
DATE: April 5, 2007

SUBJECT: **PLANNING POLICY AND RESEARCH
SUMMARY OF THE FEBRUARY 15, 2007 SPECIAL MEETING OF REGIONAL
COUNCIL AS REQUIRED BY THE PLANNING ACT FOR THE FIVE-YEAR
REVIEW OF THE REGIONAL OFFICIAL PLAN**

FROM: Nick Tunnacliffe, Commissioner of Planning

RECOMMENDATION

That the report of the Commissioner of Planning, dated April 5, 2007, titled "Summary of the February 15, 2007 Special Meeting of Regional Council as Required by the *Planning Act* for the Five-Year Review of the Regional Official Plan" be received;

And further, that a copy of the subject report be forwarded to the area municipalities, Conservation Authorities having jurisdiction in the Region of Peel, the Ministry of Municipal Affairs and Housing, and the Ministry of Public Infrastructure Renewal, for information;

And further, that a copy of the subject report be forwarded to delegations who appeared before the special meeting of Regional Council held on February 15, 2007, those who provided written comments, and those who requested further notice regarding the review of the Regional Official Plan, for their information.

REPORT HIGHLIGHTS

- The special meeting of Regional Council to seek public input on the Peel Region Official Plan Review (PROPR) was well attended with 11 delegations before Council and significant stakeholder presence.
- Planning staff has reviewed the input received during the public meeting and the written submissions, in consultation with the Planning Technical Advisory Committee (TAC), and confirm the proposed scope of the PROPR as previously presented to Council.
- The input received will provide direction for the various discussion papers that will be completed during the PROPR process.
- Planning staff recommend that Regional Council be provided with a work plan, developed in collaboration with TAC, for the PROPR process.

DISCUSSION

1. Background

On October 26, 2006, Regional Council considered the Commissioner of Planning's report, titled "Statutory Public Meeting to Consider a Review of the Regional Official Plan" (approved under Resolution 2006-1058). The report recommended that a special meeting

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of Regional Council be held on February 15, 2007 in order to discuss revisions that may be required to the Regional Official Plan, in accordance with Section 26(3) of the *Planning Act*.

At the January 25, 2007 Council meeting, Regional Council received the Commissioner of Planning's report titled "Overview of the 2007 Regional Official Plan (ROP) Review", (received for information under Resolution 2007-47), that provided a context for the February 15, 2007 public meeting on the ROP five-year review by outlining provincial conformity requirements, the process that staff propose to follow, and background information on potential areas of discussion for the purposes of consultation. The report noted that the Peel Region Official Plan Review (PROPR) will be a scoped exercise focusing on conformity with Provincial policies, plans and legislation as opposed to a comprehensive official plan review.

2. Public Meeting Summary, Comments Received from the Public and Stakeholders

The special meeting of Council held on February 15, 2007 was well attended with 11 delegations appearing before Council to present submissions. In addition, several written submissions were received during the process. Attached as Appendix I are additional written submissions, which were received during the public meeting, and were not previously circulated to Regional Council with an agenda. Copies of all written submissions received regarding the review of the Official Plan, and which are noted in the public meeting minutes, are available from the Regional Clerk's office upon request.

The input received supports the approach to update the ROP in a number of focused areas to achieve conformity with provincial initiatives including the Provincial Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), the Greenbelt Plan, the Provincial Policy Statement (PPS), the 2006 *Clean Water Act*, the 2006 *Planning and Conservation Land Statute Law Amendment Act* (Bill 51). The delegations supported the continuation of a strategic Regional Official Plan and stated that they appreciated the opportunity to provide input into the process encouraging the Region to continue involving the public and stakeholders throughout the process.

The following summarizes oral and written opinions provided by interested stakeholders based on key issues or areas of discussion. Appendix II to this report provides a more detailed summary of oral and written submissions as well as responses to issues, which were developed with input from the Planning Technical Advisory Committee (TAC).

a) Energy

Public Comments:

- Improve building efficiency and realize cost savings through the integration of energy efficient building techniques and the creation of district heating in city centres.
- Noted requirement for increased power generation in South Peel and the need to develop transmission corridors to accommodate increased growth in North West Brampton and Halton Region.
- Need to implement energy-related policies in Provincial legislation and plans.
- The Official Plan should reflect a very constrained and increasingly expensive energy future. The Official Plan should ease the pressure on energy through land use policies and transportation policies. Regional Council should take an aggressive, proactive approach during the process.

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- Noted the need for energy self-sufficiency in the countryside by recognizing energy self-sufficiency projects on farms. Further clarified that permitted uses in agriculture and rural zones include energy self-sufficiency projects.

Response:

Both the PPS and the Growth Plan provide direction on energy related issues. This component of the PROPR will include a discussion paper on energy issues, specifically land use and transportation implications for the demand for energy and possible ROP policy responses. The discussion paper will be brought forward for discussion and input from a variety of stakeholders including those that were present at the public meeting.

b) Managing Growth

Public Comments:

- The PROPR should recognize the absence of increased funding for social programs and the need for this to correspond with population growth.
- Land use policies should focus on achieving intensification and density targets beyond the Places to Grow targets.
- Long-term infrastructure plans and the implementation of viable funding mechanisms to pay for the maintenance of existing and future infrastructure needs are also of utmost importance. Public infrastructure funds must be tied to meeting growth targets.

Response:

Places to Grow establishes a population of 1.64 million and 870,000 jobs for Peel Region by 2031. In order to accommodate this level of growth, the Region and its area municipalities must manage growth to collectively plan for both hard and soft infrastructure in the most efficient manner possible. A significant component of the PROPR is managing growth including the implementation of the Places to Grow Plan through both examining intensification and Greenfield development and its resulting demands on water, wastewater, roads, waste, and human service needs and funding. Region and area municipal staff will explore various approaches and concepts to ensure maximization of intensification opportunities and increased densities to meet the provincial targets. Regional Council members are invited to a special Council workshop on this subject matter to be held on May 17, 2007. Details of the workshop have been provided to members of Regional Council.

c) Agriculture

Public Comments:

- Land use designations that restrict farmer's activities should be amended to ensure that land is used to its full potential and that the permissions are flexible to allow secondary uses.
- All agricultural lands should be regulated with the same requirements and restrictions, regardless of whether or not it is located in an environmentally significant area such as the Greenbelt, Niagara Escarpment, or Oak Ridges Moraine.
- A local food policy and system should be developed.
- Taxation issues and compensation to landowners for land that cannot be used for agricultural purposes due to restrictions should be considered.

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Response:

The ROP is a high-level strategic document. More detailed land use policies are provided at the area municipal level, which would address the issue of the range of uses permitted on farmland. However, the agriculture-related issues cited by the delegations will be examined through the PROPR agricultural component, which will involve the Town of Caledon.

d) Transportation

Public Comments:

- An aggressive approach to expanding transit and Transportation Demand Management (TDM) measures should be undertaken.
- Commuter routes should be improved to keep commuters off of rural routes to ensure the continuation of normal farming practices in Peel.
- The Region should request that the Ministry of Transportation not proceed with the development of Bram West Parkway, Highway 410 or Highway 427 until the completion of the environmental assessment for the multi-modal east-west corridor, in order to avoid building the above-mentioned highways without considering the ramifications of their locations in regard to the east-west transportation corridor.

Response:

TDM is an important priority. As such, the Region and the area municipalities are engaged in transportation management associations that support the implementation of TDM programs. Council recognizes the importance of sustainable funding for transit and will continue to work with senior levels of government to address transportation needs of Peel residents. Region and area municipal staff will work with senior levels of government, local transit operators and GO Transit to continue improving the overall transportation system. Other transportation-related issues will be explored through the PROPR transportation focus area which will include a review of transportation-related policies.

e) Other Issues

In addition to the above, members of the public commented on the impact of growth on the Region's infrastructure, the need for a clear and extensive communications and consultation exercise, the need to protect employment lands and plan for strategic employment lands in the Region, the need for a housing strategy with innovative policies respecting life-cycle housing and accessible housing, and other related matters. The input received on all of these issues will be considered during the PROPR process.

3. Area Municipal Input

The previous update to the Regional Official Plan (termed "ROPSU") benefited from a close working relationship between Regional and area municipal staff through the Planning Technical Advisory Committee (TAC). TAC is comprised of senior level Regional and area municipal staff who meet on a regular monthly basis to discuss common issues. As such, building on the successful relationship established through TAC, it is proposed that TAC continue working collaboratively on this ROP Review. TAC members have met on several occasions on the PROPR and individual area municipal official plan reviews since all

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municipalities must conform to Provincial requirements such as Places to Grow and the PPS. TAC members have helped define the scope of this PROPR and assisted in responding to input received during the public meeting process. TAC members recognize the importance of coordinating workplans so that duplication is eliminated and the overall process is an efficient one that is geared towards the objective of conformity of the ROP to the Provincial initiatives cited in this report. During this process, TAC will provide the forum for overall guidance and advice on the PROPR.

CONCLUSION

Members of the public and community stakeholders provided valuable insight into the PROPR during the public meeting and in written correspondence. The input received has validated the importance of the issues that need to be taken into consideration when considering the scope and contents of the PROPR. Specifically, energy, agriculture, growth management and transportation issues were commonly cited as important to consider during this process. The input received from stakeholders will be addressed through the following scoped PROPR focus areas: Managing Growth; Transportation; Natural Heritage; Greenbelt Conformity; Water Resources/Source Protection; Agriculture; Energy; Regional Housing Strategy; Employment Land Policies; Integrated Waste Management; Air Quality; Sustainability; Monitoring Policies and; Planning Tools and Updates.

Based on the above, staff will report back to Regional Council with a workplan, to be developed in consultation with TAC.


for Nick Tunnacliffe
Commissioner of Planning

Approved for Submission:



D. Szwarc, Chief Administrative Officer

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c. Legislative Services

PL-B2-6

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Deputation to the Regional Council of Peel and Regional Chair Emil Kolb
Regional Council Chambers
February 15, 2007

Good morning to you all. My name is John Stillich. I'm the General Manager of the Sustainable Urban Development Association, a charitable corporation located in Peel, and whose mission is to foster a healthy natural environment through better city-building. I'm also a resident of the Region of Peel.

SUDA's message to you today is that the official plan for Peel will need to reflect two urgent and defining realities that are going to mark the 21st century:

- environmental damage due to human activity, and
- a very constrained energy future.

Energy consumption and environmental damage go hand in hand. The less energy that we use, the less the environmental damage, and vice versa.

In its World Energy Outlook 2006 report, the International Energy Agency says the global outlook for the future "based on current trends, is dirty, insecure and expensive."

According to the agency, global demand for energy is expected to grow by over 50% by 2050.

There's a particularly grim outlook for crude oil, and, over a somewhat longer term, for natural gas. The excess crude oil production capacities of the past no longer exist, and energy prices are going to rise *dramatically*. Peel residents will feel the effects of this *every day*.

Many energy analysts (and US government officials) are now also accepting that we are very soon approaching a global 'peak oil' situation, where production of crude oil simply

can't be increased to meet demand. The easy-to-access resources are being depleted, and new discoveries annually around the globe have been in decline since the 1960's. Several studies, by the US Department of Energy and others, suggest that global production will peak sometime between 2010 and 2015. In planning circles, that's almost *tomorrow*.

Alternative energy sources won't come on stream fast enough, and *won't* be able to offset the shortfalls in crude oil production, and many alternatives are environmentally inappropriate in a number of ways.

This situation will force significant price increases. The US Department of Energy has estimated that a *theoretical* 10% shortfall in global crude oil production would result in a *tripling* of the price per barrel of oil, and a 15% shortfall would result in a *six-fold* increase. The effect of the economic gyrations of these developments and their environmental impacts, on the residents and commerce in Peel, would be devastating. Households in Peel already spend an average of well over \$4,000 per year for energy. They cannot afford to pay much more.

The message here is that the OP for Peel can make a significant contribution to easing the pressure on the energy prices that residents and business must bear, and should do so, through land use policies, transportation policies and zoning in secondary plans. SUDA recommends that Regional Council direct staff to take an aggressive, proactive approach in the official plan in this regard. It's long overdue for official plans to go well beyond protecting streams and woodlots in your environmental policies in the plan.

Deferring climate change and energy issues to higher levels of government no longer works. It's the day-to-day activities of individuals and commerce that determine the amount of greenhouse gases that are emitted, and the amount of energy that is consumed, and much of that is influenced or dictated by municipal government policies.

It's a risk management strategy. Even if you're not 100% certain on issues of peak oil or global warming (or even 50% certain), the risk is high, and it's prudent to take aggressive action, or risk inflicting undue hardship. We spend thousands of dollars of after-tax money

per year on auto, home, life and business insurance to protect ourselves against events with a much lower probability of occurring than prospects for environmental and energy costs. It's time to insure against these risks.

Adequately addressing energy and environmental problems means land use policies that focus on achieving more than the Province's 40% intensification target, and ensuring that all greenfield development is at densities well beyond the timid 50 residents and jobs per hectare set by the Places to Grow policy. The demographics of shrinking household size, and our aging population, suggest that the time is right to replace the high ratio of single detached housing that dominates new development. Well designed attached homes and apartment-style homes are dramatically more energy-efficient, and will be welcomed by many thousands of new and existing residents.

Addressing the issues also means setting very aggressive modal shift targets in favor of public transit. The bottom line is that, as energy prices go up, Peel residents are going to be looking for alternatives to driving to their destinations. This means that a much more aggressive approach to expanding public transit services is appropriate, and also means much more aggressive TDM. As it stands now, regional staff have assumed *very low* modal share targets for transit, supplied by Brampton in Mississauga. SUDA urges you to adjust those figures upward, and to push harder to make better transit happen.

Municipal governments usually make decisions on public spending based narrowly on the impacts these have on property taxes and the municipal budget. But decisions on public spending effect private spending, too. If you continue to focus on limiting public transit spending in favor of accommodating more cars, you're making a decision to force many already-struggling residents to spend thousands of their dollars to maintain their own transportation systems, namely, their cars. And, you're actively creating environmental damage, contrary to many stated goals.

Continuing with the built forms and urban structure of the past will force higher energy costs for indoor climate control, increase travel distances, and maximizing exposure to energy price shocks.

Please keep in mind that if you're able to reduce energy costs through better planning, it's as good as delivering a tax reduction.

Based on information that SUDA has, we recommend that you ask Regional planning staff, and your own *local* planning staff, to develop a truly sustainable urban, rather than suburban, official plan that will help to reduce, as much as possible, the prospects for hardship and reduced quality of life for all of Peel's residents.

Thank you for listening.

John Stillich
General Manager, SUDA

A Presentation to the Region of Peel Official Plan Review Committee

By: Dwight Matson, President of the Peel Federation of Agriculture

The agriculture industry in Ontario is changing and this is even more evident in Caledon and the Region of Peel. To facilitate the changes in the business there needs to be a corresponding change to local land use policies.

Progressive farmers in Peel have had many opportunities to experience the challenges of trying to be the leaders when it comes to land use policies both at the local and provincial level.

One of the main challenges that we see is the fact that land that is designated rural has more opportunities than land that is designated prime agriculture. This makes it difficult for some of our members to make use of all the possibilities to develop a profitable business plan. The flexibility can be done while protecting the environment as well as enhancing the rural countryside.

We are happy to see that the Region of Peel is looking to the GTA Agricultural Action Plan as a guide to update the Regional Official Plan. Many of our members have participated in the development of this project and continue to provide input into the Action Plan. The plan was developed with a GTA vision and we would ask that after first review there might be some local modifications to the Regional Official Plan.

Some specific requests or needs to be addressed are:

The need to provide more flexibility in the prime Agriculture designated lands as is in the Rural designated lands. We would also ask that the region take the position that whether the property is located in the Oak Ridges Moraine, the Niagara Escarpment Commission, or the Greenbelt, that all agricultural land uses be regulated the same. This would harmonize the regulations through out the region.

We would also ask that policies be developed that would allow secondary uses or accessory uses on agricultural land. This would allow farmers with interests outside of agriculture to find other sources of income. Agriculture in the Region of Peel has little opportunity to expand so new sources of revenue need to be available to keep farms viable.

Another new phenomena that some of our members are finding is that in pick-your-own operations there is the need to provide for more activities or entertainment on the farm. This serves as a drawing card to their particular operation. One member told us that this was the best year that he had for his pick your own but that his customers are asking for more. The buy local food campaign seems to be catching on but producers must be creative and innovative in order to become successful.

In conclusion, we would offer to host a meeting with our members on this issue in order to get broad input. This meeting should take into account the agriculture schedule as well as the time frame the region must work under. Typically agriculture has more time during the winter months to focus their collective energy on these issues.

I would like to thank you for allowing the Peel Federation of Agriculture an opportunity to comment on this important review.



Caledon Countryside Alliance

Presentation on the Five Year Review of the Regional Official Plan February 15, 2007

The Caledon Countryside Alliance (CCA) is a community based Non-Profit Organization that was formed in 1997. A committed group of environmentally minded Caledon and area residents formed around the mantra of "countryside is an option". From these small beginnings the CCA has evolved into a strong community organization that is at the forefront of developing a *Sustainable Caledon*. We run both membership and community programs throughout the Town of Caledon, Region of Peel and Headwaters Region. Our programs include: Buy Local; Building a Local Food System; Weedgee Kidz™; Caledon Community Map; Idle Free Caledon and Idle Free School Zones, Caledon Dufferin Energy Efficiency Program; Clean Air, Clean Energy; and, Reducing Caledon's Ecological Footprint.

As part of the Official Plan Review, the CCA is formally submitting several references to work completed over the past two years. For the reports, the findings are widely accepted as being true and highlight changes the world could face in the not to distant future. For the government and citizen oriented work, there has been widespread acceptance and a call to action by the public and media. These references need to be considered as background documentation for the Official Plan Review. Further, they need to be incorporated into the Official Plan. The references are as follows:

- 2005 - Millennium Ecosystem Assessment -- (MA) - <http://www.maweb.org/en/index.aspx>;
- 2005 - US Mayor's Climate Protection Agreement - 402 Mayors representing 58.9 million Americans (http://www.usmayors.org/uscm/resolutions/73rd_conference/env_04.asp);
- 2006 - An Inconvenient Truth - <http://www.climatecrisis.net/>; and,
- 2006 - The Stern Review on the Economics of Climate Change - http://www.hm-treasury.gov.uk/independent_reviews/stern_review_economics_climate_change/sternreview_in dex.cfm.

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C a l e d o n C o u n t r y s i d e A l l i a n c e

The Caledon Countryside Alliance uses the global environmental, economic and social trends to guide local actions. According, it is not surprising that one of the CCA's strongest programs is Buying Local and Building a Local Food system. From producing a Buy Local Guide in 2002, to organizing the annual Local Food Conference from 2003 to 2006, to working with regional counterparts on the Grown in Peel Guide/Map (2006-2007), the CCA has consistently worked on this project.

One effective way to make the Region of Peel strong and economically diverse, but also environmentally friendly is to develop a Peel Local Food System. A local food system will also provide untold social supports and be inclusive for all community members as our diverse local food culture develops.

Community programming is one of the ways to build a local food system. However, any new system or way of doing things must also be supported in the policy framework. At this time it is imperative that local food be integrated into our food and agriculture policy framework through the Official Plan. We need innovative policies to support local agriculture in the rural areas and to support local food processing and food related industries and economic development in our urban areas. These policies must be integrated with agriculture, growth management, transportation, water resources and all of the planning tools needed for support.

The members, board of directors and the staff of the Caledon Countryside Alliance look forward to working with Regional staff on ways to update the regional planning policies to consider the issues discussed in this delegation.

Karen Hutchinson
Executive Director

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PAAWG presentation to the Region of Peel Official Plan Review

Councillors and Regional Chair,

Thank you for the opportunity to present the ideas and vision of the Peel Agricultural Advisory Working Group. The face of agriculture in the Peel has changed in the past few years and will continue to change and evolve in order to survive. I have been asked by a number of farmers what PAAWG has done to help the general farmers in the Region of Peel. The response I gave was somewhat political and was related to traffic flow, minimum distance separation, lot size and our Peel Rural Water Quality Initiative. I knew this was not what they were really asking. They wanted to know how we were going to help them survive next few years. For conventional agriculture, the future is looking brighter with the mandatory addition of ethanol to fuel and bio-diesel. The unfortunate consequence of this is competition for these crops with traditional uses. This will drive the price up for cattle feed stocks and human food and fibre products. The Region can only assist these farmers by the aforementioned policies making it easier for them to conduct their business.

- The Region should endeavour to make public transit more available. Running buses to high traffic pick-your-own farms or farmers markets at specific times of the season would help to increase sales at those locations and reduce the traffic congestion that sometimes occurs, especially on holidays.
- Road signage for routes used by slow moving large farm machinery should be increased and dangerous and reckless driving on these routes should be enforced more regularly.
- The prime agricultural land designation in Caledon should be changed so that secondary uses that increase farm income and that are compatible with agriculture are more easily granted.
- Taxation policies should also be monitored so that farmers that have been encouraged to expand and create value added products are not unfairly taxed, thereby negating any gains derived from the value added products.
- The Peel Rural Water Quality Program, The Canada-Ontario Environmental Cost Share Program and the Greenbelt Farm Stewardship Program are good initial steps to protecting our valuable fresh water resources and sensitive natural lands. The Region of Peel should take the initiative and promote environmental credits so that farmers will be compensated on an annual basis for taking sensitive lands out of production permanently. The funding for this could come from carbon credits paid by other businesses in Peel Region that create greenhouse gases.
- The Grown In Peel program, an initiative that is just entering its second year, has the potential to not only promote the availability of healthy foods in Peel, but also to create higher income opportunities for the farming community. The Region should look into expanding this program to include using locally produced food and processed products in Regional Cafeterias and for Regionally catered functions. Businesses and schools in the Region should be encouraged, by whatever means available to the Region, to also adopt this practice.

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- The Region of Peel should develop a food policy council. This council would be instrumental in bringing together community partners to streamline the food system and food access issues. It is possible that the food council could start as a subcommittee of PAAWG.
- The main challenge we will have in the Region of Peel is, that once we create the demand for locally produced food, we may have insufficient supply. The Peel Federation of Agriculture, in conjunction with OMAFRA, has started to address this with a Grow Your Opportunities Seminar. If the Grown in Peel and associated programs are to be successful, it is imperative that new farmers start to grow market garden type crops. These may be new young farmers of perhaps immigrants with a farming background from other countries who are looking for opportunities to start a new business. The Region should initiate programs to search for new beginning farmers to produce crops which will be in demand. Certain agricultural lands in the Region of Peel lend themselves to market garden type crops. If these lands are still being used to produce conventional field crops, the owners should be approached and asked to participate in a program of land rental whereby new young farmers or new immigrants could rent parcels of the land to be used for market garden type crops. Because of the intensity of this type of agriculture, the size of the parcel would not have to be large. A number of parcels of acceptable land could be rented from one traditional size farm. Also, these new farmers could share equipment to help reduce the initial start up investment costs. Traditionally, farmers have freely shared knowledge on how to produce crops, so a concentration of like growers in an area would be beneficial.
- An initiative similar to the International Food Processing and Innovation Centre that has been proposed by Toronto Economic Development, Culture and Tourism should be considered by the Region of Peel. This centre would incorporate unique facilities that are required by the health department for food safety and biosecurity. New businesses could rent space and become established faster and with less risk than starting on their own. One of the stipulations for occupancy could be developing and testing new food preparation techniques for locally produced food stuffs.

An interesting statistic that was determined from the GTA Agricultural Impact Study commissioned by the GTA Federations of Agriculture was that from the first profile completed in 1996 to the second profile completed in 2001, the number of farms in Brampton decreased from 138 farms with a total acreage of 23,000 acres to 87 farms with a total acreage of 12,800 acres but the gross farm receipts increased from almost \$24 million to \$45.5 million. There were a smaller number of farms selling higher value products on a smaller land base.

In conclusion, there are a number of issues that the Region through its policies must act on immediately. PAAWG via its mandate will work with these policies to help established and new farmers in the Region. PAAWG should also be consulted on new initiatives that would help agriculture evolve in the Region.

Thank you for your time.

Respectfully submitted by

Nick Ferri, Chairman
PAAWG

PL-B2-16

**Potential Areas of Discussion re Agriculture, Food & the Countryside
Peel Regional Official Plan Review 2007**

**submitted by
GTA Agricultural Action Committee**

A Introduction

- Implementation of the Greater Toronto Area Agricultural Action Plan will benefit from changes to the Peel Regional Official Plan.
- Consistency of land use policies for agriculture and related uses throughout the GTA will strengthen local agriculture and the local food system.
- Thirteen of the actions in the GTA Agricultural Action Plan are related to land use planning for agriculture and the food system.

**B Potential Areas of Discussion for Official Plan Review of
Agriculture, Food & the Countryside**

Definition of Agriculture

- Local farms to be effective participants in local food systems must do much more than produce raw commodities. They must be able to prepare products for market and market the products.
- Definition of agriculture needs to be much broader than raw material production.

Uses that Support the Viability of the Business of Farming

- By itself primary agriculture and the preparation of its products for markets do not create a viable countryside economy.
- Historically there is support for agriculture-related and secondary uses but these have also not delivered enough activity to create a viable countryside economy.
- Additional uses on existing properties are needed for economic reasons (Action #35).
- Need planning for the countryside as a place of employment, for example, value-added activities, agri-tainment and operations compatible with agriculture (Action #36).
- The role of small farms and small-farm enterprise zones in near-urban agriculture need attention.

Protected Countryside

- The policies provide a secure land base for agriculture but by itself this does not create a secure future for the business of farming.
- Will it be protected from the business of farming or protected for the business of farming.

Unprotected Countryside

- What is the future of the business of farming on the good farmland not protected by the Greenbelt?

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Energy self-sufficiency in the countryside

- Recognize energy self-sufficiency projects on farms as a Best Management Practice (Action #31).
- Clarify that permitted uses in agriculture and rural zones include energy self-sufficiency projects.

Climate Change

- Planning for food production closer to consumption to mitigate food miles.
- Land use planning options for mitigating greenhouse gas emissions from agriculture and the countryside.
- Recognition that agriculture makes a major contribution by sequestering greenhouse gases (carbon dioxide).

Infrastructure for Near-urban Agriculture

- Service providers to agriculture need opportunities to locate in the GTA.
- Development of policies and programs that protect natural areas while benefiting the landowner (Action #33).
- Development of policies and programs to ensure safe movement of farm vehicles (Action #37).

C Reminder of What Else is in the Action Plan

- Compact urban development (Action #25).
- Promotion of public transit and travel demand management (Action #26).
- Protecting a critical mass of high priority agricultural land (Action #27).
- Recognition of Normal Farm Practices and Minimum Distance Separation (Action #28).

D Conclusion

- GTA AAC would like to contribute to a Discussion Paper on agriculture, food and the countryside.
- Encourage all of the GTA Regions to develop this Discussion Paper jointly for their ROP Reviews.

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**Comments and Responses from the February 15th, 2007 Special Public Meeting of Council
 Regional Staff Response**

Identified Issue	Regional Staff Response
Oral Submissions	
i) Neil Freeman, Director, Planning Policy and Approvals, Ontario Power Authority	
<ul style="list-style-type: none"> Improving building efficiency and realizing cost savings through the integration of energy efficient building techniques and the creation of district heating in city centres Noted requirement for increased power generation in South Peel and the need to develop transmission corridors to accommodate increased growth in North West Brampton and Halton Region Implementing policies in the Provincial Policy Statement and Places to Grow 	<p>TAC is interested in meeting with Ontario Power Authority staff in order to better understand energy issues raised at the public meeting. The Peel Regional Official Plan Review will include an energy component which will be informed through consulting with stakeholders such as the Ontario Power Authority.</p>
ii) Shelley White, CEO, United Way of Peel and Member of the Strong Communities Coalition (SCC)	
<ul style="list-style-type: none"> Region of Peel should, through its Official Plan review, recognize the issue of increased population in urban areas (as mandated in the Growth Plan for the Greater Golden Horseshoe) in the absence of increased funding for social programs to correspond with the population growth 	<p>Through the last update to the Regional Official Plan Review (initiated in March 2002), a comprehensive human services amendment (ROPA 11) was adopted by Regional Council which addresses significant human services issues. However, in implementing the Provincial Places to Grow Growth Plan, staff will examine how to better manage growth. As part of this component of the Review, the delivery of all services including human services will be explored.</p>
iii) Peter Orphanos, Chair, Sierra Club of Canada, Peel Region Group	
<ul style="list-style-type: none"> Proposes that a concrete plan be created to address local contributors to Climate Change. In particular, recommended that a Peel Region Climate Change Strategic Plan (PRCCSP) be developed to establish specific strategies to meet Kyoto Protocol standards in the areas of: land use planning, transportation, energy and greenspace such as woodlands, wetlands and watersheds. The PRCCSP would be a framework for coordinated individual plans in Mississauga, Brampton and Caledon. It must be well-funded and address all necessary 	<p>We recognize that climate change is an important issue. An area of focus is sustainability which will explore the concept of climate change and its impacts. Furthermore, the transportation, energy and air quality components will further explore this issue.</p> <p>Furthermore, through the Region's Strategic Plan and Directions, the Region has committed to develop and support strategies to improve air quality, protect the environment and</p>

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<p>areas (mentioned above) and surpass Provincial legislative requirements such as Places to Grow, Greenbelt Plan and Provincial Policy Statements). Sierra Club is pleased to sit on an advisory committee that would map out such a plan. (speaking/ written notes)</p>	<p>iv) John Stillich, General Manager, Sustainable Urban Development Association (SUDA)</p> <ul style="list-style-type: none"> Official Plan should reflect environmental damage due to human activity. Recommends the use of land use policies that focus on achieving more than the Province's minimum 40 per cent intensification target, and ensuring that all greenfield development is at densities well beyond the minimum 50 residents and jobs per hectare set by Places to Grow. Recommends developing a truly urban, rather than suburban official plan. 	<p>increase awareness of environmental issues. In 2001, Peel joined the Partners for Climate Protection Program and is currently completing the 5 milestone process to reduce corporate greenhouse gas emissions. In addition, in August 2006, the Region's Executive Management Team approved a Regional Clean Air Strategy to provide direction to and co-ordination of the implementation of initiatives to ensure clean air for our current and future generations.</p>
<ul style="list-style-type: none"> Official Plan should reflect a very constrained energy. The OP should ease the pressure on energy prices through land use policies, transportation policies and zoning in secondary plans. Regional staff should take an aggressive, proactive approach in the official plan. Recommends well-designed attached homes and apartment-style homes as they are more energy-efficient. 	<p>Regional Planning has examined methodologies and concept plans developed by SUDA. As we move forward on the PROPR we will utilize the work of groups such as SUDA to inform our analysis. This PROPR aims to meet the requirements of the Provincial Places to Grow Growth Plan in terms of intensification and densities, however through working with the Technical Advisory Committee (TAC), other approaches and concepts will be considered to ensure maximization of intensification opportunities and transit support densities.</p>	<p>Staff is very interested in energy issues and their implications, as such, one of the focus areas of the PROPR is energy. One component of our energy work will be to examine the land use implications of energy demand and supply. Staff will look at opportunities to update the Regional Official Plan with respect to energy-related policies. Furthermore, it should be noted that specific land-use policies including secondary plans and zoning are best addressed at the area municipal level.</p>
<ul style="list-style-type: none"> Setting very aggressive modal split targets in favour of public transit. As energy prices increase, Peel residents will look for alternatives therefore, an aggressive approach to expanding public transit services and Transportation Demand Management 		<p>Staff also agrees that TDM is an important priority. As such an aggressive program (Smart Commute) is underway to encourage employers to implement TDM programs. In terms of transit, Council recognizes the importance of sustainable</p>

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<p>(TDM) is important.</p>	<p>funding for transit and will continue to work with senior levels of government to address transportation needs of Peel residents. Region and area municipal staff will work with senior levels of government, local transit operators and GO Transit to improve the transportation system. In addition, the PROPR transportation focus area will include a review of current TDM and transit policies.</p>
<p>v) Dwight Matson, President, Peel Federation of Agriculture</p> <ul style="list-style-type: none"> • Suggested land use policies need to change to ensure that farming in near-urban areas remains sustainable and economically viable for landowners, and in order to avoid deterioration of land and buildings. • Concerns regarding land designations (rural and agricultural) need to be addressed to ensure that land can be used to its full potential and is flexible and not constrained by the designation assigned to it, including limiting restrictions on land designated as "prime agricultural." In order to increase sources of income and viability, policies should be added for secondary/ accessory uses. • Requested all agricultural land be regulated with the same requirements and restrictions, regardless of whether or not it is located in an environmentally significant area such as the Greenbelt, Niagara Escarpment, or Oak Ridges Moraine. 	<p>The Regional Official Plan provides a high-level, strategic policy framework and therefore more detailed land use planning policies is provided at the area municipal level. Furthermore, when examining the Provincial framework related to agriculture, the current Regional Official Plan agricultural policies are quite strong and consistent with Provincial direction. Regarding the regulations and restrictions on agricultural lands, the Region is required to ensure conformity with Provincial legislation, policies, and plans such as the PPS, Greenbelt Plan, Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan. However, this issue will be further explored through the PROPR agricultural discussion paper.</p> <p>In carrying out a review of the agricultural policies including development of a discussion paper on agriculture, staff will benefit from Provincial guidance provided through the Sub-area assessment on prime agricultural areas identified in the Province's Growth Plan.</p> <p>In developing the PROPR agricultural discussion paper, staff will consult with Peel Federation of Agriculture to understand and further explore issues raised related to agriculture.</p>

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Identified Issue	
vi) Karen Hutchinson, Executive Director, Caledon Countryside Alliance	
<ul style="list-style-type: none"> Requested staff to consider several reports related to climate change. Agriculture and agricultural-related industries should be promoted and supported through Regional Official Plan policies. Suggested that the development and strengthening of a local food policy and system is integral to the future of the Region. The Region needs to integrate local food policies in the ROP which support the food industry. Further, a buy local campaign should be promoted and encouraged in Peel. A framework has already been put in place through the Grown in Peel guide. 	<p>Refer to comments provided under section iii)</p> <p>Refer to comments provided in section v)</p> <p>The Grown in Peel initiative is viewed as a vanguard for promoting buy local and healthy eating, as well as minimizing the negative impacts on the environment. Staff recognizes the need to support the food industry by continuing to develop a Peel local food system and local food policy. These will be explored further through the PROPR agricultural focus area.</p> <p>In addition, the Peel Agricultural Advisory Working Group (PAAWG) is currently working on a draft policy paper prepared by the Public Health Division and it incorporates policy directions that will be considered when developing the PROPR agricultural discussion paper and when reviewing ROP agricultural policies.</p> <p>Staff will also ensure stakeholders such as the Caledon Countryside Alliance will be consulted and input will be considered during the planning process.</p>
vii) Nick Ferri, Chair, Peel Agricultural Advisory Working Group (PAAWG)	
<ul style="list-style-type: none"> Road signage for routes used by slow moving large farm machinery should be increased and dangerous and reckless driving on these routes should be enforced more regularly Suggested that infrastructure and jobs should be established before expansion of urban areas is approved to ensure that employment is available near residences and to decrease traffic gridlock. 	<p>This is an operational matter and is outside the scope of the PROPR. However, this matter has been referred to the Region's Public Works Department.</p> <p>The current Regional Official Plan policy 7.9.2.8 and the current Provincial legislation such as the Provincial Policy Statement (PPS), Places to Grow Growth Plan and the <i>Planning and Conservation Land Statute Law Amendment Act</i> (Bill 51) provides requirements that must be followed when considering</p>

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<ul style="list-style-type: none"> Taxation policies should be monitored so that farmers that have been encouraged to expand and create value added products are not unfairly taxed thereby negating any gains derived from the value added products. 	<p>a settlement area boundary expansion. A significant objective of the Regional Official Plan is to provide a proper balance between employment and residential development which will be an objective of the PROPR.</p>
<ul style="list-style-type: none"> A program such as environmental credits should be introduced to compensate landowners on an annual basis for land which cannot be used for agricultural purposes due to restrictions placed on it. Suggested funding for this program could come from carbon credits, which would be purchased by other businesses in Peel which create greenhouse gases. 	<p>The issue of reviewing different ways of taxing across the region and/or the GTA is action #10 in the GTA Agricultural Action Plan. This document and stakeholder input on this issue will be considered in the PROPR agricultural discussion paper.</p>
<ul style="list-style-type: none"> The Region should look into expanding the 'Grown In Peel' program to include using locally produced food and processed products in Regional Cafeterias and for Regionally catered functions. Businesses and schools in the Region should be encouraged, by whatever means available to the Region, to also adopt this practice. 	<p>The issue of compensation for taking lands out of production is referred to as action #33 in the GTA Agricultural Action Plan. Staff will explore this issue further through the PROPR agricultural discussion paper.</p>
<ul style="list-style-type: none"> The Region should implement policies and programs to encourage local farmers to grow market garden crops in order to meet the demand. The target audiences of such policies would likely be young farmers and recent immigrants with farming backgrounds. Furthermore, the Region of Peel should develop a food policy council. 	<p>The 'Grown In Peel' program aims to widen public awareness about the variety of farm produce and opportunities open to Peel residents in making food choices. This program has been positively received across the farming community and interest is growing. A number of listings will be added for 2007, thus expanding the program.</p> <p>Refer to comments provided in section vi).</p>
<ul style="list-style-type: none"> Restrictions currently placed on agricultural land and enforced through Official Plan policies should be removed in order to allow farmers to operate their businesses in the increasingly competitive agricultural market. Prime agricultural policies 	<p>In terms of the establishment of a food policy council and finding ways to encourage new farmers to produce crops will be explored through consultations with stakeholders and development of the PROPR agricultural discussion paper.</p> <p>Refer to comments provided in section v)</p>

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<p>should be changed to allow secondary uses.</p> <ul style="list-style-type: none"> Explore the possibility of requiring developers to pay for the cost of providing a setback for market garden farms in urban areas (the setback to be provided from development lands) in order to ensure that such businesses continue to be able to operate. The Region of Peel should consider an initiative similar to the International Food Processing and Innovation Centre that has been proposed by Toronto Economic Development, Culture and Tourism 	<p>The issue surrounding adding setbacks for market garden farms and compensation will be examined through the PROPR agricultural discussion paper. PAAWG will be consulted on this issue.</p> <p>The concept of Toronto's Food Policy Council and Food Innovation Centre is sound. It would however be necessary to consider these actions in the context of feasibility in Peel. Staff will conduct further research in this regard and such actions will be explored through the PROPR agricultural discussion paper.</p>
<p>viii) Elbert van Donkersgoed, Executive Director, Greater Toronto Area Agricultural Action Committee (GTA AAC)</p> <ul style="list-style-type: none"> The Peel Region Official Plan Review agricultural discussion paper should include points on definition of agriculture, uses on agricultural lands (i.e. allowing compatible uses), securement of farming as a business, planning policies for unprotected agricultural areas ('whitebelt'), energy self sufficiency as permitted use in agricultural areas, plan for food production closer to consumption (to counter climate change and mitigate greenhouse gases), and safe movement of farm vehicles. Also, the implementation of the Greater Toronto Area Agricultural Action Committee (GTA AAC) will require an amendment to some of the Regional Official Plans in the GTA including the Peel Official Plan. Suggested improved commuter routes to keep commuters off of rural routes to ensure the continuation of normal farming practices in Peel. 	<p>Staff will consider any input provided from the GTA AAC into the PROPR discussion paper and agricultural policies as we move forward. TAC members will meet with representatives of the GTA AAC to further explore these issues.</p>
<p>ix) Gilbert Boland, President and Katherine Juric, Development Planner, Venta Developments</p> <ul style="list-style-type: none"> Highway 410 should be extended to the multi-modal east-west corridor, rather than curve westward to Highway 10. Or all the 	<p>The recent Caledon Transportation Needs Study considered the issue of commuters' use of rural routes. Staff agrees that a sound arterial road system is critical in ensuring efficiency on rural roads.</p> <p>Decisions related to Highway 410 including the environmental assessment, have been made by the Provincial government and given that Highway 410 is a Provincial highway route, further</p>

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<p>way to Highway 89 as per prior government's program "The Road Ahead".</p> <ul style="list-style-type: none"> • x) Pat Chrisjohn, Policy Analyst, Housing and Property, Region of Peel • ROP should promote aging in place by offering suitable and available housing for seniors' needs. • Suggested alternative housing options for older adults and incorporate concepts into the development of new types of communities. • Change ROP to support flexible, adaptable and accessible housing. 	<p>comments should be directed to the Ministry of Transportation</p> <p>Regional Planning staff are developing a work plan to formulate a Housing Strategy to meet the requirements of the Provincial Places to Grow Plan, Provincial Policy Statement, and Regional Official Plan. The Housing Strategy will address changing housing needs and issues in Peel Region. The Housing Strategy will build on the Region's on-going work in the area of older adults housing. The Housing Strategy will identify existing housing needs, supply – demand gaps and future housing demand.</p>
<ul style="list-style-type: none"> • xj) Stephen Townsend, Resident, Town of Caledon • Requested Region to request Ministry of Transportation to not proceed with the development of Bram West Parkway, Highway 410 or Highway 427 until the completion of the environmental assessment for the multi-modal east-west corridor is confirmed, in order to avoid building the above-mentioned highways without considering the ramifications of their locations in regard to the east-west transportation corridor • During the PROPR process, the Region should maintain its 	<p>Many decisions have been made with respect to Provincial highway infrastructure through for example the Environmental Assessment process. Any further input with respect to Provincial highway routes should be directed to the Ministry of Transportation.</p> <p>However, the Bram West Parkway and the North-South Corridor will be examined as part of the recently initiated Halton-Peel Boundary Area Transportation Study. Furthermore, Highway 427 extension EA process is underway and a complementary process has been initiated at the municipal level to examine road networks.</p> <p>With respect to the east-west corridor, this is likely to be a Provincial Highway. The terms of reference for the Environmental Assessment process is beginning.</p> <p>Peel Region is committed to provide an efficient and cost-</p>

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<p>commitment to all of its mandates and guidelines, and pay particular attention to the needs capacity and demand, and cost effectiveness so as not to redo the work later or by having too much redundancy.</p>	<p>effective transportation system to meet existing and future travel demands. In addition to improvements being identified in our Long Range Transportation Plan (2005), all road widening and new road construction projects will undergo an Environmental Assessment process to ensure that all improvements are fully required and appropriate.</p>
<p>Written Submissions</p>	
<p>xij) Phil King, President, Orlando Corporation, Letter dated January 31, 2007</p>	
<ul style="list-style-type: none"> Interested in the emerging employment and transportation strategies and policies which will be formulated in the Regional Official Plan. Specific strategies and policies which aim to protect vacant and occupied employment land supply will be of particular concern. 	<p>The PROPR includes both an employment and transportation focus areas. The protection of employment land supply will be examined through the employment focus area.</p>
<p>xiii) Ken Whitbread, Manager, Niagara Escarpment Commission (NEC), Letter dated January 16, 2007</p>	
<ul style="list-style-type: none"> NEC specified an interest in the Review given that a significant portion of the Regional Official Plan, through the Town of Caledon, is subject to the Niagara Escarpment Plan (NEP). As such the NEC requested continued consultation and notification during the PROPR process. 	<p>Staff will be consulting and communicating with stakeholders as the PROPR process progresses.</p>
<p>xiv) Peter Orphanos, Chair, Sierra Club of Canada, Peel Region Group, Letter received February 13, 2007</p>	
<p>Refer to comments provided in section iii)</p>	
<p>xv) Elaine Simpson, Member Service Representative, Ontario Federation of Agriculture, Peel Simcoe York, Letter dated February 12, 2007</p>	
<ul style="list-style-type: none"> The new official plan be farmer friendly encouraging local production and minimizing negative impacts on the industry 	<p>Refer to comments provided in section vii)</p>
<ul style="list-style-type: none"> Traffic vehicle use on roadways – some Ontario Roads now have signs that encourage traffic to “Share the Roads” and have a tractor symbol on the sign. Farm Vehicles using Ontario 	<p>Refer to comments provided in section viii)</p>

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<p>roads must meet all the MTO guidelines with flashing lights and safety chains etc. Location of hamlets to encourage the use of main arteries, so that rural country roads can be freer of traffic flow to move large bulky equipment.</p>	<p>Such activities will be guided by existing legislation, policies and guidelines as administered by the appropriate authority.</p>
<ul style="list-style-type: none"> • Wildlife controls and programs – encourage open seasons for hunting in rural areas without any discharge policies that work against farmers. 	
<ul style="list-style-type: none"> • Request for enforcing trespassing/theft rules and regulations 	
<ul style="list-style-type: none"> • ATV's and Snow machines off the regulated trails - designated routes of travel. 	
<ul style="list-style-type: none"> • Historical Designations – If a town, region or municipality wants to be able to freely use this form of protection for sites that they feel to be of special historical interest then they must be able to compensate and maintain the cost of keeping that building, stone fence or tree... Farmers businesses should not bear the costs. 	
<ul style="list-style-type: none"> • Rural mail delivery and Post Offices – the farming family need to have access to mail delivery at the farm gate. 	
<ul style="list-style-type: none"> • Restrictive building codes and practices 	<p>Such activities will be guided by existing legislation, policies and guidelines as administered by the appropriate authority. However, research is being undertaken to explore green building technologies and Leadership in Energy and Environmental Design (LEED) rating systems and neighborhood design.</p>
<ul style="list-style-type: none"> • The new MDS1 and MDS 2 guidelines protect the farmers and the urbanites against further potential problems due to locations. We encourage the use of the new MDS1 and MDSII in OP and Zoning Bylaws 	<p>The Region and area municipalities are guided by the provisions of the new Minimum Distance Separation (MDS1 and MDSII) in Official Plans and Zoning Bylaws.</p>
<ul style="list-style-type: none"> • Open Forum Presentations and Meetings- Public offices should have an open forum policy that allows any landowner or 	<p>Municipalities are mandated to hold public open houses and public meetings in an open forum as prescribed in the <i>Planning</i></p>

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<p>taxpayer to voice their opinion</p>	<p>Act. In addition, as part of the PROPR a Communication, Consultation and Engagement Strategy (CCES) will be developed.</p>
<p>xvi) Paula Tenuta, Director, Municipal Government Relations, Greater Toronto Home Builders Association – Urban Development Institute (GTHBA – UDI), Letter dated February 13, 2007</p> <ul style="list-style-type: none"> Long-term infrastructure plans and the implementation of viable funding mechanisms to pay for the maintenance of existing and future infrastructure needs are also of utmost importance. Public infrastructure funds must be tied to meeting growth targets 	<p>A significant focus of this PROPR is to examine growth issues, such as intensification, and accordingly infrastructure needs and funding. These issues will be explored through the PROPR.</p>
<p>xvii) Glen Gumulka, Executive Director, Smart Commute Mississauga, Letter dated February 14, 2007</p> <ul style="list-style-type: none"> Like to see stronger commitment in the Official Plan when it comes to supporting and funding organizations that promote TDM policies integrated into all aspects of travel demand planning In regards to 5.6.3.2 policies on the Provincial Freeway Network, we encourage Regional Council to include provisions to explore TDM measures in conjunction with, or as an alternative to Provincial Freeway expansion in the Region of Peel. The official plan should only support the expansion of freeway capacity to accommodate projected travel demand after all TDM measures have been exhausted. In regards to 5.6.9 Transportation Demand Management policies, Regional Council should recognize that TDM measures can reduce transportation infrastructure needs, ease traffic congestion and reduce air pollution and greenhouse gas emissions by: increasing the proportion of trips made by transit, walking and cycling; increasing the average car occupancy rate; 	<p>The Regional Official Plan will be reviewed and, where appropriate, staff will work with Smart Commute Mississauga, Smart Commute Brampton-Caledon and other stakeholders to develop updated policies. ROP policies, such as those identified by Smart Commute Mississauga, will be reviewed with respect to TDM measures. Staff will consult with stakeholders with respect to strengthening such policies.</p>

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Identified Issue	Regional Staff Response
<p>reducing the need for personal travel; encouraging people to change their travel mode, timing or destination.</p>	<p>Each of the area municipalities are engaged in Smart Commute transportation management associations and support the implementation of TDM programs.</p>
<p>In regards to 5.6.9.2 policies, we encourage Regional Council to encourage area municipalities to investigate measures that require employers to implement TDM programs in conjunction with local transportation management associations and implement and finance innovations in TDM through local transportation management associations. -</p>	<p>Staff will be provide notifications of future public meetings and Regional Official Plan amendments to stakeholders as we progress forward on the PROPR.</p>
<p>xviii) Alan Young, Associate, Weston Consulting Group Inc., Letter dated February 8, 2007.</p>	<p>Refer to comments provided in section xi</p>
<p>• Requested notification of future public meetings and adoption of Regional Official Plan amendments as a result of the PROPR.</p>	<p>Refer to comments provided in section iv</p>
<p>xix) Stephen Townsend, Resident, Town of Caledon,</p>	<p>Refer to comments provided in section vi</p>
<p>xx) John Stillich, General Manager, Sustainable Urban Development (SUDA)</p>	<p>Refer to comments provided in section v</p>
<p>xxi) Dwight Matson, President, Peel Federation of Agriculture</p>	<p>Refer to comments provided in section vi</p>
<p>xxii) Karen Hutchinson, Caledon Countryside Alliance</p>	<p>Refer to comments provided in section vii</p>
<p>xxiii) Nick Ferri, Peel Agricultural Advisory Working Group (PAAWG)</p>	<p>Refer to comments provided in section v</p>
<p>xxiv) Elbert van Donkersgoed, Executive Director, Greater Toronto Area Agricultural Action Committee (GTA AAC)</p>	<p>Refer to comments provided in section v</p>
<p>• Consistency of land use policies for agriculture and related uses throughout the GTA will strengthen local agriculture and the local food system. Thirteen of the actions in the GTA Agricultural Action Plan are related to land use planning for agriculture and the food system.</p>	<p>Greater emphasis is placed in the GTA Agricultural Action Plan to move beyond the production of primary goods to the</p>
<p>• Local farms to be effective, participants in local food systems must do much more than produce raw commodities. They must</p>	<p>Refer to comments provided in section v</p>

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Identified Issue	Regional Staff Response
<p>be able to prepare products for market and market the products.</p>	<p>production of processed, manufactured goods. (ref. GTA AAP p11; Action items #4 and 5). This item will be considered in the PROPR agricultural discussion paper.</p>
<ul style="list-style-type: none"> • Uses that support the viability of the business of farming. Additional uses on existing properties are needed for economic reasons (Action #35). Need planning for the countryside as a place of employment, for example, value-added activities, agritainment and operations compatible with agriculture (Action #36). The role of small farms and small-farm enterprise zones in near-urban agriculture need attention. 	<p>Refer to comments provided in section v)</p>
<ul style="list-style-type: none"> • Protected Countryside - The policies provide a secure land base for agriculture but by itself this does not create a secure future for the business of farming. Will it be protected from the business of farming or protected for the business of farming. 	<p>The protected countryside policies provide solid policies for agricultural and rural uses, issues surrounding the future of farming could be considered as part of the PROPR agricultural discussion paper.</p>
<ul style="list-style-type: none"> • Unprotected Countryside - What is the future of the business of farming on the good farmland not protected by the Greenbelt? 	<p>This will be considered in the context of existing policies in the PPS, Places to Grow, the Greenbelt Plan, the Planning Act and other statutory and regulatory provisions. The Region will be working closely with the area municipalities to consider such issues.</p>
<ul style="list-style-type: none"> • Energy self-sufficiency in the countryside - Recognize energy self-sufficiency projects on farms as a Best Management Practice (Action #31). Clarify that permitted uses in agriculture and rural zones include energy self-sufficiency projects. 	<p>The issue of energy self-sufficiency in the countryside will be explored through the PROPR energy focus area (including development of an energy discussion paper and review for energy-related policies). Examination of energy self-sufficiency in the countryside will also require consideration of compatibility issues within the area.</p>
<ul style="list-style-type: none"> • Climate Change - Planning for food production closer to consumption to mitigate food miles. Land use planning options for mitigating greenhouse gas emissions from agriculture and the countryside. Recognition that agriculture makes a major contribution by sequestering greenhouse gases (carbon 	<p>Refer to comments provided in section iii)</p>

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Appendix II - April 5, 2007
 Summary of the February 15, 2007 Special Meeting of Regional Council as Required by the *Planning Act* for the Five-Year Review of the Regional
 Official Plan

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<p>dioxide).</p>	<p>Refer to comments provided in sections vii) and viii)</p>
<ul style="list-style-type: none"> Infrastructure for Near-urban Agriculture - Service providers to agriculture need opportunities to locate in the GTA. Development of policies and programs that protect natural areas while benefiting the landowner (Action #33). Development of policies and programs to ensure safe movement of farm vehicles (Action #37). 	