

**ROPA No. 15
 Analysis of Comments Received To Date**

Analysis of Agency Comments

Agency	Written Comments	Region's Response
CVC	<p>On May 13th CVC Board of Directors endorsed the CVC staff recommendation supporting the urban boundary expansion if the following conditions are included in ROPA 15 and Brampton OPA 93:</p> <ol style="list-style-type: none"> 1. CVC's approval of the Environmental & Open Space Study; 2. CVC's approval of the Subwatershed study prior to designating land use or identifying any Natural heritage System; 3. The Subwatershed study be completed incorporating 5 years of monitoring experience and the CVC approved Subwatershed study recommendations incorporated into the Secondary Plans; 4. Incorporate CVC Terms of Reference for the Subwatershed study and that the Subwatershed study and environmental studies be of sufficient quality as approved by CVC. The City provide for CVC approval a work plan from the consultant retained to complete the Subwatershed study; 5. Revise Figure 1 to reflect process described in points 1 & 2 above, and require the approval of CVC, Peel Region and the City of Mississauga any proposed changes to it; and 6. That it be clarified that the trunk sewer in Mississauga will be twinned as was agreed to previously along Creditview Road and not along the Credit River Valley. <p>On May 18th staff of CVC has agreed to revise these conditions following a meeting with staff of Brampton, City of Mississauga and Peel region. CVC staff explained the outcome of the May 18th meeting at the Statutory Public meeting on May 19th and they will seek endorsement at the next meeting of the CVC Board of Directors in June.</p>	<ul style="list-style-type: none"> - Section 4.15.3 in the Brampton OPA No.93 will need to be modified to give effect to this agreement. - Staff recommends that ROPA 15 include a policy applicable to NW Brampton which will require a natural heritage system to be determined to the satisfaction of Credit Valley Conservation through sub-watershed studies and the natural heritage system to be designated in the Brampton Official Plan including all amendments and secondary plans. - Brampton staff has proposed revisions to Section 4.15.3 of OPA No.93 to address CVC's concerns as agreed to at their May 18th meeting.
City of Mississauga	<p>On May 11th City Council passed a resolution:</p> <ol style="list-style-type: none"> 1. Requesting Peel Region not to approve ROPA 15 until: <ol style="list-style-type: none"> a) Revised growth forecast studies underway in Caledon and Mississauga are completed and reflected in the ROP and the evaluation of ROPA 15; b) Development capacity within the existing built-up area and on remaining Greenfield lands in Peel is determined and reflected in the evaluation of ROPA 15; 	<ul style="list-style-type: none"> - The new Table 1 in ROPA15 will note that population, household and employment forecasts for Mississauga and Caledon are under review. - Peel Region retained Hemson Consulting to

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	<p>c) The Growth Plan for the GGH is approved and a SAG Strategy for the GTAH Sub-Area is prepared and approved;</p> <p>d) The background reports and consultant studies being prepared by the Region are completed and sufficiently demonstrate that:</p> <ul style="list-style-type: none"> i) ROPA 15 is not premature ii) Provincial interests in growth management as defined by the adopted Growth Plan for the GGH and related SAGS are protected; iii) ROPA 15 is consistent with all applicable policies of the PPS; and iv) ROPA 15 is consistent with the Greenbelt Plan and <i>Greenbelt Act</i>; <p>e) A further financial study is undertaken examining the following:</p> <ul style="list-style-type: none"> i) detailed costs and financing for the proposed North-South Transportation Corridor; and ii) the costs of mitigating downstream impacts in Mississauga resulting from development in NW Brampton. 	<p>determine this as per the new PPS.</p> <p>- The Province has no such requirement. The Places to Grow Plan is still a draft document.</p> <p>- Hemson report confirms this (Appendix V to Staff Report).</p> <p>- Provincial Growth Plan is not in place yet. However, ROPA 15 will protect Provincial interests identified in the PPS.</p> <p>- Hemson's report confirms this (Appendix V to Staff Report). Regional staff agree.</p> <p>- Lands subject to the Greenbelt Plan will be designated/identified accordingly.</p> <p>- Further work in determining the location, timing, and cost of the N-S corridor is required involving all stakeholders. However, the policies in ROPA 15 address this concern, including a phasing policy that the alignment, jurisdiction, and financing of a viable N-S corridor has been satisfactorily determined.</p>

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	<p>f) Ensure that no portion of the costs of the N-S transportation Corridor will be funded from the Regional Tax Levy;</p> <p>g) Adequate financial arrangements are made to compensate Mississauga for downstream impacts to Fletcher's Creek and Credit River (such as flooding, erosion control and water quality) resulting from development of NW Brampton;</p> <p>h) Arrangements are made to increase Regional Development Charges to cover 100% of all Regional growth related costs for servicing both residential and non residential development;</p> <p>i) The background reports sufficiently demonstrate that the impacts to ground water recharge rates can be successfully mitigated;</p>	<p>- On item ii) ROPA 15 contains a policy requiring measures be provided to minimize financial impact.</p> <p>- ROPA 15 includes a policy that requires measures to minimise the financial impact on the Region.</p> <p>- Mississauga staff confirmed at the public meeting on May 19th that there is no legislation to implement this requirement. It would therefore be a matter of negotiation between the parties. The required sub-watershed studies will assess, among other things the downstream impacts.</p> <p>- The Region has provided input on DC legislation which recommends expanding the list of items that can be covered, and lifting the 90% cost limitation.</p> <p>- The CVC is responsible to ensure this through the sub-watershed plan and its implementation. No need to include specifically in ROPA 15.</p>

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	<p>j) A plan outlining the future changes required to the water and wastewater infrastructure through Mississauga, in support of the urban boundary expansion, is provided to the City of Mississauga for input and the Region of Peel commit to include Mississauga in the EA for water works in Mississauga and the Water and wastewater Master Plan Update;</p> <p>k) The Region commits to amend the Water and Wastewater Master Plan in its update to show the twinning of the future west Trunk sanitary sewer south of Hwy. 401 along the Creditview Road r-o-w, as noted in the July 2003 Addendum to the EA for the Credit Valley Sanitary Trunk Sewer Extension (May 2002);&</p> <p>l) All background reports are revised to incorporate the revised growth forecasts.</p> <p>2. That Subject to 1 above, ROPA 15 is amended to require completion of at least 5 years of the Effective Monitoring Program, initiated in 2002, before completion of the subwatershed studies.</p> <p>3. That subject to 1 above, ROPA 15 is amended to require the preparation of a subwatershed study and the definition of the natural heritage system, to the satisfaction of the CVC and City of Mississauga, before the preparation of a secondary plan(s) for NW Brampton.</p>	<p>- The Region will inform and consult with Mississauga. No need to include a specific policy in ROPA 15.</p> <p>- The Region commits to do so. No need to include in ROPA 15.</p> <p>- Some studies are not affected such as the agricultural and background ones. The key study affected is on growth forecasts and Hemson's work already incorporates the revised growth forecasts into the report.</p> <p>- City of Brampton staff has recommended revisions to section 4.15.3 of OPA 93 to address the matters noted in items 2 to 5 as per the agreement reached at the meeting on May 18th involving staff of Mississauga, Brampton, CVC and Peel Region.</p>

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	<p>4. The Terms of reference for the subwatershed studies, which shall include a clear long term monitoring program, be circulated to all appropriate agencies and to the City of Mississauga for review and that Mississauga staff be invited to participate on the appropriate Steering Committee.</p> <p>5. That the storm drainage requirements for the NW Brampton Study Area reflect the recommendations and policies of approved and currently ongoing studies pertaining to the Credit River and Fletcher's Creek.</p> <p>6. That subject to 1 above, the two OPAs be amended to require, prior to the preparation of secondary plan(s) for NW Brampton, that a joint study by Brampton, Mississauga and Peel Region be undertaken to review plans for both roads and transit across the entire Brampton/Mississauga boundary to ensure that the transportation plans of all three jurisdictions, both roads and transit, are integrated. In addition, as part of the secondary plan process for NW Brampton, a further review of transportation impacts should be undertaken.</p> <p>That copy of the Mississauga staff report is forwarded to Peel Region, City of Brampton, Town of Caledon and CVC.</p>	<p>- As for ROPA 15, see comment noted on these matters as noted by CVC.</p> <p>- ROPA 15 includes policies which address transportation needs, demands created by Phase 1 and subsequent phases of Northwest Brampton.</p>

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NEC	The Commission's interest in this application is in the protection of shale resource outside the NEPA so there would be reduced pressure on mineral resource extraction in the NE Plan. Staff of the NEC has stated that this application which is subject to the new PPS should be considered in the context of the current policy initiatives underway by the Province e.g., the Draft Growth Plan for the GGH and the Mineral Aggregate Resource strategy for the GGH. NEC staff has indicated that the proposed urban boundary expansion is premature until these provincial initiatives are completed.	- ROPA 15 provides for the protection of the shale resource as required by the Province. The Places To Grow Plan is still in draft form. The aggregate strategy is a proposal in that draft document. Staff disagree that a decision on NW Brampton should await the finalisation of these draft documents.
School Boards: Peel District School and Dufferin Peel Separate	The school boards have no comment on ROPA 15. They have identified the number of new schools that would be required to serve the forecasted growth.	- No need to include policies in ROPA 15.
Trans Canada Pipelines	No concerns with ROPA 15. Will provide specific comments to the City of Brampton as part of the Secondary Plan stage. They have noted the existing high pressure natural gas pipeline crossing the subject lands generally in a northeast-southwest direction. Any development within 200 metres of this facility may affect the safety and integrity of those facilities. They have requested the Region to send them a copy of the decision on ROPA 15.	- No need to include policies in ROPA 15.
Conseil Scolaire De District Catholique Centre-Sud	No comments on ROPA 15.	
CN Rail	<p>CNR has requested the inclusion of the following policies in ROPA 15:</p> <ul style="list-style-type: none"> a) Development adjacent to the railway right-of-way shall be required to comply with CN's Principal Main Line Requirements; and b) Council shall ensure that the projected rail services and infrastructure improvements anticipated to accommodate the urban boundary expansion are identified, planned for and protected in any planning approvals, in consultation with CN and Transit. <p>CNR wants to review and comment on any proposed modifications prior to adoption of ROPA 15, and has requested notice of adoption along with a copy of ROPA.</p>	- The suggested policies should be included in the subsequent OPA to the Brampton OP which would establish general land use designations i.e. Stage 2 as per section 4.15.3 of Brampton's OPA 93.
GO Transit	GO Transit supports the proposed transit oriented development principles to be applied to the	- All of the matters raised by

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	<p>Mount Pleasant Village area. GO Transit notes that it is important to plan for the infrastructure required to enable improved GO rail and Bus Rapid Transit (BRT) services to this area. GO Transit has a number of ongoing initiatives in this area and would want these plans recognized in the OPA and subsequent secondary plans. They are presently looking at two locations within NW Brampton for an overnight train storage facility. One near the new GO station and the other on the east side of Winston Churchill Blvd. The class EA for this facility is anticipated to be completed by the end of 2005. GO has requested revisions to the OPA to address the following:</p> <ol style="list-style-type: none"> 1. Ensure that planning applications in the vicinity of the two potential sites for train storage do not preclude the ability to improve commuter rail services to the Brampton area. This would be similar to Transportation Corridor Protection Area noted in Section 4.13.4.1 in Brampton OPA 93. 2. Consider suitable /appropriate land use designations in the vicinity of the train storage facility. 3. Reinforce the policy in Section 4.15.6x) in Brampton OPA 93 to protect commuter rail infrastructure required for improving service levels to the Brampton area. 4. In the secondary plan phase, include CN's Principal Mail Line Requirements in developing policies/conditions for development adjacent to their rail corridor. 5. Consider including concentrated employment land uses in the vicinity of the new GO station to reinforce its role as a transit hub. Providing employment land uses would be consistent with the recent Draft Growth Plan and PPS 6. Subsequent transportation studies should include the consideration of BRT type facilities such as reserved bus lanes, transit priority, queue jump lanes and GO station access that can be used for local and interregional services. These will further enhance the role of the GO station as a transit hub. 7. In the interim, the OPA should explicitly identify the potential need for transit related infrastructure (reserved bus lanes, transit priority, and queue jump lanes), pending completion of subsequent transportation studies. 	<p>GO Transit should be addressed by City of Brampton in Draft OPA 93 and/ or in the subsequent amendments and secondary plans.</p> <p>- There is no need to include policies in Draft ROPA 15.</p>
Bell Canada	<p>In a letter dated April 22, 2005, Bell staff has noted that they have been actively involved in the many planning reform initiatives underway in the Province, and that they have reviewed and commented on the new PPS, Greenbelt Protection Act and the proposed Places to Grow Plan. Noting Brampton's proposal to develop a community around the Mount Pleasant GO Station, Bell is of the opinion that the concept proposed may require additional or more sophisticated communication/telecommunication services than would normally be required. They want to ensure that any future policies (Regional and Local) pertaining to NW Brampton will accommodate the opportunity to provide these services and have suggested the following:</p>	<p>- The current ROP does not contain policies directing the area municipalities to adopt policies pertaining to the planning and installation of public and private utilities.</p> <p>The policies suggested by Bell should be included in the</p>

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	<p>i) It is the policy of the Region to:</p> <p>a) Encourage local municipalities to adopt policies that promote all public and private utilities be planned for and installed in a coordinated and integrated basis in order to be more efficient, cost effective and minimizing disruption and that all above ground utility infrastructure be located and designed to be compatible with its environment.</p> <p>b) Encourage local municipalities to plan for communications/telecommunications infrastructure in all stages of planning for growth, including official plan and zoning by-law amendments, draft plans of subdivision and site plan approvals.</p> <p>ii) Public and private utility facilities shall be permitted in all land use designations except the Open Space Environmental Significant areas and hazard Lands designations where exceptions will only be permitted in limited circumstances where deemed necessary by the local municipality and subject to detailed engineering designs to be approved by the local municipality.</p> <p>iii) All interested utilities and telecommunication providers wishing to be located within a development area should be located within an initial common trench, wherever possible, to avoid unnecessary over digging and disruption of municipal rights of way.</p> <p>In addition, Bell has recommended including the following:</p> <p><u>Design</u></p> <p>“Consideration shall be given to the location of utilities within the public rights of way. Utilities shall be clustered or grouped where possible to minimize visual impact. The City of Brampton encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc.”</p> <p><u>Definitions</u></p> <p><i>Infrastructure</i>: means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.</p> <p><i>Utility(ies)</i>: means all public and/or private utilities (including but not exclusive of cable, hydro,</p>	<p>Brampton OPA 93 or in the subsequent Stage 2 OPA.</p> <p>The Region has the option of including a general policy on utilities at the time of bringing the ROP to be consistent with the new PPS or including a policy in ROPA 15 applicable only to NW Brampton. Having the same policy apply to all areas is preferred.</p> <p>- The recommended policy on design is appropriate in the Stage 2 Brampton OPA.</p> <p>- The current ROP contains a definition that is almost identical to this one. Therefore, there is no need to include it in ROPA 15.</p> <p>- There is no Definition of</p>

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	<p>gas, communications/telecommunications Canada Post etc.) which are required to service a development.</p> <p>Bell notes that similar wording has been accepted by numerous Regional and local municipalities over the past year or so. These policies will provide for better coordination between all stakeholders and better overall planning for regional and local municipalities.</p> <p>Bell has requested to be notified of any future meetings, reports etc., related to this matter.</p> <p>In a further letter dated April 28th, Bell recommended the inclusion of the following paragraphs in ROPA 15</p> <ol style="list-style-type: none"> 1. The owner shall agree in the Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/developer shall be responsible for the relocation of such facilities or easements. 2. The owner shall be required to enter into an agreement (Letter of Understanding) with Bell Canada complying with any underground servicing conditions imposed by the municipality, and if no such conditions are imposed the owner shall advise the municipality of the agreement made for such servicing. 3. Bell Canada requires one or more conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are situated and one or more conduits from the room(s) in which the telecommunication facilities are located to the street line. 	<p>"Utility" in the current ROP or in the new PPS. Therefore, there is no need to include such in a ROPA 15.</p> <p>- The Region will notify Bell as requested.</p> <p>- Items 1 to 3 are typical conditions of Draft approval on plans of subdivision and condominium. They need not be included as OP policies. Therefore, there is no need to include the policy in ROPA 15.</p>

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Region of Peel Public Works	No comments	
Region of Peel Transportation Planning	<p>Replace Schedule E to the amendment with a schedule showing a more generic study area for a North-South Transportation Corridor as shown in the proposed Transportation ROPA No.16.</p> <p>In addition, Transportation Planning staff have raised a number of comments on the iTrans study.</p> <p>As more transportation related work is required to be done, they have recommended prior to the approval of urban boundary expansion, it is important to establish specific and clear conditions and processes for managing growth in NW Brampton.</p>	<p>- Staff recommends that Schedule E in ROPA 15 be replaced with a new Schedule E as suggested.</p> <p>- Staff will bring these to the attention of City of Brampton.</p> <p>- ROPA 15 contains policies to limit Phase 1 development to the amount that can be supported by the existing and planned arterial road network and transit systems. Development beyond Phase 1 can proceed only after the alignment, jurisdiction, and financing of a viable North-South Corridor has been determined. The Brampton O.P. has phasing policies addressing transportation.</p>
Region of Peel Finance	No comments.	
Halton Region	<p>Halton Region's comments were faxed on June 2nd. The staff letter notes that Halton Council would consider their Planning report on June 22nd.</p> <p>1. Halton acknowledges that the urban expansion is significant, and must be considered in light of existing and emerging Provincial policies, including the direction of the draft Growth Plan.</p> <p>2. The abutting municipalities of Halton Region and the Town of Halton Hills want to ensure that the inter-jurisdictional issues associated with the boundary expansion are taken into consideration.</p>	<p>- The Provincial Growth Plan is not in place. However, ROPA 15 is consistent with the new PPS.</p> <p>- Halton Region will be consulted on the proposed North-South Transportation Corridor.</p>

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	<p>3. It is premature for the Region to adopt the amendment until the consultant study assessing conformity of the boundary expansion with the PPS is evaluated by all stakeholders. Until this is done, a decision should be postponed.</p> <p>4. Brampton's intent to include phasing policies should be accompanied by guiding principles in the Regional Official Plan to ensure that greenfield development does not occur before the existing urban area is developed, and redevelopment and intensification opportunities are maximised according to Regional criteria and annual infrastructure and development monitoring.</p> <p>5. Peel Region should consider the appropriateness of deleting all the shale resource from Schedule C through ROPA 15, as such may be inconsistent with the PPS. Halton Region also supports the MMAH's comments dated March 24, 2005, that the further consideration should be given to the extent of the resource to be protected, as well as the phasing and staging programme for potential urbanisation of the shale lands.</p> <p>6. The need and justification for the new north-south transportation corridor in Brampton should be determined through an Environmental Assessment process, and in consultation with the Ministry of Transportation and Halton Region. Until such time, it is premature to show a conceptual alignment within Halton Region.</p> <p>7. On-going analysis of road capacity could establish the basis for phasing requirements in ROPA 15 or the transportation policies in ROPA16 to determine the timing of the north-south corridor.</p>	<p>- Hemson's report was reviewed by staff of Brampton, Caledon, and Mississauga in draft form. Hemson has addressed concerns raised by staff respectively.</p> <p>- The policies on phasing in revised ROPA 15 address this concern.</p> <p>- ROPA 15 provides for the protection of the shale resource in advance of urban development. The HPMARA classification shown on Schedule C will be not be amended for NW Brampton lands until the area to be protected is identified in the City's OP.</p> <p>- Regional staff does not agree. The corridor is identified conceptually on Schedule E, ROPA 15, and does not form part of our official plan.</p> <p>- A policy in ROPA 15 addresses this matter.</p>

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Caledon	<p>Peel Planning received Caledon's staff report on June 3rd. The Report will be considered at Caledon's June 7th Council meeting.</p> <p>The Town supports ROPA 15 and has identified 3 broad areas of interest:</p> <ol style="list-style-type: none"> 1. Regarding Population and Density, the Town believes that the NW Brampton Boundary Expansion is justified in accordance with earlier forecasts associated with ROPA 8. Thus, there is no need to additionally justify the boundary expansion through conferring official plan status to unsubstantiated forecasts from a "draft" growth plan that has no status. 2. Regarding Transportation, the Town wants to ensure that sufficient transportation planning occurs to avoid any negative impacts on Caledon roads/communities if and when the Bram West Parkway/North-South Corridor ends at Mayfield Road. In particular, upgrades to Mayfield Road will need to occur simultaneously with the development of the Corridor. 3. Regarding Shale resources, the Town believes that given a 1000-year supply in the local market area, neither Brampton nor Caledon need to be protecting as much shale as is currently being identified. 	<p>- Notwithstanding the earlier forecasts, Hemson's recent forecast is based on recent growth rates and provincial forecast for the Greater Golden Horseshoe. Hemson's forecast is more up-to-date.</p> <p>-The Town's concern will be addressed in the next round of studies on transportation needs.</p> <p>- MMAH has asked to protect more than 25% of the shale resource for extraction. The Region's position on shale as per policies in ROPA 15, is consistent with the Town's position.</p>

Analysis Of Other Comments

Submissions From Others	Comments	Region's Response
<p>C. Adam Lauder</p>	<p>C. Adam Lauder of 481 Manning Avenue, Toronto, made a written submission to the Clerk, dated May 15th. He is opposed to ROPA 15 based on recent Provincial initiatives on growth management. He has pointed to the following:</p> <ul style="list-style-type: none"> • Based on "A Current Assessment of Gross Land Supply in GGH" there is more land within Brampton's current urban boundary to accommodate Brampton's future growth. It appears to be more logical to plan wisely for additional residents and work towards creating compact communities within the urban boundary. • New PPS states that "Planning authorities shall establish and implement phasing policies to ensure that specified targets for <i>intensification</i> and <i>redevelopment</i> are achieved prior to, or concurrent with, new development within <i>designated growth areas</i>." • As per the Amended Planning Act, Brampton, being the applicant, cannot appeal a Council's decision to refuse. The intent of the legislation is clear, urban boundary issues the decision must be made by the local politicians. Therefore, they have a duty to uphold the desires of all local constituents in such decisions. • Adequacy of municipal services, protection of the shale resources, automobile dependency are a few examples of issues that have not been adequately addressed through Brampton's comprehensive studies. <p>Simply submitting studies that fulfill the requirements of Peel's OP are not enough. These studies should enlighten decision makers in a way that explains to them that an urban boundary expansion is a logical step for the Region. Sadly, this is not the case.</p>	<p>- Disagree. Hemson report demonstrates Brampton's urban land supply will be depleted between 2015 and 2023.</p> <p>- Policy to achieve this included in ROPA 15.</p> <p>- Five years of planning studies associated with NW Brampton has clearly supported the proposed urban expansion. ROPA 15 includes policies to address these issues.</p>

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Delegations at Public Meeting	<p>1. Mr. John Corbett, Commissioner of Planning for the City of Brampton, made a detailed presentation, with background information, supporting Brampton's application to extend the Region's urban boundary.</p> <p>Mr. Corbett noted that Peel will have a deficit of land to accommodate approximately 170,000–180,000 people by 2031. He reviewed the ROP Section 7.9.2.8 and the two-staged study process, including the current status of each study. Mr. Corbett emphasized that expansion of the urban system does not commit to releasing lands for development. Brampton is not proposing land uses at this stage.</p>	- We agree with Mr. Corbett.
	<p>2. Mr. Ed Sajecki, Commissioner, and Mr. John Calvert, Director of Policy, with the Mississauga Planning Department, made a presentation explaining the reasons why Mississauga does not support adoption of ROPA 15 at this time.</p> <p>Their presentation included the implications for the Region and the City of Mississauga, and Mississauga's recommendations.</p>	- See Region's response to City's comments on pages 1 to 5.
	<p>3. Mr. Bob Duncanson, Credit River Alliance, noted the following concerns:</p> <ul style="list-style-type: none"> • Health of the Credit River Watershed • We should take time and ensure safeguards • Endangered and threatened species • Consider long-term viability of Credit River • Data is severely flawed, no baseline information • Need for 5 year data collection • Then do the Environmental Planning • Sequence of this is critical • Could be very costly in the future if we rush with this proposal 	- ROPA 15 includes policies which will require the preparation of sub-watershed studies which will be the foundation for maintaining the viability of the Credit River.

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	<p>4. Mr. Randolph Smith, Lawyer, on behalf of Trinison Management Group requests the inclusion of Phasing policies similar to those adopted in Halton Region. His clients wanted to ensure that up to 75% of the area within the current urban boundary is within registered plans before development in NW Brampton is allowed.</p>	<p>- We have reviewed the Brampton official plan phasing policies. Similar policies are contained in ROPA 15 with the exception of the 75% requirement being in registered plans of subdivision.</p>
	<p>5. Ms. Rae Horst, General Manager of the Credit Valley Conservation made a presentation on CVC's position. Ms. Horst talked about the "Millennium Ecosystem Assessment" report which links global ecosystem health to human well-being.</p> <p>Ms. Horst noted that CVC staff would be prepared to recommend approval of the NW Brampton urban expansion once the fundamentals contained in a CVC resolution are agreed upon in writing; Ms. Horst previously identified the issues and read the resolution approved by the CVC's Board of Directors.</p>	<p>- ROPA includes policies addressing CVC's concerns.</p> <p>- Subsequent to the public meeting, CVC has advised that they support OPA 93-245.</p>
	<p>6. Mr. Scott Snider, Lawyer, on behalf of the NW Brampton Landowners Group, indicated that the most essential issue is "Timing". It is now time to expand the urban boundary, however, it is not the time to release the land for development, nor determine the residential and employment distribution. Three reasons were cited in support of the arguments:</p> <ul style="list-style-type: none"> • Five years of planning studies have been completed and they reveal NW Brampton should be developed in principle; • Agencies concerns can and will be addressed before any lands are released for development; and • Let Brampton and Peel Region decide on urban boundary now i.e. locally. <p>Mr. Snider noted that the Mt. Pleasant Go Station represents an investment that Brampton and Peel Region could capitalise on through compact, transit-oriented development.</p> <p>ROPA 15 does not release the lands for development nor determine land use designations, but, is instead a long-range planning framework to guide infrastructure investment in Brampton.</p>	<p>- ROPA 15 will bring NW Brampton lands into the urban system but provides for policies which will have to be met before development can actually take place.</p>

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<p>Other Speakers</p>	<ol style="list-style-type: none"> 1. Mr. Cliff Laidlaw represents 10 families on Heritage Road, with most of them engaging in agriculture, supports ROPA 15. 2. Ms. Teresa Taylor, resident of Mississauga and Chair of Sierra Canada, referred to the Millennium Ecosystem Assessment Report, strongly objected to the approval of ROPA 15 for the following reasons: <ul style="list-style-type: none"> • Health impacts of urbanization • No public transit to support growth • Air pollution • Water pollution • Soil pollution and the need for organic food production • Protect the agricultural land base in NW. Brampton 3. Mr. Bruce Reid, Brampton resident, strongly supports ROPA 15. 4. Mr. Neil Monkman, Brampton resident, supports ROPA 15. 5. Mr. Bob Long, Consultant, on behalf of Clay Brick Association of Canada, objects to that part of ROPA 15 which proposes to delete protection of the Shale Resource designation from Schedule C in the Brampton O.P., which is contrary to the PPS. 	<p>- CVC’s requirements will minimise the impact of development on the natural environment.</p> <p>- ROPA 15 contains a policy that maximizes the advantage of the opportunity afforded by the Mt. Pleasant Go Station to provide significant transit service and the development of transit-supportive land uses and densities.</p> <p>- ROPA 15 includes a policy requiring the protection of the shale resource for extraction until required for urban development.</p> <p>- ROPA 15 does not propose to amend Schedule C to delete the Shale Resource identification placed on NW Brampton lands.</p>