

Growth Management: Analysis of Comments Received and Responses
Comments received as of October 16, 2017

Comments informing the Region of Peel’s growth management work have been summarized with responses below. These comments were received from stakeholders and members of the public between January, 2015 and October, 2017, via e-mail, correspondence, and at community events.

Topic	Date	Reference Number	Comment summary	Response
Region of Peel				
General	September 17, 2017	GM-3	There is too much traffic on Mayfield Road.	The Region of Peel is committed to the ongoing work of engaging with local and neighbouring municipalities, the Province, and stakeholders to address traffic congestion. Increased transit, infrastructure to support sustainable transportation modes and Transportation Demand Management measures outlined in the Peel Official Plan and the Peel Long Range Transportation Plan promote efforts to manage long commutes.
	June 3, 2017	GM-17	There should be electric charging stations in transit parking lots.	Transportation, including sustainable transportation, is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes. Further, climate change policies will be considered and developed as part of an upcoming Regional Official Plan Amendment.
	June 10, 2017	GM-18	Development is encroaching on natural habitats. Wildlife needs to be protected.	The Region works with the local municipalities, conservation authorities, and Provincial agencies to protect the integrity of ecosystems and to regulate development on lands exposed to natural hazards. Settlement area boundary expansions are required to demonstrate environmental and resource protection and enhancement including identification of a natural heritage system.

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General	June 17, 2017	GM-19	Question about status of the GTA West Corridor.	The Minister of Transportation is currently reviewing the need for the GTA West Highway Corridor based on work completed by an advisory panel.
	June 17, 2017	GM-19	It is important to protect employment lands if there are to be 1 million jobs by 2041.	The protection of a diversity of employment lands is an important aspect of the current growth management work, and in accordance with Provincial and Regional policy, any employment conversions would require a Municipal Comprehensive Review. The draft Growth Management ROPA delineates employment areas in Schedule D5. See Appendix V to the October 26, 2017 Council Report for the Employment Strategy Discussion Paper.
	August 19, 2017	GM-23	Growth in Peel is important, but it should be logical, informed, and in the right context.	Growth management work at the Region is undertaken through a collaborative and transparent process to produce outcomes that meet the Term of Council Priority to plan and manage growth responsibly. The Region works with formal working groups that include local municipal representatives and industry, an interdisciplinary team representing divisions across the Region, and is also gathering feedback from stakeholders and the public throughout the process.
Mississauga				
General	June 3, 2017	GM-17	Gridlock is a problem for many people in Mississauga.	The Region of Peel is committed to the ongoing work of engaging with local and neighbouring municipalities, the Province, and stakeholders to address traffic congestion. Increased transit, infrastructure to support sustainable transportation modes and Transportation Demand Management measures outlined in the Peel Official Plan and the Peel Long Range Transportation Plan promote efforts to manage long commutes.

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Dixie Employment Area	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.	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 October 2017 allocation shows a balanced time frame for the Dundas West 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.
Port Credit	August 19, 2017	GM-23	Concerns about increased density in Port Credit.	Detailed planning for development in Mississauga will be guided by local needs and characteristics within a broader framework for achieving city planning objectives while ensuring established neighbourhoods are minimally impacted.
Transit	June 3, 2017	GM-17	There should be a subway connection to Peel via Square One.	Transportation is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes.
	June 3, 2017	GM-17	Bus Rapid Transit (BRT) means buses no longer go into communities, meaning people are forced to drive to stations. Once they are in their cars, they may as well continue to drive.	
	June 3, 2017	GM-17	Mississauga transit system is currently piecemeal – need for a more integrated system.	
	June 3, 2017	GM-17	There should be better transit connections between Mississauga and Toronto.	
	June 17, 2017	GM-19	BRT is an excellent system.	

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Brampton				
General	July 22, 2017	GM-21	Question about where future growth in Brampton will be located.	The Region allocates growth according to population and employment forecasts set out in the Places to Grow, Growth Plan for the Greater Golden Horseshoe (2017). The draft Growth Management ROPA identifies key areas of growth noted as including Urban Growth Centres, Major Transit Station Areas, the Regional Intensification Corridor, and other major corridors. See Appendix III to the October 26, 2017 Council Report for the Land Budget Report for further information.
	July 22, 2017	GM-21	There are too many subdivisions in Brampton.	The Region supports a range and mix of housing types, and intensification and higher density forms of housing will be an important part of Peel's growth in the future. Measuring housing stock is also an objective of the Peel Housing and Homelessness Strategy, to ensure that housing is meeting the needs and preferences of Peel residents throughout their lives. A review of housing policies will be undertaken as part of the current Peel Official Plan Review.
Light Rail Transit (LRT)	July 22, 2017	GM-21	Question about Brampton LRT route.	Transportation is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes.
	July 22, 2017	GM-21	Interest in seeing LRT in Brampton.	
Caledon				
General	September 19, 2016	GM-4	Concern about high speed heavy traffic along Highway 50, including associated challenges for agricultural activities such as moving farm equipment.	Transportation is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes.

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General	January 5, 2017	GM-1	Request that projected growth recognize and address historic requests for inclusion within existing settlement boundaries in Caledon.	<p>Following the approval of a Growth Management ROPA, a Regional Municipal Comprehensive Review for settlement area boundary expansions will determine appropriate locations for such expansions.</p> <p>The Region of Peel is not considering any urban boundary expansion options that would require a Provincial amendment to the Greenbelt Plan.</p>
	March 20, 2017	GM-13	Request for amendments to provisional growth scenario mapping for specific areas of Caledon.	<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 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>Status as future development areas will be afforded through the Official Plan and Municipal Comprehensive Review processes.</p>
	June 17, 2017	GM-19	There should be four storey walk-up condos instead of townhouse development in Caledon.	<p>Once growth is allocated through a Growth Management ROPA, the local municipalities will prepare plans for various types of development, with regard to principles of complete communities. In addition, the Peel 2041 Official Plan review includes a housing focus area which will examine housing need and associated policies.</p>
	June 17, 2017	GM-19	We should be protecting farm land in Caledon.	<p>As part of the current Official Plan Review, the Region of Peel is reviewing its policies related to agriculture in order to ensure conformity with the direction provided for the protection of</p>

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General				agricultural lands in the Provincial Policy Statement (PPS), to identify prime agricultural lands through a Land Evaluation and Area Review, and to identify if there are policy revisions needed to support new agriculture and agri-food opportunities in the Region.
	June 17, 2017	GM-19	There should be no more development in Caledon until a light-rail system is developed, following Sweden as an example.	The Region of Peel works with local municipalities and stakeholders to ensure complete communities and sustainable development, including transit options. In addition, the Peel 2041 Transportation focus area and the Region's Long Range Transportation Plan (LRTP) will examine and make recommendations on transit infrastructure.
	August 19, 2017	GM-23	Question about why growth in Peel is not being directed towards Caledon where there seems to be plenty of land.	While some of Peel's expected growth to 2041 will occur in Caledon and will require a Municipal Comprehensive Review for settlement area boundary expansion, allocation of growth in the Town of 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.
Alloa Village Community	October 28, 2016	GM-7	Request for population and employment allocation by the Region and Caledon for the Alloa Village Community. Implementation of proposed Growth Plan should be delayed/deferred for further consultations, to address proposed intensification and density targets that are in line with current market demands.	Following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will consider appropriate locations for settlement expansions, if required. Given its location, the Alloa lands would be among those potentially considered. Implementation of a Growth Management ROPA through its approval process, the subsequent Regional and Local Municipal Comprehensive Reviews and other planning instruments will include further consultations.

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Alloa Village Community	January 19, 2017	GM-9	Growth scenario needs to have regard for the longstanding growth management principles enshrined in Caledon OP section 2.2.2.	Following the approval of a Growth Management ROPA, Municipal Comprehensive Reviews will determine appropriate locations for settlement expansions. The Municipal Comprehensive Reviews will give consideration to existing policies including the growth management principles in the Town of Caledon Official Plan.
	April 4, 2017	GM-14	Alloa Community is adjacent to existing and planned Mount Pleasant and Mayfield West developments. 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.	Following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will consider appropriate locations and servicing costs for settlement expansions. Given its location, the Alloa lands would be among those potentially considered.
Bolton	October 1, 2016	GM-6	Residents do not support Option 6 for the Bolton Residential Expansion because it is cut off from the rest of Bolton and too close 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.
	April 17, 2017	GM-15	As ROPA 30 is now the subject of multiple appeals with the OMB, it is premature for the Region to make any determinations concerning the geographic allocation of 2031B, 2036 and 2041 growth forecasts. Region should focus on the amount of future population to be allocated to Bolton as a whole and determine the	The geographic location of growth in the forecast scenarios is based on the best available information. In the case of ROPA 30, the approved ROPA 30 is appropriately reflected and it is understood the matter is before the 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 an MCR and the relevant Planning Act processes.

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Bolton			geography of the population distribution after the OMB's decision.	
	April 17, 2017	GM-15	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.	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. Any decision with respect to the general use of ASDC's across the Region would not preclude consideration of their use for local infrastructure matters that may arise in managing growth for a specific area or a specific piece of infrastructure.
	June 17, 2017	GM-19	There should be better transit options for residents in Bolton – currently no options for residents without cars.	Transportation is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes.
	July 8, 2017	GM-20	Question about plans for a GO Transit station in Bolton.	
	July 8, 2017	GM-20	Question about where growth in Bolton will be concentrated.	In the short term, growth in Bolton will be focused on lands approved through ROPA 30, subject to the results of the OMB appeal. In the longer term, the location of growth in Bolton is expected to be within the Bolton Study Are with the specific location to be determined through a future settlement expansion Municipal Comprehensive Review process.
	July 8, 2017	GM-20	Concern about too much growth in Bolton, and developers "paving over" land.	Growth in Bolton is taking place as part of the tri-nodal strategy that concentrates growth in three rural service centres throughout Caledon. Once growth is allocated following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will determine appropriate locations for such expansions. Regional and Provincial policy provide that the majority of the growth in Peel will occur through intensification of

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Bolton				existing urban areas, however, it is expected that there will continue to be modest growth of Bolton and Mayfield West as those communities continue to develop into complete communities.
	July 8, 2017	GM-20	There is gridlock travelling in and out of Bolton during rush hour.	The Region of Peel is committed to the ongoing work of engaging with local and neighbouring municipalities, the Province, and stakeholders to address traffic congestion. Increased transit, infrastructure to support sustainable transportation modes and Transportation Demand Management measures outlined in the Peel Official Plan and the Peel Long Range Transportation Plan promote efforts to manage long commutes.
	July 8, 2017	GM-20	There should be more vehicle charging stations in Bolton.	Transportation, including sustainable transportation, is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes. Further, climate change policies will be considered and developed as part of an upcoming Regional Official Plan Amendment.
	July 8, 2017	GM-20	General interest in bike lanes in Bolton expressed, citing Ottawa as an example.	Transportation is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes.
	July 8, 2017	GM-20	Concern over bike lanes on Main St. and loss of parking.	
	September 23, 2017	GM-24	Comment that there is no need for public transit in Bolton.	
	September 23, 2017	GM-24	Sidewalks on Highway 50 are not consistently on the same side of the road, making it difficult for pedestrians.	

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Bolton	September 23, 2017	GM-24	Bolton is currently unsafe for cyclists.	Transportation is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes.
	September 23, 2017	GM-24	There is a need for public transit in Bolton, especially to give young people and seniors more independence.	
	October 15, 2017	GM-27	Comment that lands in Bolton Option 5 would be suitable and the most logical for future residential development.	Following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will determine appropriate locations for such expansions.
	October 15, 2017	GM-27	We do not need any more warehousing and distribution centres in Bolton.	Once growth is allocated through a Growth Management ROPA, the local municipalities will prepare plans for various types of development, with regard to principles of complete communities.
	October 15, 2017	GM-27	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.	Comment noted. During the ROPA 30 process, Regional staff forwarded information to the Central West Local Health Integration Network (LHIN) seeking guidance to share with the landowner regarding this offer.
Caledon East	January 5, 2017	GM-1	Caledon East should be expanded to include lands north of new multi-unit residential subdivision and Caledon Town Hall.	Following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will determine appropriate locations for such expansions. In addition, Caledon East is within the Provincial Greenbelt Plan which includes specific policies limiting settlement expansion.
	July 8, 2017	GM-20	There is too much growth in Caledon East.	Growth in Caledon East is taking place as part of the tri-nodal strategy that concentrates growth in three rural service centres in Caledon: Bolton, Mayfield West and Caledon East. The Town of Caledon has allocated a small amount of population growth to Caledon East. In managing growth in Caledon, the Region of Peel considers the protection of the Greenbelt Plan as well as

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Caledon East				agricultural lands alongside the need to conform to Provincial population growth targets.
	September 23, 2017	GM-24	Concern expressed about traffic on Innis Lake Rd. as Caledon East develops.	Transportation is a key element of managing growth. Specific transportation issues are being addressed through the Long Range Transportation Plan (LRTP) and draft Transportation Regional Official Plan Amendment (ROPA), as well as through local municipal and wider regional planning processes.
Inglewood	May 9, 2017	GM-16	Inglewood community should be rounded out to include lands immediately north of the community of Inglewood. This would 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.	Following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will determine appropriate locations for settlement expansions. The new Provincial Growth Plan provides specific policies respecting expansion of villages within the Greenbelt Plan.
Mayfield West	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 Justification Report and are considering the potential of including this area as part of the current Growth Management ROPA.
	January 13, 2017	GM-8	Mayfield West lands should include Cook Property, three separate one acre parcels along Chinguacousy Road.	Regional staff are in receipt of a Planning Justification Report for the Mayfield West Phase 2 Stage 2 Lands and are considering the potential of including this area as part of the current Growth Management ROPA. Should settlement expansion be proposed, the Regional mapping would provide for complete community boundaries and would include small parcels such as those along Chinguacousy Road.

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Mayfield West	March 20, 2017/ October 6, 2017	GM-12/25	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.	Following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will consider appropriate locations for settlement expansions. 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 consideration in future settlement expansion studies.
	June 17, 2017	GM-19	Question about the latest news on the Mayfield West development, including expected population, and whether there will be residential and/or commercial development.	The community of Mayfield West was expanded as part of ROPA 29 (Phase 2), which added approximately 207.5 hectares of developable land to Caledon. This expansion is intended to support both residential and commercial development, and approximately 10,300 residents and 3800 jobs and support the implementation of ROPA 24 population and employment. Regional staff are in receipt of a Planning Justification Report for the Mayfield West Phase 2 Stage 2 Lands and are considering the potential of including this area as part of the current Growth Management ROPA.
	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.	Following the approval of a Growth Management ROPA, a Municipal Comprehensive Review will consider appropriate locations and servicing costs for such expansions.