

June 19, 2018

Aidan Grove-White  
Partnership and Consultation Branch  
Ministry of Municipal Affairs  
c/o Business Management Division, 17<sup>th</sup> floor  
777 Bay Street  
Toronto, ON  
M5G 1Z3

## Public Works

10 Peel Centre Dr.  
Suite A  
Brampton, ON  
L6T 4B9  
tel: 905-791-7800

peelregion.ca

Dear Mr. Grove-White,

Re: **Draft Guidance to Support Implementation of the Growth Plan for the Greater Golden Horseshoe, 2017: Application of the Intensification and Density Targets & The Municipal Comprehensive Review Process (EBR Registry #013-2359)**

Thank you for the opportunity to review and comment on the Environmental Registry post titled “Draft Guidance to Support Implementation of the Growth Plan for the Greater Golden Horseshoe, 2017: Application of the Intensification and Density Targets & the Municipal Comprehensive Review Process”.

The direction from the Province in the 2017 Growth Plan and draft guidance documents reinforces a cohesive approach to planning for complete communities. This direction supports Peel’s integrated approach to planning and managing growth currently underway.

However, there are concerns that the draft provincial guidance documents are too prescriptive and do not allow the necessary flexibility required for the Region to devise local solutions to support community building projects. Flexibility is needed to address issues such as the Mayfield West Phase 2 Stage 2 Settlement Area Boundary Expansion or employment land conversions in a timely manner while supporting the development of complete communities in a complex and rapidly changing environment.

**Of particular concern is the lack of flexibility in the draft Municipal Comprehensive Review guidance document. The proposed guidance precludes conformity through a staged implementation process that would allow a series of Official Plan Amendments to be undertaken in a manner that provides for an integrated approach to planning for complete communities.**

**We are confident that a solution to this process related issue can be found that will allow for strategic and timely investment in our communities.**

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**As a next step, Peel staff would welcome discussions with Provincial staff on specific mechanisms that address the lack of flexibility to support a staged implementation and the other items identified.**

The following items were prepared by the Region of Peel with input from local municipal staff in Mississauga, Brampton and Caledon. The items support the position that increased flexibility is needed in the guidance documents to implement of the Growth Plan in a manner that recognizes the local context.

- Appendix A – Detailed Comments on the draft Provincial Guidance documents
- Appendix B – Region of Peel: Case Study Examples of Challenges
- Appendix C – Region on Peel Staff Report (April 26, 2018): Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel (attached under separate cover)

If you have any comments or require clarification, please do not hesitate to contact us.

Respectfully,



Adrian Smith, RPP, MCIP  
Acting Director of Integrated Planning  
Public Works

CC:

Rob Elliot - City of Brampton  
Angela Dietrich – City of Mississauga  
Peggy Tollett – Town of Caledon

Appendix A– Detailed comments on the draft Provincial Guidance documents  
Appendix B– Region of Peel: Case Study Examples of Challenges  
Appendix C- Region of Peel Staff Report (April 26, 2018): Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel

**Municipal Comprehensive Review Guidance**

**1. The Single Amendment Approach**

**Section 2.1 – The Municipal Comprehensive Review Process** of the draft guidance on the Municipal Comprehensive Review (MCR) process proposes that a single official amendment is required to implement all of the MCR requirements of the Growth Plan. This interpretation requires an extensive number of background studies and compliance elements such as a land needs assessment, growth allocations, settlement boundary expansions, major transit station area planning, employment land conversion, agricultural and natural heritage system mapping, and water, wastewater, and stormwater master planning, all informed by watershed planning to be completed prior to any MCR conformity amendments coming forward.

The single amendment approach will result in a protracted time horizon to implement any elements of conformity to the Growth Plan which may accelerate land speculation and delay important city building initiatives such as bringing on new housing supply, addressing affordable housing, and implementing employment strategies intended to respond to a rapidly changing economic and employment landscape from moving forward.

Specific examples of projects impacted by the single amendment approach can be found in Peel are outlined in Appendix ‘B’.

***Recommendation***

**Section 2.1 – The Municipal Comprehensive Review Process** should be revised to allow flexibility for a staged implementation of MCR conformity through a series of Official Plan Amendments undertaken in a manner that continues to provide for an integrated approach to planning for complete communities such as the staged approach currently underway in the Region of Peel. This approach includes a series of Official Plan Amendments staged in a manner to meet the policy intent of the Growth Plan.

**2. Sequencing of Land Needs Assessment Analysis**

**Section 2.6 – Sequencing of Analysis Related to Land Needs Assessment** of the MCR guidance document acknowledges that the Growth Plan, 2017 does not prescribe the sequencing and timing of analysis for policy development but rather recognizes the importance of each local municipal context and the responsibility for municipalities to best determine sequencing and resource allocation.

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However, the level of detail required for the supporting analysis is still unclear. Supporting analysis for the LNA such as intensification and employment analysis should be conducted at a high level to inform the completion of the LNA with the opportunity for minor refinements later in the process. Undertakings such as delineating MTSA boundaries and determining minimum densities would benefit from having the high-level work completed regionally upfront to support the LNA with more detailed implementation work (i.e. site design elements and zoning) to support further refinement of MTSA boundaries being completed towards the end of the process by the lower-tier municipalities. It is not appropriate that lower-tier municipalities be required to complete all of the required implementation details prior to the completion of the LNA or even within one-year of a final MCR approval.

### ***Recommendation***

Municipalities should be provided with the flexibility to stage the sequencing of requirements and level of detail in the analysis required to support the LNA in **Section 2.6 – Sequencing of Analysis Related to Land Needs Assessment** and specifically allow minor refinement of MTSA boundaries through further implementation of the Growth Plan policies by lower-tier municipalities in accordance with approved policy direction in upper-tier official plans.

### **3. Consultation with Province, Other stakeholders, and Required Approvals**

The Municipal Comprehensive Review guidance document makes multiple references requiring municipalities to consult with the Province at different stages and decision points in the MCR process such as:

**Section 2.1 MCR Review Process** - municipalities should consult with MMA staff (as well as other Ministries as appropriate) (pg.5);

**Section 2.5 Background Studies** - may consult with Provincial staff at any point in the MCR process if questions arise as to what constitutes an acceptable study (pg. 7);

**Section 2.6 Sequencing of Analysis Related to Land Needs Assessment** - consult with Provincial staff throughout the MCR process particularly at key decision points (e.g. when undertaking delineation of MTSAs, setting employment area density targets and land needs assessment) (pg.9);

**Sections 4 Implementation of the MCR** -municipalities should consult with Provincial staff on key elements early and often throughout the MCR process (pg. 31);



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**Section 4.1 Provincial Input through the MCR Process** -to ensure the process is undertaken efficiently and effectively, municipalities should seek Provincial input (whether formal or informal) at certain milestones throughout the process. (pg. 31); and

**Section 4.2 Duty to Consult with First Nations and Metis Communities** – As the approval authority for the MCR, MMA will consider whether additional engagement by the municipality is required. (pg. 33).

The draft MCR guidance should clarify the consultation process, as it seems to vary throughout the document. Importantly, the draft MCR guidance should clearly identify the need for early feedback from the Province in confirming conformity study approaches upfront and formally at key stages in the MCR process including the scope of studies to be undertaken at their key decision points. This will avoid “after the fact” concerns being expressed by the Province about a municipal process or scope of work.

### *Recommendation*

**Section 4.0 – Implementation of the Municipal Comprehensive Review Process** should be revised to outline a formal process upfront that establishes/confirms key provincial expectations and feedback when input is needed at key decision stages. This includes the process for any consulting with MMA staff and other Ministries (i.e. through a One-window approach) and ensuring timely provincial review of materials.

## 4. Technical Studies and Mapping

**Section 2.5 Background studies** indicates that a number of policies in the Growth Plan 2017 requires the completion of specific types of technical background work including master plans, assessments, various studies or other research and preparation of associated documentation (“studies”).

In addition, it is still unclear from the Growth Plan 2017 which studies would be categorized as an ‘equivalent study’ and who would determine (based not only on their content but also level of detail) whether they are equivalent or not.

Municipalities are advised that in undertaking these studies, they are to follow the policy directions provided in the Growth Plan 2017. However, some of the direction regarding master plans e.g. stormwater master plans as identified in the Growth Plan 2017 is unclear. Currently, stormwater management is a shared responsibility in most Regional municipalities with the primary responsibility for stormwater management at the lower-tier level. The implementation guidance for MCRs should provide flexibility in how stormwater master plans are completed and implemented in accordance with Growth Plan direction and clarify how stormwater master plan requirements are to be fulfilled through the MCR process.

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Requirements for stormwater master plans, or equivalent studies that are focused to addressing settlement area boundary expansion planning can be fulfilled in a reasonable timeframe as part of the settlement expansion component of the MCR process or sequenced to enable detailed stormwater master planning to be completed through local secondary planning undertaken by lower-tier municipalities. The policy direction in the Growth Plan, that municipal scale stormwater master plans be undertaken to guide broader stormwater management can be sequenced and implemented after MCR requirements are satisfied as these requirements will need updated provincial direction and a longer timeframe to undertake.

### ***Recommendation***

The Province should be flexible with respect to **Section 2.5 Background studies** regarding the level of technical detail to be included in background studies and companion guidance. This includes flexibility regarding the requirements for ‘equivalent studies’ and clarification that municipalities may make the determination that a study is deemed as an equivalent.

Further guidance is also needed to clarify requirements for delivery of stormwater master plans (or equivalent studies) and should focus requirements for the purposes of the MCR submissions on upper-tier municipalities ensuring that a stormwater master plan or equivalent study is provided at the scale needed for settlement boundary expansions and enable detailed stormwater master planning to be completed by lower-tier municipalities through local secondary planning.

## **5. Agricultural System Mapping**

**Section 3.2.7 Agricultural System Mapping** reiterates much of the guidance contained in the “Implementation Procedures for the Agricultural System in Ontario’s Greater Golden Horseshoe” including the direction that removals or additions to the Provincial agricultural base mapping may be included in the initial refinement of the mapping by upper-tier municipalities through the MCR process and submitted to the Province for review along with the proposed official plan or official plan amendment implementing the results of the MCR process. The guidance goes on to indicate that any additional refinements for proposed settlement area boundary expansion would take place later in the MCR process, once precise locations have been determined.

If refinements to the Provincial scale agricultural system mapping and, in particular, refinements to prime agricultural areas mapping are critical inputs to settlement expansion studies, it will be necessary that the Province confirm acceptable refinements to mapping in a staged approach and clarify Provincial approvals of refinements to broad scale mapping early in the MCR process.

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10 Peel Centre Dr.  
Suite A  
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## Recommendation

**Section 3.7.2 – Agricultural System Mapping** should clarify the guidance to be provided by the Province in the refinement of the agricultural land base mapping to enable an initial refinement of prime agricultural system mapping to be confirmed by the Province early in the MCR process for the purposes of providing mapping inputs to enable settlement boundary expansion studies to proceed with the appropriate baseline information. The guidance should allow a staged approach that enables upper-tiers to refine regional scale agricultural system mapping in separate, sequential or combined MCR amendments.

## Intensification and Density Targets Guidance

### 1. Major Transit Station Area (MTSA) density calculations

**Section 7.1.1 Lands to which the MTSA density targets apply** provides a concept for the application of minimum density targets over an entire station area, which is a good concept in theory. However, lands with development constraints such as natural areas, linear infrastructure (i.e. highways), or established residential and employment areas with limited re-development potential should be excluded from the MTSA minimum density calculation requirements. The inclusion of these lands in density calculations will result in densities being offset on other lands within the station area, which may not be appropriate to accommodate increased densities within a local context. An example would be MTSA located along transit corridors that abut established low-density residential neighbourhoods or lands impacted by regulations such as the MTO control area, Parkway Belt West Plan designations, or Airport Zoning regulations.

## *Recommendation*

**Section 7.1.1 Lands to which the MTSA density targets apply** should be revised to provide municipalities with the flexibility to remove constrained lands (i.e. natural areas, linear infrastructure) or lands with no re-development potential from the minimum density calculations for MTSA while still recognizing and accommodating broader considerations related to multi-modal access and walkability through Official Plan policy.

### 2. Major Transit Station Area boundary delineation

**Figure 7 in Section 7.0 –The Major Transit Station Area Density Targets** demonstrates that MTSA boundaries should not overlap and the densities of overlapping stations cannot be double counted. This is not a practical application because in some cases, MTSA that are located within close proximity along transit corridors may overlap when the 500-metre radius is applied. In these instances, individual delineations of boundaries will result

## Public Works

10 Peel Centre Dr.  
Suite A  
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in some station areas having limited or constrained lands that are not appropriate or insufficient to accommodate minimum densities.

### *Recommendation*

**Figure 7** and the supporting language in the notes in the guidance document should be revised to allow the double counting of population and jobs within MTSAs where the 500-metre radius results in overlapping boundaries.

### **3. Planning for MTSAs and cross-jurisdictional issues**

The guidance document does not provide any direction on how municipalities will address situations where the 500-metre radius for delineating MTSAs crosses the boundaries of upper- and -single tier municipalities. As an example, there are instances in Peel where the 500-metre boundary for MTSA stations extends into the City of Toronto along the 403 Bus Rapid Transit Corridor in Mississauga.

The cross-jurisdictional boundary issue is also applicable within the context of the detailed planning work (i.e. OP and Zoning) to be completed by lower-tier municipalities where MTSAs are located in one municipality but the 500 metre radius extends into another municipality. In this situation, it is unclear how detailed land use and design planning would be completed in the adjacent municipality included in the 500-metre radius.

### *Recommendation*

**Section 7.1.1 - Lands to which the MTSA density targets apply** should be modified to provide flexibility for municipalities in addressing cross-jurisdictional boundaries when delineating MTSAs across upper- and single-tier municipal boundaries and completing detailed implementation planning for MTSAs that cross lower-tier municipal boundaries.

### **4. Major Transit Station Area Planning Contexts**

There is a clear distinction between the planned function of transit stations and stops within local and regional transportation systems. For example, some stations and stops are intended to be regional connection or transfer points for transit users. An example in Peel, the highway 403 Bus Rapid Transit Corridor in Mississauga has transit stations located within close proximity to highway interchanges and may have limited opportunities for growth to 2041 and beyond. Whereas, the Port Credit GO also in Mississauga is a transit station located in an area well situated to accommodate both population and employment growth in an urban context.

Planning and transportation contexts for MTSAs are important considerations that are not limited to the same priority transit line. Their application ranges across the different land use contexts within the urban



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10 Peel Centre Dr.  
Suite A  
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L6T 4B9  
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peelregion.ca

landscape of the Region. Additional flexibility with respect to the role of MTSA's within local contexts is an important consideration that will allow municipalities to appropriately plan for complete communities. This includes prioritizing the MTSAs in the best position to accommodate growth within the planning horizon.

### ***Recommendation***

**Section 7.2 – The Role of the Major Transit Station Area Density Targets** should provide language that recognizes the role and function of MTSAs within upper- and single-tier municipalities will vary and the variance in role/function is an important consideration in the process of delineating boundaries, allocating growth, and prescribing minimum densities. Flexibility should be provided to recognize the variance in station functions through a range of alternative densities and averaging that reflect the local context of each station.

## **5. Designated Greenfield Areas (DGA) Take-outs**

**Section 3.1 – Lands to which the DGA Density Target Applies/Does not Apply (Natural Heritage features and Areas)** notes that buffers or vegetation zones are not to be included as take-outs for the purpose of calculating minimum DGA densities. However, a preceding section states “natural heritage features and areas that could be excluded from the density target calculation under the 2006 Growth Plan can continue to be excluded from the DGA calculation going forward”. These two statements contradict each other in cases where buffers have been approved as take outs under the 2006 Growth Plan and have been excluded for the purposes of calculating DGA density. In many Official Plans, vegetation zones or buffers are a part of a broader natural heritage system where development is prohibited and have been excluded as take outs on this basis.

### ***Recommendation***

Confirm in **Section 3.1 – Lands to which the DGA Density Target Applies/Does not Apply** that buffers and vegetation zones may be considered as take-outs for the purpose of calculating the minimum DGA density in the Growth Plan, 2017 where development in buffers and vegetation protection zones is prohibited in an approved official plan.

## **6. Employment land conversions**

**Section 5.1 Lands to which the Employment Area Density target Applies** suggests that employment land conversions may only occur if a surplus of employment area lands is identified through the Land Needs Assessment. This implies that a surplus of land in employment areas is the primary criteria for conversions and fails to acknowledge the fulsome list of considerations that Section 2.2.5.9 of the Growth Plan provides for the evaluation of employment land conversions.

## **Recommendation**

**Section 5.1 Lands to which the Employment Area Density target Applies** should be revised to acknowledge that employment land conversions analysis a full range of consideration and will not solely be based on the outcome of the land needs assessment.

### **Public Works**

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## APPENDIX B – REGION OF PEEL: CASE STUDY EXAMPLES OF CHALLENGES

### **Employment Lands Conversion (ongoing since 2012)**

The single amendment approach to meet Provincial MCR requirements in the draft MCR guidance document could potentially delay the advancement of several locally approved employment conversions that, when realized, will further maximize lands for other uses including the provision of affordable housing and the achievement of complete communities. This includes a likely delay of a portion of lands in south Mississauga that is considered a prime candidate for achievement of a complete community. The Vision for the Lakeview Waterfront lands is to be a model green, sustainable and creative community on the waterfront. It will be planned as a mixed-use community with a vibrant public and private realm including generous open spaces, cultural and recreational amenities, and employment opportunities including an innovation corridor. The Lakeview Waterfront is a Major Node and is intended to accommodate a variety of housing, employment, cultural activities, and an extensive open space network that provides access to Lake Ontario. The lands adjacent to Lakeshore Road East are part of a future higher order transit corridor, with enhanced transit also planned to extend into the site to support a transit-oriented community. Lands adjacent to Lake Ontario are within the City's Green System and will play an important role in the ecological, economic, and social well-being of the area. A staged amendment approach would allow employment conversions that are supported by the appropriate analysis to move forward earlier in the process.

### **Settlement Boundary Expansions (ongoing since 2014)**

The single amendment approach would delay the advancement of settlement boundary expansion for the proposed Mayfield West Phase 2 Stage 2 boundary expansion in Caledon which has had technical MCR work completed for many years and recently updated. The proposed expansion is a logical expansion to complete the community of Mayfield West and would accommodate 8,500 people and jobs on 105 hectares of developable land. The proposed development would protect and enhance the natural heritage system, introduce a range and mix of housing and provide employment opportunities. The Region previously approved a locally initiated Regional Official Plan Amendment to expand the settlement boundary of Mayfield West to implement the Region's 2031 population and employment forecasts but the Stage 2 area was excluded to comply with Growth Plan allocations for 2031 which have now been superseded by Amendment 2 to the Growth Plan.

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10 Peel Centre Dr.  
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The proposed expansion of Mayfield West Phase 2 Stage 2 was initially included in the Region's draft growth conformity amendment in 2017. The draft amendment, which was one of several amendments to address Provincial MCR requirements, is targeting Regional Council approval in 2019. As a result of the one amendment approach to address MCR requirements, the amendment including proposed Mayfield West Phase 2 Stage 2 boundary expansion would be delayed for many years while other settlement expansion lands are studied even though a land needs assessment demonstrating the need for expansion and the detailed technical work to support the Mayfield West Phase 2 Stage 2 lands would already have been completed. This added process would add no value from a community planning or Provincial policy perspective, but would delay moving forward with more detailed community planning and investment in community building. It would also delay revenue to the Region that is needed to fund the infrastructure already in place.





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DATE: April 10, 2018

REPORT TITLE: **IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**

FROM: Janette Smith, Commissioner of Public Works

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## **RECOMMENDATION**

**That revisions to the Peel 2041 Official Plan Review (Peel 2041) planning process be undertaken in response to the evolving Provincial planning context as set out in the report of the Commissioner of Public Works titled, “Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel”.**

### **REPORT HIGHLIGHTS**

- This report outlines the impact of the evolving Provincial planning context on Peel’s land use planning work program including impact on the overall Peel 2041 Official Plan review (Peel 2041), population and employment allocations to 2041, employment conversions, proposed settlement boundary expansion to Mayfield West Phase 2 Stage 2, the Ninth Line Lands and planning for Northwest Brampton.
- As outlined in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context”, the 2017 Growth Plan establishes increased planning responsibilities for the Region including an expanded policy framework for Municipal Comprehensive Reviews, which now must be initiated by the Region and approved by the Province.
- Draft Municipal Comprehensive Review guidance released by the Province would require substantial work to be completed and approved in a single Regional Official Plan Amendment including planning for Major Transit Station Area boundaries, full settlement expansion work to 2041, agricultural and natural heritage systems mapping, watershed planning, and integration of water, wastewater and stormwater master plans. This work requires significant study and planning, and does not accord with the Region’s plans to complete progressive policy area reviews in a staged fashion over time.
- Cancellation of the GTA West Highway will require re-evaluation of employment and transportation strategies, employment allocations, transportation infrastructure to service growth and municipal finances.
- The evolving Provincial planning context result in a revised work program for Peel 2041 whereby all the policy focus areas must be combined into a single Regional Official Plan Amendment. Final detailed revised study scope and timelines will be worked out in discussions with provincial staff and stakeholders but the work is not expected to be complete until at least 2020 and possibly 2021.

## IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

- Consultant contracts will need to be extended as appropriate to assist in the completion of this work and planning and growth management capital budgets for technical studies may require adjustments in the future. Further consideration of resource implications will occur through the 2019 budget process.
- It has been requested that Peel consider advancing the Mayfield West Phase 2 Stage 2 settlement expansion independently of the Growth Management Regional Official Plan Amendment (ROPA). However, the 2017 Growth Plan requirements tie settlement expansion to broader aspects of planning for 2041, including completion of land needs in accordance with required Provincial methodology and completion of a full Municipal Comprehensive Review. This new policy context prevents settlement expansion using 2041 growth forecasts from proceeding independently.

### DISCUSSION

#### 1. Background

The purpose of this report is to discuss how the changing provincial land use planning context impacts major planning initiatives currently underway. This includes impacts on the Peel Official Plan Review work program, including growth forecasts to 2041, settlement boundary expansions to 2041, employment land conversions, and the environment themed bundle work related to water resources, agricultural and natural heritage systems resource planning. Draft Ninth Line lands Regional Official Plan Amendment and the planning for Northwest Brampton and Mayfield West Phase 2 Stage 2 are also impacted.

Key provincial planning policy changes include the 2017 Growth Plan, draft Provincial guidance on land needs assessment and Municipal Comprehensive Reviews, Bill 139 *Building Better Communities and Conserving Watersheds Act* (Ontario Municipal Board Reform – which came into effect on April 3, 2018), and the cancellation of the Greater Toronto Area (GTA) West Corridor Environmental Assessment. Details of these changes are highlighted in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context” on the same agenda. Furthermore, provincial housing policy changes have also been proposed which impact land use planning. A February 22, 2018, Regional Council report on draft inclusionary zoning regulations addressed specific matters related to the evolving housing policy context.

#### 2. Peel 2041 Official Plan Review Work Program

The *Planning Act* requires that every five years, a municipality must undertake comprehensive review of its official plan and ensure conformity with Provincial policies and plans. If a municipality adopts a new official plan, then a review is not required for 10 years. The Peel 2041 process is the required five year conformity exercise. Peel 2041 had been planned to be completed through a series of policy reviews resulting in approximately seven amendments, each of which would require Provincial approval. The individual amendments that make up the Peel 2041 Official Plan Review were to be completed over a number of years through several amendments to ensure that important policy matters, such as ROPA 27 addressing healthy communities, were able to be introduced into the official plan as soon as the work was completed, instead of waiting for other policy work to also be completed.

## IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

In December, 2013, Regional Council approved a work program as the basis for the Peel 2041 Official Plan Review. The work program included nine focus areas. Additions to the work program were endorsed by Council in 2015 to address changes made to the Provincial Policy Statement in 2014 (Figure 1).

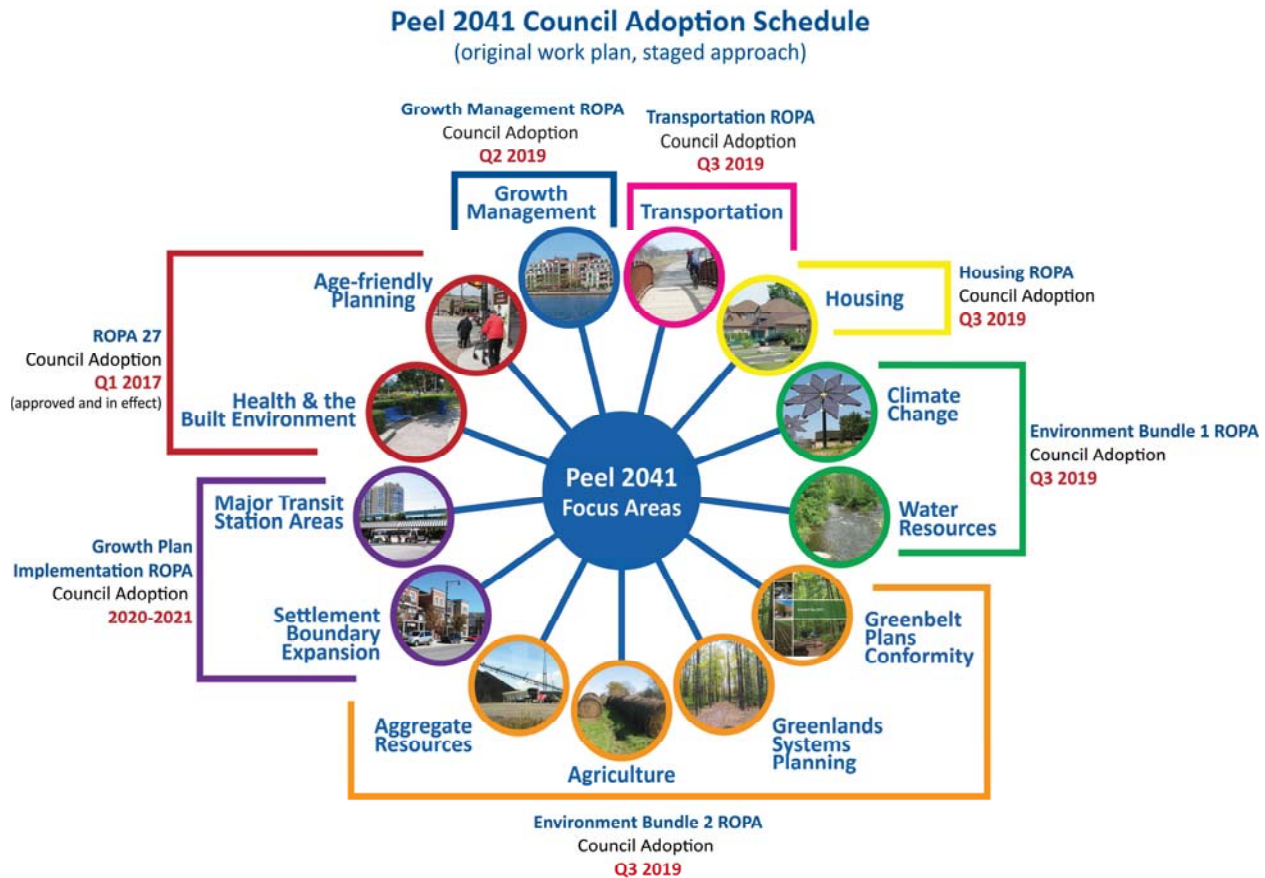


Figure 1. Peel 2041 Focus Areas

Significant work has been undertaken to advance the current focus areas. Appendix II provides a status update on each focus area.

As outlined in the companion report listed on the April 12, 2018 Regional Council agenda titled, “Current Provincial Land Use Planning Context”, the 2017 Growth Plan conveyed increased responsibilities on the Region regarding land use planning including an expanded policy framework for Municipal Comprehensive Reviews which now must be initiated by the Region and approved by the Province. Additionally, the draft Municipal Comprehensive Review and Land Needs Assessment guidance documents released on March 21, 2018, now requires upper-tier municipalities to require elements of the Peel 2041 work program such as Major Transit Station Area boundaries, full settlement expansion work to the 2041 planning horizon, agricultural and natural heritage systems mapping, watershed planning and integration of water, wastewater and stormwater master plans, to be incorporated in one amendment rather than several amendments implemented over several years as had been planned.

## IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

### a. Growth Plan Forecasts to 2041

As previously reported to Council, Peel's integrated approach to managing growth has included draft allocations of population and employment forecasts to 2041 and minor adjustments will be required in response to the Draft Land Needs Assessment Methodology released by the Province. A Final Minister approved methodology is expected in the Spring 2018.

The Province also released draft guidance on application of intensification and density targets on March 21, 2018, with comments due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in accordance with the policies of the 2017 Growth Plan. The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. However, initial review suggests the province is seeking more detailed analysis and documentation of intensification opportunities in areas such as Major Transit Station Areas as part of the Assessment Methodology.

In addition, Regional staff will assess the impacts of the Province's decision to not proceed with the GTA West Highway including further studies and supportive policies that may be required. Staff plans to undertake the following work:

- Revisit the employment growth allocations in particular the employment by type (employment land, office, and population serving) and employment locations;
- Revisit the integrated Employment and Transportation Strategy that Council directed staff to prepare in support of the Growth Management ROPA and Growth Management Strategy Work Plan;
- Revisit implications on transportation infrastructure plans including any potential infrastructure needed in lieu of a highway including goods movement and an increased emphasis on transit and other modes in collaboration with York and Halton Regions;
- Consider the strong body of evidence and analysis that exists to demonstrate the need for major road based infrastructure to facilitate planned urban residential and employment growth in Northwest Brampton and commitments made by affected municipalities through the Halton-Peel Boundary Area Transportation Study Memorandum of Understanding;
- Revisit water and waste water infrastructure needs and timing that may result from the above;
- Evaluate the implications on financial aspects of growth including potential new and revised infrastructure costs and potential revenue changes as a result of revised non-residential growth allocations and increased risks of realising non-residential growth.

The Region's growth management work already completed provides a solid foundation to support this further work. The revised growth allocations considering the GTA West announcement would provide input into the integrated streams of work that make up the



## IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

Growth Management Strategy including infrastructure master plans and a Development Charges Background Study at that time. However, as noted below, a Growth Management Official Plan Amendment and final growth allocations would be delayed further because of Provincial direction eliminating the option of staging Municipal Comprehensive review requirements.

### **b. Major Transit Station Areas**

Major Transit Station Area boundaries and applicable densities and associated policies must be incorporated into the Regional Official Plan. The current draft Growth Management and Transportation Amendments identify the general location of known Major Transit Station Areas and establish a framework for further detailed work. This further detailed work to establish boundaries and specific density objectives for each area had been proposed to be undertaken through Peel 2041 in a later Official Plan Amendment.

Work has begun with area municipalities to address the new requirements for Major Transit Station Area planning for the Region and the requirements for detailed implementation planning (i.e. land use and community design) to be undertaken by the local municipalities. The draft Provincial Municipal Comprehensive Review guidance requires completion of this process as part of a single amendment implementing a Municipal Comprehensive Review which eliminates the ability to phase the work.

### **c. Settlement Boundary Expansions to 2041**

In accordance with the 2017 Growth Plan, the Region must now initiate all Municipal Comprehensive Reviews, including settlement expansion, whereas settlement expansion amendments in the past have been initiated by area municipalities. Regional staff will be working with Town of Caledon staff on conducting the required technical work and extensive public consultation. This exercise will take into consideration the results of the 2041 land needs assessment work based on the Provincial Land Needs Assessment Methodology. Addressing the full settlement boundary requirements to 2041 (currently estimated at approximately 565 hectares of community planning lands and 650 hectares of employment area) will require significant technical work, resources and consultation.

#### Mayfield West Phase 2 Stage 2

The draft Growth Management Amendment had included a proposed settlement expansion known as Mayfield West Phase 2 Stage 2. It was included in the draft Growth Management Amendment since much of the specific technical work to support the expansion has been completed and the settlement expansion represents a logical expansion to complete the community. The delay in proceeding with the Growth Management Amendment, due primarily to new Provincial policy guidance requiring all aspects of Municipal Comprehensive Reviews to be implemented in one amendment, also affects the timing of proceeding with decision making for the Mayfield West Phase 2 Stage 2 settlement expansion.

It has been requested that Peel consider advancing the Mayfield West Phase 2 Stage 2 settlement expansion independently of the Growth Management ROPA. However, the

**IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**

2017 Growth Plan and the draft Municipal Comprehensive Review guidance documents tie settlement expansion to broader aspects of planning for 2041, including the required Provincial 2041 land needs assessment methodology and other Municipal Comprehensive Review requirements. This new policy context prevents settlement expansion using 2041 growth forecasts such as Mayfield West Phase 2 Stage 2 from proceeding independently.

Peel staff continue to advance the position to the Province that they should consider revising the draft Municipal Comprehensive Review guidance to recognize that a staged consideration of settlement boundary expansion could be an appropriate process, given clear circumstances, such as Mayfield West Phase 2 Stage 2 and the substantial body of supporting technical work already completed.

**d. Employment Land Conversions**

One area of work that will be impacted by extended timelines is implementation of the employment land conversions in Brampton and Mississauga. Technical work completed by local municipalities has been included in the Peel Growth Management Amendment Municipal Comprehensive Review elements as required by the 2017 Growth Plan. This includes conversions of several small employment areas in Brampton, a portion of the Inspiration Lakeview lands in south Mississauga, and a small piece of conversion land adjacent to the Malton Neighbourhood Area. Regional staff has worked with local municipal staff to ensure the technical work is appropriately undertaken and documented to support employment conversions and has incorporated outcomes of the analyses in the Region's work in an employment strategy and the draft Growth Management Amendment. However, since the draft Provincial Guidance requires a Municipal Comprehensive Review to be undertaken as one amendment, implementation of employment conversions will also be delayed for some time as the larger scope of work is undertaken.

**e. Environment Themed Bundles (Greenlands Systems Mapping, Agriculture, Water Resources)**

The timing of the environment themed bundles will also need to be adjusted as result of the release of the draft Municipal Comprehensive Review guidance document so that components that are required elements of a Municipal Comprehensive Review are integrated and addressed in the growth management work as one amendment. The guidance document makes it clear that natural heritage systems and agricultural systems mapping, watershed planning and stormwater master plans or equivalent must now be brought under one amendment along with all the other growth management components mentioned earlier in this staff report. The Municipal Comprehensive Review guidance document requires upper-tier municipalities to incorporate the Provincial Agricultural System and Natural Heritage System mapping that were released by the Province as input into the Region's growth management and settlement expansion planning analysis. As well, upper-tier municipalities are now required to consider development of stormwater master plans or equivalent as part of Regional infrastructure plans including water and wastewater master plans and integrate them into watershed planning as input into Regional settlement boundary expansion to 2041. Regional staff will bring forward two staff reports to a future Regional Council meeting, which will provide further analysis on the Provincial mapping.

**IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**

**f. Revised Peel 2041 Work Program Timelines**

As discussed above, the evolving Provincial planning context will result in a revised work program for Peel 2041 whereby all the policy focus areas except possibly aggregate resources, must be combined into a single Regional Official Plan Amendment (Figure 2). This will have the effect of delaying the timelines until all the technical work and consultation for all aspects of each focus area is completed. Final detailed revised study scopes and timelines will need to be worked out in discussions with provincial staff and stakeholders but the work is not expected to be complete until at least 2020 and possibly 2021 (see Appendix I). In particular, requirements for full settlement expansion to 2041, subwatershed planning and the integration of water, wastewater and stormwater master plans, major transit station area delineation and implementation of Provincial natural heritage system and agricultural system mapping are expected to require the most time to complete. The Province requires completion of the Municipal Comprehensive Review and conformity with Provincial Plans by July 1, 2022 for upper-tier municipalities and lower-tier municipalities must complete their conformity within one year of the upper-tier amendment taking effect.

**Peel 2041 Council Adoption Schedule**  
(revised work plan, Municipal Comprehensive Review ROPA)

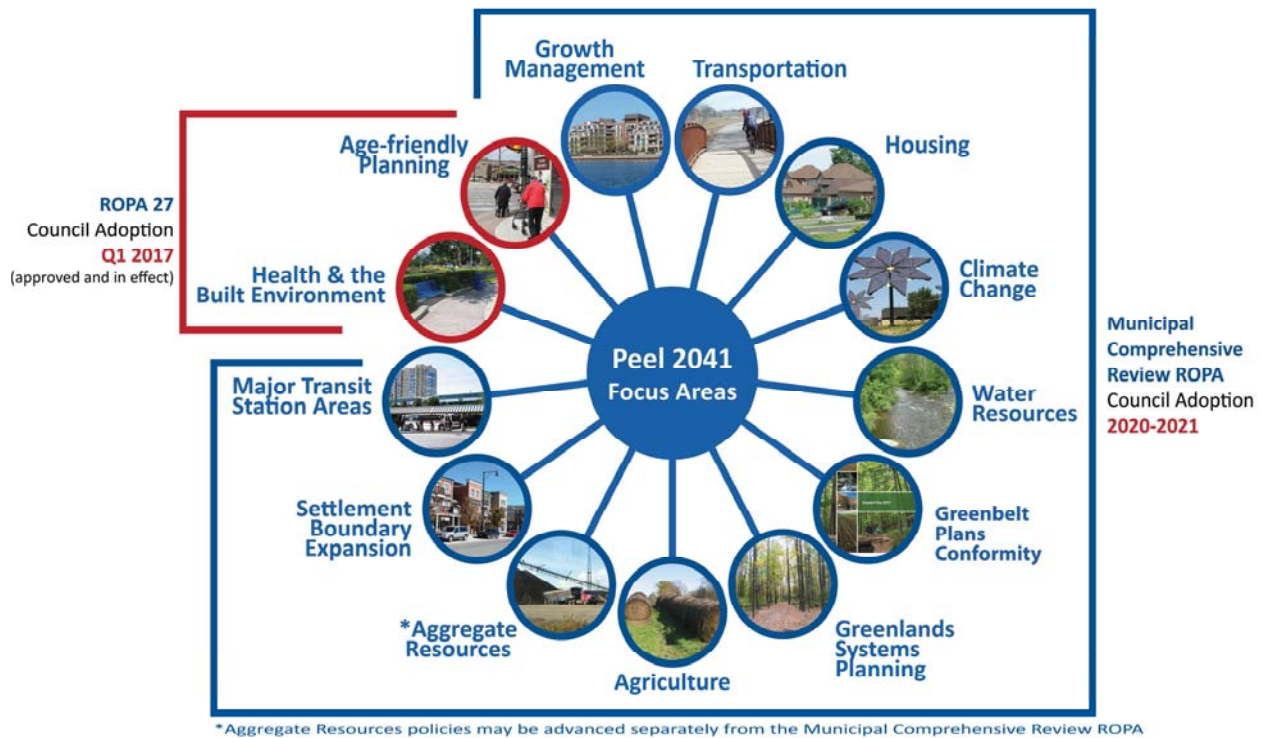


Figure 2. Revised Peel 2041 Work Program

## IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL

### 3. Draft Ninth Line Lands ROPA

The major impact impeding the advancement of the draft Ninth Line Lands ROPA is that the Province, in its comment letter to the Region of Peel dated December 1, 2017, stated that it seemed premature to move forward with a Regional Urban Boundary expansion to include the Ninth Line Lands, pending completion of the 2017 Growth Plan requirements, including demonstrating that the land is needed to accommodate growth allocations to 2041.

While the draft Ninth Line Lands ROPA is including the lands in the Region's Official Plan, the draft ROPA is different from the proposed settlement boundary expansion of Mayfield West Phase 2 Stage 2. The draft Ninth Line Lands ROPA implements the Region's 2031 population and employment forecasts through redistribution of Mississauga's existing population allocation. The draft Ninth Line Lands ROPA is not a typical settlement boundary expansion exercise, but rather, an exercise of boundary adjustment through annexation. At the time when the lands were annexed to the Region of Peel and City of Mississauga in 2009, Halton's Official Plan included a policy framework for this area to support transit oriented development. Had the lands continued to develop based on Halton's Official Plan policies for Ninth Line Lands Corridor, the Province's 2006 Growth Plan would have captured those lands and included them in its delineated built boundary.

For reasons noted above, Regional staff continues to work with Mississauga and Provincial staff to advance the draft Ninth Line Lands ROPA to implement 2031 planning horizon targets. Staff plans to bring forward a staff report on the Ninth Line Lands draft Official Plan Amendment later this Spring.

### 4. Northwest Brampton

Development in Northwest Brampton beyond Phase One which has largely been developed as the Mount Pleasant community is contingent on satisfying specific policies in Section 5.3.4 of the Region of Peel Official Plan established as part the settlement implementing ROPA 15. Policies regarding protection of shale resources are being addressed through a Shale Study being undertaken by Peel following the 10 year moratorium on shale protection. Regional staff is finalizing that study and plan to report to Council in June 2018. Resolution of the shale policy issues will be critical to planning for growth in Brampton and Peel to 2041.

The policy framework also requires that alignment, jurisdiction and financing mechanisms of a viable north-south transportation corridor are in place to the Region's satisfaction before development can proceed. Cancellation of the GTA West Corridor Environmental Assessment means that the results of the long dormant Halton-Peel Boundary Area Transportation Study to plan for a north-south transportation corridor in the area will need to be revisited. Regional staff is gathering information to develop a terms of reference for future studies which would include evaluation of the long term transportation infrastructure needs for Northwest Brampton.



**IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES IN PEEL**

**CONCLUSION**

As result of the evolving Provincial planning context, timelines for an initial Peel Regional Official Plan Amendment dealing with growth management matters will be delayed. This new scope and timeline for Peel 2041 will impact Peel planning staff work plan priorities, resource and budget requirements for technical and consultant support. Further consideration of resource implications will occur through the 2019 budget process.



Janette Smith, Commissioner of Public Works

**Approved for Submission:**



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D. Szwarc, Chief Administrative Officer

**APPENDICES**

Appendix I: Peel 2041 Work Program Revised Timelines

Appendix II: Status of Existing Peel 2041 Focus Areas

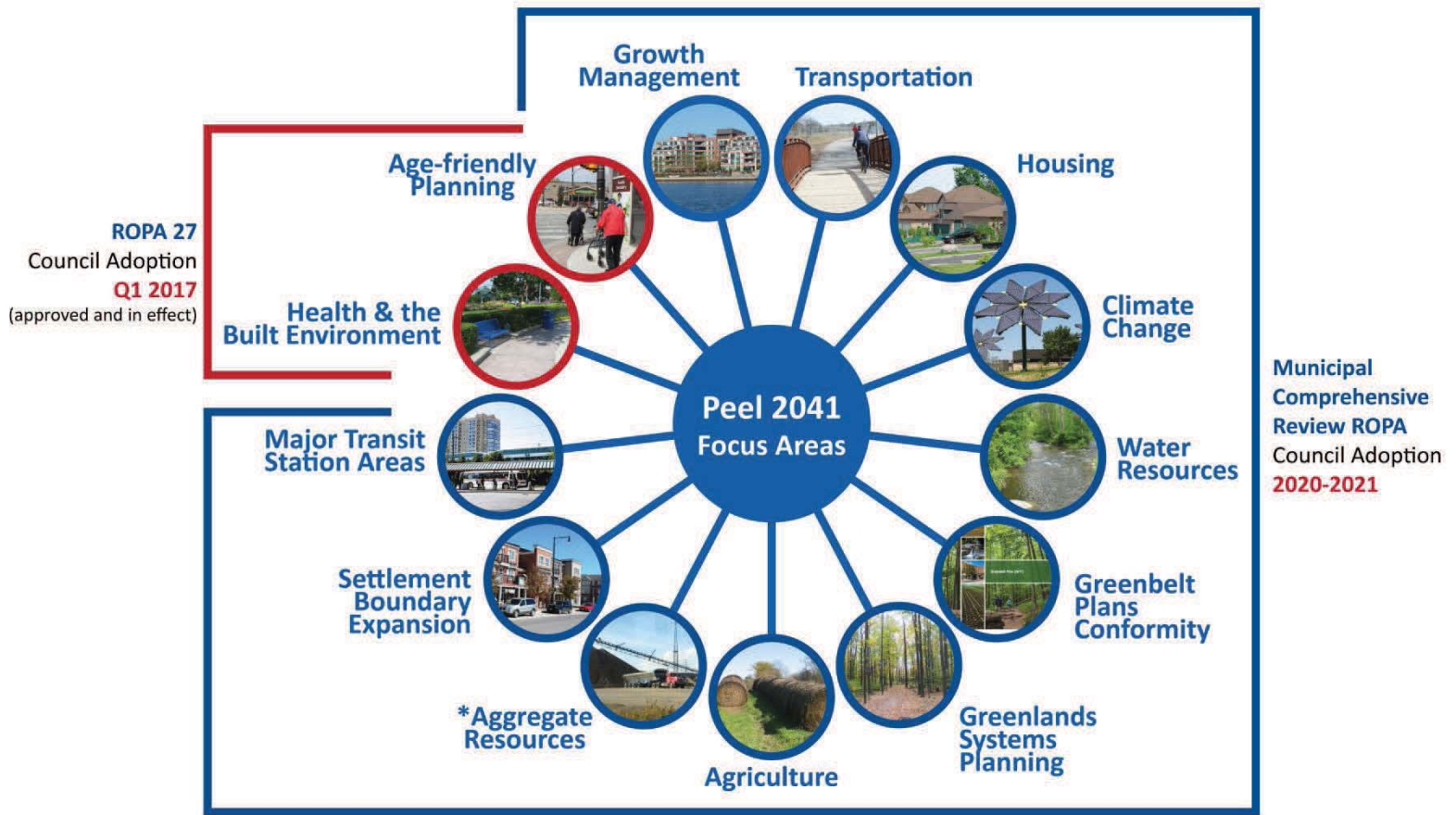
*For further information regarding this report, please contact Arvin Prasad, arvin.prasad@peelregion.ca, ext. 4251.*

*Authored By: Adrian Smith, Liliana da Silva*

APPENDIX I  
 IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Peel 2041 Work Program Revised Timelines

**Peel 2041 Amendment Adoption Schedule**  
 (revised work plan, Municipal Comprehensive Review ROPA)



\*Aggregate Resources policies may be advanced separately from the Municipal Comprehensive Review ROPA

**APPENDIX II**  
**IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR**  
**PLANNING INITIATIVES**  
Status of Existing Peel 2041 Focus Areas

# **Appendix II**

# **Status of Existing Peel**

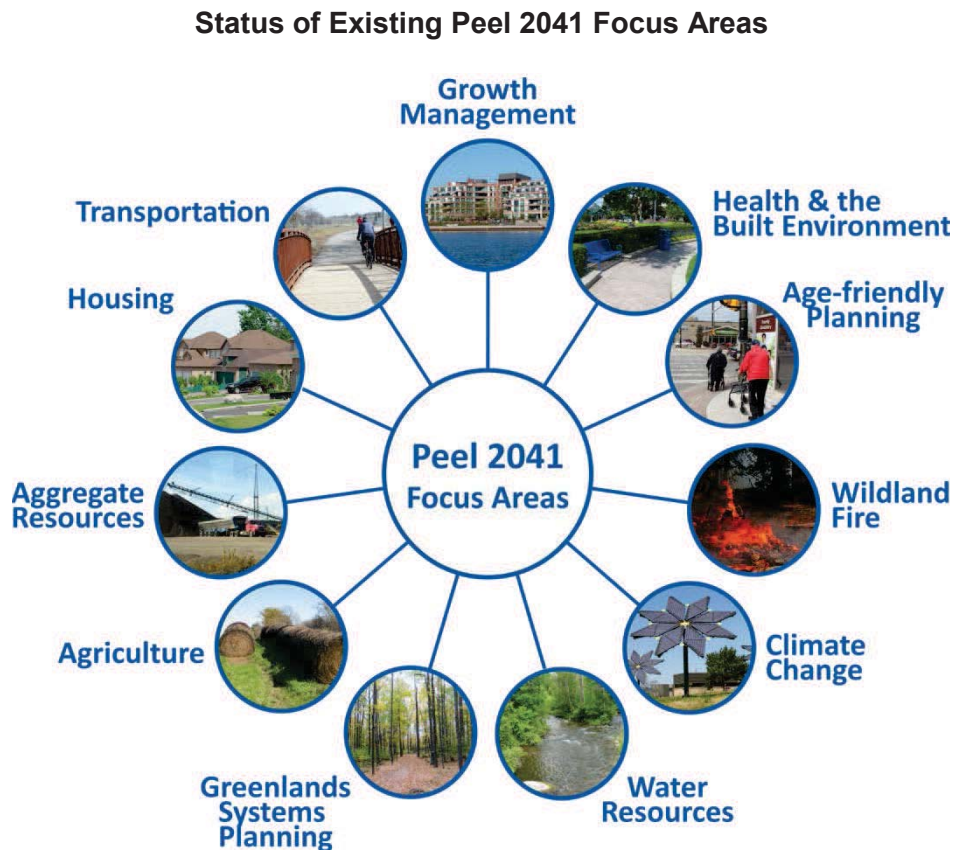
# **2041 Focus Areas**

For details, visit [peelregion.ca/officialplan](http://peelregion.ca/officialplan) or

contact John Yeh, 905-791-7800 x. 4037, [john.yeh@peelregion.ca](mailto:john.yeh@peelregion.ca)

## APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

Status of Existing Peel 2041 Focus Areas



**Figure 1. Existing Peel 2041 Work Program Focus Areas**

This appendix provides a status update on all focus areas under the existing Peel 2041 work program (Figure 1). The sequencing of work of the current Peel 2041 work program is now impacted by the draft Municipal Comprehensive Review and Land Needs Assessment guidance documents released on March 21, 2018. The MCR guidance document now requires upper-tier municipalities to bring Major Transit Station Area boundaries, full settlement area boundary expansion work to the 2041 planning horizon, agricultural and natural heritage systems mapping, watershed planning and stormwater master plans, into one amendment. The Peel 2041 work program, which contemplates several amendments implemented over several years, will have to be adjusted based on this new direction.

### **a) ROPA 27 – Age-Friendly Planning, Health and the Built Environment (Approved and in effect)**

ROPA 27, which revises and adds policies in the Regional Official Plan related to age-friendly planning and health and the built environment, was adopted by Regional Council on February 23, 2017, and approved by the Province with no provincial modifications on September 8, 2017. The health and the built environment focus area added policies to require health assessments be undertaken as part of the development application



## APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

### Status of Existing Peel 2041 Focus Areas

process. Municipal Councils are also to be informed of the outcomes of the health assessment to support the creation of healthy communities.

The age-friendly planning focus area introduced policies in the areas of aging within the community, universal accessibility in the built environment including public service facilities, and creating better environments for active aging. Additional policies related to technical and administrative updates arising from the research and consultation undertaken are also included in ROPA 27.

#### **b) Growth Management Focus Area**

Growth Management is a key component of Peel 2041 and will address greater population growth than originally forecasted to 2031 as well as extending the planning horizon for both population and employment forecasts to 2041.

Regional staff, under direction from the Council, through the Growth Management Committee, established an integrated and collaborative approach to managing growth in Peel. A key aspect to this new approach is integrating financing and servicing considerations into planning decisions early in the process along with enhanced consultation.

The 2017 Growth Plan 2017 also further shaped draft growth management work including the following key policy directions:

- Increasing the density and intensification targets;
- Requiring upper-tier municipalities to have an employment strategy to establish density targets, intensification opportunities and support active transportation;
- Increasing the role of upper-tier municipalities in designating employment lands and major transit station areas;
- Expanding requirements for municipal comprehensive reviews including a greater upper-tier role, expanded applicability, and requiring that they be Provincially approved; and,
- Stronger integration of planning for land uses, infrastructure and finances.

On October 26, 2017, Regional staff brought forward a draft Growth Management ROPA for public consultation in accordance with the *Planning Act*. The draft reflected a number of the municipal comprehensive review elements related to growth management including: allocation of growth to the local municipalities, establishing density and intensification targets, revising the planning horizon, as well as identifying employment areas, strategic growth areas and major transit station areas.

Additional studies and subsequent official plan amendments had been intended to implement the remaining Peel 2041 policy reviews and further growth management details such as delineation of major transit station area boundaries, employment use conversions to other uses, and additional geographical settlement expansions required to accommodate growth to 2041.

## APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

### Status of Existing Peel 2041 Focus Areas

Regional staff also commented on the draft mandatory land needs assessment methodology that was released in December 2017 in a staff report to Regional Council on February 22, 2018. Regional land budget work is consistent with the draft methodology, with some minor adjustments to be made.

On February 9, 2018, the Province announced that it will not be moving forward with a highway for the Greater Toronto Area West Corridor. The Environmental Assessment process is to be replaced by a narrower corridor now known as the Northwest Greater Toronto Area Identification Study Area. The narrower corridor is approximately one-third the size of the analysis area of the environmental assessment, and will be protected from development while the province assesses what infrastructure, such as transit or utilities, will be needed to support the growing region. This work will be undertaken through the Greater Golden Horseshoe Transportation Plan, and will take approximately 9-12 months to complete.

In light of that announcement, the statutory public meeting planned for February 22, 2018 was deferred. Regional staff has been assessing the impacts of the cancellation of the Corridor on the overall draft growth management work. For a detailed analysis of the implications on the entire growth management work program, please refer to the staff report on the same agenda titled "Growth Management Strategy Status Update".

The growth allocation, employment strategy, transportation strategy, policy development, mapping, transportation strategy and transportation infrastructure plans behind the Growth Management and Transportation Amendments all included an assumption that planning for the GTA West Highway would continue through the planning period and that the planned provision of the highway would affect outcomes. The Provincial announcement will result in a clear need to revisit the work, in particular the following:

- Revisit the employment growth allocations in particular the employment by type (employment land, office, and population serving) and employment locations;
- Revisit the integrated Employment and Transportation Strategy that staff were directed to prepare in support of the ROPA's and Growth Management Work Plan;
- Revisit implications on transportation infrastructure plans in included any potential Regional infrastructure needed in lieu of a highway and other infrastructure that may be needed as a result including goods movement and an increase emphasis on transit and other modes in collaboration with York and Halton Regions;
- Revisit water and waste water infrastructure needs and timing that may result from the above;
- Evaluate the implications on financial aspects of growth including potential new / revised infrastructure costs and potential revenue changes as a result of revised non-residential growth and increased risks of realising non-residential growth.

The Province released draft guidance on application of Intensification and Density Targets on March 21, 2018, with comments due by May 7, 2018. The draft document provides guidance on how to calculate intensification and density targets in accordance with the policies of the 2017 Growth Plan. The calculation of intensification and density targets is a key determinant for land needs assessments and will be used to inform the planned capacity of settlement areas and the need for settlement area expansions. Staff will have

## **APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES**

### Status of Existing Peel 2041 Focus Areas

to evaluate and assess how the guidance materials on intensification and density targets would impact the work undertaken in the draft land budget that was brought forward to Regional Council on October 26, 2017. However, initial review suggests the province is seeking more detailed analysis of intensification opportunities in areas such as Major Transit Station Areas as part of the Assessment Methodology.

It is anticipated that work on the growth management focus area will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

#### **c) Transportation Focus Area**

Key deliverables for the transportation focus area of Peel 2041 include a revised set of transportation policies, Schedules and Figures for the Regional Official Plan, and an updated Long Range Transportation Plan. Draft policies are informed by Regional initiatives including the Regional Road Characterization Study, the Strategic Goods Movement Network Study, Freight Transportation Demand Management Study, and Active Transportation Study. Draft policies have also been informed by studies undertaken as part of the Growth Management Strategy. In addition to the 2017 Growth Plan, transportation related provincial initiatives including the Metrolinx Regional Transportation Plan also factors into the formulating of its policies.

Work to update the Long Range Transportation Plan, is being undertaken concurrent with the draft Transportation Regional Official Plan Amendment. Transportation staff, in collaboration with local municipal staff and stakeholders, assessed the impacts of growth against the transportation system efficiency and other transportation-related matters such as, environment, economy, and health. The transportation strategy will identify road improvements and promote sustainable modes of transportation (i.e. encouraging transit, carpooling, walking/cycling). For details and status update on the Transportation Plan, visit [letsmovepeel.ca](http://letsmovepeel.ca).

The Plan is targeting a 50 per cent sustainable mode share by 2041 to support achievement of healthy and complete communities. The target of a 50 per cent modal split by 2041 will mean that approximately half the number of trips in the Region during the morning peak period would be made through sustainable transportation modes such as walking, cycling, carpooling, and transit. This 50 per cent sustainable mode share target has been a key input into the planning of long range transportation and evaluating transportation servicing needs to support growth to 2041.

A draft employment strategies paper to support employment growth was also added to the Regional Official Plan Amendment, per direction of Regional Council on February 9, 2017. The Strategy recommended the following:

- Multi-modal transportation access to support employment growth. More employees commuting by modes other than single occupancy vehicles helps with less localized congestion around employment areas.
- A high quality rapid transit network with mobility hubs and major transit station areas connecting the Region's Urban Growth Centres, major employment areas,

## APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

### Status of Existing Peel 2041 Focus Areas

and emerging high density communities. Station areas and mobility hubs that are targeted for employment growth could be prioritized.

- A complete streets approach in and around employment areas and the development of a connected network of high quality cycling facilities.
- Programming focused on behaviour changes in order to influence travel decisions to and from work.
- Maximizing the number of people that can be moved along a road corridor.
- Prioritizing access to the highway system, which is critical for many employment uses.
- Alternatives to single occupancy vehicle travel to maintain road capacity for the efficient and safe movement of goods and services, and to support employment lands, employment growth, and the overall economy.

One significant new requirement from the 2017 Growth Plan is to identify Major Transit Station areas boundaries. This requirement is addressed in the draft Transportation ROPA and co-ordinated with the Growth Management ROPA by establishing a policy framework and identifying general locations of MTSA's to guide future work. The Growth Plan requires the delineation of boundaries for major transit station areas and application of specific densities to those boundaries. Addressing this requirement will involve further technical, urban design, and land use work, along with land owner and neighbourhood consultation. This work was proposed to be addressed as a separate and new addition to the Peel 2041 work program and is described in further detail in the next section of this staff report.

The cancellation of the Greater Toronto Area West Corridor will also have an impact on the work plan and timing of completion of the draft transportation ROPA. Regional staff will be assessing the impacts of the cancellation of the Corridor on the overall draft transportation work. Regional transportation staff will be bringing forward a forthcoming staff report to advise Regional Council on the implications of the Provincial decision on the overall transportation planning work plan.

It is anticipated that work on the transportation focus area includes MTSA detailed work will need to be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.

#### **d) Housing Focus Area**

The Peel 2041 housing focus area builds on previous work, including the 2010 Region of Peel Housing Strategy and Regional Official Plan housing policies related to the supply of affordable housing, affordable housing targets, retention of existing rental housing stock, energy efficient housing, housing options for persons with special needs and diverse populations, and barriers to accessing housing.

Draft housing policies introduced under this focus area will be framed by the following Regional and Provincial initiatives:

- Legislative changes to the *Planning Act*, introduced through the *Strong Communities through Affordable Housing Act, 2011 (Bill 140)* and *Promoting Affordable Housing Act, 2016 (Bill 7)*
- Regional Council's September 11, 2014 resolution (2014-721); and



## APPENDIX II IMPLICATIONS OF THE CURRENT PROVINCIAL PLANNING CONTEXT ON MAJOR PLANNING INITIATIVES

### Status of Existing Peel 2041 Focus Areas

- Provincial Policy Statement and 2017 Growth Plan mandated, establishment and implementation of Regional affordable housing targets
- Consistency with 2017 Growth Plan by developing of Regional housing OP policy that is informed by a housing strategy which including identifying mechanisms and tools, alignment with the housing and homelessness plan and considers the appropriate range and mix of housing to accommodate a diverse range and mix of housing options.
- Peel Housing and Homelessness Plan Refresh to be considered by Regional Council by April 5, 2018.

An Affordable Housing Background Paper was released in 2017 to capture research and analysis undertaken to inform a future Regional Official Plan Amendment. The background paper includes potential housing policy directions consistent with Provincial legislation, policy and Peel Council direction. It also includes results of measurement and monitoring of housing stock, including affordability thresholds and estimation of second units in Peel, an overview of legislative and policy frameworks and tools, best practices and case studies for affordable housing.

Regional staff reported to Regional Council on February 22, 2018, and commented on the draft regulation associated with inclusionary zoning as per the Promoting Affordable Housing Act, 2016. Regional staff strongly encouraged the Province to revisit elements of the draft regulations that are outlined in the report.

Regional staff has undertaken on an Affordable Housing Needs and Strategies project with the aim of updating the Peel Housing and Homelessness Plan and bringing forward a Regional Official Plan Amendment with draft housing policies based on input received from all the work. Specifically, the draft ROPA will include consideration for a potential inclusionary zoning approach for Peel and updates to housing targets. Regional staff is also currently undertaking a strategic analysis of affordable housing targets, incentives and tools, aligned with the Housing and Homelessness Plan refresh and 2017 Growth Plan requirements. A housing strategy is also required as part of a Municipal Comprehensive Review. As part of the analysis, staff will advocate for funding opportunities from the Province.

### **e) Environment Themed Bundle – Bundle 1 – Climate Change, Water Resources, Wildland Fires; Bundle 2 – Agriculture, Greenlands System Planning, Aggregate Resources**

Environment and resources policy themes are also being addressed in Peel 2041 through an Environment Themed bundle which will proceed in phases. The first phase (Environment Bundle 1) will include a Water Resources Policy Review, Climate Change Policy Review and a Wildland Fire Policy Review. It is proposed that this first phase will be followed by a second phase (Environment Bundle 2), encompassing the Agricultural Policy Review, Greenlands System Policy Review and Aggregate Resources Policy Review.

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### Environment Bundle 1

- i) **Water Resources Policy Review** – the key objectives of the Water Resources policy review is to ensure consistency with the Provincial Policy Statement 2014, and Growth Plan 2017 and to incorporate policies contained in approved source protection plans as required under the Clean Water Act 2006. It will also include revisions to mapping to identify a water resources system for the Region of Peel.
- ii) **Climate Change Policy Review** – the objectives of the Climate Change policy review is to ensure consistency with the Provincial Policy Statement 2014 and Growth Plan 2017 with emphasis on reducing greenhouse gas emissions, and incorporating climate change policy on mitigation and adaptation in the Regional Official Plan.
- iii) **Wildland Fire Policy Review** – the objectives of the Wildland Fire Policy Review is to outline how wildland fire hazards can be addressed in municipal land use planning, consistent with the direction in the Provincial Policy Statement 2014.

Draft Discussion Papers have been prepared and circulated among targeted stakeholders for Water Resources, Climate Change and Wildland Fire. Targeted stakeholder consultations have taken place with area municipal staff, provincial staff and the conservation authorities. Additional initial stakeholder consultations have taken place with the Peel Federation of Agriculture, Peel Agricultural Advisory Working Group and the Peel Chapter of the Building Industry and Land Development Association.

### Environment Bundle 2

- iv) **Agriculture Policy Review**- the objectives include ensuring conformity with the Provincial Policy Statement 2014 and the Provincial Agricultural System policies in the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. Provincial Agricultural System land base mapping has now been finalized and released by the Province and will need to be refined and updated in the Regional Official Plan including identification of updated prime agricultural area mapping along with more flexible policies for agriculture, agriculture-related and on-farm diversified uses.

A draft Agricultural Discussion paper is being prepared and will be circulated to targeted stakeholders as a precursor to it being finalized for wider distribution and follow-up consultations and discussion.

- v) **Waste Management Policy Review** – the objectives of the policy review is to ensure conformity with provincial policies, including Provincial Policy Statement 2014, Waste-Free Ontario Act, 2016, and the Food and Organic Waste Framework. This policy review will update and add new waste management policies to the Regional Official Plan.

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- vi) **Greenlands System Planning Policy Review** – the objectives of the policy review includes ensuring conformity with the Provincial Policy Statement 2014, and the Growth Plan 2017, Greenbelt Plan 2017, Oak Ridges Moraine Conservation Plan 2017 and the Niagara Escarpment Plan 2017. It will include updated Greenlands System policies and mapping of a regional natural heritage system, with appropriate policies to maintain, restore or enhance the diversity and connectivity of the system.
- vii) **Aggregate Resources Policy Review** – the objectives of the policy review includes updating the Regional Official Plan policies to incorporate provincial policies related to comprehensive rehabilitation and to promote aggregate recycling within operations. In addition, the amendment will update the Official Plan’s High Potential Mineral Aggregates Resources Area mapping to incorporate changes to provincial information.

It is anticipated that targeted consultation with local municipal staff will occur through Summer/Fall of 2018 as the technical scope of work for the Greenbelt and Aggregates Resources Policy Reviews are further defined and developed.

It is also anticipated that some of the focus areas in the environmental themed bundles (water resources policy review, greenlands system planning policy review, agriculture policy review) that deal with agricultural and natural heritage systems mapping, watershed planning and stormwater master plans will be included in one larger MCR amendment in response to draft MCR guidance released by the Province on March 21, 2018.