



Regional Official Plan Review

2020 Initial Consultation Summary





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Introduction

The Halton Regional Official Plan Review (ROPR) is currently underway. We are updating the Official Plan to ensure that it reflects current Provincial policies and continues to meet the needs of the community today and in the years ahead. This report provides an initial summary of input received through the engagement process to date on the Phase 2 Discussion Papers.

The Discussion Papers, which can be found on the Region's website, include:

- Climate Change Discussion Paper
- Regional Urban Structure Discussion Paper (Integrated Growth Management Strategy)
- Rural and Agricultural System Discussion Paper
- Natural Heritage Discussion Paper
- North Aldershot Planning Area Discussion Paper
- Burlington Urban Growth Centre and Major Transit Station Area Supplemental Discussion Paper (in partnership with the City of Burlington)

Halton's Regional Official Plan determines how and where Halton grows. This includes deciding where new businesses, jobs and housing should be accommodated, as well as which lands are preserved for farming, open space and wildlife. These decisions also help to determine where roads, transit corridors, utilities and other public infrastructure will be constructed.

In engaging with the public, industry, agencies, other stakeholders, Indigenous Communities and local municipal partners, Regional staff received feedback that will help to ensure the Official Plan addresses Provincial requirements and meets the community's vision and goals. It should be noted that engagement with Indigenous Communities is ongoing.

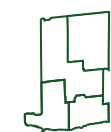
Engagement Process

Halton Region set out to engage our local municipal partners and a wide range of residents, businesses, stakeholder groups, governmental agencies, and Indigenous Communities. A range of engagement opportunities was provided to support the involvement of diverse representatives (see "How we engaged" on page 3). Regional staff also met with several individuals, stakeholder groups, Indigenous Community representatives, and Regional Advisory Committees to confirm and discuss their interests.

Purpose and Structure of this Report

This report is organized by the themes explored in each Discussion Paper. For each Discussion Paper, high level information is provided on what is being addressed through the Regional Official Plan Review and why the theme is important to this Review. Then for each Discussion Paper, the comments received have been summarized to provide a high-level overview of the range of comments in a level of detail that fairly and objectively captures the perspectives of participants. Many comments address issues that are explored by more than one Discussion Paper. In these instances, the comment is summarized under the theme that most predominantly addresses the nature of the comment. This Report is not intended to be a comprehensive list of all comments received. A full and comprehensive list of comments in Phase 2 of the Regional Official Plan Review will be compiled, together with staff analysis and responses, to be shared with Regional Council for review in advance of determining recommended 'policy directions' at the conclusion of Phase 2. This Report is intended to be released as an initial summary to provide information on the range of comments, together with a short questionnaire that allows participants to confirm or validate some of the responses.

How We Engaged: Infographic



4
Local Area
Municipalities



6
Theme based virtual
Public Information
Centres



270
Participants

How We Reached Out



Notices

- Mailouts
- Email
- Postcards to rural residents
- Letters to landowners



Social media



Online Surveys



Signage & poster boards



Newspaper advertisements



Website and Mapping Viewer

Submissions and inquiries by theme



208
Regional Urban Structure

21
North Aldershot

65
Rural & Agricultural System

142
Natural Heritage System

26
Climate Change

17
Downtown Burlington
UGC & MTSA

364
Submissions
and inquiries

From **248**
Stakeholders
and agencies

146
Policy
Oriented

56
Both Policy
Oriented & Site
Specific

Regional Stakeholder Advisory Committee Meetings



16
Halton Agricultural Advisory
Committee (HAAC)

Natural Heritage Advisory
Committee (NHAC)

Halton Developers Advisory
Committee (HDLC)

Please note: These are the combined total number of meetings that occurred and are scheduled across all Advisory Committees.

Additional Meetings

- Presentations to **Councils of Local Municipalities**
- Meetings with **business and community organizations** as requested
- **Special Council Meeting** (Statutory meeting required by the *Planning Act*)
- Ongoing outreach to **Indigenous Communities**
- **City of Burlington Development Liaison Committee and Sustainable Development Committee** for Burlington UGC & MTSA Supplemental Discussion Paper

3 Online Surveys

- 203 responses to general survey and technical survey, plus letter submissions to technical survey
- 19 responses to topic-specific survey on Downtown Burlington Urban Growth Centre & Major Transit Station Area (UGC & MTSA)

4,041 Social media clicks

19,123 ROPR page views

What We Heard

Climate Change

What is being addressed?

Through the Climate Change Discussion Paper, Halton is reviewing land use policies to reduce greenhouse gas emissions and adapt to climate change.

Why is it important?

Our carbon emissions are warming the planet at alarming rates. Given the rapid increase in population growth anticipated in Halton, these emissions will continue to rise unless we change the way we build and move. Official Plan policies have a direct impact on making buildings more energy efficient and communities more compact, therefore helping us lower our emissions. They can also help us ensure our communities are more resilient to the effects of a changing climate.

What did we hear?

- We heard from some participants of a preference to stop urban sprawl and focus growth and intensification in existing urban areas by making better use of underutilized sites and proximity to existing infrastructure and community facilities
- Some participants expressed the need for compact communities and 20-minute neighbourhoods. These participants value complete communities, which include local access to public services, shops, and jobs within walking distance to reduce car trips and emissions
- In some cases, participants stated their understanding that larger homes and yards mean higher energy consumption and greenhouse gas emissions.
- In other cases, participants feel the Region should place priority on homes with yards given the prevalence of increased telework and their feeling that there is a greater need for private outdoor open spaces given the COVID-19 pandemic
- There were suggestions from participants that the Region should develop its own green development standards
- There was broad support for the Region and/or its Local Municipalities advancing Community Energy Plans, for example, district energy, particularly in strategic growth areas
- Some participants would like to see the integration of smart city infrastructure like smart grids and smart transportation systems as well as requirements for alternative energy to be provided in official plans and future developments
- Most participants recognize the value in maintaining and increasing the region's natural heritage system, connected greenspaces and tree canopy in both our urban communities and the rural area for climate change resiliency



“Resiliency should be the goal—creating communities that have the capacity to manage and adapt. Green Development Standards and guidelines are an important tool to achieve this.”

“Widen sidewalks, create car free zones and create connected active transit corridors that are safe for cyclists and walkers.”

“Halton must preserve (and even better, increase) the current level of biological diversity and vegetation to help capture carbon, and reduce the effects of flooding and run off from increased and more severe weather activity.”

“Halton Region should focus not on CO₂ emissions, but on energy efficiency while maintaining reliability and affordability.”

“Agriculture can be a significant carbon sink, just as significant as forests, and should be recognized as a partner in our community’s efforts to rebalance emissions against sequestration as we strive to achieve a net-zero Halton.”

- Flood mitigation and other extreme weather events were largely recognized as things that the Region and Local Municipalities will have to plan for in Official Plans
- Certain participants did not feel climate change is an issue that should drive land-use policy decisions and to some degree disputed whether the frequency and magnitude of extreme weather events is increasing
- Some participants think that the actions that Halton Region has control over are too small to make a difference in global emissions and that the focus of the Official Plan update should only focus on climate change adaptation efforts
- There was acknowledgement from some participants that transportation is a major source of emissions and that decisions on land use and transportation need to be considered together. Greater support for high-quality active transportation opportunities, like protected bike lanes to allow people to reduce automobile use, need to be pursued
- There were some comments on the need for Official Plans to foster significantly more support for active transportation and public transit use instead of widening roads for cars
- Some participants outlined the importance of the protection of a permanent agriculture land base, as it represents an industry that stewards the natural heritage system and helps sequester carbon emissions
- There were some comments that spoke to the importance of developing topsoil relocation policies to ensure agricultural production can thrive in the future



What We Heard

Integrated Growth Management Strategy and Regional Urban Structure

What is being addressed?

Halton is reviewing urban system and growth management policies as part of the Regional Official Plan Review. The Regional Urban Structure Discussion Paper (RUS) has been prepared as part of the Integrated Growth Management Strategy (IGMS) component of the Official Plan Review. The Discussion Paper explores where and how to grow, and the options we have for focusing growth in certain areas of the existing community or growing outward onto rural or agricultural land. The location and size of transportation and employment areas are important aspects of this review.

Why is the IGMS and RUS important?

The Provincial Growth Plan requires Halton Region to plan for 1.1 million people and 500,000 jobs by 2051. It is important to plan for the future and guide investment in our community. How Halton Region manages this growth will impact the livability of our cities, delivery of services such as public health, waste management, housing, water, infrastructure provision and management, transit, land use planning, electricity, recreational services, and local and regional roads.

What did we hear?

- We heard from participants that population growth should be focused in areas “where growth and intensification is planned for” like Urban Growth Centres, Major Transit Station Areas and other key transportation corridors and growth nodes
- There are some very different perspectives on where and how we should grow. Some participants shared that they support firm urban boundaries and an increased focus on intensification. Other participants shared that they feel more land is required for urban uses.
- Some participants believe that if a settlement area expansion is pursued, it should only advance on the basis that it appropriately mitigates the impacts of climate change, protects the greatest amount of agricultural land possible, minimizes impacts on natural heritage, develops more compact, complete communities and ensures a sufficient supply of employment land to attract jobs
- There were some comments stating support for diversifying the housing supply available to address the “missing middle” and to achieve a better balance between high-rise buildings and single-detached housing i.e., a higher proportion of townhouses, low-rise apartments, duplexes, and triplexes
- We heard support for the use of the “inclusionary zoning” tool for all new developments within Major Transit Station Areas. Inclusionary Zoning is a *Planning Act* tool, which would place minimum requirements for new developments in these areas to provide affordable units



“Build up, not out.”

“...would like consideration to be given to adding residential uses in employment areas since the infrastructure already exists. There are grey field and blue field spaces that could be explored for residential opportunities. Work, live spaces in employment areas could be considered.”

“The ROP should encourage transit supportive development along identified transit priority corridors.”

- Some participants would like to see housing intensification encouraged in Urban Growth Centres and near transit stations to minimize sprawl, achieve “15-minute communities” and to promote cycling, walking, public transit
- Some participants highlighted the importance of identifying redevelopment opportunities for underutilized areas, such as the area around the Burlington GO station.
- Some participants highlighted the importance of transportation strategies like protected and separated cycling lanes, incentives to promote active transportation, dedicated bus lanes, bike share programs, and multi-modal transportation to be integrated with the growth management strategy
- Some participants recognize the importance of creating “complete streets” for all modes of transportation (e.g. walking, cycling, transit)
- There were suggestions from some participants to increase road capacity to accommodate new growth and high traffic volumes, reduce congestion and commuter traffic
- Certain participants would like to see an interconnected, frequent and reliable public transit system within and outside of the Region to reduce car dependency
- We heard from some participants that employment growth and economic activity should be supported by allowing a wider range of business activities within employment areas and promoting employment growth in strategic growth areas
- There were suggestions from some participants to reconsider any new developments for office space as occupier demand has decreased significantly due to COVID-19 and may not return to pre-pandemic levels
- Some participants questioned why the Region should be making decisions on allocating growth to 2051 when there is a great deal of uncertainty with what will happen over the next 30 years
- Some participants acknowledged the value of mixed-use buildings (with residential and non-residential uses) which can help to encourage walkability, achieve complete communities and attract a younger generation.



What We Heard

Rural and Agricultural System

What is being addressed?

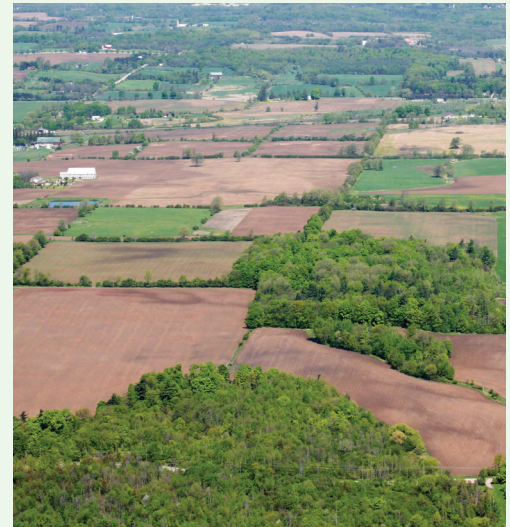
Halton is reviewing policies to preserve agricultural land and support farming in the region as part of the Regional Official Plan Review. The Rural and Agricultural System Discussion Paper explores mapping and designation of prime agricultural areas, policies related to agriculture-related uses, on-farm diversified uses and agri-tourism, and other related matters in the agricultural system.

Why is the Rural and Agricultural System important?

The rural area (i.e. the area outside of urban areas) makes up about 70 per cent of Halton's total area and consists of rural and prime agricultural lands and businesses, all of which contribute to the overall vitality of the agricultural sector. The Regional Official Plan helps to support a Rural and Agricultural System that nurtures economic growth, secures access to food and helps ensure environmental sustainability.

What did we hear?

- There was widespread support to protect, enhance and strengthen agriculture in Halton
- We heard that future growth should be directed to existing built-up areas, and new growth and development should be avoided in rural and agricultural areas
- Some participants want to see a balance between increased density of new development and preservation of valuable agricultural and natural systems
- Some participants believe that the list of permitted uses in the agricultural area should be expanded and flexible
- Policies should support allowing the widest range of agriculture-related uses and on-farm diversified use businesses for increased resiliency, sustainability and long-term viability of agriculture in Halton
- There was acknowledgment that the agricultural and natural heritage systems are vital for climate resiliency
- Certain participants emphasized the importance of public awareness programs (i.e. buying locally, food sovereignty) to strengthen the vitality and resiliency of the agricultural sector



"...on-farm diversified uses should be allowed to the fullest extent possible as long as the criteria in the 'Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas' are met. In order to have long-term sustainability of farming in Halton, [the ability for farmers] to generate additional revenue streams is critical."

"Have to be more restrictive with operations on developable land and more flexible with operations on prime agricultural land."

"Support farmers in adopting practices and technologies for soil restoration/improvement through re-generative agriculture and explore opportunities to provide compensation."

“With urban expansions, the Region and Local Municipalities need to find the areas where [cemeteries] can be accommodated. Cemeteries should not be allowed in rural or prime agricultural areas.”

“...would appreciate the consideration of Edge Planning as a means of reducing aggravation between urban and rural usages.”

- Some participants think that there should be incentives to support farmers to stay within the region and not sell their land to developers
- We heard that the size and scale of agriculture-related uses and on-farm diversified uses should be limited, and that long-term sustainable farming practices should be encouraged
- Certain participants prefer that cemeteries be located in urban areas and not on rural and prime agricultural lands. Some participants recognized cemeteries as both an urban and rural use (but not in Prime Agricultural Area)
- There were suggestions to consider allowing farm market places for farmers to sell produce directly to residents
- Some participants recognized the important role that farmers play as stewards of natural heritage.



What We Heard

Natural Heritage System

What is being addressed?

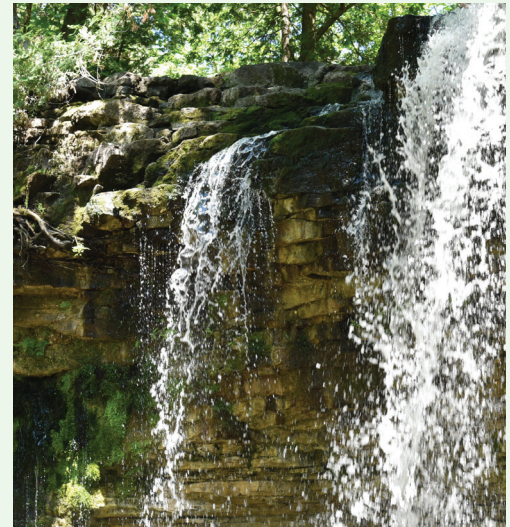
Halton is reviewing policies to preserve and enhance the region's natural heritage and water resource systems and protect drinking source water as part of the Regional Official Plan Review. The Natural Heritage Discussion Paper explores mapping changes and policy options to address conformity with Provincial policies and build upon Halton's existing Natural Heritage System framework.

Why is it important?

Halton's Natural Heritage System now protects about 50.6 per cent of lands in the region and consists of natural areas made up of key features both mapped and unmapped, such as woodlands, wetlands, streams, creeks, valley lands and meadows. The Natural Heritage System aims to increase the certainty that the biological diversity and ecological functions within Halton Region will be preserved and enhanced for future generations. It also provides environmental, health, economic and cultural benefits for current and future generations and provides habitat for plants and wildlife.

What did we hear?

- Some participants provided comments related to site-specific concerns about proposed Natural Heritage System mapping, refinements and its potential implications
- Some participants support the idea that the Natural Heritage System needs greater protection
- Some people supported that more restrictive development policies need to be implemented to preserve natural heritage within large developments
- Some participants feel that individual landowners and farmers are providing protection and stewardship of the Natural Heritage System and these individuals should not be subject to the same restrictions as proponents of development projects
- Some participants would like to see incentives provided for residents and landowners to protect and enhance the Natural Heritage System
- There was support to achieve climate resiliency through strategies like green development standards, soil carbon sequestration, harnessing energy from waste, building retrofits, green infrastructure, tree canopy cover targets, water management, active transportation and electric vehicles



“Resiliency should be the goal—creating communities that have the capacity to manage and adapt. Green Development Standards and guidelines are an important tool to achieve this.”

“The true value of sequestration would align well with implementing hard urban boundaries—this is needed in order to build community resiliency.”

“Important to consider challenges posed on NHS preservation and protection by the allocation and implication of growth.”

“Recognize the contributions of rural land owners to preserving and enhancing natural heritage and their continued vital role in stewardship...Work with land owners to understand what will motivate them.”

“A distinct policy section and mapping component should be included in the ROP in recognition of the three Source Protection Plans within Halton Region...the five-year review can incorporate any updates.”

- We heard from certain respondents that they supported maintaining a goal of a minimum of 50 per cent of the total area of Halton to be protected for Natural Heritage
- Some participants want to see hard urban boundaries and strengthened edge planning to ensure impacts of urban land uses are avoided or mitigated
- There was support for using overlays as a mapping approach to illustrate the Growth Plan Natural Heritage System and natural hazards (i.e. floodplains)
- Some participants recognize the Water Resource System is integrated and interconnected with the Natural Heritage System and support the incorporation of policies to protect source water in the Regional Official Plan
- Some participants suggested merging common policies among Halton's three Source Water Protection Areas (Halton-Hamilton Source Protection Region, CTC Source Protection Region, and Lake Erie Source Protection Region)
- There was general support for a regular review for Source Protection Plan mapping and/or policy updates



What We Heard

North Aldershot Planning Area

What is being addressed?

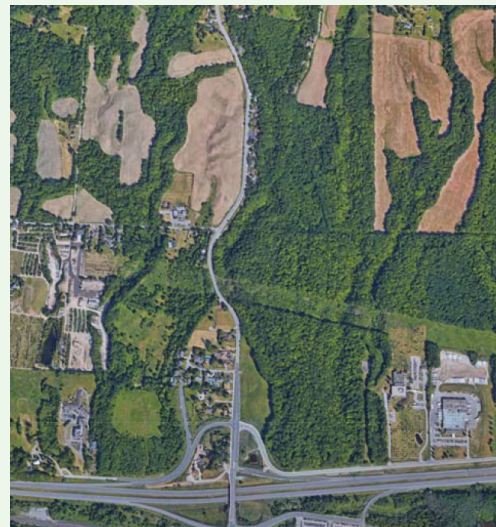
Halton is reviewing the existing policy framework of the Regional Official Plan for North Aldershot. The changes may affect future land use in North Aldershot, and the North Aldershot Planning Area Discussion Paper explores the implications of the Provincial policy framework for growth management, natural heritage and agricultural and rural areas.

Why is the North Aldershot Planning Area important?

The Official Plan update will provide a revised policy framework for North Aldershot given the area's significant environmental features and the challenges of providing water and wastewater services that limit opportunity for significant development.

What did we hear?

- Some participants expressed the need to discourage further residential development as this will harm the important ecological features and habitat of vulnerable species
- Some participants want to protect the North Aldershot Policy Area as green space with some limited recreational uses
- Some participants highlighted their desire to see the protection of the environment in North Aldershot and suggested that only limited carbon-neutral and/or sustainable development should be considered, particularly for residential or office buildings.
- Some participants suggested expanding the existing parks to encourage more passive and active recreational uses and provide transit connections for enhanced accessibility
- Some participants want to see residential development in North Aldershot to meet the needs of current and future residents, as the Region will continue to grow and housing should be provided to accommodate projected growth



“Any development in the Central block would create a barrier for a natural corridor for animal mobility in the area and the Regional Natural Heritage System.”

“Allow for additional but minor amount of residential homes. Maintain parks/green space as well as conservation areas already in place.”

“This area is far too riddled with important ecological features to be useful for development. Any such development will be utterly auto-dependent. Best to make it all a park/open space.”

- Some participants would like to see the Bridgeview community (West Sector of the North Aldershot Policy Area) develop into a mixed-use precinct area
- Some participants would like to see municipal servicing be provided to areas eligible for urban servicing to support residential development
- Some participants were concerned with the amount of area designated for Natural Heritage. They would like the Region to approach the Province and request changes to reduce the Growth Plan Natural Heritage System mapping in North Aldershot
- Some participants would like to maintain existing North Aldershot policies and strongly disagree with applying Provincial Natural Heritage System as an overlay



What We Heard

Burlington Urban Growth Centre and MTSA

What is being addressed?

Halton is reviewing policies to consider Provincial and municipal planning priorities around transit, and growth and development in Downtown Burlington and the Burlington GO Major Transit Station Area as set out in the Burlington Urban Growth Centre and Major Transit Station Area Supplemental Discussion Paper.

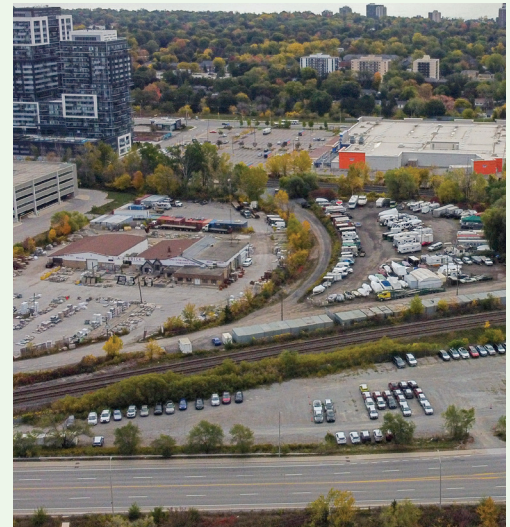
Why is it important?

The Burlington Urban Growth Centre and Major Transit Station Areas are strategic growth areas that are planned for greater population and job growth and higher rates of development than other areas in the city and region.

What did we hear?*

- Some participants stated that the Urban Growth Centre boundary needs to align with the City's vision
- Some participants indicated that growth pressures in the downtown could be reduced if the Urban Growth Centre was located on lands surrounding the Burlington GO Station
- Some participants stated that an adjusted Urban Growth Centre boundary should be expanded to include everything from Lake Ontario to Dundas Street or expanded to include Downtown Burlington and the lands surrounding the Burlington GO Station
- Some participants suggested removing zoning barriers in the Urban Growth Centre to promote mixed use facilities, walkability, and complete communities
- Some participants highlighted that the downtown is the cultural, entertainment, and social hub and most walkable area of the City and questioned why the Urban Growth Centre boundary should be removed from its current location
- Some participants believe that the proposed adjustment of the Urban Growth Centre boundary is contrary to and inconsistent with Provincial policy, Provincial interests and the greater public interest
- Some participants feel that an Urban Growth Centre boundary adjustment would be detrimental to affordable housing supply, economic/business stability, transit-oriented development and the ability to secure continued infrastructure investment

* Reflects comments received as of December 1, 2020



"The boundary of an adjusted UGC should align with the City of Burlington's vision for the city. Our 2018 election results reflected the views of most residents, that they wanted our downtown to maintain its' small city atmosphere and access to vistas of the Lake."

"John St bus station should be used as a spoke to a hub at a more conducive location i.e. Burlington GO Station."

“The area around Burlington GO station should be a focus for high density mixed use growth...This should be supported by multi-modal transportation options with pedestrian and cycling friendly infrastructure along Brant St.”

“There is considerable history to the planning and development of Burlington's UGC. Since its identification in the 2006 Growth Plan, Downtown Burlington has seen significant investment in its infrastructure, parks, schools, hospitals and community facilities.”

- Some stated that the proposed change to the Urban Growth Centre boundary is dramatic and will have a huge effect in the development planning industry
- Some participants supported the removal of the Major Transit Station Area from the John Street Bus Terminal but highlighted the importance of connecting it with the Burlington GO Station with planned transit routes because of the massive intensification happening around Brant Street and Lakeshore Road
- Participants suggested improving the infrastructure along the Brant Street corridor from the waterfront to the QEW to be more pedestrian and bicycle-friendly and provide transit priority measures
- Some participants want Halton Region to clarify the planning rationale for the proposed Urban Growth Centre boundary adjustment and explain how moving the Urban Growth Centre designation around the Burlington GO station gives benefits that the current Major Transit Station Area designation does not
- Some respondents voiced their disagreement with the continued growth in the downtown
- Some participants expressed a concern about whether this proposed adjustment means services and institutional uses by the waterfront will be moved to the Burlington GO and if the proposal changes the function of the existing downtown area
- Some participants indicated that identification of the flood plain in the area is an important factors in the determination of the adjusted boundary



Next Steps

Drawing on feedback received from the public, industry, agencies, Indigenous Communities and local municipal partners, Regional staff will work to prepare proposed policy directions, which support Provincial conformity and reflect the community's vision and aspirations.

The initial implementation of this community vision will focus on the Region's Urban Structure. In September 2020, staff received authorization from Council to proceed with a draft Initial Scoped Regional Official Plan Amendment, which focuses on the Regional Urban Structure. The establishment of a Regional Urban Structure will help to advance Local Municipal planning priorities and will provide a foundation for consultation on how and where the region grows.

In tandem with the draft Initial Scoped Regional Official Plan Amendment, Regional staff will seek Council authorization in early 2021 to proceed with consultation on an Evaluated Growth Concepts Discussion Paper. Through a 100-day consultation period, staff will again gather input from our community to draft a Preferred Growth Concept for Council consideration.

The Regional Official Plan Review will proceed into Phase 3 at the time that a report on the Preferred Growth Concept is endorsed by Regional Council. In Phase 3, staff will synthesize "What We Heard" with the Preferred Growth Concept to prepare a comprehensive draft Regional Official Plan Amendment for consideration by Council and our community.

Survey

This survey is intended to collect your feedback on the information shared through the What We Heard Initial Consultation Summary Report. Please take a moment to answer these questions and provide your valuable insight into the Report. Your personal information and responses will remain confidential and will only be disclosed as permitted or required by law.

Information collected in this survey will be used to help inform next steps, which support Provincial conformity and reflect the community's vision and aspirations.

Please complete the survey by April 18, 2021. If you have any questions, please email the Official Plan Review Team at ropr@halton.ca or call 311. Please mark the appropriate boxes:

Do you agree or disagree with the following statements?	Agree	Somewhat Agree	Neither Agree Nor Disagree	Somewhat Disagree	Disagree
I was given sufficient opportunity to provide a response to the Regional Official Plan Discussion Papers?					
I was given adequate information to provide meaningful opinions regarding the Regional Official Plan Discussion Papers topics?					
The Summary Report provided reflects comments I made about the Regional Official Plan Discussion Papers?					
The Summary Report provided reflects comments heard from others about the Regional Official Plan Discussion Papers?					

Would you like to elaborate on any of your responses above?

Is there further information you would like to provide with respect to the Regional Official Plan Discussion Papers, which were not covered in the summary?

