure costs increase and agricultural land is not protected. For example, Bolton has commercial areas and could add residential development to these areas instead of greenfield areas. This has benefits such as reduced driving, etc. Participants stated that the Region should maximize intensification before sprawling. Some participants expressed concern with the perspective that the "Agricultural and Rural Area" (Growth Plan) (agricultural and rural areas) are simply future greenfield sites. A participant pointed out that Caledon has a lot of unprotected areas where there is potential for development but it is very important to protect this prime agricultural land.

There was strong support to focus on intensification with full knowledge that there will have to be tradeoffs in order to function. Some feel that a 50% intensification target is too low given the amount of urban area available to intensify in the Region. Participants noted that caution must be exercised because sometimes intensification will put a community at risk and the risks we face right now and our emergency preparedness will change by 2041. The group also noted that the Region should focus on smart growth.

Intensification comes with a conflict of new versus old. All agreed there is great need for political willingness and leadership to implement their intensification vision.

A participant suggested maximizing intensification in an appropriate manner with a systems approach, but recognizing that greenfield development can also be well designed. Many agreed to first consider whether stable neighborhoods need to change and whether nodes/ corridors need to change before moving to greenfield development.

One participant felt that Brampton is shifting to intensification over time as greenfield areas are built out. Expansion is a more pressing issue in Caledon due to more land availability. The participant also noted that intensification in Caledon can be complex because there is a risk of losing value attributed to the natural environment. Another participant urged that the Region appropriately evaluate the value of agricultural land and its production of local foods, reduction in transport, and other positive aspects.

Building Complete Communities

One participant pointed out that there are many laws and policies governing greenfield development and that in some cases up to five to ten years of study must occur before you can develop on greenfield sites.

A participant pointed out that new development in greenfield areas have improved to now include more mixed, complete communities from the get go. The development dynamic has changed; there is no longer a gradual maturity of a community. We now start with a more mature version of a community. Developers are constantly challenged to provide more options for housing types, often to communities which aren't ready to accept the live/work type of growth.

The group discussed the need to maximize appropriate intensification. A participant stated that it is not just about where we grow but how we grow. From an environmental standpoint, the environment has direct linkages to transportation, health, and infrastructure costs. For every dollar you spend making environmentally responsible decisions, you have 2 dollars worth of savings in health and infrastructure

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costs. It is helpful to think about the environment as an investment that will bring us a return. As we plan to get bigger we need to respect and consider the environment, health issues, energy integration and interdependency - don't plan in silos. We must look at the net cost benefit and use full cost accounting.

All agreed that we need to find better ways to coordinate our planning efforts and work together.

Question 3:

How can we improve employment land planning to ensure availability of employment lands and job opportunities in the Region of Peel?

Employment Lands

Participants emphasized the need to protect employment areas and located them in closer proximity to where people live. One idea was to diversify the location of employment lands. Some participants felt that over time employment lands will shift naturally because of policies emphasizing building complete communities.

Participants also suggested locating employment lands where it is logical, such as near 400 series highways, railways, and residential neighborhoods. A participant noted that this is more problematic for Caledon. Caledon has a small population and large land area resulting in a diluted population relative to land mass. From an employer's perspective this is not ideal because Caledon does not have a large population base. As a result, the group suggested that a comprehensive strategy specific to employment lands is necessary.

Another participant suggested that the employment question speaks to a quality of life issue for the people in the Region. By reducing commuting by locating employment lands near where people live we are increasing the quality of life. One participant felt that less employment lands will be needed in 2041 as there will be a lot more people working from home.

One participant pointed out that if you promote moving warehousing further north, it would lead to more pollution and congestion on roads, driving further and increasing costs. Accordingly, the participant stated that the Region has to be careful where this type of employment is allocated.

Another participant offered that employment land needs protecting but that it would be good to put some lands closer to natural areas. Companies can be beacons to environmental protection.

Mixed Use

Participants agreed that office employment is best suited in residential and mixed use areas.

One participant stressed that in new greenfield areas, municipalities are planning for mixed use development but that the development has yet to materialize. The participant also noted that there is high demand for residential land now while employment lands tend to sit longer.

Types of Employment

Participants felt that it will be difficult to meet or exceed employment targets. Participants felt that employment lands should be protected. The group recognized that the challenge lies in drawing employment uses to those lands that will help meet targets. Participants stated that the Region needs higher end manufacturing and office employment lands.

Infrastructure Requirements for Technology

One participant suggested that the Region needs to think about new types of infrastructure requirements, in line with technology advances, such as broadband infrastructure that will contribute to high end employment development and provide a connection to the world, whether working from home or in the office.

Question 4:

What areas should be given priority for future growth?

Note: Discussion associated with this question was mostly covered within other questions.

One participant pointed out we need to recognize that Peel is a Lake Ontario community which plays a critical role as an economic and quality of life driver.

Question 5:

What actions and tools should be used to manage growth?

Many agreed that work needs to be done to educate the whole community on understanding intensification and development, including politicians, developers, businesses, and the public. Participants agreed that this needs to be done at a regional, provincial, and national level. A participant suggested that better marketing is needed to make it “cool”. Another participant suggested establishing a public figure acting as the “Happiness Ombudsman” who acts as a champion of sustainable, smart growth, promoting the concept through leadership and education.

Some funding ideas/examples:

- Parking levy – 25 cents per parking fee streamed towards funding transit and cycling infrastructure.
- Work/live incentives – Tax credits for those whose home postal code are within a given distance from their place of work
- Many agreed that a large portion of development is driven by the private sector and various markets. The Region must work with them to manage growth.

4.6 Transportation

Presenter: Damian Albanese
 Facilitator: Gary Kocialek
 Note-taker: Eric Chan

Question 1:

What do you believe are the most important transportation challenges as it pertains to:

- a. *Greenfield development*
- b. *Intensification*

Greenfield Development Challenges

The group discussed the Region of Peel's challenges and opportunities in planning for transportation infrastructure required by 2041. Population growth and development pressures will require the construction of road, transit and freight hub infrastructure throughout the Region, some of which will need to be located within greenfield areas. The relatively undeveloped lands will allow the Region to plan infrastructure needs and to be conscious of the pace of development. Building too fast may cause long term maintenance costs for under-utilized services. New transportation infrastructure will need to be coordinated with other Regional departments in order to ensure that the Region is working within an appropriate time frame.

A participant mentioned that in North West Brampton, transportation planning is easier because it is a 'clean slate'.

Participants also discussed the need to identify the cost differences for various transportation options for greenfield and intensification development.

Intensification Challenges

Participants discussed the challenges of intensification on transportation planning. The group discussed the importance of planning transportation systems with a focus on employment land and bolstering corridors that are common commuting routes. Currently, lands that have been designated for employment should coordinate the number and the type of employment with residential demographics. Planning for specific types of employment lands in areas best serviced by transportation infrastructure will allow for greater efficiency of good transport and commuter movement.

A participant commented on the challenges being faced in Mississauga where there is no room to increase transit frequency on a congested road.

The group also discussed the challenge of how to justify transit decisions. A participant stated that Caledon greenfields needs transit, but there is not enough current ridership to justify the service. There is a need to shift the culture of single occupancy car transit. The Region must consider this in order to determine where to invest in transit that and encourage increasing ridership.

Encouraging "Live-Work"

The group discussed how the Region could encourage residents and employers to adopt more "Live-Work" arrangements. Having a significant number of people work from home for just a day a week could have a major impact on traffic patterns. This may provide an overall reduction in the number of car trips

made in a day and therefore a reduction of CO² and green house gas emissions. One participant cautioned that the “Live-Work” concept can only be embraced with the cooperation and support of business owners, developers and builders.

Interdependent Long Term Planning

The key challenge for the Region will be to plan land use, transportation, utilities and environmental matters interdependently. There will need to be a long term planning horizon so that the Region can coordinate a system that builds on its own strengths. Careful staging of development and infrastructure planning will allow us to be efficient and to ensure the successful delivery of services. Strong leadership will be needed to coordinate all long term strategic planning efforts.

Question 2:

What should the solutions be to the challenges identified?

Changing Behaviour

A participant commented that we need incentives for changing the public’s behavioural pattern. It will be imperative to encourage a reduction in the number of single occupant commuting cars. Modes of travel such as public transit, carpooling, walking, cycling, travel during off peak hours and working at home should all be encouraged.

The current transportation thinking remains focused on cars. Solutions to promote sustainable transportation are not as appealing as expanding highways. The Region should encourage a variety of incentives such as collecting higher mileage for carpooling/transit for employees for business related travel to meetings and leverage SmartCommute incentives to promote sustainable transportation. There is a need to educate and raise awareness in order to leverage the Smart Commute Initiatives. One participant suggested that the Region should consider revising the parking bylaw.

The group discussed the effectiveness of cost as an incentive. Encouraging transit will not be as hard if the price of gas increases significantly. Conversely, if public transit costs are relatively low, more people will be encouraged to view it a viable means of transportation in the Region.

Coordinating the Last Mile

A participant commented that the Region should not solely focus on the front end of a trip (e.g. commute time / mode), but also the end part of the trip. Current transit planning is conducted for the convenience of the front end of the trip according to demand (e.g. buses routes). However it is also important to plan for the end of the trip at the employment or school area, where riders need to walk to their final destination. These walks may not be pedestrian friendly (e.g. parking lot, or bushes / slopes / other physical obstacles).

The “Last-Mile” concept could be used by employers to arrange buses or vans to transport employees from transit hub locations to their businesses in nearby employment zones. This would reduce the need to have local transit service these areas and help minimize the number of local bus routes.

Movement of Goods

A participant indicated that cars are not the only problem. The Region must look at goods movement by trucks and rail and determine ways to maximize the efficiency of the infrastructure. It was suggested that encouraging truck travel in off peak hours could address congestion

Other Points Raised

- Land use and transportation planning need to be coordinated with utilities and infrastructure planning (e.g. hydro for new development).
- One participant suggested that roads should not be widened. However this idea may make the Region unattractive to businesses.
- A participant stressed the need to determine the ultimate population and employment opportunities.

Question 3:

How should land use and transportation be better integrated to manage growth?

The group discussed the need to create incentives to encourage a better grid network for transportation and to increase connectivity and development design that promote walking and cycling. With the more dense and compact neighbourhoods that the Region will be encouraging, it can be expected that there will be a shift in the modes of transportation that people select. However it is also essential that the Region plans transportation options in ways that integrate with one another in beneficial ways. For example, parking being made available at the end of an LRT line or bike racks placed near bus stations.

There was discussion regarding the need to understand the impact of denser development on transit- and walking-oriented communities. Also, for the employment side, we need to plan for commercial development near the transit corridors and industrial (truck generated facilities) near highways.

A participant stated that the integration of land use and transportation needs to also consider the natural features such as rivers and creeks.

Question 4:

What are the most important land use planning implications for development along major arterials?

Integrating Planning and Engineering

The group discussed how planning and engineering objectives can be different. For example, engineering design may or may not achieve a particular planning vision.

A participant mentioned that it would be important reduce the overall size of road right-of-ways in certain locations because they can create community separation. In areas that are intended to be family neighbourhoods, narrower streets can encourage community and pedestrian activity.

Noise Impacts

A participant raised the issue of traffic noise as an important consideration in the location of residential developments along major arterial roads. People may not want to live in those locations. Other participants suggested that people can get used to living next to airports, train tracks and highways. Moreover, building retail/commercial uses near the arterial roads will provide a noise buffer. Apartments above commercial storefronts would not be affected by traffic noise as significantly.

The suggestion was made that schools on major arterial roads may not be a good choice due to pedestrian crossing safety. However high schools may benefit from being located on a major transit route.

Question 5:

What transportation initiatives should Peel consider in preparation for anticipated growth?

A participant stated that the Region of Peel should encourage an urbanized road system (good grid, good transit, car share program) with urbanized land use (no big box development) for strategic areas.

Another participant mentioned that the Region should advocate for longer term future planning.

4.7 Water/Wastewater Servicing

Presenter: Chris Hamel
 Facilitator: Imran Motala
 Note-taker: Martin Pendlebury

Question 1:

What level of water conservation/efficiency should be planned for within the long term servicing strategies?

- a) *Can efficiency and decreased per capita consumption be mandated in development policies and standards?*
- b) *Impact on Regional revenues*
- c) *Realistic change in behaviour*
- d) *Potential for reduction in consumer level of service (restrictions)*

Reducing Water Consumption

The Region's water rates are among the lowest in the world but consumption is among the highest. Reducing water consumption will require a major shift in the public's use of and attitudes towards water resources.

A participant stated that Europeans use half as much water as Canadians. Florida uses purple pipes for irrigation. A municipality in Ontario considered a purple pipe system for a large new development area but it was not implemented.

Participants agreed that local environmental conditions often force conservation measures and alternative options but in Ontario there is little incentive to do so. Participants remarked that energy costs are the highest operating cost in the Region and could be reduced.

Water Conservation Plan

A participant stated that the Water Conservation Plan was adopted by the Regional Council but is unable to be enforced. Enforcement is needed and the Region needs to help change the behaviour of residents and provide incentives in new areas.

A participant asked if there were any groundwater-based options for servicing. Chris Hamel responded that this is not a possibility due to the magnitude of the proposed growth. The participant also asked about the possibility of reconsidering the York-Peel agreement to free up capacity. The current agreement is in place to 2031 and has generally been implemented through cost-sharing of infrastructure. It would be a difficult to not renew the agreement after 2031. York has already asked the Region to provide more water beyond 2031 but these discussions will not be held until the Region can

determine that its own future needs can be met. The group wondered what other options York may have to get more water or to reduce their per capita water demands.

New Technologies

For the Region to grow substantially beyond the 2031 forecasts, the Region will need to consider new technologies, new approaches to servicing, new levels of service, and a shift in public perception regarding water and wastewater servicing.

Participants agreed that the Region needs to consider alternative methods of servicing such as in-situ treatment, purple pipe systems (i.e. grey water), recycling and aggressive water conservation. A participant commented that there was a need to balance aggressive targets with reality since if targets are not met, the Region will have a capacity shortfall. Much of the authority does not reside with the Region and requires collaboration with other Regions and municipalities.

Question 2:

What is a reasonable level of strategic oversizing?

- a. *Should infrastructure be sized for immediate planning horizon, + additional 20 years, or potential full buildout?*
- b. *Does this provide additional flexibility for changes in servicing priorities?*
- c. *Implications to financing of the program?*

Discussing Ultimate Build-out Plans

Participants asked if the existing system allows for growth at specific nodes or if it provides for the extension of existing areas of servicing to existing areas. Chris Hamel responded that some areas are definitely easier to service than others. North of Columbia Way is difficult because it requires a new pressure zone for water and all sewage flows naturally drain to Bolton which already has capacity constraints.

Chris Hamel reiterated to the group that the Region's current Master Plan and capital plan will provide water and wastewater infrastructure needed to service to the approved Places to Grow population (1.64 million in the Region). As the population exceeds 1.7 million, the Region will need to invest substantially in expanding its water and wastewater systems, including expansions at the treatment plants. While draft Places to Grow numbers to 2041 exist, the Region still needs to develop a detailed capital plan to service to the 2031 population of 1.64 million. A future update of the Master Plan will be conducted once the Regional Official Plan is extended to 2041. A participant added that the Region is considering the impact of post-2031 growth on the planning and construction of infrastructure currently.

Long Term Challenges

Participants stated that prioritizing growth in areas with existing infrastructure should be a priority. For growth in the future, time can be spent developing alternative options. There was general consensus that intensification in the Hurontario Corridor could use a purple pipe system since it is cost effective. A participant suggested that a purple pipe system in this area may negate or defer the need to build new water and wastewater infrastructure.

It was reiterated to the group that in the short-term the Region has localized capacity issues but in the long-term there will be global capacity shortfalls. Two options are to increase capacity or to reduce per capita water consumption in the existing systems. A participant responded that development charges are already high and eventually may be beyond the ability of developers and home buyers to pay. The

Region needs to know what the cost could be, then reduce costs through alternative technologies and give incentives to developers.

A participant stated that the Region has a separated sanitary sewer system but there are significant inflow and infiltration issues that will need to be addressed. If the Region cannot reduce the levels of inflow and infiltration in the system then there will need to build even more infrastructure to service growth.

Servicing Communities

Participants raised the issue of servicing the small rural communities in Caledon and large per capita expense of servicing. A participant added that existing studies are ongoing for communities in Caledon.

Servicing challenges in the Mississauga City Centre area were identified by participants. Participants asked if there was dedicated infrastructure. Chris Hamel responded that large infrastructure projects have been advanced significantly in the Region's capital plan to service development occurring in this area ahead of schedule. The construction of one unit beyond the capacity of existing infrastructure requires the Region to construct a pipe for all future units. Servicing impacts can vary and there are large-scale implications of intensification as well as localized impacts.

Limitations on Growth

A participant asked whether there were any limitations on growth due to the availability of water. Currently the Region is planning for the status quo of water demand per capita but with build out scenarios there may not be have the ability achieve the status quo. This will require the Region to consider aggressive water efficiency and alternatives such as grey water systems.

Strategic Oversizing

Chris Hamel commented that oversizing has helped the Region however, it is risky if the development never happens. Sometimes it is better to construct what is needed in the medium term and protect land necessary for expansion for the long-term. The Region can mitigate costs by building to a shorter time frame and twin when necessary. This can also aid in operations and in security of supply. Chris reminded the group that two of the largest pipes being built by the Region are strategically oversized to service growth post-2031. However, the Region has to finance the oversizing through debt.

Question 3:

Are there other financing, funding or cost sharing ideas for delivering the large infrastructure program?

Financial Sustainability

Financial sustainability of water and wastewater systems is critical and will require leveraging existing assets. The Region must remember that decisions made today will have important implications for the future (e.g., debt load, maintenance of assets, levels of service).

The group discussed financing options. The consensus of the group was that the Region should target cost avoidance (e.g. optimizing our existing systems).

The question of financing options was raised. Some participants agreed that development charges may become unsustainable. A participant indicated that developers want more infrastructure funded from water and wastewater rates, especially in intensification areas. Another participant commented that

developers recognize the benefit of development charges but want a fair assessment of state of good repair and system improvements benefits.

The rate structures were also discussed. Without a volumetric charge there is no incentive to conserve but a base cost may also be necessary to ensure that there is enough revenue to maintain the system.

Increasing Regulatory Requirements

The Region needs to consider the impacts of future increased regulatory requirements since it is their responsibility to operate the systems and provide reliable, safe, economical and efficient servicing. The reuse of water and reduction of inflow and infiltration will be areas of focus in the future.

Alternative Technologies

A participant was asked whether developers are looking at alternative technologies or whether they will wait for them to be mandated. Whatever options are considered must be marketable, otherwise developers will not be on board. The public still aspire to have single-family housing despite a recent shift towards more intensive development. He also stated that a lot of effort and money has gone into the systems that work well, and should not be abandoned.

Question 4:

Should climate change impact the servicing strategies and ultimate installed capacity (increased level of service or increased capacity due to servicing higher frequency and/or higher wet weather events)

Participants stated that the impacts of climate change must be considered including anticipating erosion threats along channels.

A participant stated that there is need to analyze the options against multiple and conflicting objectives. For example, rain harvesting can benefit watershed management and also affect the need for water and wastewater system expansions.

A participant discussed the Sustainable Neighbourhood Action Plans, a joint initiative by CVC, Mississauga, Brampton and the Region. The program may help to develop the culture of efficiency.

5.0 Report-In and Wrap-Up

In the final session of the day, the Breakout Group Facilitators were asked to report back to the full Workshop on the top issues discussed in their breakout groups and the top policy areas that merit further investigation.

5.1 Environment and Agriculture

Top Issues Raised:

- a) Applying the current Conservation Authority policies and targets alone will not result in diverse healthy watersheds. There is a need to push the boundaries of environmental policies in terms of where and how we grow to make a positive environmental impact.
- b) Full cost accounting needs to accurately incorporate environmental impacts and all infrastructure costs.
- c) Water quality and quantity needs to be considered when planning for growth.

Top Policy Areas to Investigate:

- a) Watershed studies indicate that the Region should adopt sustainable communities. Water quality and quantity need to be considered when planning for growth.
- b) There is a need to encourage natural systems planning that protect the environment and promotes human health. This can be accompanied by focussing on protected natural heritage areas and planning for green infrastructure in developed areas.
- c) There is a need to encourage symbiotic relationships, such as ensuring transit is placed at nodes and corridors.
- d) There is a need to implement 'forward thinking' environmental policies and targets.
- e) There is a need to develop strategies for working with existing communities when proposing intensified development in an area.

5.2 Finance

Top Issues Raised:

- a) There is a need to create a more integrated way of financial planning. This will need to be done in partnerships across Regional programs as well as with municipal partners. Federal and Provincial governments can be invited to take more action.
- b) There is a need to discuss incentives that will encourage municipalities to market themselves so that the Region is able to attract new residents and businesses.
- c) Municipalities should be proactive in expressing how money is spent in order for residents to understand how their tax dollars are benefitting the community.
- d) There is a need to direct growth in an orderly way to help facilitate more cost efficient types of development.

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Top Policy Areas to Investigate:

- a) There is a need to emphasize lifecycle costs and long term planning.
- b) Incentives that build on the Region's high quality of life and incentives that will help avoid costs down the road.
- c) There is a need to investigate the cost saving that can be achieved by encouraging symbiotic relationship between Regional services.

5.3 Health Services & Human Services

Top Issues Raised:

- a) Healthy services should be defined as "anything people can walk to."
- b) The co-location of services will promote easy access to services, decrease silos in service delivery and be more economically sustainable.
- c) An aging population will affect how people access services. Supportive action by the Region will need to take to ensure a high level of access.
- d) The Region will need to design communities to minimize the need for health and human services versus locating services where there is growth.

Top Policy Areas to Investigate:

- a) Locating growth along transit nodes or corridors to allow for easier accessibility to human/health services.
- b) The need for the Region to define the linkage of health and human services with land use planning.
- c) There is a need to elaborate on what constitutes a "complete community" and what is needed in planning for complete communities.
- d) There is a need to define what is meant by 'access' and the standard distance walked to services.
- e) There is a need to determine the impacts of an increasing number of services being delivered online.

5.4 Planning – Group A

Top Issues Raised:

- a) There is a need to plan for a longer time frame (2041 is a first phase in a longer planning horizon of 50+ years).
- b) There is a need to plan to "maximize happiness and minimize impact."
- c) The separation of employment and residential density targets will need to be discussed with the Provincial government.
- d) Quality employment opportunities will need to be developed using incentives/tools.

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- e) It will be important to target intensification in Brampton and Mississauga while recognizing that intensification and redevelopment will be more complex in the future

Top Policy Areas to Investigate:

- a) Higher intensification than 50 percent is needed to take advantage of infrastructure investment.
- b) A range and mixture of housing is needed to attract a diverse labour force.
- c) Protecting employment lands and adding more is required.
- d) There is a need to plan for high tech infrastructure to support specific employment areas.
- e) There is a need to protect greenfield lands for agricultural purposes and to provide local food sources.

5.5 Planning – Group B

Top Issues Raised:

- a) Complete communities should be founded with a natural heritage system approach.
- b) Political willingness and commitment to planning actions are required.
- c) There is a need for targeted intensification (transit stations, corridors, urban nodes).

Top Policy Areas to Investigate:

- a) The role of prime agricultural land.
- b) The diversity of housing types and affordability.
- c) In planned employment areas, there is a need to strategically locate high tech infrastructure to attract high intensity employment.

5.6 Transportation

Top Issues Raised:

- a) The Region cannot afford to be primarily single occupancy vehicles. More transit and carpooling should be promoted, but a paradigm shift will be needed to properly accomplish this. The Region needs to integrate transit and employment lands planning in order to maximize efficiency.
- b) The Region needs to plan for employment. The Region must support long term planning and the integration of utility planning.
- c) There needs to be a paradigm shift to a more sustainable Region.

Top Policy Areas to Investigate:

- a) Optimization of existing road and infrastructure to deal with intensification. The Region need to increase overall capacity in currently developed areas.
- b) Need to ensure seamless integration of transit nodes to promote alternatives to the single occupant car.

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- c) There is a need to encourage a live/work environment in order to reduce commuting times.
- d) Need to ensure that land use along roads are competitive and intelligently designed while respecting the functionality of arterial roads.
- e) How to develop the critical mass needed to make sure that transit is successful is important. Seamless integration of transit modes will promote alternatives to the single occupant car.

5.7 Water/Wastewater Servicing

Top Issues Raised:

- a) The Region needs to promote a cultural shift in relation to the public's perception of water and wastewater servicing. Stressing objectives of improving water efficiency and conservation measures and reducing sewage flows is required.
- b) The Region needs to pursue innovative alternative servicing methods and technologies, such as grey water, local servicing, efficiencies, etc. There is a realization that the Region will not achieve a build out population with the status quo.
- c) Financial sustainability of water and wastewater infrastructure is critical and will require innovation to optimize the use of existing assets.
- d) There are significant implications on water and wastewater servicing depending on where growth occurs. Some areas are easier and less expensive to service than others.
- e) The Region needs to develop a detailed capital plan to provide water and wastewater infrastructure to service the 2031 Places to Grow population of 1.64 million. As the population exceeds 1.7 million the Region will need to invest substantially in expanding its water and wastewater systems.

Top Policy Areas to Investigate:

- a) The Region needs to promote a cultural shift with regards to the public's perception of water and wastewater servicing.
- b) The pursuit of innovative alternative servicing methods and technologies is required.
- c) Need to address the financial sustainability of water and wastewater infrastructure and the ability of growth to fund growth.
- d) There is a need to investigate the implications of the location of growth on water and wastewater servicing and provide direction on where growth should occur
- e) There is a need to complete the current Master Plan update to service to 2031 and investigate the impact of growth beyond 2031. Also need to discuss the impact of re-negotiating the York-Peel servicing agreement on post-2031 water and wastewater servicing requirements in the Region
- f) Financial sustainability of water and wastewater infrastructure and the ability of growth to fund growth needs to be considered.

ROP Review Public Comments Received from May, 2013 Public Meeting and Open Houses

Public Meeting Written Comments

Identified Issue	Regional Staff Response
Carolyn Woodland, Director, Planning and Development, Toronto and Region Conservation Authority (TRCA)	
<p>Comprehensive Flood Risk Assessment Plans Undertaking these plans during intensification or redevelopment proposals will help to reduce potential costs to municipalities for flood mitigation and remediation.</p>	<p>Through ROPA 26, the Region updated flood hazard policies to ensure they are consistent with provincial direction. Policy 2.4.5.2.4 was added to the Regional Official Plan (ROP) to enable comprehensive flood risk assessments to be undertaken. The Region of Peel is committed to working with the conservation authorities and area municipalities to address the impacts of flooding.</p>
<p>Integrated "Systems" Planning for Natural Heritage, Open Space and Green Infrastructure Need to make ongoing investment, maintenance and improvements to green infrastructure. Need an integrated systems approach to planning green infrastructure such as natural heritage systems, urban tree canopy, open space lands, community gardens and green technologies such as green roofs, permeable pavement, etc.</p>	<p>As part of the ROP Review, Regional Staff will be recommending a Greenlands System Strategy to comprehensively update the Region's natural heritage policies including identification of a Regional Natural Heritage System.</p>
<p>Sustainable Urban Form and a Culture of Conservation: Building complete, compact, walkable and transit-supportive communities. ROP policies could include support for water and energy conservation, promoting alternative and renewable energy sources, conserving agricultural lands and cultural heritage resources, and incorporating ecological design, green infrastructure and climate change adaptation parameters into redevelopments.</p>	<p>Sustainability was the overarching theme of the Peel Region Official Plan Review Process (PROPR), the previous ROP Review. As a result, the Region is currently undertaking or has completed several projects related to sustainability and climate change including the Peel Climate Change Strategy, which was created in collaboration with area municipalities and conservation authorities.</p> <p>The Peel Climate Change Strategy contains adaptation and mitigation actions to transition Peel into a resilient community. Examples of these actions include conducting studies to examine how climate change may impact infrastructure (both hard and soft) and what necessary solutions can be undertaken. Peel and partners will also explore how best to include climate change adaptation policies in this update of the Regional Official Plan. Regional Staff are proposing to include climate change as a focus area in the upcoming ROP Review.</p>

Master Environmental Servicing Plans (MESP) for Both Greenfield Lands and Areas of Redevelopment or Intensification Policies should be added to require MESP for both greenfield and intensification if they are not already in the ROP.	The policies to require studies and protect ground water, surface water and related natural heritage features are recommended to be reviewed during the next five year review of the ROP.
TRCA supports the topic themes presented above and those identified by Regional planning staff including: Climate Change, Water Resources, Agriculture, Natural Heritage Systems Planning, and Health and Planning.	The comment is received and acknowledged.
Paulo Da Saliva, Project Co-ordination, Land Division, Melrose Investments Inc	
Would like to see policies that streamline and speed up the development process	The comment is received and acknowledged.
New policies that balance the needs of the developer, area municipalities and the Region to create complete communities that are affordable and attractive	Policies will be prepared through a sustainable development framework integrating the four imperatives of sustainability - environment, social, economy, and culture. The goal will be to support development of complete communities while responding to the needs of the development industry.
Revise population forecasts to comply with Amendment 2 of the Growth Plan and address the underestimation of Growth to 2031.	An approved version of Amendment 2 includes revised population and employment forecasts for the 2031 planning horizon as well as new forecasts for the 2041 planning horizon. One of the main objectives of the ROP Review is to make the Regional Official Plan forecasts (Table 3) consistent with this amendment.
Gary Murphy, Director, Planning, Credit Valley Conservation (CVC)	
Protected and restored natural heritage systems benefit ecosystem health and human health and well being. Ecological goods and services and promoting 'ecological gain' or 'no-net-loss' of ecological functions through Regional initiatives is one important aspect in realizing this.	As part of the ROP Review, Regional Staff will be recommending a Greenlands System Strategy to comprehensively update the Region's natural heritage policies including identification of a Regional Natural Heritage System. The policy concept of "ecological gain" and "no net loss" of ecological functions can be considered in the policy review.
Opportunity to further develop and implement ongoing projects CVC and Regional, Municipal and adjacent Conservation Authority staff.	It is the Region's current practice to consult with stakeholders and work in partnership with the area municipalities and the conservation authorities when reviewing, updating and implementing the ROP.

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<p>Mitigate and adapt to climate change and its effects on the local environment</p>	<p>The Region, in collaboration with area municipalities and conservation authorities, developed a strategy to mitigate and adapt to impacts of climate change. A copy of the Peel Climate Change Strategy can be downloaded by accessing www.peelregion.ca/climatechange.</p>
<p>Develop integrated and coordinated strategies that reflect watershed priorities to ensure an ecological gain.</p>	<p>It is the Region's current practice to consult with stakeholders and work in partnership with the area municipalities and the conservation authorities when reviewing, updating and implementing the ROP.</p>
<p>Pursue integrated education and public outreach emphasizing on protection and appreciation of natural heritage systems</p>	<p>The comment has been noted and opportunities for public outreach and education will be considered during the ROP Review.</p>
<p>Building strong communities through partnerships – take opportunities to address priority issues through partnerships to meet common goals and objectives.</p>	<p>It is the Region's current practice to work with stakeholders and partners in reviewing, updating and implementing the ROP. The Region is committed to continuing this practice.</p>
<p>Work to protect, enhance and restore watersheds while integrating environment, social and economic interests.</p>	<p>Through the last ROP Review (PROPR), the Region updated its natural heritage system policies. Currently, Regional Staff is proposing to undertake a Greenlands System Strategy to identify a Regional Natural Heritage System. Based on this work, further refinements to the ROP may be considered.</p>

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Patrick Harrington, Aird & Berlis, Barristers and Solicitors on behalf of Argo Woods Corporation	
Argo asked Regional Council to provide planning staff with direction to review the Ninth Line Corridor Protection Plan and Land Use Study, the MOU, and the Restructuring Order, and provide Regional Council with a report addressing whether the Ninth Line Corridor Lands may be included within the urban boundaries through amendments brought forward in advance of the completion of the Five-Year Review.	The Ninth Line Corridor will be dealt with under a separate planning process from the ROP Review. Regional Staff are working with City of Mississauga staff to obtain a planning consultant to prepare the necessary planning studies including a Municipal Comprehensive Review to meet the requirements of the ROP. Later, Mississauga's Council will be required to allocate population and employment growth to implement the growth allocation resulting from the ROP Review.
Paula Tenuta, Vice President, Policy and Government Relations, Building Industry and Land Development Association (BILD),	
BILD would like to participate in the Regional Official Plan Review to monitor issues being discussed. Would like dialogue and updates to continue through the Building Industry Liaison Team (BILT).	The comment is received and acknowledged. We will keep BILD informed of updates to the ROP Review and continue dialogue with BILT.
Gagnon & Law Urban Planners with Glen Schnarr & Associates on behalf of North West Brampton Heritage Heights Landowners Group	
The following areas are of interest for topics areas to review: - Population and employment forecasts - Planning horizon - Implementation of the Provincial Growth Plan - Greenfield development, the Built-Up Area and Intensification policies - Transportation, Transit and Goods Movement (including North-South Transportation Corridor and future GTA West Transportation Corridor) - Mineral Aggregate Resources policy (including Shale Resources)	The suggested growth management and transportation topics are intended to be considered during this review. We will undertake a review of some of the policies applicable to NW Brampton as part of this Official Plan Review. The Mineral Aggregate Resources policies (including Shale Resources) are under discussion.

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Weston Consulting on behalf of Mattamy Development Corporation

The Peel Region website indicates the key "focus areas" of the 5 Year Official Plan Review to include the following: Agriculture, Air Quality, Employment Areas, Energy, Greenbelt Conformity, Managing Growth, Performance Measurement, Natural Heritage, Planning Act conformity, Regional Housing Strategy, Sustainability, Transportation and Integrated Waste Management

This was the previous ROP Review Website. Please refer to the current ROP Review link called the 2013 Regional Official Plan Review at

<http://www.peelregion.ca/planning/officialplan/2013offplan-review.htm>

Focus areas for the ROP Review include, but are not limited to: Aging, Agriculture, Climate Change, Greenlands Systems Planning, Growth Management, Health and Planning, Housing, Transportation and Water Resources.

Our submission to Regional Council is that the "built boundary" for the City of Mississauga include the Ninth Line Corridor lands in their entirety and that provisions be made within both the ongoing Official Plan Review and concurrent Municipal Comprehensive Review (MCR) to ensure that these lands, of which our client has significant land holdings, are brought into the Peel Regional Structure as "urban area" for which allocated population and employment will be assigned.

The built boundary is defined by the Province as the limits of the defined urban area as they existed in 2006. The Ninth Line Corridor is outside of the built boundary.

We respectfully request that Regional Council make the inclusion of these lands within the Peel urban area boundary a priority and that the work being undertaken as part of the MCR exercise jointly between Regional and City of Mississauga staff be completed in a timely manner concurrent with the City's ongoing "land use options" process which will prompt amendments to the applicable local area plans.

The Ninth Line Corridor will be dealt with under a separate planning process from the ROP Review. Regional Staff are working with City of Mississauga staff to obtain a planning consultant to prepare the necessary planning studies including a Municipal Comprehensive Review to meet the requirements of the ROP. Later, Mississauga's Council will be required to allocate population and employment growth to implement the growth allocation resulting from the ROP Review.

S6-50

**Public Meeting Delegations
Identified Issue**

Regional Staff Response

Identified Issue	Regional Staff Response
<p>Denise De Campos, Health Promotion Specialist Peel/Halton,</p> <p>Heart and Stroke Foundation supports the development of healthy designed communities through the Regional Official Plan, which can increase or discourage healthy activities. Examples could include provision of active and safe routes to schools and installation of bike racks on school sites.</p>	<p>Heart and Stroke Foundation</p> <p>The comment is received and acknowledged. Health and Planning is one of the proposed focus areas of the ROP Review.</p>
<p>Ajay Bhatia, Co-Found and Director, South Asian Professional Association Network (SAPNA)</p> <p>Provided comments related to working with the South Asian Community to create supportive environments in Peel Region. Specifically healthy eating habits and daily physical activities must be incorporated to support a healthy environment. Access to stairs instead of elevators, urban planning that incorporates walk areas to trails, park and grocery stores, and incorporating South Asian activities into the environment such as cricket fields. SAPNA supports changes to the Official Plan to develop a healthier community.</p>	<p>The comment is received and acknowledged. Health and Planning is one of the proposed focus areas of the ROP Review.</p>
<p>Patrick Harrington, Aird & Berlis, Barristers and Solicitors on behalf of Argo Woods Corporation</p> <p>Argo Woods Corporation would like to bring its lands into urban development prior to the completion of the Regional Official Plan Review.</p>	<p>See Response to Patrick Harrington in the Written Comments Section</p>
<p>Andrew Walker, Gagnon & Law Urban Planners with Glen Schnarr & Associates on behalf of North West Brampton Heritage Heights Landowners Group</p> <p>Representing Heritage Heights Landowners Group. Areas of interest within the context of the ROP Review: population and employment forecasts, planning horizon, implementation of the Provincial Growth Plan, greenfield development, the Built-Up Area and intensification policies, transportation, transit and goods movement (including the North-South Transportation Corridor and Future GTA West Transportation Corridor), and Mineral Aggregate Resources policy.</p>	<p>See Response to Gagnon & Law Urban Planners in the Written Comments Section.</p>

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Open House Written Comments

Identified Issue

Regional Staff Response

Identified Issue	Regional Staff Response
<p>Janet Kuzniar, Norval Pit Stop [Brampton Open House]</p> <p>Aggregates: in NW Brampton, overlapping HPMARA and Greenbelt was a huge mistake - it made the land cheap and available for one type of development, and does not meet the intention of protecting Credit Valley Natural Heritage.</p>	<p>The comment is received and acknowledged.</p>
<p>Greenbelt in NW Brampton: Large 'country' estates are not sustainable. Close to the GO Train, surrounded by future urban development, these large homes on large lots have potential to meet both Growth criteria and natural heritage protection and affordable housing low rise apartments on the same existing footprint with LEED standard.</p>	<p>The Region supports the principals of intensification, planning for complete communities and protection of natural heritage.</p>
<p>Greenlands acquisitions - more money needed.</p>	<p>The comment is received and acknowledged.</p>
<p>Urban agriculture - more incentives needed. Consider NW Brampton Greenbelt lands.</p>	<p>Regional Official Plan section 3.2.2.21 provides policy direction supporting urban agriculture uses and practices that are appropriate and compatible with adjacent urban uses.</p>
<p>More mixed-use and pedestrian friendly, especially in big box plazas.</p>	<p>The ROP promotes mixed uses and pedestrian friendly communities. This approach will be applied to the ROP Review. However, the detailed planning will need to be undertaken at the area municipal level to implement this approach (e.g. local official plans and secondary plans).</p>
<p>Implement plans for bike lanes and paths.</p>	<p>Regional Council approved the Peel Active Transportation Plan in November 2012, and staff are implementing the study recommendations, which include additional bike lanes and pathways on Regional Roads. Regional Staff will review the current ROP policies and make changes to strengthen the active transportation policies where applicable.</p>

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<p>Lots of good things happening. Keep it up:</p> <ul style="list-style-type: none"> - urban and near urban agriculture - Natural Heritage protection - growth in already built areas, especially along GO Train and mass transit hubs. - University campus in NW Brampton. 	<ul style="list-style-type: none"> - Regional Official Plan section 3.2.2.21 provides policy direction supporting urban agricultural uses and practices that are appropriate and compatible with adjacent urban uses. -As part of the ROP Review, Regional Staff will recommend a Greenlands System Strategy to update the Region's natural heritage policies including identification of a Regional Natural Heritage System. - The Region will be updating Table 3 Population, Households, and Employment Forecasts for Peel by Brampton, Mississauga, and Caledon. The built-up areas will be considered when updating Table 3. - Planning for post-secondary education is the responsibility of the Province and the Region will support where it can.
<p>Town of Caledon Councillor Rob Mezzapelli [Caledon Open House]</p>	
<p>1. Continued pressure to grow at a rate which may very likely be unsustainable. Transportation issues continue to be of ever increasing concern.</p>	<p>Sustainability is the overarching theme of the ROP. Sustainability will play the same role in the ROP Review (particularly in the area of growth management).</p>
<p>2. The opportunity exists to look very holistically at the issue of planning our Region to implement a workable, sustainable Region.</p>	<p>Section 1.3.5 of the Regional Official Plan outlines a sustainable development framework for the Plan. The framework enables integration of the environmental, social, economic and cultural imperatives throughout the Plan. The four imperatives provide an integrated and flexible basis for formulation of policy and decision-making. The ROP Review will continue to apply the sustainable development framework to create healthy and sustainable communities for those living and working in the Region.</p>
<p>3. I think it's important to look at critical issues that affect us now and will continue to into the future. Both locally as well as outside our Region, province, federally and internationally. Issues such as climate change, the global economy etc. will directly impact the type of community we need to be.</p>	<p>The comment is acknowledged and received. The Region, in collaboration with area municipalities and conservation authorities, developed a strategy to mitigate and adapt to impacts of climate change. A copy of the Peel Climate Change Strategy can be downloaded by accessing www.peelregion.ca/climatechange.</p>

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<p>4. Give strong consideration to protecting Greenfield, expanding environmental buffers, etc. as we plan Peel's future.</p>	<p>The ROP includes many policies protecting natural features. The Greenbelt policies were introduced through ROPA 24. The ROP Review will continue the approach introduced through our previous ROP Review (PROPR). If justified, any new settlement expansion will need to fulfill all the requirements of the ROP and other applicable plans. Protecting natural features is specifically required by Regional policy 7.9.2.12 (requirements of municipal comprehensive review).</p>
<p>Brad Bass, EAC Mississauga [Mississauga Open House]</p>	
<p>New approaches need to be adopted to expand the natural heritage system.</p>	<p>The comment is acknowledged and received. As part of the ROP Review, Regional Staff will be recommending a Greenlands System Strategy to comprehensively update the Region's natural heritage policies including identification of a Regional Natural Heritage System. The findings of this study may result in amendments to ROP policies and mapping.</p>
<p>We can make greater use of green infrastructure technologies to achieve this goal. I gave this presentation to Mississauga EAC and would be willing to give the same one to the Region of Peel.</p>	<p>The comment is acknowledged and received. When determining the scope of this ROP Review, the comment will be further considered.</p>
<p>John Sabiston, Hydro One [Mississauga Open House]</p>	
<p>Hydro One recognizes the importance of establishing a multi-use corridor for transportation, electrical transmission and other utilities. We also recognize the importance of the SISA corridor for this purpose. We would be interested in meeting with you to further discuss our needs for this corridor.</p>	<p>We have set up a meeting with Hydro One to discuss this further. The SISA corridor issue will be addressed through ROPA 26 hearing and the matters deferred from ROPA 24 dealing with SISA.</p>
<p>Rakesh Sharma, Resident [Mississauga Open House]</p>	
<p>Looking for more information on the Hurontario Street Corridor. Worried about additional congestion on the busy road with the addition of an LRT, which will reduce the number of lanes.</p>	<p>The Hurontario LRT is a project being jointly undertaken by the Cities of Mississauga and Brampton. Please visit the Hurontario Street LRT website for further information: http://lrt-mississauga.brampton.ca/EN/Pages/Welcome.aspx</p>

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