

Region of Peel

APPROVED AT GENERAL COMMITTEE
January 19, 2006

PL-B2. Regional Response to Proposed Growth Plan

Referred to the January 26, 2006 Regional Council meeting

DATE: January 4, 2006

SUBJECT: **PLANNING POLICY AND RESEARCH**
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN

FROM: Nick Tunnacliffe, Commissioner of Planning

RECOMMENDATION

That the report of the Commissioner of Planning, dated January 4, 2006, titled "Regional Response to Proposed Growth Plan", and the accompanying appendices, be endorsed as the comments of the Region of Peel on the "Places to Grow Proposed Growth Plan for the Greater Golden Horseshoe, November 2005";

And further, that the Minister of Public Infrastructure and Renewal be advised that it is the position of the Region of Peel that the policies of the Places to Grow Proposed Growth Plan (the Plan) will only be achieved if a commitment of significant funding is made, particularly to improve transit, and a commitment to provide municipalities with new planning and financial tools to implement the Plan;

And further, that a copy of the subject report be forwarded to the Federal Minister of State for Infrastructure and Communities, the Provincial Minister of Municipal Affairs and Housing (MMAH), the Provincial Minister of Transportation (MTO), the Cities of Brampton, Mississauga, Toronto, and Hamilton; the Town of Caledon; Greater Toronto Area Regional Governments; and the Association of Municipalities of Ontario (AMO), for their information.

REPORT HIGHLIGHTS

- The Province released the Proposed Growth Plan (the Plan) on November 24, 2005 for comments, which are due by January 27, 2006.
- Planning staff support the directions in the Proposed Growth Plan subject to recommendations contained in this report.
- Comments have been prepared through significant consultation including a "think tank" with the area municipalities, conservation authorities and provincial staff.
- The Province must support the growth plan financially, commit to transit, enact transitional provisions, coordinate and fund human services, create programs that make housing available to all segments of society and provide leadership on waste management.
- The Proposed Growth Plan will create new responsibilities for Regional Council which should respect the five principles contained in the ROP, and be undertaken in collaboration with the area municipalities
- Regional and Area Municipal planning staff will work collaboratively with the Province to implement the Growth Plan through various initiatives, including the Region of Peel Liveable Peel initiative.

January 4, 2006

**PLANNING POLICY AND RESEARCH
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN**

DISCUSSION

1. Background

Recently, the Province of Ontario has re-established itself in a leadership role in planning. Some of the recent provincial initiatives include: establishing the Oak Ridges Moraine and Greenbelt legislation and plans; a new Provincial Policy Statement (PPS); proposed reform to the *Planning Act* and the Ontario Municipal Board (OMB); and new source water protection legislation. A significant accomplishment has been the enactment of the *Places to Grow Act* and the development of a draft Growth Plan for the Greater Golden Horseshoe.

The Province initially released a discussion paper on Places to Grow in the summer of 2004. The Technical Advisory Committee (TAC), made up of senior regional and area municipal planners, discussed various issues contained in the discussion paper and a report to Council was prepared. This was referred back to staff for further discussion with the area municipalities.

The Minister released the draft Growth Plan for the Greater Golden Horseshoe in February 2005. In response, TAC members held a "think tank" which consisted of area municipal and regional staff as well as other partners for the purpose of discussing the implications of the draft Growth Plan and formulating input for a report to Council. Regional Planning staff reported to Council on April 7, 2005 with a series of recommendations (see Appendix I). Council referred the matter back to staff for further consultation with the area municipalities and to advise the Province that a co-ordinated waste strategy should form part of further work on Places to Grow. Attached, as Appendix I to this report is a schedule showing the previous Region of Peel comments on the Draft Growth Plan and how these comments have been addressed in the Proposed Growth Plan.

2. Consultation

Regional staff discussed the Proposed Growth Plan with members of the development industry in Peel at the Building Industry Liaison Team (BILT) meeting held on December 5, 2005. An extract of the minutes of that meeting is attached as Appendix II to this report. Members of BILT expressed overall support for the Proposed Growth Plan but cautioned that significant ongoing Provincial funds would be required to implement the Plan.

Regional staff, in consultation with TAC, held a "think-tank" session on December 19, 2005 to discuss key points from the Proposed Growth Plan. Regional and area municipal planning staff as well as staff from the conservation authorities, the Ministry of Public Infrastructure and Renewal (MPIR) and the Ministry of Transportation (MTO) attended the session and provided significant input. Representatives from MPIR provided a presentation on the Proposed Growth Plan. The results of the "think-tank" session are attached as Appendix III to this report. Some of the key messages from the "think-tank" include: the need for a provincial financial commitment to implement the Proposed Growth Plan; the need to address human services issues; and the need to bring forth a GTA transportation strategy as well as a waste management strategy. The significant recommendations have been incorporated into the "Key Recommendations to the Minister" section of this report.

Planning staff will continue to work with TAC, the conservation authorities, the development industry and other stakeholders to provide ongoing input to the Province as part of the implementation of the Proposed Growth Plan once it is finally approved.

January 4, 2006

**PLANNING POLICY AND RESEARCH
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN**

3. Overview and Analysis of Proposed Growth Plan

The Proposed Growth Plan – November 2005, and the supporting Technical Guidelines on Intensification and Density Targets and Implementation, for the most part, contains similar elements and direction as the previous draft, however subtle wording changes have been made. The Plan contains aggressive growth and intensification targets that will be difficult to achieve without significant infrastructure investments particularly for improved transit and new planning and financial tools.

Proposed Growth Plan - Summary of Key Elements

The Proposed Growth plan is organized into 4 subject areas:

- Where and How to Grow
- Infrastructure to Support Growth
- Protecting What is Valuable
- Implementation and Interpretation

A brief summary of the key elements of each section are as follows:

a) Where and How to Grow

The key points of the Proposed Growth Plan relating to Where and How to Grow include:

Growth Forecasts:

As anticipated, the proposed Growth Plan for the Greater Golden Horseshoe is based on the 2031 compact growth forecasts released by the Province in January 2005. For Peel Region, this means:

Population of 1.64 million
Employment of 870,000 persons
Households 540,000

Regional staff previously reported to Council in 2005 on the forecasts in the context of Northwest Brampton. In Regional Official Plan Amendment (ROPA) Number 15, Regional Council adopted updated forecasts which provide for 60,000 fewer people in 2031 than the Growth Plan forecasts. In order to address the difference between the Regional Official Plan (ROP) and the provincial growth forecasts, further analysis and discussion with the area municipalities is required to determine the optimum distribution of the 60,000 people to 2031. In order to undertake this work, long-term growth options which reflect the most recent area municipal forecasts will be developed as part of the Liveable Peel initiative.

40 Per Cent Minimum Intensification

The Proposed Growth Plan requires that by 2015, a minimum of 40 per cent of all residential development be accommodated in the “built-up” area as conceptually shown on the proposed Growth Plan. The “built-up” area is to be further defined by the Province, in consultation with municipalities, and development within this area is to be in the form of intensification.

The Proposed Growth Plan indicates that the Province and municipalities will use infrastructure investments, tools and mechanisms (which are not articulated) to facilitate intensification. The implications for Peel Region include the need to work with the area municipalities to more precisely identify the boundaries of intensification

PLANNING POLICY AND RESEARCH REGIONAL RESPONSE TO PROPOSED GROWTH PLAN

areas and the need to work with the Province to design new financial tools and to rebalance existing mechanisms to support intensification. The work by the Province over the coming year on defining a built boundary is critical to the interests of Peel because it will define which future building activity is considered intensification and which is greenfield for the purposes of calculating the minimum 40 per cent intensification target.

Urban Growth Centres

Schedule Four (Urban Growth Centres) to the Proposed Growth Plan shows both Mississauga and Brampton City Centres as urban growth centres. Development is to be directed to urban growth centres, which attract investment, accommodate major transit infrastructure, and contain high-density major employment uses. Directing substantial growth to these areas will require significant infrastructure investment. The Province has set a minimum gross density target of 200 residents and jobs combined per hectare to be achieved by 2031 in these centres. The calculation of density in these areas depends on the scope and scale of the urban growth centre and the possibilities for future intensification available in the urban growth centre. The Minister, in consultation with upper- and single-tier municipalities, will further refine the scope and scale of urban growth centres and municipalities are to incorporate urban growth centres in their official plans.

Major Transit Station Areas and Intensification Corridors

The proposed Growth Plan requires both major transit station areas and intensification corridors be identified in upper tier and single tier municipal official plans. Major transit station areas is a new concept, not found in previous drafts of the proposed Growth Plan, and is defined as areas around existing and planned higher order transit stations and the areas around major bus depots. Major transit station areas are to be designated in official plans, are expected to accommodate large office and commercial development, achieve residential and employment densities that support transit, and provide access to various modes of transportation. This will be an important consideration in Peel due to the fact that there are at least 12 existing major transit stations in Peel including the existing GO Transit stations.

Employment Lands

Major office and institutional development will be located in Urban Growth Centres, major transit stations areas or other areas with existing or planned high order transit service. Further, the Growth Plan requires that the re-designation of employment lands to non-employment land uses will only be permitted through comprehensive review. The Proposed Growth Plan does not reference Toronto Pearson Airport and the surrounding employment lands, which provide a key strategic employment node for the Province that should be recognized through specific policy or sub-area assessment that recognizes the unique attributes of this area and its economic potential.

Designated Greenfield Areas

The proposed Growth Plan calls for upper tier municipalities to develop and implement official plan policies, including phasing policies for designated greenfield areas, to achieve the intensification and density targets. A minimum density target of 50 residents and jobs combined per hectare over the entire designated greenfield area of each upper-tier municipality (exclusive of natural heritage features and areas) is required. Based on calculations of densities in the Lisgar community in Mississauga, and Springdale in Brampton, the target density of 50 residents and jobs

**PLANNING POLICY AND RESEARCH
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN**

per hectare is achievable in Peel Region. However, other communities in Brampton are being planned at lower densities. If the Places to Grow Plan is approved as proposed, a review of area municipal Official Plan policies may be warranted.

Boundary Expansions

MPIR, in consultation with upper-tier municipalities, will determine the need for, and maximum amount of, additional greenfield area required on a Regional basis. Further urban boundary expansions, will only be permitted through a comprehensive review subject to the criteria in the Growth Plan. Transitional provisions are absent from the Proposed Growth Plan and will need to be articulated so that major applications that have undergone significant planning and have already received Regional Council approval such as ROPA 15 (Northwest Brampton) and ROPA 17 (Mayfield West), are not subject to this part of the Proposed Growth Plan.

b) Infrastructure to Support Growth

Provincial infrastructure investment in high growth areas such as Peel Region has lagged behind the level of need for quite some time. The Growth Plan commits MPIR to work with other provincial ministries and public sector partners to identify strategic infrastructure needs to support implementation of the Plan through multi-year infrastructure planning and through sub-area assessments (discussed later in this report). Other key elements include:

Transit

Public transit is identified as the first priority for infrastructure planning and investment. The policies of the Plan promote co-ordination and consistency among land use and transportation planning and investment by all levels of government. Schedule 5 (Moving People) shows airports, improved and proposed higher order transit, including the connection of Mississauga and Brampton City Centres via higher order transit, and improved inter-regional transit to 2031.

Roads

Schedule 6 (Moving Goods) shows future goods movement corridors, including a potential East-West 400-series highway north of Mayfield Road in Peel Region, as well as major highways and their potential extensions. The Proposed Growth Plan makes passing reference to the Greater Toronto Transportation Authority (GTTA). The Plan needs to solidly identify the need for a Greater Golden Horseshoe transportation strategy and its implementation including sustainable funding. The plan proposes a Sub-Area Assessment on Transportation and Transit to address this.

Water and Wastewater

The proposed Growth Plan requires that the full cost of municipal water and wastewater services must be recovered and investment in water and wastewater need to be coordinated to support future growth. Further, municipalities are encouraged to plan and design these systems to return water to the same watershed from which it is withdrawn.

The Minister, through a sub-area assessment in consultation with upper- and single-tier municipalities, will conduct an analysis of water and wastewater capacity and requirements to service the growth forecasts. The Region of Peel has shown leadership in ensuring the funding of water and wastewater services is through the water rate and developing water and wastewater master plans; coordinating the

PLANNING POLICY AND RESEARCH REGIONAL RESPONSE TO PROPOSED GROWTH PLAN

provision of inter-regional services with municipalities such as York Region; and ensuring full environmental protection in our water and wastewater planning activities.

Community Infrastructure

A new section, entitled Community Infrastructure has been added to the Proposed Growth Plan. Community Infrastructure is defined as land, buildings or structures that support quality of life by providing public services for health, education, recreation and affordable housing, among others. The policies also encourage services planning, funding and delivery sectors to develop a community infrastructure strategy to facilitate co-ordination of land use infrastructure and investment.

c) Protecting what is Valuable

The Proposed Growth Plan calls for the sub-area assessments to identify a natural system for the GGH comprised of natural heritage features and areas, and sensitive surface and groundwater features.

Prime Agricultural and Specialty Crop Areas will be identified and where appropriate protected.

Finally, the Proposed Growth Plan advocates a "Culture of Conservation" to include water conservation, recycling, energy conservation and alternative energy generation and distribution, air quality improvements, integrated waste management systems and cultural heritage conservation.

d) Implementation and Interpretation

While the Proposed Growth Plan calls on all levels of government to work with other stakeholders in implementing the policies contained in the Growth Plan, much of the responsibilities for implementation falls on the Minister working in consultation with other Ministers of the Crown. Specifically, work on the built boundary, designated greenfield areas, urban growth centres, and sub-area assessments are to be undertaken by the Minister through one-on-one consultations with upper- and single-tier municipalities. This will also require intensive consultation with the area municipalities.

Sub-Area Assessments

The former Sub-Area Growth Strategies (SAGS) have been eliminated in favour of "Sub-Area Assessments", which are intended to focus on the following five areas:

- Regional economic assessment to guide planning for employment and identification of Provincially significant employment areas and economic clusters;
- Transit and transportation to focus on transportation infrastructure planning and investment;
- Water and wastewater to focus on capacity relative to growth forecasts;
- Natural Heritage system identification and protection; and
- Prime agricultural and specialty crop area protection.

MPIR is currently developing work plans for the sub-area assessments.

In addition to the above key elements, the Plan also provides for ongoing consultation and provision of information to the public and stakeholders to facilitate understanding and implementation of the Plan and a marketing campaign to assist municipalities in delivering the message of changing urban forms and development to residents.

**PLANNING POLICY AND RESEARCH
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN**

4. Key Recommendations to the Minister

As indicated, comments on the previous version of Places to Grow were prepared in consultation with TAC and are attached as Appendix I in order to demonstrate the extent to which the comments were incorporated into the subject Proposed Growth Plan. The majority of previously expressed comments from the Region of Peel continue to remain valid. The vision for the GGH and the policies contained in the Plan to implement that vision should be supported. However, a number of concerns remain. These are explained in the following key messages to the Minister regarding the Proposed Growth Plan:

a) Support the Growth Plan Financially

The Proposed Growth Plan, while visionary in policy, remains lacking in terms of long-term funding to implement the vision of the Province. In order to support the population and employment forecasted, the Province will need to put in place long-term sustainable funding measures in key areas that are currently lacking in federal and provincial financial support. Three of these areas are:

1. Transit and specifically the establishment of a Greater Golden Horseshoe transportation strategy;
2. Sustainable program funding for human services resulting from significant growth; and
3. Significant investment in infrastructure.

The creation of a Provincial Infrastructure Investment Strategy (the Strategy), coordinating the work of various provincial ministries, is a good start to address financial issues but more details are required. The Strategy must put in place tools for municipalities to support intensification, including revisions to the *Development Charges Act* to allow for a greater recovery of costs, including human service costs, associated with development. Early development and implementation of the proposed Provincial Infrastructure Investment Strategy is required to support ongoing high growth rates in urban regions such as Peel Region. Unless strong, sustainable, and long-term financial support is available, the Proposed Growth Plan will not be achieved.

b) Commit to Improved Transportation

In order for the Proposed Growth Plan to work, a Golden Horseshoe Transportation Strategy should be developed and implemented in close coordination with municipalities. The basis of the strategy should be improved transit to move people, improved highways to move goods, including corridor protection, and improved arterial roads to provide access and connectivity. Successful and timely implementation of the transportation strategy will require new tools and streamlined processes including simplification of current *Environmental Assessment Act* procedures. The strategy must be coordinated with the Proposed Places to Grow Plan and infrastructure and funding decisions need to be aligned to the strategy.

**PLANNING POLICY AND RESEARCH
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN**

- c) **Recognize Existing Planning Approvals (N.W Brampton and Mayfield West)**
Regional Official Plan Amendment (ROPA) Number 15 is currently before the OMB for settlement discussions. As the urban expansion contemplated by ROPA 15 is important to meeting the population and employment targets of Peel, the Region and the City of Brampton have an interest in making sure that ROPA 15 is included as part of the Designated Greenfield Area in the Final Growth Plan, which is not the case in the Proposed Growth Plan. Therefore, staff are recommending that the Province be requested to establish transition provisions, which recognize existing applications, such as North West Brampton and Mayfield West (ROPA 17) which have received approval from Regional Council. Significant studies were completed to justify the need for expanding the Regional urban boundary within the policy regime that existed when ROPAs 15 and 17 were adopted by Regional Council.
- d) **Coordinate and Fund Human Services**
The Proposed Growth Plan does not address the range of challenges that municipalities face in implementing the human services mandate for Peel. While this message has been previously conveyed to the Province, resulting in the new "Community Infrastructure" policies, the suggested policies are land use based and do not consider the human services programs and services provided by municipalities and the implications of growth for these programs and services. Provincial leadership in a coordinated approach to human services planning, funding and services, including hospitals, health care, housing, policing and social services is essential.
- e) **Make Housing Available to all Segments of Society**
The availability of housing that is affordable to various segments of our society is a critical issue in a rapidly growing major urban area such as Peel Region. The Province needs to work closely with municipal counterparts to ensure a full range of housing is provided for current and future residents, including long-term sustainable funding for the development of social housing. The development of a Regional housing strategy will assist in this regard but significant tools and funding will be required to implement the strategy.
- f) **No Need for Natural System and Prime Agricultural Areas Sub-Area Assessments**
The existing policy regime, including the protection of these areas stemming from the Provincial Policy Statement, the Niagara Escarpment Plan, Oak Ridges Moraine Plan and the Greenbelt, afford significant protection and planning for these areas. In addition, the Region of Peel Official Plan provides a strong regional policy basis for protecting regionally significant environmental features. It is recommended that the Province not create another layer of environmental and agricultural protection as it is not necessary given the existing policy environment.
- g) **Provide Provincial Leadership on Waste Management**
The long-term management of waste has been, and will continue to be, a critical issue for the GGH. While the Proposed Growth Plan calls for an integrated approach to waste management, provincial leadership is required to devise a strategy and its implementation to ensure this integrated approach actually occurs. In this regard, the Province may wish to consider a sub-area assessment for waste issues.

**PLANNING POLICY AND RESEARCH
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN**

h) Engage in a Proactive Educational/Marketing Campaign

One significant barrier to effecting growth management, and in particular intensification, is what is referred to as Not in My Back Yard (NIMBY) syndrome. The Province must develop a proactive public education campaign with the intent of changing public views and attitudes regarding intensification, travel behaviours, affordable housing, community infrastructure, and energy use. It is recommended that the Province work with stakeholders such as the development industry and the public as well as municipalities to develop a 'hands-on' educational effort.

i) New Tools Required

In order to successfully encourage intensification municipalities need new planning and financial tools. These could include a much simplified development permit system, changes to the *Development Charges Act*, improved ability to protect transportation corridors for long-term use, and facilitation of tax increment financing to finance some public facilities.

5. Impact on Planning in Peel

The Province, through the Proposed Growth Plan will give Regional Council additional responsibilities in many areas, including:

- Incorporating the built boundary into the ROP;
- Developing and implementing ROP policies, including phasing policies, and other strategies, for the designated greenfield area;
- Recognizing and designating urban growth centres, intensification corridors and major transit station areas in the ROP;
- Identifying the appropriate type and scale of development in intensification areas; and
- Developing a Regional Housing Strategy.

The increased Regional responsibilities noted above should be implemented through a collaborative relationship among the Province, the Region and the area municipalities. The basis of this relationship will continue to be the five principles in the ROP which will be implemented through collaboration with the area municipalities when working on the Proposed Growth Plan responsibilities. However, Council should be aware that the responsibilities of Regional Council will increase as a result of this plan. Attached as Appendix IV are the five principles in the ROP.

CONCLUSION

The Proposed Growth Plan is a forward-looking and visionary plan that allows both the Region and area municipalities to plan within a well designed framework and therefore should be supported by Regional Council. Further, the Proposed Growth Plan will continue to support recent provincial leadership in community building, including the establishment of the Greenbelt, the Oak Ridges Moraine Conservation Plan, new Provincial Policy Statement, planning reforms, and source water protection. These initiatives, when combined, will fundamentally change how development and planning is undertaken in Ontario.

However, there are a number of fundamental deficiencies that the Province must address for this Plan to be successful. The Province should be requested to address these issues, identified

January 4, 2006

PL - B 2, -10
- 10 -

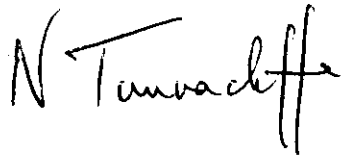
**PLANNING POLICY AND RESEARCH
REGIONAL RESPONSE TO PROPOSED GROWTH PLAN**

in the section "Key Recommendations to the Minister", prior to the approval of the Proposed Growth Plan.

Relationship to Liveable Peel

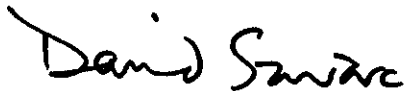
The Liveable Peel mandate and its goals supports the direction of the Proposed Growth Plan. Through the Liveable Peel initiative, and in consultation with our area municipal partners through TAC, many of the policies contained in the Proposed Growth Plan will be explored from a Peel Region perspective and implemented as required.

Regional Planning staff looks forward to working closely with our area municipal colleagues, through TAC, to address issues raised in the Proposed Growth Plan and implement policy as required. The impact of this is significant in terms of workload and may require a substantial revision to the Regional Official Plan as part of the next Regional Official Plan **Review**.



Nick Tunnacliffe
Commissioner of Planning

Approved for Submission:



D. Szwarc, Acting Chief Administrative Officer

Authored By: Arvin Prasad

c. Legislative Services

P-05-55

Comparison of Regional Position on Draft Growth Plan to Proposed Growth Plan

Key Issues	Region of Peel Recommendations on Previous Version of Growth Plan	Proposed Growth Plan
Appropriateness of Sub-Area Growth Strategies (SAGS)	<p>Recommendation: Peel is opposed to SAGS as proposed in the draft Growth Plan</p> <p>Recommendation: Should the Province wish to impose SAGS within the sub-area, that the development of the SAGS be undertaken in collaboration and partnership with the Region of Peel and the City of Brampton, Town of Caledon, and the City of Mississauga. This may require working on areas smaller than the entire GTAH.</p> <p>Recommendation: In developing the SAGS, it is essential that the Province use the existing policy studies and documents, including existing official plan policy, as a starting point for the development of the SAGS. The SAGS should build upon this existing policy base and add value to the planning process through provincial leadership and funding for infrastructure investment.</p> <p>Recommendation: The SAGS process should recognize earlier comprehensive planning undertaken by municipalities and allow for some flexibility so that these processes can be concluded.</p> <p>Recommendation: The mandate of the SAGS should appropriately focus on needed Provincial infrastructure and inter-regional matters.</p> <p>Recommendation: The Province is requested to consult municipalities and the development industry on an appropriate timeframe for settlement area expansions.</p>	<p>Province has eliminated SAGS. Instead the Province will be undertaking sub-area assessments. A sub-area is defined as an "area defined by Minister of MPIR within GGH at a scale larger than any one upper- or single-tier municipality"</p> <p>Sub-area assessment on a regional scale will be undertaken for:</p> <ul style="list-style-type: none"> • Regional economic assessment to guide planning for employment • Refinement and phasing of the proposed transportation network • Analysis of water/wastewater capacity and requirements to serve projected growth • Identification of the natural system • Identification of the prime agricultural and rural areas <p>Regional Staff are generally satisfied with this approach but question the need for sub-area assessments for the natural system and prime agricultural areas.</p>
Applying the Intensification Targets	<p>Recommendation: The Province work with regional and area municipal staff on the achievability, implementation and monitoring of the 40 per cent intensification target.</p>	<p>The 40 per cent intensification target remains.</p> <p>The 50 residents and jobs per hectare</p>

PL - B2 - 11

Comparison of Regional Position on Draft Growth Plan to Proposed Growth Plan

Key Issues	Region of Peel Recommendations on Previous Version of Growth Plan	Proposed Growth Plan
<p>Applying the Intensification Targets (Cont'd)</p>	<p>Recommendation: A higher standard for new residential greenfield development be considered that respects the achievements of the industry in producing higher density ground-related developments.</p> <p>Recommendation: That an alternative practical density standard, that reflects the local characteristics of an area, be established for transportation corridors and urban growth centres such as Brampton City Centre and Queen Street Corridor.</p> <p>Recommendation: Toronto Pearson Airport be identified as an employment node and be a focus for provincial investment.</p>	<p>combined density target remains but it has been clarified that the density will be measured over an upper-tier municipality's entire designated greenfield area and further that calculation of density excludes natural heritage features and areas. This is satisfactory.</p> <p>The minimum gross density target of 200 residents and jobs per hectare remains for urban growth centres including for the Mississauga City Centre and Brampton City Centre. The Province has removed the density target for transportation corridors however they encourage intensification in these areas. The scope and scale of urban growth centres is to be determined by the Minister in consultation with municipalities. It remains to be seen, once the scope and scale is determined, how achievable the density target is.</p> <p>The Province has introduced major transit station areas and has indicated that these areas should be a focus of development. This is consistent with the intensification objectives.</p> <p>No new policies with respect to the Toronto Pearson Airport were added. This remains a valid concern.</p>

PL - B2 - 12

Comparison of Regional Position on Draft Growth Plan to Proposed Growth Plan

Key Issues	Region of Peel Recommendations on Previous Version of Growth Plan	Proposed Growth Plan
<p>Planning for Human Services</p>	<p>Recommendation: The Province revisit its Places to Grow Plan to incorporate the provision of and delivery of infrastructure required to support human services that it is responsible for notably health, education, social services, culture, justice and corrections.</p> <p>Recommendation: That responsible provincial ministries prepare infrastructure and funding plans to support regional and municipal official plan policies and the Places to Grow plan.</p> <p>Recommendation: That the Province ensure that its human services infrastructure be located in centres and corridors and along major transit routes</p>	<p>Community infrastructure has been introduced into this version of the growth plan. Community infrastructure is defined as "lands, buildings, and structures that support the quality of life for people and communities by providing public services for health, education, recreation, socio-cultural activities, security and safety and affordable housing."</p> <p>Services planning, funding and delivery sectors are encouraged to develop a community infrastructure strategy to facilitate and co-ordination and planning of community infrastructure with land use, infrastructure and investment through a collaborative and consultative process</p> <p>Although Peel has lobbied for the Province to address human services planning what is being included in the proposed growth plan is weak and is limited to physical planning. Further Provincial leadership in this area is required.</p>
<p>Lack of Implementation Tools</p>	<p>Recommendation: The Province commit a sustainable source of funding for transit and explore other new and innovative fiscal tools to implement the Plan.</p> <p>Recommendation: The Province make changes to the Development Charges Act to allow municipalities to collect the full costs for hard and soft services at service standards that appropriately support the</p>	<p>The implementation tools provided in the Proposed Growth Plan remains relatively weak. There are no additional tools provided for the implementation of the Proposed Growth Plan. The Province is urged to consider the tools available, including long-term sustainable financial resources, to make</p>

P-82-13

Appendix I
 Regional Response to Proposed Growth Plan
 January 4, 2006

Comparison of Regional Position on Draft Growth Plan to Proposed Growth Plan

Key Issues	Region of Peel Recommendations on Previous Version of Growth Plan	Proposed Growth Plan
Lack of Implementation Tools (Cont'd)	<p>community.</p> <p>Recommendation: The EA process be streamlined for projects in urban centres and corridors;</p> <p>Recommendation: The Province direct the OMB to make decisions consistent with the objectives of the Growth Plan.</p> <p>Recommendation: The Province develop an educational and marketing campaign that is supported by appropriate tools to shift market preferences for housing types, location and transportation choices.</p>	<p>the Proposed Growth Plan a reality.</p> <p>The Province will ensure ongoing consultation with public and stakeholders to implement the Plan.</p>

P2-82-14

BUILDING INDUSTRY LIAISON TEAM (BILT)
December 5, 2005
Region of Peel – 5th Floor Boardroom

Present:	Gary Kramer	Tom Slomke	Paula Tenuta
	Bob Hooshley	Damian Albanese	Bryan Hill
	Rob Elliott	Arvin Prasad	Rick Mangotich
	Ted Goddard	Tom AppaRao	Naheeda Jamal

**EXTRACT OF MINUTES FROM THE DECEMBER 5, 2005
MEETING:**

Proposed Places To Grow Plan

Arvin provided an overview of the Proposed Growth Plan which was recently released by the Province. The commenting deadline is January 27, 2006.

BILT members discussed the regional role and the contents of regional official plans, the sub-area assessments, infill and intensification issues, the concept of major transit station areas, calculation of densities for greenfields, North West Brampton, the protection of employment lands, and transportation planning issues.

BILT members agreed that the provincial lead in land use planning will be of assistance and should be supported. BILT members also called on the Province to ensure there is coordination and cooperation between provincial ministries in implementing the Proposed Growth Plan.

Comments to the Province should focus on funding and tools to implement the Plan. BILT members noted that OMB Reform is also of significance and is expected to be released soon for comment.

**PROPOSED GROWTH PLAN
FOR THE GREATER GOLDEN HORSESHOE
'THINK TANK' FORUM
Outcomes Report
Monday, December 19, 2005
Peel Room, Region of Peel Administrative Offices**

PART ONE: CONTEXT FOR 'THINK TANK' FORUM

On March 10, 2005, the Region of Peel hosted a 'think tank' forum to assist in formulating a response to the Places to Grow Draft Growth Plan. The input received was used to prepare an outcomes report on key questions and feedback to the Ministry of Public Infrastructure Renewal. In November 2005, the Proposed Growth Plan for the Greater Golden Horseshoe was released. The Region of Peel hosted a second 'think tank' forum on December 19, 2005 to canvass views on the proposed growth plan. The think tank was well attended by staff from the Province, the Region, and the City of Brampton, Town of Caledon, City of Mississauga and Conservation Authorities. The morning began with an overview by Lisa Salsberg on the changes to the Places to Grow Growth Plan. Arvin Prasad, Director of Planning Policy and Research provided further context by indicating that the input would assist in formulating directions for reporting back through Regional Council to the Ministry the deadline for which has been set by the Ministry for January 27, 2006.

Sue Cumming of Cumming and Company facilitated the breakout discussions. To further explore key elements of the Provincial Growth Plan, 'Think Tank' participants took part in four facilitated breakout discussion groups on the following key themes:

- Tools needed for implementation;
- Changing Minds;
- Transportation and Travel Demand Management;
- Human Services Planning;
- Sub-Area Assessments.

Each participant had the opportunity to participate in the discussion of each of these key elements to develop key messages to be brought forward in the Region's response to the Growth Plan. This report prepared by the facilitator is organized in two sections as follows:

- Key messages from the group discussion
- Breakout discussion points noted.

PART ONE: KEY MESSAGES

A key aspect of the Think Tank Forum involved the discussion amongst all participants of the key themes highlighted. This discussion identified a number of consistent messages and directions for inclusion in the response to the Provincial Growth Plan.

- General **support for the leadership shown by the Province** and an endorsement of the Plan's vision and guiding principles.
- Recognition that a **proactive public education campaign** around compact settlement and development patterns will be critical to changing public views on where and how to grow. It was noted that the public must see the benefits and needs to embrace a shift in the way that our communities are shaped and formed. Without this shift in public attitude it will be difficult to achieve the vision as laid out in the plan. There is support for strong provincial leadership role with a communication and media strategy. Province should change NIMBY to "YIMBY"(Yes in My Back Yard) by developing hands-on educational efforts at different levels on topics such as: intensification, travel behaviour, affordable housing, community infrastructure, energy use: elements of a 'full community' and managing expectations.
- There is a need for timelines and **clearer direction on the implications of potential "companion" legislation** (for example *Development Charges Act, Municipal Act*, changes to the *Environmental Assessment Act* and others) and the policy guidelines that may be forthcoming. There is also the need for clarification on the applicability of various legislation including Bill 51, PPS and Places to Grow when applications come forward.
- **There continues to be a lack of implementation tools in the Plan. In particular there is need for a Provincial Financial Plan to implement the Growth Plan.** This sustainable financial investment plan must support the well maintained infrastructure referenced in the growth plan including the integrated transportation network and fast, convenient and affordable transit. It was noted that there continues to be too much reliance on the municipal tax base. There is a desire for incentives and disincentives to be put in place together with flexible financing mechanisms and funding.
- While there is strong support for the new section on Community Infrastructure (found at page 24), there is **significantly more work required to ensure that planning for community infrastructure and community infrastructure investment will include planning for hospitals, health care and social services** that are fundamental components to create thriving communities. Planning for Human Services, as noted through the initial response to PIR, continues to be a fundamental component of how our communities need to be planned. Program funding for human services needs to be included in provincial funding for Places to Grow along with funding for land and buildings. There is a need for more specific information on community infrastructure and how we can address implications of aging and immigration. There is a concern that intensification be planned with the provision of adequate human services in a timely manner and in appropriate locations. Human services need to be geared to cultural needs including open space, cultural heritage, natural heritage, recreation. There will be issues around

Appendix III
 Regional Response to Proposed Growth Plan
 January 4, 2006

urban design to be addressed. Currently municipalities have no control over funding (i.e. hospitals) but are managing the growth. There is a desire to involve other ministries (i.e. Health and Social Services) in the discussion of tools including policy and funding (possible inclusion in development charges) to ensure that the current gap between demand and supply does not continue to widen.

- More discussion is warranted on ***what is the scale of the complete community*** with reference to social values and social equity, affordability of intensification (housing), affordability across demographics.
- There is a desire to ***elevate the discussion around “the visual community”*** with a better understanding of the proposed changes with Bill 51 and ability of municipalities to achieve the intensification targets that are set.
- There needs to be ***clarification on the process for developing the “built boundary”*** and clarification on future designated greenfield area beyond the scope of the plan so as to ensure long-term achievement of the vision in the plan.
- A commitment to ***bring forward the Transportation Strategy together with significant commitments on transit*** that will be needed to really make the growth plan principles work. There needs to be Environmental Assessment process changes to allow transit projects to be built in a timely way. Tools for protecting transportation corridors over the long-term are required.
- A clearer understanding as to ***how the Province will work with municipalities to ensure sustainable water and wastewater services are available*** to support the planned growth.
- A clearer understanding on ***how waste management will impact the growth plan*** directions and what leadership will be forthcoming from the Province.
- ***Consistency is required on how natural systems are protected*** throughout Greater Golden Horseshoe Area. It was noted that the natural heritage review is not consistently being undertaken in the Greater Golden Horseshoe and this needs to be addressed to ensure long-term protection and enhancement.
- ***There is still concern around how the sub-area assessments will be undertaken and potential for duplication with Official Plans.*** There remain questions about how the sub-area assessments relate to the transportation strategy. There is a need to continue to further define these over the next 8 to 18 months.

PART TWO: BREAK OUT GROUPS KEY POINTS

The participants provided input through four smaller discussion groups. The following are the key points noted in each group.

Overall Impressions of the changes to the Draft Growth Plan

Red	Blue	Green	Yellow
<ul style="list-style-type: none"> Generally, good to see the Province being involved; What are the consequences of not following through on targets? Implementation tools seem to be weak; How much greenfield development will be available? 	<ul style="list-style-type: none"> Where will the money come from for infrastructure and services? Good provincial leadership, vision; generally supportive; Need more formal involvement of local municipalities; Good ideas at high levels, but need more detail, specifics (i.e. timelines and tools); Need more assistance on dealing with public (i.e. education, NIMBY). 	<ul style="list-style-type: none"> Funding is needed to make any of this happen; Education to public; Timing for plan release; Transit support; Housing form; what is higher density? Is there a visual component? Lower tiers need to be at table and involved as to how to implement the Growth Plan. 	<ul style="list-style-type: none"> How do we address priorities within Provincial Policy Statements and Places to Grow? What other companion legislation is coming? Financial implications for infrastructure. Need to have natural system, consistency throughout GTA What is the scale of a complete community? I.e. Social values, affordability of intensification affordability across demographics.

1. Discussion on what Tools are needed to see the Growth Plan vision put in place

Red	Blue	Green	Yellow
<ul style="list-style-type: none"> Specific Area DC's (administrative challenge). Threat of going to the OMB (once growth plan policies are in Official Plans, remove ability to appeal policies); High cost of parking needs to be addressed; Clear transportation strategy; Financial plan to 	<ul style="list-style-type: none"> Operational and capital funding and financing mechanisms are needed; Realistic timelines; Templates (i.e. for affordable housing); Need implementation plan (to be realistic, practical with buy-in and resources); Tools for transportation corridor protection over long 	<ul style="list-style-type: none"> Changes to DC's; Bill 51 is a good start; Boundary expansions initiated only by municipality with no appeal rights; Sustainable funding; Streamlined EA process; Delegate to 	<ul style="list-style-type: none"> Need further incentives to carpool, make it inconvenient to drive alone; More corporate involvement; More funding for infrastructure; Can only draw on municipal tax base for so much; Intensification will require more and better parks,

Appendix III
Regional Response to Proposed Growth Plan
January 4, 2006

<p>implement Growth Plan with funding for transit (long term, sustainable capital /operational funding)</p> <ul style="list-style-type: none"> Need for Downtown Development Corporations. 	<p>term;</p> <ul style="list-style-type: none"> Better environmental assessment process; Involvement of Ministries of Health and Social Services); Waste needs focus; Need flexibility for employment land conversion. 	<p>appropriate level of government (i.e. built boundary to lower-tier);</p> <ul style="list-style-type: none"> Incentives (Full Cost Accounting). 	<p>programs;</p> <ul style="list-style-type: none"> Need to adapt to changing demographics.
---	--	--	--

2. Discussion on "Changing Minds"

Red	Blue	Green	Yellow
<ul style="list-style-type: none"> Comprehensive involvement of all sectors of community and changing minds for Smart Growth; Envision improved infrastructure (i.e. public transit); "Public:" use of word to describe versus comfort; Incentive and disincentives; Focus on immigrants and future immigrants about choices to live; Mixed land use communities (self-containing activities should be pursued). 	<ul style="list-style-type: none"> Province should change NIMBY to "YIMBY." Need to develop hands-on educational efforts at different levels (intensification, travel behaviour, affordable housing, community infrastructure, energy use: elements of a 'full community' and managing expectations); Identify whose minds we are trying to change (elected officials, business, residents, staff); Need a paradigm shift; Cost benefits analysis of growth. 	<ul style="list-style-type: none"> Educations (transit, intensification); Timing. Earlier is better; Whose minds? Principle of Full Cost Accounting (costs of congestion versus transit, natural features conservation – land, energy, air quality, waste management); Focus on human health costs. 	<ul style="list-style-type: none"> Social planning, funding; Number of people unaware of programs, therefore less funding; More immigrants heading to 905 area. Need more accurate picture on immigration (i.e. inaccurate information from immigrants themselves); Secondary units: how do we deal with intensification when the ideal house, property is a SFD on large lot? A lot of people who have no desire to live and work in same place. Even if you make the live/work decision, will that last? How do we promote intensification? More realistic in terms of pollution, walk to work,

**Appendix III
Regional Response to Proposed Growth Plan
January 4, 2006**

			<ul style="list-style-type: none"> congestion, etc. Campaigns? Who is the audience?
--	--	--	---

3. Discussion on Transportation and Transportation Demand Management

Red	Blue	Green	Yellow
<ul style="list-style-type: none"> Quantify financial benefits at micro level; Integrate land use and TDM strategies (Transit Oriented Communities); Set of incentives, disincentives and various regulations; Transportation plans must incorporate accessibility issues; Use of rail systems. 	<ul style="list-style-type: none"> Need GTAH Transportation Implementation Strategy; Need a multi-faceted approach (roads, transit, TDM, ...); Transit is a small part of solution. Must find solutions to meet diverse needs of the Greater Golden Horseshoe, rural and urban; Can also use communication tools to encourage transportation (i.e. carpooling support programs); Need predictable, adequate, sustainable funding; Need a mechanism to coordinate. Is that GTTA? 	<ul style="list-style-type: none"> Need to see all plans together; Incentives and disincentives; Political willingness to champion Places to Grow. 	

4. Discussion on Human Services Planning

Red	Blue	Green	Yellow
	<ul style="list-style-type: none"> Need sustainable funding; Need more specifics on community infrastructure, not just police, fire and hospitals; Use existing templates to benefit other municipalities (i.e. Peel ROP); Must ensure we address aging, immigration impacts; Around intensification there are benefits, but must be cautious of problems. Must provide adequate human services in a timely manner and in appropriate locations. Urban design issues must also be addressed; No control over funding (i.e. hospitals) but local area municipalities are managing the growth; Other ministries should be involved; Cost-benefit analysis re: intensification. 	<ul style="list-style-type: none"> Timed and in place with development; Gap between demand and supply continues to widen; Additional human services should be DC eligible; Human services geared to cultural needs including open space, cultural heritage, natural heritage, recreation. 	

Appendix III
 Regional Response to Proposed Growth Plan
 January 4, 2006

5. Discussion on Sub-Area Assessment

Red	Blue	Green	Yellow
<ul style="list-style-type: none"> · Need to know specifics of how, who will be consulted, what will be done; · Not to duplicate, but build into existing Official Plans; · Need more distinctive categories. For example, under 'Prime Agriculture' there are other categories; · Where does sub-area assessment relate to the transportation strategy? · Timelines of 8-12 months? · Need to spell out purpose of sub-area assessment. · Sub-areas are too big (geography). Need 'Sub-Sub-Areas' within sub-areas. · Provincial role should be at high level. · Need mechanism if working at GTA level. 	<ul style="list-style-type: none"> · Initial reaction: we need the funding. Capital and operational costs, especially on infrastructure; · Support and appreciation for provincial leadership; · Still some questions. Need more specifics on implementation and further details; · Need help dealing with the public. · Delegation of powers to appropriate municipalities. · Cost-benefit analysis of growth. 	<ul style="list-style-type: none"> · Conservation Authority involvement and local municipality input as partners in defining natural heritage system; 	<ul style="list-style-type: none"> · Problem coming in implementation of plan, how things are prioritized. · If an application comes forward, do we look at the PPS or the P2G?

Appendix III
 Regional Response to Proposed Growth Plan
 January 4, 2006

Places To Grow Think Tank - December 19, 2005 – PARTICIPATION LIST

NAME	ORGANIZATION
Sue Cumming	Sue Cumming and Company - Facilitator
John Calvert	ROPSU TAC - City of Mississauga, Planning
Angela Dietrich	
Tara Buonpensiero	City of Brampton, Planning
Paul Aldunate	City of Brampton, Planning
Kathy Kurtz	Town of Caledon, Planning
Bob Sasaki	City of Mississauga, Transportation Working Group
Kant Chawla	City of Brampton, Transportation Working Group
Ivy France	Region of Peel, Housing
Sandra Solonik	Region of Peel, Social Housing
Arvin Prasad	Region of Peel, Planning
Tom AppaRao	
Tom Slomke	
Bryan Hill	
Ron Jaros	
Naheeda Jamal	
Andrea Warren	
Gena Ali	
Rob Elliot	Region of Peel, Finance
Mike Yu	Region of Peel, Health
Cullen Perry	
Imran Motala	Region of Peel, Public Works
Michael Grodzinski	Region of Peel, Police
Lisa Salsberg	MPIR
Steve Ganesh	MTO
Dave Burnette	Toronto and Region Conservation Authority
Gary Murphy	Credit Valley Conservation Authority

Appendix IV
Regional Response to Proposed Growth Plan
January 4, 2006

1.3.2 Five Principles of the Plan

This Plan is based on a set of five principles formulated by the Regional Official Plan Technical Advisory Committee as part of the "Regional Official Plan Outline" (revised August 13, 1993) and approved by the Regional Official Plan Steering Committee and Council. The following are the principles identified for the preparation of this Plan:

- a) The Plan must be strategic in nature, setting broad, high-level, long-term policy directions for *Peel* and incorporating the strategic objectives of the area municipalities;
- b) The Plan should aim to disentangle area municipal, regional and provincial activities in planning, eliminate duplication and not complicate area municipal planning efforts. To accomplish this, the Plan must remain focused on the responsibilities mandated in the *Regional Municipality of Peel Act*;
- c) The Plan must add value to the planning and *development* process in *Peel*. The Plan must not duplicate or infringe on area municipal planning efforts and must have a distinct, complementary and productive role;
- d) The Plan should not act as a vehicle for Regional involvement in matters that are established as area municipal planning and servicing responsibilities; and
- e) The Plan must be prepared with a view to having the Province delegate authority to the Regional, area municipal and/or conservation authority level.