

Growth Management & Transportation Draft Policies: Comment and Response Table

The Growth Management and Transportation draft Regional Official Plan Amendment (ROPA) was prepared in 2017, when Regional Council directed staff to proceed to a statutory public meeting and open houses. The statutory Public Meeting was cancelled in early 2018 in light of various Provincial announcements and changes.

Transportation policies needed to consider the Province’s February 9, 2018 decision not to proceed with the GTA West Corridor Environmental Assessment at that time (the EA has since resumed). The Growth Management work was impacted by the introduction of the 2017 Growth Plan. The latest Growth Plan, 2019 introduced new direction for municipalities when undertaking Municipal Comprehensive Reviews (MCR), among other policy changes. Due to these changes, the Growth Management and Transportation focus areas require additional policy work. The Region will advise the public when consultations on updated policies will take place.

Staff responses below address comments received from stakeholders and members of the public on the draft Growth Management and Transportation policies between January 2015 and December 2018 via e-mail, correspondence and at open houses. It should be noted that many of the comments and responses below were provided under an old Provincial planning and policy framework, prior to the Provincial changes noted above. The draft policies being considered at that time will be updated and brought forward in 2020.

Topic	Date	Reference Number	Comment Summary	Response
City of Brampton				
Employment	January 29, 2019	GM-52	Recommend for 40% employment activity rate be achieved by 2041 in the Region.	The Growth Management Regional Official Plan Amendment (ROPA) introduces a new policy in Chapter 4, Regional Forecasts. Section 4.2.2.9 states that Regional staff will work with Brampton to achieve a 40% employment activity rate. Regional staff understand that in Section 4.2.2, Table 3: Population, Household and Employment Forecasts for Peel was amended to include 890,000 (population) and 325,000 (employment). These numbers are not intended to be held as the maximum figure for employment.
	January, 29, 2019	GM-62	Employment Areas and Prime Employment Areas are now required to be addressed and mapped in the Regional Official Plan (ROP).	The draft Growth Management ROPA does not identify any Prime Employment areas in Peel. Regional staff are working with the local

			Earlier ROPA versions demonstrated conceptual prime employment areas. Regional staff is currently working with local municipalities to determine appropriate response to identifying prime employment areas.	municipalities to develop its employment area designation.
	January 29, 2019	GM-63	Request to clarify how the draft Growth Management ROPA aligns with the direction to protect employment areas and employment uses.	The draft Growth Management ROPA states that that Regional staff will plan for, prioritize, protect, and preserve employment areas for employment uses, and conversions will only be permitted if they meet specified criteria. As part of the Municipal Comprehensive Review (MCR), Regional staff have also developed an employment strategy in consultation with the local municipalities that recommends limiting conversions to areas with an overarching strategic interest, such as lands within Major Transit Station Areas (MTSAs).
	January 29, 2019	GM-65	Request to define "specialized employment use" in the ROP.	Regional staff are proposing to remove this term from the Growth Management ROPA.
	January 29, 2019	GM-67	Request that policies label specific employment areas so that local official plans can ensure appropriate level of protection.	Regional staff will review the respective policies and Schedule D5 and make changes as necessary. In addition, local municipal official plans provide detailed mapping and additional protections where appropriate.
	January 29, 2019	GM-68	Regional staff have interpreted that 2017 Growth Plan direction does not permit retail uses on employment lands unless a regionally initiated MCR is completed.	Retail uses in employment areas are permitted if ancillary to primary employment uses. Major retail uses in employment areas may be permitted if a threshold is established, and the retail development is within that threshold (Growth Plan, 2017 policy s. 2.2.5.7(b)). Any change to Official Plan policies that would increase or introduce new major retail must occur through a MCR (Growth Plan, 2017 policy 2.2.5.11)

				<p>It is noted that employment areas (designated lands subject to Growth Plan, 2017 and Official Plan criteria) are distinct from employment lands, which do not have a designation.</p> <p>The 2019 Growth Plan also distinguishes employment areas from employment lands.</p>
	January 29, 2019	GM-69	Request more detail to better understand the Region's new policies on specialized employment areas and its impact on the City of Brampton.	Regional staff are proposing to remove the term "specialized employment" from the Growth Management ROPA.
	January 29, 2019	GM-70	Request more details on future strategic employment areas and its associated policies as Brampton staff interpret that these policies are intended to apply to Caledon only.	Brampton staff interpretation is correct. Strategic Employment Areas and its related policies apply only to Caledon in the draft Growth Management ROPA.
	August 24, 2018	GM-86	<p>Request to include the following site areas in the map of employment conversions:</p> <ul style="list-style-type: none"> • Castlepoint Investments in Bram East • Site at McLaughlin Rd. and CNR line 	<p>Regional staff have reviewed these requests for conversion in the context of Provincial, Regional, and local municipal direction as well as the Region's draft employment strategy and is not recommending conversion of these lands at this time. Through the MCR process, approved conversions will be limited to lands where the conversions will meet policy criteria and contribute to strategic overarching community building objectives, such as the lands around MTSAs.</p> <p>We continue to review request in this context.</p>
	August 24, 2018	GM-88	The employment area delineated on the map generally aligns with the employment designations of the Official Plan.	Thank you for the comment. Noted.
	December 5, 2018	GM-97	Note that there are discrepancies between the Regional and Brampton's employment forecasts for SPAs 17, 29, 36 and 52.	The discrepancies between the latest growth allocation and the City of Brampton's allocation are primarily as a result of updated information from

				Statistics Canada, as well as minor differences due to allocation based at the time on Brampton's 2040 Vision. The Region's growth allocation represents the latest information available.
	December 5, 2018	GM-98	Note that there are discrepancies between the Regional and Brampton's employment forecasts. Request to have additional employment added to SPA 55.	The discrepancies between the latest growth allocation and the City of Brampton's allocation are primarily as a result of updated information from Statistics Canada, as well as minor differences due to allocation based at the time on Brampton's 2040 Vision. The Region's growth allocation represents the latest information available.
Transportation	January 29, 2019	GM-64	Request that the local transit service needs be removed from the ROP as it is under local municipal jurisdiction.	The referenced policy is an objective supporting one of the overarching goals of the Region. Regional staff do not intend to dictate the transit services provided by area municipalities. Regional staff aim to collaborate and provide a supporting role to the area municipalities in order to provide a comprehensive transit system. In Section 3.2.3 of Moving People in the 2019 Growth Plan, it states that "all decisions on transit planning and investment will be made according to the following criteria e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, MTSA's and other strategic growth areas"
Growth Management	October 25, 2017	GM-29	Request that Regional staff continue to progress work with the City of Brampton, the Region wait on land budget methodology from the Province before submitting draft ROPAs to the Province, and maintain the preliminary employment and residential numbers to protect the City's long-term planning and fiscal position.	Regional staff have been monitoring changes to Provincial policy direction, and the draft growth allocation has been updated to reflect the in-effect land needs assessment methodology. The Council endorsed upon employment and residential numbers have not been adjusted downward.
	January 29,	GM-49	Request that the draft Growth Management	Regional staff recognize that throughout the multi-

	2019		ROPA conform with Growth Plan policies.	<p>phased approach additional ROPA's will be needed to achieve conformity.</p> <p>Regional staff are monitoring Provincial guidance on Growth Plan, 2019 implementation to ensure the MCR proceeds in accordance with required direction.</p>
	January 29, 2019	GM-53	Recommend the post 2031 growth target of 38% for Brampton in order for the Region to reach its 50% growth target.	<p>Regional have completed the Growth Allocations and Forecast scenarios to support the intensification policies in the Growth Management ROPA and forecasted these numbers.</p> <p>In addition, through the requirements for detailed planning to implement the Growth Plan, 2019 (Section 5.2.3 and 5.2.5), additional intensification opportunities may be identified by the City.</p>
	January 29, 2019	GM-54	Heritage Heights lands are not an approved secondary plan or in effect designated greenfield areas, therefore, the 2017 greenfield targets of 80 residents and jobs combined per hectare would apply.	<p>Based on the Growth Plan, 2017, Heritage Heights lands are in effect designated greenfield area lands, and as a result must be planned for 60 residents and jobs per hectare.</p> <p>The Growth Plan, 2019, requires a minimum density of 50 residents and jobs per hectare in Greenfield areas across the Region.</p>
	January 29, 2019	GM-55	Recommend that Regional staff wait on official land budget methodology guidance from the Province before continuing Growth Management ROPA work.	The Province has now released the final Land Needs Assessment Methodology for the Greater Golden Horseshoe. The Region's land needs assessment has been completed in accordance with Provincial guidance. Forthcoming guidance is expected.
	January 29, 2019	GM-56	Request that M TSA delineations be completed after significant local studies, for example the Queen Street and LRT Extension studies.	The Growth Plan, 2017 requires Regional staff to delineate the boundaries of MT SAs on priority transit corridors through the MCR. It is anticipated that this will be a timely undertaking, given the 2022 Growth Plan conformity deadline. Regional staff are

				<p>currently working with the local municipalities to delineate boundaries and develop supporting policies through a collaborative process that is reflective of local planning contexts.</p> <p>The 2019 Growth Plan calls for the same requirements as the previous Growth Plan, 2017.</p>
January 29, 2019	GM-57	Note the Region's policy direction related to MTSAs for local municipalities go beyond the directions outlined in the 2017 Growth Plan.	<p>There is no comprehensive policy within the 2017 Growth Plan stating all elements listed in Section 5.3.3.2.5. The 2017 Growth Plan carries an overarching theme which provides general direction for site design (i.e. streetscaping), transportation systems, natural hazards and compatibility with existing communities.</p> <p>The 2019 Growth Plan provides the same policy direction as the previous Growth Plan, 2017.</p>	
January 29, 2019	GM-58	Concern that the two-staged approach to designate and delineate MTSAs could delay ongoing plans. Request that the two stages occur simultaneously.	Regional staff are undertaking an MTSA study that involves consultation and collaboration with the local municipalities and will incorporate existing work completed to date.	
January 29, 2019	GM-59	The vision for local municipal plans for future development and the 2017 Growth Plan should align to focus growth around MTSAs.	As the Region continues to develop and refine its work plan for MTSAs, Regional staff will ensure that the City is included in the process to ensure alignment.	
January 29, 2019	GM-60	The regional and local intensification corridor designations are premature.	Regional staff are working with the local municipalities to define all Strategic Growth Areas, including intensification corridors. Regional staff are proposing to simplify the Strategic Growth Area designations to allow for local definitions.	
January 29, 2019	GM-61	Note that the Region's ROPA policies do not reflect the local corridors identified in the City of Brampton's Official Plan, such as the Mobility Hubs and Intensification Corridors.		
January 29, 2019	GM-66	Request clarity on the Region's next steps on maximizing economic development objectives for the opportunity to potentially	Regional staff will look towards any opportunities to collaborate with area municipalities to consider their economic incentives. As part of the MCR, Regional	

			collaborate on economic incentives.	staff have also developed an employment strategy in consultation with the local municipalities.
	January 29, 2019	GM-71	Brampton Staff supports the introduction of the Growth Management Implementation policies.	Noted, thank you for the comment.
	August 24, 2018	GM-87	Note that the MTSAs on draft employment map designated in blue are not identified on the legend and do not currently have status given that the Queen Street Transit Master Plan is not finalized.	Regional staff are proposing to remove MTSAs part of the Queen Street Transit Master Plan from draft employment mapping and other draft Schedules.
	August 24, 2018	GM-89	Request to review Regional draft Schedules D and D6 to the Nodes and Corridors study for Brampton.	Regional staff have reviewed and simplified Strategic Growth Area terminology in proposed schedules to allow for local definitions and will continue to work with City of Brampton to identify these areas during the MCR process.
	August 24, 2018	GM-90	Request to define and define the rationale for Community Node designations. Question on why no sites in Brampton have been identified on the draft schedules.	Some nodes were identified in Mississauga's Official Plan, and additional nodes were identified by Mississauga staff and supported by local planning initiatives. These nodes are locally-identified Strategic Growth Areas. Regional staff are proposing to incorporate nodes for the Powerade lands and Shoppers World, with simplified terminology to allow for local definitions.
	August 24, 2018	GM-91	Schedules should not stray too far from the designations found in the 2017 Growth Plan, as anything new will have to be defined and defended.	Noted, thank you for the comment.
	August 24, 2018	GM-92	Request that Strategic Growth Areas be added for the CAA Lands (formerly Powerade) and Shoppers World at the North West quadrant of Hurontario and Steeles.	Regional staff are proposing to incorporate these areas as Strategic Growth Areas on relevant schedules.
	August 24, 2018	GM-93	Request to reference Schedule D of Brampton's Official Plan, the City's Natural Heritage & Environmental Strategy and	Noted, the takeouts will be reviewed for this information.

			wetland mapping for North West Brampton when determining takeouts.	
	December 5, 2018	GM-94	Note that there are discrepancies between the Regional and Brampton's population forecasts for SPAs 1 and 2.	The discrepancies between the latest growth allocation and the City of Brampton's allocation are primarily as a result of updated information from Statistics Canada, as well as minor differences due to allocation based at the time on Brampton's 2040 Vision. The proposed regional growth allocation represents the latest information available.
	December 5, 2018	GM-95	Note that there are discrepancies between the Regional and Brampton's population forecasts for SPAs 16, 26, 29 and 52.	The discrepancies between the latest growth allocation and the City of Brampton's allocation are primarily as a result of updated information from Statistics Canada, as well as minor differences due to allocation based at the time on Brampton's 2040 Vision. The proposed regional growth allocation represents the latest information available.
Other	January 29, 2019	GM-50	Question on the multi-phased approach to achieve conformity with consideration to timelines and local planning initiatives.	Regional staff are required to bring the Official Plan into conformity with the Growth Plan 2019 by July 1, 2022. Following regional conformity, local municipalities have one year to update their Official Plan.
	January 29, 2019	GM-51	Concern that the multi-phased approach to achieve conformity will confuse stakeholders and the public.	Regional staff recognize that the new requirements for MCRs prescribed in the Growth Plan, 2017 is different from previous approaches. However, the new approach provides an opportunity for collaboration and consultation between upper and lower-tier municipalities to ensure clarity for stakeholders and the public. The Growth Plan, 2019, introduced new flexibility to allow for a multi-phased MCR approach.
	January 29, 2019	GM-72	Request clarity on the new roles and responsibilities in respect to MCR. Specifically, Brampton staff require	Regional staff are monitoring changes in Provincial direction affecting its MCR and will work with the local municipalities to define roles and

			understanding on how local municipalities are to be involved with MCR and how to report specific details and project budgets.	responsibilities accordingly.
Town of Caledon				
Employment	December 7, 2018	GM-104	Request to provide explanation for the reduction in the Employment numbers for Rural Area when previous land budgets had shown jobs growth.	Small variances are due to revising employment categories following the release of the Census and revising the land needs assessment methodology to comply with Provincial requirements.
	December 7, 2018	GM-105	The Dry Industrial Lands designated in Bolton should not be included as Employment Lands on the Regional Schedules.	Dry Industrial is identified as an employment type within the ROP (s. 5.6.2.6) and Caledon Official Plan. The conversion of Dry Industrial lands in Bolton to non-employment uses will require an employment conversion per the Caledon Official Plan (s. 5.5.3.12) and ROP (s. 5.6.2.8). Regional staff request rationale from the Town of Caledon for this conversion and will provide support as needed.
Transportation	September 19, 2016	GM-4	Concerns on the high-speed traffic along Hwy 50.	As part of the 2019 Long Range Transportation Plan and its Road Safety Strategic Plan component study, the Region of Peel is committed to ensuring the safety of all road users through road and intersection improvement projects. Regional staff are also collaborating with Peel Region Police to address speeding along Regional Roadways.
Growth Management	January 19, 2017	GM-9	Request for growth scenarios under evaluation to have regard for the longstanding growth management principles enshrined in Caledon OP S.2.2.2.	Regional staff are currently undertaking a MCR that includes a Settlement Area Boundary Expansion study which will determine appropriate locations for expansions, based on the Region's land needs assessment work and criteria in accordance with the Growth Plan, 2019. The MCR will give consideration to existing policies including the growth management principles in the Town of Caledon

				Official Plan. However, it should be noted that the existing Caledon OP policies are directed at 2031 growth and the current exercise is considering post-2031 growth.
	March 20, 2017	GM-12	Request for amendments to provisional growth scenario mapping for Mayfield West to better meet the intent of the tri-nodal growth strategy and 2017 Growth Plan Targets.	Regional staff are in receipt of a Planning Justification Report for Mayfield West Phase 2 Stage 2 and have incorporated this expansion into the current draft Growth Management ROPA, which plans for growth to the 2041 planning horizon. The community area mapping of growth allocations is intended only to summarize growth by general location, and actual timing of development will be subject to local planning processes following the completion of the Region's MCR.
	March 20, 2017	GM-13	Request for amendments to provisional growth scenario mapping for specific areas of Caledon.	<p>The allocation to which this comment refers has been refined as of 2019 to reflect the Provincial Land Needs Assessment Methodology, and recent information including consultation with Town of Caledon staff.</p> <p>ROPA 30 is now shown as C21, and the study areas are shown as C22, in order to clearly delineate the area which has status as an adopted amendment, subject to final approval.</p> <p>The community area mapping is intended only to summarize the growth by general location and is not specifically intended to distinguish lands that may be approved and intended for development from those that are not. Growth outside approved settlement boundaries has been shown within Mayfield West and Bolton Study Areas and lands outside these study areas are not necessarily precluded from</p>

				<p>consideration in future settlement expansion studies.</p> <p>The inclusion or exclusion of lands in a scenario and the boundaries of the areas used for these analyses neither grants nor removes any status of lands for future development. Status as future development areas will be afforded through the Region’s MCR process.</p> <p>Regional staff will be working with the local municipalities to update the growth forecasts to align with A Place to Grow, 2019 and any other updated Provincial guidance.</p>
	April 17, 2017	GM-15	<p>Area-Specific Development Charges (ASDCs) can be used to address the cost of future growth, meaning the cost of servicing future populations should not be a determining factor in geographic distribution of growth.</p>	<p>The geographic location of growth in the forecast scenarios is based on the best available information. The approved ROPA 30 is appropriately reflected and it is understood the matter is before the Ontario Municipal Board (OMB). Other settlement expansions are appropriately reflected within the Mayfield West and Bolton Study Areas and it is understood the final settlement boundaries will be subject to the results of the Region's MCR and the relevant Planning Act processes.</p> <p>The Region of Peel’s current approach to Growth Management places emphasis on understanding and managing the financial risks associated with growth. Considering options for decreasing costs is an aspect of this work. ASDCs are being evaluated for general use within the Region as required by Provincial policy. Any decision with respect to the general use of ASDC’s across the Region would not preclude consideration of their use for local infrastructure</p>

				matters that may arise in managing growth for a specific area or a specific piece of infrastructure.
	October 6, 2017	GM-25	Request for amendments to provisional growth scenario mapping for Mayfield West to better meet the intent of the tri-nodal growth strategy and 2017 Growth Plan Targets.	Regional staff have reviewed the forecasts in the noted areas and have not found a significant variance from the previous draft growth forecasts. Regional staff will be working with the local municipalities to update the growth forecasts to align with A Place to Grow, 2019 and any other updated Provincial guidance.
	March 3, 2018	GM-35	Concerns with the negative impacts of intensification. Recommend that growth and development be redirected outside the GTA.	While some of Peel’s expected growth to 2041 will occur in the Town of Caledon, allocation of growth to Caledon must occur in the context of various environmental features including the Greenbelt, Oak Ridges Moraine, and Niagara Escarpment. In addition, Regional and Provincial policy encourages intensification and discourages sprawl in order to better address issues such as climate change, air quality, congestion and efficient use of infrastructure. Because of this, the majority of growth will go to areas with existing servicing, with very limited growth in rural villages and hamlets. Regional staff recognizes traffic congestion as a significant challenge. Through the ROP and the 2019 Long Range Transportation Plan, Regional staff has developed region-wide strategies focused on managing growth and the resulting traffic congestion challenges through a targeted 50% sustainable mode share including walking, cycling, transit, and carpooling.
	March 7, 2018	GM-36	Request to reschedule the public meeting to investigate and report back on options to allow the extension of the Mayfield West Phase 2 -Stage 2 to proceed in light of the	Regional staff are working with the local municipalities to continue the work of the Growth Management ROPA following the cancellation of the GTA West Corridor and subsequent Provincial

			GTA West highway cancellation.	<p>election, including participating in all consultations relating to planning matters that affect the Region's MCR. Regional staff strongly support a phased approach to Growth Plan, 2017 implementation, which would allow the Mayfield West Phase 2 Stage 2 planning to proceed with the Growth Management ROPA.</p> <p>The Growth Plan, 2019, introduced new flexibility to allow for a multi-phased MCR approach.</p>
	August 28, 2018	GM-82	Question on if the mapping files for land use designations Caledon staff provided will be used to update employment areas for some of the smaller settlement areas.	Regional staff will propose to include Sandhill and Victoria employment areas per the Town of Caledon's direction.
	August 28, 2018	GM-83	No comments on takeouts.	Noted, thank you for the comment.
	August 28, 2018	GM-84	Caledon staff provided information on the application for the Triple Crown development.	Noted, thank you for the comment.
	August 28, 2018	GM-85	Caledon provided details of internal intensification study.	Noted, thank you for the comment.
Settlement Area Boundary Expansion	January 5, 2015	GM-1	Request that projected growth recognize and address historic requests for inclusion within existing settlement boundaries in Caledon.	A letter has been submitted by GWD Professional Planners requesting that the outstanding appeal for 16494 Innis Lake Road be considered as part of the Region's planning to accommodate growth to the year 2041. Staff are in receipt of this request and will consider it as part of the Settlement Area Boundary Expansion study and have added GWD to the notification list for the study.
	April 4, 2016	GM-2	Request that Caledon staff advance the Stage 2 Secondary Plan Process (ROPA and LOPA) concurrent with Caledon's 2041 population and employment allocation study.	These lands were originally a part of the currently in effect ROPA 29 Mayfield West Phase 2 (2031 forecasts), but subsequently removed due to insufficient population and employment allocation. Regional staff are in receipt of a Planning

				<p>Justification Report for Mayfield West Phase 2 Stage 2 and have incorporated this expansion into the current draft Growth Management ROPA.</p> <p>Peel staff have no concerns with proceeding with Secondary Plan work plan, recognizing proceeding at this time would “at their own risk” recognizing uncertainties of the planning approval process</p>
	October 1, 2016	GM-6	Concerns that Option 6 for the Bolton Residential Expansion is separated from the rest of Bolton and in close proximity to the potential GTA West corridor.	The Bolton Residential Expansion (ROPA 30) is currently before the OMB and the GTA West corridor currently under review by the Province.
	October 28, 2016	GM-7	<p>Request for population and employment allocations for the Alloo Village lands for the 2041 horizon.</p> <p>Defer implementation of proposed Growth Plan for further consultation to address proposed intensification and density targets.</p>	<p>Regional staff are currently undertaking an MCR. A Settlement Area Boundary Expansion study will determine appropriate locations for expansions, based on the Region's land needs assessment work and criteria in accordance with A Place to Grow, 2019.</p> <p>Regional staff have met with the Alloo landowners and consultants to discuss the Region's Official Plan Review, and the Settlement Area Boundary Expansion Study process. Staff are in receipt of this request and will consider it as part of the Settlement Area Boundary Expansion study.</p>
	January 13, 2017	GM-8	Request that the Cook's land be included in any future settlement area defilements for the Mayfield West Phase 2 Secondary Plan Planning Area.	Regional staff have submitted correspondence to the Province requesting that Mayfield West Phase 2 Stage 2 be included in the Growth Plan transition regulations to allow the settlement expansion to include these lands to occur in advance of an MCR. These lands have been included in the boundary Mayfield West Phase 2 Stage 2.
	February 27, 2017	GM-10	Request that Regional staff amend population and employment mapping for	The community area mapping of growth allocations is intended only to summarize the growth by general

			<p>Mayfield West Phase 2 Stage 2 lands to reflect the growth potential of the area, and that of the balance of the Mayfield West Study Area be identified on the “Growth Policy Areas in Peel” map.</p>	<p>location and is not specifically intended to distinguish lands that may be approved and intended for development from those that are not. Growth outside approved settlement boundaries has been shown within Mayfield West and Bolton Study Areas conceptually at this time, and lands outside these study areas are not necessarily precluded from consideration in future settlement expansion studies.</p> <p>The inclusion or exclusion of lands in a scenario and the boundaries of the areas used for these analyses neither grants nor removes any status of lands for future development.</p>
	April 4, 2017	GM-14	<p>Alloa Community is adjacent to existing and planned Mount Pleasant and Mayfield West developments.</p> <p>Alloa has the potential to be a complete community, and it would be more affordable to service with Regional water and sanitary services than either Mayfield West Phase 2 Secondary Plan area or any of the Bolton Residential Expansion options.</p>	<p>Regional staff are currently undertaking an MCR. This includes a Settlement Area Boundary Expansion study that will determine appropriate locations for expansions, based on the Region's land needs assessment work and criteria in accordance with A Place to Grow, 2019. Given its location, the Alloa lands could potentially be among those potentially considered.</p> <p>Regional staff have met with the Alloa landowners and consultants to discuss the Region's Official Plan Review, and the Settlement Area Boundary Expansion Study process. Staff are in receipt of this request and will consider it as part of the Settlement Area Boundary Expansion study and have added Glen Schnarr & Associates to the notification list for the study.</p>
	May 9, 2017	GM-16	<p>Inglewood community should be rounded out to include lands immediately north of the community of Inglewood. This would</p>	<p>Regional staff are currently undertaking an MCR. A Settlement Area Boundary Expansion study will determine appropriate locations for expansions,</p>

			improve servicing capacity in Inglewood Village, increase diversity of housing stock, allow for a modest population increase, add additional parkland, and improve the local village economy.	<p>based on the Region's land needs assessment work and criteria in accordance with A Place to Grow, 2019. In addition, the new Provincial Growth Plan provides specific policies respecting expansion of villages within the Greenbelt Plan, and a review of the Region's Official Plan policies for villages and hamlets is a component of the current MCR.</p> <p>Regional staff are in receipt of this request for to include 15983 McLaughlin Road as a rounding out of Inglewood and have added Urban in Mind to the notification list for the study.</p>
	October 6, 2017	GM-26	Comment that construction costs for requested changes to growth allocation are estimated to be \$16.90 million for sanitary construction costs and \$14.64 million for water construction costs.	The Settlement Area Boundary Expansion study will determine appropriate locations for expansions, based on the Region's land needs assessment work and criteria (including servicing costs for such expansions) in accordance with A Place to Grow, 2019 and any other Provincial guidance.
	October 15, 2017	GM-27	Comment that lands in Bolton Option 5 would be suitable and the most logical for future residential development. No need for more warehousing and distribution centres in Bolton. Comment that a resident has offered the Town of Caledon land for the development of a much-needed health care centre, but the land has not been accepted.	Regional staff are in receipt of this request for to include Option 5 Bolton in the next phase of residential growth and will consider it as part of the Settlement Area Boundary Expansion study. The Option 5 Landowners group have been added to the notification list for the study. Health care related comments have been shared with the Local Health Integration Network (LHIN).
	October 25, 2017	GM-28	Request for amendments to community area mapping, re-designate Mayfield West as lands with future allocation and reduce future Caledon expansion developable lands for Mayfield West to better meet the intent of the tri-nodal growth strategy for Caledon and 2017 Growth Plan Targets.	The community area mapping is intended only to summarize the growth by general location and is not specifically intended to distinguish lands that may be approved and intended for development from those that are not. Growth outside approved settlement boundaries has been shown within Mayfield West and Bolton Study Areas and lands outside these study areas are not necessarily precluded from

				<p>consideration in future settlement expansion studies.</p> <p>The inclusion or exclusion of lands in a scenario and the boundaries of the areas used for these analyses neither grants nor removes any status of lands for future development.</p> <p>The Settlement Area Boundary Expansion study will determine appropriate locations for expansions, based on the Region's land needs assessment work and criteria established in accordance with A Place to Grow, 2019. Status as future development areas will be afforded through the MCR process.</p> <p>Growth in Mayfield West Phase 2 Stage 3 is beyond the 2031 planning horizon. Growth in this area would be considered through the Settlement Area Boundary Expansion Study planning for growth to 2041.</p>
	April 11, 2018	GM-42	Request to advance the Mayfield West Phase 2 -Stage 2 lands separately from the ROPA process to address future population and employment forecasts.	Regional staff are in receipt of a Planning Justification Report for Mayfield West Phase 2 Stage 2 and have incorporated this expansion into the current draft Growth Management ROPA.
	April 12, 2018	GM-43	Request to consider future expansion of the Sandhill Settlement Boundary for future employment through policies.	Regional staff are in receipt of this request for consider future expansion of the Sandhill Settlement Boundary for future employment and will consider it as part of the Settlement Area Boundary Expansion study. RG Consulting has been added to the notification list for the study.
	May 16, 2018	GM-44	Request to include mapping on the Spiers lands which include that exist above the settlement boundary.	Regional staff are in receipt of this request for consider future expansion of the Sandhill Settlement Boundary for future employment and will consider it as part of the Settlement Area Boundary Expansion

				study.
	December 7, 2018	GM-102	Request to review and reduce population growth levels shown in Mayfield West Phase 1, Caledon East, the Villages and Hamlets. The Town continues to support BRES option 3 for future residential growth. Request to review high employment numbers in the Mayfield West Phase 1 residential area, as well as in Caledon East.	The forecasts in the noted areas have been reviewed and have not found a significant variance from the previous draft growth forecasts. Regional staff will be working with the local municipalities to update the growth forecasts to align with A Place to Grow, 2019 and any other updated provincial guidance.
	December 7, 2018	GM-103	The Town is currently reviewing all settlement boundaries and provide any discrepancies to the Region so that correct mapping can be incorporated into the Peel 2041 process.	Regional staff will work with the Town of Caledon to revise mapping and forecasts accordingly, as part of the current MCR.
Environment	October 26, 2017	GM-30	Request that Regional staff refine the boundaries of the Palgrave Estate Residential Community on Schedules D and D4 to reflect the boundary in the Oak Ridges Moraine Conservation Plan.	This will be considered as part of the Region's mapping refinement, to be undertaken jointly with the Town of Caledon.
City of Mississauga				
Employment	February 28, 2017	GM-11	Regional forecasted employment numbers for the Dixie Employment Area do not align with the anticipated direction of the Dundas Connects Master Plan (2017), in terms of opportunities related to future land use and transit supportive densities, and the Dixie-Dundas Community Node.	The allocation to which the comment refers has been refined as of 2019 to reflect the Provincial Land Needs Assessment Methodology and recent information including consultation with City of Mississauga staff. In addition, MTSA framework policies have been further developed and reflect the results of the Dundas Connects work. Recognizing that there is a very large supply potential for both office and higher density residential development in Mississauga, not all of the potential will be developed within the forecast

				period. The current allocation shows a balanced time frame for the Dundas Corridor. Should the market yield faster development in this area relative to some others in Mississauga, there is nothing associated with this growth management work or the forecasts that would stand in the way of that occurring, subject to the normal land use and infrastructure considerations through the local planning process.
	August 29, 2018	GM-73	Phase 1 of Mississauga’s MCR for employment conversions includes the following reports/studies: <ul style="list-style-type: none"> • Municipal Comprehensive Review of Employment Lands – 2015 • Municipal Comprehensive Review of Employment Lands – 2016 Update 	Regional staff have reviewed and is considering the employment conversions discussed in the following reports/studies: <ul style="list-style-type: none"> • Municipal Comprehensive Review of Employment Lands – 2015 • Municipal Comprehensive Review of Employment Lands – 2016 Update Regional staff are also undertaking a detailed study of MTSAs and exploring a flexible policy framework to support mixed use development around MTSAs through the Growth Management policy work.
	August 29, 2018	GM-74	Phase 2 of Mississauga’s MCR for employment conversions is captured in the following reports/studies: <ul style="list-style-type: none"> • Dundas Connects Master Plan • Lakeview Waterfront Major Node Policies • MyMalton 	Regional staff have received detailed delineation of the Dundas Connects, Lakeview, and MyMalton conversions, and this information has been incorporated into the employment conversion analysis accordingly.
	August 27, 2018	GM-81	Mississauga staff provided a summary of the City's employment landscape including opportunities and challenges for economic investment to protect employment lands in accordance with the Official Plan.	The insights provided by Mississauga staff regarding economic development will be reviewed as part of the development of the Region’s Employment Strategy, and a document summarizing policy changes will be shared for review and comment.
Transportation	September 21, 2016	GM-5	Concern about how bike lanes will impact passenger pick-up/drop-off.	Indeed, roads for passenger vehicles will not be able to support growth and that improved infrastructure

				<p>for all modes of transportation will be needed including bike lanes. Detail designs will be developed with public consultation, and safety will be a priority.</p> <p>The 2019 Long Range Transportation Plan is the overarching document that unifies three component studies - Sustainable Transportation Strategy, Road Safety Strategic Plan, and Goods Movement Strategic Plan. Specifically, the Sustainable Transportation Strategy and Road Safety Strategic Plan focus on active transportation infrastructure with user-safety initiatives as part of infrastructure construction, which also includes design considerations for usability.</p>
Growth Management	August 29, 2018	GM-75	Note that Mississauga has approximately 60 MTSA's under review, where 12 of them are being considered for employment conversions of mixed-use lands in employment areas. Request that key MTSA's focus on office job opportunities.	Regional staff are undertaking a detailed study of MTSA's that involves consultation and collaboration with the local municipalities.
	August 29, 2018	GM-76	Request that Milton GO line show as a priority corridor on draft Schedule D6.	As identified in the Long Range Transportation Plan, the Milton GO Line connects key employment and commercial centres in the City of Mississauga to Downtown Toronto. Regional staff are actively advocating to the Province to support transportation projects such as expedition of the Milton GO regional express rail line to improve mobility across the region and help achieve the 50% sustainable mode split target.
	August 29, 2018	GM-77	Request to rename draft Schedule D6 "Local Priority Growth Corridor (Conceptual)" rather than "Local Intensification Corridor (Conceptual)".	This has been noted and will be considered as draft Schedule D6 is finalized.
	August 27,	GM-78	Note that Mississauga is reviewing five mall-	Regional staff will review all nodes in accordance

	2018		based nodes for redevelopment and intensification. These nodes will be healthy, mixed-use communities and also feature new jobs.	with Growth Plan policies.
	August 27, 2018	GM-79	Request that draft Schedule D6 show delineated boundaries for the Lakeshore major node.	This has been noted and Regional staff will propose to make these updates in Schedule D6.
	August 27, 2018	GM-80	Request to review terminology of "Major Nodes" and "Community Nodes" in Schedule D6.	Regional staff will review the terminology on Schedule D6.
	December 6, 2018	GM-99	Mississauga staff recognize that the City has some additional capacity to accommodate population and understand that some of this growth will occur later in the forecast period and beyond 2041.	Noted, thank you for the comment.
	December 6, 2018	GM-100	Request to rename the Lakeview EA as Lakeview Waterfront major node.	Regional staff are proposing to rename CP Area M44 as Lakeview Waterfront major node.
	December 6, 2018	GM-101	Downtown Mississauga will experience the most significant growth prior to 2031. Selected areas may move forward earlier than anticipated as growth within MTSAs are generally allocated later in the forecast period and after 2041. Infrastructure capacity exists, should development happen earlier.	<p>Most of the Regional roads in Mississauga have already been widened to 6 lanes. However, such roads as Derry Rd and Britannia Rd (in the proximity of the Ninth Line Lands), Winston Churchill Blvd south of QEW, and Dixie Rd south of QEW may need to be re-evaluated through a current Long Range Transportation Plan update (including transportation modelling) that is in progress.</p> <p>The Region has sufficient water and wastewater projects identified in the downtown area (the MCC). In other areas, it will ultimately depend on how much growth will be allocated in each area. Nonetheless, Regional staff are currently looking at the needs for these areas and looking at some buildout scenarios. If growth is expected to occur after 2031, then any infrastructure required that has</p>

				not been identified yet will be included or at least planned for.
Region of Peel				
Growth Management	February 13, 2018	GM-33	Recommend looking at other methods to fund growth beyond development charges and property taxes.	Noted, thank you for the comment.
	February 13, 2018	GM-34	It will be difficult to plan for growth with develop charges and property taxes alone.	Noted, thank you for the comment.
	March 7, 2018	GM-37	The Town of Mono has received the ROPA with regards to Growth Management, Growth Management and Transportation, and Water and Wastewater Master and Long Range Plan and has no comments.	Noted, thank you for the comment.
	March 16, 2018	GM-40	Peel District School Board express interest in the ROPA status and population growth.	Noted, the Region will continue to engage the school board in this work.
Environment	March 15, 2018	GM-39	Credit Valley Conservation and Toronto and Region Conservation Authority support the achievement of complete communities, including intensifying developed areas and encouraging higher densities.	Regional staff appreciate TRCA and CVC's support for the proposed policies. Protecting the Region's natural heritage and environmental resources is essential to building resilient, complete communities.
			Request that a number of technical studies and environmental considerations be taken into account to demonstrate that a proposed expansion would not negatively impact the natural system.	Comments will be addressed in Growth Management policies as well as the forthcoming Environment and Settlement Boundary Expansion work, which will include the watershed/subwatershed study requirement. Regional staff will continue to work collaboratively with the conservation authorities on this work and throughout the MCR.
Other	January 31, 2018	GM-31	The Chippewas of Rama First Nation have received the Region's letter on Peel 2041.	Noted, Regional staff will continue to update Chippewas of Rama First Nation on this work.

	February 9, 2018	GM-32	Recommend that waste management be a focus area to ensure tax dollars are efficiently utilized.	<p>With respect to Official Plan policies, waste management policies were reviewed as part of the previous Official Plan Review. Regional staff will be monitoring policy requirements and provincial initiatives and will consider updates to the Regional Plan accordingly.</p> <p>In addition to Official Plan policies, Regional staff have other supporting strategic planning priorities to support its zero-waste vision. In 2015, Regional Council adopted a 3Rs diversion target of 75 per cent by 2034. In 2017, the Roadmap to a Circular Economy in the Region of Peel was developed and adopted to ensure that Peel’s waste management system could handle continued growth and to reach our 75 per cent diversion target by 2034. The Roadmap sets direction for the development and implementation of several waste management initiatives including improvements to existing programs, new programs and policies to recover materials currently in the waste stream, and new technologies to recover material post-collection. Peel also supports and is advocating for full extended producer responsibility where producers take full responsibility for the end-of-life management of products and packaging.</p>
	March 12, 2018	GM-38	Request that policies and recommendations developed by the Railway Association of Canada and the Federation of Canadian Municipalities for Peel's consideration relating to development near railway right-of-way in order to improve safety for residents.	The ROP currently includes policies to support safety and efficient within the railway network (s.5.9.7.2.6). Regional staff are not considering amendments to this policy as part of Peel 2041: Regional Official Plan Review, as detailed safety measures are implemented through local level planning including Official Plan policies, zoning regulations and site plan approval processes. The local municipalities consult

				CN and CP Railway on all applications which are adjacent to or within 300 metres of a rail line and require a 30-50 metre set back from rail lines.
	March 20, 2018	GM-41	Request to include TransCanada pipeline in the OP Schedules, introduce capacity and set-back policies to address capacity requirements and safety.	Regional staff are in receipt of this request and will consider it as part of the ROP review process.
	October 18, 2018	GM-48	Request that cemetery policies be addressed through in the ROP to recognize cemeteries as a permitted use within the rural area and support the approval process for expanding cemeteries.	The ROP does not include specific cemetery policies, as the local municipalities include cemetery policies in their official plans and by-laws.