Region of Peel

Official Plan

April 2022

Region of Peel
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Foreword

The Need for A Plan

The Region of Peel continues to experience a high level of population and employment growth. This growth will continue to exert pressure on our ability to provide Regional *services*. This growth will also exert pressure on our ability to minimize further fragmentation and loss of the natural landscape and Peel's cultural heritage. These pressures, combined with evolving functions at the provincial and municipal levels, point to the timeliness of an Official Plan for Peel Region that can set the stage for delegation of planning authority from the provincial to the municipal level.

The Region of Peel Official Plan is a public document which provides Regional Council with a long-term policy framework for decision making. It sets the Regional context for more detailed planning by protecting the environment, managing resources and directing growth and sets the basis for providing Regional *services* in an efficient and effective manner.

Background

The Regional Municipality of Peel came into existence on January 1, 1974, under the Province of Ontario's Regional Municipality of Peel Act. That legislation also established the lower tier constituent municipalities of the City of Brampton, the City of Mississauga and the Town of Caledon (referred to hereafter as the local municipalities). The Region of Peel was created, as were all upper tier municipalities in Ontario, to provide *services* that could best be delivered over a larger geographic area. All of these *services* are provided to those living and working in Peel on the basis of cooperation with the local municipalities.

The Region of Peel provides a wide range of *services* to those living and working in Peel. These include: construction and maintenance of Regional roads, *waste* management, water and sanitary sewers, regional planning, social assistance, assisted child care, homes for the aged, transit for the disabled, community health, non-profit housing, heritage, and an emergency 9-1-1 service. Through independent special purpose bodies, the Region of Peel also funds other *services* to those living and working in Peel, including policing, conservation authorities, hospitals and the Children's Aid Society.

The continuing provision of these *services* in an effective and efficient manner will be assisted by the strategies for growth and change contained in this Plan.

1 Chapter 1: Introduction

1.1 Purpose

The Regional Municipalities Act and the Planning Act direct Regional Council to prepare and adopt an official plan for Peel and submit it to the Minister of Municipal Affairs and Housing for approval. The Planning Act guides the content of the Region of Peel Official Plan. When approved by the Minister of Municipal Affairs and Housing, this Plan becomes the primary long-range strategic land use policy document for the Region of Peel.

The purpose of this Plan is to:

- provide a holistic approach to planning through an overarching *sustainable development* framework that integrates environmental, social, economic and cultural imperatives;
- provide Regional Council with the long-term regional strategic policy framework for guiding growth and *development* while having regard for *protecting* the environment, managing the renewable and non-renewable resources, and outlining a Regional Structure that manages this growth in the most effective and efficient manner;
- interpret and apply the intent of provincial legislation and policies within a Regional context using the authority delegated or assigned to the Region from the Province;
- provide a long-term regional strategic policy framework for the more specific objectives and land use policies contained in the local municipal official plans which must conform to this Plan;
- recognize the duality in the Region between the urban nature of the Cities of Brampton and Mississauga and southern Caledon, and the primarily rural nature of northern Caledon;
- recognize the need for effective environmental protection and management measures to ensure environmental sustainability;
- integrate climate change considerations in planning and managing growth to reduce greenhouse gas emissions and improve the resilience of the Region to respond and adapt to a changing climate;
- recognize the importance of *protecting* and enriching the natural and cultural heritage of the Region;

- recognize the importance of planning for equity and inclusion in consideration of the population diversity in the Region;
- provide for the health and safety of those living and working in the Region; and
- maintain and enhance the fiscal sustainability of the Region.

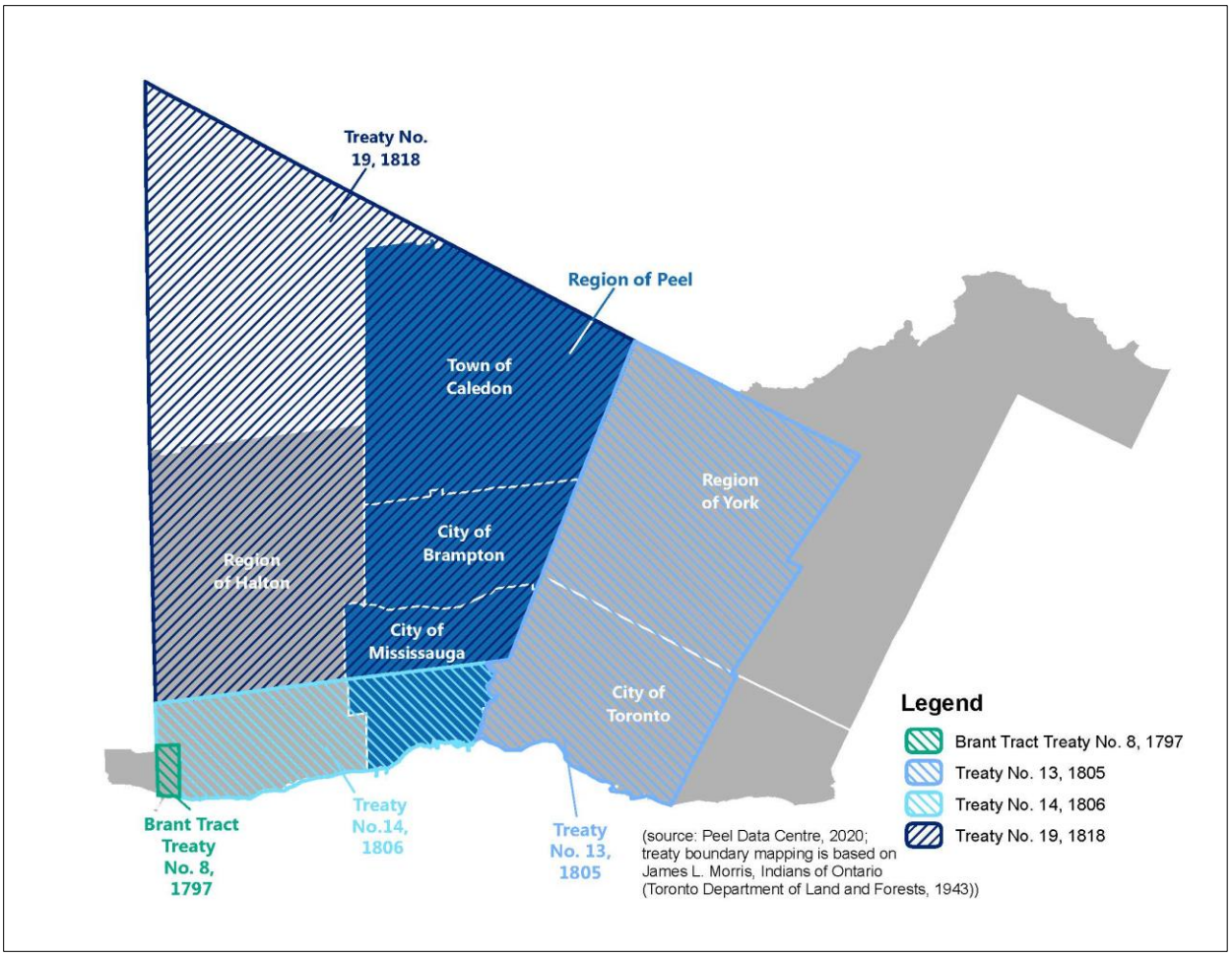
Based on these purposes, Regional Council has directed the preparation of this Plan.

1.2 Geographic Scope and Land Acknowledgement

Peel Region is situated in the west-central portion of the Greater Toronto Area, the largest urban agglomeration in Canada (see graphic below). Covering 1,258 square kilometres and stretching from Lake Ontario in the south, to the *Oak Ridges Moraine* and the *Niagara Escarpment* in the north, Peel includes a diverse mixture of urban, suburban, rural, agricultural, and natural *landscapes*.

It is important to recognize that historically, lands in Peel were used for hunting, gathering, agriculture, and foraging by Indigenous communities, and their unique relationship to the land continues to shape the history and economy of Ontario today. Aboriginal rights are elements of Indigenous custom, practice or tradition that were historically integral to the distinctive culture of an Indigenous community. Treaty rights are the specific rights embodied in the treaties that were entered into with Canada, and often address the creation of reserves for the exclusive use of Indigenous communities. In 1982, when the Constitution Act was passed, treaty rights were recognized and affirmed by Canada's Constitution protected by Section 35 of the Constitution Act.

Peel is covered by various treaties. The 1701 Albany Deed provides for the continuation of hunting and fishing within the territory (subject to certain limits) and covers much of southern Ontario. Treaty 14 (or 13A) and Treaty 19 are within the Upper Canada Land Surrenders (see graphic below). Treaty 14 is known as the Head of the Lake Purchase and was signed on September 12, 1806 by representatives of the Crown and certain Mississauga peoples. It includes lands along the north shore of Lake Ontario to the southwest of the Toronto Purchase. Treaty 19 is also known as the Ajetance Purchase, signed on October 28, 1818 by representatives of the Crown and Anishinaabe peoples and covers approximately 6,500 km^2. The Ajetance Purchase is named for the Chief of the Credit River Mississaugas.



Source: Peel Data Centre, 2020; treaty boundary mapping is based on *James L. Morris, Indians of Ontario* (Toronto Department of Land and Forests, 1943)

The municipal boundaries of the Region of Peel Official Plan apply to the combined areas of the City of Brampton, the City of Mississauga, and the Town of Caledon. The land on which the Region of Peel operates is treaty land and has been the territory of various Indigenous communities throughout time. In particular, the Region acknowledges the territory of the Anishinabek, Huron-Wendat, Haudenosaunee and Ojibway/Chippewa peoples; the land that is home to the Metis, and most recently, the territory of the Mississaugas of the Credit First Nation who are direct descendants of the Mississaugas of the Credit. The Region of Peel recognizes the opportunity to work on this land, and by doing so, give our respect to its first inhabitants. Their territory and the land has defined and sustained their communities for generations and must continue to do so to ensure sustained prosperity for future generations.

As of 2021, the population of Peel is 1,451,022 persons. Peel's population growth is largely driven by immigration. Peel welcomes approximately 11 per cent of Canada's total annual immigrants and has the highest proportion of immigrants in the Greater Toronto Area (51.5 per cent based on the last Census). Peel is also one of the most diverse communities in Ontario. Diversity accounts for a variety of unique characteristics that distinguish individuals and groups

and may contain intersecting dimensions that affect how one experiences an environment. These can include factors such as culture, ethnicity, race, religion, sex, gender identity or expression, sexual orientation, language, abilities and socioeconomic status. This diversity is one of Peel's greatest assets. As the Region continues to grow, we strive to create communities that are inclusive and welcoming of all individuals.

1.3 Guide to Reading the Plan

This Plan is structured as a series of policy layers to be applied to the geographic base of the Region. The importance of environmental concerns in the future of the Region is highlighted by the position of the environment in Chapter 2 at the front of the Plan.

Chapters 1 to 7, Tables 1 to 5, Schedules A-1 to F-4, and the Glossary, constitute the Region of Peel Official Plan. Except as expressly noted in Policies 7.3.4, 7.3.8, 7.3.10; any changes, additions, or deletions to these elements will require an amendment to this Plan.

With *ecosystem* features and functions *protected* by the policies in Chapter 2, the Plan then sets out strategic policies to guide the wise use of resources in Chapter 3. Certain resources are part of the natural environment, but specific policies regarding resource protection are called for by legislation.

Recognizing the importance of the environment and resources, the Region must plan carefully to accommodate anticipated growth. Chapter 4 contains growth forecasts to the year 2051 for the Region, allocates the forecasted population, household and employment growth among the three local municipalities, and contains policies regarding population, household and employment growth.

Chapter 5 sets out objectives and policies to guide the structural *development* of the Region in order to accommodate the anticipated population and employment growth in a manner which respects the environmental and resource objectives and policies in this Plan.

Chapter 6 deals with the provision of Regional *services* in *support* of the policies in this Plan.

Chapter 7 deals with the various means by which the Region can and may implement the policies in this Plan.

The Glossary includes definitions of various terms, and is provided to assist the reader in interpreting the Plan. The definitions of terms provided in provincial plans and the Provincial Policy Statement applies to those terms that are used in the Region of Peel Official Plan, unless otherwise identified in the Glossary section of the Region of Peel Official Plan.

Figures are not part of the Region of Peel Official Plan and are provided for illustrative or informational purposes only and to show the categories of areas typically subject to specific

policies of the Plan. Information shown on figures may be changed or updated from time to time, without requiring an amendment to this Plan.

The terms 'Region of Peel', 'Peel Region', 'Peel' and 'the Region' are used interchangeably in the Plan to refer to either the corporation or geography of the Regional Municipality of Peel.

Terms in *italicized* text throughout the Plan are defined in the Glossary. In addition, terms throughout the Plan in ***bold*** and ***italicized*** text are used for the purpose of achieving conformity with provincial plans and policies. The definitions for these terms are not provided in the Glossary. The reader is referred to the relevant provincial plans, policy or legislation for the definition. Provincial plans and policies referenced include, but are not limited to, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Niagara Escarpment Plan, the Growth Plan, the Provincial Policy Statement, and the Food and Organic Waste Policy Statement.

1.4 Application of Provincial Policy

The Region of Peel Official Plan outlines strategies to guide growth and *development* in the Region. This Plan acknowledges and is based on legislation, policy statements, guidelines and provincial policy positions available as of the adoption date of this Plan.

The Region of Peel Official Plan is designed to clarify the roles and responsibilities of the Region and the local municipalities by providing regional leadership where value is added and by clearly assigning certain roles to the local municipalities through strong, directive policy language.

In portions of Peel, specific provincial plans are in effect such as the areas covered by the Lake Simcoe Protection Plan, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the *Parkway Belt West Plan*. For a complete understanding of more detailed matters not covered in this Plan, reference should be made to the official plans for the local municipalities, their supporting documents and applicable provincial plans. In the event of a conflict, these provincial plans and policies take precedence over this Plan (see Figure 1).

An underlying premise of this Plan is that provincial policy will be implemented through both the Region of Peel Official Plan and local municipal plans. Local municipal official plans will contain more detailed policies. Where a policy in this Plan directs the local municipalities to include specific policies in their official plans, the direction and the provisions contained in the policy and in any provincial plans referred to are policies of Regional Council with respect to the Region's planning decisions.

1.5 Five Principles of the Plan

This Region of Peel Official Plan for growth to 2051 continues to be based on a set of five principles formulated by the Regional Official Plan Technical Advisory Committee as part of the "Regional Official Plan Outline" (revised August 13, 1993) and approved by the Regional Official Plan Steering Committee and Council. The following are the principles identified for the preparation of this Plan:

a) The Plan must be strategic in nature, setting broad, high-level, long-term policy directions for the Region and incorporating the strategic objectives of the local municipalities;

b) The Plan is intended to disentangle local municipal, regional and provincial activities in planning, eliminate duplication and not complicate local municipal planning efforts. To accomplish this, the Plan must remain focused on the responsibilities mandated in the Regional Municipality of Peel Act;

c) The Plan must add value to the planning and *development* process. The Plan must not duplicate or infringe on local municipal planning efforts and must have a distinct, complementary and productive role;

d) The Plan should not act as a vehicle for Regional involvement in matters that are established as local municipal planning and servicing responsibilities; and

e) The Plan must be prepared with a view to having the Province delegate authority to the Regional, local municipal and/or conservation authority level.

1.6 Overarching Themes

The overarching theme of this Plan is *sustainability which* refers *to* meeting the needs of the present without compromising the ability of future generations to meet their own needs. Regional Council will work towards s*ustainability* by applying a *sustainable development* framework which will provide a holistic approach to planning, action and measurement. The principle of *sustainable development* is important given the need to address significant issues such as developing a sustainable society and addressing specific issues such as the impacts of climate change through mitigation and adaptation measures. The aim is to create a strong, vibrant and resilient Region that can adapt to changes while meeting the environmental, social, economic and cultural needs of the community. By adopting the framework below, the Plan will guide the Region in its goal to become and remain a sustainable community.

The environmental imperative is to protect, enhance and foster self-sustaining, regional, native biodiversity while reducing and measuring the impact of development on the *ecosystem* based on an integrated systems approach. The imperative ensures water quantity and quality is

protected, improved or restored to meet *ecosystem* needs and for human uses. Further, the imperative seeks to reduce Greenhouse Gas (GHG) emissions and other pollutants while promoting best practices in *sustainable development* including use of green development standards, energy and water efficient systems and living within the carrying capacity of the Region's supporting *ecosystems*.

The social imperative is to create conditions conducive to healthy citizens and thriving communities committed to achieving social harmony and social inclusion so that individual, family, neighbourhood and community needs are met. The Region will strive to have a society that encourages healthy behaviours, lifestyles, and respect for one another; fosters inclusiveness, kindness and human dignity; that welcomes newcomers with grace and speed; and that ensures a civil and peaceful society for all people. The Region will strive to create communities that are inclusive and welcoming of all individuals. To address this, the Region recognizes the need for equity in its communities, to be more inclusive of all individuals, and to avoid barriers that lead to systemic discrimination. The Region will continuously strive to be a place where individuals of all backgrounds can live free from discrimination, oppression, harassment, and hate.

The cultural imperative is to promote arts, culture and heritage, and quality of place that will attract and retain talented people, and encourage creativity and entrepreneurship. Also, the imperative seeks to create buildings and public spaces that are beautiful and accessible building on our distinctive human, cultural, historical and natural characteristics, where people take personal responsibility for the success of our community and promote civic engagement, social cohesion and inclusion, placing value on the rich fabric of Peel's population.

The economic imperative is to promote a strong, vibrant and prosperous economy that operates within the *sustainability* theme by encouraging environmentally friendly businesses and business practices, providing for an adequate supply of future *employment lands*, convenient, safe and efficient transportation network, sustainable *infrastructure* and *services* to support a diverse and growing economy including local employment and financial sustainability.

This *sustainable development* framework enables integration of the environmental, social, economic and cultural imperatives throughout the Plan. Each imperative requires planning issues to be approached from different perspectives and has a distinct primary focus and strengths. Viewed together, the imperatives provide an integrated and flexible basis for the formulation of policy and decision-making. The four imperatives contribute towards the Community for Life vision in the Council adopted Region of Peel Strategic Plan and Mission to create a healthy, safe and connected community. This Plan contains integrated yet adaptive goals and objectives that promote *sustainable development*.

1.7 General Goals

In applying the policies in this Plan, the overall goals of Regional Council are:

1.7.1 To create healthy, resilient, equitable and sustainable regional communities for those living and working in Peel which is characterized by physical, mental, economic and social well-being; crime prevention, minimizing hunger and homelessness; a recognition and preservation of the Region's natural and cultural heritage; and an emphasis on the importance of Peel's future as a caring community.

1.7.2 To recognize, respect, preserve, restore and enhance the importance of eco*system* features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms.

1.7.3 To ensure the Region is resilient and adapted to a changing climate and planned in a manner that works towards achieving net zero emissions over time.

1.7.4 To recognize the importance of a vital, competitive and diverse economy and a sound tax base, and manage and stage growth and *development* in accordance with the financial goals and overall fiscal sustainability of the Region.

1.7.5 To *support* growth and *development* which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province.

The implementation of policies and strategies detailed in this Plan is subject to the fiscal constraints of the Province, the Region, the local municipalities and agencies directly or indirectly involved. However, both the short and long-term economic, social, cultural and environmental implications of inaction must be seriously considered.

2 Chapter 2: Natural Environment

2.1 Purpose

The Region's heritage resources consist of its natural and cultural heritage. There is an important interrelationship between these resources illustrating the historic link between the local municipal community and its surrounding environment, and providing a sense of place and identity. The Region of Peel recognizes that Indigenous communities have a special relationship with the earth and its natural resources. Indigenous communities' tradition of stewardship of land, water and resources extends back thousands of years and links to aboriginal and treaty rights as recognized and affirmed in Section 35 of the Constitution Act. The primary focus of this chapter is the natural environment, while the identification, preservation and promotion of Peel's cultural heritage is dealt with in Chapter 3: Resources. The close relationship that exists between the natural and cultural heritage is recognized, therefore, the objectives and policies of this chapter should not be considered in isolation.

Healthy natural systems require no intervention to function properly. Degraded natural systems have costly consequences for our communities which can be intensified by the impacts of climate change. A well-functioning natural environment has social, health and economic benefits for those living and working in Peel, now and in the future.

The Region of Peel recognizes its responsibility to maintain, *protect*, restore and enhance natural systems in Peel. The Region recognizes the importance of a resilient natural environment which will better enable natural systems to recover from disturbances and to tolerate and adapt to a changing climate.

In this chapter, emphasis is placed on the *joint* efforts with the local municipalities, conservation authorities and other agencies that are required to *protect* natural systems, restore poorly functioning *ecosystems*, promote clean air, water and land, and mitigate and adapt to climate change.

These efforts contribute to ecological *sustainability* and a healthy environment for the residents of the Region. This is accomplished by promoting *sustainable development* in accordance with the policies of this Plan and through decisions that integrate social, economic, environmental and cultural considerations which affect the environment. One of the appropriate frameworks for these efforts is the establishment of a set of environmental policies in this Plan, to be supported and supplemented by environmental policies in the three local municipal official plans, the Greenbelt Plan, Lake Simcoe Protection Plan, approved source protection plans,

Parkway Belt West Plan, Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, and Provincial Policy Statement.

Large environmental systems interact with smaller *ecosystems*, including localized plant and animal communities. This Plan considers the Region's climate system, Water Resource System, Lake Ontario, Lake Simcoe, *Greenbelt*, *Niagara Escarpment*, *Oak Ridges Moraine,* and the Greenlands System, as the relevant large environmental systems which the Region has a role in *protecting*.

2.2 Goal

To ensure a healthy, resilient and self-sustaining natural environment within Peel Region.

2.3 Policies

2.3.1 Establish a comprehensive policy framework to mitigate and adapt to climate change.

2.3.2 Rationalize the regulatory framework for the natural environment across the Region on an *ecosystem* basis, *jointly* with the local municipalities, conservation authorities and provincial agencies, to increase the defensibility and effectiveness of protection measures.

2.3.3 *Protect*, maintain, restore and enhance the quality and *ecological integrity* of *ecosystems*, including air, water, land and biota *jointly* with the local municipalities, conservation authorities, federal and provincial agencies.

2.3.4 Adopt policies and establish programs for the restoration and enhancement of the natural environment *jointly* with the local municipalities, conservation authorities and provincial agencies.

2.3.5 Participate in, and *support*, broader scale environmental studies in order to assess the carrying capacity of *ecosystems* and the potential cumulative effects of *development* in areas where *development* is likely to have a major impact on the *ecological integrity* of broader *ecosystems* and the Greenlands System in Peel.

2.3.6 Identify and regulate *development* on lands exposed to *natural hazards jointly* with the local municipalities, provincial agencies and conservation authorities.

2.3.7 Encourage the local municipalities, in consultation with the conservation authorities, to promote and enforce soil conservation measures on developing sites.

2.4 Climate System

The Region's climate is changing due to changes in the global climate system caused by the release of greenhouse gases into the atmosphere. Climate change is a serious issue that affects people, communities and *ecosystems* at the global, national and local levels. It is anticipated that changes to the Region's climate will result in higher annual average temperatures, and more extreme, unpredictable weather. Over time, climate change will adversely impact the makeup and function of natural systems, increase the risk of flooding, damage *infrastructure* and negatively impact public health. As the Region continues to grow, the challenge of reducing greenhouse gas emissions as well as managing the risks and vulnerabilities associated with climate change will be intensified. Climate change impacts will not be experienced equally across individuals and communities. Underlying social inequities will also need to be addressed as climate change will disproportionately affect those with lower socio-economic and/or health status. All of these changes will increase costs and demand for government programs and *services*.

Mitigation and adaptation are core strategies for reducing and managing the risks related to climate change. Mitigation refers to actions that reduce or eliminate the sources and emissions of greenhouse gases. Adaptation refers to actions that reduce the vulnerability of communities to the impacts of climate change and improve the resilience of communities to respond and recover when impacts occur.

The Region, in conjunction with the local municipalities, agencies and other orders of government have an important role in mitigating the impacts of climate change and reducing community vulnerability through adaptation while taking advantage of opportunities to strengthen economic prosperity, social well-being and environmental integrity. This can be achieved through land use and *infrastructure* planning, and adjusting Regional programs and *services* to reduce emissions and improve resiliency.

The interconnectedness of actions requires direction across planning themes including growth management, transportation, natural heritage, water, energy and agriculture for the protection of human health, property, environment, and economy. Policies addressing climate change will be found in other areas of this Plan including the Natural Heritage, Resources, Regional Structure, Services and Implementation sections.

Goal

2.4.1 To address the impacts of climate change by reducing greenhouse gas emissions through mitigation and reducing the vulnerability of the Region to climate change impacts through adaptation to create a more resilient and low-carbon community.

Objectives

2.4.2 To *support* the development of sustainable, low-carbon, compact, mixed-use, and *transit-supportive* communities which reduce greenhouse gas emissions and support *active transportation*, *protect* natural systems, features and functions, and promote renewable energy, energy conservation and efficient design.

2.4.3 To *support* the implementation of policies, programs, and *services* that reduces community and natural vulnerability to climate impacts.

2.4.4 To assess the potential impacts and associated risks of climate change to *infrastructure* and incorporate appropriate measures to reduce or mitigate vulnerabilities, impacts and risks.

2.4.5 To promote a culture of conservation through energy, water and soil conservation and integrated waste management.

2.4.6 To *support* and promote local food production and *sustainable procurement*, food security, and protect the Region's agricultural land base and rural economy.

Policies

2.4.7 In collaboration with the local municipalities and conservation authorities, *support* and undertake climate change mitigation and adaptation planning and implementation through coordinated strategies, plans and actions in accordance with accepted frameworks and provincial guidance.

2.4.8 In collaboration with the local municipalities and conservation authorities, *support* and undertake natural systems, community sector and *infrastructure* risk and vulnerability assessments and identify strategies and actions that will reduce vulnerability and improve the resiliency of the Region to climate change.

2.4.9 In collaboration with the local municipalities, develop and complete region-wide community greenhouse gas inventories in accordance with accepted methods and standards.

2.4.10 Direct the local municipalities in collaboration with the Region to undertake community energy and greenhouse gas emissions reduction planning in accordance with provincial guidance, including developing energy use and greenhouse gas inventories for local community emissions, establishing emission reduction targets, objectives or scenarios, and recommending strategies and actions to reduce emissions and promote low carbon energy alternatives.

2.4.11 Establish Regional corporate greenhouse gas emission reduction targets that support provincial targets and that work towards the goal of creating low carbon communities and monitor and report on progress made towards the achievement of these targets.

2.4.12 Proactively engage all orders of government, the private sector, public organizations and the public to support implementation of climate change planning actions.

2.5 Air Quality

Air quality is a significant issue which can negatively affect human health, the environment and economy. Peel is part of a Great Lakes Basin climatic system or *airshed*. Peel's air quality is affected not only by local sources of air pollution, but also regional, national and international sources. Larger weather systems may flush out, bring in, or trap polluted air. On average, approximately fifty per cent of the air pollution experienced in Peel comes from sources in the United States. In addition, Peel's emissions also affect our neighbour's downwind.

Air pollution comes from a number of natural and human sources which include industry, transportation, heating and cooling, dust and forest fires. Poor air quality affects everyone, including healthy individuals. Certain groups of people however, face a greater health risk from poor air quality and are referred to as vulnerable populations. These vulnerable populations include: children, seniors, people with allergies, asthma, heart and/or lung conditions and people who work or exercise outside.

Air has no boundaries and is constantly moving. The Region does not have the authority to regulate air emissions. However, the Region in conjunction with the local municipalities play a significant role in creating healthier and sustainable communities. Air quality can be improved by the Region through the land use and *infrastructure* planning processes and through leadership in reducing emissions associated with corporate operations. Policies to improve air quality are also valuable in mitigating the effects of climate change, as both issues require changes to land use, minimizing use of fossil fuels, decreasing auto *modal share* and shifting towards alternative energy sources. Policies related to air quality are captured below. However, due to the interrelationships with other sections including transportation, energy, climate change and sustainability; policies to address air quality can also be found in other sections of the Official Plan.

Goal

2.5.1 To create healthier and sustainable communities by improving local air quality and reducing greenhouse gas emissions.

Objectives

2.5.2 To improve local air quality and reduce greenhouse gas emissions.

2.5.3 To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.

Policies

2.5.4 In consultation with the local municipalities, develop strategies and tools to assess the air quality implications of *development* that support the reduction in emissions from municipal, transportation, commercial, industrial and residential sources that can minimize adverse human health effects. These tools would be applied to but not limited to development applications and projects that may be insignificant by themselves, but cumulatively are significant.

2.5.5 Develop a multi-stakeholder air quality management plan to provide more detail on policies and strategies for reducing air pollution.

2.5.6 Raise awareness of local air quality issues and climate change through partnerships with all orders of government, the private sector and public organizations.

2.5.7 In consultation with the local municipalities and other orders of government, develop outreach programs to promote air quality and to encourage behaviour change in order to reduce air pollution.

2.5.8 Proactively engage all orders of government, the private sector and public organizations to promote more health protective emissions standards for vehicles, industries and energy producing facilities.

2.5.9 Establish corporate targets for greenhouse gas emissions and air pollution reductions to improve local air quality and address climate change.

2.5.10 Support the development of local municipal official plan policies including, but not limited to, setbacks for residential *development*, transportation corridors and the separation of *sensitive land uses* from both planned and existing sources of harmful emissions.

2.5.11 Model air quality to accurately establish local air emissions in Peel and report on the findings from modelling.

2.6 Water Resource System

Water resources are comprised of complex interrelated systems, features and areas such as aquifers, *ground water recharge* and discharge areas, seepage areas and springs, rivers, streams, ponds, *wetlands*, lakes, and stormwater. These systems depend on the hydrological cycle of precipitation, ground water infiltration, evapotranspiration and surface runoff. Ground water and surface water are important regional resources. Not only do these resources supply drinking water, they also play a vital role in maintaining *ecological integrity* of *ecosystems*.

The Credit River, Humber River, Etobicoke Creek, Mimico Creek and their *tributaries* form the major *watersheds* in Peel, although portions of other larger *watersheds* and many smaller *watersheds* also lie within Peel (see Figure 2).

Ground water plays an important role in the hydrological cycle of the Water Resource System. The identification, maintenance and protection of ground water recharge and discharge features and functions such as *woodlands*, topographic depressions, *wetlands*, ponds, lakes, rivers and streams are important to sustaining ground water quality and quantity. These features are adversely affected by climate change and are also essential for adaptation and mitigation of climate change impacts.

The ***ground water features*** and areas, ***surface water features*** and areas, and their associated ***hydrologic functions*** make up Peel's Water Resource System. The sustained social, economic and environmental well-being of the Region is dependent on the proper protection, management and conservation of Peel's Water Resource System and related Greenlands System.

Peel has an abundance of ground and surface water resources, but faces a growing number of water management challenges as the extent and intensity of land uses increase the impacts on natural systems. Climate change also presents a threat to the Region's water resources. Ground and surface waters face threats from climate change such as reduced water levels, leading to habitat loss. The Region of Peel and its partners are developing and implementing strategies to adapt to and mitigate the effects of climate change. The interconnections and relationships among human activities and the subsequent impacts on the Water Resource System must be recognized and addressed.

Objectives

2.6.1 To protect, improve or restore the quantity and quality of water resources for the supply of potable water and maintenance of *ecosystem* integrity.

2.6.2 To eliminate or minimize potential negative land use impacts on ***vulnerable surface*** and ***ground water***, ***sensitive ground water features*** and ***sensitive surface water features***, and their ***hydrologic functions***.

2.6.3 To increase the collective knowledge of water resources in and adjacent to Peel through the study, analysis and monitoring of these resources.

2.6.4 To promote public awareness and education initiatives with respect to the protection and conservation of water resources.

Policies

2.6.5 *Protect*, improve or restore the quality and quantity of water resources, including Water Resource System features and areas, ***key hydrologic areas*** and ***key hydrologic features***, and their ***hydrologic functions***, and related natural systems, features and areas, including their linkages and related functions, *jointly* with the local municipalities, conservation authorities and other related agencies.

2.6.6 To identify Water Resource System features and areas as shown on Schedules A-1, A-2 and A-3 and direct the local municipalities to further interpret, refine and identify or designate, *as appropriate*, Water Resource System features and areas in their official plans.

2.6.7 Initiate, promote and *support* efforts to further identify, study, analyze and monitor water resources, *jointly* with the local municipalities, conservation authorities and other related agencies to ensure water quantity and quality meet provincial and regional standards.

2.6.8 Initiate, promote and *support*, *as appropriate*, coordinated inter-municipal and inter-agency water resource management efforts, particularly with respect to cross boundary resource issues.

2.6.9 Require the use of ***low impact development*** and *green infrastructure* approaches, *as appropriate*, to mitigate and adapt to climate change impacts, mitigate the impacts of *development* on natural heritage features, *support* the efficient and *sustainable* use of water resources and to manage stormwater.

2.6.10 Direct the local municipalities to establish policies and programs to *protect*, improve or restore water resources.

2.6.11 Restrict *development* and *site alteration* to protect municipal drinking water supplies in accordance with the policies in this Plan, and to *protect*, improve or restore ***vulnerable surface*** and ***ground water***, ***sensitive surface water features***, ***sensitive ground water features***, ***key hydrologic features*** and ***key hydrologic areas***, and their functions.

2.6.12 Require that *development* and *site alteration* that may have an immediate or cumulative impact on water resources be supported by appropriate hydrological and hydrogeological studies in accordance with provincial policy and the policies of this Plan. Study requirements, *as appropriate*, shall be confirmed when applications for *development* or *site alteration* are proposed within ***designated vulnerable areas*** or ***key hydrologic areas***, or on lands within 120 metres of a ***sensitive surface water feature***, ***sensitive ground water feature*** or ***key hydrologic feature***.

2.6.13 Exempt new or expansions to buildings or structures for *agricultural uses*, *agriculture related uses* or *on-farm diversified uses* from the requirement of a hydrological or hydrogeological study where the total impervious surface does not exceed 10 percent of the lot

or if a minimum 30 metre ***vegetation protection zone*** is provided from a ***key hydrologic feature***.

2.6.14 Prohibit *development* and *site alteration* in ***key hydrologic features*** or any associated ***vegetation protection zone*** outside of *settlement areas* in accordance with any policies of this Plan and applicable provincial plan.

2.6.15 Direct the local municipalities to require a hydrologic evaluation that identifies a ***vegetation protection zone*** for applications related to new *development* or *site alteration* within 120 meters of a ***key hydrologic feature*** outside of a *settlement area*, in accordance with any requirements of this Plan and the Growth Plan.

2.6.16 Direct the local municipalities to only permit large scale *development* by plan of subdivision, vacant plan of condominium or site plan in ***key hydrologic areas*** outside of *settlement areas* if it is demonstrated that the ***hydrologic functions*****,** including the quality and quantity of water, of these areas will be protected and, where possible, enhanced or restored in accordance with any requirements of this Plan and the Growth Plan.

2.6.17 *Support* initiatives of the Ministry of Agriculture, Food and Rural Affairs, other Provincial ministries, farming organizations, local municipalities, conservation authorities and other agencies, which encourage sound agricultural land management and soil conservation practices, and other measures that minimize or eliminate the amount of pesticides, nutrients, silt and other contaminants which have the potential to enter ground and surface water systems of the region.

2.6.18 Work *jointly* with the Ministry of Environment, Conservation and Parks, local municipalities, conservation authorities and other relevant agencies to establish coordinated procedures with respect to water taking permits to ensure that water resources are *protected*, improved and restored, and that the concerns of the Region and local municipalities are addressed.

2.6.19 Watersheds

The natural boundaries of *watersheds* and *subwatersheds* provide the ecologically meaningful scale to undertake ***watershed planning*** as a comprehensive, integrated and long-term approach for the protection, restoration and enhancement of water resources, and related natural resources. Provincial guidelines provide a framework for the preparation of ***watershed*** and ***subwatershed plans***.

Policies

2.6.19.1 Require and participate in ***watershed planning*** in order to protect, improve or restore the quality and quantity of water resources.

2.6.19.2 Work *jointly* with the local municipalities in partnership with the conservation authorities and, where applicable, the Niagara Escarpment Commission to implement guidance and recommendations provided through ***watershed*** and ***subwatershed plans*** to ensure that:

a) the identification of the Water Resource System is informed by ***watershed planning*** and other available information;

b) appropriate designations and policies are applied in local municipal official plans to provide for the long-term protection of ***key hydrologic features***, ***key hydrologic areas***, and their functions;

c) decisions on allocation of growth and planning for water, wastewater and stormwater *infrastructure* are informed by applicable ***watershed planning***;

d) planning for *Designated Greenfield Areas* is informed by a ***subwatershed plan*** or equivalent study; and

e) the Great Lakes Strategy, the targets and goals of the Great Lakes Protection Act, and any applicable Great Lakes agreements, coastal or waterfront planning initiatives are considered.

2.6.19.3 Recognize the important relationship between Indigenous communities and the natural environment and seek input from Indigenous communities when undertaking watershed and sub-watershed planning.

2.6.19.4 Monitor ground and surface water quality and quantity *jointly* with the local municipalities and conservation authorities to assess cumulative impacts and the effectiveness of strategies, policies and programs in meeting water resource objectives.

Watershed Plans

2.6.19.5 Work *jointly* with the conservation authorities, and the local municipalities, to prepare *watershed* plans that, at a minimum:

a) characterize the *watershed*, including establishing a water budget and nutrient loading assessment;

b) consider and evaluate climate change risks and impacts;

c) establish water quality and quantity goals, objectives and targets;

d) evaluate the impacts of forecasted growth and servicing options;

e) establish criteria for identifying and protecting water quality and quantity, hydrologic features, areas and functions;

f) provide direction and recommendations for land and water management strategies, mitigation and environmental best management practices, including recommendations addressing water and ***natural heritage system*** protection, restoration and enhancement, water conservation, stormwater management and the impacts of climate change on natural heritage and the Water Resource System;

g) provide recommendations for environmental monitoring and adaptive management; and,

h) provide direction for undertaking ***subwatershed plans***.

Subwatershed Plans

2.6.19.6 Direct the local municipalities, in consultation with the Region and conservation authorities to prepare ***subwatershed plans***, or equivalent studies, prior to the development of a new or a major update to an existing secondary plan or local plan, or *settlement area* boundary expansion.

2.6.19.7 Require that ***subwatershed plans***, or equivalent studies, include, at a minimum, the following:

a) a characterization of existing environmental conditions;

b) the establishment of environmental targets to maintain, restore and enhance existing conditions;

c) an assessment of the cumulative environmental impacts from existing and planned *development*;

d) the consideration of land use, *development*, and *infrastructure* alternatives to avoid or minimize impacts;

e) the identification of management strategies and actions to meet environmental targets and objectives including identification of water resource and ***natural heritage system*** features and areas requiring protection, improvement, restoration and enhancement;

f) confirmation of the boundaries of the Regional Greenlands System; and,

g) recommendations regarding monitoring and adaptive environmental management.

2.6.20 Stormwater Management

Stormwater refers to rainwater and melted snow that flows over land, roads, parking lots, lawns and other sites. Under natural conditions, stormwater is intercepted by vegetation and then absorbed into the ground and filtered. Eventually, stormwater contributes to replenishing aquifers or is absorbed into plants or the ground and filtered. In urban and rural areas, however, impervious surfaces such as roads and roofs reduce the amount of precipitation from naturally soaking into the ground, resulting in increased runoff, erosion and flooding during storm events.

Objectives

2.6.20.1 To recognize stormwater as a resource and to manage stormwater in a way that protects, improves or restores the health of water resources, minimizes flooding and erosion, and considers the risks and vulnerabilities of stormwater infrastructure to climate change and the role of stormwater management in climate change adaptation.

2.6.20.2 To implement an integrated *watershed* approach for the management of stormwater to protect public health and safety and the natural environment.

2.6.20.3 To manage stormwater to maintain the natural hydrologic cycle, reduce risks associated with flooring and stream erosion, replenish ground water resources and protect, improve or restore water quality and natural heritage system functions.

2.6.20.4 To practice and encourage effective management of stormwater drainage for Regional *infrastructure* and facilities in order to protect, improve or restore water quantity and quality.

2.6.20.5 To ensure that the management of stormwater does not impede the intended use of Regional road rights-of-way to serve present and future transportation needs.

2.6.20.6 To ensure that adverse drainage impacts to Regional road rights-of-way will not occur as a result of stormwater flows from adjacent lands.

Policies

2.6.20.7 Work *jointly* with the local municipalities and the conservation authorities to develop stormwater ***master plans*** for serviced *settlement areas* that:

a) are informed by ***watershed planning***;

b) protect the quality and quantity of water by assessing existing stormwater systems and facilities;

c) characterize existing environmental conditions;

d) examine the cumulative environmental impacts of stormwater from existing and planned *development*, including an assessment of how climate change and extreme weather events will exacerbate these impacts and the identification of appropriate mitigation and adaptation strategies;

e) incorporate appropriate ***low impact development*** and *green infrastructure* approaches;

f) identify the need for stormwater management retrofit opportunities that could improve the level of stormwater management for areas where stormwater is uncontrolled or inadequately controlled;

g) identify the full life cycle costs of the stormwater *infrastructure*, including maintenance costs, and options to finance costs over the long term; and

h) include an implementation and maintenance plan.

2.6.20.8 Work *jointly* with the local municipalities and conservation authorities to maximize the extent and function of vegetative and pervious surfaces, thereby reducing the volume of stormwater needed to be managed within developed areas.

2.6.20.9 Promote and implement stormwater management practices to maintain the natural hydrologic cycle, reduce risks associated with flooding and stream erosion, replenish ground water resources and *protect*, improve or restore water quality and natural heritage system functions.

2.6.20.10 Promote and implement a treatment train approach to manage stormwater incorporating a hierarchy of stormwater management practices including at source, conveyance and end of pipe solutions.

2.6.20.11 Direct the local municipalities to develop and implement stormwater management programs which address policy, planning, design, operations, and maintenance requirements for the provision of stormwater *services* to local communities.

2.6.20.12 Direct the local municipalities to integrate stormwater management planning requirements throughout the planning approvals process in accordance with provincial requirements and to implement the guidance and recommendations of ***watershed*** and ***subwatershed plans***, master environmental servicing plans, environmental impact studies and ***stormwater master plans***, *as appropriate*.

2.6.20.13 Direct the local municipalities to require proposals for large-scale *development* to be supported by a ***stormwater management plan*** that:

a) is informed by a ***subwatershed plan*** or equivalent;

b) incorporates an integrated treatment train approach which meets stormwater management requirements including for water balance, water quantity, water quality and erosion control;

c) incorporates ***low impact development*** and *green infrastructure* approaches;

d) minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and

e) aligns with the ***stormwater master plan*** for the *settlement area*, where applicable.

2.6.20.14 Encourage the local municipalities to prepare comprehensive *flood* and ***stormwater management plans*** for areas undergoing *intensification* and re*development* in advance of or concurrent with *development* approvals.

Stormwater Management within Regional Roads and Regional Facilities

2.6.20.15 Manage stormwater quality and quantity by undertaking environmentally *sustainable* site design and building practices that avoid, minimize or mitigate stormwater runoff volume, contaminant loads and impacts to receiving watercourses and ground water.

2.6.20.16 Implement ***low impact development*** and *green infrastructure* practices which recognize that stormwater is most effectively managed on-site where it falls to mimic natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater supplemented by conveyance, then end-of-pipe solutions.

2.6.20.17 Discourage the use of Regional road rights-of-way to accommodate drainage from *development* or *site alteration* on adjacent lands.

2.6.20.18 Only allow the use of Regional road rights-of-way to convey stormwater when it is demonstrated by the proponent that directing the flow of drainage into the local municipal storm sewer system is not feasible and the stormwater run-off from a proposed *development* or *site alteration* will not negatively impact the performance of the Regional road drainage system to the satisfaction of the Region and relevant approval agencies.

2.6.20.19 Require that all drainage from *development* or *site alteration* on adjacent lands that drain into a Regional storm sewer meet criteria identified in assessment studies such as ***watershed*** or ***subwatershed plans*** and demonstrate the following:

a) Post-*development* flow should be equal to or less than the pre-development levels in order to not exacerbate or increase the downstream *flood* risk;

b) Drainage does not adversely affect the capacity and performance of Regional *infrastructure*;

c) Drainage does not adversely impact water balance, or exacerbate or increase the downstream erosion risk; and

d) Drainage does not adversely impact water quality to the Regional road drainage system or receiving waterways.

When the above conditions are not feasible, should the Region deem it acceptable to allow drainage from *development* or *site alteration* on adjacent lands, the Region may require the provision of offsetting compensation to ensure stormwater is managed effectively.

2.6.20.20 Direct the local municipalities and conservation authorities to ensure that stormwater drainage from Regional roads is considered and comprehensively managed during the development of ***stormwater management plans*** for new *development* or re*development*.

2.7 Source Water Protection

The quantity and quality of drinking water can be adversely affected by incompatible activities and land uses which have the potential to contaminate or reduce the supply of drinking water sources. The Clean Water Act provides a framework through which municipalities can protect existing and future sources of municipal drinking water and requires the preparation of source protection plans. A source water protection plan is a *watershed* based strategy containing policies which direct how the quality and quantity of municipal drinking water supplies will be protected. In Peel Region, the Credit Valley Conservation –Toronto and Region Conservation – Central Lake Ontario Conservation (CTC), South Georgian Bay –Lake Simcoe (SGBLS) and Halton Hamilton (HH) Source Protection Committees have led the preparation of source water protection plans, all of which apply to various portions of the Region. The applicable land use planning policies have been incorporated into the Region of Peel Official Plan. These policies must be read in conjunction with the applicable source protection plans and local municipal official plans.

Objectives

2.7.1 To provide a multi-barrier approach to protecting the quantity and quality of existing and future drinking water sources from incompatible land uses and *significant drinking water threats*.

2.7.2 To ensure that a *drinking water threat* activity does not become a *significant drinking water threat*.

2.7.3 To promote the *stewardship* of drinking water sources in collaboration with the Province, local municipalities and conservation authorities.

Policies

2.7.4 *Support* the development and implementation of education and awareness initiatives in collaboration with the local municipalities, conservation authorities, and the Province, which promote the protection and *stewardship* of drinking water sources in *vulnerable areas*.

2.7.5 Identify and implement the following source protection plans, as identified on Schedule A-4, that apply to Peel Region:

a) CTC Source Protection Plan

b) South Georgian Bay Lake Simcoe Source Protection Plan

c) Halton Hamilton Source Protection Plan

2.7.6 Direct the local municipalities to identify the boundaries of *vulnerable areas* including *wellhead protection areas*, *highly vulnerable aquifers*, *intake protection zones*, *significant ground water recharge areas*, and *issue contributing areas* in their official plans.

2.7.7 Direct the local municipalities to include policies in their official plans to restrict, prohibit and/or regulate *development* and *site alteration* within *vulnerable areas*, in accordance with the applicable source protection plan.

2.7.8 Direct the local municipalities to require the appropriate studies in accordance with the applicable source protection plan to assess whether *development* and *site alteration* will be a potential threat to a municipal drinking water source within a *vulnerable area* and determine whether *development* or *site alteration* should be restricted, prohibited or regulated.

Restricted Land Use Policies

2.7.9 Direct the Town of Caledon to:

a) designate all land uses, except residential land uses, as restricted land uses in accordance with Section 59 of the Clean Water Act, in all areas where *drinking water threat* activities are, or would be, a *significant drinking water threat,* for the purpose of implementing a Prohibition (Section 57) or a Risk Management Plan (Section 58) in accordance with the applicable source protection plan;

b) circulate applications for *development* and *site alteration* within a *wellhead protection area* or *issue contributing area* to the *Risk Management Official* for review to determine whether Section 57 Prohibition or Section 58 Regulated Activities of the Clean Water Act, applies to the activity for which the land is to be used; and

c) require applications for *development* and *site alteration* in a *wellhead protection area* or *issue contributing area* to submit a *source water disclosure report* and Section 59 Notice as part of a complete application, as required.

Wellhead Protection Areas and Issue Contributing Areas

2.7.10 Identify *wellhead protection areas* and *issue contributing areas* on Schedule A-5.

2.7.11 Identify the relative vulnerability of *wellhead protection area*s shown on Schedule A-5 by indicating their vulnerability to *drinking water threat*s as a vulnerability score which ranges from 1 to 10, with 10 representing the highest vulnerability.

2.7.12 Direct the Town of Caledon to prohibit or restrict the following *development* or *site alteration* in *wellhead protection areas* and *issue contributing areas* where the *development* or *site alteration* is a *significant drinking water threat*, in accordance with the applicable source protection plan:

a) Waste disposal sites
b) Septic systems
c) Stormwater management ponds
d) Sanitary sewers and related *infrastructure*
e) Sewage treatment plants
f) Parking lots, roadways and sidewalks
g) Storage facilities for agricultural source material
h) Storage facilities for non-agricultural source material
i) Storage facilities for commercial fertilizers
j) Storage facilities for pesticides
k) Storage facilities for road salt
l) Storage facilities for snow storage
m) Storage facilities for fuel
n) Storage facilities for dense non-aqueous phase liquids (DNAPL)
o) Storage facilities for organic solvent
p) Outdoor confinement or farm animal yard

CTC Source Protection Plan Area Policies

Waste Disposal Sites

2.7.13 Direct the Town of Caledon to prohibit the use of land for the following types of waste disposal facilities in *wellhead protection area*s A and B with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 9 and *issue contributing area*s for nitrates or pathogens where the use would be a significant drinking water threat:

a) Storage, treatment, and discharge of tailings from mines

b) Landfarming of petroleum refining waste;

c) Landfilling of hazardous waste;

d) Landfilling of municipal waste;

e) Landfilling of solid non-hazardous industrial or commercial waste;

f) Liquid industrial waste injection into a well;

g) Storage of hazardous or liquid industrial waste at large facilities such as landfills and transfer stations; and

h) Storage of wastes described in clauses (p), (q), (r), (s), (t) or (u) of the definition of "hazardous waste", or in clause (d) of the definition of "liquid industrial waste" as large facilities such as landfills and transfer stations in Section 1 of Regulation 347 (General – Waste Management) R.R.O. made under the Environmental Protection Act.

Septic Systems Under the Building Code Act – Vacant Lots of Record

2.7.14 Direct the Town of Caledon to restrict *development* dependent on septic systems governed under the Building Code Act on vacant existing lots of record in *wellhead protection area*s A, B and E with a vulnerability score of 10 and *issue contributing area*s for nitrates or pathogens. Septic systems may be permitted if the *development* is subject to site plan control in order to ensure that the location and design is optimized in relation to *significant drinking water threat*s.

Septic Systems Under the Building Code Act – New Lots

2.7.15 Direct the Town of Caledon to prohibit the creation of new lots requiring septic systems governed under the Building Code Act in *wellhead protection area* A, where the activity would be a *significant drinking water threat*.

2.7.16 Direct the Town of Caledon to restrict the creation of new lots requiring septic systems governed under the Building Code Act in *wellhead protection area*s B and E with a vulnerability score of 10 and *issue contributing area*s for nitrates or pathogens. New lots shall only be permitted if a hydrological assessment to determine the appropriate *development* density has been prepared by a qualified professional licensed to carry out the work and the municipality is satisfied that the activity will not become a *significant drinking water threat*.

Septic Systems Under the Ontario Water Resources Act

2.7.17 Direct the Town of Caledon to prohibit *development* dependent on septic systems governed under the Ontario Water Resources Act in *wellhead protection area* A, where the activity would be a *significant drinking water threat*.

2.7.18 Direct the Town of Caledon to restrict *development* dependent on septic systems governed under the Ontario Water Resources Act in *wellhead protection area*s B and E with a vulnerability score of 10 and *issue contributing area*s for nitrates, pathogens, sodium or chloride. New *development* shall only be permitted if it has been demonstrated through an approved environmental assessment or similar planning process that the location of the septic system is the preferred alternative and the safety of the *drinking water system* has been assured.

Stormwater Management

2.7.19 Direct the Town of Caledon to prohibit the use of land for the establishment of a new stormwater management facility in *wellhead protection area* A, where the discharge, including infiltration, of stormwater to land or surface water would be a *significant drinking water threat*.

2.7.20 Direct the Town of Caledon to restrict the use of land for the discharge of stormwater to land or surface water from a stormwater management facility in *wellhead protection area* B with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 8 or greater, and in *issue contributing area*s for nitrates, pathogens or chloride, where the activity would be a *significant drinking water threat*. The use of land for the discharge of stormwater shall only be permitted if it has been demonstrated through an approved environmental assessment or similar planning process that the location of the discharge from a stormwater management facility is the preferred alternative and the safety of the ***drinking water system*** has been assured.

Sanitary Sewers and Related Pipes

2.7.21 Direct the Town of Caledon to restrict *development* dependent on sanitary sewers and related pipes in *wellhead protection areas* A, B and E with a vulnerability score of 10, and in *issue contributing areas* for nitrates or pathogens. New *development* dependent on sanitary sewers and related pipes shall only be permitted where it has been demonstrated through an approved environmental assessment or similar planning process that the location of the sanitary sewer and related pipes is the preferred alternative and the safety of the drinking water has been assured.

Storage of Sewage

2.7.22 Direct the Town of Caledon to prohibit the use of land for the establishment of sewage storage facilities in *wellhead protection area* A with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 9 or greater, and in *wellhead protection area* E in an *issue contributing area* for nitrates or pathogens, where the activity would be a *significant drinking water threat*.

2.7.23 Direct the Town of Caledon to restrict the use of land for the establishment of sewage storage facilities in *wellhead protection area* B with a vulnerability score of 8 or greater, *wellhead protection area* C with a vulnerability score of 8, and *issue contributing areas* for nitrates or pathogens. The use of land for sewage storage facilities shall only be permitted where it has been demonstrated through an approved environmental assessment or similar planning process that the location of the sewage storage facility is the preferred alternative and the safety of the ***drinking water system*** has been assured.

Sewage Works

2.7.24 Direct the Town of Caledon to prohibit *development* dependent on the establishment of sewage works where the sewage works discharge would be a *significant drinking water threat* and the discharge is to surface water from:

a) combined sewer discharge from a stormwater outlet to surface water or sewage treatment plant bypass discharge to surface water in *wellhead protection area* E with a vulnerability score of 8 or greater, and in *wellhead protection area* E in an *issue contributing area* for nitrates or pathogens;

b) industrial effluent discharges in *wellhead protection area* E with a vulnerability score of 8 or greater, and in *wellhead protection area* E in an *issue contributing area* for nitrates, pathogens or chloride; and

c) sewage treatment plant effluent discharges including lagoons in *wellhead protection area* A and B with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 8 or greater, and in a *wellhead protection area* E in an *issue contributing area* for nitrates or pathogens.

Road Salt

2.7.25 Direct the Town of Caledon to prohibit new parking lots greater than 2000 square metres in area in *wellhead protection area* A and new parking lots greater than 200 square metres in area in *wellhead protection area* A in an *issue contributing area* for sodium or chloride, where the application of road salt to parking lots would be a *significant drinking water threat*.

2.7.26 Direct the Town of Caledon to require a salt management plan as part of a complete application in *wellhead protection area* B with a vulnerability score of 10, *wellhead protection area* E with a vulnerability score of 9 or greater, and in *issue contributing area*s for sodium or chloride, where the application of road salt is a *significant drinking water threat*. Salt management plans shall set out mitigation measures to minimize and reduce the use of salt including but not limited to the design of parking lots, roadways and sidewalks to avoid ponding of water, and directing stormwater discharge outside of *vulnerable area* where possible.

2.7.27 Encourage the local municipalities to require a salt management plan as part of a complete application in all *vulnerable areas* where the application of road salt to impervious areas is a moderate or low threat in *wellhead protection area*s A, B, C, D and E, *highly vulnerable aquifer*s and *significant groundwater recharge areas*.

Water Quantity Threats – Water Taking

2.7.28 Direct the Town of Caledon to only permit new *development* in *wellhead protection area* Q1, if:

a) the *development* does not require a new or amended permit to take water; or

b) a new or amended permit to take water is required that prior to final approval, the Ministry of Environment, Conservation and Parks has determined that the proposed taking will not become a *significant drinking water threat*.

2.7.29 Only permit *settlement area* expansions in a *wellhead protection area* Q1 subject to a *municipal comprehensive review* where the applicable provincial planning criteria have been met and the following has been demonstrated:

a) the aquifer has sufficient capacity to sustainably provide municipal water *services* to the expanded *settlement area*;

b) the expansion will not adversely impact the aquifer's ability to meet the municipal water supply requirements for current and planned service capacity, for other permitted takings, or for wastewater receiving bodies; and

c) the hydrological integrity of municipal wells will be maintained.

Water Quantity Threats – Recharge Reduction

2.7.30 Direct the Town of Caledon to only permit new *development* or *site alteration* in *wellhead protection area* Q2, where a reduction of recharge to the aquifer is a *significant drinking water threat* by:

a) Requiring new *development* and *site alteration*, except *agricultural uses,* to implement best management practices such as ***low impact development*** with a goal to maintain pre-development recharge, when feasible;

b) Requiring that all site plan and subdivision applications for major residential, commercial, industrial and institutional *development* provide a water balance assessment to the satisfaction of the municipality, which addresses each of the following requirements:

   i) the maintenance of pre-development recharge to the greatest extent feasible through best management practices such as ***low impact development***, minimizing impervious surfaces, and lot level infiltration;

   ii) where pre-development recharge cannot be maintained on site, implement and maximize off-site recharge enhancement within the same *wellhead protection area* Q2 to compensate for any predicted loss of recharge from the *development*; and

   iii) for new *development* excluding a minor variance within the *wellhead protection area* Q2 and in an *issue contributing area* for sodium, chloride or nitrates, the water balance assessment shall consider water quality when recommending best management practices and address how recharge will be maintained and water quality will be protected.; and

c) Requirements shall be implemented to the extent feasible and practicable given the specific circumstances of a site and off-site recharge opportunities. Agricultural, *agricultural related* and *on-farm diversified* uses are exempt from this requirement if the total impervious surface does not exceed 10 per cent of the lot.

2.7.31 Only permit *settlement area* expansions in *significant groundwater recharge areas* in *wellhead protection area* Q2 as part of a *municipal comprehensive review* where it has been demonstrated that recharge functions will be maintained.

Applicability of Policies to *Existing Threat Activities*

2.7.32 The above policies applicable to the CTC Region Source Protection Plan do not apply to *existing threat activities* in accordance with the provisions of the source protection Plan.

South Georgian Bay Lake Simcoe Source Protection Plan Area Policies

Road Salt

2.7.33 Direct the Town of Caledon to require a risk management plan as part of a complete application in *wellhead protection area*s, where the application of road salt is a *significant drinking water threat*. New *development* shall be subject to site plan control to ensure that,

where possible, the extent and location of impervious surfaces are minimized, site grading and drainage is designed to reduce ponding, and run-off is directed outside of *vulnerable areas* or to storm sewers.

Stormwater Management

2.7.34 Direct the Town of Caledon to include policies in its official plan to ensure the design of new stormwater management facilities reduces the risk of contaminating drinking water, and where possible directs the discharge of stormwater outside of *wellhead protection area*s, where the activity would be a *significant drinking water threat*.

Sewage System *Infrastructure*

2.7.35 Direct the Town of Caledon to include policies in its official plan to ensure the location of new private or public sewage system *infrastructure*, wherever possible, is outside of *wellhead protection area*s and *issue contributing area*s, where the activity would be a *significant drinking water threat*.

2.7.36 Encourage the Town of Caledon to require master environmental servicing plans (MESPs) or an equivalent plan as part of a complete application in all *vulnerable areas* to avoid locating *development, infrastructure*, stormwater pond discharges and sanitary sewers and related pipes in all *vulnerable areas* where the *infrastructure* would be a *significant drinking water threat*.

Septic Systems Under the Building Code Act

2.7.37 Direct the Town of Caledon to only permit new *development* dependent on septic systems regulated under the Building Code Act in *wellhead protection area*s and *issue contributing area*s, where septic systems would be a *significant drinking water threat*, if the lot size for any *development* is based on the most current provincial guideline for individual on-site servicing. Lots of record that existed on the date of effect of the source protection plan are exempted.

Applicability of Policies to Existing Threat Activities

2.7.38 The above policies applicable to the South Georgian Bay Lake Simcoe Region Source Protection Plan do not apply to *existing threat activities* in accordance with the provisions of the source protection Plan.

Halton Hamilton Source Protection Plan Policies

2.7.39 Work with the conservation authorities and City of Mississauga to further the objectives of the Halton Hamilton Source Protection Plan to protect, improve and restore the quality and quantity of water resources in *vulnerable areas*.

Intake Protection Zones

2.7.40 Identify *intake protection zones* on Schedule A-6.

2.7.41 Work with and *support* the local municipalities, conservation authorities and the Province to protect the Lake Ontario drinking water supply by promoting spills prevention, sharing information about source protection and implementing risk reduction and mitigation measures as directed by the applicable source protection plan.

Highly Vulnerable Aquifers

2.7.42 Identify *highly vulnerable aquifer*s on Schedule A-2**.**

2.7.43 Direct the local municipalities to protect *highly vulnerable aquifer*s in accordance with the policies of this Plan.

2.7.44 Work with the local municipalities to encourage land uses considered to be a high risk to ground water that are located within areas of high aquifer vulnerability to implement best management practices including requiring the submission of a *contaminant management plan* as a condition of *development* approval.

2.7.45 Encourage the local municipalities to require a salt management plan to reduce the future use of salt as a condition of *development* in *highly vulnerable aquifer*s in accordance with the applicable source protection plan.

Significant Groundwater Recharge Areas

2.7.46 Identify *significant groundwater recharge areas* on Schedule A-3.

2.7.47 Direct the local municipalities to protect *significant groundwater recharge areas* in accordance with the policies of this Plan.

2.7.48 Direct the local municipalities to require *development* in *significant groundwater recharge areas* to implement ***low impact development*** and *green infrastructure* stormwater practices to maintain pre-development recharge rates to the greatest extent feasible in accordance with applicable provincial and municipal requirements.

2.7.49 Encourage the local municipalities to consider requiring a salt management plan to reduce the future use of salt as a condition of *development* in *significant groundwater recharge areas* in accordance with the applicable source protection plan.

2.8 Lake Ontario

The Great Lakes are a treasure which contain nearly 20 per cent of the earth's fresh surface water, with Lake Ontario being a component of the Great Lakes system. Lake Ontario is an important economic resource that provides access to ocean shipping and supports an important freshwater fishery.

Nearly one-quarter of the present population of Canada lives in southern Ontario near Lake Ontario and relies on this resource. Lake Ontario is the source of drinking water for Brampton and Mississauga and some parts of Caledon. For many of Peel's residents, it is a place for leisure activities and aesthetic views. Lake Ontario receives water from many sources. The creeks, streams and rivers in Peel Region eventually reach the Lake. The health of these water sources has an impact on the health of the lake.

It is therefore important that land and water resource initiatives along the river *valley and stream corridors* and the upland *headwater* areas of Peel be complemented by efforts to sustain and create fish and wildlife habitat along the Lake Ontario Waterfront and contribute to the overall health of the Lake. Sections 2.14 and 2.16 of the Plan deals with the protection and management of the Lake Ontario Shoreline in more detail.

Policies

2.8.1 Participate in international, national, provincial, inter-regional and local municipal initiatives, including the implementation of Ontario's Great Lakes Strategy and Great Lakes Protection Act, and the preparation and implementation of initiatives to *protect*, improve and restore the aquatic *ecosystem* of Lake Ontario and its associated *shoreline*.

2.8.2 Encourage the City of Mississauga, the conservation authorities and the appropriate agencies to develop and implement an Integrated Shoreline Management Plan for Lake Ontario and it's shoreline and associated hazards.

2.8.3 *Protect*, improve and restore the quantity and quality of water resources for the supply of potable water and maintenance of *ecological integrity* in Peel.

2.9 Lake Simcoe

The ***Lake Simcoe watershed*** contains ***significant*** natural , urban and agricultural systems including parts of the *Oak Ridges Moraine* and Greenbelt. The boundary of the ***Lake Simcoe watershed*** extends into the northeast portion of Peel Region in the Palgrave community in the Town of Caledon. This portion of the *watershed* is called the West Holland *subwatershed*.

The ***Lake Simcoe watershed*** has experienced a wide range of interrelated adverse pressures. These include excessive nutrients, pollutants, invasive species, impacts of climate change and increasing pressures from human activities. As a part of the Provincial Government's strategy to *protect* and restore the ecological health of the *watershed*, the Lake Simcoe Protection Act was passed and the subsequent Lake Simcoe Protection Plan took effect in 2009. The objectives of the plan are to protect, improve or restore the ecological health of the *watershed*, including reducing the levels of phosphorus and the discharge of pollutants into Lake Simcoe and its *tributaries*.

The policies of the Lake Simcoe Protection Plan, which are applicable to a portion of the Region, have been incorporated into this section of the Region of Peel Official Plan. The policies should be read in conjunction with the detailed provision of the Lake Simcoe Protection Plan, relevant provincial policies, plans and acts which together express the Province's interest and direction with regard to protecting the ecological health and environmental sustainability of the ***Lake Simcoe watershed***.

Policies

2.9.1 *Protect*, improve and restore the elements that contribute to the ecological health of the ***Lake Simcoe watershed***, including water quality, hydrology, ***key natural heritage features*** and their functions and ***key hydrologic features*** and their functions.

2.9.2 Promote the protection, restoration and enhancement of natural heritage and the shorelines within the ***Lake Simcoe Watershed***.

2.9.3 Recognize the *ecosystem* approach whereby Lake Simcoe and its *watershed* is an interconnected system.

2.9.4 Recognize the shared responsibility among all orders of government to achieve effective implementation of the Lake Simcoe Protection Plan.

2.9.5 Direct the Town of Caledon to develop appropriate official plan policies and zoning by-law provisions to implement the requirements of the Lake Simcoe Protection Plan.

2.9.6 Identify the boundaries of the Lake Simcoe Protection Plan on Schedule B-1 and to recognize that the boundary may be further refined in the Town of Caledon Official Plan.

2.9.7 In the event of a conflict between the Lake Simcoe Protection Plan policies in Section 2.9 of this Plan and the Oak Ridges Moraine Conservation Plan policies, with respect to a matter that affects or has the potential to affect the ecological health of the Lake Simcoe watershed, the provision that provides the greatest protection to the ecological health of the Lake Simcoe watershed prevails.

Land Use

2.9.8 Permit all ***existing uses*** lawfully used for such purposes on the day before the Lake Simcoe Protection Plan came into force.

2.9.9 Permit ***development*** or ***site alteration*** on an existing lot of record provided that the lot of record was zoned for such ***development*** or ***site alteration*** as of the date the Lake Simcoe Plan came into force. Uses and structures are allowed subject to all applicable provisions of the Town of Caledon Official Plan and the Lake Simcoe Protection Plan.

Utilities and Infrastructure

2.9.10 Direct the Town of Caledon to prohibit new ***on-site sewage systems*** or ***subsurface sewage works*** within 100 metres of any ***permanent stream***, except in the following circumstances:

a) a proposal for an ***on-site sewage system*** or ***subsurface sewage works*** that would serve an ***agricultural use***, an ***agricultural-related use*** or a public open space;

b) a proposal for an ***on-site sewage system*** or ***subsurface sewage works*** that would replace or expand the capacity of an existing ***on-site sewage system*** or ***subsurface sewage works*** that will serve a use that would have been permitted by the applicable zoning by-law; or

c) a proposal for an ***on-site sewage system*** or ***subsurface sewage works*** that relates to a ***development*** proposal for only one dwelling, where the proposal would have been permitted by the applicable zoning by-law.

2.9.11 Prohibit the establishment of a new ***municipal sewage treatment plant*** in the ***Lake Simcoe watershed*** unless:

a) the new plan is intended to replace an existing ***municipal sewage treatment plant***; or

b) the new ***sewage treatment plant*** will provide sewage *services* to:
   i) a ***development*** that is on ***partial services***, or
   ii) a ***development*** where one or more ***subsurface sewage works*** or ***on-site sewage system*** are failing.

2.9.12 Direct the Town of Caledon to prohibit ***development*** that is dependent on new private ***sewage treatment plants*** in the ***Lake Simcoe watershed*** unless the applicant applying to establish the plant can demonstrate that:

a) the plant will result in a net reduction of phosphorous loadings to the *watershed* from the baseline conditions for the property that would be serviced by the new plant; or

b) the undertaking that the plant will serve will not add phosphorous loadings to the ***Lake Simcoe watershed***.

2.9.13 Require an environmental assessment for the expansion of an existing or the establishment of a new ***sewage treatment plant*** to be completed or approved prior to giving any approvals for the proposal under the Planning Act *or the* Condominium Act, for a proposed *settlement area* expansion or a ***development*** proposal outside of a *settlement area* that requires an increase in the existing rated capacity of a ***sewage treatment plant*** or the establishment of a new ***sewage treatment plant***.

2.9.14 Direct the Town of Caledon to require applications for ***major development*** within the Lake Simcoe Protection Plan boundary to be accompanied by a ***stormwater management plan*** that demonstrates:

a) consistency with stormwater management master plans;

b) consistency with *subwatershed* studies;

c) use of an integrated treatment train approach to minimize stormwater management flows and reliance on end-of-pipe controls;

d) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and

e) through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

Environmental Protection

2.9.15 Direct the Town of Caledon to incorporate measures into subdivision and site plan agreements to ensure that the ***development*** and ***site alteration***:

a) minimizes the removal of vegetation, grading and soil compaction;

b) prohibits removal of vegetation more than 30 days before prior to grading or construction;

c) puts in place structures to control and convey runoff;

d) minimizes sediment that is eroded offsite during construction;

e) require the seeding of exposed soils once construction is complete and seasonal conditions permit; and

f) ensure erosion and sediment controls are implemented effectively.

2.9.16 Direct the Town of Caledon to prohibit ***development*** that requires or proposes the alteration of ***intermittent streams*** within the Lake Simcoe Protection Plan Area.

2.9.17 Direct the Town of Caledon to require the re-establishment of vegetation if it has been removed from a ***key natural heritage feature*** or ***key hydrological feature*** as a result of any development, to the extent possible.

2.9.18 Direct the Town of Caledon to restrict ***development*** in *significant groundwater recharge areas* in order to *protect*, improve or restore the quality and quantity of ground water.

Recreational Uses

2.9.19 Where, in accordance with the policies of the Lake Simcoe Protection Plan, ***development*** and ***site alteration*** is permitted within 120 metres of a permanent or ***intermittent stream*** or a *wetland*, the Town of Caledon shall ensure the ***development*** or ***site alteration*** will be integrated with existing or proposed parks and trails to the extent feasible.

2.9.20 Direct the Town of Caledon to require an application to establish or expand ***major recreational uses*** to be accompanied by a recreation water use plan.

2.10 Niagara Escarpment

The *Niagara Escarpment* is a provincially *significant*, 725 kilometre long geological and ecological feature in southwestern Ontario, a portion of which runs through Peel. It is a source of some of southern Ontario's prime rivers and streams, and contains some ***significant*** heritage features, rare plants and ***significant*** habitats which act to clean the air, provide drinking water and support recreational activities that benefit public health and overall quality of life. In 1990, the *Niagara Escarpment*'s unique character was recognized by the United Nation's Educational Scientific and Cultural Organization (UNESCO) as a World Biosphere Reserve.

The Niagara Escarpment Planning and Development Act, together with the Niagara Escarpment Plan (NEP), this Plan and the Town of Caledon Official Plan, permits development through established land use designations, permitted uses and development criteria while protecting the important natural features, ***scenic resources*** and ***cultural heritage resources*** of the *Niagara*

Escarpment. The boundary and land use designations for the NEP Area within Peel are shown on Schedule B-2 of this Plan.

Goal

2.10.1 To facilitate the continued protection of the *Niagara Escarpment* in accordance with the Niagara Escarpment Plan.

Objectives

2.10.2 To implement the NEP through Regional planning documents and decisions in a manner that respects the Five Principles of this Plan, and applies the policies of the NEP to the Regional and local context.

2.10.3 To provide direction to the Town of Caledon to develop appropriate policies in its official plan for implementing the NEP.

2.10.4 To undertake all Regional responsibilities in a manner that respects the intent of the NEP.

Policies

2.10.5 Recognize the requirements and policies of the NEP.

2.10.6 Read and interpret the policies of Section 2.10 of this Plan in conjunction with all other applicable policies of the Plan and apply the most restrictive policies, except where they conflict with the NEP.

2.10.7 Direct the Town of Caledon to develop appropriate official plan policies and zoning by-law regulations to implement the requirements of the NEP. This includes specifically addressing those requirements that are appropriately addressed at the local municipal level. NEP policies include, but are not limited to land use designations, permitted uses, development criteria and lot creation.

2.10.8 Recognize that the Niagara Escarpment Commission is responsible for administering the NEP and issuing development approvals within the Development Control Area of the NEP.

Land Use Designations

2.10.9 In addition to the applicable policies of the Growth Plan and this Plan, designate Belfountain, Cataract, Cheltenham, Inglewood, Mono Mills and Terra Cotta as minor urban centres and ensure that any proposed expansion of these minor urban centres occurs in accordance with the NEP and the Niagara Escarpment Planning and Development Act.

2.10.10 All development within the NEP Area is subject to the provisions of the Niagara Escarpment Planning and Development Act, NEP, this Plan and the Town of Caledon's official plan and, and where applicable, any zoning by-law.

2.10.11 Direct the Town of Caledon to include policies in its official plan to minimize lot creation in accordance with the policies of the NEP and Policy 3.3.16 and Section 7.4.9 of this Plan and where new lots are permitted, maintain or enhance community character and protect natural heritage features.

Niagara Escarpment Parks and Open Space System (NEPOSS)

2.10.12 Support the Town of Caledon, Niagara Escarpment Commission, conservation authorities and the Bruce Trail Conservancy in the establishment and promotion of the Bruce Trail and the lands of the NEPOSS.

2.11 Oak Ridges Moraine

The *Oak Ridges Moraine* is one of Ontario's most significant landforms. Together with the *Niagara Escarpment*, Lake Ontario, and river valleys, it forms the foundation of south-central Ontario's natural heritage and greenspace systems. Located north of and parallel to Lake Ontario, the *Oak Ridges Moraine* divides the ***watersheds*** draining south into Lake Ontario from those draining north into areas such as Lake Simcoe and Georgian Bay. The *Oak Ridges Moraine* shapes the present and future form and structure of the Greater Toronto region and its ecological and hydrological features and functions are critical to the Region's continuing health.

Through the Oak Ridges Moraine Conservation Act and the accompanying Oak Ridges Moraine Conservation Plan (ORMCP), the Province has established direction for protecting the *Oak Ridges Moraine*. The ORMCP is a regulation to the Oak Ridges Moraine Conservation Act. The boundary and land use designations for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) within Peel are shown on ScheduleB-3 in this Plan.

The purpose of the ORMCP is to provide land use and resource management direction on how to protect the ecological and hydrological features and functions of the *Oak Ridges Moraine*. The requirements of the ORMCP are intended to satisfy a range of objectives. These objectives include, but are not limited to, ensuring that the *Oak Ridges Moraine* is maintained as a continuous natural landform, restoring and improving *ecological integrity* and *connectivity* between natural features and functions which can reduce the impacts of climate change, and providing opportunities for compatible recreation, including a continuous recreational trail across the *Oak Ridges Moraine*.

Protection of water resources is imperative to ensure the health of residents and maintaining *ecological integrity*. The ORMCP requires comprehensive ***watershed*** planning, the establishment of ***wellhead protection areas***, water budgets and water conservation plans, and the consideration of the potential for ground water aquifers to be impacted by various land uses.

The Oak Ridges Moraine also contains and supports the *Agricultural System* comprised of *Prime Agricultural Areas*, *Rural Lands* and an *agri-food network* of infrastructure, services and assets that support the agricultural and rural economy. The *agri-food network* and agricultural land base of *Prime Agricultural Areas* and *Rural Lands* as identified and designated in this Plan extends across the ORMCP's Countryside Area, Natural Core Area and Natural Linkage Area designations and provides linkages to the *Agricultural System* outside the ORMCP Area. Permitted uses within the *Prime Agricultural Areas* and *Rural Lands* are supported in accordance with the policies of the ORMCP and this Plan.

Municipal official plans and zoning bylaws must conform to the ORMCP. The major provisions that are relevant at the Regional level have been incorporated into this section of the Region of Peel Official Plan. However, these policies must be read in conjunction with the detailed provisions of the ORMCP, all other applicable policies of this Plan, and the Town of Caledon Official Plan. The conformity exercise required by Section 9 of the Oak Ridges Moraine Conservation Actallows municipalities to refine ORMCP policies to Regional and local circumstances. Further, it allows municipalities to be more restrictive than the ORMCP except with respect to *agricultural uses*, ***mineral aggregate operations***, and ***wayside pits***.

A significant rural population lives in the Peel and Caledon portion of the *Oak Ridges Moraine*. Together with the Town of Caledon's Official Plan and Zoning By-law, it is the intention of this Plan to recognize and protect the continuing presence of ***existing*** residential uses as legal conforming uses, while encouraging minimum impacts on the long-term *ecological integrity* of the *Oak Ridges Moraine*.

Goal

2.11.1 To implement the ORMCP to protect the ecological and hydrological features and functions of the *Oak Ridges Moraine* and the associated benefits to Peel residents.

Objectives

2.11.2 To implement the ORMCP in a manner that respect the Five Principles of this Plan, through Regional planning documents and decisions and refines the policies of the ORMCP to Regional and local circumstances.

2.11.3 To provide direction to the Town of Caledon to develop appropriate policies in its official plan for implementing the ORMCP.

2.11.4 To undertake all Regional responsibilities in a manner that respects the intent of the ORMCP.

Policies

2.11.5 Recognize the requirements and policies of the Oak Ridges Moraine Conservation Plan.

2.11.6 Read and interpret the policies of Section 2.11 of this Plan in conjunction with all other applicable policies of the Plan and apply the most restrictive policies, except where prohibited by the ORMCP.

2.11.7 Direct the Town of Caledon to develop appropriate official plan policies and a zoning by-law to implement and refine the requirements of the ORMCP. This includes specifically addressing those requirements that are more appropriately addressed at the local municipal level. Policies are to include, but are not limited to those addressing servicing requirements and restrictions, the continuation of ***existing*** uses, permitting buildings or structures on ***existing lots*** of record, ***accessory uses***, the applicability of the Table in Part III of the ORMCP to ***existing*** uses, second dwellings, approved uses, lot creation, and permitted uses. Lot creation policies shall be in accordance with the policies of the ORMCP and Section 7.4.9 of this Plan.

2.11.8 Within the *Oak Ridges Moraine*, there are applications under the Planning Act and Condominium Act, which due to their date of commencement and decision, are subject to the Transition provisions of the Oak Ridges Moraine Conservation Act.

2.11.9 All applications for *development* or *site alteration*, which commenced on or after November 17, 2001, are required to conform to the ORMCP.

2.11.10 Direct the Town of Caledon, when it amends its official plan and zoning by-law to bring them into conformity with the ORMCP to:

a) Permit the use of land, buildings or structures for a purpose prohibited by the ORMCPA, if the land, building or structure was lawfully used for that purpose on November 15, 2001 and continues to be used for that purpose;

b) Recognize, within the ORMCPA, existing residential uses and new single dwellings on existing lots of record where a single dwelling would have been lawfully permitted by the Town of Caledon's existing zoning by-law on November 15, 2001;

c) Consider, within the ORMCPA, recognizing ***existing*** uses that are not residential in its zoning by-law on a site specific basis, subject to consideration of existing and potential impacts on the *ecological integrity* of the *Oak Ridges Moraine*;

d) Consider incorporating policies in its official plan, within the ORMCPA, that allow uses and structures accessory to existing uses and new ***single dwellings*** on ***existing lots*** of record, subject to all applicable provisions of the Town's official plan and the ORMCP; and

e) Incorporate policies in its official plan, within the ORMCPA, that permit *additional residential units* in accordance with the Planning Act, subject to all applicable provisions of the Town's official plan, this Plan and the ORMCP.

2.11.11 Permit the Town of Caledon to be more restrictive in its official plan and zoning by-law, except as prohibited by the ORMCP.

2.11.12 Recognize the external boundary of the ORMCPA in Peel as shown on Schedule B-3.

Land Use Designations

2.11.13 Identify the boundaries of the land use designations on Schedule B-3 and to recognize that the boundaries may be further refined by the Town of Caledon when the Town's official plan and zoning by-law are amended in accordance with the Oak Ridges Moraine Conservation Act.

2.11.14 The following policies indicate the general purpose and intent of each of the ORMCP land use designations, and provide general direction regarding permitted uses. These policies are to be supported by detailed policies in the Town of Caledon Official Plan:

a) Natural Core Areas - Maintain and where possible improve or restore *ecological integrity*. These areas have a high concentration of ***key natural heritage features***, ***key hydrologic features***, and/or ***landform conservation areas*** and are critical to maintaining and improving the integrity of the Moraine as a whole. New permitted uses are generally related to conservation and resource management, low intensity recreation, and agriculture subject to other provisions of the ORMCP. Within *Prime Agricultural Areas*, *on-farm diversified uses* and *agriculture-related uses* are permitted subject to other provisions of the ORMCP.

b) Natural Linkage Areas - Maintain, and where possible, improve or restore *ecological integrity* and open space linkages between Natural Core Areas, river valleys, and stream corridors. New permitted uses include those that are permitted in Natural Core Areas as well as ***mineral aggregate operations*** and ***wayside pits***, subject to other provisions in the ORMCP. Within *Prime Agricultural Areas*, *on-farm diversified uses* and *agriculture-related uses* are permitted subject to other provisions of the ORMCP.

c) Countryside Areas – Encourage agricultural and other uses that support the ORMCP by recognizing the *Agricultural System* and supporting *agri-food network* by protecting the *Prime Agricultural Areas*, promoting and protecting agricultural and other rural land uses as well as normal farm practices, and maintaining the character of Rural Settlements. These are areas of ***existing*** rural land uses including agriculture, recreation, Rural Settlements,

mineral aggregate operations, ***wayside pits***, parks, and open space. Rural Settlements are components of the Countryside designation. The Town of Caledon may permit new lots in Countryside Areas in accordance with the ORMCP and Policy 3.3.16 and Section 7.4.9 of this Plan and recognize the non-residential uses on ***existing*** lots of record in the Village of Palgrave where the use would have been lawfully permitted by the Town of Caledon's existing zoning by-law on November 15, 2001 and the use has addressed all the requirements of the ORMCP.

The Palgrave Estate Residential Community, the boundary of which is shown on ScheduleB-3, is an additional component of the Countryside Area and residential *development* is permitted, subject to the Town of Caledon official plan, as amended from time to time, and specified provisions of the ORMCP.

d) Settlement Areas are intended to focus and contain urban growth. All uses permitted by the applicable official plans are permitted, subject to the applicable sections of the ORMCP. In Peel, the only Settlement Area is the urban settlement of Caledon East.

2.11.15 Within the land use designations of the ORMCP, direct the Town of Caledon to identify *Prime Agricultural Areas* and *Rural Lands* designations in its official plan in accordance with Schedule D-1 of this Plan in order to provide a continuous productive land base for agriculture in accordance with the policies and mapping of this Plan and provincial requirements, *as appropriate*.

Natural and Hydrological Features

2.11.16 Define ***key natural heritage features*** and ***key hydrologic features*** in accordance with Policy 2.11.17 and Policy 2.11.18 of this Plan. Where ***key natural heritage features*** and ***key hydrologic features*** coincide with components of the Greenlands System, the policies of Section 2.14 of this Plan shall also apply.

2.11.17 As outlined in the ORMCP, define ***key natural heritage features*** as:

a) ***wetlands***;
b) *habitat of endangered and threatened species*;
c) ***fish habitat***;
d) ***Areas of Natural and Scientific Interest*** (life science);
e) ***significant valleylands***;
f) ***significant woodlands***;
g) ***significant wildlife habitat*** (including habitat of special concern species); and
h) ***sand barrens***, ***savannahs*** and ***tallgrass prairies***.

2.11.18 As outlined in the ORMCP, define ***key hydrologic features*** as:

a) permanent and intermittent streams;

b) ***wetlands***;
c) ***kettle lakes***; and
d) seepage areas and springs.

2.11.19 Direct the Town of Caledon to identify the location of known ***key natural heritage features*** and known ***key hydrologic features*** in its official plan and zoning by-law where such identification is technically feasible.

2.11.20 Direct the Town of Caledon to include in its official plan, appropriate policies to protect unevaluated and unmapped ***key natural heritage features*** and ***key hydrologic features***.

Further, direct the Town of Caledon to require all applicants for new *development* or *site alteration* to identify potential ***key natural heritage features*** and ***key hydrologic features*** and ensure that such features are appropriately evaluated and protected in accordance with any requirements of this Plan, the Town of Caledon Official Plan, and the ORMCP.

2.11.21 Direct the Town of Caledon to prohibit *development* and *site alteration* within a ***key natural heritage feature*** and/or a ***key hydrologic feature*** and within the associated minimum ***vegetation protection zone***, in accordance with the Table in Part III of the ORMCP, except as permitted by the ORMCP (e.g. ***existing*** uses and ***existing lots*** of record). *Agricultural uses*, other than associated on-farm buildings and structures, are permitted within the associated minimum ***vegetation protection zone***, but not in the feature itself.

2.11.22 Direct the Town of Caledon to include policies in its official plan requiring that an application for new *development* or *site alteration* with respect to land within the minimum area of influence that relates to a ***key natural heritage feature*** or a ***key hydrologic feature***, but outside the ***key natural heritage*** or ***key hydrologic feature*** itself, shall be accompanied by a natural heritage evaluation and/or a hydrological evaluation, as detailed in the ORMCP. The evaluation shall be prepared to the satisfaction of the Town of Caledon, in consultation with the Region and the applicable conservation authority, *as appropriate*. The Town of Caledon may develop guidelines to assist in the interpretation of this policy including appropriate mechanisms for refining and scoping evaluation requirements. These guidelines are to be developed in consultation with the Region and the applicable conservation authorities.

2.11.23 Direct the Town of Caledon to include policies in its official plan exempting applications related to new buildings or structures for *agricultural uses*, *agriculture-related uses* or *on-farm diversified uses* from the requirement for a natural heritage evaluation and/or a hydrological evaluation provided that the buildings or structures are located a minimum of 30 metres from a ***key natural heritage feature*** or ***key hydrological feature***.

2.11.24 Direct the Town of Caledon to include policies in its official plan to require that *agricultural uses*, *agriculture-related uses* or *on-farm diversified uses* within a minimum area of influence related to a ***key natural heritage feature*** or ***key hydrologic feature*** be carried out in accordance with best management practices to protect or restore ***key natural heritage***

features and related ***ecological functions*** or ***key hydrologic features*** and related ***ecological functions***.

2.11.25 Direct the Town of Caledon to include, in its official plan, appropriate policies that support ***connectivity***. These policies should include that applications for *development* or *site alteration* identify planning, design, and construction practices that ensure no buildings or other site alterations impede the movement of plants and animals along ***key natural heritage features***, ***key hydrologic features***, and adjacent land within Natural Core Areas and Natural Linkage Areas.

2.11.26 Prohibit the establishment of new ***mineral aggregate operations*** or ***wayside pits***, which commence after November 15, 2001 within a ***key natural heritage feature***, a ***key hydrologic feature***, and within the associated minimum ***vegetation protection zone***, except as may be considered by Section 35 (4) of the ORMCP.

Landform Conservation Areas

2.11.27 Identify Landform Conservation Areas in Peel for the ORMCPA on Figure 3.

2.11.28 Direct the Town of Caledon to require *development* or *site alteration* applications, except for ***mineral aggregate operations***, in a ***landform conservation area*** (Category 1 and 2) to identify planning, design and construction practices that will keep disturbance to landform character to a minimum in accordance with the ORMCP.

2.11.29 Direct the Town of Caledon to encourage applications for *development* and *site alteration* in the Settlement Area to adopt planning, design, and construction practices that will keep disturbance to landform character to a minimum, in accordance with the ORMCP.

2.11.30 Direct the Town of Caledon to require applicants for *development* or *site alteration* with respect to land in a provincially significant ***Area of Natural and Scientific Interest*** (Earth Science), or within the associated minimum area of influence, to complete to the Town's satisfaction an earth science evaluation in accordance with the ORMCP.

Infrastructure

2.11.31 Prohibit, subject to jurisdictional limitations, *infrastructure* in all land use designations, *Prime Agricultural Areas* and ***key natural heritage features*** and ***key hydrologic features*** and their related minimum ***vegetation protection zone*** unless the requirements of the ORMCP have been addressed to the satisfaction of the applicable approval authority, such as the Region of Peel and the Town of Caledon, in consultation with other relevant agencies, *as appropriate*.

2.11.32 Direct the Town of Caledon, in consultation with the Region and applicable conservation authorities, to develop a stormwater master plan in accordance with the

requirements of the ORMCP for the Caledon East Settlement Area and to require stormwater management plans for all ***major development*** in the ORMCPA.

2.11.33 In planning for the Regional Transportation and Road network, the Region will consider, jointly with the Town of Caledon, restrictions on haulage routes for transportation of chemicals and volatile materials in ***wellhead protection areas*** and in areas of high ***aquifer vulnerability***.

2.11.34 Prohibit the construction or expansion of partial services unless the following appropriate circumstances apply:

a) To address a serious health concern or environmental concern;

b) The construction or expansion of partial services approved under the Environmental Assessment Act before November 17, 2001 provided that the period of time during which the construction or expansion may begin has not expired; or

c) To service ***existing*** and new uses that are established in accordance with the Region of Peel Official Plan and Town of Caledon Official Plan within the approved partial service area identified on Figure 4.

Water Resources and Related Studies

2.11.35 Prepare in partnership with the Town of Caledon and the applicable conservation authority, ***watershed*** plans, including water budgets and water conservation plans, to meet the requirements of the ORMCP for every ***watershed*** in Peel having streams originating on the Moraine.

2.11.36 Incorporate by official plan amendment, the applicable objectives and requirements of a completed ***watershed*** plan into this Plan. Further, direct the Town of Caledon to also incorporate by official plan amendment, the applicable objectives and requirements of a completed ***watershed*** plan into the Town of Caledon Official Plan.

2.11.37 Direct the Town of Caledon to prohibit all *development* and *site alteration* in a ***subwatershed***, except in a *Settlement Area*, if it would cause the total percentage of the ***subwatershed*** area having ***impervious surfaces*** to exceed 10 percent, or any lower percentage specified in an approved ***watershed*** or ***subwatershed*** study.

2.11.38 Direct the Town of Caledon to include in its official plan, appropriate policies that take into account the desirability of ensuring that at least 30 percent of a ***subwatershed*** located within the ORMCPA has ***self-sustaining vegetation***.

2.11.39 Direct the Town of Caledon to prohibit the approval of ***major development*** unless the relevant requirements established in the ORMCP, including the capacity to adapt to climate change have been satisfied.

Wellhead Protection

2.11.40 Identify ***wellhead protection areas*** in Peel for the ORMCPA on Figure 5.

2.11.41 Undertake studies and modelling to determine the location and the extent of ***wellhead protection areas*** for all existing and future municipal wells within the ORMCPA. If, in the future, new municipal well(s) are located within the ORMCPA, the location of the new municipal well(s) and the associated ***wellhead protection areas*** will be shown on a figure to this Plan. Any changes or refinements to the ***wellhead protection areas*** identified in this Plan shall require an amendment to the Town of Caledon Official Plan that must be supported by ground water studies prepared to the satisfaction of the Region and the relevant approval authority.

2.11.42 Direct the Town of Caledon to prohibit or restrict, except in accordance with Section 6 (1) and Section 28 (3) of the ORMCP and subject to jurisdictional limitations, the storage (except by an individual for personal or family use) of petroleum fuels; petroleum solvents and chlorinated solvents; pesticides, herbicides and fungicides; construction equipment; inorganic fertilizers; road salt; contaminants listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990; and the generation and storage of ***hazardous waste*** or ***liquid industrial waste*** within ***wellhead protection areas*** in the ORMCPA, corresponding to the 0-2, 2-10, and 10-25 years of ***time of travel*** zones.

2.11.43 Direct the Town of Caledon to prohibit, except in accordance with Section 6(1) and Section 28(3) of the ORMCP and subject to jurisdictional limitations, the establishment of new storage of animal manure, ***animal agriculture***, and the storage of agricultural equipment, which commences after November 15, 2001, in the 0-2 ***time of travel*** zone within every ***wellhead protection area*** in the ORMCPA, in accordance with the ORMCP. The prohibition of *agricultural uses* does not apply to agricultural land if the owner or operator complies with the standards established under the Nutrient Management Act, and any applicable requirement under the Clean Water Act.

2.11.44 Investigate the need and potential for undertaking risk management and contingency planning within the ORMCPA. This includes spills response, contaminant recovery and aquifer rehabilitation plans where land uses involving the storage of potential contaminants currently existing in ***wellhead protection areas*** within the ORMCPA. Develop appropriate implementation tools, *jointly* with the Town of Caledon, interested agencies and other community stakeholders, *as appropriate*.

Areas of High Aquifer Vulnerability

2.11.45 Identify aquifer vulnerability areas in Peel for the ORMCPA on Schedule B-4.

2.11.46 Direct the Town of Caledon to prohibit, except in accordance with Section 6 (1) and Section 29(1.1) of the ORMCP and subject to jurisdictional limitations, in areas of high ***aquifer vulnerability*** within the ORMCPA, the generation and storage of ***hazardous waste*** or liquid waste; waste disposal sites and facilities, organic conditioning sites, and snow storage and disposal facilities; underground and above ground storage tanks that are not equipped with an approved secondary containment device; and storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990. The prohibition of *agricultural uses* does not apply to agricultural land if the owner or operator complies with the standards established under the Nutrient Management Act.

2.11.47 Direct the Town of Caledon to prohibit new ***rapid infiltration basins*** and ***rapid infiltration columns*** within the ORMCPA.

2.11.48 Direct the Town of Caledon to include policies in its official plan that prohibit waste disposal sites and organic soil conditioning sites in Natural Core Areas, Natural Linkage Areas, ***key natural heritage features***, ***key hydrologic features***, and related minimum vegetation protection zones, in accordance with the ORMCP.

Agricultural Resources

2.11.49 Direct that within the ORMCPA, in the case of conflict between the policies of Section 3.3 of this Plan and Section 33 of the ORMCP, the policies of the ORMCP prevail with respect to *agricultural uses* and shall apply to the extent that they are less restrictive.

2.11.50 Direct the Town of Caledon to include policies in its official plan to require that proponents of non-agricultural uses within the Natural Core, Natural Linkage and Countryside Area designations, where permitted in accordance with the policies of this Plan and the ORMCP, demonstrate that the proposed use will not have an adverse impact on *agricultural uses* or demonstrate that impacts will be minimized and mitigated to the extent possible in accordance with the ORMCP. Applications for ***mineral aggregate operations*** and *infrastructure* will require an *agricultural impact assessment.*

Mineral Resources

2.11.51 Direct that within the ORMCPA, in the case of conflict between the policies of Section 3.4 of this Plan and Section 33 of the ORMCP, the policies of the ORMCP prevail with respect to ***mineral aggregate operations*** and ***wayside pits*** and shall apply to the extent that they are less restrictive.

2.11.52 Prohibit ***mineral aggregate operations*** or ***wayside pits*** unless the appropriate requirements identified in Section 35 of the ORMCP, and the applicable policies of this Plan and the Town of Caledon Official Plan, subject to Policy 2.11.51, have been addressed to the

satisfaction of the Region of Peel and the Town of Caledon, in consultation with the applicable conservation authority.

2.11.53 Encourage and work collaboratively with the Province, Town of Caledon, agencies and the mineral aggregate industry to develop and implement comprehensive *rehabilitation* plans for parts of the ORMCP area affected by ***mineral aggregate operations***, *as appropriate*.

2.11.54 Require that applications for new ***mineral aggregate operations*** or ***wayside pits*** on lands within the *Prime Agricultural Area* implement the rehabilitation and restoration requirements of Section 35 of the ORMCP, including to the extent possible returning substantially all the land to a condition in which the soil capacity for agriculture is on average the same as it was before the ***mineral aggregate operation*** or ***wayside pit*** began operating.

Excess Soil

2.11.55 Direct the Town of Caledon to include policies in their official plan to require best practices for the management of excess soil generated and fill received during any *development* or *site alteration*, including *infrastructure* development, in accordance with the ORMCP.

2.12 Greenbelt Plan

The Greenbelt Plan provides policy direction within an area extending from Niagara Falls to Durham Region, referred to as the Greater Golden Horseshoe. The Greenbelt Plan, together with the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan, identifies where urbanization should not occur in order to provide protection to the agricultural land base and the ecological features, areas and functions occurring on this landscape. The Greenbelt Plan includes the Protected Countryside and lands within the Niagara Escarpment Plan Area, Oak Ridges Moraine Area and the *Parkway Belt West Plan* Area, and complements and supports other provincial level initiatives. It also seeks to improve ecological linkages between these areas and the surrounding major lake systems and watersheds.

The Greenbelt Plan sets out three geographic specific policies that apply within the Protected Countryside: the *Agricultural System*, the Natural System and *Settlement Areas*. Each of these areas has its own set of geographic specific policies as well as general policies that apply. Within Peel, the *Agricultural System* includes the *Prime Agricultural Area*, *Rural Lands* and the *agri-food network* of infrastructure, services and assets that support the agri-food sector. The Natural System identifies lands that support both natural heritage and hydrologic features and functions. Both systems maintain connections to the broader agricultural and natural systems of southern Ontario. The *Settlement Areas*, which are identified as Villages and Hamlets, vary in size, diversity and intensity of uses, and are found throughout the Protected Countryside. While providing permanent agricultural and environmental protection, the Greenbelt also contains important natural resources and supports a wide range of recreational and tourism uses, areas and opportunities.

The Urban River Valley designation provides protection for publicly owned lands that form important river valley linkages and corridors in an urban context between the Protected Countryside of the Greenbelt and Lake Ontario. These lands provide for a network of uses and facilities to support urban areas including recreational, tourism and infrastructure.

The boundary for the Greenbelt Plan Area within Peel is shown on Schedule B-5 in this Plan. The Greenbelt extends across the northern half of the Region and, with the exception of a small portion of the Greenbelt Plan Area in Brampton and the urban river valley designations, the majority of the area falls within the Town of Caledon.

Lands within the Protected Countryside, as shown on Schedule B-5, are subject to the entirety of the Greenbelt Plan. Lands within the urban river valleys are subject to the Greenbelt Plan and local municipal official plans.

Within the Oak Ridges Moraine Conservation Plan Area (ORMCPA), the requirements of the ORMCP, made under the Oak Ridges Moraine Conservation Act, continue to apply, and the Protected Countryside policies do not apply with the exception of the policies related to parkland, open space and trails.

Within the Niagara Escarpment Plan Area, the requirements of the Niagara Escarpment Plan, established under the Niagara Escarpment Planning and Development Act, continue to apply and the Greenbelt Plan policies do not apply with the exception of the policies related to parkland, open space and trails.

Municipal official plans and zoning bylaws must conform to the Greenbelt Plan. The policies must be read in conjunction with the detailed provisions of the Greenbelt Plan, all other applicable policies of this Plan, and the local municipal official plans. These policies work collectively to manage and guide land use within the Greenbelt. Where more specific provincial plans or regulations apply within the Greenbelt, the more specific plan or regulation prevails. Section 9 of the Greenbelt Act allows municipalities to refine Greenbelt Plan policies to Regional and local circumstances. Further, it allows municipalities to be more restrictive than the Greenbelt Plan except with respect to agricultural uses, mineral aggregate operations, and wayside pits and quarries. Where a municipality has undertaken a comprehensive aggregate resource management study and has implemented the results into its official plan, prior to December 16, 2004, such policies shall be deemed to conform to the Greenbelt Plan. A comprehensive aggregate resource management study has been completed by the Region and the Town of Caledon, and the recommended policy approaches have been incorporated into the Town of Caledon Official Plan.

Applications, matters or proceedings that commenced on or after December 16, 2004 related to areas designated as Protected Countryside must conform to the Greenbelt Plan except as may be otherwise prescribed by regulation or established through policies in the Greenbelt Plan.

Goal

2.12.1 To implement the Greenbelt Plan by enhancing the urban, agricultural and rural areas and overall quality of life within the Protected Countryside through: agriculture and environmental protection; conservation and protection of *cultural heritage resources*; promotion of recreation and tourism opportunities; policies and programs that support the continued vitality of *settlement areas*; maintenance and provision of *infrastructure*; the wise use and management of renewable and non-renewable natural resources; and the consideration of climate change in decision making.

Objectives

2.12.2 To implement the Greenbelt Plan through Regional planning documents and decisions in a manner that respects the Five Principles of this Plan, and refines the policies of the Greenbelt Plan to reflect the Regional and local context.

2.12.3 To provide, where applicable to the local municipalities, direction to develop policies in their official plan to implement the Greenbelt Plan.

2.12.4 To undertake Regional responsibilities in a manner that respects the intent of the Greenbelt Plan.

Policies

2.12.5 Recognize the requirements and policies of the Greenbelt Plan.

2.12.6 Read and interpret the policies of Section 2.12 of this Plan in conjunction with all other applicable policies of this Plan and the Greenbelt Plan and apply the most restrictive policies, except where prohibited by the Greenbelt Plan.

2.12.7 Direct the local municipalities to develop official plan policies and zoning regulations to implement and refine the requirements of the Greenbelt Plan. This includes requirements that are more appropriately addressed at the local municipal level. Policies are to include, but are not limited to those addressing the *Prime Agricultural Area*, *agri-food network*, *Rural Lands,* natural heritage, water resources, parkland, open space and trails; recreation; *settlement areas*; non-agricultural uses; *infrastructure*; natural resources; the continuation of ***existing uses***; and lot creation within the Protected Countryside as well as Urban River Valley connections.

2.12.8 Recognize that within the Greenbelt Plan Area all applications, matters or proceedings made under the Ontario Planning and Development Act, the Planning Act, and the Condominium Act, which were commenced on or after December 16, 2004 are required to conform to the provisions of the Greenbelt Plan.

2.12.9 Recognize that where an official plan was amended prior to December 16, 2004 to specifically designate land use(s), this approval may continue to be recognized through the conformity exercise addressed in Section 5.3 of the Greenbelt Plan and any further applications required under the Planning Act or Condominium Act, to implement the official plan approval are not required to conform with the Greenbelt Plan. Where a zoning by-law was amended prior to December 16, 2004 to specifically permit land use(s), this approval may continue to be recognized through the conformity exercise described in Section 5.3 of the Greenbelt Plan and any further applications required under the Planning Act or Condominium Act to implement the use permitted by the zoning by-law are not required to conform with the Greenbelt Plan. Applications to further amend the site-specific official plan or zoning by-law permissions referred to above, for uses similar to or more in conformity with the provisions of the Greenbelt Plan are also permitted. All such applications should, where possible, seek to achieve or improve conformity with the Greenbelt Plan.

2.12.10 Permit the local municipalities to be more restrictive in their official plans and zoning by-laws, unless the policies would conflict with any policy or objective of the Greenbelt Plan.

2.12.11 Recognize the boundary of the Greenbelt Plan Area, as defined by Ontario Regulation 59/05, in Peel as shown on Schedule B-5.

Geographic Specific Policies in the Protected Countryside

2.12.12 Agricultural System

The *Agricultural System* comprises the *Prime Agricultural Area, Rural Lands,* and the supporting *agri-food network*. The *Prime Agricultural Area* and *Rural Lands* are designated on Schedule D-1. In addition to the policies of Sections 3.3 and 5.7 of this Plan, the following specific policies of the Greenbelt Plan apply to the Protected Countryside.

2.12.12.1 Prime Agricultural Area Policies

The *Prime Agricultural Area* represent areas that have the greatest potential and opportunity for agriculture and are identified and protected for long-term use for agriculture.

2.12.12.1.1 Direct the Town of Caledon to include policies in its official plan to promote and protect all types, sizes and intensities of *agricultural uses* and *normal farm practices*, and permit a full range of *agricultural uses, agricultural-related uses* and ***on-farm diversified uses*** within the *Prime Agricultural Area* of the Protected Countryside in accordance with provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Areas. Proposed *agriculture-related uses* and ***on-farm diversified uses*** shall be compatible with and will not hinder surrounding agricultural operations.

2.12.12.1.2 Prohibit the redesignation of the *Prime Agricultural Area* for non-agricultural uses except for:

a) refinements to the *Prime Agricultural Area* and *Rural Lands* designations, subject to the policies of Section 5.3 of the Greenbelt Plan; or

b) *settlement area* boundary expansions subject to the *settlement area* policies of the Geographic Specific Policies in the Protected Countryside Section of this Plan and Section 3.4 of the Greenbelt Plan.

2.12.12.1.3 Direct the Town of Caledon to include policies in its official plan that permit non-agricultural uses subject to the general policies of 2.12.16.9 to 2.12.16.24 in this Plan and in accordance with the Greenbelt Plan. Non-agricultural uses are generally discouraged in the *Prime Agricultural Area* and may only be permitted subject to the satisfactory completion of an *agricultural impact assessment*.

2.12.12.1.4 Direct the Town of Caledon to include policies in its official plan to require new land uses, including the creation of lots, and new or expanding livestock operations in the *Prime Agricultural Area* of the Protected Countryside to comply with the *minimum distance separation formulae* requirements, in accordance with provincial policy**.**

2.12.12.1.5 Direct the Town of Caledon to include policies in its official plan to achieve land use compatibility where *agricultural uses* and non-agricultural uses interface, by avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts. Where mitigation is required, measures should be incorporated into the non-agricultural use, *as appropriate*, in accordance with provincial guidelines.

2.12.12.1.6 Direct the Town of Caledon to include policies in its official plan to maintain and enhance the agricultural land base and economic connections to the *agri-food network*.

2.12.12.2 Rural Lands Policies

Rural Lands of the Protected Countryside provide important linkages between *Prime Agricultural Areas* and are key components of the overall *Agricultural System*. *Rural Lands* also support and provide the primary locations for a range of recreational, tourism, institutional and resource-based commercial and industrial uses. They also contain many historic highway commercial, non-farm residential and other uses that would be generally directed to *settlement areas* but which are recognized as ***existing uses*** by the Greenbelt Plan and are allowed to continue and expand subject to the ***existing uses*** policies of the General Policies for the Protected Countryside Section of this Plan.

2.12.12.2.1 Direct the City of Brampton and the Town of Caledon to include, in their Official Plans, policies to recognize within the *Rural Lands of* the Protected Countryside ***existing uses***

and allow a consideration of other uses, consistent with the requirements of the Greenbelt Plan.

2.12.12.2.2 Direct the City of Brampton and the Town of Caledon to allow and support within the *Rural Lands* of the Protected Countryside an appropriate range of recreational, tourism, institutional and resource-based commercial and industrial uses, *normal farm practices* and a full range of existing and new *agricultural uses*, *agriculture-related uses* and ***on-farm diversified uses***. Proposed *agriculture-related uses* and ***on-farm diversified uses*** should be compatible with and not hinder surrounding agricultural operations in accordance with provincial guidelines.

2.12.12.2.3 Direct the Town of Caledon to permit within the Protected Countryside *settlement area* expansions into *Rural Lands*, subject to the *settlement area* policies of the Geographic Specific Policies in the Protected Countryside Section of this Plan.

2.12.12.2.4 Direct the City of Brampton and the Town of Caledon to permit non-agricultural uses in *Rural Lands* subject to Section 2.12.16 of this Plan and in accordance with the Greenbelt Plan. With the exception of mineral aggregate operations, the requirement of an *agricultural impact assessment* should be considered.

2.12.12.2.5 ***New multiple units or multiple lots for residential dwellings*** shall not be permitted in *Rural Lands.*

2.12.12.2.6 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to require compliance with the *minimum distance separation formulae* within the *Rural Lands* of the Protected Countryside.

2.12.12.2.7 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to promote land use compatibility where *agricultural uses* and non-agricultural uses interface, by avoiding, or where avoidance is not possible, minimizing and mitigating adverse impacts. Where mitigation is required, measures should be incorporated into the non-agricultural use, *as appropriate*, in accordance with provincial guidelines.

2.12.12.2.8 Non-agricultural uses may be permitted within *Rural Lands* in accordance with the General Policies for the Protected Countryside Section of this Plan.

2.12.12.2.9 Direct the City of Brampton and Town of Caledon to include policies in their official plans to maintain and enhance the agricultural land base and economic connections to the *agri-food network*.

2.12.12.2.10 Direct the Town of Caledon to give consideration to maintaining and adapting existing *public service facilities* located on *Rural Lands* for community hubs.

2.12.12.3 Agri-food Network Policies

The *agri-food network* is a component of the *Agricultural System* that complements the agricultural land base to enable the agricultural sector to thrive.

2.12.12.3.1 Consider opportunities to support and enhance the *Agricultural System* through integrated planning for growth management, including goods movement and transportation planning.

2.12.12.3.2 Work with the Town of Caledon as well as other local municipalities and agricultural organizations to support and enhance the *Agricultural System* through the development and implementation of agri-food strategies*, food systems* planning and other approaches.

2.12.13 Natural System

The Natural System of the Protected Countryside comprises the Natural Heritage System as defined and mapped in the Greenbelt Plan; a Water Resource System; ***key natural heritage features***; ***key hydrologic features****;* ***key hydrologic areas****;* and External Connections including Urban River Valleys. The Natural System policies protect areas of natural heritage, hydrologic and/or landform features, which are often functionally inter-related and that collectively support biodiversity and overall *ecological integrity*. In addition to other applicable policies of this Plan, the following specific policies apply.

2.12.13.1 Natural Heritage System Policies

The Natural Heritage System of the Greenbelt Plan includes areas of the Protected Countryside with the highest concentration of the most sensitive or significant natural features and functions. This area and its features are to be managed as a connected and integrated natural heritage system that links to natural heritage features and areas outside of the Protected Countryside including the *Niagara Escarpment*, *Oak Ridges Moraine*, Lake Ontario and the Region's Greenlands System.

2.12.13.1.1 Identify the Natural Heritage System on Schedule B-5 as an overlay designation of the Protected Countryside and direct the Town of Caledon and City of Brampton to identify in their official plan schedules the Natural Heritage System as an overlay designation of the Protected Countryside.

2.12.13.1.2 Direct the City of Brampton and the Town of Caledon to include policies in their official plans for new *agricultural uses*, *agriculture-related uses*, ***on-farm diversified uses*** and ***normal farm practices*** within the Natural Heritage System of the Protected Countryside in accordance with the Greenbelt Plan.

2.12.13.1.3 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to indicate that new buildings or structures for *agricultural uses*, *agriculture-related uses* and ***on-farm diversified*** uses are subject to policies 2.12.13.2.7 to 2.12.13.2.12 related to ***key natural heritage features*** and ***key hydrologic features*** and the existing use policies of 2.12.16.23.

2.12.13.1.4 Direct the Town of Caledon and the City of Brampton to include policies in their official plans for ***development*** and *site alteration* in the Natural Heritage System, as permitted by the Greenbelt Plan, to demonstrate that:

a) there are no ***negative impacts*** on ***key natural heritage features*** or ***key hydrologic features*** or their functions;

b) ***connectivity*** along the system and between ***key natural heritage features*** and ***key hydrologic features*** located within 240 metres of each other is maintained or where possible, enhanced for the movement of native plants and animals across the landscape;

c) the removal of other natural features not identified as ***key natural heritage features*** and ***key hydrologic features*** should be avoided;

d) Except for recreational and non-renewable resources,

   i) the disturbed area, including any buildings and structures, of the ***total developable area*** will not exceed 25 per cent (40 per cent for golf courses); and

   ii) the impervious surface of the ***total developable area*** will not exceed 10 per cent.; and

e) at least 30 percent of the ***total developable area*** will remain or be returned to ***natural self-sustaining vegetation***, recognizing that the General Policies for the Protected Countryside Section in this Plan establishes specific standards for non-renewable resources.

2.12.13.1.5 Parkland dedication and school sites required as a condition of approval for development within an urban *settlement area* shall not be permitted within the Natural Heritage System of the Greenbelt Plan.

2.12.13.1.6 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to prohibit the expansion of *settlement areas* into the Natural Heritage System of the Greenbelt Plan.

2.12.13.2 Water Resource System Policies

The Water Resource System of the Greenbelt comprises both ground and *surface water features*, areas and functions including ***key hydrologic features*** and ***key hydrologic areas***. The ORMCP, NEP and Protected Countryside components of the Greenbelt Plan include the

headwater areas of watersheds draining to Lake Ontario, discharge zones at the toe of the *Niagara Escarpment* and base of the *Oak Ridges Moraine* and major river valleys that flow from the *Oak Ridges Moraine* and *Niagara Escarpment* into Lake Ontario. These areas of hydrologic significance function together with other hydrologic features and watersheds within and outside of the Greenbelt.

2.12.13.2.1 Take a comprehensive, integrated and long-term approach to the protection, improvement and restoration of the quality and quantity of water through a systems approach.

2.12.13.2.2 Undertake ***watershed planning*** in accordance with Section 2.6.19 of this Plan and requirements of the Greenbelt Plan.

2.12.13.2.3 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to identify ***water resource systems*** and provide appropriate policies and designations for their protection.

2.12.13.2.4 Ensure the allocation of growth and planning for water, wastewater, and stormwater *infrastructure* is informed by ***watershed planning*** in accordance with Section 2.6.19 of this Plan and requirements of the Greenbelt Plan and Growth Plan.

2.12.13.2.5 Recognize provincial Great Lakes legislation, agreements and strategies as part of ***watershed planning*** and coastal or waterfront planning initiatives.

Key Hydrological Areas

2.12.13.2.6 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to only permit ***major development*** within a ***key hydrologic area*** in the Protected Countryside where it has been demonstrated that the ***hydrologic functions*** are protected and, where possible, improved or restored in accordance with the Greenbelt Plan. The policy applying to **major development** in ***key hydrologic areas*** does not apply to new or expanding buildings or structures for *agricultural uses*, *agriculture-related uses* or ***on-farm diversified uses***, where the total impervious surface does not exceed 10 per cent of the lot.

Key Natural Heritage and Key Hydrologic Features

2.12.13.2.7 Define *key natural heritage features* within the Natural Heritage System of the Greenbelt Plan as:

a) *habitat of endangered species and threatened species*;
b) ***fish habitat***;
c) ***wetlands***;
d) ***life science Areas of Natural and Scientific Interest (ANSIs)***;
e) ***significant valleylands***;
f) ***significant woodlands***;

g) ***significant wildlife habitat***;
h) ***sand barrens, savannahs*** and ***tallgrass prairies***; and
i) ***alvars***.

2.12.13.2.8 ***Key natural heritage features*** outside of the Natural Heritage System within the Protected Countryside of the Greenbelt Plan shall be defined in accordance with the Greenlands System policies of this Plan.

2.12.13.2.9 Define ***key hydrologic features*** within the Protected Countryside of the Greenbelt Plan as:

a) ***permanent*** and ***intermittent streams***;
b) ***lakes*** (and their *littoral zones*);
c) ***seepage areas and springs***; and
d) ***wetlands***.

2.12.13.2.10 Direct the City of Brampton and the Town of Caledon to identify ***key natural heritage features*** and ***key hydrologic features*** in their official plans in accordance with approved criteria established by the Province where such identification is technically feasible. The policies and criteria for the identification of Core Areas of the Greenlands System also apply in conjunction with provincial criteria provided that they achieve or exceed provincial objectives. Within the Greenbelt Plan Area, provincial criteria only apply to the identification of ***key natural heritage features*** within the Natural Heritage System and to ***key hydrologic features*** throughout the Protected Countryside, except within *settlement areas*. Within *settlement areas* in the Protected Countryside, ***key natural heritage features*** and ***key hydrologic features*** shall be identified in accordance with municipal criteria. In the absence of approved provincial criteria municipal criteria will apply.

2.12.13.2.11 Direct the City of Brampton and the Town of Caledon to include policies in their official plans to prohibit ***development*** and *site alteration* in ***key natural heritage features*** and ***key hydrologic features*** and in any associated ***vegetation protection zone*** in accordance with the policies of the Greenbelt Plan and this Plan, including policies that require:

a) the ***vegetation protection zone*** to be a minimum of 30 metres measured from the outside boundary of ***wetlands***, ***seepage areas and springs***, ***fish habitat***, ***permanent and intermittent streams***, ***lakes*** and ***significant woodlands***; and

b) that applications for new ***development*** or *site alteration* within 120 metres of a ***key natural heritage feature*** within the Natural Heritage System or a ***key hydrologic feature*** anywhere within the Protected Countryside Area include the submission of a natural heritage evaluation or hydrologic evaluation in accordance with the requirements of the Greenbelt Plan.

2.12.13.2.12 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to indicate that new buildings and structures for *agricultural uses*, *agriculture-related uses* and ***on-farm diversified uses*** do not require a natural heritage or hydrologic evaluation if a minimum 30 metre wide ***vegetation protection zone*** is provided from a ***key natural heritage feature*** or ***key hydrologic feature***. These uses are exempt from the requirement of establishing a condition of ***natural self-sustaining vegetation*** if the land is, and will continue to be, used for agricultural purposes. This policy applies to buildings and structures associated with new uses that require approval under the Planning Act. Existing uses are subject to the existing use policies of Policy 2.14.15. *Agricultural uses*, *agriculture-related uses* and ***on-farm diversified uses*** are required to pursue best management practices to protect and/or restore ***key natural heritage features*** and ***key hydrologic features*** and functions.

2.12.14 Parkland, Open Space and Trails

2.12.14.1 Encourage the local municipalities to develop strategies to guide the development of a system of publicly accessible recreation facilities, parkland, open space areas and trails that support ***connectivity*** of the Natural Heritage System and achievement of *complete communities* in keeping with environmental plans and strategies and that consider the impacts to agriculture when planning these initiatives.

2.12.15 Settlement Areas

2.12.15.1 Prohibit *settlement areas* outside the Greenbelt from expanding into the Greenbelt.

2.12.15.2 Direct the Town of Caledon to include policies in their official plan to facilitate the development of community hubs and other ***public service facilities***.

2.12.15.3 Collaborate with the Town of Caledon to support key components of the *Agricultural System* including infrastructure, services and assets and access to local, healthy food.

2.12.15.4 Integrate climate change considerations as part of planning and managing growth in *settlement areas* in accordance with the policies in Section 2.4 of this Plan and Section 4.2.10 of the Growth Plan.

2.12.15.5 Direct the Town of Caledon to include policies in their official plan to develop best practices and strategies for the reuse and the management of excess soil generated and fill received during *development* or *site alteration*, including *infrastructure* development, to ensure that:

a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;

b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and

c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.

2.12.15.6 Direct the Town of Caledon to include in its official plan, policies that require the extensions or expansions of services to *settlement areas* within the Protected Countryside to be subject to the *infrastructure* policies of the General Policies for the Protected Countryside Section of this Plan and the policies of the Greenbelt Plan, including the requirements regarding environmental assessments and *agricultural impact assessments*.

2.12.15.7 Expansions of *settlement area* boundaries are only permitted as part of a *municipal comprehensive review* in accordance with the policies of the Growth Plan.

2.12.15.8 Permit infill and *intensification* within the approved boundaries of Hamlets in the Protected Countryside, subject to appropriate water and sewage services.

General Policies for the Protected Countryside

2.12.16 Non-Agricultural Uses

The *Rural Lands* of the Protected Countryside are intended to continue to accommodate commercial, industrial and institutional uses serving the rural resource and agricultural sectors, and support a range of recreation and tourism uses such as trails, parks, golf courses, bed and breakfasts and other tourism based accommodation, serviced playing fields and campgrounds, ski hills and resorts.

2.12.16.1 Direct the Town of Caledon to prohibit non-agricultural uses within the *Prime Agricultural Area* of the Protected Countryside, with the exception of those uses permitted by the general policies of the Greenbelt Plan, and subject to the Natural Heritage System policies of this Plan.

2.12.16.2 Direct the Town of Caledon and the City of Brampton to require that proponents for proposals for non-agricultural uses in the *Rural Lands* of the Protected Countryside demonstrate that:

a) the use is appropriate for location on *Rural Lands*;

b) the type of water and sewage servicing proposed is appropriate for the type of use;

c) there are no ***negative impacts*** on ***key natural heritage features*** and/or ***key hydrologic features*** or their functions; and

d) there are no ***negative impacts*** on the biodiversity or ***connectivity*** of the Natural Heritage System.

2.12.16.3 Direct the City of Brampton and the Town of Caledon to require the consideration of an *agricultural impact assessment* completed to the satisfaction of the municipality, for proposed non-agricultural uses on *Rural Lands* in the Protected Countryside, except for mineral aggregate operations.

Recreation

2.12.16.4 Consider, in partnership with the other agencies, opportunities to provide passive outdoor recreational amenities that serve regional needs, including small-scale structures for recreational uses consistent with the requirements of the Greenbelt Plan.

2.12.16.5 Direct the Town of Caledon and the City of Brampton to include policies in their official plans that prohibit residential dwelling units in association with recreational uses unless the dwelling units are intended for an employee of the proposed use.

2.12.16.6 Direct the Town of Caledon and the City of Brampton to include policies in their official plans that require an application to establish or expand a ***major recreational use*** in the Natural Heritage System be accompanied by a Vegetation Enhancement Plan in accordance with the Greenbelt Plan.

2.12.16.7 Direct the Town of Caledon and the City of Brampton to include policies in their official plans that require an application to expand or establish a ***major recreational use*** be accompanied by a conservation plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets.

2.12.16.8 Direct the Town of Caledon and the City of Brampton to include policies in their official plans that small-scale structures for recreational uses may be permitted (such as boardwalks, footbridges, fences, docks and picnic facilities) within ***key natural heritage features*** and ***key hydrologic features*** subject to demonstrating how impacts will be minimized.

General Infrastructure

2.12.16.9 Permit all existing, expanded or new *infrastructure*, that is subject to and approved under the Federal Impact Assessment Act, the Environmental Assessment Act, the Planning Act, the Aggregate Resources Act, or the Telecommunications Act or by the National or Ontario Energy Boards, or which receives a similar environmental approval, within the Protected Countryside provided it meets one of the following two objectives:

a) it supports agriculture, recreation and tourism, Villages and Hamlets, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or

b) it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate *infrastructure* connections among urban centres and between these centres and Ontario's borders.

2.12.16.10 Require the location and construction of *infrastructure* and expansions, extensions, operations and maintenance of *infrastructure* in the Protected Countryside, to be subject to the following:

a) planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System, traversed and/or occupied by such *infrastructure*;

b) planning, design and construction practices shall minimize, wherever possible, the ***negative impacts*** on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;

c) where practicable, existing capacity and coordination with different *infrastructure* services will be optimized so that the rural and existing character of the Protected Countryside and the overall hierarchy of areas where growth will be accommodated in the *Greater Golden Horseshoe* established by the Greenbelt Plan and the Growth Plan are supported and reinforced;

d) new or expanding *infrastructure* shall avoid ***key natural heritage features***, ***key hydrologic features***, ***key hydrologic area****s* and *prime agriculture area* unless need has been demonstrated and it has been established that there is no reasonable alternative;

e) where *infrastructure* crosses the Natural Heritage System or intrudes into or results in the loss of a ***key natural heritage feature***, ***key hydrologic feature*** or ***key hydrologic areas***, including related ***landform features***, planning, design and construction practices shall minimize ***negative impacts*** on and disturbance of the features or their related functions, and where reasonable, maintain or improve ***connectivity***;

f) where *infrastructure* crosses the *Prime Agricultural Area*, an *agricultural impact assessment* or equivalent analysis as part of an environmental assessment shall be undertaken; and

g) new waste disposal sites and facilities, and organic soil conditioning sites are prohibited in ***key natural heritage features***, ***key hydrologic features*** and their associated ***vegetation protection zones***.

2.12.16.11 Permit certain elements of *infrastructure* serving the agricultural sector, such as agricultural irrigation systems, to locate within ***key natural heritage features*** or ***key hydrologic***

features and their associated ***vegetation protection zones*** in accordance with Section 4.2.1.3 of the Greenbelt Plan and Policy 2.14.15 of this Plan. In such instances, these elements may be established within the feature itself or its associated ***vegetation protection zones***, but all reasonable efforts shall be made to keep such ***infrastructure*** out of ***key natural heritage features*** or ***key hydrologic features*** and their associated ***vegetation protection zones***.

Sewage and Water Infrastructure

2.12.16.12 Require the planning, design and construction of sewage and water *infrastructure* be carried out in accordance with the policies of Policies 2.12.16.9 to 2.12.16.11 of this Plan and Section 3.2.6 of the Growth Plan.

2.12.16.13 Permit the extension of ***municipal*** or ***private communal sewage*** or ***water services*** outside of a *settlement area* boundary only in the case of health issues or to service ***existing uses*** and the expansion thereof adjacent to the *settlement area*. Notwithstanding the above, where ***municipal water services*** exist outside of *settlement areas*, ***existing uses*** within the service area boundary as defined by the environmental assessment may be connected to such a service.

Stormwater Management and Resilient Infrastructure

2.12.16.14 Require the planning, design and construction of stormwater management *infrastructure* be carried out in accordance with the policies of Policies 2.12.16.9 to 2.12.16.11 of this Plan and Section 3.2.7 of the Growth Plan.

2.12.16.15 Direct the Town of Caledon to include policies in their official plan to assess *infrastructure* vulnerability within Villages in accordance with Policy 3.2.1.4 of the Growth Plan.

2.12.16.16 Direct the City of Brampton and the Town of Caledon to prohibit, in their official plans, stormwater management systems in ***key natural heritage features***, ***key hydrologic features*** and their ***vegetation protection zones***, in accordance with the Greenbelt Plan, except as permitted by Section 4.2.3.3 of the Greenbelt Plan for those portions of the Protected Countryside that define the major river valleys that connect the *Niagara Escarpment* and *Oak Ridges Moraine* to Lake Ontario.

2.12.16.17 Direct the City of Brampton and the Town of Caledon to require a stormwater management plan for applications for ***development*** and *site alteration* in the Protected Countryside. These stormwater management plans shall meet the objectives of the Greenbelt Plan and demonstrate that:

a) planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;

b) an integrated treatment approach shall be used to minimize stormwater flows and mimic natural hydrology through lot level controls, ***low impact development*** and other conveyance techniques;

c) applicable recommendations, standards or targets within ***subwatershed plans*** or equivalent and water budgets are complied with; and

d) applicable objectives, targets, and any other requirements within a stormwater master plan will be met in accordance with Section 3.2.7 of the Growth Plan.

Natural Resources

2.12.16.18 Direct the City of Brampton and Town of Caledon to include policies in their official plans to permit in the Protected Countryside, uses and activities that are related to the use of renewable resources, in accordance with the Greenbelt Plan and all other applicable legislation, regulations and municipal planning documents, including the Provincial Policy Statement.

2.12.16.19 Direct the City of Brampton and Town of Caledon to include policies in their official plans to permit ***mineral aggregate operations*** or wayside pits within the Protected Countryside of the Greenbelt; in accordance with Section 4.3.2 of the Greenbelt Plan, and the applicable policies of this Plan and the City of Brampton and Town of Caledon official plans.

2.12.16.20 Direct the City of Brampton and Town of Caledon to include policies in their official plans to require that operators undertaking *rehabilitation* of ***mineral aggregate operations*** sites in the Protected Countryside do so in accordance with Section 4.3.2.6 of the Greenbelt Plan.

2.12.16.21 Require that final *rehabilitation* in the Natural Heritage System will meet the following provisions:

a) where there is no extraction below the water table, an amount of land equal to that under natural vegetated cover prior to extraction, and no less than 35 per cent of the land subject to each license in the Natural Heritage System, is to be rehabilitated to forest cover, which shall be representative of the natural *ecosystem* in that particular setting or ecodistrict. If the site is also in a *Prime Agricultural Area*, the remainder of the land subject to the license is to be rehabilitated back to an ***agricultural condition***;

b) where there is extraction below the water table, no less than 35 per cent of the non-aquatic portion of the land subject to each license in the Natural Heritage System is to be rehabilitated to forest cover, which shall be representative of the natural *ecosystem* in that particular setting or ecodistrict. If the site is also in a *Prime Agricultural Area*, the remainder of the land subject to the license is to be rehabilitated in accordance with Section 2.5.4 of the Provincial Policy Statement; and

c) *rehabilitation* will be implemented so that the ***connectivity*** of the ***key natural heritage features*** and the ***key hydrologic features*** on the site and on *adjacent lands* shall be maintained or enhanced.

2.12.16.22 Encourage operators, where appropriate, to consider and provide for public access to former aggregate sites upon final *rehabilitation*.

Existing Uses

2.12.16.23 Permit within the Protected Countryside:

a) all ***existing uses***;

b) single dwellings on existing lots of record, provided they were zoned for such as of the date the Greenbelt Plan came into force. The local municipalities are encouraged to retain existing lots of record for *agricultural uses* and discourage non-agricultural uses where appropriate;

c) outside of the Natural Heritage System, second dwelling units within single dwellings that are permitted in accordance with Sections 4.5.1 and 4.5.2 of the Greenbelt Plan or within existing accessory structures on the same lot;

d) expansions to *existing buildings and structures*, accessory structures and uses, and/or conversions of legally ***existing uses*** which bring the use more into conformity with this Plan, a local municipal official plan and the Greenbelt Plan, subject to a demonstration of the following:

   i) notwithstanding Section 4.2.2.2 of the Greenbelt Plan, new municipal services are not required; and

   ii) the use does not expand into ***key natural heritage features*** or ***key hydrologic features*** or their associated ***vegetation protection zones***, unless there is no other alternative and in accordance with Policy 2.14.15 of this Plan.

e) expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses* or ***on-farm diversified uses*** and expansions to existing residential dwellings within ***key natural heritage features***, ***key hydrologic features***, and their associated ***vegetation protection zones*** in accordance with Policy 2.14.15 of this Plan; and

f) expansion, maintenance and/or replacement of existing *infrastructure* subject to the *infrastructure* policies of Section 4.2 of the Greenbelt Plan.

Lot Creation

2.12.16.24 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to permit lot creation on lands within the Protected Countryside in accordance with Section 4.6 of the Greenbelt Plan and Policy 3.3.16 of this Plan.

Urban River Valley

2.12.17 Urban River Valley Policies

The Urban River Valleys of the Greenbelt provide additional connections and help expand and integrate the Greenbelt into the broader landscape. These areas include lands that have natural hydrological features and lands designated in municipal official plans for recreational, parks, open space, conservation, and environmental protection uses.

2.12.17.1 Identify Urban River Valleys on Schedule B-5 to this Plan and direct the local municipalities to identify and designate Urban River Valleys in their official plans in accordance with the Greenbelt Plan.

2.12.17.2 Direct the local municipalities to include policies in their official plans that have regard for the objectives of the Urban River Valley designation and policies of the Greenbelt Plan recognizing that only publicly owned lands are subject to the policies of the Urban River Valley designation.

2.12.17.3 Direct the local municipalities to include policies in their official plans to permit all existing, expanded or new *infrastructure* that is subject to and approved under the *Environmental Assessment Act*, or which receives a similar approval, only if it supports the needs of adjacent *settlement areas* or projected growth and economic development, and the goals and objectives of the Greenbelt Plan.

2.12.17.4 Promote planning and design that ensures the Urban River Valleys identified on Schedule B-5 are maintained and/or enhanced.

2.12.17.5 Encourage *stewardship*, remediation and appropriate park and trail initiatives that strive to enhance the ecological features and functions found within valley systems.

2.13 Growth Plan Natural Heritage System

The Growth Plan provides a comprehensive framework to guide growth and development in the Greater Golden Horseshoe. The Growth Plan, together with the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan builds on the direction in the

Provincial Policy Statement to provide a planning framework that supports the achievement of *complete communities*, a thriving economy, social equity and a clean and healthy environment.

Building on the systems approaches in the Provincial Policy Statement and Greenbelt Plans, the Province has mapped a ***Natural Heritage System for the Growth Plan*** which applies to only small portions of land outside the Greenbelt Plan and outside *settlement areas* in Peel. The Growth Plan provides for the identification and protection of the System to support protection of the Region's natural heritage and biodiversity.

Objectives

2.13.1 To implement the ***Natural Heritage System for the Growth Plan*** to support a comprehensive, integrated, and long-term approach for the protection of the Region's natural heritage and biodiversity.

Policies

2.13.2 Identify the ***Natural Heritage System for the Growth Plan*** as an overlay designation on Schedule B-5.

2.13.3 If deemed appropriate, only make refinements to the ***Natural Heritage System for the Growth Plan*** through a *municipal comprehensive review*.

2.13.4 Subject to the requirements of the Growth Plan, maintain, restore, or enhance the diversity and *connectivity* of the system and the long-term ecological or ***hydrologic functions*** of ***key hydrologic features***, ***key hydrologic areas*** and ***key natural heritage features***.

2.13.5 Require that new *development* or *site alteration* within the ***Natural Heritage System for the Growth Plan*** demonstrate that:

a) there are no ***negative impacts*** on ***key natural heritage features*** or ***key hydrologic features*** or their functions;

b) *connectivity* along the system and between ***key natural heritage features*** and ***key hydrologic features*** located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;

c) the removal of features not identified as ***key natural heritage features*** and ***key hydrologic features*** is avoided, where possible;

d) except for mineral aggregate resource uses, the disturbed area, including any buildings and structures, will not exceed 25 percent of the ***total developable area***, and the impervious surface will not exceed 10 percent of the ***total developable area***;

e) with respect to golf courses, the disturbed area will not exceed 40 percent of the ***total developable area***; and

f) at least 30 percent of the ***total developable area*** will remain or be returned to ***natural self-sustaining vegetation***, except where specified in accordance with the policies in Section 4.2.8 of the Growth Plan.

2.13.6 Permit the full range of existing and new *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses*, and *normal farm practices* within ***the Natural Heritage System for the Growth Plan*** subject to the Growth Plan and the policies of this Plan. New buildings or structures for *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses* are not subject to the policies applicable to the ***Natural Heritage System for the Growth Plan***, except for policies that apply to ***key natural heritage features***, ***key hydrologic features*** and ***key hydrologic areas***.

2.13.7 Direct the local municipalities to include policies in their official plans for areas beyond the ***Natural Heritage System for the Growth Plan***, including within *settlement areas* that continue to *protect* any other ***natural heritage features and areas, natural heritage systems*** or identify new systems in a manner consistent with the Provincial Policy Statement and in accordance with any other applicable provincial plan and the policies in Section 2.14 of this Plan.

2.13.8 If a *settlement area* is expanded to include the ***Natural Heritage System for the Growth Plan***, require the Town of Caledon to designate and continue to protect the portion of the ***Natural Heritage System for the Growth Plan*** that is within the expanded *settlement area* in a manner that ensures that the *connectivity* between, and diversity and functions of, ***natural heritage features and areas*** will be maintained, restored, or enhanced in a manner that is consistent with the Provincial Policy Statement and the policies of this Plan.

2.13.9 *Development* or *site alteration* is not permitted in ***key natural heritage features*** within the ***Natural Heritage System for the Growth Plan***, as shown on Schedule B-5, and within ***key hydrologic features*** or any associated ***vegetation protection zone*** outside *settlement areas*, except for:

a) forest, fish, and wildlife management;

b) conservation and *flood* or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;

c) activities that create or maintain *infrastructure* authorized under an environmental assessment process;

d) mineral aggregate operations and *wayside pits and quarries* subject to the requirements of the Growth Plan and the policies of this Plan;

e) expansions or alterations to existing buildings and structures, accessory structures and uses, and conversions of legally existing uses which bring the use more into conformity with the Growth Plan in accordance with the Growth Plan and Policy 2.14.16 of this Plan;

f) expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings subject to demonstration that there is no alternative, the expansion or alteration in the feature is minimized and, in the ***vegetation protection zone*** associated with the feature, is directed away from the feature to the maximum extent possible; and the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible; and

g) small scale structures for *recreational* uses, if measures are taken to minimize the number of such structures and their ***negative impacts***.

2.13.10 Direct the Town of Caledon to require proposals for new *development* or *site alteration* outside *settlement areas* within 120 metres of a ***key natural heritage feature*** within the ***Natural Heritage System for the Growth Plan*** or a ***key hydrologic feature*** to provide a natural heritage evaluation or hydrologic evaluation that identifies a ***vegetation protection zone*** in accordance with the requirements of the Growth Plan, except:

a) a natural heritage evaluation and hydrologic evaluation is not required if the *development* and *site alteration* is on a site where the only ***key natural heritage feature*** is the *habitat of endangered species and threatened species*; or

b) the new building or structure is for an *agricultural use*, *agriculture-related use*, or an *on-farm diversified use* and a minimum 30 metre ***vegetation protection zone*** is provided from the ***key natural heritage feature*** or ***key hydrologic feature*** in accordance with the Growth Plan.

2.13.11 Require that natural heritage and hydrologic evaluations identify any additional restrictions to be applied before, during or after *development* to protect the ***hydrologic functions*** and ***ecological functions*** of the feature.

2.13.12 Direct the Town of Caledon to only permit large scale *development* by plan of subdivision, vacant plan of condominium or site plan in ***key hydrologic areas*** outside of *settlement areas* if it is demonstrated that the ***hydrologic functions***, including the quality and quantity of water, of these areas will be protected and, where possible, enhanced or restored in accordance with any requirements of this Plan and the Growth Plan.

2.14 Greenlands System

The Greenlands System is a fundamental component of the Region's natural environment that depends on the natural landscape to be linked, where ecologically appropriate, into a network of natural heritage features, areas and corridors. The Greenlands System is based on a natural heritage system approach that provides for the protection, restoration and enhancement of ***natural heritage features and areas*** and the *linkages* among them. *Linkages* are intended to provide *connectivity* and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and *ecosystems*. An integrated and connected system provides for the movement of plants and animals and the *ecological functions* between and among ***natural heritage features and areas*** that are necessary for the system to be sustained. The system provides valuable ecosystem services, clean water and air. It contributes to human health and economic, social and recreational benefits that are essential to the quality of life of the Region.

The Greenlands System's features and areas can be adversely impacted by development and the impacts of a changing climate. The policies of this section and other sections of the Plan provide the policy framework required to *protect*, restore and enhance the system as a fundamental part of the Region's approach to managing growth and development.

The policy framework builds on the systems approach in provincial policies and plans including the natural heritage system approaches contained in the Provincial Policy Statement, Growth Plan, Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Niagara Escarpment Plan and Lake Simcoe Protection Plan. The significant *landscapes* and natural heritage system designations of the provincial plans are fundamental building blocks of the Greenlands System framework along with policies that provide for the protection of ***key natural heritage features***, ***key hydrologic areas*** and ***key hydrologic features***.

The Greenlands System and Water Resource System are interrelated and policies in both sections of the Plan dealing with these systems *protect*, improve or restore ***sensitive surface water features*** and ***sensitive ground water features*** and maintain *linkages* and ***hydrologic functions*** among features and areas.

The relationship between the Greenlands System and *Agricultural System* is also recognized as these systems overlap and are mutually supportive. The Greenlands System policy framework balances policy support to allow *agricultural uses* to continue within the system while protecting significant natural heritage and hydrologic features and areas.

The Region of Peel Official Plan implements the Provincial Policy Statement's ***natural heritage system*** policies by providing policy direction for the protection of natural heritage and water resource features through the Greenlands System's Core Areas, Natural Areas and Corridors (NAC) and Potential Natural Areas and Corridors (PNAC) policy framework. The policy framework provides for the Core, NAC and PNAC components of the Greenlands System to be combined, restored and enhanced to provide an integrated ***natural heritage system*** for the Region.

Core Areas include provincially and regionally significant features and areas that are deemed to be important to the Region and warrant a high standard of protection. NAC and PNAC natural features and areas may also be evaluated and identified to be significant in local municipal official plans and through the local planning approval process that implements ***natural heritage system*** planning requirements in accordance with Regional, local municipal and provincial policy. Where the Province has provided criteria for the identification of natural features, the provincial criteria shall apply, unless municipal criteria achieve or exceed the same objective in which case the municipal criteria will apply.

Natural heritage features and areas identified within the Core, NAC and PNAC policy framework include *Areas of Natural and Scientific Interest*, *Environmentally Sensitive or Significant Areas*, Escarpment Natural Areas, Escarpment Protection Areas, *fish and wildlife habitat*, *habitats of threatened and endangered species*, *wetlands*, *woodlands*, *valley and stream corridors, shorelines*, *natural lakes*, *ground water recharge and discharge areas*, open space portions of the *Parkway Belt West Plan*, and other natural features and functional areas. The policy framework also provides for the establishment of *enhancement areas* and *linkages* where these are required as a condition of development approval or when provided voluntarily through landowner *stewardship* and through programs implemented by public and non-profit organizations.

Figures 6 and 7 depict the provincial plan natural heritage system overlays and designations applicable to Peel and the ***natural heritage features and areas*** that are included as elements of the Greenlands System Core, NAC and PNAC framework. Figures 6 and 7 depicting the Greenlands System do not form part of the Region of Peel Official Plan but are provided as a reference to conceptually illustrate the System's components.

Figure 8 is a conceptual depiction of a regional scale ***natural heritage system*** based on conservation authority studies. It is intended to be further interpreted and identified by the local municipalities through their implementation of the Greenlands System policy framework in accordance with provincial policy. The ***natural heritage system*** as mapped by the conservation authorities identifies lands in existing natural cover and lands with the potential to

be restored or enhanced and provides a science-based foundation for the implementation of ***natural heritage system*** planning by the local municipalities. The objectives and targets for restoration and enhancement recommended in the natural heritage system studies should be addressed when implementing the Greenlands System policy direction of this Plan. Although the ***natural heritage system*** mapping shown on Figure 8 includes natural features and areas that are subject to protection in accordance with provincial policies, natural features and areas that are not included within the ***natural heritage system*** may also be considered significant and protected in accordance with provincial policy and the policies of this Plan.

Objectives

2.14.1 To identify, *protect*, restore and enhance the long-term *ecological function* and biodiversity of the Greenlands System.

2.14.2 To maintain, restore or, where possible, improve the *linkages* between and among natural heritage features and areas, ***hydrologic functions***, ***ground water features*** and ***surface water features*** including *shorelines*.

2.14.3 To support agriculture as a complementary and compatible use within the Greenlands System.

2.14.4 To maintain and enhance *ecosystem* services and the long-term *ecological integrity* of the Greenlands System and its resilience and ability to adapt to a changing climate.

2.3.2 Policies

2.14.5 Define the Greenlands System as being made up of the following components:

a) Core Areas, which are designated and shown generally on Schedule C-2, which are *protected*, restored and enhanced in this Plan and in the local municipal official plans;

b) Natural Areas and Corridors, which will be interpreted, *protected*, restored, and enhanced and shown, *as appropriate*, in the local municipal official plans;

c) Potential Natural Areas and Corridors, which will be interpreted, *protected*, restored, and enhanced and shown, *as appropriate*, in the local municipal official plans. Potential Natural Areas and Corridors will be analyzed to determine their functional role in supporting and enhancing the *ecological integrity* of the Greenlands System;

d) The Natural Heritage System overlay of the Growth Plan and the ***key natural heritage features*** and ***key hydrologic features***, which will be *protected* in accordance with the Plan;

e) The Natural Heritage System overlay of the Greenbelt Plan and the ***key natural heritage features*** and ***key hydrologic features***, which will be *protected* in accordance with the Plan;

f) Urban River Valleys of the Greenbelt Plan, which will be *protected* and, where appropriate, restored, in accordance with the policies of this Plan;

g) The Natural Core Areas and Natural Linkage Areas land use designations of the Oak Ridges Moraine Conservation Plan and the ***key natural heritage features*** and ***key hydrologic features***, which will be *protected* in accordance with the Plan; and

h) The Escarpment Natural Area and Escarpment Protection Area land use designations of the Niagara Escarpment Plan and the ***key natural heritage features*** and ***key hydrologic features***, which will be *protected* in accordance with the Plan.

Reference should be made to the local municipal official plans and related documents for a detailed interpretation of the location and extent of the Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors, and the ***key natural heritage features*** and ***key hydrologic features*** *protected* in the provincial plans.

2.14.6 Identify the Greenlands System as an overlay designation on Schedule C-1.

2.14.7 Only permit *development* and *site alteration* within the Greenlands System in accordance with the policies of this Plan subject to provincial legislation, policies and applicable provincial plans.

2.14.8 Maintain, restore and improve the diversity and *connectivity* of ***natural heritage features and areas*** within the Greenlands System's components and the long-term *ecological function* and biodiversity of the Greenlands System, recognizing *linkages* between and among ***natural heritage features and areas***, ***surface water features*** and ***ground water features***.

2.14.9 Permit the continuation of the full range of existing and new *agricultural uses, agriculture-related uses, on-farm diversified uses, and normal farm practices* within the Greenlands System subject to the policies of this Plan, provincial legislation, policies and applicable provincial plans.

2.14.10 Refinements to the boundaries of the Greenlands System shown on Schedule C-1 made in accordance with the policies of this Plan and the applicable provincial plans will not require an amendment to this Plan. Local official plans may incorporate refinements to the Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural areas and Corridors in accordance with the interpretation policies of Section 7.3, to reflect existing local natural heritage systems and refinements made through approved development applications.

2.14.11 The Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors policy framework establishes protection standards and implements

provincial and Regional policy direction and objectives in accordance with the Provincial Policy Statement. The Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors policy framework applies throughout the Region of Peel and may be more restrictive than provincial plans and the Provincial Policy Statement, unless otherwise stated in provincial policy. In the event of a conflict, the provincial plans take precedence over this Plan.

Core Areas

2.14.12 Define the Core Areas of the Greenlands System as:

a) *significant wetlands;*

b) *significant coastal wetlands*;

c) *woodlands* meeting one or more of the criteria for Core Area *woodland* in Table 1;

d) *Environmentally Sensitive or Significant Areas*;

e) Provincial Life Science *Areas of Natural and Scientific Interest*;

f) Escarpment Natural Areas of the Niagara Escarpment Plan; and

g) *valley and stream corridors* meeting one or more of the criteria for Core Area *valley and stream corridors* in Table 2 and as shown on Schedule C-2. The limit of Core Area *valley and stream corridors* shall be determined *jointly* with the local municipalities in consultation with relevant agencies and in accordance with the definition in the Glossary of this Plan and the criteria in Table 2 to recognize the unique urban and rural character of the Region. Core *valley and stream corrido*rs include the main branches, *major tributaries* and other *tributaries* associated with the Credit River, the Etobicoke Creek, the Mimico Creek, the West Humber River and the Humber River and with the other identified watercourses draining directly to Lake Ontario, except for those portions within *Delineated Built-up Areas* in the urban settlements of Bolton, Mayfield West, and Caledon East and the *Rural Settlement Areas* in the Rural System as designated in a local municipal official plan. These *valley and stream corridors* are continuous linkages connecting to other Greenlands System Core Areas.

2.14.13 For the purposes of defining the Core Areas of the Greenlands System for mineral aggregate resource extraction uses within the Rural System, define Core Area *woodlands* as all *woodlands* that are a minimum of 30 hectares in size and exclude as Core Area *valley and stream corridors* all *valley and stream corridors* that have a drainage area of less than 125 hectares.

2.14.14 Direct the local municipalities, in consultation with the conservation authorities, appropriate federal and provincial agencies and the Niagara Escarpment Commission, to

include objectives and policies in their official plans for the interpretation, protection, enhancement, proper management and *stewardship* of the Core Areas of the Greenlands System which conform to the intent of this Plan, consistent with provincial policy, the Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan and Lake Simcoe Protection Plan, where applicable.

2.14.15 Prohibit *development* and *site alteration* within the Core Areas of the Greenlands System in Peel, except for:

a) forest, fish and wildlife management;

b) conservation and *flood* or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;

c) *essential infrastructure* exempted, pre-approved or authorized under an environmental assessment process;

d) passive *recreation*;

e) *minor development* and *minor site alteration;*

f) *existing uses, buildings or structures*;

g) expansions or alterations to *existing buildings or structures*;

h) accessory uses, buildings or structures;

i) a new single residential dwelling on an *existing lot of record*, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on May 23, 2014. A new dwelling built after May 23, 2014 in accordance with this policy shall be deemed to be an *existing building or structure* for the purposes of the exceptions permitted in clauses g) and h) above.

2.14.16 Permit the exceptions set out in Policy 2.14.15 provided that:

a) the exceptions are permitted in accordance with the policies in an approved local municipal official plan or the Niagara Escarpment Plan, where applicable;

b) any *development* and *site alteration* will not be permitted unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions* and that:

i) there is no reasonable alternative location outside of the Core Area and the use, *development* or *site alteration* is directed away from the Core Area to the greatest extent possible;

ii) if avoidance of the Core Area is not possible, the impact to the Core Area feature is minimized;

iii) any impact to the Core Area or its functions is mitigated through restoration or enhancement to the greatest extent possible; and

iv) where ecosystem compensation is determined to be appropriate and feasible, including for essential infrastructure, it may be considered in accordance with local municipal or conservation authority ecosystem compensation guidelines.; and

c) within *significant wetlands* and *significant coastal wetlands* the above exceptions may only be considered in accordance with federal and provincial legislation, regulations and policies (e.g. Conservation Authorities Act); and

d) when developing policies to allow the exceptions, the local municipalities may consider appropriate implementation tools including existing approval requirements and tools of other agencies.

2.14.17 Ensure that the Core Areas of the Greenlands System, as described in Policies 2.14.12 and 2.14.13 and as further detailed in the local municipal official plans and related planning documents, are not damaged or destroyed. In the event that portions of the Core Areas are damaged or destroyed by human or natural causes, there shall be no adjustment to the boundary or redesignation of these areas in the Region of Peel or local municipal official plans. If the Core Area is intentionally damaged or destroyed, the Region or local municipality will require replacement or restoration of the ecological features, functions and/or landforms as a condition of development approval. Regional Council will *support* the local municipalities in applying this policy to other environmental features that are *protected* in an approved local municipal official plan.

Natural Areas and Corridors

2.14.18 Define the Natural Areas and Corridors of the Greenlands System as:

a) evaluated non-provincially *significant wetlands* and *coastal wetlands*;

b) *woodlands* meeting one or more of the criteria for NAC *woodland* in Table 1;

c) *significant wildlife habitat* meeting one or more of the criteria in the Ministry of Northern Development, Mines, Natural Resources and Forestry's Significant Wildlife Habitat Technical Guide and associated Criteria Schedules for Ecoregions 6E and 7E;

d) *fish habitat;*

e) *habitat of aquatic species at risk*;

f) *habitat of endangered and threatened species* defined in accordance with the Endangered Species Act;

g) regionally *significant* life science *Areas of Natural and Scientific Interest*;

h) provincially *significant* earth science *Areas of Natural and Scientific Interest;*

i) Escarpment Protection Areas of the Niagara Escarpment Plan;

j) the Lake Ontario *shoreline* and *littoral zone* and other *natural lakes* and their *shorelines*;

k) any other *valley and stream corridors* that have not been defined as part of the Core Areas;

l) sensitive *headwater* areas and *sensitive ground water discharge areas*; and

m) any other natural features and functional areas interpreted as part of the Greenlands System Natural Areas and Corridors by the local municipalities, in consultation with the conservation authorities and the Ministry of Northern Development, Mines, Natural Resources and Forestry, including, *as appropriate*, elements of the Potential Natural Areas and Corridors.

Potential Natural Areas and Corridors

2.14.19 Define Potential Natural Areas and Corridors of the Greenlands System, subject to the provisions of Policy, 2.14.18 (m) as:

a) unevaluated *wetlands* and *coastal wetlands*;

b) *cultural woodlands* and *cultural savannahs* within the Urban System meeting one or more of the criteria for PNAC *woodland* in Table 1. The evaluation of *cultural woodlands* and *cultural savannahs* is also subject to Policy 2.14.29;

c) any other *woodlands* greater than 0.5 hectares;

d) regionally significant earth science *Areas of Natural and Scientific Interest*;

e) *sensitive ground water recharge areas*;

f) portions of *Historic shorelines*;

g) open space portions of the *Parkway Belt West Plan* Area;

h) *enhancement areas, buffers* and *linkages*; and

i) any other natural features and functional areas interpreted as part of the Greenlands System Potential Natural Areas and Corridors, by the individual local municipalities in consultation with the conservation authorities.

2.14.20 Direct the local municipalities, in consultation with the conservation authorities, appropriate federal and provincial agencies and the Niagara Escarpment Commission, to include objectives and policies in their official plans for the interpretation, protection, restoration, enhancement, proper management and *stewardship* of the Natural Areas and Corridors and Potential Natural Areas and Corridors which conform to the intent of this Plan, consistent with provincial policy, the Growth Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and local considerations, where applicable.

Wetlands

2.14.21 Recognize the environmental value of all *wetlands* as part of the Greenlands System and Water Resource System and *support* their identification and protection through the planning approval process, *as appropriate*.

2.14.22 Direct the local municipalities in conjunction with the conservation authorities and the Ministry of Northern Development, Mines, Natural Resources and Forestry to study and evaluate unevaluated *wetlands* and *protect* them, *as appropriate*.

2.14.23 Direct the local municipalities to include policies in their official plans that require pre-development *wetland* water balance to be maintained in areas proposed for *development* by limiting the area of impermeable surface within the *wetland* catchment or by using best management practices, where maintaining water balance has been determined to be feasible and appropriate in accordance with provincial policy and the policies of this Plan.

Valley and Stream Corridors

2.14.24 Recognize the environmental value of all *valley and stream corridors* as part of the Greenlands System and *support* their identification and protection through the planning approval process, *as appropriate*.

2.14.25 Direct the local municipalities to include policies in their official plans for *valley and stream corridors* located within the *Delineated Built-up Areas* in the urban settlements of Bolton, Mayfield West and Caledon East, and the *Rural Settlement Areas* in the Rural System as designated in a local municipal official plan and/or *special policy areas* for *flood plains* as

approved by the Province. These policies shall ensure that the *ecological integrity* of the *valley and stream corridors* and their ecological and *linkage* functions are maintained, including valley walls, landforms, habitats and steep slopes.

2.14.26 Direct the local municipalities, in consultation with the conservation authorities, to continue to refine the boundaries of *valley and stream corridors*; establish setbacks and *buffers* for watercourses, and *valley and stream corridors*; and define *headwater* areas through *subwatershed* or other broad scale environmental studies. Alterations to *valley and stream corridors* identified as Natural Areas and Corridors may be considered subject to recommendations in a *subwatershed* or broad scale environmental study and on the basis of detailed site specific environmental, engineering or planning studies where such alterations contribute to the overall enhancement of the Greenlands System.

2.14.27 In addition to *development* and *site alteration* permitted in accordance with Policy 2.14.15, permit the following within Core Area *valley and stream corridors* unless a local municipal official plan is more restrictive than the Region of Peel Official Plan:

a) limited expansions to existing compatible active *recreation* within the Urban System as shown on Schedule E-1;

b) *development* permitted within approved *two zone* and *special policy area flood plains* as approved by the Province; and

c) compatible small scale urban *agricultural*, *agricultural-related* and *on-farm diversified uses*, buildings and structures within the Urban System as shown on Schedule E-1.

These exceptions shall not be permitted within *significant wetlands* and *significant coastal wetlands,* and shall not be permitted within other *significant* natural features unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions* and that restoration and enhancement of the Greenlands System and *natural hazards* are addressed in accordance with the policies of this Plan. Expansions to existing compatible active *recreation* uses shall be designed and implemented to provide net environmental benefits to the Greenlands System.

Woodlands

2.14.28 Direct the local municipalities to define *woodlands* to include *plantations* in accordance with the definition in this Plan and to evaluate them in accordance with the criteria in Table 1 and policies in Section 2.14 of this Plan. *Plantations* shall be identified as a Core Area *woodland* if they are a *naturalized plantation* and they meet one or more criteria for Core Area *woodland* in Table 1. For the purpose of measuring *woodland* patch size when *woodlands* contain Core Area *woodland* and non-Core Area *plantation* communities, patch size shall be measured to include all contiguous *woodland* communities.

2.14.29 Direct the local municipalities to interpret *woodlands* to include *cultural woodlands* and *cultural savannahs*. The interpretation, significance and level of protection of *cultural woodlands* and *cultural savannahs* shall be determined in accordance with Policy 2.14.20 and the criteria in Table 1. Within the Urban System, as shown on Schedule E-1, the significance and protection of these woodlands will require an additional evaluation through natural heritage studies required by the local municipalities in consultation with relevant agencies to evaluate and confirm the quality and function of the woodlands. The important *ecological functions* associated with c*ultural woodlands* and *cultural savannahs* within the Urban System that contribute to the *ecological function and integrity* of the Greenlands System are recommended to be identified, protected and/or mitigated through restoration or enhancement to the greatest extent possible in accordance with the policies of this Plan.

2.14.30 Direct the local municipalities to include or develop criteria and thresholds for *woodlands* identified as Natural Areas and Corridors and Potential Natural Areas and Corridors in accordance with Policy 2.14.20 and the criteria in Table 1 and to consider criteria and thresholds based on environmental, physiographic, social and economic factors.

2.14.31 Exclude as Core Area *woodlands* and *significant woodlands*, *plantations* that are:

a) managed for production of fruits, nuts, Christmas trees, nursery stock or other similar agro-forestry type uses;

b) managed for tree products with an average rotation of less than 20 years (e.g. hybrid willow or poplar); or

c) established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the Region or local municipality, without a *woodland* restoration objective.

2.14.32 Notwithstanding Policy 2.14.31, additional exclusions may be considered for treed communities which are dominated by invasive non-native tree species such as buckthorn (*Rhamnus* species), Norway maple (*Acer platanoides*), or others deemed to be highly invasive, that threaten the *ecological functions* or biodiversity of native communities. Such exceptions should be supported by site-specific studies that consider 1) the degree of threat posed; 2) any potential positive and/or negative impact on the *ecological functions* or biodiversity of nearby or adjacent native communities; and 3) the projected natural succession of the community. Communities where native tree species comprise approximately 10 percent or less of the tree crown cover and approximately 100 or fewer stems of native tree species of any size per hectare would be candidates for exclusion.

2.14.33 Where Core Area *woodlands* and *significant woodlands* have undergone changes in their characteristics or *ecological functions* due to stresses such as blowdown, harvesting, *invasive species*, disease or climate change they will continue to be considered to be Core Area

woodlands and *significant woodlands* contributing to the long-term *ecological function* and biodiversity of the Greenlands System.

2.14.34 Consider allowing new or expanded mineral aggregate extraction sites in Core Area *woodlands* if the *woodland* is *early successional habitat* or *young plantation* and provided that progressive and final *rehabilitation* will result in no loss of *woodland* area and *ecological function*. If mitigation of the loss of *woodland* area or *ecological function* is not possible on-site due to excavation below water table, off-site mitigation that contributes to the *ecological function* and *ecological integrity* of the Greenlands System is to be considered as early in the operation as practical. The new or expanded mineral aggregate extraction site that is allowed within *early successional habitat* or *young plantation* shall not affect the status of the retained portion of the *woodland* to remain as Core Area *woodland* or *significant woodland*. New or expanded mineral aggregate extraction sites within the Greenbelt Plan, Oak Ridges Moraine Conservation Plan or the ***Natural Heritage System for the Growth Plan*** are subject to additional policy requirements in Sections 2.11, 2.12 and 2.13 of this Plan.

Fish Habitat

2.14.35 Prohibit *development* and *site alteration* in *fish habitat* except in accordance with federal and provincial requirements.

Habitat of Endangered and Threatened Species

2.14.36 Prohibit *development* and *site alteration* in *habitat of endangered and threatened species* and in the *habitat of aquatic species at risk* except in accordance with provincial and federal requirements.

Landforms

2.14.37 Encourage the local municipalities to *protect significant* landforms, *landscapes*, vistas and ridgelines, *as appropriate*.

2.14.38 Promote planning, design and construction practices, which conserve landforms, particularly within the Oak Ridges Moraine Conservation Plan Area and the Niagara Escarpment Plan Area, and to *protect* ecological features, forms and/or functions from the disruption or destruction of landform.

Greenlands System Protection, Restoration and Enhancement

2.14.39 Apply a systems approach to implementing the Greenlands System by:

a) Directing the local municipalities to identify, *protect*, restore and enhance ***natural heritage systems*** in their official plans in accordance with provincial policy and the Greenlands

System policy framework of this Plan. When developing official plan policies, the local municipalities may go beyond the minimum requirements of the Greenlands System policy framework and may be more restrictive than the Region of Peel Official Plan or provincial policy, unless doing so would conflict with any policy of the Provincial Policy Statement or applicable provincial plan;

b) Directing the local municipalities, in consultation with the Region, conservation authorities and other agencies to further interpret and identify the Greenlands System and its components and the *linkages* among and between the components of the Greenlands System and the Water Resource System in accordance with watershed and subwatershed plans, ***natural heritage system*** studies, natural heritage evaluations, environmental impact studies or other equivalent studies;

c) Directing the local municipalities to include policies in their official plans not permitting *development* or *site alteration* within or on *adjacent lands* to ***natural heritage features and areas*** identified as Greenlands System Natural Areas and Corridors and Potential Natural Areas and Corridors or on *adjacent lands* to the ***natural heritage features and areas*** identified as Core Areas of the Greenlands System, unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions*;

d) Notwithstanding Policy 2.14.39 c), directing the local municipalities to include policies in their official plans permitting expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* within or on *adjacent lands* to the ***natural heritage features and areas*** identified as Core Areas of the Greenlands System, Natural Areas and Corridors and Potential Natural Areas and Corridors if it is demonstrated that:

   i) there is no alternative, and the expansion or alteration in the feature is minimized and, in the vegetation protection zone, is directed away from the feature to the maximum extent possible; and

   ii) the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible.; and

e) Directing the local municipalities to require proponents of *development* or *site alteration* within or on *adjacent lands* to ***natural heritage features and areas*** identified as Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors to prepare an environmental impact study the purpose of which is to:

   i) inventory components and refine the boundaries of the Greenlands System features and areas;

ii) establish limits of *development* and *site alteration* in relation to the Greenlands System's ***natural heritage features and areas*** requiring protection;

iii) assess the potential environmental impacts of the *development* and *site alteration*;

iv) make recommendations to avoid, minimize, and mitigate impacts including identifying *enhancement areas* and requirements for *buffers* and vegetation enhancement adjacent to features; and

v) identify requirements to restore or establish ***linkages*** between and among ***natural heritage features and areas***, ***surface water features*** and ***ground water features***, where ecologically appropriate.

The requirement for environmental impact studies may be reduced or waived by the local municipality depending on the scale and potential impact of the *development* or *site alteration* if detailed development criteria have been applied to a site through a subwatershed study, a comprehensive environmental impact study, or if an appropriate scoping exercise has been completed by the local municipality in consultation with the relevant agencies.

2.14.40 Support the appropriate use of *ecosystem* compensation guidelines by the local municipalities and other agencies in accordance with the policies of this Plan subject to federal and provincial policy requirements and provided that *development* or *site alteration* will not result in *negative impacts* to the natural features or *ecological functions* of the Greenlands System. Where *ecosystem* compensation is determined to be an acceptable mitigation option, it should be applied to achieve a no net loss and if possible, a net gain, in natural heritage feature area or function.

2.14.41 Promote and support collaboratively with the local municipalities, conservation authorities, Indigenous communities and other agencies the development and implementation of habitat restoration and enhancement programs.

2.14.42 Work *jointly* with agencies and landowners to *rehabilitate* abandoned mineral aggregate extraction areas and progressively *rehabilitate* operating pits and quarries and peat extraction areas to the highest level of *ecological integrity* practicable within the context of the local municipal official plans and in accordance with relevant legislation.

2.14.43 Urban Forest

The *urban forest* is a natural asset that overlaps with and extends beyond the natural wooded areas in the Greenlands System in Peel's urban and rural *settlement areas*. The *urban forest* encompasses all of the trees in urban and rural *settlement areas* including not only trees in woodlands and natural areas but also trees in more manicured settings such as parks, yards and boulevards. Well managed forests and green spaces help communities adapt to a changing

climate, support public health outcomes, as well as make a substantial contribution to a *sustainable* and resilient community by reducing stormwater run-off, improving air quality, sequestering carbon, providing shade, mitigating urban heat island effects and contributing to the quality of outdoor recreational spaces. The wide range of co-benefits and services that trees and wooded areas provide requires that municipalities recognize and integrate them as a component of a complete, healthy and sustainable community.

While trees and wooded areas outside of Peel's urban and rural *settlement areas* are also recognized as providing a wide range of benefits and services to the community, for the purposes of this Plan, the *urban forest* as defined in this Plan includes only the trees within Peel's urban and rural *settlement areas*. Wooded natural areas within and outside of *settlement areas* are also addressed by the Greenlands System policies.

Objective

2.14.43.1 To protect, maintain and enhance the health and extent of the *urban forest* in the Region.

Policies

2.14.43.2 Work *jointly* with the local municipalities and agencies to develop *urban forest* strategies and encourage and support programs and initiatives that *protect*, maintain and enhance tree canopy in urban and rural *settlement areas*.

2.14.43.3 Recognize the *urban forest* as *green infrastructure* and a natural asset and provide direction to incorporate trees and wooded natural areas in municipal asset management planning.

2.14.43.4 Encourage the local municipalities to develop, maintain and implement *urban forest* management including establishing targets and the operational plans, programs and resources needed to support meeting established targets.

2.14.43.5 Direct the local municipalities to develop, review and update policies in their official plans, secondary plans, *infrastructure* plans and asset management plans to protect, maintain and enhance the extent of tree canopy cover.

2.14.43.6 Direct the local municipalities to adopt official plan policies and associated guidelines that require proponents of *development* and *site alteration* to submit tree assessment and preservation plans to minimize impacts to trees on private lands and where impacts cannot be avoided to require tree replacement and compensation in conjunction with any authorization permitting the removal of trees.

2.14.43.7 Work collaboratively with the local municipalities and conservation authorities to support the development and implementation of sustainable community design and building practices, including those related to the restoration and enhancement of the *urban forest*, in accordance with Section 7.6 of this Plan.

2.14.43.8 Encourage the local municipalities to enact and implement tree and woodland preservation by-laws to support the proper management and regulation of trees and woodlands and the objective of protecting, maintaining and enhancing the *urban forest* tree canopy.

2.14.43.9 Promote and support tree planting and landscaping initiatives on all lands within the Region, including in Regional road rights-of-way and with an emphasis in urban and rural *settlement areas* in locations that maximize the social, environmental and economic benefits of trees.

2.14.43.10 Support the maintenance of a comprehensive inventory of trees on Regional lands and the operational structure and resources to maintain and enhance these treed assets.

2.14.43.11 Adopt policies, bylaws and guidelines that require protection of trees on Regional lands, and that, where tree removal cannot be avoided, require tree replacement and compensation.

2.14.43.12 Work collaboratively with the local municipalities and conservation authorities to increase awareness of the health and other co-benefits of trees and wooded natural areas throughout Peel through public education and stewardship programs.

2.14.43.13 Work collaboratively with the local municipalities and conservation authorities to monitor the amount and quality of the *urban forest* tree canopy in the Region.

2.14.44 Invasive Species Management

A major issue facing natural heritage management within the Region is the threat of non-native species invading *woodlands*, *wetlands* and other natural areas. If left unmanaged, invasive species pose a risk to the *ecological integrity* of the Region's natural areas through the displacement of native species and the subsequent alteration to the genetic diversity and structure of local native species populations.

Objective

2.14.44.1 To minimize the impacts of *invasive species* through the proper management and control of non-native *invasive species* in the Region.

Policies

2.14.44.2 Acknowledge and support the role of the local municipalities, conservation authorities, provincial agencies and conservation organizations in carrying out invasive species management.

2.14.44.3 Support and encourage the local municipalities in consultation with the conservation authorities to develop policies and programs that require or promote measures to eliminate and/or manage non-native invasive species and discourage the use of non-native invasive species plantings in new developments adjacent to the Greenlands System.

2.14.44.4 Encourage the use of native species plantings at Regional and municipal facilities and along transportation and utility corridors, or, where that is not feasible and appropriate, utilize non-invasive, non-native species.

Table 1 - Criteria and Thresholds for the Identification of Core Areas, Natural Areas and Corridors (NAC) and Potential Natural Areas and Corridors (PNAC) *Woodlands*

ROP Category	Size	Age	Linkage	Proximity	Surface Water Quality	Significant Species and Communities (1) (2)(3)
Core Area Maintains Integrity of the System	Rural System: Any *woodland* =/> 16 ha Urban System: Any *woodland* =/> 4 ha	Any *woodland* =/> 4 ha containing at least 0.5 ha of *woodland* in native trees older than 100 years and having late successional characteristics (excludes *plantations*)	N/A	N/A	N/A	Any *woodland* =/> 4 ha that supports any of the following: i. any G1, G2, G3, S1, S2 or S3 plant or animal species, or community as designated by NHIC; or ii any species designated by COSEWIC or COSSARO as *Threatened, Endangered* or of Special Concern; or iii. The following forest communities: FOC 1-2, FOM 2-1, FOM 2-2, FOM 6-1, FOD 1-1, FOD 1-2, FOD 1-4, FOD 2-2, FOD 2-3 or FOD 6-2
NAC Supports Integrity of the System	Rural System: Any *woodland* =/> 4 ha up to 16 ha Urban System: Any *woodland* =/> 2 ha up to 4 ha	Any *woodland* =/> 0.5 ha and less than 4 ha and containing at least 0.5 ha of *woodland* in native trees older than 100 years and having late successional characteristics (excludes *plantations*)	Any *woodland* =/> 0.5 ha supporting a *significant* linkage function, as determined through a natural heritage study approved by the Region or local municipality	Any *woodland* =/> 0.5 ha within 100 m of another *significant feature* supporting a *significant* ecological relationship between the features	Any *woodland* =/> 0.5 ha within 30 m of a *watercourse*, *surface water features* or any wetland *that is or can be identified as a wetland in accordance with the Ontario Wetland Evaluation System (OWES).*	Any *woodland* =/> 0.5 ha up to 4 ha that supports any of the following: i. any G1, G2, G3, S1, S2 or S3 plant or animal species, or community as designated by NHIC; or ii any species designated by COSEWIC or COSSARO as *Threatened, Endangered* or of Special Concern; or iii. The following forest communities: FOC 1-2, FOM 2-1, FOM 2-2, FOM 6-1, FOD 1-1, FOD 1-2, FOD 1-4, FOD 2-2, FOD 2-3 or FOD 6-2

PNAC May Support Integrity of the System	*Cultural woodlands* and *cultural savannahs* => 4 ha in the Rural System and => 2 ha in the Urban System	Core and NAC criteria apply	Core and NAC criteria apply	Core and NAC criteria apply	Core and NAC criteria apply	Core and NAC criteria apply
	all other *woodlands* > 0.5 ha	N/A	N/A	N/A	N/A	N/A

Notes:

1) The rankings G1, G2, G3, S1, S2 and S3 refer to the conservation status of species assigned by the Ministry of Natural Resources and Forestry's (MNRF) Natural Heritage Information Centre (NHIC). G or Global ranks (GRANKS) are assigned by a consensus of the network of Conservation Data Centres, including the NHIC, scientific experts and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species. S or Sub-national ranks (SRANKS) are assigned by the NHIC for species and vegetation communities in Ontario. The rankings specific to Table 1 are as follows:

G1 – extremely rare	S1 – critically imperiled
G2 – very rare	S2 – imperiled
G3 – rare to uncommon	S3 – vulnerable

2) The following acronyms are described by the Ecological Land Classification for Southern Ontario: First Approximation and its Application (MNR, 1998)

FOD 1-1 – Dry-Fresh Red Oak Deciduous Forest
FOD 1-2 – Dry-Fresh White Oak Deciduous Forest
FOD 1-4 – Dry Fresh Mixed Oak Deciduous Forest
FOD 2-2 – Dry Fresh Oak-Hickory Deciduous Forest
FOD 2-3 – Dry –Fresh Hickory Deciduous Forest
FOD 6-2 – Fresh Sugar Maple-Black Maple Deciduous Forest
FOM 2-1 – Dry-Fresh White Pine-Oak Mixed Forest
FOM 2-2 – Dry-Fresh White Pine-Sugar maple Mixed Forest
FOM 6-1 – Moist-Fresh Hemlock-Sugar Maple Mixed Forest
FOC 1-2 – Dry-Fresh White Pine-Red Pine Coniferous Forest

3) COSEWIC – Committee on the Status of Endangered Wildlife in Canada
COSSARO – Committee on the Status of Species at Risk in Ontario

Table 2 - Criteria and Thresholds for the Identification of Core Area Valley and Stream Corridors

Core Valley and Stream Corridor Component	Mapping Criteria
• Main branches, *major tributaries*, other *tributaries* and identified *watercourses* draining directly to Lake Ontario • *Valley and stream corridors* are the natural resources associated with the river systems characterized by their landform, features and functions, and include associated ravines.	• Main branches, *major tributaries* and *watercourses* having direct drainage to Lake Ontario are to be mapped from their outlet to the furthest upstream extent of their defined valley landform (i.e., mapped to limit of crest of slope) • Other *tributaries* are to be included and mapped to the limit of their defined valley portion if they meet the following criteria: ○ contains habitat of aquatic *endangered or threatened species*; or ○ *watercourse* crosses municipal boundaries and provides linkage to other Core Areas of the Greenlands System. • Excludes ill-defined *headwater* drainage features including created *headwater valley/stream corridors*, discontinuous defined valley features and other non-valley landforms
• Ill-defined sections of major valleys	• Ill-defined sections are to be illustrated using regulatory *flood plain* and meander belt hazards whichever is greater unless site specific assessment has determined valley width in accordance with the text of this Plan • Shown schematically and subject to site specific evaluation to confirm width of Core *valley and stream corridor*
• Associated Ravines	Associated ravines within the Urban System are to be included if meeting one of the following criteria: • important *ecological functions* related to the valley landform; • habitat for *endangered/threatened species*; • linkage to other natural features of the Greenlands System; • *flood* and *erosion hazards*; or • restoration potential. Associated ravines within the Rural System are not considered Regional Core *valley and stream corridors*: • significance is determined in accordance with the Town of Caledon Official Plan policies.

2.15 Greenlands Management and Stewardship

Active management, *securement* and *stewardship* of the Regional Greenlands System are necessary to ensure the sustainability and *ecological integrity* of its natural heritage features and areas. *Greenlands securement* involves the protection of natural heritage features and functions through a range of tools, including planning policy, *stewardship*, monitoring and *land acquisition*. *Stewardship* is a key component of the Region's natural heritage policy framework which promotes voluntary action and cooperative planning by organizations, communities and residents to protect, restore and enhance the Region's environment and resources.

Objective

2.15.1 To protect, restore and enhance the natural environment through Greenlands management, *securement* and *stewardship* opportunities in cooperation and partnership with local municipalities, conservation authorities, provincial agencies and conservation organizations.

Policies

2.15.2 Support *Greenlands securement* initiatives through planning policy, *stewardship*, monitoring and *land acquisition*.

2.15.3 Acknowledge and support the role of the local municipalities, conservation authorities, provincial agencies and conservation organizations in carrying out *stewardship* programs for natural heritage.

2.15.4 Implement *Greenlands securement* strategies, programs and actions including *stewardship* that directly support Regional policy goals and objectives.

2.15.5 Work with the local municipalities, conservation authorities and other agencies to leverage funding from various sources for *Greenlands securement*.

2.15.6 Support the *securement* of natural areas through planning policy, *stewardship* and monitoring before *land acquisition* is considered.

2.15.7 Encourage environmental education to support land *stewardship* and to promote the value of natural heritage conservation to residents.

2.15.8 Support the local municipalities and conservation authorities to encourage landowners and applicants for *development* and *site alteration* to support the Region's Greenlands *securement* efforts by enhancing lands adjacent to the Greenlands System.

2.15.9 Research and consider other incentives for the *securement* of natural heritage features and areas including tax rebates, incentive payments and cost-shared *stewardship* programs.

2.16 Natural and Human-made Hazards

Along the Lake Ontario Shoreline, and within ravine, valley, river and stream corridors, *flood plains* and *hazard lands* pose threats to human life and risk of damage to property. Naturally occurring physical and ecological conditions and processes may result in hazards when people and structures are affected by them. Naturally occurring hazards may be accelerated by climate change and human activity and impact the *ecological integrity* of the *ecosystem*.

The *natural hazards* or potential hazards dealt with in this section of the Plan include those areas along the Lake Ontario Shoreline and ravines, valleys, rivers, streams and *riverine flood plains* that are susceptible to flooding, erosion and/or unstable slopes, and also include lands with ***hazardous forest types for wildland fire*** that are susceptible to wildland fire.

Human-made hazards that may potentially be encountered in the Region of Peel include hazards associated with oil and gas wells, mineral aggregate operations and petroleum resource operations. Hazards occur when sites have not been properly rehabilitated.

Objectives

2.16.1 To ensure that *development* and *site alteration* are not permitted in areas where site conditions or their location, including on lands containing human-made hazards, may pose a risk to public safety, public health or result in property damage.

2.16.2 To encourage a coordinated approach to the use of the land and the management of water in areas subject to flooding in order to minimize social disruption, and mitigate risk to public safety, public health and property damage.

2.16.3 To ensure that methods used to protect existing development at risk from *natural hazards*, do not negatively impact the *ecological integrity* of the Greenlands System.

2.16.4 To ensure that the impacts of a changing climate are considered in the management of risks associated with *natural hazards*.

Policies

2.16.5 Direct the local municipalities, in consultation with the conservation authorities, to include policies consistent with the policies of this Plan, and mapping in their official plans in order to:

a) identify *flood plains*, *hazardous lands*, *hazardous sites*, known human-made hazards and lands that are regulated under the Conservation Authorities Act in accordance with relevant technical standards and guidelines;

b) identify ***hazardous forest types for wildland fire*** in accordance with provincial guidelines;

c) identify permitted uses and minimum setback standards;

d) regulate land uses within and adjacent to *flood plains*, *hazardous lands*, *hazardous sites*, human-made hazards and lands that are regulated under the Conservation Authorities Act; and

e) prohibit *development* and *site alteration* in areas that would be rendered inaccessible to people and vehicles during times of ***flooding hazards***, ***erosion hazards*** and/or ***dynamic beach hazards***, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard.

2.16.6 In collaboration with the local municipalities and conservation authorities, undertake *infrastructure* and ***watershed planning*** studies and initiatives that consider the potential impacts of climate change and extreme weather that may increase the risk associated with *natural hazards* and provide recommendations to mitigate risk.

2.16.7 In collaboration with the local municipalities and conservation authorities, investigate methods and approaches to identify the vulnerability of existing and new *development* to *overland flooding* and identify, promote and support strategies, programs and initiatives that reduce risk.

2.16.8 Require the implementation of ***low impact development*** and *green infrastructure* stormwater management practices in accordance with provincial requirements and guidelines to reduce risks associated with natural hazards.

2.16.9 Lake Ontario Regulatory Shoreline

Objective

2.16.9.1 To prevent or minimize the risk to human life and property associated with *shoreline* areas of Lake Ontario.

Policies

2.16.9.2 *Support* the policies and programs of the conservation authorities related to *shoreline* management.

2.16.9.3 *Support* the City of Mississauga, in conjunction with the conservation authorities, in directing *development* and *site alteration* to areas outside the Lake Ontario *Regulatory Shoreline*.

2.16.9.4 *Support* the City of Mississauga, in conjunction with the conservation authorities, in prohibiting *development and site alteration* within the *regulatory flood standard* and/or erosion hazard limit of *the regulatory shorelines* unless all of the following can be demonstrated:

a) the flooding and *erosion hazards* can safely be addressed;

b) new or existing hazards are not created or aggravated;

c) no adverse environmental effects will result;

d) vehicles and people have a way of safely entering and exiting the area during times of ***flooding hazards, erosion hazards*** and/or ***dynamic beach hazards***; and

e) *development* and *site alteration* are carried out in accordance with *established standards and procedures*.

2.16.10 Ravine, Valley, Stream Corridors and Erosion Hazards

Objective

2.16.10.1 To prevent or minimize the risk to human life and property associated with erosion and/or slope instability.

Policies

2.16.10.2 *Support*, *as appropriate*, the policies and programs of the conservation authorities related to ravine, *valley and stream corridor* management and protection.

2.16.10.3 Direct the local municipalities, in consultation with the conservation authorities, to include in their official plans policies that *support* non-structural risk management measures and generally prohibit *development* and *site alteration* within the erosion hazard limit.

2.16.10.4 Direct the local municipalities, in consultation with the conservation authorities, to prohibit *development* and *site alteration* within the erosion hazard limit, unless all of the following have been met:

a) the erosion and/or slope instability hazards can safely be addressed;

b) new or existing hazards are not created or aggravated;

c) no adverse environmental effects will result;

d) vehicles and people have a way of safely entering and exiting the area during times of ***flooding hazards and erosion hazards***; and

e) *development* and *site alteration* are carried out in accordance with *established standards and procedures*.

2.16.10.5 Generally prohibit the creation of additional tableland within *valley and stream corridors*.

2.16.10.6 Generally prohibit the creation of new lots within *valley and stream corridors* and *erosion hazard* areas.

2.16.11 Riverine Flood Plains

Objective

2.16.11.1 To prevent or minimize the risk to human life and property associated with *development* and *site alteration* which create new or aggravate existing *flood plain* management problems along flood susceptible *riverine* environments.

Policies

2.16.11.2 Support the local municipalities, in consultation with the conservation authorities, in directing *development* and *site alteration* to areas outside the regulatory *flood plain*.

2.16.11.3 Direct the local municipalities, in consultation with conservation authorities, to continue to address *riverine flood* susceptibility through the application of the *one zone* approach to *flood plain* planning and limited exceptions to the *one zone*, where appropriate, through the *two zone* and *special policy area* concepts, as outlined in provincial policy.

2.16.11.4 Encourage the local municipalities in collaboration with the conservation authorities to comprehensively review areas of existing *development* that are flood vulnerable and to evaluate and implement flood remediation measures to decrease the level of risk *as appropriate*.

2.16.11.5 Direct the local municipalities to include in their official plans, objectives and policies for the management of stormwater quality and quantity that would avoid, minimize or mitigate stormwater runoff volume, contaminant loads and impacts to receiving water courses.

2.16.11.6 Recognize that maintaining an up to date policy framework and *flood plain* information for *special policy areas* is a valuable mechanism for managing *flood plains* to allow for continued viability of existing uses and address the significant social and economic hardships to a community that would result from strict adherence to provincial policies concerning *development*.

2.16.11.7 Direct the local municipalities to obtain approvals from the Ministers of Northern Development, Mines, Natural Resources and Forestry and Municipal Affairs and Housing prior to the following:

a) designation of a new *special policy area*;

b) any change or modification to the site-specific policies of an existing *special policy area; or*

c) any change or modification to the land use designation or boundaries of an existing *special policy area*.

The designation of a new *special policy area* and any proposed revisions to the boundaries or policies of an existing *special policy area* shall be developed in accordance with all applicable provincial procedures and guidelines.

2.16.12 Wildland Fire Hazards

Objective

2.16.12.1 To prevent or minimize the risk to human life and property associated with *development* and *site alteration* on or adjacent to lands with ***hazardous forest types for wildland fire***.

Policies

2.16.12.2 Direct the local municipalities, in consultation with conservation authorities, to include policies in their official plans to generally direct *development* to areas outside of lands that are unsafe for *development* due to the presence of ***hazardous forest types for wildland fire*** unless the risk is mitigated in accordance with ***wildland fire assessment and mitigation standards***, and provincial objectives and policies. Figure 9 shows the potential location of ***hazardous forest types for wildland fire*** in Peel.

2.16.12.3 Support the local municipalities in preparing mapping of ***hazardous forest types for wildland fire*** and establishing policies in their official plans to ensure that the risk of wildland fire will be addressed through local planning approval processes, *as appropriate,* and in accordance with ***wildland fire assessment and mitigation standards***.

2.16.13 Other Natural and Human-made Hazards

Objective

2.16.13.1 To ensure that new *development* and *site alteration* address other *natural hazards* and human-made hazards *as appropriate*.

Policies

2.16.13.2 Direct the local municipalities to include policies in their official plans which address other naturally occurring hazards, such as those created by topographic constraints.

2.16.13.3 Direct the local municipalities to include policies in their official plans regarding *development* on, abutting, or adjacent to lands affected by human-made hazards such as oil, gas and salt hazards, or former mineral aggregate operations or petroleum resource operations, in accordance with the objectives and policies in this Plan and provincial policy. This includes directing the local municipalities to ensure that rehabilitation or other measures to address and mitigate known hazards are implemented and appropriate setbacks are applied to any proposed *development* in accordance with the regulations of the Oil, Gas and Salt Resources Act, through municipal planning documents.

2.16.13.4 Direct the local municipalities to include policies in their official plans to ensure that, prior to any proposed use, sites with contaminants in land or water are assessed and remediated as necessary such that there will be no adverse effects prior to any activity on the site associated with the proposed use.

3 Chapter 3: Resources

3.1 Purpose

This chapter addresses those components of the natural environment which are actively utilized in Peel, such as agricultural lands, mineral aggregate resources and water resources. Also addressed are *recreation* and *cultural heritage resources* used and enjoyed by Peel residents and visitors.

There must be a balance between the use and protection of resources, and the preservation of Peel's natural and cultural environment, while allowing for growth. Natural features and human communities coincide with valuable resources and require protection from incompatible uses to maintain their *ecological integrity*. Non-renewable resources will continue to be consumed for urban and economic growth purposes, and require sound management to allow for their use and protect their availability. Renewable resources must be utilized in a *sustainable* manner to ensure their viability for future generations.

Energy efficiency and improved air quality through land use and development patterns and safe and efficient transportation, are important for the health of Peel's communities, the long-term economic prosperity of the Region the protection of the environment and mitigating the impacts of climate change. When implemented, the energy policies in this chapter will enable Peel Region, its residents, businesses and transportation systems to reduce their current dependence on fossil-based energy sources by changing to *alternative* or *renewable energy systems*.

The Plan provides opportunities for energy generation facilities to accommodate current and projected needs where feasible, and recognizes the interdependencies that exist in the built and natural environments. These opportunities must be considered in the context of sustainable development of energy resources now and in the future.

3.2 Goal

To protect, manage and utilize the renewable and non-renewable resources of Peel in an efficient manner that conserves and *protects* environmental features, areas and functions, and the character of rural Peel including its agricultural, social, cultural heritage, community and economic aspects.

3.3 Agricultural System

Agriculture is an important sector of Ontario's economy and continues to play a significant role in Peel. The prosperity and sustainability of the agricultural sector are important to the economy of Peel and to maintaining the character of the rural community. Farmers, through their stewardship and management of the land, play a vital role in protecting natural heritage and water resources. The Region recognizes the role that agriculture can play in addressing the impacts of a changing climate and supports land management practices that mitigate emissions.

This Plan embodies an *agricultural system* approach to planning for agriculture, recognizing that the *Agricultural System* in Peel is part of a broader *Agricultural System* extending across the Greater Golden Horseshoe and beyond. The *Agricultural System* consists of:

- a continuous and productive agricultural land base comprised of *Prime Agricultural Area* and of *Rural Lands* linking *Prime Agricultural Area*, within Peel and beyond Peel's boundaries, and

- a complementary *agri-food network* of infrastructure, services and other elements important to the viability of the agri-food sector.

The *Prime Agricultural Area* in Peel Region generally has a Canada Land Inventory (CLI) Soil Capability for Agriculture rating of Class 1, 2, or 3, meaning that these lands have few constraints for agricultural production. The majority of the lands in the southern part of the Town of Caledon have soils that are rated as CLI Class 1.

This Plan establishes a policy framework to enable agriculture to remain viable and prosper. The Region supports the continuation of a thriving and sustainable agricultural industry, creating an environment that enables farmers to respond to changing conditions through diversification, agricultural innovation and the adoption of new practices in all aspects of the industry.

The agricultural industry is diversifying to include, in addition to primary production:

- agriculture-related industrial and commercial uses, including on–farm activities adding value to farm products; and

- on-farm diversified uses supporting agricultural operations by providing additional non-farm income.

The *Agricultural System* is linked to the *food system*, which includes all of the activities involved in ensuring a community is well nourished: growing, harvesting, processing, packaging, transporting, marketing and consuming food and disposing of *food waste*. This Plan supports

the *food system* through policies to support the *Agricultural System,* improve access to healthy and locally grown food, promote *urban agriculture*, reduce *food waste*, mitigate climate change and strengthen the Regional economy. The policies respecting *food and organic waste* are contained in Section 6.6 of the Plan.

The policies in this section of the Plan focus on the *Agricultural System* and the *food system* but there also are complementary and supportive policies in other sections of the Plan, particularly in Section 5.7 dealing with the *Rural Lands*. While the *Rural Lands* that are outside the *Prime Agricultural Area* accommodate a range of non-farm uses, those lands also permit agriculture and related uses and play a significant role as linkages among *Prime Agricultural Areas*.

Objectives

3.3.1 To protect the *Prime Agricultural Area* for long-term use for agriculture and maintain a continuous agricultural land base, minimizing fragmentation.

3.3.2 To protect *agricultural uses* in the *Prime Agricultural Area* from incompatible activities and land uses that would limit agricultural productivity or efficiency.

3.3.3 To provide flexibility to enable agricultural innovation and the adoption of new farming practices and to accommodate the development of *agriculture-related uses* and *on–farm diversified uses* in the *Prime Agricultural Area*.

3.3.4 To support and enhance the *Agricultural System* by addressing the impacts of development on the System through the planning approval process and by planning for local food and near-urban agriculture.

Policies

3.3.5 Maintain and enhance the continuity of the agricultural land base and the functional and economic connections to the *agri-food network*.

3.3.6 Designate and protect the *Prime Agricultural Area* as shown on Schedule D-1 for long-term use for agriculture.

3.3.7 Permit *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses* in the *Prime Agricultural Area*.

3.3.8 Promote and protect all types, sizes and intensities of *agricultural uses* and *normal farm practices* in the *Prime Agricultural Area* in accordance with provincial standards.

3.3.9 Require that, within the *Prime Agricultural Area*, new land uses, including the creation of lots, and new or expanding livestock operations, comply with the *minimum distance separation formulae*. The local municipalities are directed to provide policy direction in their official plans

addressing the application of minimum distance separation requirements including for buildings and structures on existing lots of record, *agriculture-related uses* and *on-farm diversified uses*.

3.3.10 Permit the removal of land from the *Prime Agricultural Area* only for a *settlement area* boundary expansion or adjustment in accordance with Policies 5.4.14, 5.5.7, 5.5.8 and 5.5.9.

3.3.11 Require that an *agricultural impact assessment*, where required by the policies of this Plan, or a local municipal official plan, be prepared in accordance with provincial and municipal guidelines.

3.3.12 Require, where *appropriate*, the phasing of *development* within urban areas in accordance with the local municipal official plans so that agricultural activities and related uses continue for as long as practical in the area that lies within the Regional Urban Boundary.

3.3.13 Require that *agriculture-related uses* and *on-farm diversified uses* in *the Prime Agricultural Area*:

a) make the most efficient use of land to minimize the amount of land taken out of agricultural production;

b) be compatible with, and not hinder, surrounding *agricultural uses* and, where required, comply with the *minimum distance separation formulae*; and

c) meet the applicable requirements of the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, the Niagara Escarpment Plan and the Lake Simcoe Protection Plan.

The Town of Caledon shall incorporate in its official plan criteria to be met by these uses. These criteria may be based on guidelines developed by the Province or on municipal approaches that achieve the same objectives. Within the Greenbelt Plan Area, permitted uses will be based on provincial Guidelines on Permitted Uses in Ontario's Prime Agricultural Area.

3.3.14 Permit non-agricultural uses in the *Prime Agricultural Area* without the requirement for an amendment to the Region of Peel Official Plan and subject to a local official plan amendment only for:

a) extraction of ***minerals***, ***petroleum resources*** and ***mineral aggregate resources***, in accordance with Section 3.4; or

b) limited non-residential uses, provided that all of the following are demonstrated:

   i) the proposed use complies with the *minimum distance separation formulae*;

ii) there is an identified need within the planning horizon of this Plan for additional land to be designated to accommodate the proposed use; and

iii) alternative locations have been evaluated, and

- there are no reasonable alternative locations that avoid *Prime Agricultural Areas*; and

- there are no reasonable alternative locations in *Prime Agricultural Areas* with lower priority agricultural lands.

3.3.15 Require that, where a new or expanding non-agricultural use is proposed in the *Prime Agricultural Area*:

a) an a*gricultural impact assessment* be prepared in accordance with provincial and municipal guidelines; and

b) adverse impacts on agricultural operations shall be avoided or, if avoidance is not possible, shall be minimized and mitigated. Where mitigation is required, the mitigation measures should be incorporated as part of the non-agricultural uses, *as appropriate*, within the area being developed.

3.3.16 Direct the Town of Caledon to only permit lot creation and lot adjustments in the *Prime Agricultural Area* for the following uses, and subject to Section 7.4.9 of this Plan:

a) *agricultural uses*, provided that the lots are of a size appropriate for the type of *agricultural uses* common in the area and are sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations;

b) *agriculture-related uses*, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate ***sewage and water services***;

c) a ***residence surplus to a farming operation*** as a result of farm consolidation, provided that:

i) the new lot will be limited to a minimum size needed to accommodate the use and appropriate ***sewage and water services***; and

ii) the local municipality ensures that new residential dwellings are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new residential dwellings are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches which achieve the same objective; and

d) *infrastructure*, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way; and

e) consents to enable the securement of lands for natural heritage conservation purposes by a *public authority* or a *non-government conservation organization.* Within the Greenbelt Plan Area, consents for natural heritage conservation purposes may be considered provided it does not create a separate lot for a residential dwelling in the *Prime Agricultural Area*.

3.3.17 The creation of new residential lots in the *Prime Agricultural Area* shall not be permitted, except in accordance with Policy 3.3.16 c). Lot adjustments in the *Prime Agricultural Area* may be permitted for ***legal or technical reasons***.

3.3.18 In the *Prime Agricultural Area*, recognize non-residential uses that are *existing uses* and permit a single-detached dwelling on an existing lot of record. The retention of *existing lots of record* in the *Agricultural System* for *agricultural uses* is encouraged, and the use of these lots for non-agricultural uses is discouraged.

3.3.19 In *Prime Agricultural Area*, applications for new ***mineral aggregate operations*** will be supported by an *agricultural impact assessment* and, where possible, will seek to maintain or improve connectivity of the *Agricultural System*.

3.3.20 Refinements to the agricultural land base comprising *Prime Agricultural Area* and *Rural Lands* designated on Schedule D-1 may only occur through a *municipal comprehensive review*.

3.3.21 Supporting Agriculture and the Food System

Objectives

3.3.21.1 To *support* and enhance the diversity, health and productivity of the *Agricultural System* as an important component of Peel's economic base and heritage.

3.3.21.2 To work in cooperation with farmers and agricultural organizations, the local municipalities, other public agencies and stakeholders to promote and enhance the *Agricultural System*.

3.3.21.3 To facilitate and foster access to affordable, heathy and locally grown food for all sectors of the Region's communities.

3.3.21.4 To support and encourage *urban agriculture*.

Policies

3.3.21.5 *Support* initiatives to maintain and enhance the economic viability and environmental *sustainability* of the *Agricultural System*.

3.3.21.6 In collaboration with agricultural sector organizations, the local municipalities and other public agencies *support* the development of regional and local agri-food strategies and other approaches to support and enhance the *Agricultural System*.

3.3.21.7 Encourage and support agricultural sector organizations, the local municipalities and other public agencies to engage and consult with the Peel Agricultural Advisory Working Group respecting major initiatives affecting the *Agricultural System*.

3.3.21.8 Promote new crops and products and methods of agricultural production to supply local markets, support health and protect the environment.

3.3.21.9 *Support* programs of the Ontario Ministry of Agriculture, Food and Rural Affairs, and other organizations which encourage and assist farmers in developing and following conservation measures and *sustainable* farming practices that will protect and enhance the long-term productivity of agricultural lands and the health of the natural environment.

3.3.21.10 *Support* and enhance the *Agricultural System* through planning for urban and rural growth and development and for *infrastructure*.

Urban Agriculture and Access to Affordable Locally Grown and Healthy Food

3.3.21.11 *Support urban agriculture* by encouraging the use of vacant and underutilized lands, utility corridors and public lands for the establishment of community gardens where appropriate.

3.3.21.12 Encourage the local municipalities to include policies in their official plans to:

a) permit *urban agriculture* within the Regional Urban Boundary and within *Rural Settlement Areas* where appropriate, including on rooftops;

b) permit farmers' markets, *mobile fresh food markets,* and community *food centres* to increase access to affordable, healthy food and locally grown food where *appropriate*, particularly in neighbourhoods where access to fresh foods is limited; and

c) require that local planning initiatives such as secondary plans, district plans, neighbourhood plans and transportation and mobility plans, are designed and developed in a manner that facilitates access to affordable, healthy food and locally grown food within neighbourhoods and in adjacent neighbourhoods.

3.3.21.13 Collaborate with the local municipalities and other stakeholders to develop and implement initiatives and support local municipal strategies, plans and programs:

a) to improve access to affordable, healthy food and locally grown food; and

b) to support and foster the development of *urban agriculture*.

3.4 Mineral Aggregate Resources

Peel's mineral aggregate resource base consists of unconsolidated sands and gravels as well as accessible sequences of shale, sandstone and dolostone. Most of Peel Region's mineral aggregate production is in the high quality sands and gravels of the Caledon and Credit Valley outwash deposits located in the Town of Caledon. Aggregate extraction and processing in Peel is currently concentrated in the vicinity of Caledon Village.

Mineral aggregate resources have economic benefits for Peel such as reducing the transportation costs of supplying materials for urban *development* in the Region, and attracting value-adding processing facilities that use aggregates and shale as raw materials. Mineral aggregate resources are an important component of the economic development and employment opportunities in the Region and therefore appropriate resource areas should be protected for possible use. Mineral aggregate operations have the potential to significantly and cumulatively impact on Peel's communities, natural environment, cultural heritage and other economic activities. Proper siting, design, management, operation and *rehabilitation* of mineral aggregate operations are essential to minimize these impacts. Consequently, a balance needs to be achieved among all of these considerations in this Plan and in the local municipal official plan.

The planning responsibility for mineral aggregate resources is shared among the Province, the Region and the local municipalities. The provincial interest includes protecting the resource for long- term use and ensuring as much of the resource as is realistically possible will be made available to supply resource needs, as close to markets as possible.

The Region's responsibilities are to identify appropriate mineral aggregate resource areas for protection, consistent with other objectives and policies in the Regional Plan; to establish policies, at the Regional level, to protect these resource areas for possible use; to direct the local municipalities to develop comprehensive mineral aggregate policies in their official plans, including policies to allow the resource to be made available for use; and to ensure that Regional interests are incorporated in area municipal planning decisions.

The role of the local municipalities is to establish comprehensive mineral aggregate resource policies in their official plans, having regard to provincial policies and local considerations, in conformity with this Plan and the Niagara Escarpment Plan, where applicable, to: refine the

identification of resource areas for protection at the local level; establish policies that allow mineral aggregate resources to be made available for use, *as appropriate*; and guide the designation, use and *rehabilitation* of specific lands, either inside or outside of the areas identified for protection.

The High Potential Mineral Aggregate Resource Areas (HPMARA) are generally identified on Schedule D-2. The HPMARA shown on Schedule D-2 is not a land use designation. The HPMARA includes the primary and secondary sand and gravel resource areas and bedrock resources located in the Region that are not constrained by: the Core Areas of the Greenlands System in Peel as identified in Section 2.14 and on Schedule C-2; the Escarpment Protection Areas as designated in the Niagara Escarpment Plan; registered plans of subdivision; and the approved *settlement areas* as designated in local municipal official plan. The HPMARA shall be reflected in local municipal official plan, subject to local refinements.

Where lands have been licensed for mineral aggregate extraction, the resource has been depleted to the extent that there is no resource left on the property that can be feasibly recovered, the license has been either surrendered or cancelled and *rehabilitation* of the lands to another land use has been approved through an approved local municipal official plan, the lands shall no longer be considered part of the HPMARA.

It is recognized that there are lands within the HPMARA, as shown on Schedule D-2, which may not be appropriate for protection or extraction because of local environmental, cultural, social and other planning considerations. It is also recognized that there are lands outside the HPMARA that may be appropriate for protection or extraction, having regard for these same local considerations. In neither circumstance, will an amendment to this Plan be required to refine the areas to be protected or to permit extraction. In both cases, the local municipal official plan will be required to identify the local refinements to the areas to be protected. In both cases, a permissive designation and/or policy in the local municipal official plan will be necessary before extraction will be permitted. In all cases, local refinements to the areas to be protected shall respect the intent of this Plan.

Objectives

3.4.1 To identify high potential mineral aggregate resource areas, to protect them for possible use and to establish policies that allow as much of the resource as is realistically possible to be made available for use to supply resource needs, in a manner consistent with this Plan, the Niagara Escarpment Plan, where applicable, and the local municipal official plan.

3.4.2 To recognize the Region’s mineral aggregate resource industry as an important component of the Region’s economic base.

3.4.3 To achieve a balance between the demand for, and economic benefits of resource extraction activity and the protection of Peel's communities, natural environment, cultural heritage and other resources.

3.4.4 To *support* initiatives for the *rehabilitation* of abandoned pits and quarries and to require the progressive *rehabilitation* of operating pits and quarries.

Policies

3.4.5 Protect the High Potential Mineral Aggregate Resource Areas (HPMARA), as generally identified on Schedule D-2 for possible use. These areas shall be reflected in local municipal official plan, and may be refined in those plans, having regard for local environmental, cultural, social and other planning considerations. An amendment to Schedule D-2 to reflect local refinements shall not be required, as long as the local refinements respect the intent of this Plan.

3.4.6 Permit mineral aggregate extraction sites, inside or outside of the area identified as High Potential Mineral Aggregate Resource Areas (HPMARA), only where extraction is permitted in an local municipal official plan and only in conformity with this Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Provincial Policy Statement where applicable. An amendment to Schedule D-2 will not be required for the establishment or expansion of a mineral aggregate extraction site.

3.4.7 Prohibit new or expanded mineral aggregate extraction sites and *wayside pits and quarries* or any ancillary or accessory uses thereto, in the following areas:

a) the Core Areas of the Greenlands System;

b) the Escarpment Protection Area of the Niagara Escarpment Plan;

c) the Natural Core Areas as designated within the Oak Ridges Moraine Conservation Plan Area;

d) ***Key natural heritage features*** and ***hydrologically sensitive features*** and the associated minimum vegetation protection zone, as defined by the Oak Ridges Moraine Conservation Plan, within the Oak Ridges Moraine Conservation Plan Area, except as permitted by the Oak Ridges Moraine Conservation Plan; and

e) *Significant woodlands* within the Greenbelt Natural Heritage System unless the woodland is occupied by *early successional habitat* or *young plantation*. The prohibition within *significant woodlands* within the Greenbelt Natural Heritage System applies only to new mineral aggregate extraction sites and *wayside pits and quarries* and their ancillary or accessory uses.

f) Approved *settlement areas* as designated in local municipal official plans in the Rural System, and registered plans of subdivision, unless permitted by the local municipality pursuant to Policy 3.4.6.

3.4.8 Permit *development*, and direct the local municipalities to permit *development*, within their respective administrative and geographic jurisdictions, in or adjacent to the HPMARA as refined pursuant to Policy 3.4.5, that would preclude or hinder the potential establishment of new or expanded mineral aggregate extraction sites or access to the resource only if:

a) resource use would not be feasible; or

b) the proposed land uses or *development* serves a greater long-term public interest; and

c) issues of public health, public safety and environmental impact are addressed.

3.4.9 Exempt from Policies 2.14.15, 2.14.17 and 3.4.7 any areas designated for mineral aggregate extraction in a local municipal official plan at the time of the approval of this Plan.

3.4.10 Require that all extraction and processing and ancillary or accessory use thereto, be located, designed and operated so as to minimize environmental, community and social impacts.

3.4.11 Conduct such studies and address, as it considers appropriate, *jointly* with the local municipalities, the cumulative effects of the establishment and expansion of mineral aggregate extraction sites on Peel's communities, natural environment and cultural features.

3.4.12 Promote progressive *rehabilitation* of licensed mineral aggregate extraction sites in a manner that conforms with the applicable policies in this Plan, the local municipal official plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Provincial Policy Statement, and the Aggregate Resources Act.

3.4.13 Investigate and promote, *jointly* with the local municipalities, conservation authorities, Ministry of Northern Development, Mines, Natural Resources and Forestry, Ministry of the Environment, Conservation and Parks, the Niagara Escarpment Commission, the aggregate industry and others, opportunities for *rehabilitation* of abandoned extraction areas.

3.4.14 Direct the local municipalities to include in their official plans comprehensive mineral aggregate resource policies, including:

a) policies regarding the refinement of the areas identified for protection in this Plan and policies for the protection of the refined areas for possible use;

b) policies regarding the establishment, prohibition, location, operation, expansion and *rehabilitation* of pits and quarries and associated activities;

c) policies with criteria to establish a clear and reasonable mechanism to permit official plan amendments to designate new or expanded mineral resource extraction sites to make the resource available for use;

d) policies requiring applicants for designations for the establishment or expansion of aggregate extraction sites to undertake appropriate studies, including where applicable, the studies necessary to address the requirements contained in this Plan having regard to provincial standards and guidelines;

e) policies for the purpose of applying Policy 3.4.8 at the local level, in accordance with the policies of this Plan and the Niagara Escarpment Plan, the Greenbelt Plan and the Provincial Policy Statement, where applicable;

f) policies to recognize existing licensed mineral aggregate extraction sites and existing extractive designations and protect them from new *development* that would require approval under the Planning Act, if that *development* would preclude or hinder their expansion or continued use or would be incompatible for reasons of public health, public safety or environmental impact;

g) policies to address aggregate uses in the *Prime Agricultural Area* in accordance with provincial policy;

h) policies requiring applicants proposing permitted non-agricultural uses on rehabilitated mineral aggregate extraction sites in or abutting designated *Prime Agricultural Areas* to demonstrate that the proposed development will be compatible with the adjacent agricultural area or be designed to minimize and mitigate impacts to adjacent agricultural operations to the greatest extent feasible;

i) policies to permit *wayside pits and quarries* portable asphalt plants and portable concrete plants used on *public authority* contracts, without the need for an official plan amendment, rezoning, or development permit under the Planning Act in all areas, except those areas identified in Policy 3.4.7; those areas of existing *development* or particular environmental sensitivity which have been determined in the local municipal official plan to be incompatible with extraction and associated activities or those areas within the Niagara Escarpment Plan the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Provincial Policy Statement unless permitted by these Plans;

j) policies to prohibit the establishment or expansion of commercial peat or organic soil extraction operations.

3.4.15 Encourage the local municipalities to develop by-laws under the Municipal Act to regulate the operation of existing peat extraction pits to ensure the adverse impacts on the natural environment are kept to a minimum.

3.5 Recreation

Natural features, open spaces and parklands contribute to the overall structure of the Region and can provide opportunities for active and passive *recreation*, contributing to overall quality of life. Portions of natural features such as the Lake Ontario waterfront, river valleys, conservation areas, Niagara Escarpment Parks and Open Space System, provincial parks, the Greenbelt, portions of the *Oak Ridges Moraine* and the Bruce Trail can provide regional scale recreational opportunities for people from beyond the boundaries of Peel or a specific local municipality.

Ecologically appropriate areas of the natural environment which would serve the passive *recreation* and open space needs of the residents of Peel are of primary interest to the Region.

Objectives

3.5.1 To *support* passive recreational opportunities through Regional cooperation and partnerships with agencies having the prime responsibility for *recreation* facilities; namely, the local municipalities, conservation authorities, school boards, provincial park agencies including the Niagara Escarpment Commission and the Bruce Trail Association.

3.5.2 To promote a harmonious relationship between humans and the natural environment.

3.5.3 To *support* the local municipalities in their efforts to promote tourism opportunities.

Policies

3.5.4 Acknowledge and *support*, *as appropriate*, the role of the local municipalities, conservation authorities, provincial agencies and the Niagara Escarpment Commission, as the primary agencies responsible for coordinating the provision of recreational facilities and *services* (including parkland, open space trails and water-based activities).

3.5.5 Consider, in partnership with the other agencies, opportunities to provide passive outdoor recreational amenities that serve regional needs, including small-scale structures for recreational uses consistent with the requirements of the Greenbelt Plan and consistent with the development criteria and related policies of the NEP, including Part 3, The Niagara Escarpment Parks and Open Space System, where applicable.

3.5.6 *Support* the Niagara Escarpment Parks and Open Space System, and recognize the Bruce Trail as an essential component of the *recreation* system of the *Niagara Escarpment*, which is recognized internationally as a World Biosphere Reserve.

3.5.7 *Support* the conservation authorities which own and maintain conservation areas on a region-wide basis.

3.5.8 *Support* initiatives of the Waterfront Regeneration Trust including the Lake Ontario Waterfront Trail connecting Burlington Bay to the Trent River.

3.5.9 *Support* initiatives to establish trail systems on the *Oak Ridges Moraine* and in the Greenbelt as well as the Culham Trail, Cataract/Elora Trail, the Caledon Rail Trail, Credit Valley Trail, equestrian trails and other trails in the Region.

3.5.10 Encourage the local municipalities and conservation authorities to engage with Indigenous Communities on respectful inclusion and representation of First Nations culture and heritage in conservation area, parkland and open space planning.

3.6 Cultural Heritage

Peel has a rich history of natural and *cultural heritage resources.* Various Indigenous communities have a long history on these lands with a deep understanding that nature, culture and knowledge are connected to the land and its resources, which continue to sustain people, culture and the economy for generations to come.

Extensive urbanization over the last several decades has resulted in the loss of archaeological and other cultural heritage resources. Considering this, the Region intends to ensure that *cultural heritage resources* are conserved and promoted where possible to support the social, economic, and cultural well-being of all communities, including Indigenous communities. These valuable resources are fragile, non-renewable and limited, and as such, are imperative to conserve through preservation, rehabilitation, restoration or a combination of these actions. Of significance are *cultural heritage resources* and *archaeological resources* in treaty lands, and the conservation of these resources help ensure Indigenous history, and culture are protected.

While *cultural heritage resources* in the planning context and in the policies of this section are recognized for creating tangible physical heritage value (such as buildings, monuments and objects), it should be noted that Indigenous communities may also recognize living heritage or intangible heritage, understood and described according to their own perspectives and traditions, through language, stories and oral histories, songs, dance, ceremonies, knowledge and practices, and cultural transmission.

The Region encourages and *supports* conservation of the *cultural heritage resources* of all peoples whose stories inform the history of Peel. The Region recognizes the *significant* role of heritage in establishing a shared sense of place, contributing to environmental sustainability and developing the overall quality of life for residents and visitors to Peel. The Region *supports* the identification, conservation and interpretation of *cultural heritage resources*, including but not limited to the *built heritage resources*, structures, *archaeological resources*, and *cultural*

heritage landscapes (including properties owned by the Region or properties identified in Regional *infrastructure* projects), according to the criteria and guidelines established by the Province.

The Region owns and operates the Peel Art Gallery, Museum and Archives (PAMA) which exists within a protected heritage property. The purpose of PAMA is to collect, preserve, manage and research archives, artworks, and objects of cultural significance. These collections and the institution supports the interpretation and sharing of arts, culture and history throughout Peel via innovative products and programs. The Region will also encourage the development and operation of heritage facilities under local municipal jurisdiction and *support* cooperative programming, when appropriate.

Objectives

3.6.1 To identify, conserve and promote Peel*'s* non-renewable *cultural heritage resources*, including but not limited to *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* for the well-being of present and future generations.

3.6.2 To encourage *stewardship* of Peel's *built heritage resources* and *cultural heritage landscapes* and promote well-designed built form to support a sense of place, help define community character, and contribute to Peel's environmental sustainability goals.

3.6.3 To strengthen the relationship between the local municipalities, Indigenous communities and the Region when a matter having inter-municipal cultural heritage significance is involved.

3.6.4 To *support* the heritage policies and programs of the local municipalities.

Policies

3.6.5 Work with the local municipalities, stakeholders and Indigenous communities in developing and implementing official plan policies and strategies for the identification, wise use and management of *cultural heritage resources*.

3.6.6 Direct the local municipalities to include policies in their official plans for the identification, conservation and protection of *significant cultural heritage resources,* including *significant built heritage resources* and *significant cultural heritage landscapes* as required in cooperation with *the Region*, the conservation authorities, other agencies and Indigenous communities, *as appropriate*.

3.6.7 In cooperation with the local municipalities, ensure the adequate assessment, preservation or mitigation, where necessary or appropriate, of *archaeological resources*, as prescribed by the Ministry of Heritage, Sport, Tourism and Culture Industries' archaeological assessment standards and guidelines.

3.6.8 Require cultural heritage resource impact assessments, where appropriate for *infrastructure* projects, including Region of Peel projects and ensure that recommended conservation outcomes resulting from the impact assessment are considered.

3.6.9 Encourage the local municipalities to consult with the Indigenous communities when commemorating *cultural heritage resource* and *archaeological resources*.

3.6.10 Require local municipal official plans to include policies where the proponents of *development* proposals affecting *cultural heritage resources* provide sufficient documentation to meet provincial requirements and address *the Region*'s objectives with respect to *cultural heritage resources*.

3.6.11 Direct the local municipalities to only permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* where the proposed property has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*.

3.6.12 Direct the local municipalities to only permit *development* and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* if the *significant archaeological resources* have been *conserved* by removal and documentation, or by preservation on site, consistent with provincial requirements. Where *significant archaeological resources* must be preserved on site, only *development* and *site alteration* which maintain the heritage integrity of the site may be permitted.

3.6.13 Encourage and support the local municipalities to prepare and maintain a *Cultural Heritage Master Plan* and an archaeological management plan that provides, but is not limited to, inventory of *cultural heritage resources,* and guidelines for the identification, evaluation, conservation and direct/indirect impact mitigation activities to consider in decision making on *cultural heritage resources* and *archaeological resources*.

3.7 Energy Resources

In recognizing the unsustainable and adverse environmental, economic and social effects of conventional energy production and energy consumption, municipalities have been examining various options and strategies to support *complete communities*, build a strong Regional economy and conserve a healthy environment. The Region of Peel is a partner with the local municipalities in efficiently managing our energy resources and creating smart energy solutions to sustain a healthy, prosperous and secure quality of life for the people of Peel Region. Three principles will guide the strategic and policy choices towards achieving these objectives. These are, (i) Conservation: Promoting energy conservation and sustainable development; (ii) Efficiency: Promoting energy efficient urban and building designs, energy efficient appliances and water-efficient fixtures, and facilitating alternative modes of transportation; and (iii)

Diversity: Promoting the use of *renewable and alternative energy systems* and providing a diversity of reliable energy sources.

The Region of Peel is a municipal leader in energy efficiency and encourages initiatives by the local municipalities to promote environmental sustainability through plans, policies and programs to reduce waste and conserve energy. The Region recognizes the importance of supporting policies aimed at reducing energy consumption and reliance on carbon-based fuels for energy, and in creating and maintaining a safe and healthy environment.

The policies of this Plan must be viewed within a framework of *sustainable development* to address Regional needs, such as mitigating and adapting to climate change through greater energy efficiency including, reducing the need to travel by single-occupant vehicle, while improving access to sustainable modes of transportation, providing *alternative and renewable energy systems*, and improving energy efficiency performance of new and existing buildings.

The Region is supportive of the use of advanced energy-efficient technologies that are consistent with high energy efficiency standards, design features and construction practices. The Region supports measures by the local municipalities to develop innovative green spaces such as green roof technology and designs that will reduce the urban heat island effect; and initiatives to redevelop large industrial sites, including brownfield sites to ensure high levels of pollution control, and to create opportunities for energy conservation. Measures that maximize passive heating and cooling in building design and utilizing existing or planted natural shade canopies to reduce peak energy use are also important considerations in local planning decisions.

Objectives

3.7.1 To conserve energy by promoting energy efficient land use and development patterns, efficient transportation, and *alternative and renewable energy systems*.

3.7.2 To plan and develop greener, healthier communities by reducing harmful greenhouse gas emissions and improving the air quality in the Region.

3.7.3 To develop a culture of conservation that supports energy conservation, reduces emission from vehicles as well as municipal, residential, commercial and industrial sources and protects air quality.

3.7.4 To plan and protect for long-term infrastructure needs such as utilities and electricity transmission *infrastructure*, in advance of future development, and including the Conceptual Northwest GTA Transmission Corridor, as shown on Schedule F-2.

Policies

Energy Conservation and Efficiency

3.7.5 Support the continued development of Regional and local municipal programs to conserve energy and improve energy efficiency across all sectors.

3.7.6 Support energy conservation and efficiency through land use and development patterns which promote *compact built form* and sustainable modes of transportation.

3.7.7 *Support* energy conservation and efficiency and low carbon energy alternatives in buildings and planned development through community energy and emissions reduction planning initiatives, the development of *sustainable* site and building design standards and guidelines, and through the development of *alternative and renewable energy systems*, including low carbon district energy systems. The implementation of planning initiatives, standards, guidelines and energy infrastructure should work towards achieving net zero emissions over time.

3.7.8 Direct the local municipalities to incorporate policies in their official plans to require *sustainable* site and building design and construction practices, including policies, guidelines and standards that encourage energy performance exceeding the Ontario Building Code, where possible, and that work toward the objective of achieving net-zero emission buildings and communities. The policies, guidelines and standards should incorporate a range of measures to promote energy conservation and efficiency, the installation of *alternative and renewable energy systems*, water conservation, and orienting buildings and planting vegetation to maximize the use of solar and wind energy.

3.7.9 *Support* policies that promote the creation of innovative green spaces such as green roofs, white roofs, and the use of urban tree canopy to mitigate urban heat island effects, improve energy conservation and reduce energy demand.

3.7.10 *Support* policies that promote water conservation measures and stormwater best management practices to ensure energy conservation.

3.7.11 Implement energy retrofits in Regional owned facilities and buildings and encourage the local municipalities to retrofit their own facilities and buildings.

3.7.12 Encourage the increased use of electric, hybrid and alternative fuel vehicles and associated *infrastructure* for Regional operations and the Regional fleet.

3.7.13 Encourage the local municipalities in conjunction with local distribution companies and other agencies, to implement provincial and other incentive programs that would reward

homeowners and businesses for investing in energy efficient technologies, and reducing consumption.

3.7.14 Promote public awareness and education initiatives *jointly* with the local municipalities and other relevant agencies, on matters related to energy conservation and energy efficiency.

Energy Diversity

3.7.15 Work *jointly* with the local municipalities and the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local low-carbon, renewable and alternative energy generation, where appropriate.

3.7.16 Work *jointly* with the local municipalities and partners to explore the opportunities to incorporate solar, wind, geothermal, and bio-energy projects or *alternative energy systems* in new development.

3.7.17 Direct the local municipalities to require all major development proposals to submit *alternative and renewable energy systems* feasibility studies, where appropriate, including the consideration of solar and geothermal energy installation and district and other low-carbon energy systems. Where such systems have been determined to be feasible, studies should indicate how the alternative and renewable energy solutions will be incorporated into the development.

3.7.18 Investigate in conjunction with the local municipalities, the need to permit the installation of individual generating systems as accessory structures to reduce on-site consumption of utility supplied power.

3.7.19 Promote individual generating systems, designed to minimize the disturbance to agricultural soils and operations, as accessory structures in appropriate locations in consultation with the local municipalities and the Niagara Escarpment Commission.

3.7.20 Promote alternative energy generation facilities in the *Prime Agricultural Area* and *Rural Lands*, as designated on Schedule D-1 of the Region of Peel Official Plan, and other suitable areas as determined by the relevant local municipality and the Niagara Escarpment Commission. Alternative energy generation facilities should be designed to minimize disturbance to agricultural soils and operations. Ground-mounted solar facilities are permitted in *Prime Agricultural Areas* only as *on-farm diversified uses*.

3.7.21 Encourage the local municipalities to include criteria in their official plans for evaluating *alternative energy system* proposals, including location and land use compatibility.

Location of Utility Corridors and Generation Plants

3.7.22 Work closely with the local municipalities, the Province and other relevant agencies, in planning for the future expansion and location of power supply services and communication systems servicing the Region.

3.7.23 Plan and protect for a future Northwest GTA Transmission Corridor and rights-of-way for electricity generation facilities and transmission systems to meet current and projected needs, and prohibit development in such *planned corridors* for the purpose(s) for which it was identified or actively being planned, as shown on Schedule F-2.

3.7.24 Recognize that as the Northwest GTA Transmission Corridor Identification Study progresses, provisions for the phased release of lands that are appropriate to the Northwest GTA Transmission Corridor Identification Study process be made, in consultation with the Ministry of Energy, Northern Development and Mines.

3.7.25 Encourage the area municipalities, in conjunction with utility, energy providers and the Region, to identify in their official plans, utility corridors for the transmission of energy, communication and the movement of people and goods to meet current and projected needs. For those local municipalities that are within the *Parkway Belt West Plan*, identify in their official plans the *Parkway Belt West Plan* infrastructure corridors and their right-of-ways**.**

Petroleum Resources

3.7.26 Protect petroleum resource operations, should any known mineral or petroleum resource operations be identified in Peel in the future, by prohibiting *development* and activities which would preclude or hinder access to the resource**.**

3.7.27 In areas adjacent to or in known petroleum resources, and in significant areas of petroleum potential, prohibit *development* and activities which would preclude or hinder access to the resources unless:

a) resource use would not be feasible; or

b) the proposed land use or *development* serves a greater long-term public interest; and

c) issues of public health, public safety and environmental impacts are addressed.

3.7.28 Work *jointly* with the local a municipalities and the Province to review and develop further policies related to petroleum resources consistent with provincial policy, including consultations with the public. The further review and development of policies related to petroleum resources will be undertaken when information or studies have identified significant areas of petroleum potential, petroleum resources, and petroleum resource operations in Peel.

4 Chapter 4: Growth Management Forecasts

4.1 Purpose

The population and employment forecasts, contained in this chapter of the Plan in Table 3, provide a framework to guide future growth in Peel. The forecasts serve as the basis for determining Regional *services* and establishing land requirements to accommodate growth to the year 2051. In addition, the forecasts will assist *the Region*, other orders of government and the private sector when making growth related investment decisions.

Figure 10 illustrates past and forecasted growth in population, employment and activity rates (the ratio of employment/population expressed as a percentage) for the period 1971-2051 in Peel by local municipality. The Population, Household, and Employment forecasts for the years 2041 and 2051 are shown in Table 3. These forecasts provide an indication of how population, household and employment growth are expected to proceed by local municipality. Regional forecasts are consistent with Schedule 3 of the Growth Plan forecasts.

The population, household and employment forecasts shown in Table 3 were developed through an approach to the allocation of growth within the Region that is based on the following principles:

- an integration of land use planning, *infrastructure* planning and *infrastructure* investment
- collaboration between the Region, the local municipalities, the development industry, and input from the public and other stakeholders
- mitigation of risks associated with managing growth in Peel, and
- to increase the ability for growth to pay for growth infrastructure

To achieve the forecasts, new communities will be accommodated through *settlement area* boundary expansion and the development of existing and new *Strategic Growth Areas*. These new communities will require a variety of *services* to ensure *complete communities* are developed. The phasing policies of this Plan and coordination with agencies will be required to support orderly development and the effective delivery of *services*.

During the 2051 planning horizon, various factors such as market trends and planning initiatives will influence *the Region*'s ability to meet the forecasts in Table 3 as well as the minimum *intensification* and density targets in this Plan, and these influences will change over time.

This chapter of the Plan also recognizes that the population, household and employment forecasts and related provincial policy directions need to be monitored, reviewed and evaluated at least every five years, based on the most recent Schedule 3 of the Growth Plan and updated provincial policy framework.

4.2 Goal

To ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and *services* to accommodate this growth are provided in an effective and efficient manner.

4.3 Population and Employment Forecasts

Objectives

4.3.1 To provide a planning framework for future growth in Peel Region within the context of the *Greater Toronto and Hamilton Area*.

4.3.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.

4.3.3 To achieve balanced growth that supports a healthy activity rate and the fiscal objectives as outlined in Chapter 7 of this Plan.

4.3.4 To facilitate the effective and efficient delivery and financing of existing and future Regional *services*, including social and hard *infrastructure services*.

4.3.5 To guide the preparation of Regional capital and operating budgets and budget forecasts so that Regional *services* can be provided to new growth in a manner which aligns with the Region's corporate asset management plans and strategies.

4.3.6 To plan for the accommodation of new growth in a manner which maximizes the amount of personal discretionary time and increases the overall quality of life for Peel's residents and workers.

4.3.7 To provide the basis for the periodic review of *the Region*'s Development Charges By-law and costs related to growth.

Policies

4.3.8 Use the population, household and employment forecasts shown in Table 3 as the basis for this Plan.

4.3.9 Require an amendment to this Plan initiated by the Region for changes to the population, household and employment forecasts shown in Table 3.

4.3.10 Use, in cooperation with the local municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional *services* and establishing requirements to accommodate growth to the year 2051. Forecasts beyond the 2051 planning horizon may be used for long-term *infrastructure* planning, and community planning within the urban boundary, undertaken by the Region and/or local municipalities, as long as there is consistency with the objectives and intent of the provincial Growth Plan and the Region of Peel Official Plan.

4.3.11 Forecasts beyond the 2051 planning horizon may be used when planning for *Strategic Growth Areas* within the *Delineated Built-up Area* that are delineated on Schedule E-2 of the Region of Peel Official Plan, provided that:

a) integrated planning for *infrastructure* and *public service facilities* would ensure that the *development* does not exceed existing or planned capacities;

b) the type and scale of built form for the *development* would be contextually appropriate;

c) the *development* would support the achievement of *complete communities*, including a diverse mix of land uses, a full range of housing, office employment, transportation options, and sufficient open space; and

d) the development would not require the conversion of viable *employment lands* within an *Employment Area*.

4.3.12 Direct the local municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans.

4.3.13 The population and employment forecasts will be utilized to support the review of development applications where *infrastructure* upgrades and capital investments are required.

4.3.14 Direct the local municipalities to work with school boards and agencies to ensure the necessary infrastructure and *public service facilities* are in place to accommodate forecasted growth and the development of *complete communities* to the horizon on this plan.

4.3.15 Monitor, in cooperation with the local municipalities the supply of land to ensure that there is sufficient capacity to accommodate the population and employment forecasts shown in Table 3 within the horizon of the Plan.

4.3.16 Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.

4.3.17 Review the Table 3 forecasts *jointly* with the Province and the local municipalities at least every five years. Update the Table 3 forecasts and municipal allocations *jointly* through a *municipal comprehensive review* with the local municipalities when the Province amends the Regional forecasts.

4.3.18 Monitor, in cooperation with the local municipalities, residential and employment growth on an annual basis to ensure the *intensification*, density and housing targets identified in this Plan are met.

Table 3 – Population, Household and Employment Forecasts for Peel

Municipality	2041			2051		
	Population[1]	Households	Employment	Population[1]	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
Peel	**2,050,000**	**650,000**	**960,000**	**2,280,000**	**730,000**	**1,070,000**

Notes:

1) [1] Population figures include a Census undercount of 3.3%.

2) Figures rounded to the nearest 5,000.

5 Chapter 5: Regional Structure

5.1 Purpose

Peel Region is part of the larger economic region of the *Greater Toronto and Hamilton Area (GTHA)* and the Greater Golden Horseshoe, and in this context, the Regional Structure chapter of the Plan describes Peel*'s* role within the *GTHA* and its relationship to the surrounding municipalities. This chapter also provides strategic guidance on means to improve the overall quality of life for Peel's residents and workers.

This chapter of the Plan contains broad planning goals, objectives and policies that are designed to support the development of *complete communities* and respond to the pressures of growth in the context of provincial policy requirements, a rapidly changing global economy, ongoing government financial restraint and potential effects on the natural environment, resources, residents, workers and communities in Peel.

This chapter also includes many of the growth management policy directions and policies of the Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) that are required to be implemented.

The Region supports the development of land use patterns that protects natural heritage, reduces greenhouse gas emissions, supports transit and considers the impacts of a changing climate aligned with provincial policies.

Various elements and systems make up the Regional Structure in Peel Region. Within these elements and systems additional policy direction is provided in designations, policy areas, and overlays. The Greenlands System and Peel's renewable and non-renewable resources, which make up part of Peel's Regional Structure, are described in the preceding chapters of this Plan. The elements and systems that make up the balance of Peel's Regional Structure are described in this chapter. This chapter recognizes the importance of Peel's Regional Structure elements and its relationship to the structural elements in the surrounding regions. It also distinguishes and recognizes the duality that exists between the urban and the rural systems in Peel.

5.2 Goal

To provide a diversity of *complete healthy communities* for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system and provide an efficient use of land, public *services*, finances and *infrastructure*, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.

5.3 Policies

5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the *Delineated Built-up Area* with a focus on *Strategic Growth Areas* and other areas that leverage existing and planned *infrastructure* investments.

5.3.2 Limit the amount of population and employment growth directed to areas that are:

a) a part of the Rural System;

b) not serviced by existing or planned municipal water and wastewater systems; and

c) within the Greenbelt Area.

5.3.3 Plan for *major facilities* and *sensitive land uses* to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with the applicable provincial guidelines, standards and procedures.

5.3.4 Permit *development* on abutting or adjacent to lands affected by human-made hazards only if rehabilitation measures to address and mitigate known or suspected hazards are underway or have been completed.

5.3.5 Require proponents of *development* to ensure that *contaminated sites* will be cleaned up as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effect, in accordance with provincial standards and/or guidelines.

5.4 Growth Management

The Growth Plan recognizes the diversity of land resources in the Greater Golden Horseshoe and the *GTHA* in particular. One of the guiding principles of the Growth Plan that should assist in the decision-making process of land *development*, resource management and investment is to "build compact, vibrant and *complete communities".* The Growth Plan encourages planning for *development* of *complete communities* and a balance of jobs and housing. Growth management policies of this Plan contribute to the achievement of *complete communities* within Peel.

To ensure that growth management and *sustainability* objectives are achieved, this Plan identifies specific growth management designations, policy areas, and structural elements such as *Strategic Growth Areas*, Urban Growth Centres, *Major Transit Station Areas*, *Delineated Built-up Areas*, *Employment Areas*, and *Designated Greenfield Areas*. Each of these areas has a specific role in managing growth and policy direction is provided in the Plan. Schedules E-1, E-2, E-3, E-4 and E-5 show these areas within Peel Region. The Plan also provides policy direction for the Water Resource System, Greenlands System, Rural System, *Agricultural System*, and Greenbelt Plan Area which also support the growth management objectives of the Region.

Objectives

5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the *Delineated Built-up Areas* through *intensification,* particularly *Strategic Growth Areas* such as the Urban Growth Centres, intensification corridors and *Major Transit Station Areas*.

5.4.2 To establish minimum *intensification,* employment density*,* and *greenfield density targets*.

5.4.3 To manage growth based on the growth forecasts, *intensification* targets, employment density targets, and *greenfield density targets* of this Plan.

5.4.4 To achieve the *intensification* targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.

5.4.5 To coordinate *infrastructure* planning and land use planning to achieve the objectives of this Plan.

5.4.6 To optimize the use of the existing and planned *infrastructure* and *services.*

5.4.7 Promote the integration of land use planning, growth management, *transit-supportive* development, *intensification*, and *infrastructure* planning to achieve cost-effective development

patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.

5.4.8 To support planning for *complete communities* in Peel that are compact, well-designed, *transit-supportive*, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and *services* to meet daily needs.

5.4.9 To protect and promote human health.

Policies

5.4.10 Direct the local municipalities to incorporate official plan policies to develop *complete communities* that are well-designed, *transit-supportive*, offer transportation choices, include a diverse mix of land uses in a *compact built form*, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and *public service facilities*.

5.4.11 Direct a significant portion of new growth to the *Delineated Built-up Areas* of the community through *intensification*.

5.4.12 Develop compact, *transit-supportive* communities in *Designated Greenfield Areas*.

5.4.13 Prohibit the establishment of new *settlement areas*.

5.4.14 A settlement area boundary expansion may only occur through a *municipal comprehensive review* where it is demonstrated that:

a) based on the minimum intensification and density targets in this Plan and a *land needs assessment* undertaken by the Region of Peel, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan is not available through intensification and in the *Designated Greenfield Area* with the Region of Peel and applicable lower-tier municipality;

b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan based on the analysis provided in the *land needs assessment*, while minimizing land consumption; and

c) the timing of the proposed expansion and the phasing of development within the *Designated Greenfield Area* will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.

5.4.15 Coordinate growth-related *infrastructure* in Peel with long-term broadband communication Public Sector Network improvements.

5.4.16 Employ a comprehensive, integrated approach to land use planning, *infrastructure* planning and *infrastructure* investment to achieve the objectives of this Plan.

5.4.17 Ensure that planning for the development, optimization, or expansion of *infrastructure,* including *infrastructure* corridors and supporting facilities will, where applicable:

a) demonstrate through an *agricultural impact assessment* or equivalent analysis as part of an environmental assessment, that *negative impacts* on the *Agricultural System* have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated;

b) demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that *negative impacts* on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and mitigated to the greatest extent feasible; and

c) address requirements in accordance with provincial policies and with the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.

5.4.18 Intensification

The Growth Plan sets out requirements for ensuring that *intensification* occurs in the Greater Golden Horseshoe. In accordance with the Growth Plan, this Plan directs a significant portion of new growth to built-up areas, and promotes *compact urban form*, *intensification* and *redevelopment*. Forms of *intensification* include *redevelopment* (including the reuse of brownfield sites), the *development* of underutilized lots within previously developed areas, infill *development* and the expansion or conversion of existing buildings. All of these types of *development* can occur within areas already equipped with *infrastructure* and *services*. To measure *intensification*, the Growth Plan requires that a minimum of 50 per cent of all residential *development* occurring annually within the Region will be within the *Delineated Built-up Area*.

To support the achievement of the minimum *intensification* target, the Growth Plan requires *Strategic Growth Areas* be identified as the key focus for *intensification development*. This Plan recognizes the importance and advantages of *intensification* in Peel and implements the *intensification* policies of the Growth Plan.

Objectives

5.4.18.1 To achieve efficient and *compact built forms*.

5.4.18.2 To optimize the use of existing *infrastructure* and *services*.

5.4.18.3 To revitalize and/or enhance developed areas.

5.4.18.4 To intensify *development* on underutilized lands.

5.4.18.5 To reduce dependence on the automobile through the development of mixed-use, *transit-supportive*, pedestrian-friendly urban environments.

5.4.18.6 To optimize all *intensification* opportunities across the Region and maximize *development* within *Strategic Growth Areas*.

5.4.18.7 To intensify *Employment Areas* to optimize lands for future growth.

5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

Policies

5.4.18.9 Identify the *Delineated Built-up Area*, *Strategic Growth Areas*, and the *Designated Greenfield Areas*, in accordance with provincial criteria, on Schedules E-2 and E-3.

5.4.18.10 Facilitate and promote *intensification*.

5.4.18.11 Accommodate *intensification* within Urban Growth Centres, intensification corridors, nodes and *Major Transit Station Areas* and any other appropriate areas within the *Delineated Built-up Area*.

5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential *development* occurring annually to be located within the *Delineated Built Boundary*.

5.4.18.13 To 2051, the minimum amount of residential *development* within the *Delineated Built Boundary* of the local municipalities shall be as follows:

- City of Brampton: a minimum of 50 per cent;
- Town of Caledon: a minimum of 5 per cent; and
- City of Mississauga: a minimum of 96 per cent.

5.4.18.14 Monitor, in cooperation with the local municipalities, growth within the *Delineated Built Boundary* on an annual basis to ensure that the *intensification* targets established in this Plan are achieved.

5.4.18.15 Direct the local municipalities to develop *intensification* strategies that demonstrate how the minimum *intensification* target prescribed in Policy 5.4.18.13 will be achieved within the *Delineated Built Boundary*.

5.4.18.16 Direct the local municipalities to delineate and establish minimum density targets for *Strategic Growth Areas* which include Urban Growth Centres, intensification corridors, nodes/centres and *Major Transit Station Areas*.

5.4.18.17 Direct the local municipalities to identify in their official plans the appropriate type and scale of *development* in *Strategic Growth Areas*.

5.4.18.18 Encourage the local municipalities to establish official plan policies that promote the *redevelopment* and reuse of brownfield sites.

5.4.18.19 Direct the local municipalities to show the *Delineated Built-up Area* and the *Designated Greenfield Areas* in their official plans.

5.4.18.20 Direct the local municipalities when planning for *intensification* to ensure that development and site alteration within *special policy areas* be in accordance with Policy 2.16.11.7.

5.4.19 Greenfield Density

Part of Peel's growth will occur through greenfield *development*, known as the *Designated Greenfield Area.* The policy direction of the Growth Plan includes *Designated Greenfield Area* that contributes to *complete communities* to support *sustainable transportation* and provide public open space that supports these activities. The *designated greenfield* area must also provide for a diversity of land uses as well as efficiently use available lands and *infrastructure*. In order to achieve *complete communities*, the Growth Plan imposes a minimum density target that is not less than 50 residents and jobs combined per hectare on greenfield *development*. This measure is established to contribute to the creation of more compact, efficient and *complete communities*. The *designated greenfield area* in the Region will be in conformity with the Growth Plan. Conformity with the Growth Plan will be determined by the Region as an overall calculation of the future *development* of all greenfield areas across the Region, and will be monitored regularly.

Objectives

5.4.19.1 To plan and designate greenfields to contribute to *complete communities*.

5.4.19.2 To achieve efficient and *compact built forms* within the *Designated Greenfield Area* that support walking, cycling and the early integration and sustained viability of transit services.

5.4.19.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.

5.4.19.4 To protect and enhance the natural environment and resources.

5.4.19.5 To manage greenfield growth to support Peel's economy.

Policies

5.4.19.6 Plan to achieve a minimum *greenfield density target* of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's *Designated Greenfield Area* excluding the following:

a) ***natural heritage features and areas***, ***natural heritage systems*** and *flood plains*, provided *development* is prohibited in these areas;

b) rights-of-way for:

   i) electricity transmission lines;

   ii) energy transmission pipelines;

   iii) *Freeways*, as defined by and mapped as part of the Ontario Road Network; and

   iv) railways.; and

c) *Employment Areas* (as shown on Schedule E-4); and

d) *cemeteries*.

5.4.19.7 *Development* within the *Designated Greenfield Areas* shall be designed to meet or exceed the following minimum densities:

- City of Mississauga: 87 residents and jobs combined per hectare;
- City of Brampton: 71 residents and jobs combined per hectare; and,
- Town of Caledon: 67.5 residents and jobs combined per hectare.

5.4.19.8 Not support the expansion of the Regional Urban Boundary or any other *settlement areas* unless a *municipal comprehensive review* as set out in Policy 5.5.7 demonstrates the ability to meet the density and *intensification* targets established in this Plan.

5.4.19.9 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density *development* within the *Designated Greenfield Area*.

5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for *complete communities* within *Designated Greenfield Areas* that create high quality public open

spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and *compact built form*.

5.4.19.11 Municipalities will direct where *development* in *Designated Greenfield Areas* will occur in order to achieve the goals, objectives and targets of this Plan.

5.5 Regional Urban Boundary

In order to provide certainty as to which lands are being proposed for urban purposes and which lands will remain agricultural or rural within the timeframe of this Plan, a Regional Urban Boundary is to be established that will accommodate urban growth to the year 2051.

The Regional Urban Boundary indicates where urban growth is planned to occur in a phased manner over the longer term, subject to the financial capabilities of the Region, local municipalities, Province and other government agencies. *Development* and *redevelopment* within the Regional Urban Boundary will take place in a timely, orderly and sequential manner, making the most efficient use of available *services*, and prolonging existing *agricultural uses*.

Lands within the Regional Urban Boundary are identified in this section of the Plan as "the Urban System", and lands outside of the Regional Urban Boundary as "the Rural System" and are to be appropriately designated on Schedule E-1.

Objectives

5.5.1 To provide for an appropriate amount of land to accommodate urban growth to 2051.

5.5.2 To maintain a firm Regional Urban Boundary to provide long-term certainty to the development industry, the agricultural industry and Peel residents.

5.5.3 To phase urban *development* within the Regional Urban Boundary to ensure *development* occurs in a well planned and cost-effective manner and contributes to achieving the goals, objectives and targets of this Plan.

5.5.4 To maintain and enhance the Rural System outside of the 2051 Regional Urban Boundary.

Policies

5.5.5 Direct the local municipalities to delineate the Regional Urban Boundary in their municipal official plans in accordance with Schedule E-1 of this Plan.

5.5.6 Direct the local municipalities, in cooperation with the Region, to prepare growth management and phasing strategies for *Designated Greenfield Areas* and *Strategic Growth Areas* within the Regional Urban Boundary. These growth management and phasing strategies will address and incorporate issues such as the improvement of live-work relationships, unit mix and housing targets, a range of employment types, the timing and efficient provision and financing of necessary Regional and local municipal *services*, *public service facilities*, fiscal impacts to the Region and the local municipalities, staged build-out and logical extensions to *development*, priority areas for *development*, the policies and targets of this Plan, prolonging *agricultural uses* as long as practical, and the *sustainable* rate of employment growth related to population growth.

5.5.7 Where the need for an expansion to *settlement* areas such as the Regional Urban Boundary and *Rural Settlement Areas* is demonstrated in accordance with Policy 5.4.14, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all of the policies of the Growth Plan and this Plan, including the following:

a) there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;

b) the *infrastructure* and *public service facilities* needed would be financially viable over the full life cycle of these assets;

c) the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, *as appropriate*;

d) demonstrate how environmental and resource protection and enhancement informed by applicable ***watershed planning*** or equivalent will be achieved, including the identification of ***a natural heritage system***, in accordance with the policies of this Plan;

e) the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential *negative impacts* on watershed conditions and the Water Resource System, including the quality and quantity of water;

f) ***Key hydrologic areas*** and the ***Natural Heritage System for the Growth Plan*** should be avoided where possible;

g) *Prime Agricultural Areas* should be avoided where possible. To support the *Agricultural System*, alternative locations across the Region will be evaluated, prioritized and determined based on avoiding, minimizing, and mitigating the impact on the *Agricultural System* and in accordance with the following:

    i) expansion into speciality crop areas is prohibited;

ii) reasonable alternatives that avoid *Prime Agricultural Areas* are evaluated; and

iii) where *Prime Agricultural Areas* cannot be avoided, lower priority agricultural lands are used;

h) the area to be expanded is in compliance with the *minimum distance separation formulae*;

i) any adverse impacts on the *agri-food network*, including agricultural operations, from expanding *settlement areas* would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment*;

j) the proposed expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan;

k) within the Protected Countryside in the Greenbelt Area:

i) the *settlement area* to be expanded is identified in the Greenbelt Plan as a Town/Village;

ii) the proposed expansion would be modest in size, representing no more than a 5 per cent increase in the geographic size of the *settlement area* based on the *settlement area* boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the *settlement area*;

iii) the proposed expansion would support the achievement of *complete communities* or the local agricultural economy;

iv) the proposed uses cannot be reasonably accommodated within the existing *settlement area* boundary;

v) the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future *intensification* opportunities in the existing *settlement area*; and

vi) expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited;

l) a fiscal impact analysis;

m) the ability to provide the necessary Regional *infrastructure* and *services*, including Regional and local transportation *infrastructure*, water and wastewater servicing, in a financially and environmentally *sustainable* manner;

n) the *sustainable development* imperatives in Section 1.6 have been addressed;

o) other relevant Regional interests as may be confirmed through pre-consultation;

p) proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan; and

q) in determining the most appropriate location for expansions to the boundaries of *settlement areas* the policies of Sections 2 and 3 of the Provincial Policy Statement are applied.

5.5.8 Notwithstanding Policy 5.4.14, the Region may adjust *settlement areas* including the Regional Urban Boundary through a Region of Peel Official Plan Amendment, outside of a *municipal comprehensive review*, provided:

a) there would be no net increase in land within *settlement areas;*

b) the adjustment would support the Region's ability to meet the *intensification* and density targets established in this Plan;

c) the location of any lands added to a *settlement area* will satisfy the applicable requirements of Policy 5.5.7;

d) the affected *settlement areas* are not a *Rural Settlement area,* the Palgrave Estates Residential Community or in the Greenbelt Area; and

e) the *settlement area* to which lands would be added is serviced by municipal water and wastewater systems and there is sufficient reserve *infrastructure* capacity to service the lands.

5.5.9 Notwithstanding Policy 5.4.14, the Region may expand *settlement areas* including the Regional Urban Boundary through a Region of Peel Official Plan Amendment, outside of a *municipal comprehensive review*, provided:

a) the amount of land to be added to the *settlement area* will be no larger than 40 hectares;

b) the lands to be added will achieve a minimum *Designated Greenfield Area* density target and a minimum *Employment Area* density target established in this Plan;

c) the location of any lands to be added to the *settlement area* will satisfy the applicable requirements of Policy 5.5.7;

d) the affected *settlement area* is not a *Rural Settlement Area*, the Palgrave Estates Residential Community or in the Greenbelt Area;

e) the *settlement area* to which lands would be added is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands;

f) the additional lands and forecasted growth will be accounted for in the next *land needs assessment* undertaken by the Region*;*

g) the requirements of Section 7.11 of this Plan are addressed.

5.5.10 Encourage the continuance of agricultural activities on lands within the Regional Urban Boundary in Brampton and Caledon consistent with the Agricultural policies in this Plan and the Brampton and Caledon Official Plan.

5.6 Urban System

The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the Regional Urban Boundary as shown on Schedule E-1 of this Plan. It includes lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, *Strategic Growth Areas*, *Designated Greenfield Areas* and *Employment Area*s.

Objectives

5.6.1 To achieve *sustainable development* within the Urban System, reduce greenhouse gas emissions, and adapt the *region* to a changing climate.

5.6.2 To establish *complete healthy communities* that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 To achieve intensified and *compact built form* and a mix of land uses in appropriate areas that efficiently use land, *services*, *infrastructure* and public finances while taking into account the characteristics of existing communities and *services*.

5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

5.6.5 To promote crime prevention and improvement in the quality of life.

5.6.6 To *protect*, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the *ecological integrity* and physical characteristics of existing communities in Peel.

5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

5.6.8 To preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for *employment lands* and *infrastructure* uses, where appropriate.

5.6.9 To provide for and facilitate a wide range of goods and *services* to meet the needs of those living and working in the Urban System.

Policies

5.6.10 Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, *Strategic Growth Areas*, *Designated Greenfield Areas* and *Employment Areas.*

5.6.11 Direct urban *development* and *redevelopment* to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

5.6.12 Plan for the provision and financing of Regional facilities and *services* so as to efficiently use existing *services* and *infrastructure*, and encourage a pattern of *compact built forms* of urban *development* and *redevelopment*.

5.6.13 Require *development* and *redevelopment* in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary *services.*

5.6.14 Continue to cooperate with the Province and the local municipalities in the assessment of the role of the *Parkway Belt West Plan* Area within Peel.

5.6.15 Direct the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

a) *support* the Urban System objectives and policies in this Plan;

b) *support* pedestrian-friendly and *transit-supportive urban development*;

c) provide transit-supportive opportunities for *redevelopment*, *intensification* and mixed land use; and

d) *support* the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.

5.6.16 Encourage the local municipalities to develop employment and industrial uses near and adjacent to *major goods movement facilities and corridors*, including highways, rail facilities, airports, haul routes, and major truck terminals.

5.6.17 Strategic Growth Areas

The *Strategic Growth Areas* identified on Schedule E-2 of this Plan, are priority areas for *intensification* and higher densities to make efficient use of land and *infrastructure*. Directing new *development* to these areas provides a focus for investment in transit as well as *infrastructure* and *public service facilities* to support growth in a compact urban form with a range and mix of employment opportunities and *housing options* and densities. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility.

The *Strategic Growth Areas* identified in the Region of Peel Official Plan establish a hierarchy for which the highest densities and scale of *development* will be directed:

1. *Urban Growth Centres*
2. *Major Transit Station Areas*
3. Nodes/Centres
4. Intensification Corridors

The policies of this plan and the local official plan will recognize that different approaches to managing growth will be required to support the diverse character of *Strategic Growth Areas* and their role and function within the Regional Urban Boundary and local context.

Objectives

5.6.17.1 To achieve an urban, integrated and connected system of *Strategic Growth Areas* that supports *complete communities* and multi-modal transportation options.

5.6.17.2 To direct *intensification* to strategic locations in the *Delineated Built-up Area* to maximize efficiencies in infrastructure delivery, *services*, and transit ridership.

5.6.17.3 To recognize that *Strategic Growth Areas* have varying capacities to accommodate future residential and employment growth.

5.6.17.4 To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial *development*.

5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.

5.6.17.6 To encourage *transit-supportive* development in existing and new *Designated Greenfield Areas.*

Policies

5.6.17.7 Direct the local municipalities to establish boundaries in their official plans for *Strategic Growth Areas* identified on Schedule E-2 of this Plan.

5.6.17.8 Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for *Strategic Growth Areas* identified on Schedule E-2 that support the appropriate type, scale, density, and transition for *development*.

5.6.17.9 Encourage the local municipalities to complete comprehensive planning for *Strategic Growth Areas* that:

a) defines the character;

b) establishes *transit-supportive* density targets;

c) considers housing needs in accordance with Policy 5.9.7;

d) implements a phasing plan that sequences *development* in an orderly manner, coordinated with the provision of Regional and local *infrastructure*, transit, and *services;*

e) considers land use compatibility in accordance with the requirements of provincial standards, guidelines and procedures;

f) considers the identification and conservation of *cultural heritage resources*;

g) considers the impacts of climate change, including the reduction/mitigation of the urban heat island effects, urban canopy, and stormwater management; and,

h) considers connections and enhancements to the *natural heritage system*.

5.6.17.10 Encourage the local municipalities to, where appropriate, identify other major *intensification* opportunities such as infill, *redevelopment*, brownfield sites, the expansion or

conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.

5.6.17.11 Encourage the local municipalities to evaluate the future potential of *intensification* opportunities where *rapid transit* is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.

5.6.17.12 Encourage the local municipalities to implement strategies for *Strategic Growth Areas* that include as-of-right zoning, streamlined approvals of *development*, community planning permit system, *affordable housing*, *inclusionary zoning*, and other applicable tools.

5.6.17.13 Encourage the establishment of nodes and corridors in the *Delineated Built-up Area* and *Designated Greenfield Areas* to support compact urban forms and *transit-supportive* development where *frequent transit* and *higher order transit* service is planned.

5.6.17.14 Direct the local municipalities to establish policies that encourage *Strategic Growth Areas* as the primary locations for *public service facilities* and the co-location of *public service facilities* and joint uses in community hubs, where appropriate.

5.6.17.15 Encourage the local municipalities to adopt alternative development standards and policies within *Strategic Growth Areas* to promote the use of *active transportation* and *public transit,* such as reduced parking standards.

5.6.17.16 Work with the local municipalities to regularly monitor and report on planning and *development* within *Strategic Growth Areas*.

5.6.18 Urban Growth Centres and Regional Intensification Corridor

The Urban Growth Centres and the *Regional Intensification Corridor*, as shown on Schedule E-1, are major locations of *intensification* that include *compact built forms* of urban *development* and *redevelopment* providing a range and mix of housing, employment, *recreation*, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the *GTHA*. The Urban Growth Centres and the *Regional Intensification Corridor* are also focal areas for investment in region-wide *services* and *infrastructure*, including Major Transit Station infrastructure.

The *Region* supports the development of land use patterns that protects and enhances natural heritage, reduces greenhouse gas emissions, supports transit and considers the impacts of a changing climate aligned with provincial policies.

In addition to the Urban Growth Centres and the *Regional Intensification Corridor* that are identified in this Plan, there are also nodes and corridors in Peel that are identified on

Schedules E-1 and E-2 in the local municipal official plans. Metrolinx has also identified a series of transportation hubs in Peel and throughout the *GTHA* in the 2041 Regional Transportation Plan. All of these urban forms support *intensification* and *public transit*.

Objectives

5.6.18.1 To achieve Urban Growth Centres that are linked by *public transit*, and include a range and mix of high intensity *compact built forms* and activities while taking into account the characteristics of existing communities and *services*.

5.6.18.2 To achieve Urban Growth Centres that support safe and secure communities, *public transit*, walking and cycling.

5.6.18.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.

5.6.18.4 To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.

Policies

5.6.18.5 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of Urban Growth Centres, in accordance with the Growth Plan requirements as shown on Schedules E-1 and E-2, and address the following:

a) provide opportunities for *compact built forms* of urban *development* and *redevelopment* with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in local municipal official plans, and

b) encourage residential, recreational, cultural and civic activities that offer a wide range of goods and *services* to the residents and workers of Peel Region and other residents of the *GTHA*.

5.6.18.6 Require an amendment to this Plan to change the location of an Urban Growth Centre, as shown on Schedules E-1 and E-2, consistent with Section 7.11 of this Plan and the Ministry of Municipal Affairs and Housing 2008 report "Size and Location of Urban Growth Centres in the Greater Golden Horseshoe". Minor boundary adjustments approved through the local municipal official plan amendments are permitted without an amendment to this Plan providing that the achievement of planned density targets is not negatively affected and consistency with the other policies of this Plan is maintained.

5.6.18.7 Examine *jointly*, with the local municipalities, Urban Growth Centres, and address the following:

a) the specific role of each Urban Growth Centre in the context of *the Region* and the*;*

b) the provision of opportunities for residents to live and work within the Urban Growth Centre;

c) the establishment of a higher intensity *compact built form*, with a wide range and mix of land uses;

d) the provision of a transit-supportive and pedestrian-friendly urban form;

e) the provision and financing of necessary *services*; and

f) other relevant issues.

5.6.18.8 Encourage the local municipalities to prepare policies for the Urban Growth Centres that are identified in this Plan and consistent with the Growth Plan, address the following:

a) the intended role and character of the centre;

b) the extent of the centre;

c) the population and employment capacity objectives of the centre;

d) the location, type and density of land uses;

e) the achievement of a minimum *gross density target* of 200 residents and jobs combined per hectare by 2031 or earlier;

f) the nature of the streetscape, focusing on pedestrian safety and security;

g) the transportation system to and within the centre;

h) the compatibility with the characteristics of existing communities; and

i) the *natural hazards*.

5.6.18.9 Identify the Hurontario corridor linking the two Urban Growth Centres as a *Regional Intensification Corridor* that provides:

a) prime opportunities for *intensification*;

b) opportunities for residents to live and work within the *Regional Intensification Corridor*;

c) a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in local municipal official plan;

d) *transit-supportive* and pedestrian-friendly urban forms;

e) opportunities for *higher order transit*; and

f) viable opportunities of financing necessary *infrastructure* and *services*.

5.6.18.10 Direct the local municipalities to define the boundaries of the Hurontario *Regional Intensification Corridor* and identify appropriately in their official plans, consistent with the policies in this Plan, unless the boundary overlaps with another *Strategic Growth Area* delineated in this Plan.

5.6.18.11 Examine, *jointly* with the local and neighbouring municipalities, the possibility and feasibility of identifying other *Regional Intensification Corridors* in Peel, addressing the following:

a) the objectives of *Regional Intensification Corridors*;

b) the role of *Regional Intensification Corridors* in the context of supporting and/or linking Urban Growth Centres or other major elements of urban structure;

c) the provision of opportunities for residents to live and work within the *Regional Intensification Corridor*;

d) the establishment of a high intensity, *compact urban form* which provides a mix of commercial, office and major institutional - as designated and/or defined in local municipal official plan*,* residential, recreational and other activities which offer a wide range of goods and *services* to the residents and workers of Peel Region and other residents of the *GTHA*;

e) the provision of a *transit-supportive* and pedestrian-friendly urban form; and

f) the provision and financing of necessary *services*.

Any *Regional Intensification Corridor*, if appropriate, will be incorporated by an amendment to this Plan.

5.6.18.12 Consider the designation of a *Regional Intensification Corridor* on the basis of a *municipal comprehensive review* and a Region of Peel Official Plan Amendment.

5.6.19 Major Transit Station Areas

Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures, and affordability, employment, and amenities in close proximity that supports existing and planned transit and *active transportation infrastructure*.

These areas are a critical element in the Region's growth management strategy, with the potential to achieve higher densities and compact mixed-use *development* oriented to *higher order transit*. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region's attractiveness for new employment opportunities.

Each station will be unique and be influenced by its local condition, growth potential and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of *development*. Some stations may not be able to achieve the requirements of *transit-supportive development* in the short-term but will be protected for future *transit-supportive development*. The 800 metre radius around stations or stops is used as the initial area to be assessed when *Major Transit Station Areas* are identified and to guide delineation. The delineated boundaries of *Major Transit Station Areas* will be the basis for implementation of these policies.

Objectives

5.6.19.1 Leverage *infrastructure* investments by planning for *transit-supportive* densities and increased transit ridership within *Major Transit Station Areas*.

5.6.19.2 Encourage a balance mix of *transit-supportive* uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

5.6.19.3 Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership.

5.6.19.4 Develop and enhance *active transportation* connections and *infrastructure* (including sidewalks and multi-use paths) to transit stations and stops to support *complete communities*, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

5.6.19.5 *Support* a mix of multi-unit housing, including *affordable housing*, rental housing and additional residential units, *as appropriate*.

5.6.19.6 Each *Major Transit Station Area* shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support *transit-supportive development* and

increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

a) Primary *Major Transit Station Area* – Areas delineated in this Plan that have existing or planned *transit-supportive* built forms and can meet or exceed the minimum *transit-supportive* density target. Primary *Major Transit Station Areas* are Protected in accordance with subsection 16(16) of the Planning Act.

b) Secondary *Major Transit Station Area* – Areas delineated in this Plan that are constrained by existing land use patterns and built forms and may require an alternative minimum density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership. Secondary *Major Transit Station Areas* are Protected in accordance with subsection 16(16) of the Planning Act.

c) Planned *Major Transit Station Area* – Areas identified in this plan which are intended to become *Major Transit Station Areas*, but require further study and assessment prior to being delineated. Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.

Policies

5.6.19.7 Direct the local municipalities to delineate the boundaries of all Primary and Secondary *Major Transit Station Areas* in their official plan in accordance with Schedule E-5 of this Plan.

5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary *Major Transit Station Area* as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

5.6.19.9 Direct the local municipalities to establish policies in their official plan for each Primary and Secondary *Major Transit Station Area* delineated on Schedule E-5 in accordance with Section 16(16) of the Planning Act within 1 year from the date of provincial approval, to the satisfaction of the Region that addresses the following:

a) The minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the delineated boundary in accordance with Table 5 of this Plan;

b) The authorized use of land in the area and buildings and structures within the delineated boundary; and

c) The minimum densities that are authorized with respect to buildings and structures in the delineated boundary.

5.6.19.10 The local municipalities shall undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters to the satisfaction of the Region:

a) the minimum density for each *Major Transit Station Area* as prescribed on Table 5, maximum densities may also be established at the discretion of the local municipality;

b) the minimum number of residents and jobs that will be accommodated within the *Major Transit Station Area;*

c) the permitted uses in each station that supports *complete communities*;

d) the character of the station area or stop;

e) the minimum height for land uses within the *Major Transit Station Area*, maximum heights may be established at the discretion of the local municipality*;*

f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum density prescribed on Table 5;

g) identify and protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipalities and municipal and provincial transit authorities;

h) land use compatibility and the separation or mitigation of *sensitive land uses* in accordance with provincial guidelines, standards, and procedures;

i) protect and mitigate against natural and human-made hazards in accordance with Section 2.16 of this Plan;

j) a phasing plan or strategy to ensure *infrastructure* and *services* are delivered in a manner that supports *complete communities*, including open space, accessible public amenities , and *active transportation infrastructure*;

k) strategies to support increased multi-modal access and connectivity to local and regional transit services in support of *transit service integration*;

l) implementation of the *Healthy Development Framework* in accordance with Section 7.5 of this Plan, including but not limited to consideration of site design and urban design elements, high-quality public realm improvements, and built forms;

m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, *inclusionary zoning*, community planning permit

Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools;

n) land use in *Major Transit Station Areas* that overlap with *Employment Areas* which are identified on Schedule E-4 and subject to Policy 5.8.36.

o) foster collaboration between public and private sectors to support development within all *Major Transit Station Areas*, such as *joint development* projects; and

p) alternative development standards to support development within all *Major Transit Station Areas*, such as reduced parking standards.

5.6.19.11 Zoning by-laws shall be updated in a manner that implements the policies of 5.6.19.9 and 5.6.19.10 within three years from the date of provincial approval of a Primary or Secondary *Major Transit Station Area* boundary delineation.

5.6.19.12 The status of transit infrastructure as shown on Figure 11 shall be considered when planning for development in *Major Transit Station Areas*.

5.6.19.13 Require the local municipalities to establish policies that support growth and improved multi-modal access and connectivity on lands within delineated *Major Transit Station Areas* that have limited redevelopment potential.

5.6.19.14 Ensure existing surface parking lots and other land uses within *Major Transit Station Areas* that do not meet the objectives of this Plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.

5.6.19.15 Direct the local municipalities to establish policies in their official plans that identify Planned *Major Transit Station Areas* and protect them for *transit-supportive* densities, uses, and *active transportation* connections.

5.6.19.16 Work *jointly* with the local municipalities and Provincial government to periodically review the status of transit infrastructure as shown on Figure 11, comprehensive land use changes, and strategic considerations to evaluate reclassifying Planned *Major Transit Station Areas* identified on Schedule E-5 and Table 5 to be Primary or Secondary *Major Transit Station Areas* in accordance with Policy 5.6.19.6.

5.6.19.17 Planned *Major Transit Station Areas* shall only be delineated as a Primary or Secondary *Major Transit Station Area* through a Regionally initiated Official Plan Amendment in accordance with Section 16(16) of the Planning Act.

5.6.19.18 Until such time as the local municipality has established *Major Transit Station Area* policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed

developments within a *Major Transit Station Area* identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed *development*:

a) Demonstrates how the *development* will contribute to *transit-supportive* densities that recognizes the character and scale of the surrounding community;

b) Supports a compact urban form that directs the highest intensity *transit-supportive* uses close to the transit station or stop;

c) Addresses Regional and local municipal housing policies to provide a range and mix of *housing options* and densities, including *affordable housing*;

d) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use *development*;

e) Provides an appropriate mix of land uses and amenities that promotes *transit-supportive* neighbourhoods;

f) Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;

g) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;

h) Supports high quality public realm improvements to enhance the *Major Transit Station Area;*

i) Addresses land use compatibility in accordance with the provincial policies, guidelines, and standards; and

j) Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.

5.6.19.19 Work *jointly* with the Ministry of Transportation, Metrolinx, and local municipalities to identify additional transit stations that may be approved in the future, through initiatives such as the GTA West Transportation Corridor Environmental Assessment and additional transit stations that will support growth and the movement of people in *Designated Greenfield Areas*, as *Major Transit Station Areas* on Schedule E-5 of the Region of Peel Official Plan.

Table 5 – Minimum Densities of Major Transit Station Areas

	Code	Station Name	Municipality	Growth Plan Priority Transit Corridor Station	Classification	Additional Policy Area	Minimum Density
Hurontario LRT	HLRT-1	Port Credit GO	Mississauga	Yes	Primary	-	200
	HLRT-2	Mineola	Mississauga	Yes	Secondary	-	50
	HLRT-3	North Service	Mississauga	Yes	Primary	Urban Growth Centre	300
	HLRT-4	Queensway	Mississauga	Yes	Primary	Urban Growth Centre	300
	HLRT-5	Dundas	Mississauga	Yes	Primary	Urban Growth Centre	300
	HLRT-6	Cooksville GO	Mississauga	Yes	Primary	Urban Growth Centre	300
	HLRT-7	Fairview (Central Parkway)	Mississauga	Yes	Primary	Urban Growth Centre	300
	HLRT-8	Burnhamthorpe (Matthews Gate)	Mississauga	Yes	Primary	Urban Growth Centre	400
	HLRT-9	Main	Mississauga	No	Primary	Urban Growth Centre	400
	HLRT-10	Duke of York	Mississauga	No	Primary	Urban Growth Centre	400
	HLRT-11	City Centre	Mississauga	Yes	Primary	Urban Growth Centre	400
	HLRT-12	Robert Speck	Mississauga	Yes	Primary	Urban Growth Centre	400
	HLRT-13	Eglinton	Mississauga	Yes	Primary	-	300
	HLRT-14	Bristol	Mississauga	Yes	Primary	-	160
	HLRT-15	Matheson	Mississauga	Yes	Primary	-	160
	HLRT-16	Britannia	Mississauga	Yes	Primary	-	160
	HLRT-17	Courtney Park	Mississauga	Yes	Primary	-	160
	HLRT-18	Derry	Mississauga	Yes	Primary	-	160
	HLRT-19	Highway 407	Mississauga	Yes	Primary	-	160
	HLRT-20	Ray Lawson	Brampton	Yes	Primary	-	160
	HLRT-21	County Court	Combined; See HLRT - 20	Yes	-	-	-
	HLRT-22	Gateway Terminal	Brampton	Yes	Primary	-	160
	HLRT-23	Charolais	Combined; See HLRT - 22	No	-	-	-
	HLRT-24	Nanwood	Brampton	No	Planned	-	N/A
	HLRT-25	Queen at Wellington	Combined; See KIT - 3	No	-	-	-
Milton GO	MIL-1	Lisgar GO	Mississauga	No	Planned	-	N/A
	MIL-2	Meadowvale GO	Mississauga	No	Planned	-	N/A

Milton GO	MIL-3	Streetsville GO	Mississauga	No	Planned	-	N/A
	MIL-4	Erindale GO	Mississauga	No	Planned	-	N/A
	MIL-5	Cooksville GO	Combined; See HLRT - 6	No	-	-	-
	MIL-6	Dixie GO	Combined; See DUN - 16	No	-	-	-
Kitchener GO	KIT-1	Malton GO	Mississauga	Yes	Secondary	-	100
	KIT-2	Bramalea GO	Brampton	Yes	Primary	-	150
	KIT-3	Brampton GO	Brampton	Yes	Primary	Urban Growth Centre	200
	KIT-4	Mount Pleasant GO	Brampton	Yes	Primary	Designated Greenfield Area	150
	KIT-5	Heritage Heights GO	Brampton	No	Planned	Designated Greenfield Area	N/A
Lakeshore West GO	LWGO-1	Port Credit GO	Combined; See HLRT – 1	Yes	-	-	-
	LWGO-2	Clarkson GO	Mississauga	Yes	Primary	-	150
403 BRT (Mississauga Transitway)	403-1	Ridgeway	Mississauga	No	Planned	-	N/A
	403-2	Winston Churchill	Mississauga	Yes	Secondary	-	90
	403-3	Erin Mills	Mississauga	Yes	Primary	-	160
	403-4	Creditview	Mississauga	Yes	Secondary	-	50
	403-5	City Centre	Combined; See HLRT - 11	Yes	-	-	-
	403-6	Central Parkway	Mississauga	Yes	Secondary	-	80
	403-7	Cawthra	Mississauga	Yes	Secondary	-	50
	403-8	Tomken	Mississauga	Yes	Secondary	-	90
	403-9	Dixie	Mississauga	Yes	Secondary	-	130
	403-10	Tahoe	Mississauga	Yes	Primary	-	160
	403-11	Etobicoke Creek	Mississauga	Yes	Primary	-	160
	403-12	Spectrum	Mississauga	Yes	Primary	-	160
	403-13	Orbitor	Mississauga	Yes	Primary	-	160
	403-14	Renforth	Mississauga	Yes	Primary	-	160
Eglinton Crosstown West Extension	ECWE-0	Renforth	Combined; See 403-14	No	-	-	-
	ECWE-1	Convair	Mississauga	No	Planned	-	N/A
	ECWE-2	Airway Centre (Bresler Drive at Campus Rd)	Mississauga	No	Planned	-	N/A
	ECWE-3	Multi-modal Transportation Hub (Regional Transit and Passenger Centre)	Mississauga	No	Planned	-	N/A
Dundas BRT	DUN-1	Ridgeway	Mississauga	No	Primary	-	160
	DUN-2	Winston Churchill	Mississauga	No	Primary	-	160
	DUN-3	Glen Erin	Mississauga	No	Primary	-	160

Dundas BRT	DUN-4	Erin Mills	Mississauga	No	Secondary	-	100
	DUN-5	UTM	Mississauga	No	Secondary	-	50
	DUN-6	Credit Woodlands	Mississauga	No	Secondary	-	100
	DUN-7	Erindale Station	Mississauga	No	Primary	-	160
	DUN-8	Wolfedale	Mississauga	No	Primary	-	160
	DUN-9	Clayhill	Mississauga	No	Secondary	-	100
	DUN-10	Confederation Parkway	Mississauga	No	Primary	-	160
	DUN-11	Hurontario St	Combined; See HLRT - 5	No	-	-	-
	DUN-12	Kirwin Ave/Camilla Rd	Mississauga	No	Primary	-	160
	DUN-13	Grenville Dr/Cliff Rd	Mississauga	No	Primary	-	160
	DUN-14	Cawthra Rd	Mississauga	No	Primary	-	160
	DUN-15	Tomken Rd	Mississauga	No	Primary	-	160
	DUN-16	Dixie Rd	Mississauga	No	Primary	-	160
	DUN-17	Wharton Way	Mississauga	No	Primary	-	160
Queen Street BRT	QUE-1	Centre St.	Brampton	No	Primary	Urban Growth Centre	160
	QUE-2	Kennedy	Brampton	No	Primary	Urban Growth Centre	160
	QUE-3	Rutherford	Brampton	No	Primary	Urban Growth Centre	160
	QUE-4	Laurelcrest	Brampton	No	Primary	-	160
	QUE-5	Dixie	Brampton	No	Primary	-	160
	QUE-6	Central Park (Bramalea Terminal)	Brampton	No	Primary	-	160
	QUE-7	Bramalea	Brampton	No	Primary	-	160
	QUE-8	Glenvale-Finchgate	Brampton	No	Planned	-	N/A
	QUE-9	Torbram	Brampton	No	Planned	-	N/A
	QUE-10	Chrysler-Gateway	Brampton	No	Planned	-	N/A
	QUE-11	Airport	Brampton	No	Planned	-	N/A
	QUE-12	Goreway	Brampton	No	Planned	-	N/A
	QUE-13	McVean	Brampton	No	Planned	-	N/A
	QUE-14	The Gore	Brampton	No	Primary	-	160
	QUE-15	Highway 50	Brampton	No	Planned	-	N/A
407 Transitway	407-1	Britannia	Mississauga	No	Primary	Designated Greenfield Area	160
	407-2	Derry	Mississauga	No	Primary	Designated Greenfield Area	160
	407-3	Lisgar Station	Combined; See MIL - 1	No	-	-	N/A
	407-4	Mississauga Rd.	Brampton	No	Planned	-	N/A
	407-5	Hurontario	Combined; See HLRT - 19	No	-	-	-

407 Transitway	407-6	Dixie	Brampton	No	Planned	-	N/A
	407-7	Airport Rd.	Brampton	No	Planned	-	N/A
	407-8	Goreway	Brampton	No	Planned	-	N/A
Lakeshore BRT	LBRT-1	Dixie	Mississauga	No	Primary	-	160
	LBRT-2	Haig (Lakeview Waterfront)	Mississauga	No	Primary	-	300
	LBRT-3	Lakefront Promenade	Mississauga	No	Primary	-	160
Transit Hub	HUB-1	Bolton GO	Caledon	No	Primary	-	150
	HUB-2	Mayfield West	Caledon	No	Planned	-	N/A
	HUB-3	Steeles at Mississauga	Brampton	No	Primary	Designated Greenfield Area	160
	HUB-4	Trinity Common Terminal	Brampton	No	Planned	-	N/A
	HUB-5	Bramalea Terminal	Combined; See QUE - 6	No	-	-	-

5.6.20 Designated Greenfield Area

A portion of Peel's growth will occur in the *Designated Greenfield Area*, which includes, but is not limited to, the 2051 New Urban Area, and the special policy areas of North West Brampton, Ninth Line Lands, Mayfield West Phase 2, and Bolton Residential Expansion. The *Designated Greenfield Area*, as shown on Schedule E-3 are locations where new residential communities and *Employment Areas* will be accommodated up to 2051. In accordance with policy direction in the Growth Plan, these areas will be carefully planned to allow for the achievement of *complete communities*, support *active transportation* and encourage the integration and sustained viability of transit *services*.

The *Designated Greenfield Areas* will be planned as *complete communities* that meet the day to day needs of future residents and will include *Employment Areas* as the focus for new clusters of business and economic activities.

Designated Greenfield Areas will be developed in accordance with Section 5.4.19 Greenfield Density.

Designated Greenfield Areas policies will be implemented by the local municipalities through secondary planning and community/neighbourhood level block planning. Community/neighbourhood level block plans refer to the detailed technical level of planning that is done to address the extent and location of secondary plan elements, including roads, lot patterns, stormwater management, facilities, park locations, proposed residential densities and employment uses, and densities, etc. The local municipalities may refer to block plans in different terms, as long as the components and intent of the detailed planning is met. Additionally, if a secondary planning process includes the technical level of detail that would normally be included in community/neighbourhood level block plans, then a separate planning process may not be required.

Objectives

5.6.20.1 To stage and sequence the development within delineated secondary planning areas in accordance with the logical phasing of development in *Designated Greenfield Areas*.

5.6.20.2 To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, connected, healthy, high quality and *sustainable* communities with strong neighbourhood centres.

5.6.20.3 To phase urban development within the *Designated Greenfield Areas* to ensure the efficient use of *infrastructure* and fiscal responsibility.

5.6.20.4 To ensure that planning for *Designated Greenfield Areas* is undertaken in a manner that provides direction for a natural heritage and water resource management system, and

recognizes the importance of protecting and conserving *cultural heritage resources* including *archaeological resources*, *cultural heritage landscapes*, *built heritage resources* and agricultural resources of Peel.

5.6.20.5 To ensure that planning for *Designated Greenfield Areas* incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions.

5.6.20.6 To ensure that development of the *Designated Greenfield Area* is supported by a well connected transportation structure and planned approach for the provision of transit and *active transportation* that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.

5.6.20.7 To ensure development in the *Designated Greenfield Area* supports a range and mix of *housing options* and densities, including additional residential units and *affordable housing*, to serve all sizes, incomes, and ages of households.

Policies

5.6.20.8 Designate and delineate new *Designated Greenfield Areas*, as shown on Schedule E-3.

5.6.20.9 Direct the local municipalities to designate and delineate the *Designated Greenfield Areas* in their official plans and provide a policy framework to guide secondary planning in accordance with the policies of this Plan.

5.6.20.10 Direct the local municipalities to delineate a structure for the *Designated Greenfield Area*, including the identification of *Employment Areas*, and secondary planning boundaries to guide future *development*.

5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of *development* that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and *infrastructure*, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, ***natural heritage systems*** and features, including linkages and enhancement areas, and storm water management.

5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of *housing options* and densities, including *affordable housing*, walkable communities, *transit-supportive* densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of *public service facilities*, planning for *alternative and renewable energy systems,* including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

5.6.20.14 2051 New Urban Area

The 2051 New Urban Area identifies new *Designated Greenfield Areas* to accommodate growth to 2051. The New Community Area will include "Community Areas" for accommodating approximately 175,000 people and 19,000 supporting jobs as the focus for new residential communities and Employment Areas accommodating approximately 38,000 jobs as the focus for new clusters of business and economic activities.

The 2051 New Urban Area is identified as part of the Regional Structure on Schedule E-1 and as *Designated Greenfield Areas* on Schedule E-3. Development of the 2051 New Urban Area will address the protection of cultural heritage and *archaeological resources*, support energy and emission reductions, develop *healthy communities* with neighbourhood centres and high quality urban form and coordinate the location of retail and *Employment Areas* to multi-modal transportation options. Local municipalities will implement this direction in their official plans for areas within the 2051 New Urban Area.

Objectives

5.6.20.14.1 To establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, *healthy*, high quality and *sustainable* communities with strong neighbourhood centres.

5.6.20.14.2 To stage and sequence secondary plans in accordance with the logical phasing of development in Designated Greenfield Areas.

5.6.20.14.3 To ensure that planning for the 2051 New Urban Area is undertaken in a manner that provides for the robust protection and management of natural heritage and water resources, and recognizes the importance of conserving and enriching *cultural heritage resources* including *archaeological resources, cultural heritage landscapes*, *built heritage resources* and agricultural resources of Peel.

5.6.20.14.4 To require staging and sequencing of development within the 2051 New Urban Area to support orderly development of new communities, ensure the efficient delivery of infrastructure and the protection of the financial and economic well-being of the Region and its local municipalities.

5.6.20.14.5 To ensure that planning for the 2051 New Urban Area incorporate plans to mitigate emissions and adapt to a changing climate.

5.6.20.14.6 To ensure that development of the 2051 New Urban Area is supported by a Caledon-wide and multi-modal transportation system that provides for transit and *active transportation,* and integrates new residential, retail and employment uses.

5.6.20.14.7 To establish *complete healthy communities* that contain, living, working and recreational activities, which respect the natural environment, resources, and characteristics of existing communities and *services*.

5.6.20.14.8 To ensure development in the 2051 New Urban Area supports a range and mix of *housing options* and densities, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

Policies

5.6.20.14.9 Direct the local municipalities to delineate the 2051 New Urban Area in their official plans and provide a policy framework to include the following:

a) establish an overall community structure for 2051 New Urban Area including identification of *Employment Areas*;

b) provide direction to establish the identified land area, population and employment targets to be planned and density for each secondary plan area within their jurisdiction, in conformity with provincial plans and this Plan;

c) establish staging and sequencing to guide secondary plan area and block planning, to the satisfaction of the Region, and in accordance with Regional requirements including the feasibility of public *infrastructure* required for the development of the urban expansion area lands;

d) require development of compact, mixed-use, *sustainable*, *transit-supportive* communities including requirements for the provision of transportation, transit and servicing networks; and

e) plan for the adequate provision of school sites and *public service facilities*.

5.6.20.14.10 Should any portions of the GTA West Transportation Corridor identified on Schedule F-2 be released from corridor protection by the Province and the Region of Peel, lands which are located between the 2051 New Urban Area on both sides (to the north and south or east and west) on Schedule E-1 shall be added to the Urban System and will assume the adjacent *Designated Greenfield Area* designation of Community Area or *Employment Area* as per Section 5.6.20.14. In instances where the Corridor forms the boundary between Community Area and *Employment Area*, local municipal official plans may determine new the boundary within the limits of the GTA West Transportation Corridor that was released from corridor protection.

5.6.20.14.11 In accordance with Section 5.9 of this Plan, collaborate with local municipalities to ensure housing development contributes towards creating *complete communities* in the 2051 New Urban Area, specifically:

a) Require a *housing assessment* for planning applications of approximately 50 units or more. Local municipalities or the Region can require a *housing assessment* for applications less than 50 units, as deemed appropriate. The *housing assessment* will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The *housing assessment*, while being required by local municipal official plan policies, shall be undertaken by a development applicant as directed;

b) Identify opportunities for *inclusionary zoning* where deemed appropriate by the local municipality in primary *Major Transit Station Areas* and secondary *Major Transit Station Areas* delineated on Schedule E-5 as per Policy 5.6.19.6, and in community planning permit system areas ordered by the Minister; and,

c) Explore opportunities for shared housing arrangements, *special needs* and *supportive housing*, and other *housing options* including *affordable housing*.

5.6.20.14.12 Require the local municipalities to permit approval of secondary plans in the 2051 New Urban Area only after the structure of a connected transportation system is planned to the Region's satisfaction, including:

a) the conceptual alignment of a transit system that includes an East-West *higher order transit* corridor; and

b) the conceptual alignment of transportation corridors to support travel including goods movement capacity in recognition of polices in this plan regarding the GTA West Transportation Corridor and support for alternatives to a highway.

5.6.20.14.13 Require the local municipalities to permit approval of secondary plans in the 2051 New Urban Area that include residential units beyond approximately an initial 10,000 units only

after the jurisdiction and financing mechanisms for a complete local transit system are established to the Region's satisfaction.

5.6.20.14.14 Require that the local municipalities delineate or provide criteria for the delineation of secondary plan areas for the 2051 New Urban Area, as shown on Schedule E-1, based on criteria, including, but not limited to, the following:

a) provide a logical progression of growth and be integrated as extensions of existing communities based on identifiable boundaries having regard for physical and natural features and barriers;

b) consider *watershed* boundaries and the natural heritage system;

c) include the protection and enhancement of a ***natural heritage system*** and ***water resource system*** informed by subwatershed study recommendations and the integration of water and stormwater management objectives and requirements;

d) provide coordinated and efficient water and wastewater *services*, as per the Region of Peel's Water and Wastewater Master Plan and capital budgeting processes;

e) provides for a Caledon-wide multimodal transportation system that includes coordinated and efficient *sustainable transportation* and transit *infrastructure* and *services*, as per applicable mobility plans;

f) identify community/ neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;

g) identify logical boundaries that build on or include areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and *affordable housing* early in the planning approval process;

h) provide appropriate transitions to allow agriculture and agricultural activities related uses to continue for as long as practical; and

i) maximize the feasibility of implementing *alternative and renewable energy systems* including district energy systems.

5.6.20.14.15 Permit approval of secondary plans by local municipalities within the 2051 New Urban Area to proceed only in accordance with staging and sequencing plans to the satisfaction of the Region.

5.6.20.14.16 Require that local municipal secondary plan areas be prioritized, advanced, sequenced and approved and on the basis of a staging and sequencing plan, to the satisfaction of the Region, and in accordance with planning-related criteria including, but not limited to, the following:

a) the secondary plan areas are a logical progression of growth integrated as extensions of existing communities based on identifiable boundaries, having regard for physical and natural features and barriers;

b) provide for the substantial completion of *complete communities* within community and neighbourhood areas before new community and neighbourhood areas are opened up for development;

c) coordinate with the efficient and financially sustainable provision of water and wastewater *services*, as per the Region of Peel's Water and Wastewater Master Plan;

d) make appropriate considerations for *watershed* boundaries and the *protection,* restoration and enhancement of a ***natural heritage system***;

e) ensure protection of a ***natural heritage system*** and ***water resource system*** informed by subwatershed study recommendations and that integrates water and stormwater management objectives and requirements;

f) ensure the efficient provision of a Caledon-wide multimodal transportation system that includes *sustainable transportation* and transit *infrastructure* and services, including the alignment of an East-West *higher order transit* corridor, the conceptual alignment of other *higher order transit* corridors along with sufficient east west road and goods movement capacity, recognizing the policies in this plan regarding the GTA West Corridor and support for alternatives to a highway;

g) identification of community and neighbourhood centres that provide opportunities to locate population-related employment, institutional and residential uses in higher density, mixed-use formats served by transit;

h) identification of areas that can provide key community infrastructure including lands for public health, education, recreation, parks and open space, cultural and community facilities, public safety and *affordable housing* early in the planning approval process;

i) provide for the orderly transition from agriculture and agricultural activities and related uses continue for as long as practical; and

j) feasibility assessments of implementing *alternative and renewable energy systems* including district energy systems.

5.6.20.14.17 Require that the local municipalities' secondary plans be undertaken on the basis of the following studies and technical analysis completed to the satisfaction of the local municipality:

a) An *agricultural impact assessment* for each secondary plan area abutting or adjacent to agricultural areas in the *Agricultural System* prior to adopting an official plan amendment to implement the secondary plan in accordance with terms of reference prepared to the satisfaction of the Region, in consultation with relevant agencies. The *agricultural impact assessment* shall provide a further detailed evaluation of potential impacts of non-agricultural development on agricultural operations where the *settlement area* boundary abuts or is adjacent to agricultural operations located outside of the *Designated Greenfield Area* and provide recommendations to avoid, minimize and/or mitigate adverse impacts. The implementation of recommendations of the *agricultural impact assessment* shall be incorporated into the secondary plan, *as appropriate*, and will include policies, at a minimum, that will:

   i) provide for the staging and sequencing within secondary plans so that an orderly transition from agriculture is achieved and *agricultural uses* and *agriculture-related uses* continue for as long as practical in the *Designated Greenfield Area*;

   ii) require the implementation of mitigation in the secondary plan where *agricultural uses* and non-agricultural uses interface with emphasis on minimizing impacts to adjacent agricultural operations that are located outside of the *Designated Greenfield Areas* in the Greenbelt Plan Area including policy direction to implement recommendations such as locating compatible/less *sensitive land uses*, buffering and landscaping where urban and *agricultural uses* interface to the extent feasible and having regard for the nature and type of the agricultural operation and sensitivity of proposed land uses;

   iii) identify through mapping any required Provincial *minimum distance separation* (MDS) I setback (the Setback Area) that extends into the secondary plan area; and

   iv) prohibit development in the Setback Area; if and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, permit development in accordance with the requirements of the secondary plan.; and

b) Within any High Potential Mineral Aggregate Resource Areas (HPMARA) and on adjacent lands to HPMARA as defined in accordance with provincial policy requirements and guidelines as amended, prepare an aggregate resource impact assessment (ARIA) for each secondary plan area prior to adopting an official plan amendment to implement the secondary plan, in accordance with terms of reference, that have been prepared to the satisfaction of the Region, in consultation with relevant agencies. The factors to be considered in the review will include, but not be limited to, the following:

i) a detailed evaluation of potential impacts of development on future potential aggregate resources operations adjacent to the *Designated Greenfield Area* outside of the *settlement area*;

ii) any relevant provincial policies in effect; and

iii) recommendations to avoid, minimize and/or mitigate adverse impacts of development on the HPMARA or aggregate operations.; and

c) Implement recommendations from the ARIA through the secondary plan, *as appropriate*.

d) A Community Energy and Emissions Reduction Plan for each secondary plan area to address:

i) the feasibility, planning and implementation requirements to achieve net zero carbon emissions and net zero annual energy usage;

ii) the feasibility of implementing *alternative and renewable energy systems* including district energy systems and outlining policy requirements for their implementation in accordance with objectives to be established for each secondary plan area;

iii) the legal, financing, technical and regulatory requirements necessary to facilitate the implementation of *alternative and renewable energy systems*;

iv) a strategy and policy direction to implement Regional and local sustainable development guidelines in community, neighbourhood, site and building designs including implementation and phasing in of the current and future energy performance requirements of the Ontario Building Code; and

v) a strategy and policy direction to implement electric vehicle charging infrastructure.; and

e) A Climate Change Adaptation Plan for each secondary plan area to address:

i) the feasibility, planning and implementation requirements relating to the risk and vulnerability to property, infrastructure, public health, natural heritage and water resource systems due to changing climate conditions; and

ii) a strategy and policy direction to implement recommendations that reduce community and environmental vulnerability to changing climate conditions including severe weather, increasing temperature and climate shifts.; and

f) A detailed subwatershed study or equivalent study, expanding upon the Region of Peel's Scoped Subwatershed Study, prior to the local municipality endorsing land uses for each

secondary plan area and prior to adopting an official plan amendment to implement the secondary plan. The detailed subwatershed study or equivalent study shall be undertaken in accordance with terms of reference prepared to the satisfaction of the Region in consultation with the conservation authorities and other relevant agencies. The detailed subwatershed study or equivalent study shall further implement the direction, targets, criteria and recommendations of broader scale *watershed* or scoped subwatershed planning studies in consultation with the Region and conservation authorities.

g) Area-specific environmental implementation reports shall implement the objectives, targets, criteria and recommendations of the broader subwatershed study within the secondary plan area and block plan as required.

h) Identify a ***natural heritage system*** in conformity with the objectives and targets of the detailed subwatershed study. The requirements for ***natural heritage system*** protection, restoration and enhancement shall meet or exceed targets and criteria identified by the Region in consultation with the conservation authorities and relevant agencies.

i) The implementation of recommendations of detailed subwatershed studies shall be incorporated into the local municipal official plan and secondary plan in accordance with provincial, regional, local and conservation authority policy.

j) Based on the results of the subwatershed study, the ***natural heritage system*** shall be designated in the local municipal official plan with policy direction that *development* shall not be permitted in the ***natural heritage system*** except in accordance with the policies of this Plan or relevant provincial plan.

k) Consideration of transportation impacts on rural settlements.

l) Provide a transition from employment uses to the Campbell's Cross settlement area, which is primarily residential, as identified in the Campbell's Cross Transition Area on Schedule E-4.

5.6.20.14.18 Special Policy Areas

Special policy areas are *Designated Greenfield Areas* that have detailed direction for land uses, *infrastructure*, transportation, and the environment in unique *Designated Greenfield Areas* of the Region that address matters beyond the general framework of the Official Plan. These specific policies resulted from planning amendments since the last Region of Peel Official Plan review. These are identified on Schedule E-1 and represent newly planned communities. The Plan's policies apply to these lands except where the site and area specific policies vary from the Plan.

5.6.20.14.19 North West Brampton, Brampton

The North West Brampton Urban Development Area within the Urban System comprise approximately 2,273 hectares bounded by Mayfield Road to the north, the Greenbelt to the south, Winston Churchill Boulevard to the west, and irregular portions of McLaughlin, Creditview and Mississauga Roads to the east, as shown on Schedule E-1. The following objectives and policies are applicable to North West Brampton.

Objectives

5.6.20.14.19.1 To accommodate a significant portion of future growth of the *Designated Greenfield Area* of Peel Region.

5.6.20.14.19.2 To develop complete and *transit-supportive* communities.

5.6.20.14.19.3 To recognize and *protect* environmental features of provincial and regional significance.

5.6.20.14.19.4 To ensure the provision of major *infrastructure* while minimizing the financial impact on Peel Region and member local municipalities.

5.6.20.14.19.5 To achieve orderly, cost effective and timely development.

5.6.20.14.19.6 To provide for the availability and use of shale resources within the North West Brampton Urban Development Area and provide for the continued protection and use of Shale resources in the Greenbelt Plan Area adjacent to North West Brampton Urban Development Area.

Policies

5.6.20.14.19.7 The policies of the Growth Plan apply to the North West Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of Regional Council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of North West Brampton.

The 2051 Population, Household and Employment Forecasts for the City of Brampton in Table 3 contemplate that the two remaining secondary plan areas in North West Brampton will be planned to be built out by 2031, subject to Policy 5.6.20.14.19.8, in a manner that is in conformity with Policy 5.4.19.7 and all other applicable policies of this Plan.

5.6.20.14.19.8 In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies:

a) That a ***natural heritage system*** be designated in conformity with subwatershed studies approved by Credit Valley Conservation prepared under terms of reference approved by and to the satisfaction of Credit Valley Conservation;

b) That *development* be phased to ensure the orderly progression of *development* into North West Brampton in relation to the ongoing *development* of lands within the existing urban boundary, and in accordance with the City's Growth Management Program;

c) That a Phase 1 area and amount of *development* within North West Brampton be defined in the Brampton Official Plan based on the amount of *development* that can be supported by the existing and planned arterial road network and transit systems, exclusive of a North-South Transportation Corridor;

d) That *development* of any subsequent phase of North West Brampton, beyond Phase 1, shall be permitted to proceed only if the *development* can be supported by the existing and planned arterial road network and transit systems, inclusive of a North-South Transportation Corridor, and only after the alignment, jurisdiction and financing mechanism of a viable North-South Transportation Corridor has been determined to the Region's satisfaction such that the construction of a highway within the North-South Transportation Corridor will occur in time to meet traffic demands including traffic demands generated from the subsequent phases of *development*;

e) Maximize the opportunity afforded by the Mount Pleasant GO station to provide significant transit service and the *development* of *transit-supportive* land uses and densities;

f) That shale extraction be permitted and that the protection of provincially significant shale resources identified as High Potential Mineral Aggregate Resource Area (HPMARA) on Schedule D-2 of this Plan be continued in accordance with the following:

   i) The population, household and employment forecasts that are the basis of the Region of Peel Official Plan require the utilization of all of the North West Brampton Urban Development Area to accommodate growth;

   ii) Shale resources shall be protected, in accordance with the policies of Section 3.4 within the area identified as HPMARA on Schedule D-2 and located in the Provincial Greenbelt Plan Area;

   iii) The extraction of shale shall be permitted to occur on all lands in the North West Brampton Urban Development Area and in the Provincial Greenbelt Plan Area without an amendment to the City of Brampton Official Plan, subject to policies to be included in the City of Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning bylaw, and subject to the issuance of a licence under the Aggregate Resources Act;

iv) Notwithstanding the permissions for shale resource extraction, the City of Brampton is permitted to undertake secondary planning for land-uses in the North West Brampton Urban Development Area, subject to studies to determine appropriate separation, buffering and mitigation of and uses adjacent to lands identified as HPMARA in the Provincial Greenbelt Plan Area or adjacent to sites within the North West Brampton Urban Development Area that are subject to an application for a licence, or are licensed, for extraction under the Aggregate Resources Act;

v) Prior to the approval of block plans, site plans for major *development* or *redevelopment*, or draft plans of subdivision on mapped deposits of mineral aggregate (shale) resources, the City of Brampton shall undertake or require applicants to undertake a study to determine the feasibility and economic viability of recovering shale resources prior to, or in conjunction with, *development* of the land. Where such study has determined that shale recovery is feasible and economically viable, the City shall ensure that appropriate conditions or requirements to implement the recovery of shale resources will be included at the appropriate approval stage, unless the proposed *development* will serve a greater long-term public interest. For the purposes of implementing the study requirement, the City of Brampton shall identify known deposits of mineral aggregate resources on mapping in the City of Brampton Official Plan;

vi) The City shall ensure that any shale extraction operation will not unduly restrict alternatives for the planning of a potential North-South Higher Order Transportation Corridor or alternatives for other planned *infrastructure* and transportation corridors including the GTA West Transportation Corridor Study Area as identified by the Ministry of Transportation and the Northwest GTA Transmission Corridor Identification Study Area as identified by the Ministry of Energy, Northern Development and Mines and the Independent Electricity System Operator;

vii) The establishment of land uses within the North West Brampton Urban Development Area adjacent to HPMARA which could preclude or hinder future shale extraction shall only be permitted in accordance with the policies of Section 3.4 of this Plan and the applicable provincial policies;

viii) With the exception of policies 3.4.6 and 3.4.9, the policies of Section 3.4 of the Region of Peel Official Plan shall continue to apply for the purpose of permitting shale extraction without an amendment to the City of Brampton Official Plan; and

ix) The City shall reflect and designate the HPMARA as shown on Schedule D-2, as amended.

5.6.20.14.20 Ninth Line Lands, Mississauga

The Ninth Line Lands within the Urban System as shown on Schedule E-1 are bounded by Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. The Ninth Line Lands have an area of approximately 350 hectares (865 acres). The following objectives and policies are applicable to the Ninth Line Lands.

Objectives

5.6.20.14.20.1 To establish the Ninth Line Lands *Designated Greenfield Areas* in Mississauga as a healthy, complete, *transit-supportive* urban community, which provides appropriate transitions to existing neighbourhoods to the east.

5.6.20.14.20.2 To achieve compact urban form and densities which are supportive of transit and *active transportation* as key components of the transportation network.

5.6.20.14.20.3 To recognize, *protect*, and enhance a linked ***natural heritage system*** within the Ninth Line Lands including features of provincial and regional significance which form part of the Region's Core Areas of the Greenlands System.

5.6.20.14.20.4 To plan for the provision of major *infrastructure* as identified in provincial policy documents, including the Provincial *rapid transit* corridor along Highway 407 and other transit *infrastructure*, while minimizing the financial impact on Peel Region and member local municipalities.

5.6.20.14.20.5 To achieve orderly, cost effective and timely *development*.

Policies

5.6.20.14.20.6 Plan for the *development* of the Ninth Line Lands in conformity with the Population, Household and Employment Forecasts for the City of Mississauga in Table 3 to this Plan.

5.6.20.14.20.7 Plan for the *development* of the Ninth Line Lands in conformity with the *Designated Greenfield Area* policies in Section 5.4.19 of this Plan and the applicable policies of Section 5.8, *Employment Areas*.

5.6.20.14.20.8 Encourage and *support* the efforts by City of Mississauga to plan for a range and mix of housing options and densities, including units that are affordable to *low* and *moderate income* households, within Ninth Line Lands that contribute to Mississauga's annual minimum new housing unit targets and Peel-wide new housing unit targets shown in Table 4.

5.6.20.14.20.9 Work with the Ministry of Transportation, Metrolinx and the City of Mississauga to support the implementation of a *rapid transit* corridor along Highway 407 in the Region of Peel including the Ninth Line Lands.

5.6.20.14.20.10 Ensure that *development* applications for lands within the Ninth Line Lands will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor and Northwest GTA Transmission Corridor Study. These policies may include provisions for the phased release of lands within the GTA West Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.

5.6.20.14.20.11 That the policies of the City of Mississauga Official Plan, including all amendments and Ninth Line Lands policies, will reflect the following policy directions, in addition to the policies in this Plan that govern the Region's Urban System:

a) That the form and density of *development* and the transportation network be designed to maximize the role of a *rapid transit* corridor along Highway 407, in addition to other transit and *active transportation* facilities including two *rapid transit* station areas, and to ensure these facilities:

   i) serve as key components of the transportation network in the Ninth Line Lands;

   ii) support the *development* of healthy, complete, compact and *transit-supportive* communities; and

   iii) maximize connectivity to existing communities;

b) That the application of *transportation demand management* strategies be encouraged to reinforce the use of transit and *active transportation* and other alternative modes of transportation beyond the single occupancy vehicle;

c) That a well-connected and *sustainable* ***natural heritage system*** be designated to identify, *protect* and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study;

d) That *development* be phased to ensure servicing of *development* progresses in a financially responsible and environmentally *sustainable* manner that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans;

e) That *development* be designed in accordance with the Healthy Communities and the Built Environment policies in Section 7.5 of this Plan; and

f) That *affordable housing* be provided in accordance with housing policies in Section 5.9 of this Plan.

5.6.20.14.21 Mayfield West Phase 2, Caledon

The Mayfield West Phase 2 Settlement Area is comprised of lands bounded by Highway 10 to the east, Mayfield Road/municipal boundary to the south, Chinguacousy Road to the west and the Greenbelt to the north, as identified on Schedule E-1. The following special policies shall apply to Mayfield West Phase 2.

5.6.20.14.21.1 Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

GTA West Preliminary Route Planning Study Area

a) Identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the Study Area) that extends into the Mayfield West Phase 2 Settlement Area.

b) Ensure that *development* applications for lands within the Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor and Northwest GTA Transmission Corridor Study. These policies may include provisions for the phased release of lands within the Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor and Northwest GTA Transmission Corridor Study.

Provincial Minimum Distance Separation Calculated Setback

c) Identify through mapping any Provincial minimum distance separation (MDS) I calculated setback (the Setback Area) that extends into the Mayfield West Phase 2 Settlement Area.

d) Prohibit *development* in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, *development* can proceed in accordance with the Mayfield West Phase 2 Secondary Plan.

e) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula.

Natural Heritage

f) Prior to the Town of Caledon Council endorsing land uses for secondary plan areas and prior to adopting any official plan amendment and secondary plan in Mayfield West Phase 2, the Town will identify a ***natural heritage system*** to be in conformity with a Comprehensive

Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority, the Credit Valley Conservation and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to the Region, the Town of Caledon, the Toronto and Region Conservation Authority, the Credit Valley Conservation, and in consultation with relevant agencies.

g) The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the ***natural heritage system*** shall be designated in the Town of Caledon Official Plan.

h) Minor refinements to the boundary of the community may be incorporated in a local official plan amendment and secondary plan to reflect the designation of the ***natural heritage system*** such that approximately 313 hectares of developable lands are included.

Affordable Housing

i) Official plan amendments and secondary plans in Mayfield West Phase 2 adopted by the Town of Caledon will include policies for the provision of *affordable housing* demonstrating contribution towards the achievement of Regional new housing unit targets. The policies will be developed in consultation with the Region and will consider:

   i) The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of *affordable housing*; and

   ii) Identification and conveyance strategy for *affordable housing*, in consultation with the Region.

Transportation

j) Official Plan Amendments and secondary plans to implement the settlement boundary adopted by the Town of Caledon will include policies to ensure the timely detailed design and construction or improvements of arterials in accordance with the approved EA Study for the widening of the McLaughlin Road and construction of new Spine Road including operational issues related to the intersection of Highway 410 and Valleywood Blvd and provide for further discussions on the emergency access gate from Highway 410 to Snelcrest Drive in consultation with fire/emergency services.

5.6.20.14.22 Bolton Residential Expansion, Caledon

The Bolton Residential Expansion Settlement Area will accommodate approximately 11,100 residents and 3,600 jobs and comprises approximately 245 hectares (of developable lands) as identified on Schedule E-1. The following special policies shall apply to the Bolton Residential Expansion Settlement Area.

The Bolton Residential Expansion Settlement Area will contribute to the development of the Bolton urban area to be a *complete community* by planning for an appropriate mix of jobs, employment lands, local *services*, housing, including *affordable housing*, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected. The provision of Regional *infrastructure* will be staged and financed in a manner that is consistent with the financial management and capabilities of the Region. Health considerations will be included in the planning approval process to facilitate physical activity through *active transportation* to optimize the health promoting potential of the community.

5.6.20.14.22.1 In addition to the policies in this Plan that govern the Region's Rural System, it is the policy of Regional Council to require the Town of Caledon to conform to the following policies:

Phasing of Development, Staging of Regional Infrastructure and Financial Agreements

a) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the *settlement area* boundary, the Town will prepare a phasing plan to the Region's satisfaction that provides for the orderly, fiscally responsible and efficient progression of *development* that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

b) In accordance with Policy 7.11.18 prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the *settlement area* boundary, the Town will prepare a financial and implementation plan to the Region's satisfaction that includes the execution of any financial agreements for the provision of Regional *infrastructure*. This may require front-end financing or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the *development*, consistent with a phasing plan.

c) In implementing a) and b) above, more than one local official plan amendment and/or secondary plan may be considered, in which case the Region may provide for an area to address the above requirements independently. Where an area is to be

serviced, the Region may require limitations to be placed on development and servicing of an area, or a portion of an area, consistent with a phasing plan.

Transportation

d) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the *settlement area* boundary, the Town of Caledon will plan for a range of transportation options including transit service, *active transportation*, and carpooling.

Housing Assessment

e) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the *settlement area* boundary, the Town of Caledon will prepare an *housing assessment* in consultation with the Region in order to include policies for the provision of *affordable housing*. *The housing assessment* shall address:

i) Contribution towards the achievement of Regional new housing unit targets;

ii) The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of *affordable housing*; and,

iii) Identification and conveyance strategy for *affordable housing*, in consultation with the Region.

Healthy Communities and the Built Environment

f) The Town of Caledon will conduct a health assessment of the secondary plan that implements the *settlement area* boundary in consultation with the Region, and that results are reported to Town Council prior to approval of the secondary plan. The health assessment must be completed in accordance with the Region of Peel's *Healthy Development Framework*.

g) The Town of Caledon shall include in the secondary plan, a policy to require the completion of a health assessment as part of a complete application for any *development*, and that results are reported to Town Council in consultation with the Region. The health assessment must be completed in accordance with the Region of Peel's *Healthy Development Framework*.

h) Integrate the Region of Peel's Healthy Development Assessment elements into the secondary plan to optimize its health promoting potential.

i) The Region and the Town of Caledon shall conduct health assessments on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications.

Natural Heritage

j) Prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the *settlement area* boundary, the Town will identify a ***natural heritage system*** to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to the Region, the Town of Caledon and the Toronto and Region Conservation Authority, in consultation with relevant agencies.

k) The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.

l) Minor refinements to the boundary of the community may be incorporated in the local official plan amendment and secondary plan to reflect the designation of the ***natural heritage system*** such that approximately 245 hectares of developable lands are included.

Agriculture

m) Prior to the Town of Caledon adopting an official plan amendment and secondary plan to implement the *settlement area* boundary, the Town will prepare an *agricultural impact assessment* to be completed in accordance with terms of reference prepared to the satisfaction of *the Region* and Town of Caledon, in consultation with relevant agencies. The *agricultural impact assessment* will be prepared to provide a further detailed evaluation of potential impacts of non-agricultural *development* on agricultural operations adjacent to the Bolton Residential Expansion Settlement Area with recommendations to avoid, minimize and/or mitigate adverse impacts. The implementation of recommendations of the *agricultural impact assessment* shall be incorporated into the Town of Caledon Official Plan and Secondary Plan, *as appropriate*, and will include policies, at a minimum, that will:

    i) Identify through mapping any Provincial minimum distance separation (MDS) I calculated setback (the Setback Area) that extends into the Bolton Residential Expansion Settlement Area;

ii) Prohibit *development* in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, *development* can proceed in accordance with the Bolton Residential Expansion Settlement Area Secondary Plan;

iii) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula;

iv) Promote land use compatibility where *agricultural uses* and non- agricultural uses interface; and,

v) Require mitigation of potential impacts of *development* on surrounding agricultural operations and land to the extent feasible.

GTA West Preliminary Route Planning Study Area/NWGTA Transmission Corridor Identification Study Area

n) During the preparation of an official plan amendment and the secondary plan to implement the *settlement area* boundary, the Town of Caledon in consultation with and to the satisfaction of *the* Region and the Province will prepare policies that address the following:

i) Identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the GTA West Study Area) which includes the GTA West Focused Analysis Area (FAA) and NWGTA Transmission Corridor Identification Study Area that extends into the Bolton Residential Expansion Settlement Area. The mapping will indicate the GTA West Study Area, FAA, and NWGTA Transmission Corridor Identification Study Area are located in portions of the Bolton Residential Expansion Settlement Area.

ii) Ensure that *development* applications for lands within the GTA West Study Area and NWGTA Transmission Corridor Identification Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor or the NWGTA Transmission Corridor. These policies may include provisions for the phased release of lands within the GTA West Study Area and NWGTA Transmission Corridor Identification Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor and NWGTA Transmission Corridor.

5.7 Rural System

The Rural System in Peel consists of those lands that are outside of the Regional Urban Boundary. The Rural System contains diverse natural and rural *landscapes* and attractive communities. It includes *Rural Lands*, *Rural Settlement Areas,* the Palgrave Estate Residential Community, natural heritage and water resources, and other natural resources. The Rural System is a community of communities and should be dealt with holistically as a planning entity.

The Rural System and the Urban System are interdependent in terms of economic activity, resources, services and amenities. The Rural System makes important contributions to Peel's economic viability, environmental health and quality of life. The communities of Bolton, Caledon East and Mayfield West play a significant role in providing services and economic opportunities for those who live and work in the Rural System.

The *Agricultural System* plays a key role in supporting the Rural System, maintaining the rural character of the area, and providing a healthy natural environment. The *Agricultural System* has two components: a continuous and productive agricultural land base, comprised of *Prime Agricultural Area* and *Rural Lands*; and a complementary *agri-food network* of infrastructure, services and other elements that together enable the agri-food sector to thrive.

Lands in the Rural System that lie within the Greenbelt Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Lake Simcoe Protection Plan, as shown on Figure 1, are subject to the applicable policies of those Plans, as well as the policies of this Plan.

Objectives

5.7.1 To promote *sustainable development* and conserve the environmental and resource attributes of the Rural System.

5.7.2 To maintain and enhance the integrity and distinctive characteristics of existing communities in the Rural System.

5.7.3 To promote healthy and complete rural communities that collectively contain living, working and recreational opportunities, and respect the natural environment and resources.

5.7.4 To maintain and enhance the quality of the Rural System while allowing choices in alternative rural lifestyles.

5.7.5 To provide opportunities for economic development that are compatible with the rural character and natural environment of the area and with the other objectives of this Plan.

5.7.6 To support and enhance the *Agricultural System.*

5.7.7 To direct growth in the Rural System to the Palgrave Estate Residential Community and to the *Rural Settlement Areas* where permitted and appropriate.

Policies

5.7.8 Define the Rural System, as shown on Schedule D-1, to include all lands in Peel outside the Regional Urban Boundary.

5.7.9 Identify the Rural System as including the following components, which are subject to specific policies of this Plan in addition to the general policies applying to the Rural System:

a) *Rural Lands* as designated on Schedule D-1;

b) The Palgrave Estate Residential Community, designated on Schedule Schedules E-1 and D-1;

c) *Rural Settlement Areas*, designated on Schedule D-1;

d) components of the *Agricultural System* including *Prime Agricultural Areas*, designated on Schedule D-1, and *Rural Lands* that are used for agriculture, link *Prime Agricultural Areas* or support elements of the *agri-food network*; and

e) the Greenlands System, Water Resource System and other natural resources identified and protected in the Natural Environment and Resources sections of this Plan, including the Core Areas of the Greenlands System designated on Schedule C-2, and High Potential Mineral Aggregate Resource Areas, shown on Schedule D-2.

5.7.10 Encourage and support planning by the Town of Caledon and City of Brampton for a healthy, integrated and viable Rural System by:

a) building upon rural character, and leveraging rural amenities and assets;

b) promoting regeneration, including *rehabilitation* of mineral aggregate sites and the redevelopment of brownfield sites;

c) accommodating an appropriate range and mix of housing in *Rural Settlement Areas*;

d) encouraging the conservation and redevelopment of existing rural housing stock on *Rural Lands*;

e) using rural *infrastructure* and *public service facilities* efficiently;

f) co-locating *public service facilities* in community hubs within *Rural Settlement Areas* where appropriate and, where possible, adapting existing *public service facilities* to meet community needs;

g) promoting diversification of the economic base and employment opportunities through goods and services, including value-added agricultural products and the *sustainable* management or use of resources;

h) providing opportunities for sustainable and diversified tourism, leveraging historical, cultural, and natural assets;

i) conserving biodiversity and considering the ecological benefits provided by nature; and

j) providing opportunities for economic development.

5.7.11 Direct growth within the Rural System to the Palgrave Estate Residential Community, and the *Rural Settlement Areas* as designated on Schedule D-1, subject to the requirements of the Growth Plan, the Niagara Escarpment Plan, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, and the Lake Simcoe Protection Plan, and giving consideration to community character, the scale of the development, and the availability of water and sewage services.

5.7.12 Implement the policies of Section 3.3 to support and enhance the *Agricultural System.*

5.7.13 Where proposed non-agricultural uses interface with *agricultural uses*:

a) land use compatibility shall be achieved by avoiding or, if avoidance is not possible, minimizing and mitigating adverse impacts on the *Agricultural System*;

b) where mitigation is required, the mitigation measures should be incorporated as part of the non-agricultural uses, *as appropriate*, within the area being developed; and

c) where *appropriate*, an *agricultural impact assessment* should be required to identify and evaluate potential impacts on the *Agricultural System* and measures to avoid, minimize and mitigate adverse impacts.

5.7.14 Direct the local municipalities to include more detailed objectives and policies for the Rural System in their official plans consistent with the policies of this Plan.

5.7.15 Ensure that *development* within the Rural System is consistent with the objectives and policies in this Plan and the applicable policies in the local municipal official plans, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan and the Growth Plan.

5.7.16 Work with the Province and the local municipalities:

a) to ensure that planning for new or expanded *infrastructure* assesses the impacts on the *Agricultural System* and, where *negative impacts* cannot be avoided, incorporates measures to minimize or mitigate *negative impacts* to the extent possible; and;

b) to identify and facilitate *infrastructure* development needed to support and enhance the *Agricultural System*.

5.7.17 Palgrave Estate Residential Community

Estate residences are large lot housing units that generally rely on private septic systems for wastewater disposal. Estate residences constitute a limited portion of the total housing stock in Peel yet add to the variety of housing forms and lifestyle options available to the residents of the Region. As well, estate residences provide a significant cultural *landscape* in the Region. This section of the Plan recognizes that these important *landscapes*, including the natural environment and the overall rural *landscape*, need to be *protected*. The only estate residential community designated in this Plan is the Palgrave Estate Residential Community within the Rural System. The Palgrave Estate Residential Community and *Rural Settlement Area* of Palgrave Village generally form the extended Palgrave community. For the Palgrave Estate Residential Community, growth will be planned to occur in a phased manner, considering factors such as the financial capabilities of the Region, and as a logical extension to existing estate areas and servicing systems.

The Toronto Gore Estates area in Brampton is regarded as a specialized area within the Urban System, and therefore is not specifically identified in this Plan. Furthermore, other estate residential areas in Peel Region are deemed too small in size to be recognized in this Plan.

Objectives

5.7.17.1 To ensure that the *development* of estate residences supports the natural environment and resource objectives in this Plan.

5.7.17.2 To provide estate residential housing lifestyle options in Peel.

Policies

5.7.17.3 Consider estate residential proposals in the Palgrave Estate Residential Community consistent with the policies in this Plan, the Town of Caledon Official Plan, and the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.

5.7.17.4 The boundary for the Palgrave Estate Residential Community is designated in this Plan on Schedules E-1 and D-1. The need to change the boundary will be considered consistent with Policy 5.4.14 of this Plan. Any change to the boundary will require an amendment to this Plan

and shall not compromise the ability of the Region to achieve the minimum *greenfield density target* and *intensification* targets, and other objectives of this Plan.

5.7.17.5 Direct the Town of Caledon to consider new estate residential *development* only in the Palgrave Estate Residential Community or on other lands already committed for estate residential *development* as identified in its official plan, provided that such *development*:

a) is compatible with the rural *landscape* and surrounding uses;

b) *protects* the natural environment;

c) is a logical extension of an existing estate area and servicing system;

d) occurs in a phased manner; and

e) has the necessary water and sewer *services*, taking into account consideration of financial and physical capabilities, and the suitability and availability of municipal servicing.

5.7.18 Rural Settlement Areas

Rural Settlement Areas as designated on Schedule D-1 comprise Villages, Hamlets and Industrial/Commercial Centres located within the Rural System, and are identified in local municipal official plans, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan. Villages and Hamlets are vibrant rural communities, generally based on historic centres, which provide predominantly lower density housing and provide services to the surrounding area. Industrial/Commercial Centres provide, at a small scale, opportunities for industrial and commercial development.

Objectives

5.7.18.1 To preserve and enhance the distinct character, attributes and heritage of *Rural Settlement Areas,* including the conservation of *cultural heritage resources*.

5.7.18.2 To add to the diversity of lifestyle choices in the Rural System.

5.7.18.3 To provide appropriate opportunities for economic development in *Rural Settlement Areas*.

Policies

5.7.18.4 Designate *Rural Settlement Areas* on Schedule D-1.

5.7.18.5 Direct the Town of Caledon to identify and designate *Rural Settlement Areas* and boundaries in its official plan.

5.7.18.6 Direct the Town of Caledon to plan for *Rural Settlement Areas* consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.

5.7.18.7 Consider *development* in *Rural Settlement Areas*, as designated in the Town of Caledon Official Plan, consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.

5.7.18.8 Only permit an expansion to the boundary of a *Rural Settlement Area* in accordance with Policies 5.4.14 and 5.5.7 and, where applicable, the requirements of the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Greenbelt Plan and the Growth Plan.

5.7.18.9 Notwithstanding Policy 5.7.18.8, permit an expansion to the Caledon Village Settlement Area for '0' Charleston Side Road (legally known as Part Lot 15, Concession 1 West of Hurontario Street as in CA25689; Part Lot 15, Concession 1 West of Hurontario Street as in RO1026452, Town of Caledon) and 2785 Charleston Side Road (legally known as Part of Lot 15 Concession 1 West of Hurontario Street, formerly Township of Caledon as in CA25689 and RO1026452; Town of Caledon), without the need for a Region of Peel Official Plan Amendment, subject to the results of a local official plan amendment undertaken as part of a mineral aggregates rehabilitation plan in accordance with provincial policy and the policies of this Plan including the rural settlement expansion requirements as outlined in the Greenbelt Plan and Growth Plan. Reports and studies supporting the local official plan amendment must demonstrate that the proposed expansion would not preclude or hinder the expansion or continued use of adjacent mineral aggregate operations or the establishment of new operations within adjacent High Potential Mineral Aggregate Resource Area and would not be incompatible for reasons of public health, public safety or environmental impact.

5.7.18.10 Notwithstanding Policy 5.7.18.8, permit an expansion to the Inglewood Settlement Area for the specific properties listed in this policy, without the need for a Region of Peel Official Plan Amendment, subject to the results of a local official plan amendment undertaken in accordance with provincial policy and the policies of this Plan including the rural settlement expansion requirements as outlined in the Greenbelt Plan and Growth Plan. Reports and studies supporting the local official plan amendment must demonstrate the tests of this Plan and provincial plans have been met.

The properties this policy applies to are as follows:

- 15344 Hurontario St (legally known as Part Lot 34, Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO908656, Town of Caledon)

- 2949 Olde Base Line Rd (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO1060998, Town of Caledon)

- 15400 Hurontario St (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO709483, Town of Caledon)

- 2939 Olde Base Line Rd (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO1073912, Town of Caledon)

- 15352 Hurontario St (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO780618, Town of Caledon)

- 15380 Hurontario St (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO581288, Town of Caledon)

- 2973 Olde Base Line Rd (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO1128687, Town of Caledon)

5.7.18.11 Notwithstanding Policy 5.7.18.8, permit an expansion to the Palgrave Village Settlement Area for 8575 Patterson Sideroad (legally known as Part of Lot 25, Concession 6, formerly Township of Albion, Town of Caledon designated as Parts 1 and 2 on Plan 43R-5882), without the need for a Regional Official Plan Amendment, subject to approval of an amendment to the Oak Ridges Moraine Conservation Plan Land Use Designation Map in Ontario Regulation 140/02 by the Province and a local official plan amendment which demonstrates that:

a) the proposed expansion will be for the purpose of providing *affordable housing* or *supportive housing,* geared towards seniors; and

b) the requirements for settlement expansion as outlined in the Oak Ridges Moraine Conservation Plan and Growth Plan have been met.

5.7.19 Rural Lands

The *Rural Lands* consist of those lands in the Rural System outside of the *Prime Agricultural Area*, the Palgrave Estate Residential Community, and *Rural Settlement Areas*. *Rural Lands* contain existing, and support new, agricultural operations and provide important linkages among the *Prime Agricultural Areas*, maintaining the continuity of the agricultural land base.

Objectives

5.7.19.1 To preserve and enhance the distinct character, attributes and heritage of *Rural Lands*, including the conservation of *cultural heritage resources*.

5.7.19.2 To *support* forestry and conservation and the continued health and viability of the *Agricultural System* in *Rural Lands*.

5.7.19.3 To maintain the role of *Rural Lands* in providing linkages among *Prime Agricultural Areas* within Peel Region and beyond its borders.

5.7.19.4 To provide opportunities for appropriate economic development on *Rural Lands*.

Policies

5.7.19.5 Designate *Rural Lands* as shown on Schedule D-1.

5.7.19.6 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to plan for *Rural Lands* in a manner consistent with the policies in this Plan, and where applicable, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Greenbelt Plan and the Growth Plan.

5.7.19.7 Permit the following uses in *Rural Lands* without the requirement for an amendment to the Region of Peel Official Plan, subject to the other policies of this Plan and the applicable local official plan:

a) *agricultural uses* and *normal farm practices*, *agriculture-related uses* and *on-farm diversified uses* in accordance with provincial standards;

b) home occupations and home industries;

c) non-intensive, resource-based *recreation* uses;

d) the management or use of resources, including forestry, subject to the other policies of this Plan;

e) conservation of the natural environment;

f) *cemeteries*, subject to approval requirements and criteria in the local official plan addressing the location, scale and compatibility of the proposed use; and

g) other rural uses that are compatible with the rural *landscape* and surrounding uses, can be sustained by rural service levels and will not adversely affect adjacent agricultural operations and other resource-based uses such as ***mineral aggregate operations***.

5.7.19.8 Not permit ***new multiple lots or units for residential development*** in *Rural Lands* except in site-specific locations with approved zoning or designation in the local municipal official plan that permitted this type of development as of June 16, 2006.

5.7.19.9 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to require that:

a) *development* proposals in *Rural Lands* be reviewed based on:

   i) the need and demand for the type and scale of the *development* proposed. This requirement does not apply to ***mineral aggregate operations***;

   ii) the *protection* of the natural environment and resources;

   iii) the impact on the rural character, *landscape* and heritage of the *Rural Lands;*

   iv) the long-term suitability of the site(s) for water and wastewater *services* including individual on-site water and wastewater systems;

   v) the adequacy of municipal *services* and related municipal financial costs;

   vi) the provisions of the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan or the Growth Plan, if applicable; and

   vii) consistency with the relevant policies of the Provincial Policy Statement.

b) when new or expanding non-agricultural *development* is proposed in *Rural Lands*, an *agricultural impact assessment* is undertaken, where appropriate, to identify and evaluate potential impacts on the *Agricultural System* and measures to avoid, minimize and mitigate adverse impacts; and

c) criteria addressing compatibility for *development* proposals in *Rural Lands* may be based on guidelines developed by the Province or on municipal approaches that achieve the same objectives.

5.7.19.10 In *Rural Lands*, new land uses, including the creation of lots, and new or expanding livestock operations, shall comply with the *minimum distance separation formulae*.

5.7.19.11 Resource-based *recreation* uses, where permitted on *Rural Lands*, shall be limited to tourism-related and recreational uses that are compatible with the scale, character, and capacity of the resource and the surrounding rural *landscape*, and may include:

a) commercial uses to serve the needs of visitors; and

b) where appropriate, resource-based recreational dwellings for seasonal accommodation.

5.8 Employment Areas

Employment Areas are places of business and economic activity that are vital to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Region's employment forecast.

These areas accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and *ancillary* facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy. The *Employment Areas* designated on Schedule E-4 are also subject to other policy requirements in this Plan and in local municipal official plans, including the Region's policy framework for the natural environment and Greenlands System in Chapter 2.

For 21st century employment opportunity to thrive, new *infrastructure* such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required, while changes in technology will enable employment across a wider variety of land uses and building spaces than ever before. However, employers will continue to need core essentials like affordable electricity, good roads, clean water, and a variety of appropriate spaces in order to create and expand business.

Local official plans may also support employment uses outside of *Employment Area* designations, provided they are compatible with the surrounding community and the population and employment forecasts set out in Table 3 are met. *Strategic Growth Areas* are one appropriate location beyond *Employment Area* designations in the regional and local official plans to support a mix of uses and major office *development*. On the periphery of *Employment Areas*, retail and commercial uses serve the workers in the *Employment Areas*, provide a buffer to *sensitive land uses*, and benefit from visibility and access to transit.

Objectives

5.8.1 To provide sufficient lands in *Employment Areas* in Peel to support a vibrant and *sustainable* regional economy, to further the economic development goals of the local municipalities and to contribute to *complete communities*, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.

5.8.2 To protect *Employment Areas* for a range of employment uses and encourage a more intensive use of land.

5.8.3 To provide *infrastructure* and *services* that are required for the *development* of *Employment Areas* to facilitate economic development and support the achievement of the Region's employment forecasts.

5.8.4 To promote *sustainable development* of *Employment Areas*, in accordance with the Overarching Themes in Section 1.6 of this Plan.

5.8.5 To attract and retain a range of employment types in Peel.

5.8.6 To concentrate higher density employment uses such as Major Office in *Strategic Growth Areas* such as Urban Growth Centres, *Major Transit Station Areas,* the *Regional Intensification Corridor* and in other areas served by *frequent transit* and *higher order transit*.

5.8.7 To plan for, protect and preserve, *Employment Areas* for employment uses, including preserving the long-term viability by avoiding, minimizing, or mitigating the adverse impacts of residential development and other *sensitive land uses* on *Employment Areas.*

5.8.8 To align current and planned transit service investments with current and planned *Employment Areas*.

5.8.9 To encourage the availability of industry-leading affordable, symmetrical, broadband internet *infrastructure* in *Employment Areas*.

5.8.10 To provide for a diverse range of employment opportunities near major *infrastructure* including Pearson Airport, the Brampton-Caledon Airport, 400 series highways, rail corridors, and current and planned transit.

5.8.11 To provide sufficient land in *Employment Areas* in Peel to support a vibrant and *sustainable* regional economy.

5.8.12 To *support* the development, maintenance, and implementation of a coordinated employment strategy between the local municipalities and Region.

5.8.13 To *support* innovative approaches to accommodating employment uses.

5.8.14 To *support Employment Areas* in mitigating and adapting to climate change.

Policies

5.8.15 Designate and protect *Employment Areas* in Peel as shown on Schedule E-4.

5.8.16 Direct the local municipalities to designate *Employment Areas* in accordance with Schedule E-4.

5.8.17 Direct the local municipalities to include contextually appropriate policies and mapping in their official plans on ***provincially significant employment zones*** in accordance with Figure 12, responsive to the relevant provincial guidance.

5.8.18 Direct the local municipalities to identify land uses and establish appropriate policies in the local municipal official plans to accommodate an adequate supply of *employment land* within the Regional Urban Boundary and Industrial/Commercial Centres in the Rural System to achieve the forecasts in Table 3. Local municipalities are further encouraged to identify and designate specialized employment uses within *Employment Areas* through supportive policies in their Official Plans.

5.8.19 Direct the local municipalities to include employment designations in their official plans to accommodate a diverse range of employment uses to achieve the employment forecasts set out in Table 3 and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses.

5.8.20 Use the employment forecasts in Table 3 for *employment land* use planning in the Region.

5.8.21 Direct high-density employment uses such as major office and major institutional *development* to *Strategic Growth Areas*, and other areas with existing or planned *higher order transit* service.

5.8.22 Protect existing and future *Employment Areas* to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses, including *Employment Land* adjacent to and in proximity to major goods movement facilities and corridors.

5.8.23 Direct the local municipalities to include policies in their official plans that support the *intensification* of existing *Employment Areas* with compatible employment uses.

5.8.24 Monitor, in cooperation with the local municipalities, the supply of *employment lands* on an annual basis to determine if adequate supply exists to accommodate forecasts in Table 3.

5.8.25 Assist the local municipalities in maximizing their economic development objectives and facilitating the *development* of *Employment Areas* through the provision of Regional *infrastructure* and *services* such as water and wastewater *services*, transportation and human *services* to *Employment Areas* based on the availability of servicing capacity and subject to capital budget allocation.

5.8.26 Protect and *support Employment Areas* as identified on Schedule E-4 of the Region of Peel Official Plan for employment uses.

5.8.27 *Employment Areas* are encouraged to be planned to achieve a minimum employment density of:

- 26 jobs per hectare in Caledon
- 30 jobs per hectare in Brampton
- 45 jobs per hectare in Mississauga

5.8.28 Protect and *support* existing and future *Employment Areas* in the vicinity of the Toronto Pearson International Airport, the Brampton-Caledon Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and *ancillary* facilities where appropriate.

5.8.29 Direct the local municipalities to include policies in their official plans that:

a) prohibit the conversion of lands within *Employment Areas* to non-employment uses such as *Major Retail*, residential, and other *sensitive land uses* not *ancillary* to the primary employment use; and

b) provide an appropriate interface between *Employment Areas* and adjacent non-employment areas to maintain land use compatibility.

5.8.30 Require that local municipalities direct retail and commercial uses which are below *Major Retail* thresholds in *Employment Areas* to appropriate locations:

a) on the periphery of *Employment Areas*;

b) that provide a buffer to *sensitive land uses* to maintain land use compatibility; and

c) that are in close proximity to transit service.

5.8.31 Permit retail and commercial uses that are *ancillary* to the primary employment use in *Employment Areas* in accordance with the local municipal official plans.

5.8.32 The local municipalities may establish a definition for *Major Retail* with lower gross floor areas than the defined threshold in this plan.

5.8.33 The development of *sensitive land uses* within *Employment Areas* will be undertaken in accordance with provincial guidelines, standards, and procedures and avoid, and where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.

5.8.34 Permit the conversion of lands within *Employment Areas* designated on Schedule E-4 to non-employment uses, only through a *municipal comprehensive review* that demonstrates:

a) there is a need for the conversion;

b) the lands are not required over the horizon of the Plan for the employment use they were designated;

c) the Region and local municipalities will maintain sufficient *employment land* to meet the employment forecasts of this Plan;

d) the proposed uses do not affect the overall viability of the *Employment Area* and the achievement of *intensification* and density targets, as well as other policies of this Plan;

e) there is existing or planned *infrastructure* and *public service facilities* to accommodate the proposed uses;

f) the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and

g) cross-jurisdictional issues have been considered.

For the purposes of this policy, *Major Retail***,** residential and non-*ancillary* uses are not considered employment uses unless already permitted by a designation identified in the *Employment Area* of the local municipalities' official plan.

5.8.35 Notwithstanding Policy 5.8.34, the local municipalities may accommodate new retail and commercial uses in *Employment Areas* by designating lands Mixed-Use Employment in Brampton or Employment Commercial in Mississauga, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:

a) the lands to be re-designated are located on the periphery of an *Employment Area*;

b) the building(s) have direct frontage onto a corridor that is supported by existing or planned *rapid transit*;

c) the proposed uses are accommodated in a multi-storey mixed-use office building;

d) appropriate transition and buffering are provided to sensitive uses;

e) the planned function and viability of the *Employment Area* including movement of goods are not adversely impacted; and

f) the *development* exceeds the minimum *Employment Area* density for the local municipality prescribed in Policy 5.8.27.

5.8.36 As part of a Regional *municipal comprehensive review*, a comprehensive evaluation of the regional *Employment Area* designation was conducted which identified the potential for select *Major Transit Station Areas* to support the integration of *Employment Areas* with non-employment uses to develop vibrant mixed-use areas and innovation hubs, subject to further technical study.

Retail, residential, commercial, and non-ancillary uses may be permitted in *Major Transit Station Areas* KIT-2 Bramalea GO, LWGO-2 Clarkson GO, DUN-17 Wharton Way, QUE-9 Torbram, QUE-10 Chrysler-Gateway, QUE-11 Airport, QUE-12 Goreway, QUE-13 McVean, QUE-14 The Gore, QUE-15 Highway 50, HUB-1 Bolton GO, and HUB-3 Steeles at Mississauga Road identified on Schedule E-4 – *Employment Areas*.

The introduction of residential uses is subject to the completion of a planning study initiated by a local municipality that addresses the following to the satisfaction of the Region:

a) identify the area where residential uses would be permitted;

b) the requirements of Policy 5.6.19.9 of this Plan;

c) land use compatibility in accordance with provincial standards, guidelines, and procedures

d) an overall net increase to the total jobs planned for the *Employment Area* within the delineated boundary;

e) how the viability of adjacent *Employment Areas* will be protected from the impacts of *sensitive land uses*, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local *airsheds*;

f) the mix and ratio of jobs by type (e.g. office, manufacturing, institutional);

g) that *higher order transit* is planned for the *Major Transit Station Area* within the planning horizon;

h) the development of *complete communities* and *transit- supportive* densities including employment uses; and

i) demonstrate how *transit-supportive* employment densities will be achieved.

5.8.37 Residential uses identified in accordance with the requirements of Policy 5.8.36 to the satisfaction of the Region shall be removed from the *Employment Area* designation on Schedule E-4 without the requirement of an amendment to this Plan.

5.8.38 Additional *Major Transit Station Areas* shall only be added to Schedule E-4 – *Employment Areas* in accordance with Policy 5.8.36 through a municipally initiated official plan amendment.

5.8.39 Notwithstanding Section 5.8.29, where a non-employment land use was permitted in the in effect local municipal official plan in an *Employment Area* as of April 14, 2022, permit the relocation of the non-employment land use designation within the *Employment Area,* if it is demonstrated to the satisfaction of the Region that:

a) the existing subject lands are restricted from *development* that may support the prescribed land uses;

b) there is a need for the proposed use;

c) the prescribed land uses cannot be reasonably accommodated in the community adjacent to and outside of the *Employment Area;*

d) any alternate site identified is approximately the same or lesser land area;

e) the land use contributes jobs to the *Employment Area*;

f) the planned function and viability of the *Employment Area* including movement of goods are not adversely impacted;

g) The existing subject lands will be redesignated to a land use permitted in *Employment Areas*.

5.8.40 Encourage high density employment uses such as major office and appropriate major institutional *development* to locate in Urban Growth Centres, to *Major Transit Station Areas* and areas with existing *frequent transit* service or existing or planned *higher order transit* service.

5.8.41 *Support* the local municipalities in discouraging retail uses *in Employment Areas* except for retail uses servicing the *Employment Area* and retail ancillary to a permitted employment use, as defined in local municipal official plans.

5.8.42 Encourage the planning and *development* of *Employment Areas* in a manner which takes into account the *sustainable development* imperatives as outlined in the Overarching Themes in Section 1.6 of this Plan. Energy efficient buildings, *sustainable* design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged.

5.8.43 Encourage new *development* in existing office parks that enhances transit and *active transportation* connectivity and provides for an appropriate mix of amenities and open space. In planning for new office employment, surface parking will be minimized.

5.8.44 Encourage the local municipalities to make provisions in their official plans for lands outside of *Employment Areas* to accommodate retail and commercial uses to support *complete communities*.

5.8.45 *Employment Areas* shall be planned and designed to minimize surface parking and be easily accessible by a range of transportation modes including transit and *active transportation*.

5.8.46 The Region will work with the local municipalities to encourage a variety of appropriate employment spaces across the Region that are responsive to the needs of employers of all scales, including start-up, small, and medium goods and knowledge production employers, in order to support business, and employment, growth and sustainability

5.8.47 Assist the local municipalities in maximizing their economic development objectives and facilitate the *development* of *Employment Areas* through the provision of Regional *infrastructure* and *services* such as water and wastewater *services*, transportation and human *services* to *Employment Areas* based on the availability of servicing capacity and subject to the capital budget.

5.8.48 Work with the local municipalities to identify, protect, and enhance *as appropriate*, specialized *Employment Areas* such as the employment mega-zone centred on the Toronto Pearson International Airport, suburban knowledge intensive districts, and others, with specific policies, programs, and investments

5.8.49 Monitor, in cooperation with the local municipalities, the supply of *employment land* on an annual basis to determine if an adequate supply of land exists to accommodate the forecasts in Table 3.

5.8.50 Notwithstanding the requirement for full municipal sewage and water services in the Servicing Policies in Chapter 6 and the comprehensive *Designated Greenfield Area* policies in Section 5.6 of this Plan, lands designated as an *Employment Area* in the 2051 New Urban Area on Schedule E-1 may be permitted to develop for interim dry industrial uses that do not require extension of municipal *services* or any significant new *infrastructure*, subject to enabling local official plan policies and provided the use is planned on an interim basis such that it will not preclude the long-term development and servicing of the lands for more intensive planned permanent employment uses. *Development* proposals for such employment uses shall demonstrate that:

a) servicing options have been evaluated and the evaluation has confirmed that extension of full municipal *services* is not required or immediately available to service the proposed *development*;

b) the preferred servicing option is acceptable to the Region and local municipality, and will be financially feasible and *sustainable* for the Region;

c) when full municipal *services* are extended and made available, the *development*, at no cost to the Region, shall connect to the municipal water and wastewater servicing system on terms acceptable to the Region;

d) the objectives, targets, criteria, and recommendations of the Region of Peel's Scoped Subwatershed Study including identification of a ***natural heritage system*** and stormwater management requirements have been addressed; and

e) environmental and *agricultural impact assessments*, and other land use compatibility evaluations have been completed and will be addressed in accordance with the policies of this Plan.

5.8.51 Future Strategic Employment Areas

As part of a regional *municipal comprehensive review* and in recognition of the need for long-term planning for the diverse types of employment in the Region, a Future Strategic *Employment Area* has been identified on Schedule E-4 – Employment Areas. The purpose of the Future Strategic *Employment Area* policies is to conceptually identify and protect strategically located *Employment Areas* adjacent to or in the vicinity of future goods movement transportation and transit *infrastructure* for employment uses beyond the horizon of this Plan.

Objectives

5.8.51.1 To protect Future Strategic *Employment Areas* identified through a *municipal comprehensive review* that require additional comprehensive study and assessment with respect to long-term planning beyond the horizon of this Plan for employment needs. Future Strategic *Employment Areas* shall be adjacent to or in the vicinity of future transportation *infrastructure*.

Policies

5.8.51.2 Work in partnership with the Town of Caledon, the City of Brampton, adjacent municipalities, and the Province, to identify and protect the Future Strategic *Employment Area* to maximize employment growth.

5.8.51.3 Direct the local municipalities to identify and protect Future Strategic *Employment Areas* in their local municipal official plans in accordance with Schedule E-4.

5.8.51.4 Investigate and consider the feasibility and costs to service the Future Strategic *Employment Areas* and the economic and employment potential.

5.8.51.5 Ensure the Regional Urban Boundary may only be expanded to include Future Strategic *Employment Areas* only through a Region of Peel Official Plan Amendment and *municipal comprehensive review* initiated by the Region.

5.8.51.6 Recognize that as part of a regional *municipal comprehensive review* the lands around Sandhill were identified has having long-term potential to support employment uses as per the Future Strategic *Employment Area* on Schedule E-4.

Notwithstanding Policy 5.8.51.5 and Growth Plan Policy 2.2.8.5.c and in keeping with the long-term strategic intent of these lands for employment uses, permit expansion of the Sandhill *Rural Settlement Area* in the Rural System for interim dry industrial uses that do not require extension of municipal services or any significant new *infrastructure* in strategic locations within the Future Strategic Employment Area based on the results of an assessment undertaken by the local municipality in consultation with the Region. The assessment will address the requirements of Policy 5.5.9 excluding those related to servicing, and other technical matters as may be determined by the Region and the Town including a demonstration of the need for additional land to be designated and the assessment of environmental, transportation, financial and agricultural impacts. If necessary, based on the results of the assessment, multiple expansions of the *Rural Settlement Area* may be permitted in accordance with Policy 5.5.9.a and Growth Plan Policy 2.2.8.6.

5.9 Housing

Housing that meets local need is an essential component of the Community for Life vision adopted by Regional Council in the Region of Peel Strategic Plan. The policies in this section consider housing location, form, tenure, and affordability to ensure that new housing *development* and the use of existing stock is aligned with growth trends and contributes to the creation of healthy, mixed-use, *transit-supportive*, and *complete communities*.

To mitigate and adapt to climate change, the Region is striving to integrate *sustainability*, resiliency, and reduction of greenhouse gas emissions in housing *development*.

The Region also recognizes that Peel is home to *diverse populations* and it is critical that housing is responsive to the needs and goals of all individuals and communities.

The Region is committed to collaborating with partners, including local municipalities, other orders of government, the building and development industry, service and support agencies, housing providers, and community organizations to implement the policies in this Plan and build accessible, adequate, and appropriate housing that is affordable throughout Peel.

The policies in this section complement the Human Services policies (Section 6.3) that address emergency, shelter, and *subsidized housing*.

Objectives

5.9.1 To promote the *development* of compact, *complete communities* by supporting *intensification* and higher density forms of housing.

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of *housing options* and densities, including *affordable housing,* that meet local housing need so that people can live in the community of their choice.

5.9.3 To ensure an adequate supply of rental housing stock to meet local need.

5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to *sustainable development*.

5.9.5 To make housing available for *diverse populations,* including the provision of accessible housing and appropriate support *services.*

5.9.6 To consider barriers to housing, including social and economic factors.

Policies

Housing Options and Targets

5.9.7 Collaborate with the local municipalities to plan for an appropriate range and mix of *housing options* and densities by implementing Peel-wide new housing unit targets shown in Table 4.

5.9.8 *Jointly* with the local municipalities, review and update, *as appropriate*, Peel-wide new housing unit targets shown in Table 4, based on the Peel Housing and Homelessness Plan, Census of Canada results, *Regional Housing Strategy,* and other relevant sources.

5.9.9 Update *housing affordability* thresholds for *low* and *moderate income* households in accordance with provincial policy.

5.9.10 Measure new housing units annually, including units that are *affordable* to *low* and *moderate income* households.

5.9.11 Require a *housing assessment* for planning applications of approximately 50 units or more. Local municipalities or the Region can require a *housing assessment* for applications less than 50 units, *as appropriate*. The *housing assessment* will be consistent with local and

Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The *housing assessment*, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are *affordable housing*, of which 50% of all *affordable housing* units are encouraged to be *affordable* to *low income* households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and *Regional Housing Strategy.*

5.9.12 Monitor and evaluate activities undertaken in support of the *Regional Housing Strategy* and Peel Housing and Homelessness Plan, in conjunction with future Region of Peel Official Plan reviews, to revise and set new priorities and implementation plans on an ongoing basis as housing needs change.

5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multi-unit residential *developments*, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

5.9.14 Direct the local municipalities to include policies in local municipal official plans that permit *additional residential units*, including:

a) the use of two residential units in a detached house, semi-detached house, or rowhouse; and

b) the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house, or rowhouse.

5.9.15 Support the initiatives of local municipalities to promote *additional residential units* to achieve Regional and local housing objectives.

5.9.16 Encourage the local municipalities to utilize tools such as licensing and registration to promote the legalization of new and existing *additional residential units* and ensure compliance with health and safety standards.

5.9.17 Collaborate with the local municipalities to explore tools and programs to maximize the opportunity for existing buildings or land, redevelopment, and new *development* to improve and retain rental units and support the creation of new rental units.

5.9.18 Direct the local municipalities to establish a local municipal rental vacancy rate that shall be used as a minimum threshold to permit the conversion of residential rental units to ownership tenure or demolition of residential rental units, unless replacement rental units are provided. If a local municipal rental vacancy rate has not been established, the Regional rental vacancy rate of 3 per cent for the preceding three years as reported by the Canada Mortgage and Housing Corporation shall be used.

5.9.19 Direct the local municipalities to develop official plan policies and by-laws, as applicable, with criteria to regulate:

a) the conversion of residential rental units to ownership tenure in properties with six or more dwelling units.

b) the demolition of existing residential rental units in properties with six or more dwelling units.

5.9.20 Encourage the local municipalities to establish that, if the replacement of rental units is permitted under local municipal policy to regulate rental demolition and conversion, replacement or retention of rental units should include the same or higher number of units of comparable sizes, types, and affordability, and tenant relocation and assistance should be considered.

5.9.21 Collaborate with the local municipalities to explore offering incentives to support *affordable* and purpose-built rental housing to achieve Peel-wide new housing unit targets shown in Table 4.

5.9.22 Collaborate with the local municipalities to explore opportunities to prioritize planning approvals for *affordable housing developments*.

5.9.23 Collaborate with local municipalities, developers, and non-profit organizations on the administration of *affordable housing* units, including the administration of units secured through *Inclusionary Zoning* as per Policies 5.9.39 and 5.9.40, to support long-term affordability.

5.9.24 Encourage the local municipalities to consider alternative development and design standards for *affordable housing development* including reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking management.

5.9.25 Collaborate with the local municipalities and other stakeholders to advocate to the Federal and Provincial governments to revise current policies and regulatory frameworks to address existing barriers to creating and financing innovative and alternative *housing options*.

Complete Communities and Residential Intensification

5.9.26 Work *jointly* with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:

a) the ability to accommodate residential growth for a minimum of 15 years through residential *intensification* and *redevelopment* and lands which are designated and available for residential *development*; and

b) where new *development* is to occur, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate residential *intensification* and *redevelopment* and land in draft approved and registered plans.

5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and *development* industry, and landowners to encourage new residential *development*, *redevelopment,* and *intensification* in support of Regional and local municipal official plan policies promoting *compact built forms* of *development* and residential *intensification.*

5.9.28 Seek opportunities to educate the public about the need for and benefits of *compact built forms* of housing *development* and residential *intensification*.

5.9.29 Encourage public agencies at the federal, provincial, regional and local municipal levels to identify and maintain an inventory of available public lands and buildings suitable for housing for *low* and *moderate* income households in Peel Region.

5.9.30 Utilize the inventory of Regionally owned land and buildings to identify and maximize opportunities for the *developmen*t of *affordable housing*.

5.9.31 Develop a land banking strategy to explore opportunities to secure lands that are suitable for *affordable housing*.

5.9.32 Encourage the local municipalities and Federal and Provincial governments to prioritize selling or leasing surplus lands for the *development* of *affordable housing* while ensuring the goals, objectives and policies of this Plan and the local municipal official plans are adhered to.

5.9.33 Explore opportunities to efficiently use Regional lands by co-locating a mix of uses within *affordable housing developments*.

5.9.34 Encourage community agencies and landowners of suitably sized sites to develop *affordable housing*.

5.9.35 Ensure that future *development* of Regionally funded *affordable housing* supports the creation of compact, *complete communities* to allow for improved walkability and access to *services* and amenities including *public transit*.

5.9.36 Seek opportunities to provide an appropriate range and mix of *housing options* and densities, including *affordable housing*, that utilize existing stock.

5.9.37 Encourage the local municipalities to enable, through official plan policies and zoning by-laws, *special needs* and *supportive housing*, shared housing arrangements, shelter/emergency housing, and innovative and alternative housing options in residential or other suitably zoned lands *as appropriate*.

5.9.38 Advocate to the Federal and Provincial governments for increased funding and incentives as well as improved cost-sharing arrangements that support the *development* of permanent and long-term *affordable housing* to achieve Peel-wide new housing unit targets shown in Table 4 and to support full implementation of the *Regional Housing Strategy* and the Peel Housing and Homelessness Plan.

Inclusionary Zoning

5.9.39 Direct the local municipalities to establish an official plan policy framework to implement *inclusionary zoning* where deemed appropriate by the local municipality through zoning by-laws in primary *Major Transit Station Areas* and secondary *Major Transit Station Areas* delineated on Schedule E-5 as per Policy 5.6.19.6, and in community planning permit system areas, as ordered by the Minister;

a) establish minimum unit thresholds for *inclusionary zoning* to apply and a percentage of the gross floor area, or an equivalent percentage of units, to be secured as *affordable housing* with consideration for the unique characteristics, market conditions, and objectives of the *Major Transit Station Areas*;

b) maximize the gross floor area, or an equivalent percentage of units, to be secured as *affordable housing* through *inclusionary zoning* where market conditions demonstrate financial viability;

c) consider reduced *inclusionary zoning* requirements where market conditions do not demonstrate as much financial viability, while considering other potential factors (e.g. public sector investments, land use or zoning changes) that may increase project viability without the need for financial incentives;

d) ensure rental rates or sale prices of units secured through *inclusionary zoning* are no greater than what is affordable to *moderate income* households and are consistent with measuring and monitoring undertaken for the Peel regional market area;

e) as per Policy 5.9.13, provide a range of unit sizes, including two or more bedroom family-sized units, for units secured through *inclusionary zoning*;

f) consider reduced *inclusionary zoning* requirements for purpose-built rental *developments*;

g) prioritize *affordable units* secured through *inclusionary zoning* to be provided on-site;

h) consider reduced *inclusionary zoning* requirements for developments proposing units at rates that are affordable to those with *low income*; and,

i) consider transitioning and phasing when implementing *inclusionary zoning as appropriate* based on market and other local conditions.

5.9.40 In order to support local municipalities in establishing and implementing *inclusionary zoning*, the Region will:

a) collaborate with the local municipalities to monitor and report on *affordable housing* secured through *inclusionary zoning* in accordance with provincial requirements;

b) update Market Assessments in accordance with provincial requirements;

c) collaborate with the local municipalities, developers, and non-profit organizations on the administration of *affordable housing* units secured through *inclusionary zoning* to support long-term affordability; and

d) collaborate with the local municipalities to establish a framework to ensure that the collection of any net proceeds from the sale of units secured through *inclusionary zoning* are returned to local or regional *affordable housing* initiatives.

Housing and Sustainable Development

5.9.41 Collaborate with the local municipalities to identify and promote energy and water efficient technologies in new and existing residential *development*, *redevelopment, and intensification* to the development industry.

5.9.42 Advocate for sustained federal, provincial, and municipal incentives and programs that improve energy efficiency in housing and *sustainable* building and design.

5.9.43 Encourage the local municipalities to offer incentives to developers and contractors through the planning approval process to implement additional *sustainable* building and design standards beyond the minimum Ontario Building Code provisions.

5.9.44 Advocate for Federal and Provincial government incentives for Regionally funded housing projects to *support* the Region's climate change goals.

5.9.45 Advocate to the Federal and Provincial government to provide financial incentives and funding for housing projects that have implemented minimum *green* and *sustainable building guidelines* to help mitigate the effects of any added financial costs brought on by such initiatives.

Housing Options for Diverse Populations

5.9.46 Encourage the local municipalities to develop policies in their official plans to support the development of *special needs* and *supportive housing* in locations with convenient access to existing or planned *infrastructure* (e.g. transit), amenities and support *services*.

5.9.47 Direct the local municipalities to review their requirements and consider exemptions for minimum distance and maximum number of boarding houses, group homes, lodging houses, rooming houses, and other similar types of homes to ensure alignment with the Ontario Human Rights Code and the Canadian Charter of Rights and Freedoms.

5.9.48 Explore, *jointly* with the local municipalities, strategies to encourage the incorporation of *universal accessibility* features in existing residential *development*.

5.9.49 Collaborate with the local municipalities, the development industry, and Regional and local municipal accessibility advisory committees to develop and implement guidelines to include *universal accessibility* features in all new residential *development*, *redevelopment,* and *intensification.*

5.9.50 Encourage and facilitate the development of partnerships among housing providers, service providers, community organizations, and other stakeholders to provide *special needs* and *supportive housing* and related *services*.

5.9.51 Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of *diverse populations*.

5.9.52 Consider the preferences and values of *diverse populations* in the design and construction of *subsidized housing*.

5.9.53 Collaborate with a broad range of stakeholders to identify actions to remove barriers to accessing housing.

5.9.54 Encourage and facilitate the involvement of service providers, community organizations, and stakeholders to address identified issues related to housing barriers.

5.9.55 Encourage and facilitate a greater community awareness of barriers to housing including social and economic factors

5.10 Transportation System

The Growth Plan identifies where growth will occur by the 2051 planning horizon, including significant growth in the Region of Peel. Where traditionally, the Region has addressed growth through road widenings, the transportation network can no longer manage congestion through this approach. To accommodate this forecasted growth, the Region of Peel is focusing on providing a network that balances the needs of all road users through an approach that maintains *level of service* by shifting travel modes and a greater emphasis on *sustainable transportation infrastructure*. The Region of Peel has adopted a target to achieve 50 per cent *sustainable transportation* mode share by 2041, inclusive of walking, cycling, transit, and carpooling.

The transportation policies guide the development and strengthening of a regional network to accommodate current and projected travel demands of the people who live, work or travel within or through the Region. In light of a rapidly changing planning landscape, the policies draw from both provincial and regional Plans and studies such as, the Provincial Policy Statement, the Growth Plan, the Long Range Transportation Plan, the Sustainable Transportation Strategy, the Vision Zero Road Safety Strategic Plan, and the Goods Movement Strategic Plan to foster increased resilience of the transportation system in Peel.

The transportation system in Peel is comprised of the network of *freeways*, *major roads*, local roads, *High Occupancy Vehicle (HOV)* lanes, *public transit* systems, airports, rail lines, intermodal terminals, sidewalks, cycling infrastructure, and transportation *services* that serve the *communities* in Peel Region. The transportation system in Peel is part of the larger network of transportation systems of the *GTHA and the Province of Ontario*.

Planning for the transportation system in Peel Region is coordinated with land use planning in order to protect existing and future rights-of-way, to ensure integration with the local municipalities and develop strategies to reduce transportation-related air pollutants and greenhouse gas emissions to address impacts of climate change as directed through the Provincial Policy Statement and Growth Plan.

Objectives

5.10.1 To develop an integrated and multi-modal transportation system to support *complete communities* in the Region and help to *support* the same within the *GTHA.*

5.10.2 To promote *sustainable transportation* modes, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages, abilities and income levels.

5.10.3 To optimize the use of existing Regional transportation *infrastructure* and *services* by prioritizing the safe, sustainable and efficient movement of people and goods by all modes.

5.10.4 To avoid, or if avoidance is not possible, minimize and mitigate transportation related air pollutants and greenhouse gas emissions, impacts on the natural environment and agriculture, and improve public health outcomes by supporting transportation alternatives that optimize quality of life for all in the Region of Peel.

5.10.5 To *support* a transportation system that enhances economic vitality and growth in the Region.

5.10.6 To ensure that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.

5.10.7 To *support* the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.

5.10.8 To strengthen the multi-modal function of Regional roads and support first and last mile connections in Peel.

Policies

5.10.9 Work with the Province, local municipalities and adjacent municipalities to avoid, or if avoidance is not possible, minimize and mitigate adverse social, environmental, health and resource impacts when developing and planning for transportation facilities and services, by ensuring consistency with the objectives and policies in this Plan and applicable provincial plans.

5.10.10 Work with the Province, local municipalities and adjacent municipalities to provide transportation systems that address projected transportation needs and:

a) Are safe, *sustainable* accessible, and equitable;

b) Facilitate the efficient movement of people and goods while reducing fatal and injury collisions;

c) Offer travellers a variety of mobility choices; and

d) Encourage the most financially and environmentally appropriate mode for trip-making.

5.10.11 Work with the Province, the local and adjacent municipalities, relevant agencies, and stakeholders to implement and regularly update the Long Range Transportation Plan for Peel.

5.10.12 Work with the Province, local municipalities and relevant stakeholders to *support* the integration of transportation system planning, transportation *infrastructure* investment and local municipal land use planning and design at all stages of the planning approval process.

5.10.13 Promote intensification and mixed land uses in *strategic growth areas* to support *sustainable transportation* modes, *complete communities*, and complete streets.

5.10.14 Coordinate transportation and land use planning in order to develop context sensitive solutions to accommodate travel demand for all modes in consultation with the appropriate stakeholders.

5.10.15 Provide policy direction, where appropriate and in consultation with the local municipalities, on matters that cross municipal boundaries.

5.10.16 Optimize the use of existing and planned Regional transportation *infrastructure*, to *support* growth in a safe and efficient manner, and through *compact built form*, and encourage the local municipalities to do the same for *infrastructure* under their jurisdiction.

5.10.17 Work with federal and provincial agencies and ministries to identify and secure *sustainable* and predictable funding to *support* the provision of transportation *infrastructure* and *services* for the movement of people and goods in the Region.

5.10.18 To support the achievement of *complete communities*, plan for the development, optimization and/or expansion of new or existing Regional transportation corridors, including:

a) *Support* opportunities for accessible multi-modal use;

b) Prioritize *sustainable transportation* and goods movement ahead of single-occupant vehicles; and

c) Consider the separation of modes within corridors, where appropriate, to promote the safe mobility of all road users.

5.10.19 Consider, as part of the planning approval process, the magnitude and timing of *development* proposals relative to the anticipated transportation demand of the proposed *development*, and anticipated inter-regional and cumulative transportation effects, on Regional facilities.

5.10.20 Work with the relevant municipalities and the Province to develop enhanced tools and techniques for assessing the impacts of new *development* on *sustainable transportation* modes and on *transportation demand management* measures.

5.10.21 Identify, in cooperation with the local municipalities and the Province, transportation improvements to the provincial, Regional and local municipal systems required to *support* future *development* or *redevelopment*, and determine region-wide impacts through comprehensive transportation studies.

5.10.22 Ensure, in accordance with the requirements of the Region and the local municipalities, that *development* only proceed with adequate existing or committed improvements to regional *transportation capacity* and, if necessary, *development* be phased until that capacity is or will be available.

5.10.23 Work with the relevant municipalities, other orders of government and non-governmental agencies to develop and implement *transportation demand management* programs to reduce trip distance and travel time and increase the *sustainable transportation modal share*.

5.10.24 Pursue, in cooperation with the appropriate agencies, the improvement of connections to Toronto Pearson International Airport from all parts of the *GTHA* and particularly from Peel, including the planned connection of the Eglinton Crosstown West Expansion (ECWE) from Renforth Station to Pearson International Airport.

5.10.25 Work with the Province, local municipalities and adjacent regions and municipalities to ensure that road linkages across municipal boundaries will accommodate the intra- and inter-regional multi-modal movement of people and goods.

5.10.26 Work with the Province and other orders of government to improve the standardization and collection of transportation data to support:

a) the development of performance measures;

b) the development, maintenance and application of models; and

c) collaboration on relevant transportation projects.

5.10.27 Monitor the efficiency and effectiveness of *the Regional* transportation system on a regular basis.

5.10.28 Work with the local municipalities to ensure that *development* in *planned corridors* does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

5.10.29 Work with the Province and local municipalities to *support* long-term economic prosperity by optimizing the long-term availability and use of transportation *infrastructure*.

5.10.30 Where appropriate, examine the feasibility of using transmission corridors, and of preserving and reusing abandoned corridors, as future transportation facilities.

5.10.31 Build on advances in innovative technologies (e.g. *Intelligent Transportation Systems*) to improve the efficiency, reliability and safety of the Regional transportation system, where feasible, while mitigating exposure to traffic-related pollutants.

5.10.32 Identify and support improvements for first and last mile connections across the transportation network, including implementation of *infrastructure*, and encouraging the use of innovative technologies, in collaboration with the local municipalities, other orders of government and non-government agencies.

5.10.33 Promote the use of innovative strategies to mitigate exposure to transportation related air pollution.

5.10.34 Sustainable Transportation

As outlined through the policy directions of the Provincial Policy Statement and the Growth Plan, the Region of Peel will need to provide transportation choices that expand transit, *active transportation*, and *transportation demand management* strategies to ensure the needs of all road users are considered and appropriately accommodated. The forecasted growth in population and employment in Peel Region has led, and will continue to lead, to increased travel demand. A *sustainable transportation* system is an important component of the range of solutions that will be needed to accommodate this future growth and travel demand.

As part of this *sustainable transportation* system, through the Long Range Transportation Plan and the Sustainable Transportation Strategy, the Region of Peel is implementing the 50 per cent *sustainable transportation modal share* by focusing on balancing the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. The policies draw upon these Plans to facilitate *transportation demand management* strategies which are a suite of interventions that support *sustainable* modes of travel, enhanced inter- and intra-regional transit, and a comprehensive and continuous *active transportation* network using a complete streets approach where the roadway design, refurbishment, or reconstruction of roadways ensures the need and safety of all users.

Sustainable transportation is also a crucial component of achieving climate change adaptation and environmental protection goals and reducing traffic-related air pollutant and greenhouse gas emissions, which are further addressed in the Environmental Impact Section 5.10.37.

Objectives

5.10.34.1 To reduce auto dependency by providing a range of transportation services to meet the diverse needs of the population.

5.10.34.2 To achieve a 50 per cent *sustainable modal share* in the Region of Peel by 2041 by providing *sustainable transportation* infrastructure and promoting its use.

5.10.34.3 To support and encourage the connectivity and coordination between transit *services*.

5.10.34.4 To encourage the provision of improved transit service to Toronto Pearson International Airport and the surrounding *Employment Area*.

5.10.34.5 To *support* and encourage *transit-supportive development* densities and patterns, particularly along *rapid transit* corridors and at designated nodes such as transit terminals, Urban Growth Centres, *strategic growth areas,* GO rail stations, *Major Transit Station Areas*, and transportation hubs*,* consistent with local official plans and the direction in the latest provincial plans.

5.10.34.6 To optimize existing transportation *infrastructure* by utilizing innovative transportation technologies and strategies.

5.10.34.7 To encourage and *support* the development of a safe, attractive, accessible and integrated network of *active transportation* facilities that enhance quality of life, and promote the improved health of Peel residents of all ages and abilities.

5.10.34.8 To promote a transportation system that encourages reduced emissions, and energy conservation.

Policies

5.10.34.9 Encourage local municipalities to:

a) Promote land uses and site design which foster the safe and efficient use of *sustainable transportation* modes along local and Regional roads;

b) Work with the appropriate agencies to promote *infrastructure* and services that encourage implementation of *transportation demand management* strategies;

c) Promote a balance of jobs and housing in *communities* to reduce the need for long distance commuting;

d) Prioritize transit and *active transportation* to support future travel demand;

e) Promote *sustainable transportation* to and from school sites and routes; and

f) For new *development* in *Designated Greenfield Areas* and *redevelopment*, create complete streets configurations, densities and an urban form that:

   i) *support* walking, cycling and the early integration and sustained viability of transit *services;* and

   ii) create high quality public open spaces with site design and urban design standards that *support* opportunities for transit, walking and cycling.

5.10.34.10 Work with the Province, local and neighbouring municipalities and the private sector to plan and implement a network of carpool parking lots in Peel Region.

5.10.34.11 Work with all levels of the public and private sectors and non-government organizations to develop programs that place primary consideration on the reduction or elimination of trips and the increased use of *sustainable transportation* modes and to develop programs for implementing these and other travel demand management strategies.

5.10.34.12 Work with the local municipalities, relevant agencies and school boards to evaluate and measure the progress of *TDM* programs and to develop new innovative strategies and initiatives.

5.10.34.13 Work with the appropriate agencies to develop and *support* outreach and marketing programs that promote *sustainable transportation* alternatives inclusive of *active transportation* and transit, to change peoples' travel behaviour and to encourage increased use of these alternatives.

5.10.34.14 Work with the local municipalities to promote and *support* the development and implementation of *transportation demand management* strategies and programs within the Regional and local municipal governments.

5.10.34.15 Encourage the local municipalities, relevant agencies and the private sector to develop parking management strategies that make more efficient use of parking resources and that encourage the use of *sustainable transportation* modes.

5.10.34.16 Encourage the local municipalities to update their parking and zoning by-laws to *support* and facilitate *transportation demand management* measures.

5.10.34.17 Encourage parking operators at transportation hubs, *Major Transit Station Areas* and major commercial and *Employment Areas* to provide priority spaces for carpool, car-share vehicles and low or zero-emissions vehicles.

5.10.34.18 Work with the local municipalities and the *GTHA* municipalities to develop tools to integrate *transportation demand management* requirements into the planning and development approvals process.

5.10.34.19 Work with the Province, Metrolinx, the local municipalities and adjacent municipalities to integrate comprehensive and continuous *active transportation* networks into transportation and development planning to:

a) Provide safe, attractive and accessible travel for pedestrians and bicyclists within *existing communities* and new *development*;

b) Provide linkages between *intensification* areas, adjacent neighbourhoods and transit stations; and

c) Support the achievement of *complete communities* to ensure the safety and needs of all users are appropriately accommodated.

5.10.34.20 Work with the Province, local municipalities, adjacent municipalities and stakeholders to implement and regularly update the Sustainable Transportation Strategy for Peel that builds on local municipal *active transportation* plans, and cross jurisdictional networks such as the Province-wide Cycling Network.

5.10.34.21 *Support* the use of Regional roads as part of a safe, attractive and accessible *active transportation* network, as illustrated on Figures 13 and 14.

5.10.34.22 Work with the local municipalities to promote land uses which foster and *support* the use of *active transportation* and encourage building and site designs that provide safe, convenient access for *public transit* users, pedestrians, cyclists and persons with *disabilities*.

5.10.34.23 Develop performance indicators for the implementation and usage of *active transportation* and use these indicators to monitor the impact and effectiveness of the Sustainable Transportation Strategy.

5.10.34.24 Work *with* the local municipalities and relevant agencies to encourage the use of *active transportation* by students and increase the number of children who walk and bike to school through programs and targeted safety improvements.

5.10.34.25 Work with all orders of government, community groups and the private sector to increase the *active transportation modal share* through education, promotion, and outreach programs that target the needs of residents and employees in the Region of Peel.

5.10.34.26 Work with Peel Public Health, local municipalities, government agencies and Police *services* to enhance safety for pedestrians and cyclists through the implementation of the Vision Zero Road Safety Strategic Plan.

5.10.34.27 Work with the local municipalities and all relevant agencies to achieve a balanced approach that reduces reliance upon the automobile and increases use of transit and *active*

transportation through a complete streets approach in the design, refurbishment, or reconstruction of the planned or existing network.

5.10.34.28 Work with the local municipalities and the appropriate agencies to provide the appropriate *infrastructure* for integrating *active transportation* trips with transit trips, community destinations, and commercial properties.

5.10.34.29 Work with the Province, local municipalities, and all relevant agencies to improve bicycle and pedestrian connectivity at and around existing and planned highway interchanges, designated truck routes, waterways, railways, major Regional intersections, and grade separations, where feasible.

5.10.34.30 Ensure that new or improved Regional roads *support* the viability of existing or planned *rapid transit services* where justified and feasible and encourage the local municipalities to do the same for roads under their jurisdiction.

5.10.34.31 Support the development of a connected, safe, and accessible network of *sustainable transportation* facilities on new or improved Regional roads, where justified and feasible.

5.10.34.32 Work with the Province, local municipalities, and other regions and municipalities in the Greater Golden Horseshoe to implement the Metrolinx Regional Transportation Plan and contribute to future updates of the Regional Transportation Plan.

5.10.34.33 *Support* the implementation and protection of *rapid transit* corridors, as shown on Schedule F-1, as well as those additional *higher order transit* or priority transit corridors proposed on Regional roads by the local municipalities or the Province.

5.10.34.34 *Support* the provision of transit *services* to rural communities by the Province, local municipalities and/or privately run transit *services* where feasible.

5.10.34.35 Encourage transit priority measures on Regional roads, where deemed necessary and feasible to the satisfaction of the Region.

5.10.34.36 *Support* the Province and the local municipalities in the expeditious planning and implementation of a *GTHA*-wide and Greater Golden Horseshoe-wide *rapid transit* network.

5.10.34.37 Work with the Province and the local municipalities to expeditiously implement priority transit project improvements including, but not limited to:

a) provide frequent, two-way, all day service on the Kitchener, Lakeshore West, and Milton *commuter rail* GO lines;

b) expedite the identification and protection for a new GO Rail Station site in Bolton and the provision of *commuter rail* GO service to and from this station;

c) provide increased inter-municipal/inter-regional express GO bus service in corridors where there is sufficient demand or demonstrated demand;

d) provide inter-municipal / inter-regional express GO transit service in Caledon;

e) implement the Eglinton Crosstown West Extension from Mount Dennis Station to Renforth Station, and further to Toronto Pearson International Airport; and

f) improve connections to Toronto Pearson International Airport from Peel.

5.10.34.38 Work with the Province, local municipalities, and the local municipal transit agencies to improve multi-modal access to GO stations and transit hubs.

5.10.34.39 Encourage the efforts by the Province to study and implement the electrification of the GO Transit system.

5.10.34.40 Encourage the *intensification* of residential and non-residential *development* at nodes, *Major Transit Station Areas*, transportation hubs and along *rapid transit* corridors, as shown on Schedule F-1, to *support* a higher level of transit service and other *sustainable transportation* modes, consistent with direction in the latest provincial plans.

5.10.34.41 Encourage the local municipalities, in cooperation with the Region and having regard for the Provincial Guidelines for Transit-Supportive Land Uses, to plan for intra-regional transit connections, to integrate transit plans into secondary plans and, when planning for *Designated Greenfield Areas*, to plan for compact, *transit-supportive urban development*.

5.10.34.42 Work with the local municipalities and relevant stakeholders in:

a) *Promoting* transit stations and terminals in urban nodes and corridors, as identified in this Plan and the local municipal official plans;

b) Providing safe and efficient first and last mile connections to transit stations and stops;

c) Improving inter-municipal and inter-regional transit connections, in coordination with appropriate municipalities; and

d) supporting *transit service integration* within and across municipal boundaries.

5.10.34.43 *Support* interconnections between the local bus network and existing planned *rapid transit* corridors, especially at Urban Growth Centres and other transportation hubs.

5.10.34.44 Work with the Province, the Greater Toronto Airport Authority, and local municipal transit agencies to establish a multi-modal transportation hub at Toronto Pearson International Airport as identified conceptually on Schedule E-1 and Schedule F-1.

5.10.34.45 Work with the local municipalities to plan for and protect Regional corridors and rights-of-way for transit as shown in Schedule F-1 to meet current and projected need, where justified and feasible.

5.10.34.46 *Support* the use of innovative transit technologies by area municipalities, such as transit signal priority and the provision of real-time information to transit riders, and *support* the identification by area municipalities of transit priority zones where transit priority measures will be put in place.

5.10.34.47 Encourage the local municipalities and the Province to work with the health and human *services* sectors when developing transit *services*.

5.10.34.48 Encourage efficient fuel use and conservation by promoting *transportation demand management* programs, linked trips, the use of *Intelligent Transportation Systems* and the use of *public transit* and *active transportation*.

5.10.35 The Provincial Freeway Network

The Provincial *Freeway* Network provides for the movement of people and goods throughout Peel and the remainder of the *GTHA*. The network is comprised of controlled-access *freeways* (the 400-series *freeways*, the Queen Elizabeth Way and the 407 Express Toll Route). Continuing improvement of the Provincial *Freeway* Network, and of the integration of *freeways* with other roads in Peel and adjacent municipalities, are *essential* for the efficient movement of people and goods.

As required by Provincial policy to plan and protect a strategic corridor and rights-of-way for transportation and transit facilities, in advance of future development, the Region is establishing policies to protect the corridor shown as the Conceptual GTA West Corridor and the Northwest GTA Transmission Corridor on Schedule F-2.

The provincial Growth Plan August 2020, identifies a conceptual future Transportation Corridor in Peel between the urban areas of the northwest GTA and the western Greater Golden Horseshoe. The Ministry of Transportation (MTO) has initiated an Environmental Assessment which will more specifically define the need, location and details of the GTA West Transportation Corridor, now referred to by the Province as the Highway 413 Transportation Corridor study.

Objectives

5.10.35.1 To advocate for the provision and maintenance of an adequate, reliable, efficient and safe Provincial *Freeway* Network to facilitate the movement of people and goods within and through Peel.

5.10.35.2 To plan and protect for a future GTA West Transportation Corridor in the Region of Peel as conceptually shown on Schedule F-2.

5.10.35.3 To work with the Province to incorporate *transportation demand management* measures into Provincial highway initiatives.

Policies

5.10.35.4 Work with the Province and other GTA and Greater Golden Horseshoe municipalities in planning and implementing *freeway* and *higher order transit* improvements identified in the Growth Plan for the Greater Golden Horseshoe and the Metrolinx Regional Transportation Plan.

5.10.35.5 Work with the Province and affected municipalities to take appropriate actions to ensure that *planned corridors* are not precluded.

5.10.35.6 Work with the Province and affected municipalities to identify and plan for the following future multi-modal transportation corridors and to take appropriate actions to ensure that these corridors are not precluded:

a) A transportation corridor linking the *GTA* West Transportation Corridor and the Niagara to *GTA* Corridor;

b) The planned extension of Highway 427 linking to the GTA West Transportation Corridor; and

c) The further extension of Highway 427 to highway 9 and beyond.

5.10.35.7 Encourage the study and protection of a north-south transportation corridor and related Bram West Parkway facility in the Brampton and Halton Hills boundary area, until such time as the need for and long-term role of these major transportation facilities can be evaluated and approved through the completion of one or more Environmental Assessment studies.

5.10.35.8 Participate in the Province's Environmental Assessment Study for the GTA West Transportation Corridor and work with the Province and affected municipalities to ensure links between the GTA West Corridor and the transportation network are not precluded.

5.10.35.9 Encourage the Ministry of Transportation to undertake detailed analysis of the impacts of provincial *freeway* planning on the Region of Peel, including but not limited to a Transportation Network Assessment, a Health Impact Assessment and *agricultural impact assessment*.

5.10.35.10 Plan and protect for the GTA West Transportation Corridor and rights-of-way for transportation and transit facilities to meet current and projected needs and prohibit development in such *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or actively being planned.

5.10.35.11 Ensure that transportation and land use considerations are integrated and coordinated at all stages of the planning and Environmental Assessment process.

5.10.35.12 Work with the Province and local municipalities to plan for and protect for the GTA West Transportation Corridor and its connections to the existing highway network including Highway 410 in the Mayfield West area of Caledon (as identified on Schedule F-2).

5.10.35.13 Direct the local municipalities, in consultation with and to the satisfaction of the Province, to implement official plan amendments or zoning by-laws that provide corridor protection to ensure that development applications will not predetermine or preclude the planning and development of the GTA West Transportation Corridor.

5.10.35.14 Recognize that as the GTA West Transportation Corridor Environmental Assessment Study progresses provisions for the phased release of lands that are appropriate to the Environmental Assessment process be made, in consultation with the Ministry of Transportation.

5.10.35.15 Encourage the Province to explore alternative transportation solutions to a *freeway* that would support *complete communities* and *sustainable transportation* through the GTA West Transportation Corridor Environmental Assessment process.

5.10.35.16 Plan and protect for a potential future Northwest GTA Transmission Corridor and rights-of-way for electricity generation facilities and transmission systems to meet current and projected needs, and prohibit development in such *planned corridors* for the purpose(s) for which it was identified or actively being planned.

5.10.35.17 Encourage and *support* the planning, corridor protection and the early construction of the following facilities:

a) The widening of Highway 410 from Queen Street to Mayfield Road;

b) The widening of Highway 401 between Highway 403/410 and Trafalgar Road in Halton Region;

c) The planned extension of Highway 427 linking to the GTA West Transportation Corridor; and,

d) The extension of Highway 427 to Highway 9 and beyond.

5.10.35.18 Encourage the Province and 407 ETR to develop and enhance carpool lots at interchanges along major *freeways* and highways.

5.10.35.19 Encourage the Province to continue to study and implement the *High Occupancy Vehicle (HOV)* Lane Network Plan for the 400-Series Highways in the Greater Golden Horseshoe and to update the Plan in cooperation with Regional and local municipalities.

5.10.35.20 Encourage the exploration of alternatives to overhead transmission lines in urban community areas and near airport infrastructure in order minimize impacts of a potential future Northwest GTA Transmission Corridor and explore opportunities for transmission infrastructure to support district energy efforts.

5.10.36 Major Road Network

The *Major Road* Network in Peel provides for inter- and intra-municipal travel within Peel and for connections to other regions/municipalities and the Provincial *Freeway* Network. The network is comprised of *major roads* under the jurisdiction of the Province of Ontario (Highways 9 and 10 in Caledon), the Region and the local municipalities. The Regional roads are designed to provide a high level of inter-municipal *transportation capacity*. The Region works with the local municipalities to plan for transportation on a region-wide basis. The provision of a safe, efficient and reliable *major road* network plays an important role in the movement of people by automobile, transit, bicycle and walking, as well as goods.

Objectives

5.10.36.1 To work with the local municipalities and the Province to provide, optimize, maintain and operate a multimodal *Major Road* Network to facilitate the safe, efficient and reliable movement of people and goods.

5.10.36.2 To control access to Regional roads through the planning and development process so as to:

a) Optimize road safety;

b) Optimize safety of pedestrians, cyclists, and other road users;

c) Optimize road carrying capacity; and

d) Reduce the number and location of intersections along Regional roads in greenfield and brownfield developments through consolidation of neighbouring accesses in accordance with the Regional Road Characterization Study, as amended from time to time.

5.10.36.3 To achieve a *Major Road* Network as shown on Schedule F-2.

5.10.36.4 To avoid, or if avoidance is not possible, minimize and mitigate impacts of transportation on the community, natural environment and the *Agricultural System* consistent with the objectives and policies of this Plan and relevant provincial plans.

Policies

5.10.36.5 *Support* the provision, in conjunction with the Province and the local municipalities, of the *Major Road* Network shown on Schedule F-2, regardless of road jurisdiction. A jurisdictional transfer between local municipal and Regional roads will not require an amendment to Schedule F-2 of this Plan.

5.10.36.6 A jurisdictional transfer from local municipal to Regional roads will not require an amendment to Schedule F-3 provided that the Region maintain the right-of-way depicted in the local Plan from which the road is being transferred.

5.10.36.7 Work with the Province, 407 ETR and the local municipalities to identify, prioritize and resolve;

a) Gaps, bottlenecks and jogs in the Regional and local road networks, *as appropriate*;

b) Opportunities for new or improved highway interchanges; and

c) Impediments to transit and *active transportation* on the Regional and local road networks.

5.10.36.8 Work with the Province, Region of York, City of Brampton, City of Vaughan and Town of Caledon to identify and implement road network improvements in the Highway 427 Extension area.

5.10.36.9 Ensure that, where possible, adequate *transportation capacity* on Regional roads is based on a "*level of service*" Policy adopted and periodically reviewed by Regional Council.

5.10.36.10 Investigate a multi-modal *level of service* methodology in consultation with the local municipalities and external agencies.

5.10.36.11 Protect the designated Regional rights-of-way requirements, as shown on Schedule F-3, to accommodate future road improvements consistent with Section 7.10 of this Plan.

5.10.36.12 Generally locate Regional two lane roads within 25-36 metre rights-of-way, four lane roads within 36-45 metre rights-of-way and six lane roads within 45-55 metre rights-of-way in urban and rural settings, in accordance with Section 7.10 of this Plan.

5.10.36.13 Notwithstanding the right-of-way widths identified on Schedule F-3, ensure that future road widenings within the Greenbelt, Niagara Escarpment Plan Area, Oak Ridges Moraine Conservation Plan Area, Protected Countryside and the *Parkway Belt West Plan* Area are consistent with the policies of the Greenbelt Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and the *Parkway Belt West Plan*.

5.10.36.14 Control frontage *development* and vehicular access onto Regional roads consistent with relevant Regional By-laws, including the Controlled Access By-law, and the Regional Road Characterization Study, as amended from time to time.

5.10.36.15 Control access to Regional roads so as to optimize road safety and carrying capacity, and control number and location of intersections with Regional roads in consultation with the affected local municipality. Where feasible, and consistent with context, access to developments should be obtained via municipal roadways and not Regional roads.

5.10.36.16 Ensure residential *development* adjacent to Regional roads is appropriately mitigated from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of *development*.

5.10.36.17 Determine the priority for improvements to the Regional road system periodically in the context of monitoring and inspection reports, system status reports, studies on growth and other indicators related to the Regional Structure, in consultation with the local municipalities.

5.10.36.18 *Support* the efforts by the Province to study the development of an interconnected regional network of multi-purpose reserved lanes that build on existing plans for *High Occupancy Vehicle (HOV)* lanes to improve the efficiency of highways and arterial roads for transit and multi-occupant vehicles.

5.10.36.19 Work with the local municipalities, adjacent municipalities and the Province to study the feasibility of developing an arterial *High Occupancy Vehicle (HOV)* system in Peel to complement the Province's *freeway HOV* system.

5.10.36.20 Develop and utilize asset management systems and practices including regular inspections, testing and condition surveys to accurately and effectively assess, plan and budget for necessary road asset rehabilitation or replacement works.

5.10.37 Airports

Toronto Pearson International Airport, Canada's busiest airport, is an important element in the *GTHA's* transportation and economic systems. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for the Region of Peel and the *GTHA*.

The presence of Toronto Pearson International Airport within the Region of Peel creates both opportunities and responsibilities. Because of its significance, it is a priority of this Plan to ensure that new *development* is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

In addition to the role of Toronto Pearson International Airport in Peel and the *GTHA*, consideration should also be given to the potential increased significance of the Brampton-Caledon Airport over the next 30 years.

Objectives

5.10.37.1 To optimize the economic potential of Toronto Pearson International Airport and the Brampton-Caledon Airport to the Region of Peel and the *GTHA*, having regard for:

a) Existing and future industry, business and employment opportunities; and

b) The interests of existing and future residents.

5.10.37.2 To *support* the *recreational* opportunities of airports in Peel where appropriate.

5.10.37.3 To support *development* and *redevelopment* opportunities around the Toronto Pearson International Airport Area and Brampton-Caledon Airport.

Policies

5.10.37.4 *Support* the improvement and enhancement of the facilities, access to and capacity of Toronto Pearson International Airport, taking into account the concerns of existing and future residents, industries, businesses and employees of Peel Region, to maintain the importance of the Airport to the Region of Peel, the *GTHA*, the Province and Canada.

5.10.37.5 Study *jointly*, with the Town of Caledon, and in consultation with the City of Brampton, the potential role of the Brampton-Caledon Airport and develop policies to protect this role.

5.10.37.6 Direct the Town of Caledon to investigate the need for and incorporate, *as appropriate*, Aircraft Noise Exposure Contour mapping and policies for the Brampton-Caledon

Airport in its official plan in accordance with federal and provincial policies, guidelines, standards and procedures.

5.10.37.7 In accordance with provincial policies and requirements, in areas near the Brampton-Caledon Airport above 30 NEF/NEP, the Town shall prohibit new residential *development* and other *sensitive land uses* and permit the redevelopment of existing residential and other *sensitive land uses* only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport.

5.10.37.8 Work with the Greater Toronto Airports Authority and the local municipalities to identify ways to protect the long-term operational role of the Toronto Pearson International Airport and Brampton-Caledon Airport by ensuring that *development* and *redevelopment* adjacent to the airports is compatible with airport operations and the needs of residents and by discouraging land uses which may cause a potential aviation safety hazard.

5.10.37.9 Prohibit the *development*, *redevelopment* and infill of new residential and *sensitive land uses* such as hospitals, nursing homes, daycare facilities and public and private schools in the Toronto Pearson International Airport Operating Area as shown on Schedule F-4. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.

5.10.37.10 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and the Region to include in their official plans:

a) Airport Operating Area policies consistent with Policy 5.10.37.9;

b) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and

c) Definitions of the terms *sensitive land uses*, *redevelopment* and infill.

5.10.37.11 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.10.37.9 within the Toronto Pearson International Airport Operating Area in their municipal official plans, provided however, that:

a) such exceptions are limited to *redevelopment* of existing residential use and other *sensitive land uses* or infilling of residential and other *sensitive land uses*;
b) *development* proponents demonstrate that there will be no negative impacts to the long-term function of the airport;

c) the Cities of Brampton and Mississauga define the areas to which the exception would apply;

d) MOE acoustical design standards are met; and

e) development proponents may be required to demonstrate that proposed new *sensitive land uses* are appropriately designed, separated and/or buffered from *major facilities* to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

5.10.37.12 Update Figure 15 with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.

5.10.38 Goods Movement

To support goods movement in the Region of Peel, there is a need for a coordinated network linking the *major road* network, the provincial *freeway* network, areas of significant employment activity and major goods movement corridors. With an increase in traffic congestion, there is a resulting delay in the movement of goods in the *GTHA* which is contributing to diminishing productivity, wasted energy, environmental degradation, and lowering of standard of living. Economically, delay in the movement of goods is costing billions of dollars in lost GDP every year. An integrated transportation network, inclusive of road, rail, air, marine, and pipeline, is needed to ensure that goods are transported in an efficient and timely manner. In the Region of Peel, the safe and efficient movement of goods plays an important role in the Regional economy, attracting and retaining a range of industries and businesses, the competitiveness of the businesses and the availability of high-quality jobs in Peel. The goods movement system in Peel will be advanced in balance with the system requirements of the entire *GTHA*.

Objectives

5.10.38.1 To facilitate the development and maintenance of a safe and efficient goods movement network within Peel and between Peel and adjacent municipalities that *supports* the Regional economy while minimizing adverse impacts.

5.10.38.2 To optimize the use of existing goods movement *infrastructure* and capacity.

Policies

5.10.38.3 Work with other orders of government, agencies and ministries, the private sector and local municipalities to develop, maintain and implement a comprehensive, integrated and effective goods movement system that encourages the safe and efficient movement of goods by road, rail or air within and through the Region.

5.10.38.4 Work with the Province, local municipalities, adjacent municipalities, relevant agencies, and stakeholders to regularly update the Goods Movement Strategic Plan for Peel.

5.10.38.5 Establish strong partnerships with stakeholders to develop a vision for goods movement in Peel, determine priorities, and implement action plans for advancing a *sustainable* goods movement system in Peel.

5.10.38.6 Work with other orders of government and agencies to develop and implement a multi-modal goods movement transportation system for the *GTHA*, building on the strategic framework found in Schedule 6 of the Growth Plan.

5.10.38.7 Periodically review the *strategic goods movement network* shown in Figure 16 in Peel and related studies, in consultation with the Province and appropriate municipalities in the *GTHA*, local municipalities and other stakeholders. In so doing, undertake the following:

a) Review and update the existing and future transportation network to ensure the safe and efficient movement of goods throughout Peel. As a part of this effort, continue working with the Province and local municipalities to identify and update priority goods movement routes in Peel;

b) Acknowledge the importance of and promote inter-modal facilities, airports, rail corridors and terminals with linkages to these facilities as key components of an efficient goods movement system;

c) Encourage the development of air, pipeline and marine transport in *support* of the efficient movement of goods; and

d) Consider roadway design, intersection spacing, and existing and proposed land use planning contexts within *strategic growth areas*.

5.10.38.8 *Support* a safe and efficient railway network by:

a) Evaluating, prioritizing and securing grade separation of railways and *major roads,* in cooperation with Transport Canada and the railways; and

b) Ensuring that noise, odour, vibration and safety issues are addressed for *development* adjacent to railway corridors and terminal facilities.

5.10.38.9 Work with the railways, the trucking industry, the Greater Toronto Airports Authority, the Province and the local municipalities to improve access to freight terminals and to Toronto Pearson International Airport and its surrounding *Employment Areas* in order to integrate these into surrounding land uses and to maximize their economic potential.

5.10.38.10 Work with other orders of government, and the private sector to develop and implement a comprehensive freight data program for strategic planning, operational analysis and performance measurement purposes. As a part of this, encourage the development and implementation of a goods movement origin-destination survey for the *GTHA* and an analysis of the cost of congestion to goods movement.

5.10.38.11 Increase coordination, communication and improved efficiency of goods movement using *Freight Transportation Demand Management* measures such as through truck-rail and truck-air operations.

5.10.38.12 *Support* federal and provincial government studies on the movement of goods in Southern Ontario.

5.10.38.13 Promote the harmonization of the goods movement policies of all orders of government.

5.10.38.14 Encourage, where possible, activities generating substantial goods movement traffic to strategically locate near highways, *major roads*, rail yards, Toronto Pearson International Airport and inter-modal facilities.

5.10.38.15 Work with the Province to facilitate the efficient movement of goods, link major goods movement facilities and corridors and by making goods movement the first priority of highway investments.

5.10.38.16 Work with the appropriate orders of government and agencies to improve border crossings for the efficient movement of goods.

5.10.38.17 Work with the Province and local municipalities to maximize the transportation network to accommodate Long Combination Vehicles, where feasible, to promote goods movement efficiencies and direct connections from *Employment Areas* to provincial facilities for Long Combination Vehicles, while avoiding sensitive areas, where feasible.

5.10.38.18 Work *jointly* with the local municipalities, appropriate orders of government, and private agencies to review and update by-laws, development requirements and policies to encourage Off-Peak Deliveries, where appropriate.

5.10.38.19 Work with the Province, local municipalities, relevant agencies, and transportation service providers to plan, design and implement a transportation system which can safely accommodate the movement of agricultural vehicles and equipment, where appropriate.

5.10.38.20 Encourage the local municipalities to work with the manufacturing, warehousing, and distribution industries to evaluate truck parking needs associated with their *developments*

and implement strategies that ensure truck and trailer parking and driver amenities are appropriately planned for and provided in the vicinity of clusters of such uses.

5.10.38.21 Encourage local municipalities to require truck parking studies for relevant secondary plans, block plans or major *development* proposals.

5.10.39 Environmental Impact

Addressing environmental impacts is an important consideration in planning the transportation network system in Peel. Measures to shift travel towards *sustainable* modes, adapting *infrastructure* to be more resilient, improving vehicle technologies, reducing greenhouse gas emissions and traffic-related air pollution, and reducing impacts on the natural environment and natural resources must be considered. Through improved planning and design approaches, adverse impacts can be avoided or, where avoidance is not possible, minimized and mitigated.

Objectives

5.10.39.1 To reduce environmental impacts such as greenhouse gas emissions, traffic-related and other air pollutants produced by vehicles using Peel's transportation system.

5.10.39.2 To avoid or, if avoidance is not possible, minimize and mitigate, negative transportation impacts on Peel's natural environment including water resources, the Greenlands System and the *Agricultural System*.

Policies

5.10.39.3 Work with *GTHA* municipalities, the Province and stakeholders to minimize traffic congestion, air pollution and noise pollution from vehicles by encouraging and facilitating the increased use of *sustainable transportation* modes.

5.10.39.4 Develop and implement strategies to avoid, or if avoidance is not possible, minimize and mitigate impacts on the environment and resources through appropriate design of the transportation system addressing matters such as water pollution, the treatment of urban runoff, stormwater management and the protection, restoration and enhancement of the Greenlands System and the *Agricultural System* in accordance with the policies of this Plan.

5.10.39.5 Promote energy-conservation strategies such as *transportation demand management* and *Intelligent Transportation Systems* measures to reduce traffic-related emissions and environmental impacts.

5.10.39.6 Increase the number of hybrid and alternative fuel vehicles in the Regional fleet, thereby reducing both the amount of conventional fuel used and the emissions resulting from its use.

5.10.39.7 Work with the local municipalities to include storm drainage from Regional roads (ultimate width) in the development of Master Environmental Servicing Plans and the Stormwater Master Plan.

5.10.39.8 Implement *green infrastructure* approaches in the planning, design, construction, and operations and maintenance of Regional *infrastructure* projects, where feasible.

5.10.39.9 Work with other orders of government, agencies and ministries, the private sector and the local municipalities to investigate and implement strategies for minimizing the impact of traffic-related air pollutants and greenhouse gas emissions.

5.10.39.10 Promote the use of innovative technology to mitigate traffic-related pollutants.

5.10.40 Accessible Transportation

The Accessibility for Ontarians with Disabilities Act and the Ontario Human Rights Code place considerable responsibility on municipalities to identify, remove and prevent barriers for persons with *disabilities* (including planning for and implementing improvements to transportation *services*). Peel Region's TransHelp service offers specialized door-to-door *public transit* for persons who, due to their *disability*, cannot use conventional *public transit* for some or all of their trips.

Peel's conventional *public transit*: Brampton Transit and MiWay, also offer a high level of accessibility for residents with physical, cognitive, visual, sensory and mental health *disabilities*. Conventional transit's accessibility features include:

- Ramps
- Low floors
- Ability to kneel the bus for easy onboarding
- Two wheelchair/scooter areas
- Voice and visual announcements for all stops
- Large entrance openings and platform areas at accessible shelters

The demand for *accessible transportation* for persons with *disabilities* in Peel is forecast to grow at a high rate as the population ages (the incidence of *disability* increases significantly with age).

Objective

5.10.40.1 To provide affordable and *accessible transportation* for persons with *disabilities*. To provide affordable and *accessible transportation* for persons with *disabilities*.

Policies

5.10.40.2 *Support* increased coordination of transportation *services* among TransHelp, local municipalities, community-based agencies and for hire companies to provide a collaborative, integrated and equitable transportation for persons with *disabilities*.

5.10.40.3 Work with the Province, relevant Ontario Health Teams, human *services* agencies and transit providers to coordinate and facilitate inter-regional transportation for persons with *disabilities*.

5.10.40.4 *Support* the coordination of eligibility criteria between and among all providers of transportation *services* for persons with *disabilities* in the *GTHA*.

5.10.40.5 Encourage conventional *public transit* providers to improve accessibility for people with *disabilities* as identified in the Ontarians with Disabilities Act and the Accessibility for Ontarians with Disabilities Act.

5.10.40.6 Encourage the local municipalities and the Province to make all *public transit, rapid transit,* and transit facilities accessible to accommodate the travel needs of persons with *disabilities* in Peel Region.

5.10.40.7 Ensure that TransHelp eligibility criteria is Accessibility for Ontarians with Disabilities Act compliant and designed to accommodate the needs of those unable to use conventional *public transit*.

5.10.40.8 Support a Family of Services approach to service delivery that meet the transportation needs of persons with *disabilities* who do not qualify for TransHelp's door-to-door service.

5.10.40.9 *Support* consultation, public education and outreach efforts that promote and improve transportation needs and issues of persons with *disabilities*.

5.10.40.10 Work with the local municipalities, transit providers and the private sector to provide and maintain a built environment that *supports* trips made using *public transit* and *rapid transit*.

5.10.40.11 Work with the Province and other appropriate agencies to identify and secure *sustainable*, predictable funding to *support* the provision of transportation for persons with *disabilities*.

5.10.40.12 Work with the Province, appropriate *GTHA* municipalities and local municipalities on matters related to universal access and to develop region-wide and local implementation strategies to improve specialized *public transit* coordination and delivery.

6 Chapter 6: Services

6.1 Purpose

This chapter of the Plan deals with the wide range of *services* the Region provides, either directly or through funding, under the authority of various provincial statutes.

Regional services currently include:

Ambulance and Emergency Programs

- Land Ambulance Services
- 9-1-1 emergency number services
- Emergency measures planning
- Regional fire coordination

Health Services

- Health protection
- Health promotion and active living
- Disease and injury prevention
- Long-term care facilities

Public Works

- Water supply and distribution
- Sewage collection and treatment
- Waste management
- Regional road construction and maintenance

Police Services

- Emergency and call response
- Investigation
- Highway Traffic Act enforcement
- Community partnerships and problem solving
- Community education
- Funding OPP in Caledon

Financial contributions to:

- Conservation authorities
- Hospitals
- Children's aid societies
- GO Transit
- Assessment Services
- GTA Pooling

Social Services

- Social assistance and employment programs
- Management of licensed child care system, including fee subsidies
- Management of EarlyON Child and Family Centres
- TransHelp for people unable to access regular transit
- Homelessness outreach program
- Intake screening services for Ontario Works in Centre West Ontario
- Special needs resourcing for children
- Community programs funding

Regional Planning

- Planning policy
- Planning research
- Development review
- Transportation planning

Housing and Property Services:

- Social Housing funding/administration
- Social Housing development and property management
- Promotion and support of Affordable Housing
- Homelessness and housing initiatives

Other Services

- Capital borrowing and financial services
- Peel Art Gallery, Museum and Archives programs

Changes to update this list of *services* will be made as part of Region of Peel Official Plan reviews. An amendment to this Plan will not be required for the Region to add or delete responsibility to a change in *services*. There are certain other *services* allowed for in legislation which the Region does not currently provide.

A growing population with a changing age structure (see Figure 17) and a diverse composition (see Figure 18) necessitates careful planning to ensure that public *services* will be able to meet the needs of future residents and workers at an acceptable cost. *Infrastructure* elements such as roads, treatment plants, water and sewer mains, police stations, and hospitals, serve the Regional Structure established in Chapter 5, and require careful planning in terms of timing, location and capital cost. The financial implications of population growth and change for the operating budgets of health, police and social services are also compelling reasons for long-term planning. The Region will also need to consider how Regional *services* and *infrastructure* can be designed in a more equitable manner while reducing greenhouse gases and vulnerability to a changing climate.

6.2 Goal

To have an adequate, efficient, planned and cost-effective system of Regional services which ensures that services, service levels and service delivery are consistent with public needs and financial realities.

6.3 Human Services

The needs of individuals in Peel Region vary by age, income, ability, skills, background, and interests. People's expectations for basic material needs (e.g., housing), public safety, health, and social supports change throughout their lives.

The Region is responsible for planning, delivering, and/or contributing to the funding of a wide range of human *services*, including health services, social services, housing, paramedic *services*, and emergency programs and police.

Collectively, human services make up a major component of the Region's responsibilities and budgets and, therefore, need to be appropriately addressed in Regional planning policy.

Due to the relationship between safe, accessible, and *healthy communities*, development growth, and human services, the coordination of the provision of human services should include consideration of the objectives and policies in this Plan with a focus on improving quality of life.

Objectives

6.3.1 To contribute to safe, accessible, and *healthy communities* where people of all ages, backgrounds and capabilities can meet their needs throughout their lives by providing opportunities for emotional, physical, and socio-economic well-being.

6.3.2 To foster the creation of community identity and empowerment.

6.3.3 To provide human *services* in an efficient, planned, and cost-effective manner consistent with public needs and financial realities.

Policies

6.3.4 Ensure Regional human service facilities and programs are provided in a manner consistent with local need, changing demographics, and in keeping with the Region's financial objectives.

6.3.5 Plan for and provide coordinated access, *as appropriate*, for Regionally funded or delivered services.

6.3.6 Encourage the local municipalities, in consultation with the Region and other stakeholders, to consider access to human services when creating or revising secondary plans or planning strategic growth areas.

6.3.7 Ensure that Regional human services facilities are located and designed to be fully accessible and are supportive of the Regional Structure policies of this Plan (Chapter 5).

6.3.8 Advance health promotion and disease prevention as the primary means of achieving people's best health status.

6.3.9 Ensure access to health services that address local needs.

6.3.10 Encourage the local municipalities, as part of their site plan and subdivision plan approval process, to consult with Peel Regional Police and Ontario Provincial Police Caledon Detachment to promote safety and security.

6.3.11 Encourage the local municipalities to develop accessibility policies and regulations in their Official Plans, Zoning By-laws, Urban Design Guidelines, and Site Plan Manuals, in accordance with the Ontarians with Disabilities Act and the Accessibility for Ontarians with Disabilities Act.

6.3.12 Review the Regional Accessibility Plan and report on progress, as required by the Ontarians with Disabilities Act, and make the Plan available to the public.

6.3.13 Encourage and support the local municipalities in creating and maintaining opportunities for the provision of *affordable housing*, including *special needs, subsidized,* and *supportive housing*.

6.3.14 Utilize the *Regional Housing Strategy* and Peel Housing and Homelessness Plan to plan for housing, including *affordable*, *special needs, subsidized housing,* and *supportive housing* components, in collaboration with stakeholders and the local municipalities.

6.3.15 Advocate to the Federal and Provincial governments for sufficient and predictable funding within a flexible framework to better respond to the need for housing in Peel, including shelter/emergency, transitional, supportive, subsidized, and *affordable housing*.

6.3.16 Ensure that housing growth is coordinated with the delivery of the necessary physical and human services to support such growth, through the joint implementation of appropriate growth management strategies by the Region, the local municipalities, school boards, agencies, and commissions.

6.3.17 Through the use of various initiatives, including the Region of Peel Municipal Housing Facility By-law, develop policies and programs to facilitate partnerships with the local municipalities and the private and non-profit housing sectors to develop new *affordable housing.*

6.3.18 Encourage the provision and maintenance of an adequate supply of *affordable* rental and *affordable* ownership housing to meet diverse local need, in partnership with the local municipalities, non-profit and private providers, and through the effective use of all available *affordable housing* programs and housing rehabilitation funding sources.

6.3.19 Facilitate the provision of rent supplement components within housing program initiatives and develop a plan for the allocation of rent supplements.

6.3.20 Promote and encourage life-skills training and development programs in housing and shelter initiatives that support community empowerment and wellbeing.

6.3.21 Create and implement a comprehensive support plan to help those who are homeless or at risk of homelessness.

6.3.22 Promote public awareness and understanding of human services issues to address all related needs.

6.3.23 Provide a level of police services to meet community needs and to fulfil the statutory requirements for the provision of adequate and effective policing.

6.3.24 Consider minimizing vulnerabilities related to a changing climate when locating, designing, constructing, and managing the funding of human services facilities including those related to communications, energy, and water *infrastructure*.

6.3.25 Support the adequate provision of human services through the policies set out in this section (Section 6.3), Housing policies (Section 5.9), Crime Prevention Through Environmental Design policies (Section 7.7) and the Emergency Management policies (Section 7.8) of this Plan.

6.4 Age Friendly Planning

Peel Region*'s* demographic profile will change substantially in the coming years with the seniors population, defined as those aged 65 and older, doubling in size between 2021 and 2051. One in five Peel residents will be seniors in 2051. While demographic shifts in Peel are already being experienced, the most pronounced changes will be felt over the next several decades as the baby boom population ages. It is important that the Region and the local municipalities plan, prepare and adapt programs and *services* to meet the needs of the growing and changing seniors population.

The increase in the seniors population will impact the planning and delivery of Regional and local municipal *services* including *affordable housing*, *accessible transportation*, *recreation*, physical *infrastructure* and community health. Each of Peel's rural, suburban, and urban communities have a unique role and set of opportunities and challenges in supporting the aging population, such as improving *accessible transportation* and *active transportation* options in the Rural System. The Region and the local municipalities recognize the challenges and opportunities posed by an aging population and will better plan for age-friendly communities that enable *active aging* through supportive policies, *services*, and *infrastructure*.

The Region of Peel supports the planning of age-friendly communities and works collaboratively with the local municipalities towards this outcome. This includes providing access to a range and mix of *housing options* and densities, including *affordable housing*, transit that is accessible, and the use of *universal accessibility* in the design of the physical environment. Resources to support the planning of age-friendly communities will include provincial guidelines and other relevant documents. The vision is to plan for more age-friendly communities where seniors have access to supports that enable them to age safely and with dignity, while maximizing their quality of life.

Objectives

6.4.1 To recognize the diversity of Peel's aging population in terms of age, ability, gender, ethnicity, support needs, and income.

6.4.2 To provide for the needs of Peel's aging population and allow opportunities for seniors to age in place within their community including the integration of community facilities and services with residential land uses.

6.4.3 To promote the use of *universal accessibility* in the design of Peel Region's built environment to enhance the safety, mobility, and independence of seniors.

6.4.4 To promote *active aging* for seniors by establishing healthy, complete, and accessible *complete communities* that are in close proximity to amenities, support services, and transit.

Policies

6.4.5 Encourage the local municipalities to develop policies in their official plans to support seniors to age in place within their *communities*, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of community facilities and services with residential land uses.

6.4.6 Encourage the use of *universal accessibility* in the design of the built environment to create a safe, barrier-free, and more inclusive environment that will enhance the mobility and independence of all residents including seniors.

6.4.7 In accordance with policies in Section 7.5 of this Plan, require the local municipalities to implement the *Healthy Development Framework* to support independent, active, and healthy aging by creating healthy, walkable *communities* close to amenities, green spaces, programs and *services*.

6.4.8 Work with the local municipalities to assess supporting *services* and the built environment in neighbourhoods where there is a predominance of seniors to identify gaps with respect to *universal accessibility* and opportunities to better support Peel residents.

6.4.9 In accordance with policies in Section 5.9 of this Plan, encourage the local municipalities to develop Official Plan policies to increase the supply of affordable, accessible, adequate and appropriate housing of all types, sizes, densities and tenures, to support seniors to age within their community.

6.5 Water and Wastewater Services

The Region is responsible for the supply and distribution of water and the collection and disposal of sanitary sewage (see Figure 19). In the southern urban areas of Peel, water and sanitary sewer *services* are provided in cooperation with the Province through the South Peel Servicing Agreement. The Province builds and operates major facilities upon three years notification of need from Regional Council. The Region covers the construction and operation costs of all major water and sanitary sewage facilities under the South Peel Servicing

Agreement. Outside the area covered by the South Peel Servicing Agreement, the Region operates and maintains a number of independent municipal water systems serving smaller communities as well as certain areas in the Rural System.

Objective

6.5.1 To provide water supply and sanitary sewer *services* to appropriate areas of the Region in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.

Policies

6.5.2 Require and provide full municipal sewage and water *services* to accommodate growth in the Urban System to the horizon of this Plan. The provision of full municipal sewage and water *services* in the Urban System will be subject to the Regional financial and physical capabilities.

6.5.3 Ensure that no *development* requiring additional or new water supply and/or sanitary sewer *services* proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available.

6.5.4 Provide municipal water *services* to accommodate growth in the Palgrave Estate Residential Community, the *Rural Settlement Areas* and the Rural Lands, *as appropriate*, consistent with the policies of this Plan.

6.5.5 Identify municipal sewage *services* and municipal water *services* as the preferred form of servicing in *Rural Settlement Areas*. Within *Rural Settlement Areas* with existing municipal sewage *services* and municipal water *services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

6.5.6 Direct the local municipalities to require, *as appropriate*, the proponent of a proposed *development* in the Rural System, in the absence of municipal sewage *services* and/or municipal water *services*, to provide a comprehensive assessment of alternative methods of providing sewage and water *services* for the *development*. The preferred servicing option will ensure that:

a) ground water quality and quantity will be protected;

b) natural heritage features and areas, ground water and *surface water features* and areas, and ***hydrologic functions*** and the linkages among them will be *protected* or improved;

c) the servicing method will be the most suitable option for the characteristics of the site, the natural environment and existing and planned land uses;

d) the servicing will be financially feasible and *sustainable* for the Region; and

e) where the Region has conducted an assessment of ***private communal sewage services*** and ***private communal water services*** and has determined that this option is not an acceptable servicing option, ***private communal sewage services*** and ***private communal water services*** will not be considered as a servicing option.

6.5.7 Direct the local municipalities to require that, where it has been determined that a proposed *development* is to be on ***private communal sewage services*** and/or ***private communal water services***, the proponent of the *development*:

a) establish, to the satisfaction of the Region, a governance structure to be responsible for the ongoing operation, maintenance, repair and replacement of the services; and

b) enter into a Municipal Responsibility Agreement with Peel Region which is to be registered on title and is to include provisions requiring that:

i) planning, design, and construction of the *services* meet the Region's standards and provide a comparable level of service to the Region's systems;

ii) an asset management plan be established in accordance with the Region's requirements;

iii) operation and maintenance of the services meet the Region's standards;

iv) the Region's right of access be granted to inspect the *services*;

v) easements be provided, where required;

vi) operational and financial reports be submitted to the Region;

vii) in the event of default, services be transferred to the Region at no cost to the municipality; and

viii) financial security be provided to the Region's satisfaction.

6.5.8 Consider the financial, operational and environmental impacts and long-term suitability of communal wastewater and water systems.

6.5.9 Within *Rural Settlement Areas*, where municipal sewage and water *services* or ***private communal sewage and water services*** are not available, planned, feasible or acceptable, individual on-site sewage and water services may be permitted for infilling or minor rounding

out of existing development provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

6.5.10 ***Partial services*** shall only be permitted in the following circumstances:

a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development;

b) where permitted in accordance with the Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Niagara Escarpment Plan and Lake Simcoe Protection Plan, provided that it has been demonstrated that the restrictions in those plans are met; or

c) within existing ***partially serviced*** Rural Settlement Areas, to allow for infilling and minor rounding out of existing development on ***partial services*** provided that the servicing would represent a logical and financially viable connection and site conditions are suitable for the long-term provision of such services with no *negative impacts*.

In accordance with subsection (a), the extension of ***partial services*** outside settlement areas is only permitted to address failed individual on-site sewage and individual on-site water services for existing development.

6.5.11 Pursue, in cooperation with the local municipalities, the public and businesses, water conservation and other strategies designed to improve the efficiency of the Region's systems and resiliency of the natural environment.

6.5.12 Assess and address climate change risks and vulnerabilities when developing new, and replacing existing *infrastructure. Infrastructure* will be developed to be environmentally sustainable and assist with climate change adaptation to lessen environmental impact.

6.5.13 Consider opportunities when designing, planning, and implementing water and wastewater *services* to reduce greenhouse gas emissions in accordance with provincial and Regional objectives.

6.5.14 Reduce loads to the sanitary sewers and sewage treatment plants through the Region’s sewer use by-law, education and the proper disposal of hazardous *waste.*

6.5.15 Pursue a water efficiency strategy with a goal to reducing per capita consumption by 10-15% over the next 20 years.

6.6 Waste Management

The municipal *waste* generated in Peel is managed by means of reuse, recycling, anaerobic digestion, composting, *thermal treatment* and *alternative resource recovery*, and disposal. In keeping with the sustainability theme of this Plan (environmental, social, and economic imperatives) the Region promotes reductions in resource consumption and *waste* generation, and the recognition of *waste* as a valuable resource that, if fully utilized, can have minimal *negative impacts* on the environment. The Region will continue to focus on reduction, reuse, and recycling programs (3Rs), examine and implement *waste* management alternatives that recover resources from the residual waste stream, explore the resource potential of *waste*, strive for a cost-effective *waste* management system, and recognize waste as a valuable resource. *Waste* will be managed to minimize environmental impacts and emphasize the responsibility of *waste* generators to reduce the amount and type of *waste* generated and bear the costs of collection and management.

The Region is responsible for the management of waste generated by residents, eligible small businesses, and municipal and institutional facilities in Peel and is committed to implementing the long-term waste management strategy in the Region of Peel to appropriately plan for and accommodate the present and future needs of citizens and businesses.

Waste management sites in Peel are shown on Figure 20. The Caledon landfill site was, until recently, the only active public landfill site in Peel but is now closed. The establishment and operation of any new landfill site at another location will require an amendment to this Plan. Changes to Figure 20, Waste Management Sites, includes the removal of the Caledon Composting Facility, closure of the Caledon Landfill Site, and the addition of the Heart Lake Community Recycling Centre.

Objectives

6.6.1 To recognize the need for sustainability in the use of the earth's resources and the essential role the Region plays in reducing the impact that *waste* management activities have on the environment.

6.6.2 To minimize *waste* generation from residents, including consumers, businesses, and governments, designing spaces to be adaptable to changing uses, and enabling materials to be optimally circulated as resources in the *circular economy*.

6.6.3 To promote and support zero waste from residential sources and climate initiatives (e.g. reduced greenhouse gas emissions) from residential waste management, and the integration of the *circular economy* and waste management hierarchy (reduce, reuse, and recycle) into the purchases and decisions made by residents, consumers, businesses, and governments.

6.6.4 To maximize the reduction and recovery of resources and waste materials from residential and non-residential residual *waste* prior to disposal.

6.6.5 To establish and maintain an environmentally responsible and cost-effective system for managing municipal *waste*, including *municipal hazardous or special waste*, generated by residents, eligible small businesses, and municipal and institutional facilities within Peel Region.

Policies

6.6.6 Locate and design *waste* management sites and facilities in accordance with local, regional, provincial and federal policies, plans, legislation and standards.

6.6.7 Plan and develop *waste* management sites and facilities to ensure *sensitive land uses* are buffered and/or separated to prevent adverse effects from odour, noise and other contaminants, and to minimize risk to public health and safety.

6.6.8 Maintain, in cooperation with the local municipalities, the Region's long-term waste management strategy to achieve the *waste* management objectives by focusing on reduction, reuse, and recycling programs, and recovering resources of residual waste prior to disposal.

6.6.9 Actively encourage, promote and *support* the efforts of government, the local municipalities, the private sector and the general public to reduce, reuse, or recover resources and the policies and concepts that support these efforts which include extended producer responsibility and a *circular economy* principle.

6.6.10 Work with the local municipalities to require that new developments provide *infrastructure* to facilitate participation in waste diversion programs and convenient source separation of blue box, *food and organic waste*, and other divertible materials.

6.6.11 Require new eligible *developments* and *redevelopment*s, including *intensification*, to comply with the Peel Waste Collection Design Standards Manual, unless other requirements are imposed by Regional Council, to ensure safe and efficient *waste* collection and diversion through consultation with the local municipalities and applicants.

6.6.12 As it relates to waste reduction and resource recovery, direct the local municipalities to plan for the future and develop, review, and amend official plan policies, zoning by-laws, other by-laws and prescribed instruments related to waste reduction and resource recovery where necessary to permit *waste* management sites and facilities, including processing and storage in appropriate locations so that the policies do not present unreasonable barriers to the development of *waste* management sites and facilities and to protect such *waste* management sites and facilities from incompatible uses.

6.6.13 Ensure that the location of any new *waste* management facility is consistent with the objectives and policies in this Plan and the local municipal official plans.

6.6.14 Use *sustainable procurement* in partnership with the local municipalities as a method to promote *source reduction* and the *circular economy* through the significant purchasing power of the Region and the local municipalities.

6.6.15 Develop specifications where practical for all Regionally and local municipality funded projects to incorporate materials from *waste* diversion programs where viable to help create stable, sustainable markets for materials from Regional diversion programs.

6.6.16 Direct the local municipalities to work with developers and contractors to incorporate materials from *waste* diversion programs into construction projects where practical.

Food and Organic Waste

6.6.17 Promote *resource recovery* of *food and organic waste*.

6.6.18 Collaborate with the local municipalities, other upper tier municipalities and other public agencies to develop and implement coordinated approaches to facilitate the efficient and effective collection and *resource recovery* of *food and organic waste*.

6.6.19 Protect existing and planned *resource recovery systems* from incompatible uses and plan for new systems to meet projected needs.

6.6.20 Encourage the local municipalities to include policies in their official plans supporting the *resource recovery* and recycling *of food and organic waste* by requiring eligible new *developments* and *redevelopments* including but not limited to residential buildings, retail establishments, institutions, to include facilities for the collection and source separation of *food and organic waste* that provide convenient access to waste collection vehicles.

Thermal Treatment and Alternative Resource Recovery

6.6.21 Recognize *thermal treatment* and other alternative technologies as options for recovering resources from residual *waste* generated within Peel Region prior to landfill.

6.6.22 Maximize to the extent reasonably practical, the recovery of resources from the *waste* stream such as extracting energy from the residual *waste* stream prior to final disposal.

6.6.23 Monitor and evaluate technology developments and consider options for recovering resources, including energy, from waste on an on-going basis.

6.6.24 Encourage the local municipalities to develop guidelines to permit *thermal treatment* and other alternative *resource recovery* facilities where appropriate.

Industrial, Commercial & Institutional Waste and Construction & Demolition Waste

6.6.25 Encourage the local municipalities to use their authority to issue site approvals and building permits as a means to require materials generated at construction and demolition sites to be diverted and reused.

6.6.26 Develop *sustainable procurement* specifications, where possible, for all new construction and demolition projects which the Region funds to maximize diversion and reuse requirements and encourage the use of circular construction materials through economic and other incentives.

6.6.27 Encourage the local municipalities to adopt *sustainable procurement* specifications to maximize diversion and reuse of construction and demolition *waste* for all new construction and demolition projects which the local municipalities fund. Incentives should be considered to encourage high reuse of construction and demolition *waste* and circular products and services.

6.6.28 Explore and consider options to address industrial, commercial and institutional waste diversion including but not limited to mandatory recycling plans, pay-as-you-throw, and waste hauler reporting programs.

Intensification

6.6.29 Encourage the local municipalities to consider economic and policy tools for all multi-residential buildings to encourage *waste* diversion.

Partnerships and Collaboration

6.6.30 When exploring the development of new *waste* management *infrastructure*, consider potential partnerships with neighbouring municipalities and private industry. The partnership can involve a contribution of land, capital, or a commitment to tonnage which will improve the economics of a new facility.

Maintaining Closed Landfill Sites

6.6.31 Recognize that the Caledon landfill site, as shown on Figure 20, was, until recently, the only open landfill site in Peel Region but is now closed.

6.6.32 Maintain the closed landfill site in a manner which protects the environment, public health and adjacent land uses.

6.6.33 View the use of land for landfill during the operational life of the site as an interim land use, until such time the landfill is deemed by the Ministry of the Environment, Conservation and Parks and Regional Council to be closed and the land is suitable for other uses.

6.6.34 Carefully manage those closed landfill sites which the Region owns and rehabilitate them to appropriate uses, determined *jointly* with the local municipalities.

6.6.35 Direct the local municipalities to develop policies for *development* including land use compatibility within or on lands near active and closed waste management facilities including, but not limited to, landfills.

7 Chapter 7: Implementation

7.1 Purpose

There are many initiatives needed to fulfil the intent of this Plan. This chapter identifies the general means by which the goals, objectives and policies in this Plan will be implemented.

7.2 Goal

To successfully implement the objectives and policies in this Plan.

7.3 Interpretation

It is important that this Plan is clearly understood by readers and users. The following provides policies for the interpretation of this Plan.

Objective

7.3.1 To provide a guideline for the interpretation of this Plan.

Policies

7.3.2 The text, tables, schedules and glossary together form this Plan and should be read and interpreted together and not be considered in isolation.

7.3.3 Any changes to the text, tables, schedules and glossary, except as expressly noted in the policies of this Plan, including policies 7.3.4, 7.3.8 and 7.3.10 will require an amendment to this Plan.

7.3.4 The exact lines and boundaries for the information contained in the generalized schedules will be defined in the local municipal official plans, where applicable. The boundaries of the Greenlands System shown on Schedule C-1, Core Areas of the Greenlands System shown on Schedule C-2 and Water Resource System features and areas shown on Schedule A-1 are intended to be general in nature. More detailed mapping of the Core Areas of the Greenlands System and Water Resource System will be provided in the local municipal official plans and will be further determined on a site specific basis through studies, as may be required by the local

municipalities through the local planning approval process, in consultation with the Region and relevant agencies. Due to the general nature of the boundaries shown on Schedules A-1 and C-2, an amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System or Water Resource System as determined through required studies or field investigations.

7.3.5 The policies contained in this Plan seek to provide the full intentions of Regional Council in planning for the Region. Where differences of opinion arise as to the meaning of any part of the Plan, or in determining the significance of any action and the appropriate reaction required under the policies in this Plan, an interpretation will be made by Regional Council.

7.3.6 The text, including the glossary, will prevail in a case of any discrepancy between the text and the schedules.

7.3.7 When interpreting the application of policy, the Region of Peel Official Plan shall be read in its entirety, together with the policies of provincial plans that are in effect, including the Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Lake Simcoe Protection Plan and *Parkway Belt West Plan*, the Provincial Policy Statement, and other provincial policy statements issued. The Region of Peel Official Plan has been amended to conform with the Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, *Parkway Belt West Plan* and the Lake Simcoe Protection Plan and to be consistent with the Provincial Policy Statement. The Region of Peel Official Plan implements provincial policy and may be more restrictive than the provincial plans and Provincial Policy Statement, unless otherwise stated in the provincial plans or Provincial Policy Statement. In the event of conflict, the provincial plans take precedence over the Region of Peel Official Plan.

7.3.8 *Settlement area* boundaries as shown on Schedule E-1, may be updated without an amendment to this plan to reflect greater precision as a result of minor realignments to a road or other linear *infrastructure* that defines the location of a boundary, or is coincident with more detailed environmental mapping of an environmental feature that defines the location of a boundary provided such mapping is derived from approved studies or site investigations/inspections and that such a refinement in mapping is satisfactory to the local municipality and other relevant agencies.

7.3.9 None of the policies in this Plan shall be interpreted as an assumption by or on behalf of the Region, or the local municipalities, of responsibility for the identification, evaluation, *remediation*, monitoring, or control of contaminated or possibly *contaminated sites* beyond that for which it is otherwise responsible at law.

7.3.10 An update to this Plan to correct minor errors shall be permitted without an official plan amendment, provided that the purpose, effect, intent, meaning and substance of the Plan are in no way affected. The Region is also permitted to make the following revisions without the need for a Region of Peel Official Plan Amendment:

a) changing the numbering, cross referencing, and arrangement of the text, titles or headings, tables, schedules, figures, associated captions, or appendices;

b) revising or updating the base map information in schedules and figures;

a) altering punctuation or language for consistency;

b) correcting clerical, grammatical, typographical or technical mapping errors;

c) changing the style guide, format or font;

d) adding explanatory or descriptive text, sidebars and images or graphics which are included for information purposes to assist users; and

e) adjusting a *Major Transit Station Area* station or stop location, name, or code to reflect the actual built *infrastructure* or applicable information from technical studies.

7.4 Planning Process

The Planning Act, the Regional Municipality of Peel Act, the Regional Municipalities Act and the Municipal Act establish in general terms, the division of planning responsibilities.

The Region of Peel Official Plan provides Regional Council with a policy framework for decision making and sets the regional context for more detailed planning and implementation by the local municipalities. Within this framework, an effective planning process is established within which the Region and the local municipalities can achieve autonomous but mutually supportive roles.

Objectives

7.4.1 To provide Regional Council with a policy framework for decision making.

7.4.2 To set a regional context for more detailed planning and implementation by the local municipalities.

Policies

7.4.3 Continue to be involved in:

a) matters in which the Region has a direct legislated or delegated responsibility as established by Provincial Acts and policies; and

b) issues which have been identified in provincial policy requiring Regional involvement.

7.4.4 *Support* those *development* proposals, official plan and zoning by-law amendments that are in conformity with the objectives and policies in this Plan.

7.4.5 Encourage the Federal and Provincial governments to consult with the Region and the local municipalities, and to have consideration for this Plan when initiating programs or undertaking projects within Peel Region.

7.4.6 Facilitate cooperative planning within the Region and with the planning efforts of the surrounding municipalities.

7.4.7 Conformity of Local Municipal Official Plans

The Planning Act requires that the official plans of the local municipalities be amended to conform with this Plan.

Objective

7.4.7.1 To bring the local municipal official plans into conformity with this Plan.

Policy

7.4.7.2 Require that the local municipal official plans conform with this Plan and amendments thereto.

7.4.8 Planning Approvals

The Region of Peel has been assigned by the Minister of Municipal Affairs powers of approval for local municipal official plans and amendments. The power to approve plans of subdivision and condominium, land severances, and local official plan amendments that conform with the Region of Peel Official Plan have been delegated to the local municipalities, as well as authority for part lot control by-laws and road closing by-laws.

Objective

7.4.8.1 To establish an effective and efficient planning process.

Policies

7.4.8.2 Ensure consistency with this Plan through:

a) the exercise of its delegated approval powers under the Planning Act and in review of, and when providing comments on, *development* proposals and policy and planning initiatives; and

b) planning for the development and expansion of the Region's *infrastructure*.

7.4.8.3 Facilitate and streamline *jointly*, with the local municipalities and commenting agencies, the *development* approval process so that procedures are complementary, avoid duplication and provide for timely notification and response measures.

7.4.8.4 Delegate to the local municipalities subdivision and condominium approval authority.

7.4.9 Lot Creation and Lot Adjustments

Objective

7.4.9.1 To ensure that consents respecting lot creation and lot adjustments comply with the policies of this Plan, provincial plans and policies and are consistent with the proper and orderly development of the municipality.

Policies

7.4.9.2 Direct the local municipalities to include policies in their official plans that creation of lots by consent will only be considered where a plan of subdivision is not necessary to achieve the objectives and implement the policies of the Region's official plan and the local municipality's official plan.

7.4.9.3 Direct the local municipalities to include policies in their official plans requiring that consents comply with the provisions of the Planning Act, including the requirement to be consistent with Provincial Policy Statements, and are in conformity with the Region of Peel Official Plan; the local municipal official plan; and provincial plans, where applicable.

7.4.9.4 Support creation of lots by consent only if the following conditions are met:

a) the lots can be serviced by municipal water and wastewater systems or, if such services are not available, the local municipality has confirmed that the lots can be appropriately serviced by private water and wastewater systems that are *sustainable*, financially feasible, protect health and safety, and have no *negative impacts*;

b) existing and planned *infrastructure* facilities, rights-of-way and *infrastructure* corridors will be protected and will be adequately buffered from *sensitive land uses* in accordance with the policies of this Plan and local municipal official plans;

c) access to Regional roads is controlled as required by the Region in accordance with the policies of Section 5.10 of this Plan; and

d) lands and easements are dedicated to the Region as required in accordance with Section 7.10 of this Plan.

7.4.9.5 Support consents to enable the securement of lands for natural heritage conservation purposes by a *public authority* or a *non-government conservation organization*, provided that:

a) the consent will avoid fragmentation of the Greenlands System's ***natural heritage features and areas***, where possible;

b) in the *Prime Agricultural Area*, the consent will not create a lot permitting an additional residential dwelling or other additional non-farm development beyond that which was permitted on the original lot to be severed prior to the consent;

c) the acquired and retained lots are in compliance with the local municipal official plan and zoning by-law; and

d) when deemed necessary, a restrictive covenant or conservation easement is placed on title of the land to be held for conservation purposes prohibiting development of the land for non-conservation uses in perpetuity.

7.4.9.6 Encourage the local municipalities to include appropriate lot standards and provisions in their official plans and zoning by-laws to recognize and permit non-complying lots to be created as a result of an acquisition of land by a *public authority* or a *non-government conservation organization* for natural heritage conservation purposes.

7.4.9.7 Direct the local municipalities to include policies in their official plans permitting lot line adjustments provided that such adjustments are for legal or technical reasons, are minor in nature, do not conflict with the policies of this Plan, and do not result in the creation of an additional lot.

7.4.10 Public Consultation and Indigenous Engagement

Public involvement is a vital part of the planning process and decision making. Consultation occurs across a spectrum, with varying levels of engagement, and the following can be employed at various stages in the planning process:

- informing or educating;
- consulting or gathering ideas;
- involving or gathering input; or

- collaborating or partnering.

Effective, inclusive, purposeful and meaningful public consultation with clear outcomes enables people to influence decisions about planning issues that affect the place in which they live and work. Hearing from and bringing together a diversity of perspectives and lived experiences supports better decision-making, a sense of belonging and improved quality of life for everyone. Segments of Peel's diverse communities face complex challenges including varying degrees of access to housing, food, transit, community spaces and services. The need to apply an accessible and inclusive lens is not a point in time exercise and not limited to specific planning matters.

The Region supports ongoing and sustained efforts to hear diverse perspectives and foster greater inclusion and equity through its planning process, in an aim to create more liveable communities for all residents. Regional Council recognizes its responsibility to inform the residents and respond to their concerns. The Region supports creating opportunities for meaningful consultation and engagement of people with various lived experiences and building and nurturing partnerships for ongoing dialogue and feedback from community members.

Another important aspect of consultation is the rights of Indigenous communities, which differ from public consultation. Indigenous communities are unique with distinct cultures, constitutional rights, histories, governance, traditions and languages, and it cannot be assumed that there is a singular Indigenous point of view. Aboriginal and treaty rights are recognized and affirmed by Section 35 of the Constitution Act. The duty to consult is triggered when the Federal or Provincial governments contemplate decisions or actions that may adversely impact *Section 35 Aboriginal and treaty rights*. Municipalities are required to engage with Indigenous communities under circumstances legislated by the Province in the Planning Act, Provincial Policy Statement, Environmental Assessment Act and Ontario Heritage Act. The Region aims to maintain an ongoing respectful relationship with Indigenous communities throughout the planning process.

Objective

7.4.10.1 To encourage and support effective and inclusive public consultation in the planning process and engage with Indigenous communities.

Policies

7.4.10.2 Provide opportunities for public engagement and consultation on regional issues to ensure informed, purposeful and meaningful involvement.

7.4.10.3 Coordinate public meetings on regional matters with local municipal public meetings if opportunities arise.

7.4.10.4 Support the Region's long-term commitment to ensure engagement of *diverse populations*, by examining opportunities for more effective and inclusive consultations on planning matters.

7.4.10.5 Conduct research on equity and inclusivity related to public engagement and consultation, land use policy and service facility distribution to inform decision making in the planning process.

7.4.10.6 Engage with Indigenous communities and consider their interests on land use planning matters at a Regional and local municipal level when protecting and managing *cultural heritage resources* or *archaeological resources* in their territory that may affect *Section 35 Aboriginal and treaty rights*.

7.4.10.7 Encourage opportunities to build relationships and knowledge sharing with interested Indigenous communities in the planning and *infrastructure* development processes.

7.4.10.8 Develop internal guidelines or training for matters requiring engagement with Indigenous communities, informed by Indigenous community protocols.

7.4.11 Pre-consultation and Complete Applications

Applications to amend the Region of Peel Official Plan shall be subject to the requirements for pre-consultation as described below. Applications to amend the Region of Peel Official Plan must be complete applications as described below.

Objectives

7.4.11.1 To require pre-consultation for all applications to amend the Region of Peel Official Plan.

7.4.11.2 To require that all applications to amend the Region of Peel Official Plan be complete applications as described below.

Policies

7.4.11.3 Require a pre-consultation meeting between applicants and Regional staff prior to the submission of an application to amend the Region of Peel Official Plan. Applications that require both a Region of Peel Official Plan Amendment and a local municipal official plan amendment may request a joint pre-consultation meeting between the applicant, the Region and the local municipality.

7.4.11.4 Require the following studies, reports and documents when determining if an application to amend the Region of Peel Official Plan is complete:

- a completed Region of Peel Official Plan Amendment application;
- the current application fee;
- a draft of the proposed amendment, including the proposed text and all proposed schedules;
- at least one pre-consultation meeting to determine the required studies, reports and documents; and
- other studies, reports and documents as required through the pre-consultation meeting or meetings.

The following list includes studies that may be required to evaluate an application to amend the Region of Peel Official Plan:

- air quality report
- alternative and renewable energy feasibility study;
- agricultural impact study;
- archaeological assessment;
- climate change adaptation planning study;
- community energy and greenhouse gas emissions reduction planning study;
- community infrastructure needs evaluations;
- cultural heritage impact assessment;
- earth science heritage evaluation;
- environmental impact statement;
- environmental site assessment**;**
- functional servicing report;
- geotechnical and hydrologic/*flood* studies;
- Greenbelt Plan conformity study;
- health assessment, in accordance with the *Healthy Development Framework*;
- *housing assessment*;
- human-made hazards assessment or study, including oil, gas and salt hazards;
- hydrogeological evaluation;
- Lake Simcoe Protection Plan conformity study;
- landform conservation area study;
- mineral aggregate resource impact assessment;
- minerals and petroleum resources assessment;
- *municipal comprehensive review*;

- natural *hazard land* studies including the delineation of *hazard lands*;
- natural heritage evaluation;
- Niagara Escarpment Plan conformity study;
- noise and/or vibration study;
- Oak Ridges Moraine Conservation Plan conformity study;
- odour assessment;
- planning justification report;
- servicing options and feasibility report;
- *source water disclosure reports*;
- stormwater management report;
- subwatershed study;
- traffic impact study;
- transportation study;
- water and wastewater servicing study; and
- wildland fire assessments and related studies.

The Region will consult with the relevant local municipality, to determine the scope of requirements to support an application for an amendment to the Region of Peel Official Plan.

Other studies, reports or documents may be requested when an application to amend the Region of Peel Official Plan is received.

7.5 Healthy Communities and the Built Environment

A *healthy community* is one in which all residents have access to a quality education; affordable, and safe housing suited to their needs; quality employment opportunities; transportation; physical activity; and healthy, affordable food; improved mental health and wellbeing; and, quality health care. Section 3.3 of this Plan addresses access to healthy, affordable, local food, and Section 5.5.9 addresses housing needs.

The Region of Peel is committed to creating pedestrian, cyclist and *transit-supportive infrastructure*, which are key components of a *healthy community*. This commitment is supported throughout this Plan, including Section 5.10 Transportation in Peel. The outcomes of a *healthy community* are increased rates of *active transportation*, physical activity, improved air quality, and greater social connectivity. Resources to support the planning of *healthy communities* will include provincial guidelines and other relevant documents.

Healthy communities are impacted by the following interconnected elements of the built environment: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics, and Efficient Parking. Health assessments take such elements into consideration when determining the health promotion potential of a community.

Health assessments will be incorporated into the *development* review process. To achieve this, the Region will partner with local municipalities and engage stakeholders to:

- Identify appropriate health assessment tools
- Operationalize the implementation of such tools, including relevance assessments
- Monitor, evaluate and report on assessment results

Objective

7.5.1 To create built environments that facilitate physical activity and optimize health promotion in *complete communities*.

Policies

7.5.2 Approve the *Healthy Development Framework,* which supports the implementation of the policies in this Plan, Section 7.5. This Framework contains the Region's Healthy Development Assessment tool and identifies health assessment tools that were developed by the local municipalities to address their specific development contexts; in consultation with the Region.

7.5.3 Direct the local municipalities to incorporate policies in their official plans that endorse and align with the *Healthy Development Framework,* in consultation with the Region.

7.5.4 Integrate *Healthy Development Framework* elements into Regional policies, plans, standards and design guidelines to optimize health promotion.

7.5.5 Direct the local municipalities to integrate the elements as defined by the *Healthy Development Framework* elements into their policies, plans, standards, and design guidelines to optimize health promotion.

7.5.6 Direct the local municipalities to incorporate a policy in their respective official plans to require a health assessment, in accordance with the *Healthy Development Framework,* as part of a complete application for planning and *development* proposals. Each local municipality should require a proposal to address the results of the health assessment by working towards achieving minimum requirements and to contribute to *healthy communities*. The health assessment must be completed to the satisfaction of the Region and local municipality with the results reported to local municipal council in consultation with the Region.

7.5.7 Require a health assessment, in accordance with the *Healthy Development Framework*, to be completed to the satisfaction of the local municipalities for planning and development proposals, and that results be reported to local council in consultation with the Region.

7.5.8 Require Regional and local municipal staff to conduct health assessments in accordance with the *Healthy Development Framework* on Regionally or local municipally developed, owned, and operated public buildings, public squares, and open space project applications.

7.5.9 Work with the local municipalities to assess the community health and wellbeing of developed areas to inform development of policies, strategies and/or studies, that will ensure communities are age-friendly, walkable, provide access to transit services where such services exist or are planned, and contain a range and mix of *housing options* and densities.

7.6 Sustainability

The Region of Peel has adopted *sustainability* as an overarching theme and promotes a *sustainable development* framework that integrates consideration of environmental, economic, social and cultural imperatives. Incorporating *sustainable development* in planning occurs at different scales and may utilize policy, tools, and guidelines to minimize the impact on the environment, and promote low-carbon, compact, *complete communities*, sustainable modes of transportation, the efficient use of resources, a culture of conservation, and other social and economic objectives.

Direct Regional interests associated with *sustainable development* include water efficiency, waste management, climate change, air quality, natural environment, energy efficiency, renewable energy *sustainable transportation*, public health, and housing. Achieving effective implementation of *sustainable development* requires collaboration and coordination and the support of local municipal implementation of policy, tools and guidelines at the local level. Policies that support *sustainable development* are incorporated throughout this Plan. The policies below provide specific direction for the development and implementation of sustainability policy through guidelines and tools in collaboration with the local municipalities and agency partners.

Objective

7.6.1 To create complete, healthy and *sustainable* communities, while minimizing the use of resources and the impacts to the environment.

Policies

7.6.2 Work collaboratively with the local municipalities and conservation authorities to develop Regional programs that support the implementation of *sustainable* community design and building practices at the local level.

7.6.3 Work collaboratively with the local municipalities to develop model policies and guidance to implement sustainability requirements through local official plan policies, guidelines and

tools and relating to the Region's interests including climate change, water conservation, waste management, energy, stormwater management, *affordable housing*, and public health.

7.6.4 Direct the local municipalities to include policies in their official plans to implement *sustainable development* requirements, guidelines and tools through the local planning approval process in collaboration with the Region, conservation authorities and other agencies. The local municipalities are encouraged to develop policy, guidelines and tools to comprehensively address *sustainable development* requirements at the municipal, neighbourhood, site and building scales and provide direction related to planning that achieves compact, *complete communities*; promotes *sustainable transportation*, walkability and physical activity; *protects*, enhances, restores and expands the ***natural heritage system***, tree canopy, and open space; *protects* and conserves resources; reduces, reuses and recycles waste, conserves water, conserves energy, and promotes renewable and *alternative energy systems*; mitigates emissions and adapts communities to climate change; and encourages a mix and range of housing including *affordable housing*.

7.6.5 Encourage the local municipalities to include policies in their official plans to require that *development* and *site alteration* incorporate measures to reduce the urban heat island effect including through the use of green and cool roofs, vegetation that provides shade, light coloured surface materials, or other measures.

7.6.6 Encourage the local municipalities to consider innovative practices and tools to mitigate greenhouse gas emissions and reduce vulnerability by adapting communities to the impacts of a changing climate, including through official plans, zoning by-laws, plans of subdivision, site plan control, community development permits, green building standards by-laws, parking by-laws, standards for electric vehicle charging, and tree protection by-laws.

7.7 Crime Prevention Through Environmental Design

The proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life. Crime Prevention Through Environmental Design (CPTED) principles provide one such conceptual framework to create a better designed physical environment that reduces the possibility of a crime. This approach will be implemented through the local municipal official plans.

Objective

7.7.1 To create a better designed physical environment that reduces the possibility of crime.

Policies

7.7.2 Direct the local municipalities to include policies in their official plans that *support* the design of communities to minimize crime by the use of such approaches as CPTED principles.

7.7.3 Encourage the local municipalities to achieve improved design and effective use of the built environment for crime reduction.

7.7.4 Encourage the local municipalities, *as appropriate*, to implement the CPTED principles.

7.8 Emergency Management

The Region of Peel is responsible for the Region of Peel Emergency Plan which must be coordinated with all regional, municipal and provincial emergency plans to ensure consistency of content and application.

Objective

7.8.1 To ensure that the resources and *infrastructure* of the Region and the local municipalities are fully coordinated to permit the rapid deployment of emergency assistance to those in need within the Region and to avoid unnecessary duplication of emergency *services*.

Policies

7.8.2 Maintain a Region of Peel Emergency Plan and Regional Emergency Management Program which ensures the provision and coordination of necessary *services* in the event of a major emergency or disaster, and coordinate such efforts with the local municipalities and emergency response agencies and provincial authorities.

7.8.3 Foster compliance and consistency with the requirements of federal and provincial legislation regarding emergency management.

7.8.4 Review all existing and planned *infrastructure* to ensure coordination in the rapid deployment of emergency assistance.

7.9 Regional Planning Initiatives

Specific Regional planning initiatives that need to be in place to achieve the goals, objectives and policies in this Plan are described below.

Objective

7.9.1 To achieve the goals, objectives and policies in this Plan.

Policies

Climate Change and Air Quality

7.9.2 *Support* climate change mitigation and greenhouse gas emissions reduction planning by working collaboratively with the Province, local municipalities, conservation authorities, stakeholders and the public to implement actions including the completion of greenhouse gas emission inventories, Community Energy and Emissions Reduction Plans, sustainable development guidelines, and electric vehicle charging infrastructure to achieve the development of low carbon communities.

7.9.3 *Support* climate change adaptation planning by working collaboratively with the local municipalities, Province, conservation authorities, stakeholders and the public to implement actions that reduce the risk and vulnerability of communities, infrastructure, public health, natural heritage and water resources from a changing climate.

7.9.4 Prepare and adopt guidelines *as appropriate* for evaluating selected climatic and air quality impacts of this Plan, *jointly* with area municipalities and other agencies.

The Natural Environment

7.9.5 Work collaboratively with the local municipalities, conservation authorities, neighbouring municipalities, Indigenous communities, other government agencies, stakeholders and the public to develop a Regional Greenlands Strategy outlining tools, actions and resources to support the implementation of the Greenlands System policy framework and address future ***natural heritage systems*** planning needs in the Region, including:

a) undertaking mapping studies to further refine the boundaries of the Greenlands System features and areas, and monitor changes to the extent of Greenlands System area;

b) undertaking technical studies to further understand the implications of a changing climate and other environmental changes affecting the Greenlands System and recommended responses;

c) reviewing technical guidance, tools and approaches to protect, restore and enhance the Greenlands System through the planning approval; and

d) identifying and coordinating programs to support *stewardship* and *securement* of the Greenlands System.

7.9.6 *Support* the efforts of the conservation authorities and local municipalities in further interpreting and identifying the Greenlands System and its components and the *linkages* among and between the components of the Greenlands System and the Water Resource System.

7.9.7 Work collaboratively with the local municipalities and conservation authorities to initiate studies and regional-scale mapping reviews of components of the natural heritage system to enable the local municipalities to more accurately implement the Regional Greenlands Strategy.

7.9.8 Assist the local municipalities, *as appropriate*, in the preparation of guidelines for environmental impact studies to ensure that areas of Regional interest are suitably addressed.

7.9.9 Direct the local municipalities, in consultation with the conservation authorities, to develop measures and procedures to address risks associated with *flood*, erosion and slope instability hazards.

Resources

7.9.10 In collaboration with the local municipalities develop a Regional Agriculture and Agri-food Strategy to sustain and enhance the *Agricultural System*, identify actions and coordinate initiatives to support and enhance the long-term prosperity and viability of the agri-food sector, including the maintenance and improvement of the *agri-food network, urban agriculture* and access to healthy, local, and affordable food.

7.9.11 Study *jointly* with the local municipalities, the Province, hydro utilities and private power generating companies, the potential of coordination and partnerships to broaden the role of the Region to facilitate and *support* the implementation of *alternative and renewable energy systems*, including district energy systems.

7.9.12 Work *jointly* with the local municipalities to complete an assessment to identify opportunities for enhancing and delivering growth-related broadband *services* within the Region of Peel, including partnerships and collaboration between the Public Sector Network and private sector, *as appropriate.*

Transportation

7.9.13 Coordinate, when appropriate, one or more *joint* planning studies in cooperation with the Region of York, City of Brampton, Town of Caledon and City of Vaughan, to establish mutual long-term transportation and transit implementation strategies and servicing *infrastructure* requirements respecting designated and proposed *development* in the vicinity of Regional Road 50 in Brampton and Vaughan.

Waste Management

7.9.14 Prepare, in cooperation with the local municipalities, a Waste Management Strategy which may include, but is not limited to, the following measures:

a) reducing adverse impacts of *waste* to the natural environment;

b) integrating the principle and hierarchy of the 3Rs into the decision making of consumers, businesses and governments;

c) establishing and maintaining an environmentally responsible and cost-effective system for managing *waste*;

d) establishing targets for the diversion, reduction and potential elimination from landfill of *waste* within the Region, and recommending programs and plans, including financial considerations, for achieving such targets; and

e) establishing public education and promotion programs on various concepts of *waste* management.

Public Consultation

7.9.15 Work *jointly* with the local municipalities and other relevant agencies to prepare guidelines and/or protocols regarding public consultation on Regional initiatives.

Land Division

7.9.16 Recognize the right of local municipalities to adopt official plan policies directing the establishment of local appeal bodies to hear appeals of municipal decisions of minor variance and consent (land severance) applications**,** in accordance with applicable provincial regulations**.** No amendment to the Region of Peel Official Plan shall be required in order for one or more local municipalities to establish a local appeal body.

Community Improvement Plans

7.9.17 Designate in collaboration with the local municipalities, Community Improvement Project Areas and prepare Community Improvement Plans to further the goals, objectives and policies of this Official Plan. Community Improvement Plans may be prepared for:

a) *infrastructure* that is within the Region's jurisdiction;

b) land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide a focus for higher density mixed-use development and *redevelopment*;

c) *affordable housing*; and

d) other matters as the Province may prescribe in accordance with the Planning Act.

7.9.18 Designate the entire or any part of the Region as a Community Improvement Project Area and enact a Regional Community Improvement Plan, which may include incentive programs that provide grant based and/or reduced fee incentives to registered property owners within the Project Area.

7.9.19 Adopt community improvement strategies/programs to guide and facilitate the Region's participation in implementing local municipal Community Improvement Plans.

7.9.20 *Support* the Region's participation in an local municipal Community Improvement Plan subject to the Region's community improvement strategies/programs and capital budgets.

Intensification Incentives

7.9.21 Provide and s*upport*, where feasible, new, required improvements to, and upgrades of Regional *infrastructure* and *services* in urban growth centres, *intensification* corridors, urban nodes, *Major Transit Station Areas*, transportation hubs, and other *intensification* areas identified in Regional and local municipal official plans, and the Metrolinx Regional Transportation Plan.

7.9.22 Develop and implement, in collaboration with the local municipalities, planning and financial tools, incentives and arrangements to promote and *support intensification* in urban growth centres, *intensification* corridors, urban nodes, *Major Transit Station Areas*, transportation hubs, and other *intensification* areas identified in Regional and local municipal official plans, and the Metrolinx Regional Transportation Plan.

7.9.23 Work in collaboration with all orders of government, to raise awareness and showcase the different ways in which *intensification* can occur.

7.9.24 Work in collaboration with all orders of government to provide incentives to attract high-density employment uses such as government and office buildings, and institutional, cultural, and entertainment facilities to urban growth centres, *intensification* corridors, urban nodes, *Major Transit Station Areas,* transportation hubs, and other *intensification* areas identified in Regional and local municipal official plans, and the Metrolinx Regional Transportation Plan.

7.9.25 Work in collaboration with the local municipalities to encourage and support *affordable housing* in *intensification* areas.

7.9.26 Consider locating new Regional administration buildings, if feasible, in *intensification* areas.

7.9.27 Consider the financial implications to the Region including the impact on current and capital budgets when evaluating incentive programs to support or encourage *intensification*.

7.10 Regional Road Right of Way Requirements

Consistent with relevant sections of the Planning Act, the Region may require a gratuitous dedication of land for road widening and *sustainable transportation infrastructure* purposes where the *development* and *redevelopment* abuts a Regional road. The Planning Act also requires that roads to be widened be described and identified in this Plan in order to require the land owner to convey part of the land to the Region for road widening purposes.

Objective

7.10.1 To ensure that adequate land, free and clear of all encumbrances, including *environmental contamination,* is dedicated for Regional road widening, road improvement, and *sustainable transportation infrastructure* purposes.

Policies

7.10.2 Require, as a condition of approval, the proponent of a *development* application to convey to the Region, land for Regional road widening, consistent with Schedule F-3 in this Plan.

7.10.3 Identify land for future purchase by the Region for Regional road widening where dedication is not a condition of approval.

7.10.4 Require the gratuitous dedication of land, free and clear of all encumbrances, including *environmental contamination*, to the Region for Regional road widening equally from the *centre line* of the roadway, subject to Policy 7.10.5.

7.10.5 Require the gratuitous dedication of land, free and clear of all encumbrances, including *environmental* contamination, to the Region for unequal Regional road widening or widening in excess of that shown on Schedule F-3 where necessitated by unique conditions.

7.10.6 Require the gratuitous dedication of additional land, free and clear of all encumbrances, including *environmental contamination*, to the Region, if needed, where an existing at-grade railway crossing of a Regional road or an *active transportation* facility is anticipated to be grade-separated in the future.

7.10.7 Require the gratuitous dedication of additional land, free and clear of all encumbrances, including *environmental contamination*, to the Region to provide buffer blocks and 0.3 metre reserves, 15 metre by 15 metre daylight corner triangles (or as otherwise required by the design), bus bays and additional traffic or bus lanes at intersections, at roadway grade separations, or where acceleration or deceleration or *active transportation* facilities lanes are required.

7.10.8 All gratuitous dedication of land to the Region, within Section 7.10 of this Plan, must complete a Phase One and Phase Two in compliance with O. Reg. 153/04: Records of Site Condition – Part XV.1 of the Act, unless the requirement is waived in writing by the Region.

7.10.9 Enter into agreements with the local municipalities with respect to private infrastructure in the Regional right-of-way.

7.10.10 Reduce the right-of-way requirements, as shown on Schedule F-3, for a specific road section where special circumstances warrant and long-term requirements are not compromised.

7.10.11 For rural villages and settlements in the Region, appropriate exceptions have been made and will be considered for reduced Regional rights-of-way to maintain historic streetscapes and heritage characteristics of the village or settlement.

7.10.12 Allow an interim use for landscaping or other purposes, of land conveyed to the Region or identified for future purchase by the Region for Regional road widening and multi-use path, upon application and, where appropriate, through an agreement between the Region and the applicant, provided that the future road widening is not compromised and the local municipality is in agreement.

7.10.13 Within 245 metres of any intersection of a Regional road intersection (on either side of the intersection, and starting at the *centre line* of the intersection), protect an additional 5.5 metres over that identified on Schedule F-3 for a single left turn configuration, right turn lanes, multi-use path or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Transportation Impact Assessment and/or functional design acceptable to the Region.

7.10.14 Within 245 metres of any intersection of a Regional road intersection (on either side of the intersection, starting at the *centre line* of the intersection), protect an additional 9 metres over that identified on Schedule F-3 for a dual left turn configuration, right turn lanes, multi-use path or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Transportation Impact Assessment and/or functional design acceptable to the Region.

7.10.15 Protect the designated Regional road rights-of-way, as shown on Schedule F-3, to accommodate future road widenings and improvements consistent with Section 7.10 of this Plan.

Protect additional rights-of-way where necessary to provide for turning lanes, multi-use path, or transit related improvements at the intersection of all designated right-of-way. Accordingly, within 245 metres of an intersection (on either side of the intersection and starting at the center line of the intersection) the rights-of-way may be up to a total 13.5 metres wider than the designated Regional road rights-of-way as shown on Schedule F-3.

7.10.16 Recognize Industrial Connectors identified through the Regional Road Characterization Study as being of strategic importance to the movement of goods in and around Peel Region and restrict access to and from these corridors accordingly.

7.11 Regional Finances

The successful implementation of this Plan requires careful financial planning and decision making on the part of the Region. It is essential that long-term financial management strategies be implemented and that financial implications be monitored on an ongoing basis.

The Region has a role in coordinating and streamlining service delivery, maintaining adequate service levels, ensuring duplication does not occur and seeking innovative and efficient approaches to Plan implementation.

Funding for Regional *infrastructure*, programs and *services* will reflect the Region's commitment to maintaining, or preferably improving, the standard of living and quality of life for those living and working in Peel. This will be accomplished through efficiently using existing Regional facilities and resources, efficient delivery of Regional *services*, provision of funds to implement the policies in this Plan and a long-term commitment to minimizing the tax burden on Peel residents and businesses.

Policies and objectives in this Plan including, but not limited to, those which ensure improved or at least *sustainable* employment to population ratios, efficient use and provision of *infrastructure* and human services, protection of agriculture, mineral aggregate and water resources, air quality enhancement/protection, efficient use of land and the protection of the environment, establish the foundation for a strong economic base. However, it is recognized that the economic and financial health of Peel depends on the economic development efforts of each local municipality to encourage a diversity of economic activities and employment opportunities.

Objectives

7.11.1 To provide Regional *services* in an efficient and financially prudent manner.

7.11.2 To ensure the necessary funds will be available when required without creating the need for tax and rate increases above the rate of inflation.

7.11.3 To deliver Regional *services* that maintain adequate service levels and that avoid duplication of service provision.

7.11.4 To maintain and if possible improve the standard of living and the quality of life for those living and working in Peel.

7.11.5 To identify significant negative financial trends and to determine those measures needed to correct or modify such trends.

7.11.6 To promote the philosophy that new *development* and growth should be fiscally responsible and support the Region's financial sustainability.

Policies

7.11.7 Ensure that Regional *services* and capital works are provided, consistent with the objectives and policies in this Plan.

7.11.8 Ensure that public works are undertaken in a manner that is consistent with the objectives and policies in this Plan.

7.11.9 Work *jointly* with the local municipalities to coordinate the provision and timing of capital works.

7.11.10 Encourage the local municipalities' school boards, appropriate agencies, boards and commissions to plan their capital expenditures consistent with the objectives and policies in this Plan.

7.11.11 Review and coordinate the delivery of Regional *services* with the local municipalities, neighbouring municipalities and appropriate stakeholders, such as school boards, appropriate agencies and commissions to ensure capital and operational efficiencies.

7.11.12 Establish growth management strategies *jointly* with the local municipalities and other appropriate agencies to enhance or at least maintain the fiscal health of the Region including, but not limited to, phasing strategies and alternative financing mechanisms.

7.11.13 Direct the local municipalities to establish economic development policies in the local municipal official plans.

7.11.14 Prepare, in cooperation with the local municipalities, long-term master plans for transportation, water and wastewater *services*, including communal sewage treatment facilities, and integrate this information with the Region's budgeting process taking into account the full life cycle costs of *infrastructure* and developing options to pay for these costs over the long-term.

7.11.15 Use financial mechanisms available to the Region, such as the Regional Development Charges By-Law, to offset the financial impact of *development* and *redevelopment* so as not to create a financial burden on the Region.

7.11.16 Consider innovative *infrastructure* financing initiatives such as public/private partnerships and front-end financing to ensure that *development* proceeds in a fiscally responsible manner.

7.11.17 Prepare and maintain, in consultation with the local municipalities and other agencies, a Regional financial model to analyze the fiscal impact of proposals to:

a) expand the Regional Urban Boundary as shown on Schedule E-1;

b) substantially change from non-residential land uses to residential land uses as designated in an local municipal official plan;

c) substantially change land use densities from those currently envisaged by each local municipality; and

d) substantially expand or change Regional *infrastructure* and human services systems.

This financial analysis will include:

i) an assessment of Regional servicing costs including transportation, water, wastewater, and community and human services;

ii) the impact on Regional operating and capital budgets and Regional financing implications; and

iii) other relevant Regional issues.

7.11.18 Put in place agreements, where appropriate, including front-end financing agreements, financial agreements and *development* agreements, to provide for the Regional *infrastructure* needed to accommodate growth.

7.12 Performance Measurement, Reviewing and Updating

The objectives and policies contained in this Plan set the direction for Peel for the planning horizon to the year 2051. The Regional Official Plan Performance Measurement Program (ROPPMP) is the mechanism for measuring performance and evaluating any changes in planning direction to identify emerging trends and related issues, analyze the effectiveness of the policies in this Plan and to support subsequent adjustments and updating of this Plan, where required.

The establishment of the ROPPMP led to a systematic approach to evaluating the goals, objectives, and policies in this Plan through the development of a performance measurement framework and set of indicators. The ROPPMP has provided the foundation for further work to

measure the performance of policies in this Plan that conforms to various provincial plans, statutes and regulations. Measuring the performance of this Plan will lead to opportunities to share expertise and knowledge in developing systematic approaches that measure the progress of other Regional programs and *services*.

The performance measurement policies of this Plan will be reviewed and amended on a regular basis or when changing circumstances need to be reflected in the Plan. The policies in this Plan will provide a context for the review of this Plan and the area official plans, and amendments.

Objectives

7.12.1 To continue the Regional Official Plan Performance Measurement Program (ROPPMP) for measuring and evaluating the effectiveness of the policies in this Plan.

7.12.2 To provide a context for the review of this Plan and local municipal official plans and amendments.

7.12.3 To develop objectives and indicators, measure performance and outcomes, and related metrics to support the Region of Peel's programs and *services.*

Policies

7.12.4 Develop a strategy for Region of Peel programs and *services* that reflects corporate objectives, and measures, evaluates, and reports on progress and successes.

7.12.5 Evaluate and update with the local municipalities, the conservation authorities, and other stakeholders the existing performance measurement framework and indicators and prepare the ROPPMP report regularly to evaluate the level of progress in meeting the goals, objectives and policies in this Plan.

7.12.6 Collaborate and develop, with the local municipalities, conservation authorities, the Province, other government agencies, and the community, appropriate indicators to analyze the effectiveness of this Plan and to serve as a basis for any policy adjustments which results from this analysis.

Selected indicators are those that can be effectively measured in response to change and those that will yield meaningful results. Indicators selected may be within the following indicator categories, but are not necessarily limited to:

- air quality
- greenhouse gas emissions
- designated greenspace
- natural cover

- urban tree canopy
- indicator species
- surface and ground water quality and quantity
- water use and efficiency
- *transit modal share*
- transportation demand management
- *redevelopment* to total *development*
- residential and non-residential densities
- housing production
- industrial/commercial ratios
- employment to population ratios
- *employment land* area
- work force
- designated greenfield densities
- residential *development* in *delineated built-up area*
- household waste
- energy use
- public health
- social trends

7.12.7 Monitor the cumulative effects of development, *intensification* and other land use changes to assess the effectiveness of environmental policies in Peel. Monitoring will be undertaken *jointly* with the local municipalities, conservation authorities and other government agencies through integrated *watershed* monitoring programs, watershed studies, emissions inventories and modelling or other performance measurement initiatives.

7.12.8 Work *jointly* with the local municipalities and conservation authorities to identify data gaps when selecting indicators and establish consistent methodologies for data collection so that information can be compared and uniformed across the Region.

7.12.9 Work *jointly* with the local municipalities, conservation authorities and other agencies to determine modifications needed to the official plans, policies and programs of the Region, the local municipalities and the conservation authorities which may be identified through *watershed* and *subwatershed plans* and other related studies.

7.12.10 Monitor *jointly* with the local municipalities, aggregate resource extraction operations within the Region to determine their social, economic, and environmental impacts, the cumulative effects of resource extraction, the effects on transportation and road facilities, and the effectiveness of *rehabilitation* activities.

7.12.11 Work with the local municipalities to develop a consistent methodology to measure progress in meeting the population and employment forecasts and the *intensification*, density, and housing targets in this Plan.

7.12.12 Monitor, *jointly* with the local municipalities the application of the *Healthy Development Framework* for Regional and local municipal policies, plans, standards, and design guidelines; and applications for planning and *development* proposals to determine its effectiveness in contributing to *healthy communities*.

7.12.13 Work *jointly* with the local municipalities to raise awareness of public health issues related to planning through partnerships with all levels of the public and private sector.

7.12.14 Work *jointly* with the local municipalities, conservation authorities and other agencies to raise awareness of the local impacts of climate change and plans to adapt to and mitigate impacts.

7.12.15 Rely on the Federal and Provincial governments and their agencies to maintain technical standards and conduct monitoring which will ensure protection of the environment and public health from the effects of *contaminated sites*, without precluding the establishment of standards and performance measurement by the Region if deemed appropriate by Regional Council.

7.12.16 Undertake periodic reviews of this Plan in order to:

a) ensure that policies remain realistic and responsive to changing environmental, social, economic, financial, technological and political circumstances;

b) make policy adjustments to ensure that objectives and policies in this Plan are being met; and

c) ensure the Plan conforms with any provincial plans that are in effect, has regard to matters of provincial interest, and is consistent with provincial policy statements.

Glossary

This glossary presents defined terms which are identified throughout the Plan as *italicized text*. In addition, terms throughout the Plan in ***bold and italicized text*** are not provided in the glossary but are used for the purpose of achieving conformity with provincial plans and policies, as described in Section 1.3. Terms in the glossary marked with an asterisk (*), are also defined terms in provincial plans that may differ and provincial plans should be referenced when interpreting and applying relevant policies of those plans.

Accessible transportation: transportation measures that enable residents with *disabilities* to travel without barriers and maintain independence.

Active aging: the process of optimizing opportunities for health, participation and security in order to enhance quality of life as people age.

*Active transportation**: human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Additional residential units: self-contained separate dwelling unit with full kitchen and bath facilities and separate entrance, as part of an existing detached, semi-detached or row house, or in a structure ancillary to a detached, semi-detached or row house (also referred to as second units or secondary suites).

*Adjacent lands**: lands that are:

a) contiguous to a specific natural heritage feature or area where it is likely that *development* or *site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives; and

b) contiguous to a *protected heritage property* or as otherwise defined in a local municipal official plan.

*Affordable housing**:

a) in the case of ownership housing, the least expensive of: housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low* and *moderate income* households; or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;

b) in the case of rental housing, the least expensive of: a unit for which the rent does not exceed 30 percent of gross annual household income for *low* and *moderate income*

households; or a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Low income:
In the case of ownership housing, households with incomes at or below 30 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households for the regional market area.

Moderate income:
In the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes between 30 to 60 percent of the income distribution for renter households for the regional market area.

*Agri-food network**: within the *Agricultural System*, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.

*Agri-tourism uses**: those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

*Agricultural impact assessment**: a study, prepared in accordance with provincial and municipal guidelines, that evaluates the potential impacts of non-agricultural development on agricultural operations and the *Agricultural System* and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

*Agricultural System**: the system as mapped and issued by the Province and further refined as shown in this Plan, comprised of a group of inter-connected elements that collectively create a viable, thriving agricultural sector. It has two components: 1. An agricultural land base comprised of *Prime Agricultural Areas*, including *specialty crop areas*, and *Rural Lands* that together create a continuous productive land base for agriculture; 2. An *agri-food network* which includes *infrastructure*, services, and assets important to the viability of the agri-food sector.

*Agricultural uses**: the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

*Agriculture-related uses**: those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

Airshed: the *airshed* for the Greater Toronto Area is defined as an atmospheric region stretching as far as Hudson Bay to the north, New Brunswick to the east, the Dakotas to the west, and central Georgia to the south (Royal Commission on the Future of the Toronto Waterfront, 1990). Larger weather systems may flush out, bring in, or trap polluted air. There are local lake effects on precipitation and temperature, and a cooler air flow down the major valley systems towards Lake Ontario. Across Peel, there are gradients of temperature, precipitation and growing season from Lake Ontario to Orangeville.

*Alternative energy systems**: a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Ancillary: uses that primarily serve the business functions on *employment land*.

*Archaeological resources**: includes artifacts, archaeological sites and marine archaeological sites, as defined under the Ontario Heritage Act. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the Ontario Heritage Act. *Archaeological resources* may include the remains of a building, structure, activity or cultural feature or object which, because of the passage of time, is on or below the surface of land or water and is of significance to the understanding of the history of a people or place.

*Areas of archaeological potential**: areas with the likelihood to contain *archaeological resources.* Criteria to identify archaeological potential are established by the Province. The Ontario Heritage Act requires archaeological potential to be confirmed by a licensed archaeologist.

*Areas of Natural and Scientific Interest**: areas of land and water containing natural *landscapes* or features which the Ministry of Natural Resources and Forestry has identified as having life science or earth science values related to protection, scientific study or education:

- Life Science *Areas of Natural and Scientific Interest* are those areas identified by the Ministry of Natural Resources and Forestry for their high quality representation of important provincial biotic attributes.

- Earth Science *Areas of Natural and Scientific Interest* are those areas identified by the Ministry of Natural Resources for their high quality representation of important provincial geological attributes.

As appropriate: this term is used in the Plan to allow some flexibility in the approach used to successfully meet the objectives and implement the policies in the Region of Peel Official Plan.

Buffer: an area of vegetated land adjacent to a natural heritage feature or area that helps to mitigate the *negative impacts* of *development* or *site alteration*. The extent and composition of a vegetated buffer is determined in accordance with provincial and municipal official plan policies or through a subwatershed study, environmental impact study or other equivalent study.

*Built heritage resource**: one or more buildings, structures, monuments, installations, or any manufactured or constructed part of remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. *Built heritage resources* are located on a property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included in local, provincial, federal and/or international registers.

Cemetery/cemeteries: land set apart or used for the interment of human remains which may include burial, mausolea and columbaria but does not include a funeral establishment or a facility providing funeral services as defined in the Funeral, Burial and Cremation Services Act or any facilities for public assembly.

Centre line:
1. Original centreline of Right-of-Way; or
2. Where the road has deviated from original centreline, the centreline of the deviated roadway

Circular economy: an approach to continually circulate resources, materials and nutrients in such a manner as to retain their productive value in the economy for as long as possible through reuse, recycling, and remanufacturing.

*Coastal wetland**: any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers) or any other wetland that is on a tributary to any of the specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.

Community food centre: a non-profit community facility for the aggregation, preparation and/or distribution of food such as a food bank, food coop or community kitchen. A community food centre may also be engaged in growing food and in advocacy, education and outreach.

Commuter rail: a passenger railroad service that is usually part of the regional railroad system.

*Compact built form**: a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semidetached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage *active transportation*.

*Complete Communities**: places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, and a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their context.

*Connectivity**: the degree to which natural heritage features or hydrologic features are connected to one another by links such as plant and animal movement corridors, hydrologic and nutrient cycling, genetic transfer and energy flow through food webs.

*Conserved**: the identification, protection, management and use of *built heritage resources, cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Contaminant management plan: a report that demonstrates how development proposals, involving the manufacturing, handling and storage of bulk fuels, chemicals or contaminants (significant threats prescribed under the Clean Water Act) will implement safety measures in order to help prevent contamination of ground water or surface water supplies. The *contaminant management plan* must include a list of all chemicals used on the subject lands and within any structures and demonstrate how the risk of release to the environment will be mitigated and managed.

Contaminated sites: property or lands that have not been rehabilitated and which, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities and some abandoned mine hazards.

*Cultural heritage landscapes**: a defined geographical area that may have been altered through human activity and is identified as having cultural heritage value or interest by a community

including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. *Cultural heritage landscapes* may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act*,* or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.

*Cultural heritage resources**: *built heritage resources*, *cultural heritage landscapes and archaeological resources* that have been determined to have cultural heritage value or interest for the important contribution they make to our understanding of the history of a place, an event, or a people. While some *cultural heritage resources* may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Cultural Heritage Master Plan: a strategy, plan or document that provides policies, including but not limited to, encouraging and *supporting* cultural heritage conservation, identifying *cultural heritage resources*, *built heritage* and *cultural heritage landscapes*, areas of potential for *archaeological resources*, and implementation measures for the protection and conservation of *cultural heritage resources*, including education and outreach.

Cultural savannahs: a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 25 to 35 percent cover of coniferous or deciduous trees. *Cultural* savannahs may be second or third growth *woodlands* that occur on land where the forest was completely or partially removed at various points in time. These *woodlands* vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition.

Cultural woodlands: a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 35 to 60 percent cover of coniferous or deciduous trees. *Cultural woodlands* may be second or third growth *woodlands* that occur on land where the forest was completely or partially removed at various points in time. These woodlands vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition.

*Delineated Built Boundary**: the limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum *intensification* target in this Plan.

*Delineated Built-up Area**: all land within the *delineated built boundary.*

*Designated Greenfield Area**: lands within *settlement areas* (not including ***rural settlements***) but outside of *delineated built-up areas* that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan. *Designated Greenfield Areas* do not include *excess lands*.

*Development**: the creation of a new lot, a change in land use or construction of buildings and structures, requiring approval under the Planning Act but does not include activities that create or maintain *infrastructure* authorized under an environmental assessment process or works subject to the Drainage Act**.**

Disability: the Ontarians with Disabilities Act adopts the broad definition for disability that is set out in the Ontario Human Rights Code.

Disability is:

1. any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical coordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device;

2. a condition of mental impairment or developmental disability;

3. a learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language;

4. a mental disorder; or

5. an injury or disability for which benefits were claimed or received under the insurance plan established under the Workplace Safety and Insurance Act.

*Diverse populations**:** distinct groups within Peel's population that have different needs and may require different levels of service. These groups include but are not limited to older adults, children, youth, Indigenous, 2SLGBTQ+, newcomers, persons with *disabilities*, and individuals of different cultural and racial backgrounds.

Drinking water threat: as defined in the Clean Water Act.

Early successional habitat:

a) within the Oak Ridges Moraine Conservation Plan Area, an area defined in accordance with the Oak Ridges Moraine Conservation Plan Technical Paper 7 – Identification and Protection of Significant Woodlands;

b) within the Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 – Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan; or

c) outside of the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 – Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan.

*Ecological function**: the natural processes, products or services that living and non-living environments provide or perform within or between species, *ecosystems* and *landscapes*, including hydrologic functions and biological, physical, chemical and socio-economic interactions.

Ecological goods and services (EG&S): are the benefits which accrue to all living organisms resulting from the ecological functions of healthy *ecosystems*. Ecological goods and services include clean air, fresh water, biodiversity, nutrient cycling and climate regulation which contribute to meeting health, social, cultural, and economic needs. The products and processes of ecological goods and services are complex and occur over long periods of time.

Ecological integrity: the condition of *ecosystems* in which:

a) the structure, composition and function of the *ecosystems* are unimpaired by the stresses from human activity,

b) natural ecological processes are intact and self-sustaining, and

c) the *ecosystems* evolve naturally.

Ecological integrity includes hydrologic integrity.

Ecosystem: the system of plants, animals and micro-organisms, together with the non-living components of their environment, related ecological processes and humans.

*Employment Area**: areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Employment land: land within *employment areas*.

*Endangered species**: a species that is classified as "Endangered Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Enhancement area: terrestrial and aquatic areas that have been restored or that have the potential to be restored to a natural state. *Enhancement areas* include naturally vegetated or potentially revegetated lands that expand, connect, link or border ***natural heritage features and areas*** and that have been or are planned to be rehabilitated or restored to support *ecological functions*. Potential *enhancement areas* that are not in a natural state but have the potential to be restored to a natural state to improve the integrity and function of the Greenlands System are identified through the preparation of a natural heritage evaluation, hydrologic evaluation, environmental impact study or ***natural heritage system*** study. *Enhancement areas* exclude *buffers* and areas that are required to mitigate the impacts of *development* or provided as compensation for the loss of ***natural heritage features and areas***.

Environmental contamination: exceedances of provincially legislated standards, such as those set by the Ministry of Environment, Conservation and Parks.

Environmentally Sensitive or Significant Areas: places where *ecosystem* functions or features warrant special protection. These may include but are not limited to rare or unique plant or animal populations or habitats, plant or animal communities, or concentrations of ecological functions. *Environmentally Sensitive or Significant Areas* are identified by the conservation authorities according to their established criteria.

*Erosion hazard**: the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential: necessary to the public interest after all reasonable alternatives have been considered**.**

Established standards and procedures: those principles, methods, tests, procedures and operations routinely used and applied within any professional discipline and generally acknowledged or approved by the governing bodies or professional associations of such disciplines.

Existing lot of record: a lot held under distinct and separate ownership from all abutting lots as shown by a registered conveyance in the records of the Land Registry office on May 23, 2014.

Existing threat activities: are defined in accordance with the applicable source protection plan as follows.

CTC Region Source Protection Plan approved on July 28, 2015:

a) an existing use, activity, building or structure at a location in a *vulnerable area* that is in compliance with all applicable requirements, and that was being used or had been established for the purposes of undertaking the threat activity, at any time within ten years prior the date of approval of the source protection plan, or

b) an expansion of an existing use or activity that reduces the risk of contaminating drinking water nor depletes drinking water sources, or

c) an expansion, alteration or replacement of an existing building or structure that does not increase the risk of contaminating drinking water nor depletes drinking water sources.

For clarity, the definition of an **existing threat activity** includes a change in land ownership and the rotation of agricultural lands among crops or fallow conditions, and allows for alternating between sources of nitrates (agricultural source material, commercial fertilizer, and Category 1 non-agricultural source material).

South Georgian Bay Lake Simcoe Protection Plan approved on January 26, 2015:

a) a use, a building or structure that is used and continues to be used for the purpose for which it was erected.

b) a *minor alteration* or replacement building or structure that has the same capacity as an existing lawful building or structure and provides greater protection to sources of drinking water and where there is no change in use and where the replacement structure will bring the building or structure into closer conformity with the Source Protection Plan.

c) an activity that is presently occurring or has occurred in the last ten years from the date of approval of the source protection plan.

d) where an existing activity is permitted an expansion, alteration or replacement of a use, activity, building or structure that reduces the risk of contaminating drinking water shall be permitted.

*Existing use, building or structure**: a use, building or structure that lawfully existed on May 23, 2014. For further clarity, an existing use, building or structure is interpreted to include only the currently occupied limits of the use, building or structure as it existed on May 23, 2014.

*Fish habitat**: spawning grounds and any other areas including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes, as defined in the Fisheries Act.

Flood: for rivers and streams, a temporary rise in the water level resulting in the inundation of areas adjacent to a watercourse not ordinarily covered by water.

*Flood plain (for river, stream and small inland lake systems) **: the area, usually low lands adjoining a watercourse, which has been or may be subject to ***flooding hazards***.

*Floodway (for river and stream systems) **: the portion of the *Flood Plain* where *development* (other than uses which by their nature must be located within the *floodway*, *flood* and/or erosion control works, or where appropriate, minor additions or passive, non-structural uses which do not affect *flood* flows) and *site alteration* would cause a danger to public health and safety or property damage. Where the *one zone concept* is applied, the *floodway* is the entire *Flood Plain*. Where the *two zone concept* is applied, the *floodway* is the inner portion of the *Flood Plain,* representing that area required for the safe passage of *flood* flow and/or that area where *flood* depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the *two zone concept* applies, the outer portion of the *Flood Plain* is called the *flood* fringe.

Food and organic waste: has the same meaning of *food waste* and *organic waste* when used together.

Food system: the set of food related processes and activities that are the steps in the food chain including the growing, harvesting, production, processing, distribution, consumption, resource recovery and disposal of food, each with its attendant social, environmental and economic dimensions.

Food waste: the edible parts of plants and animals that are produced or harvested but that are not ultimately consumed.

Freeway: a road whose function is the movement of vehicular traffic over medium to long distances at high speed, access to which is available only by means of a limited number of grade-separated interchanges.

Freight Transportation Demand Management: the application of strategies to reduce goods travel demand or to redistribute this demand in space, in time, or by alternative modes.

*Frequent transit**: A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Greater Toronto and Hamilton Area (GTHA): the area comprised of the Regions of Peel, Durham, Halton and York, the City of Hamilton and the City of Toronto.

Green and sustainable building guidelines: an outcome of a design which focuses on increasing the efficiency of resource use — energy, water, and materials — while reducing building

impacts on human health and the environment during the building's lifecycle, through better siting, design, construction, operation, maintenance, and removal.

*Green infrastructure**: natural and human made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces and green roofs.

Greenfield density target: a minimum density target for the *Designated Greenfield Area* of 70 residents and jobs combined per hectare at the Regional scale or a specific minimum density target for *Designated Greenfield Area* within each local municipality as specified in Policy 5.4.19.7.

Greenlands securement: the protection of natural heritage features and areas through a range of tools including, but not limited to planning policy, *stewardship*, monitoring and *land acquisition.*

Groundwater discharge area: an area where there is a *significant* contribution by groundwater to surface water, including streams, lakes and *wetlands*.

Groundwater recharge area: an area in which there is *significant* addition of water by natural processes to groundwater.

Habitat of aquatic species at risk: waters supporting aquatic species at risk (fishes and mussels) listed under Schedule 1 of the federal Species at Risk Act (SARA) and protected under that Act, their residences and critical habitats.

*Habitat of endangered species and threatened species**: habitat within the meaning of Section 2 of the Endangered Species Act.

Hazard land: an area in a water course's *flood plain*, on steep slopes or along *shorelines* that presents a danger to human life and property.

*Hazardous lands**: property or lands that could be made unsafe for *development* due to naturally occurring processes. Along the *shorelines* of the ***Great Lakes – St. Lawrence River System***, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the ***flooding hazard***, ***erosion hazard*** or ***dynamic beach hazard limits***. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the ***flooding hazard*** or erosion hazard limits.

*Hazardous sites**: property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays, organic soils) or unstable bedrock (karst topography).

Headwater: the source area of a stream including springs and upwelling areas.

Healthy communities: a broad and inclusive definition of health which refers to not merely the absence of disease, but also complete physical, mental and social well-being. This is a pro-active model of wellness incorporating a person's perceptions of their quality of life, their chances for optimal social interaction, the availability of community activities and resources, and a monitoring of the link between daily stress and health. A *healthy community* is characterized by:

- a clean, safe, high quality physical environment;
- a stable *ecosystem* that is moving towards sustainability;
- a strong, mutually supportive and non-exploitative community;
- a high degree of participation and control by the public over decisions affecting their lives, health and well being;
- the meeting of basic needs for food, water, shelter, income, security and work for all the people of the community;
- access to a wide variety of experiences and resources, with the chance for a wide variety of contact, interaction and communication;
- a diverse, vital and innovative economy;
- connectedness with the past and with the cultural and biological heritage of the community, groups and individuals;
- a form that is compatible with and enhances the preceding characteristics;
- an optimum level of appropriate health and sick care *services* available to all; and
- high levels of positive health and low levels of disease.

Healthy Development Framework: a collection of local context-specific tools that assess the health promoting potential of neighbourhoods. The tools are used to evaluate and pre-emptively mitigate potential health impacts associated with a development proposal. Each tool focuses on the Core Elements that influence the health of a community: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics and Efficient Parking. This framework contains the Region's tool and the related local municipal assessment tools, adapted to the satisfaction of the Region.

*Heritage attributes**: the principal features or elements that contribute to a *protected heritage property*'s cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. views or vistas to or from a *protected heritage property*).

High Occupancy Vehicle (HOV): motor vehicles carrying two or more persons, including the driver. A *High Occupancy Vehicle* could be a transit bus, carpool, or any other vehicle that meets the minimum occupancy requirements two or more (2+) persons per vehicle.

*Higher order transit**: transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

Highly vulnerable aquifer (HVA):an area underground that contains water that is being withdrawn for human use and is particularly susceptible to contamination because of its location near the ground's surface or where the overlying material in the ground above it is highly permeable.

Historic shorelines: the steep slopes or other remnants of the *shorelines* of glacial Lake Iroquois and Lake Peel.

Housing assessment: a document, which could be a component of a Planning Justification Report, that evaluates how a proposed development will contribute to Peel-wide new housing unit targets shown in Table 4 and meets the housing policies of this Plan and local municipal official plans. The *housing assessment* will consider how an appropriate range and mix of housing unit types, densities, sizes, affordability, and tenure will be provided through the development. Local municipalities are required to ensure that the *housing assessment* is consistent with Regional policies and definitions, including using the most current rental and ownership affordability thresholds.

*Housing options**: a range of housing types such as, but not limited to detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable housing*, housing for people with special needs, and housing related to employment, institutional or educational uses.

Inclusionary zoning: policies, zoning by-laws and programs that require *development* of residential units to include *affordable housing* units and provide for those units to be maintained as affordable over time.

*Infrastructure**: physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management works, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Intake protection zone (IPZ): the contiguous area of land and water immediately surrounding a surface water intake of a municipal water system or other designated system, which includes the distance from the intake and a minimum travel time of the water associated with the intake, based on the minimum response time for the water treatment plant operator to

respond to adverse conditions or an emergency. *Intake protection zones* (IPZ) are divided into zones as follows:

a) *Intake protection zone* 1 (IPZ-1) – the area within 1 kilometer of the intake; and

b) *Intake protection zone* 2 (IPZ-2) – the modelled distance delineated as an area that a contaminate could travel in two hours to reach the intake; and

c) *Intake protection zone* 3 (IPZ-3) – the modelled area of a spill scenario outside IPZ 1 and 2 zones that could result in deterioration of water quality at the intake.

Intelligent Transportation Systems (ITS): the application of advanced and emerging technologies in transportation.

*Intensification**: the *development* of a property or site at a higher density than currently exists through:

a) *redevelopment,* including the reuse of brownfield sites*;*

b) the *development* of vacant and/or underutilized lots within previously developed areas;

c) infill *development*;

d) the expansion or conversion and creation of existing buildings.

Invasive species: are plants, animals and micro-organisms that spread when introduced outside of their natural distribution and cause serious and often irreversible damage to ecosystems, the economy and society.

Issue contributing area (ICA): a vulnerable area around a municipal drinking water well where contaminates (e.g. nitrates, chlorides, or sodium) have been detected at a concentration, or there is a trend of increasing concentration of the contaminants, that may result in the deterioration of the quality of water for use as a source of drinking water.

Joint(ly): a co-operative project recognizing the importance of each named agency to the success of the project - but does not imply a veto power to any of the participants or that the effort cannot proceed if one or more parties should choose not to participate.

Land acquisition: the transfer of interest in title of land through a variety of means such as fee simple purchase, conservation easements and land donations.

Land needs assessment: a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required in accordance with the Provincial Land Needs Assessment Methodology for the Greater Golden Horseshoe. The

methodology will be undertaken by the Region to assess the quantity of land required to accommodate forecasted growth to the planning horizon.

Landscapes: the character and morphology of the land surface which has resulted from an interaction of physical processes and human activity.

Level of service: a qualitative measure describing operational conditions of a road section within a traffic stream, and the perceived condition by motorists and passengers, using such factors as travel time, average speed, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. In general practice, six *levels-of-service* are defined. These are given letter designations, from "A" to "F", with *level-of-service* "A" representing the best operating conditions.

Light rail transit (LRT): transit infrastructure and services consisting of light rail vehicles running in an exclusive right-of-way, fully separated from traffic, typically with transit signal priority measures in place and longer spacing between stops than conventional transit routes to maintain higher average speeds and ensure reliability of the service. Typically include additional features to improve operational efficiency and enhance the customer experience, such as off-board fare collection, platform-level boarding, and real-time passenger information.

Littoral zone: the area along the shore of a lake from the water's edge into the water to a depth where there is a 2% loss of light at the bottom.

Linkage: an area providing *connectivity* to support a range of community and ecosystem processes and enable plants and animals to move between ***natural heritage features and areas*** over multiple generations. *Linkages* can include aquatic, riparian and terrestrial corridors that provide pathways for plants and animals to move or support functional processes between ***natural heritage features and areas***, ***surface water features*** and ***ground water features***. The location, width, length, structure and function of *linkages* should be determined in accordance with a natural heritage evaluation, hydrologic evaluation, environmental impact study or ***natural heritage system*** study. (Adapted from MNRF Natural Heritage Reference Manual, Second Edition)

Major facilities: facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

*Major retail**: large-scale or large-format stand-alone retail stores (of 1,000 square metres of gross floor area or greater) or retail centres (of 3,000 square metres of gross floor area or greater) that have the primary purpose of commercial activities.

Major road: roadway or street that carries medium to high volumes of *transportation capacity* (relative to its urban or rural context) between *significant* activity nodes or more localized elements of the overall road network. Major roads play a role in the movement of people, by automobile, transit, cycling, and walking, and goods.

*Major Transit Station Area**: the area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major Transit Station Areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

Major tributaries: are tributaries having direct confluence with the Credit River, Etobicoke Creek, Mimico Creek, West Humber River and the Humber River.

Minimum distance separation formulae: formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Minor development: *development*, which due to its scale or intensity, can demonstrate no *significant* incremental or cumulative impacts on the landform, features or ecological functions of the Greenlands System, as set out in further detail in the local municipal official plans.

Minor site alteration: site alteration, which due to its scale or intensity, can demonstrate no significant incremental or cumulative impacts on the landform, features or ecological functions of the Greenlands System, as set out in further detail in the local municipal official plans.

Mobile fresh food market: a retail facility offering food for human consumption by any temporary or readily transportable means, including a mobile fresh food market or a mobile food vendor facility, such as a catering truck, cart, pushcart, wagon, trailer, or other wheeled conveyance, or any portable table or stand.

*Modal share**: the percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes.

*Municipal comprehensive review**: a new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality under Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan.

Municipal hazardous or special waste: has the same meaning as in the Waste Diversion Transition Act, Ontario Regulation 387/16 Municipal Hazardous or Special Waste.

Natural hazards: hazards due to flooding, erosion, dynamic beaches, the presence of *hazardous forest types for wildland fire,* and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.

Natural lake: a body of water greater than two hectares in size (approximately 5 acres) created by natural processes.

*Negative impacts**:

a) in regard to sewage services and water services, potential risks to human health and safety and degradation to the ***quality and quantity of water***, ***sensitive surface water featur***es and ***sensitive ground water features***, and their related ***hydrologic functions***, due to single, multiple or successive *development*. *Negative impacts* should be assessed through environmental studies including hydrogeological studies or water quality impact assessments, in accordance with provincial standards;

b) in regard to water resources, degradation to the quality and quantity of water, ***sensitive surface water features*** and ***sensitive ground water features***, and their related ***hydrologic functions***, due to single, multiple or successive *development* or *site alteration* activities;

c) in regard to *fish habitat*, the harmful alteration, disruption or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and

d) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

Niagara Escarpment: a provincially significant, 725 kilometre long geological feature, a portion of which runs through Peel. The particular combination of geological and ecological features along the *Niagara Escarpment* results in a *landscape* unequalled in Canada. It is also a source of some of southern Ontario's prime rivers and streams, and contains some significant heritage features, rare plants and ***significant*** habitats. The Escarpment and lands in the vicinity of the Escarpment are protected by the Niagara Escarpment Plan (NEP) which is administered by the Niagara Escarpment Commission.

Non-government conservation organization: a non-profit conservation body independent of any government such as a land trust, conservancy or similar not-for-profit agency that is governed by a charter, articles of incorporation or letters patent that has as one of its primary purposes the protection of natural heritage features, functions and values. The organization must have registered charitable status.

*Normal farm practice**: a practice, as defined in the Farming and Food Production Protection Act, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. *Normal farm practices* shall be consistent with the Nutrient Management Act and regulations made under that Act.

Oak Ridges Moraine: a provincially *significant* prominent upland area that runs east to west through south central Ontario intersecting Peel. The Moraine was formed by glacial action between two opposing ice lobes within the last one million years. The Moraine has a unique combination of geological, hydrological, topographical and biotic attributes. It performs several essential functions providing *significant* natural habitat, surface water resources, ground water resources, and landform character that make its protection and long-term management paramount to the residents of Ontario. It is *protected* by provincial legislation.

*On–farm diversified uses**: uses that are secondary to the principal agricultural use of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, and uses that produce value-added agricultural products. Ground mounted solar facilities are permitted in the *Prime Agricultural Area* only as *on-farm diversified uses*.

One zone concept: for *development* in a *Flood Plain*, the *one zone concept* is described in the Provincial Policy Statement definition of *Floodway* (for river and stream systems). For ease of reference, the definition of *Floodway* is included in this Glossary.

Organic waste: inedible parts of plants and animals, as well as other organic material that may be processed along with *food waste*. Examples of *organic waste* can include but are not limited to leaf and yard waste, compostable products and packaging, soiled paper, diapers and pet waste.

Overland flooding: the inundation of land or property in a built environment caused by rainfall overwhelming the capacity of drainage systems, such as storm sewers.

Parkway Belt West Plan: A provincial plan implemented in 1978 for the purposes of separating and defining the boundaries of urban areas, linking urban areas with other areas, providing a land reserve for future linear facilities and providing a system of linked open space and recreational facilities.

*Planned corridors**: corridors or future corridors which are required to meeting projected needs, and are identified through provincial plans or preferred alignment(s) determined through the Environmental Assessment process or identified through planning studies where the Ontario Ministry of Transportation, Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor.

Plantation: a treed community in which the majority of trees have been planted or the majority of the basal area is in trees that have been planted, often characterized by regularly spaced rows. With time and forest management, natural regeneration can become established and eventually convert the community to natural forest.

Plantation, naturalized: a *plantation* or portion of a *plantation* that is undergoing regeneration to a native woodland community either through natural succession or woodland restoration. An assessment to determine if a *plantation* is naturalized should include, but not be limited to soil conditions, stand composition, vegetation structure and health, the distribution and ecology of successional species (*e.g.*, the ability of species to convert plantations to native communities) and the distance to and functional relationship with adjacent natural heritage features (e.g. proximity to watercourses, contribution to interior woodland habitat). Naturalized plantations will generally have dense regeneration of native tree seedlings and/or approximately 100 or more stems per hectare of regenerated native trees that have attained a minimum height of 1.37 metres. This assessment shall not preclude the local municipalities from evaluating plantations in the local context and in accordance with the criteria in Table 1 and policies in Section 2.5 of this Plan.

Plantation, young: a ***plantation*** in which

a) within the Oak Ridges Moraine Conservation Plan Area, an area defined in accordance with the Oak Ridges Moraine Conservation Plan Technical Paper 7 – Identification and Protection of Significant Woodlands;

b) within the Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 – Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan; or

c) outside of the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 – Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan or, as and when available, in the Niagara Escarpment Plan Area, an area defined in accordance with criteria issued by the Province.

Prime Agricultural Area: areas where *prime agricultural land* predominates. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. The *Prime Agricultural Area* shown in this Plan is based on mapping issued by the Province and that has been refined at the time of initial implementation in the Region's Official Plan.

Prime agricultural land: *specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Priority bus corridor: transit corridor allowing buses to operate quickly and reliably without the need for a dedicated right-of-way by providing protection from mixed traffic and using other transit priority measures such as queue jump lanes and signal priority at intersections. Priority bus routes operating in *Priority bus corridors* typically have wider spacing between stops to improve travel times over long distances.

Procurement: preferable goods and services that have a lesser or reduced impact on the environment over the life cycle of the good or service, when compared with competing goods and services serving the same purpose.

Protect: to manage land and water in such a way that ensures that *significant* natural features and areas including their ecological functions are retained.

Protected heritage property: property listed by council resolution on a heritage register or designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Public authority: Any federal, provincial, regional, or municipal agency including any commission, board, authority or department established by such an agency exercising any power or authority under a Statute of Canada or Ontario.

*Public service facilities**: Lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, longterm care services, and cultural services. *Public service facilities* do not include *infrastructure*.

Public transit: municipal public transit systems that serve the general public and operate mainly fixed routes and schedules. Public transit also includes specialized services that provide door-to-door transportation services to individuals with *disabilities* who meet eligibility requirements created by the municipality.

Rapid transit: transit service able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. For the purposes of this Plan, rapid transit includes both *higher order transit* and *priority bus corridors*.

*Recreation**: leisure-time activity undertaken away from home. Passive *recreation* is characterized by low intensity outdoor pastimes, such as hiking, picnicking and bird watching, requiring minimal modification of the land surface and relatively few if any buildings or structures, such as a gazebo. Active *recreation* is characterized by the need for special facilities, such as golf courses, tennis courts and *recreation* theme parks, which usually require large scale

modification of the land surface, often accompanied by the introduction of buildings and structures.

*Redevelopment**: the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. *Redevelopment* includes infill, accessory apartments and rooming houses.

Regional Housing Strategy: a plan, including policies for the Region of Peel Official Plan, to meet local housing need by working in collaboration with community agencies and the local municipalities. The strategy will include the planning and development of a range of housing types and densities to support the achievement of the intensification and density targets in this Plan.

Regional Intensification Corridor: regionally-*significant*, multi-functional, linear concentrations of urban *development* providing a range and mix of commercial, office, major institutional, residential, recreational and cultural services or facilities that supports *higher order transit* service and links urban growth centres together.

Regulatory flood standard: the approved standards involving the combined influence of lake levels, wave uprush (the rush of water up onto a beach, bluff or structure following the breaking of a wave; the limit of wave uprush is the point of farthest landward rush of water onto the shoreline) and other water related hazards used to define the shoreline *flood* limits for regulatory purposes.

Regulatory shoreline: the land, including that covered by water, between the international boundary, where applicable, and the farthest landward limit of the *regulatory flood standard*, *regulatory erosion standard*, or the *regulatory dynamic beach standard*.

Rehabilitate/rehabilitation: the return of land and water from which aggregate has been excavated so that the use or condition of the land:

a) is restored to its former use or condition,

b) is restored to a natural state or condition, or

c) is changed to another use or condition that is or will be compatible with the use of adjacent land, and

d) the required *rehabilitation* is in accordance with the requirements of this Plan, a local municipal official plan and relevant provincial plans and legislation, as applicable.

Remediation: corrective action taken to clean-up or remedy a spill, an uncontrolled discharge of a contaminant, or a breach in a facility or its operations, in order to minimize the consequent threat to public health and the environment.

Renewable energy source: an energy source that is renewed by natural processes and includes wind, water, biomas, biogas, biofuel, solar energy, and geothermal energy.

*Renewable energy system**: a system that generates electricity, heat and/or cooling from a *renewable energy source***.**

Resource recovery: the extraction of useful materials or other resources from things that might otherwise be waste, including through reuse, recycling, reintegration, regeneration or other activities. This includes the collection, handling, and processing of *food and organic waste* for beneficial uses. Although energy from waste and alternative fuels are permitted as waste management options, these methods are not considered resource recovery. The recovery of nutrients, such as digestate from anaerobic digestion, is considered *resource recovery*.

Resource recovery system: any part of a waste management system that collects, handles, transports, stores or processes waste for *resource recovery*, but does not include disposal.

Risk Management Official: the official appointed under Part IV of the Clean Water Act. The Risk Management Official is the primary authority responsible for determining whether new *development* or *site alteration* is, or involves, a significant ***drinking water threat*** and whether the *development* or *site alteration* is prohibited or subject to a risk management plan in accordance with the applicable source protection plan.

Riverine: the river and its associated features, functions and landforms.

*Rural Lands**: lands which are located outside *settlement areas* and which are outside *Prime Agricultural Areas*.

Rural Settlement Areas: *settlement areas* located within the Rural System, including villages, hamlets and industrial/commercial centres; Minor Urban Centres designated in the Niagara Escarpment Plan, and Rural Settlements identified in the Oak Ridges Moraine Conservation Plan.

Section 35 Aboriginal and treaty rights: Aboriginal and treaty rights that are recognized and affirmed by Section 35 of the Constitution Act.

Sensitive ground water recharge and discharge areas: areas that are highly susceptible to water quality and/or quantity impairment due to a combination of hydrological and hydrogeological features, functions or processes. These may include:

- areas where surface water infiltration rates are high or concentrated and provide ground water recharge needed to support ecologically *significant features* such as coldwater streams and wetlands; and

- seepage areas and springs where the water table is present or discharging at the ground surface and replenishing or providing source water to ecologically *significant features* such as coldwater streams and wetlands.

Sensitive land uses: buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Services: includes all public *services* including built facilities and human *services*.

*Settlement areas**: urban areas and *rural settlement areas* within municipalities (such as cities, towns, villages and hamlets) that are:

a) built-up areas where development is concentrated and which have a mix of land uses; and

b) lands which have been designated in an official plan for development over the long-term planning horizon provided for in Section 1.1.2 of the Provincial Policy Statement. In cases where land in *designated growth areas* is not available, the *settlement area* may be no larger than the area where development is concentrated.

Shorelines: include bluffs and lands in immediate contact with, or in seasonally inundated areas adjacent to, lakes, rivers and streams. The *littoral zone* is the area along the shore of a lake from the water's edge into the water to a depth where there is a 2% loss of light at the bottom. Both the *shoreline* and *littoral zone* are important habitats at the boundary between terrestrial and aquatic *ecosystems*. Due to height and location, *shorelines* may in some instances also be associated with slope and/or *erosion hazards*.

*Significant**:

a) in regard to *wetlands*, coastal *wetlands* and Areas of Natural and Scientific Interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time;

b) in regard to *woodlands*, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. The Province (Ministry of Northern Development, Mines, Natural Resources and Forestry) identifies criteria related to the foregoing;

c) in regard to other features and areas, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or ***natural heritage system***;

d) in regard to mineral potential, means an area identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index. The Province (Ministry of Northern Development, Mines, Natural Resources and Forestry) identifies criteria related to the foregoing; and

e) have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.

Criteria for determining significance for the resources identified in clauses (c) to (d) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. Within the provincial plan areas, the Province (Ministry of Natural Resources and Forestry) identifies criteria for the identification and determination of ***key natural heritage features*** and ***key hydrological features*** related to the foregoing. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Significant drinking water threat: a ***drinking water threat*** identified as significant in accordance with the Provincial Table of *Drinking water threat*s issued under the Clean Water Act, and the applicable source protection plan.

Significant groundwater recharge area (SGRA): an area where groundwater is replenished through infiltration and seepage of water and where the recharge rate exceeds a specified threshold.

Significant feature: for the purpose of applying criteria for the identification of Core and Natural Area and Corridor (NAC) *woodlands*; all *wetlands*; all life science *Areas of Natural and Scientific Interest* (regionally and provincially significant); all Core *valley and stream corridors*, *Environmentally Sensitive or Significant Areas*, and Core and NAC *woodlands* that satisfy the size criterion (*i.e.*, *woodlands* that are identified as Core and NAC *woodlands* based solely on criteria other than size are not considered to be *significant features* with respect to the application of the "proximity criterion").

*Site alteration**: activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

Subsidized housing: housing that is a sub-set of *affordable housing, sometimes referred to as "assisted", "*social*" or "rent-geared-to income" housing*. It refers to housing units provided under a variety of federal and provincial housing programs by the municipal non-profit housing

corporation (Peel Housing Corporation) and private non-profit and co-operative non-profit housing corporations. It also refers to housing units within the private rental sector, including *affordable housing*, where rent-geared-to-income subsidy is provided through a rent supplement agreement with the landlord.

Source reduction: changes in the design, use of materials and energy used during the manufacturing or distribution of products and packages to reduce their amount or toxicity before they become municipal solid waste.

Source water disclosure report: a report that discloses whether any of the prescribed ***drinking water threats*** under the Clean Water Act are expected to occur on the property and whether any of the threats would be a significant ***drinking water threat*** in accordance with the applicable source protection plan. The disclosure report should include information on the proposed quantity, storage and handling of substances that are a prescribed ***drinking water threat***.

*Special needs**: any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with *disabilities* such as physical, sensory or mental health disabilities, and housing for older persons.

*Special policy area**: an area within a community that has historically existed in the *flood plain* and where site specific policies, approved by the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning *development*. A *special policy area* is not intended to allow for new or intensified *development* and *site alteration*, if a community has feasible opportunities for *development* outside the *flood plain*.

Stewardship: the voluntary actions and cooperative planning by organizations, governments, landowners and residents to protect, restore and enhance land, air and water for long-term ecological sustainability.

Strategic goods movement network: a hierarchical network of existing and potential truck routes identified as important routes for allowing the safe and efficient movement of goods. The network routes provide connectivity and continuity to each other, major goods generating activity centres, the Toronto Pearson International Airport, intermodal terminals and rail facilities, and major highways.

Strategic Growth Areas: within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating

intensification and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include urban growth centres, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned *frequent transit* service or *higher order transit* corridors may also be identified as *strategic growth areas*.

Subwatershed: comprised of the land drained by an individual tributary to the main watercourse; a component of the larger *watershed*. The terms *subwatershed* study and *subwatershed* plan refer to similar types of documents.

Support: to promote the interest or cause of or to assist or act with the local municipalities, conservation authority or other agency, where appropriate.

Supportive housing: housing that provides *affordable housing* and accessible residential accommodation within an environment that provides individual based supports and services to persons who require them to live independently. Individual based supports and services can include on-site or partnership-based assistance with activities of daily living, assistance with medical care and other community supports.

*Surface water features**: for the purpose of applying criteria for the identification of Core and Natural Area and Corridor (NAC) *woodlands*, includes lakes, woodland ponds, *watercourses*, springs, seeps, and reservoirs that provide ecological functions. *Surface water features* do not include small surface water features such as farm ponds, stormwater management ponds and ditches that have limited ecological function.

Sustainable / Sustainability: meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable development: the pursuit of integrating environmental, social, economic and cultural considerations in decision-making. Applying this framework to policy formulation and analysis favours an integrated approach in which these elements are brought together as a forethought in planning and decision making.

Sustainable procurement: involves the consideration of environmental, social and economic factors in the procurement of goods and services, in addition to traditional factors such as price, quality and service, and includes social procurement. Sustainable procurement considers total cost of ownership and supports best value procurement. It considers both the Sustainability factors related to specific goods and services, and the sustainability practices of suppliers along the supply chain.

Sustainable transportation: the movement of people using low-impact modes including walking, cycling, public transit, and carpooling.

Thermal treatment: has the same meaning as in the Environmental Protection Act, Ontario Regulation 347 General - Waste Management.

Threatened species: a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Transit service integration: the coordinated planning or operation of transit service between two or more agencies or services that contributes to the goal of seamless service for riders and could include considerations of service schedules, service routes, information, fare policy, and fare payment.

*Transit-supportive**: relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use *development* that has a high level of employment and residential densities. *Transit-supportive development* will be consistent with Ontario's Transit-Supportive Guidelines.

Transportation capacity: the maximum number of vehicles (vehicular capacity) or persons (person capacity) that can pass over a given section of roadway or transit line in one of both directions during a given period of time under prevailing roadway and traffic conditions, usually expressed as vehicles per hour or persons per hour.

*Transportation demand management (TDM) **: a set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Tributary: a river or stream that flows into a larger river or stream.

*Two zone concept**: for *development* in a *Flood Plain*, the *two zone concept* is described in the Provincial Policy Statement definition of *Floodway* (for river and stream systems). For ease of reference, the definition of *Floodway* is included in this Glossary.

Urban agriculture: the growing of crops, including nursery, biomass, and horticultural crops, within an urban or rural *settlement area*. It includes urban farms, community gardens, rooftop gardens and gardens on private lots and may include supporting structures such as hoop-houses, raised beds, and cold-frames to improve production. Urban agriculture may include aquaculture and the raising of livestock or insects.

Universal accessibility: products, services and environments that can be used by people of all ages, sizes and abilities, to the greatest extent possible, without the need for adaptation or specialized design.

Urban forest: all trees in urban and rural *settlement areas*, as well as the soils that sustain them, located on public and private property. The *urban forest* includes trees in natural areas as well

as trees in more manicured settings such as parks, yards and boulevards. For management purposes the *urban forest* can be grouped into two broad categories:

- Intensively managed forest – where the unit of management is the individual trees and standard arboricultural practices are applied (i.e. street trees); and

- Extensively managed forest – where the unit of management is the forest stand or vegetation community and landscape ecology or silvicultural practices are applied (i.e. woodlands and natural areas).

Valley and stream corridors: *valley and stream corridors* are the natural resources associated with the river systems characterized by their landform, features and functions, and include associated ravines. Valley corridors and ravines are distinguished from stream corridors by the presence of a distinct landform.

Vulnerable area: an area referring to a *wellhead protection area*, an *issue contributing area*, a significant *groundwater recharge* area, a *highly vulnerable aquifer*, and an *intake protection zone*.

Watercourse: for the purpose of applying criteria for the identification of Core, Natural Area and Corridor and Potential Natural Area and Corridor woodlands, a body of water flowing in a reasonably defined channel with bed and banks on a permanent or intermittent basis, and for clarity, excludes drainage features that flow on an ephemeral (storm) basis of frequency only.

Waste: includes anything discarded for collection from any source and litter.

*Watershed**: the land drained by a river system. The Ministry of Natural Resources and Forestry, the Ministry of the Environment, Conservation and Parks and the conservation authorities have been advocating *watersheds/subwatersheds* as the appropriate units for ensuring proper hydrologic functioning and water related features, functions and landforms. Other water cycle considerations include *groundwater recharge and discharge areas*, depth to water table, aquifers and *headwaters*.

*Wayside pit or quarry**: a temporary pit or quarry, not located on Crown land, and opened and used by a public authority, or a person who has a contract with a public authority, solely for the purpose of a particular project of road construction or road maintenance, from outside the limits of the road right of way; or for an urgent project of a public authority for which no alternative source of aggregate under licence or permit is readily available in the vicinity.

*Wellhead protection areas (WHPA)**: the surface and subsurface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field. *Wellhead protection area*s are delineated to identify areas that are vulnerable to both water quality and water quantity threats as follows:

a) For water quality threats, the size of the *wellhead protection area*s is determined by how quickly water travels underground to the well, measured in years, as defined below:

   i) *Wellhead protection area* A: the area within 100 metres of the wellhead.

   ii) *Wellhead protection area* B: the area within which the time of travel period to the well is less than 2 years.

   iii) *Wellhead protection area* C: the area within which the time of travel period to the well is less than 5 years.

   iv) *Wellhead protection area* C1: the area within which the time of travel period to the well is less than 10 years.

   v) *Wellhead protection area* D: the area within which the time of travel period to the well is less than 25 years.

   vi) *Wellhead protection area* E: the area where a well is under the influence of surface water and through which surface water flows in two hours to the well. Wells having ground water under the direct influence (GUDI) of surface water are referred to as a GUDI well.

b) For water quantity threats, the size of the *wellhead protection area* is based on a tiered water budget analysis that identifies areas around a municipal well that are vulnerable to water quantity threats, as defined below:

   i) *Wellhead protection area* Q1: the area where activities that take water without returning it to the same source may be a threat.

   ii) *Wellhead protection area* Q2: the area where activities that reduce recharge may be a threat.

*Wetlands**: lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils (soils in which there is an abundance of moisture) and has favoured the dominance of either hydrophytic or water tolerant plants. The four main categories of *wetland* are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit *wetland* characteristics are not considered to be *wetlands* for the purposes of this definition.

Wildlife habitat: are areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife*

habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands: *ecosystems* comprised of treed areas, woodlots, forested areas and the immediate biotic and abiotic environmental conditions on which they depend. *Woodlands* provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, the provision of clean air and the long-term storage of carbon, the provision of *wildlife habitat*, outdoor recreational opportunities, and the *sustainable* harvest of a wide range of woodland products. *Woodlands* include woodlots, *cultural woodlands, cultural savannahs, plantations* and forested areas and may also contain remnants of old growth forests.

Woodlands are further defined as any area greater than 0.5 ha that has:

a) a tree crown cover of over 60% of the ground, determinable from aerial photography, or

b) a tree crown cover of over 25% of the ground, determinable from aerial photography, together with on-ground stem estimates of at least:

    i) 1,000 trees of any size per hectare,

    ii) 750 trees measuring over five centimetres in diameter at breast height (1.37m), per hectare,

    iii) 500 trees measuring over 12 centimetres in diameter at breast height (1.37m), per hectare, or

    iv) 250 trees measuring over 20 centimetres in diameter at breast height (1.37m), per hectare (densities based on the Forestry Act of Ontario 1998)

    and, which have a minimum average width of 40 metres or more measured to crown edges.

Treed portions with less than the required stocking level will be considered part of the woodland as long as the combination of all treed units in the overall connected treed area meets the required stocking level. Woodlands experiencing changes such as harvesting, blowdown or other tree mortality are still considered woodlands. Such changes are considered temporary whereby the forest still retains its long-term ecological value.

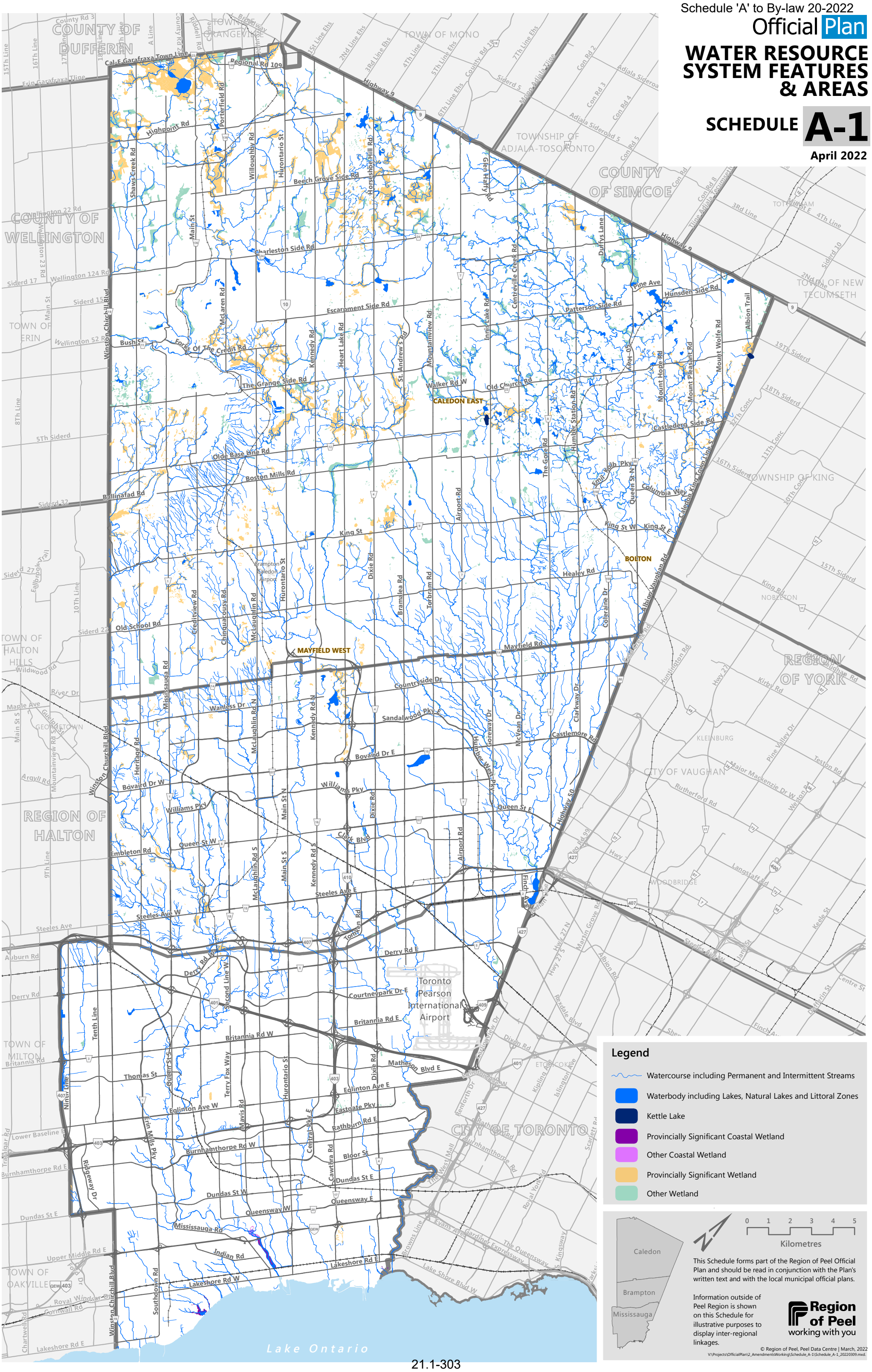
Schedule 'A' to By-law 20-2022

Official Plan

WATER RESOURCE SYSTEM FEATURES & AREAS

SCHEDULE A-1

April 2022



Legend

- Watercourse including Permanent and Intermittent Streams
- Waterbody including Lakes, Natural Lakes and Littoral Zones
- Kettle Lake
- Provincially Significant Coastal Wetland
- Other Coastal Wetland
- Provincially Significant Wetland
- Other Wetland

0 1 2 3 4 5

Kilometres

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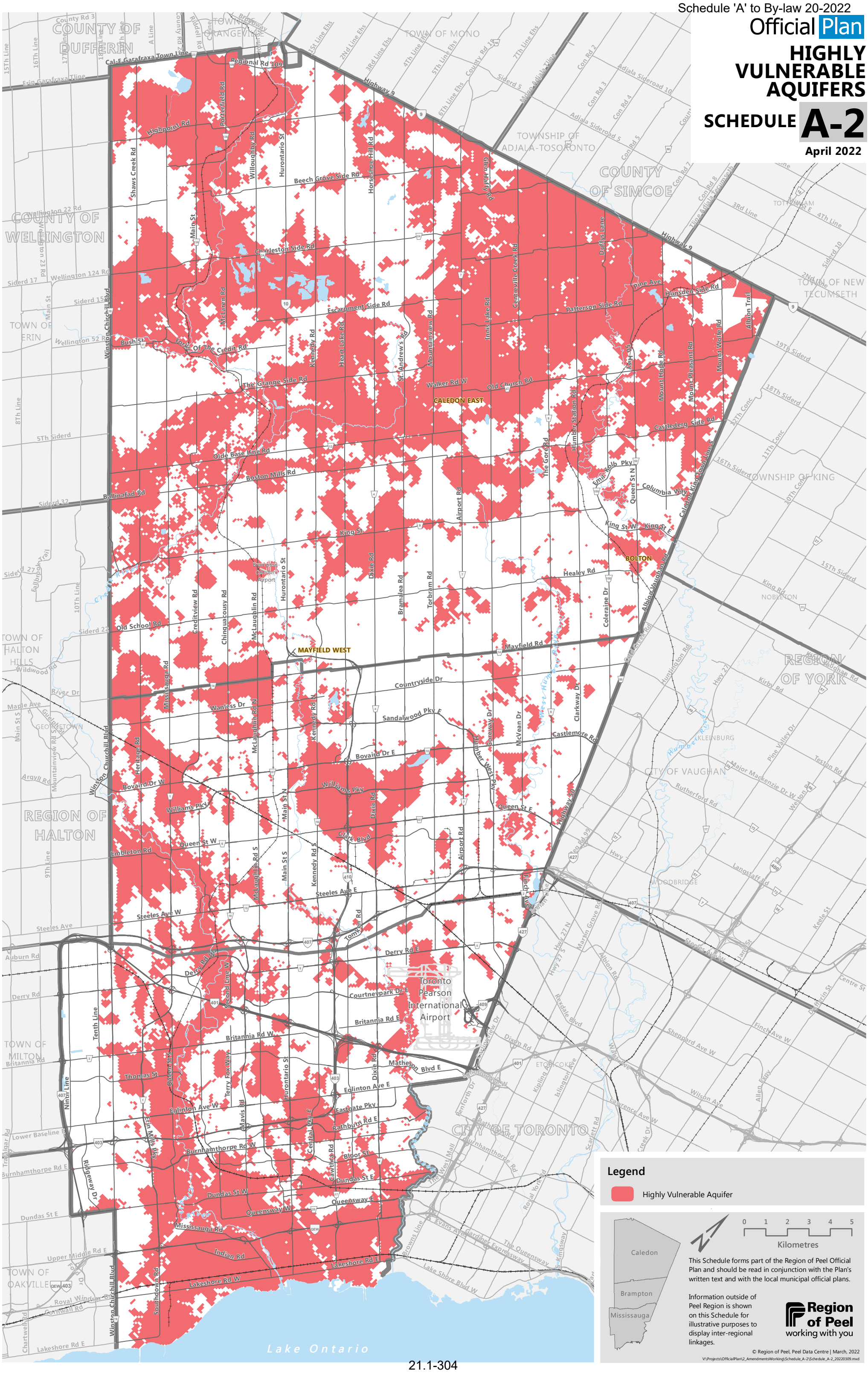
Official Plan

HIGHLY VULNERABLE AQUIFERS

SCHEDULE A-2

April 2022



Legend

Highly Vulnerable Aquifer

0 1 2 3 4 5

Kilometres

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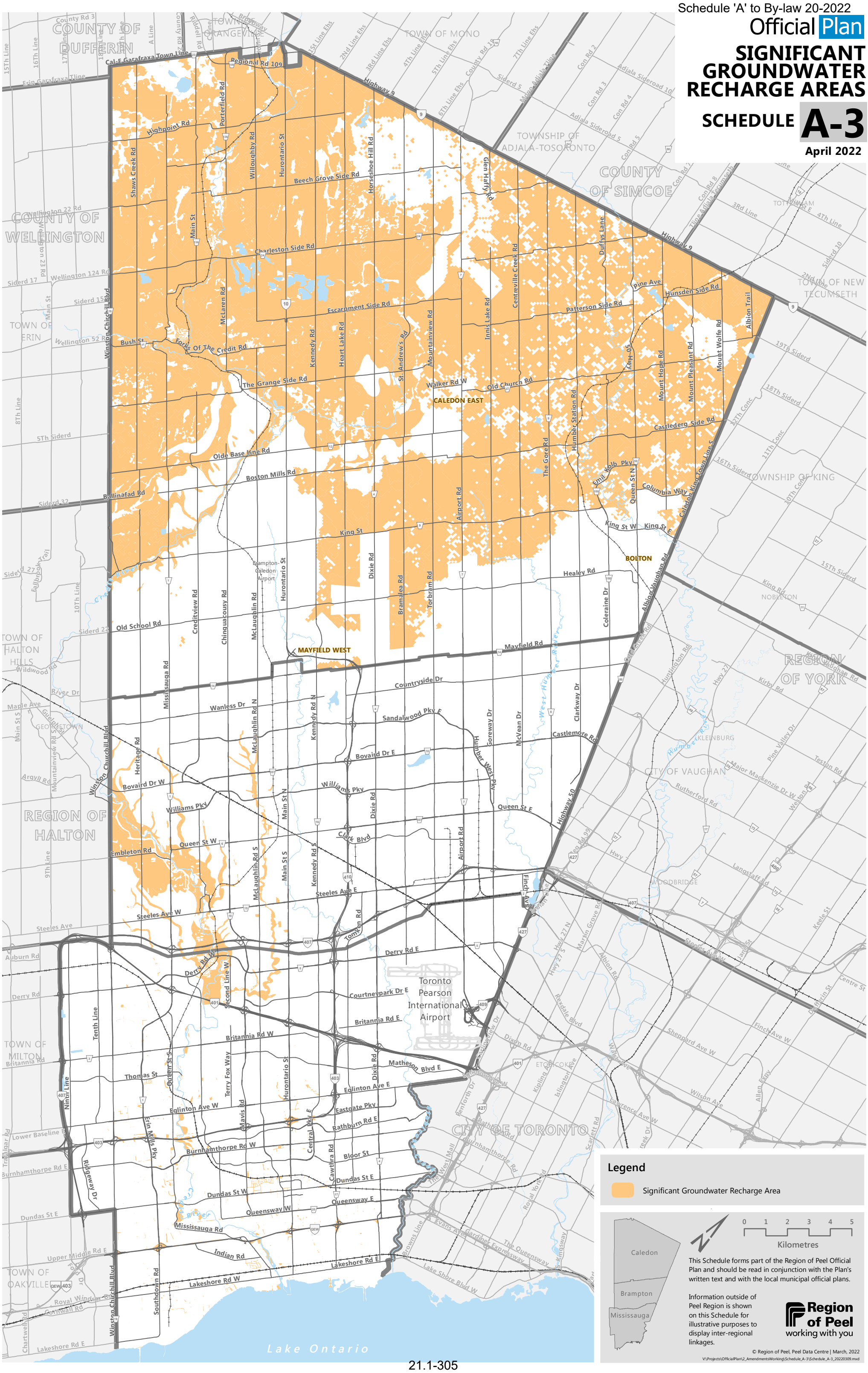
Schedule 'A' to By-law 20-2022

Official Plan

SIGNIFICANT GROUNDWATER RECHARGE AREAS

SCHEDULE A-3

April 2022



Legend

Significant Groundwater Recharge Area

0 1 2 3 4 5

Kilometres

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Schedule 'A' to By-law 20-2022

Official Plan

SOURCE PROTECTION PLAN AREAS IN PEEL

SCHEDULE A-4

April 2022

South Georgian Bay Lake Simcoe Source Protection Plan Area

Halton - Hamilton Source Protection Plan Area

Credit Valley - Toronto and Region - Central Lake Ontario(CTC) SourceProtection Plan Area

Legend

- CTC Region Source Protection Plan Area
- Halton Hamilton Source Protection Plan Area
- South Georgian Bay Lake Simcoe Source Protection Plan Area

Caledon

Brampton

Mississauga

0 1 2 3 4 5

Kilometres

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Schedule 'A' to By-law 20-2022

Official Plan

WELLHEAD PROTECTION AREAS IN CALEDON

SCHEDULE A-5

April 2022

ORANGEVILLE #6
ORANGEVILLE #11
ORANGEVILLE #10
ALTON #3
ALTON #4A
CALEDON VILLAGE #4
CALEDON VILLAGE #3
INGLEWOOD #4
INGLEWOOD #3
INGLEWOOD #2
CALEDON EAST #4
CALEDON EAST #4A
CALEDON EAST
CALEDON EAST #2
CALEDON EAST #3
PALGRAVE #4
PALGRAVE #3
PALGRAVE #2
CHELTENHAM #1
CHELTENHAM #2
7.2
6.3
6.4

TOWN OF ORANGEVILLE
TOWN OF MONO
TOWNSHIP OF ADJALA-TOSORONTO
COUNTY OF SIMCOE
TOWN OF CALEDON
TOWNSHIP OF MELANCTHON
TOWN OF MILTON
TOWN OF HALTON HILLS
TOWNSHIP OF KING
TOWN OF NEWMARKET
TOWN OF AURORA
TOWN OF WHITCHURCH-STOUFFVILLE
TOWN OF GEORGINA
TOWN OF EAST GWILLIMBURY
TOWN OF INNISFIL
TOWN OF BRADFORD WEST GWILLIMBURY
TOWN OF NEW TECUMSETH
TOWN OF BRADFORD
TOWNSHIP OF ESSA
TOWNSHIP OF SPRINGWATER
TOWNSHIP OF CLEARVIEW
TOWNSHIP OF ORO-MEDONTE
TOWNSHIP OF SEVERN
TOWNSHIP OF RAMARA
TOWNSHIP OF TAY
TOWNSHIP OF TINY
TOWNSHIP OF MIDLAND
TOWNSHIP OF SOUTH GEORGIAN BAY
TOWNSHIP OF GEORGIAN BLUFFS
TOWNSHIP OF OSPREY
TOWNSHIP OF COLLINGWOOD
TOWNSHIP OF THE BLUE MOUNTAINS
TOWNSHIP OF MULMUR
TOWNSHIP OF MELANCTHON
TOWNSHIP OF EAST GARAFRAXA
TOWNSHIP OF SOUTHGATE
TOWNSHIP OF GRAND VALLEY
TOWNSHIP OF AMARANTH
TOWNSHIP OF EAST LUTHER GRAND VALLEY
TOWNSHIP OF MONO
TOWNSHIP OF ADJALA-TOSORONTO
TOWNSHIP OF KING
TOWNSHIP OF CALEDON
TOWNSHIP OF MILTON
TOWNSHIP OF HALTON HILLS
TOWNSHIP OF BRADFORD WEST GWILLIMBURY
TOWNSHIP OF NEW TECUMSETH
TOWNSHIP OF ESSA
TOWNSHIP OF SPRINGWATER
TOWNSHIP OF CLEARVIEW
TOWNSHIP OF ORO-MEDONTE
TOWNSHIP OF SEVERN
TOWNSHIP OF RAMARA
TOWNSHIP OF TAY
TOWNSHIP OF TINY
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TOWNSHIP OF SOUTH GEORGIAN BAY
TOWNSHIP OF GEORGIAN BLUFFS
TOWNSHIP OF OSPREY
TOWNSHIP OF COLLINGWOOD
TOWNSHIP OF THE BLUE MOUNTAINS
TOWNSHIP OF MULMUR
TOWNSHIP OF EAST GARAFRAXA
TOWNSHIP OF SOUTHGATE
TOWNSHIP OF GRAND VALLEY
TOWNSHIP OF AMARANTH
TOWNSHIP OF EAST LUTHER GRAND VALLEY

Cal-E Garafraxa Town Line
Regional Rd 109
Highpoint Rd
Porterfield Rd
Willoughby Rd
Hurontario St
Horseshoe Hill Rd
Shaws Creek Rd
Beech Grove Side Rd
Glen Haffy Rd
Main St
Charleston Side Rd
McLaren Rd
Escarpment Side Rd
Centreville Creek Rd
Innis Lake Rd
Patterson Side Rd
Duffys Lane
Highway 9
Pine Ave
Hunsden Side Rd
Albion Trail
Mount Wolfe Rd
Mount Hope Rd
Mount Pleasant Rd
Bush St
Forks Of The Credit Rd
Kennedy Rd
Heart Lake Rd
The Grange Side Rd
St. Andrew's Rd
Mountainview Rd
Old Church Rd
Walker Rd W
Olde Base Line Rd
Boston Mills Rd
Ballinafad Rd
Humber Station Rd
The Gore Rd
Airport Rd
Castlederg Side Rd
Emil Kolb Pky
Queen St N
Columbia Way
Caledon King Town Line S
King St W
King St E
King St
Healey Rd
Dixie Rd
Brampton-Caledon Airport
BOLTON
Credit River
Humber River

Disclaimer: The Region of Peel is in the process of commissioning new wells, decommissioning existing wells and updating wellhead protection area mapping. This Schedule will be updated by amendment to the Regional Official Plan to reflect the new wellhead protection area mapping as it becomes available.

0 1,000 2,000 3,000
Metres

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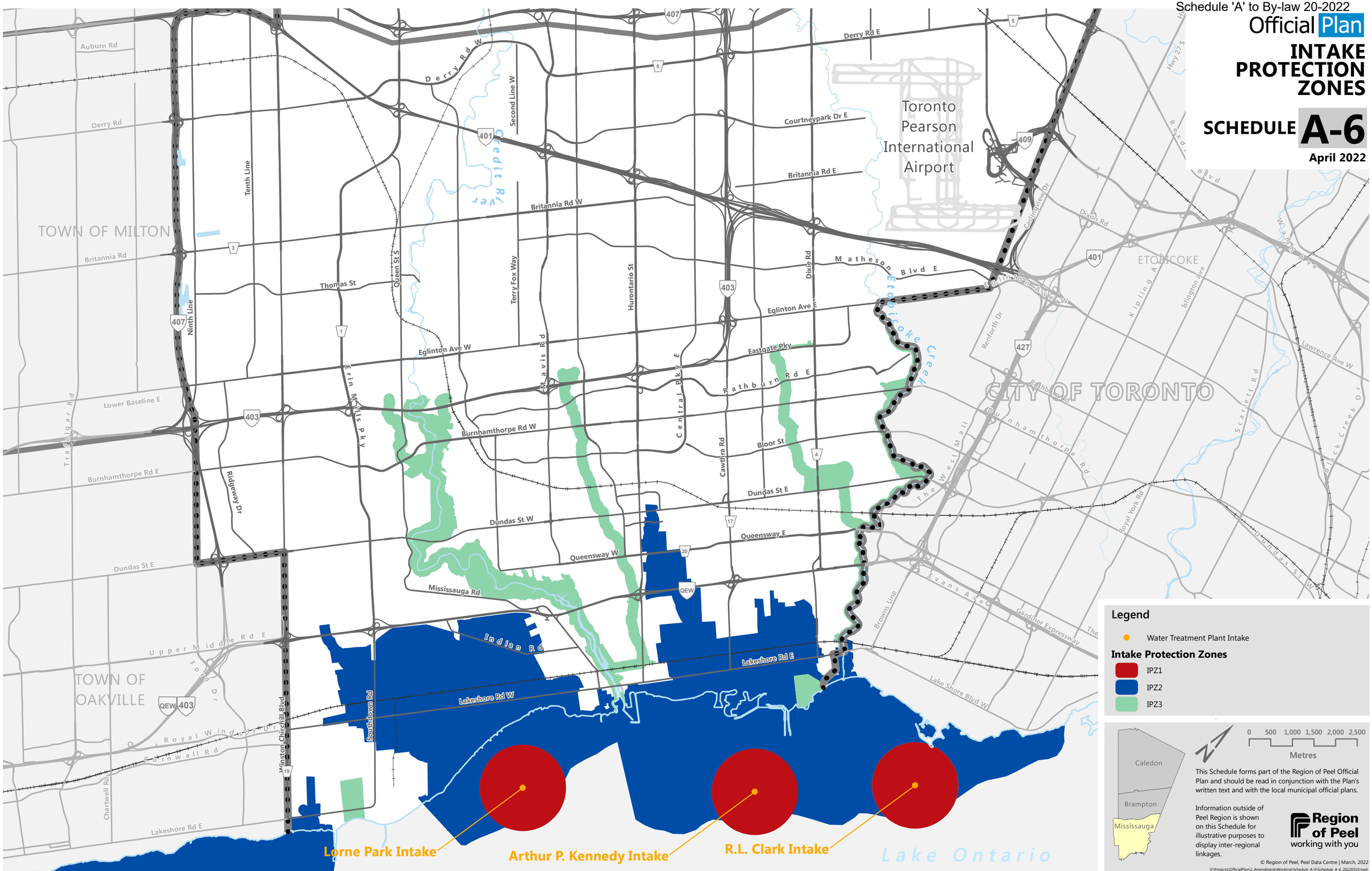
Schedule 'A' to By-law 20-2022

Official Plan

INTAKE PROTECTION ZONES

SCHEDULE A-6

April 2022



Legend

- Water Treatment Plant Intake

Intake Protection Zones

- IPZ1
- IPZ2
- IPZ3

0 500 1,000 1,500 2,000 2,500

Metres

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Schedule 'A' to By-law 20-2022

Official Plan

LAKE SIMCOE PROTECTION ACT WATERSHED BOUNDARY

SCHEDULE B-1

April 2022

COUNTY OF SIMCOE

TOWN OF NEW TECUMSETH

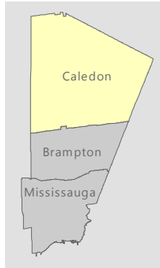
CALEDON EAST

BOLTON

Willoughby Rd
Huront
Horseshoe Hill
Glen Hatty Rd
Beech Grove Side Rd
Con Rd 7
Con Rd 8
Tline Adjala Tecumseth
3Rd Line
Sideroad 10
Duffys Lane
Highway 9
Charleston Side Rd
Centreville Creek Rd
Pine Ave
Hunsden Side Rd
2Nd Line
McLaren Rd
Escarpment Side Rd
Patterson Side Rd
Innis Lake Rd
Albion Trail
Mount Wolfe Rd
19Th Sideroad
Credit Rd
Kennedy Rd
Heart Lake Rd
St. Andrew's Rd
Mountainview Rd
Hwy 50
Mount Hope Rd
Mount Pleasant Rd
18Th Sideroad
The Grange Side Rd
Walker Rd W
Old Church Rd
Humber Station Rd
12Th Conc
Castlederg Side Rd
Olde Base Line Rd
Boston Mills Rd
The Gore Rd
Emil Kolb Pky
Queen St N
Columbia Way
Caledon King Town Line S
16Th Sideroad
Airport Rd
King St
King St W
King St E
Humber River
Dixie Rd
Healey Rd
Brampton-Caledon Airport

Legend

- Lake/Pond
- River/Stream
- External Boundary of ORMCPA
- Lake Simcoe Protection Act Boundary
- West Holland Subwatershed Area



0 500 1,000 1,500 2,000 2,500

Metres

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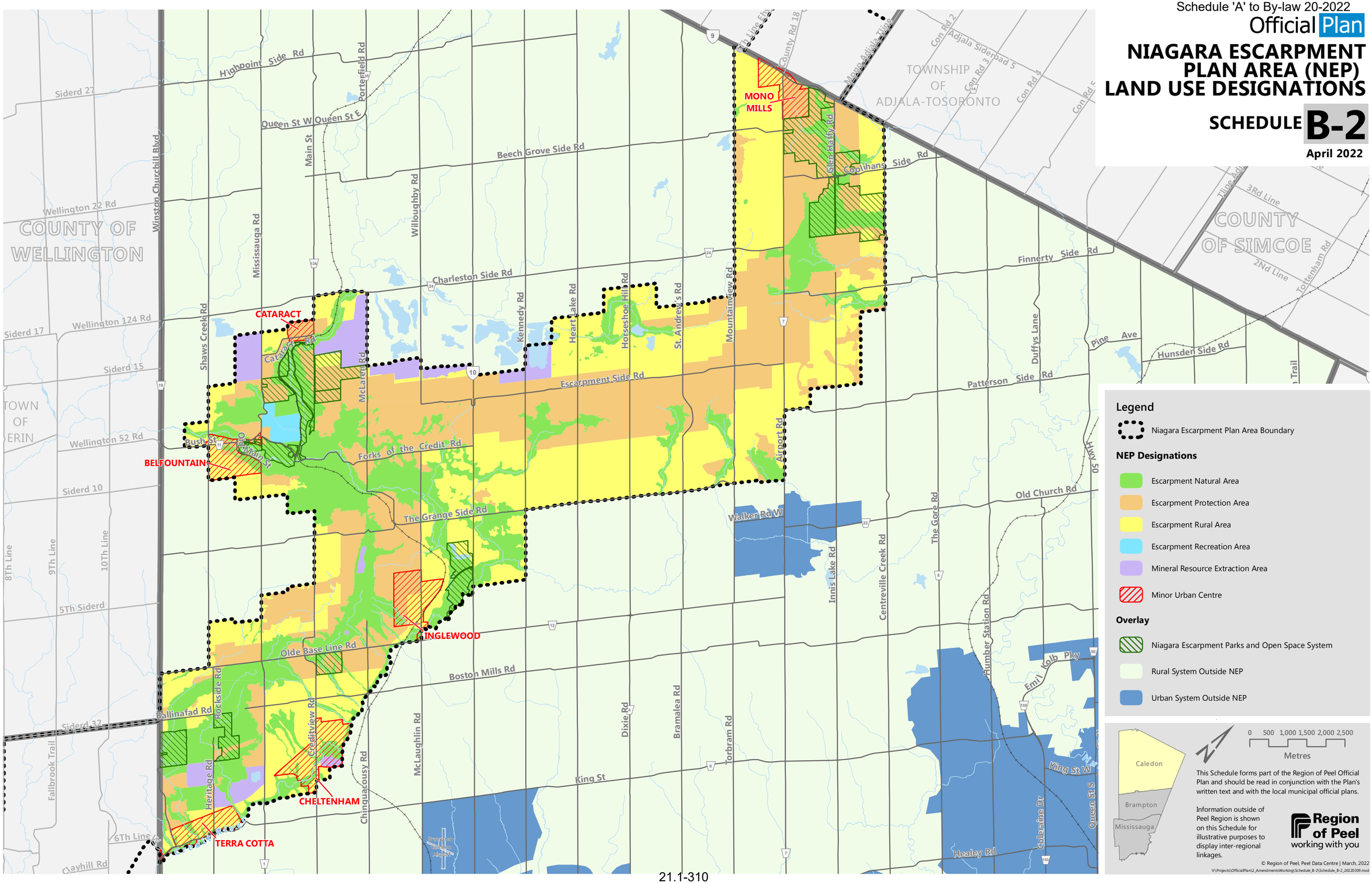
Schedule 'A' to By-law 20-2022

Official Plan

NIAGARA ESCARPMENT PLAN AREA (NEP) LAND USE DESIGNATIONS

SCHEDULE B-2

April 2022



Legend

- Niagara Escarpment Plan Area Boundary

NEP Designations

- Escarpment Natural Area
- Escarpment Protection Area
- Escarpment Rural Area
- Escarpment Recreation Area
- Mineral Resource Extraction Area
- Minor Urban Centre

Overlay

- Niagara Escarpment Parks and Open Space System
- Rural System Outside NEP
- Urban System Outside NEP

0 500 1,000 1,500 2,000 2,500

Metres

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Official Plan

OAK RIDGES MORAINE CONSERVATION PLAN AREA (ORMCPA) LAND USE DESIGNATIONS

SCHEDULE B-3

April 2022

COUNTY OF SIMCOE

TOWN OF NEW TECUMSETH

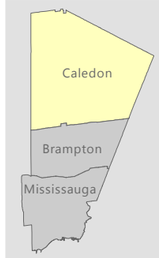
CALEDON EAST

BOLTON

Porterfield Rd
Beech Grove Side Rd
Glen Haffy Rd
Con Rd 3
Con Rd 4
Adjala Sideroad 5
Con Rd 7
Con Rd 8
Tline Adjala Tecumseth
Willoughby Rd
Coolihans Side Rd
Horseshoe Hill Rd
Charleston Side Rd
Finnerty Side Rd
Tottenham
3Rd Line
2Nd Line
McLaren Rd
Kennedy Rd
Heart Lake Rd
St. Andrew's Rd
Mountainview Rd
Airport Rd
Duffys Lane
Pine Ave
Hunsden Side Rd
Escarpment Side Rd
Patterson Side Rd
Albion Trail
Sideroad 15
Sideroad 17
Forks of the Credit Rd
19Th Sideroad
The Grange Side Rd
Walker Rd W
Old Church Rd
The Gore Rd
Mount Hope Rd
Mount Pleasant Rd
Mount Wolfe Rd
Hwy 50
12Th Conc
17Th Conc
Olde Base Line Rd
Innis Lake Rd
Castlederg Side Rd
Humber Station Rd
16Th Sideroad
McLaughlin Rd
Boston Mills Rd
Dixie Rd
Bramalea Rd
Torbram Rd
Centreville Creek Rd
Emil Kolb Pky
Columbia Way
Caledon King Town Line S
11Th Conc
Chinguacousy Rd
King St
Queen St N
King St W
King St E
Humber River
Coleraine Dr
Albion Vaughan Rd
King Rd
Healey Rd
Brampton-Caledon Airport

Legend

- Natural Core Area
- Natural Linkage Area
- Countryside Area
- Rural Settlement
- Palgrave Estate Residential Community (Component of the Countryside Area)
- Settlement Area
- Rural System Outside ORMCPA
- Urban System Outside ORMCPA
- Palgrave Estate Residential Community (refer to the Town of Caledon Official Plan)
- External Boundary of ORMCPA



0 500 1,000 1,500 2,000 2,500

Metres

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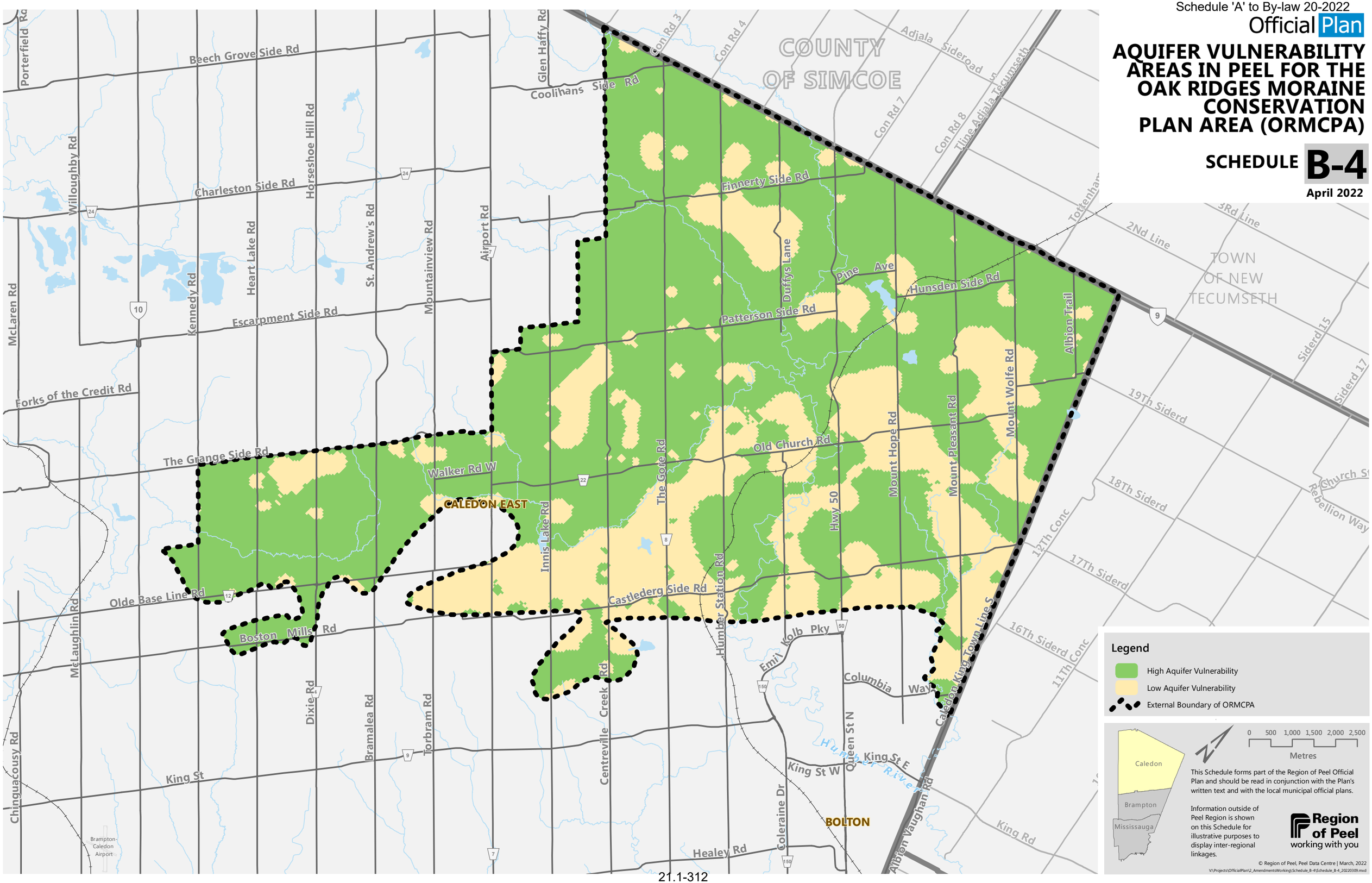
Official Plan

AQUIFER VULNERABILITY AREAS IN PEEL FOR THE OAK RIDGES MORAINE CONSERVATION PLAN AREA (ORMCPA)

SCHEDULE B-4

April 2022



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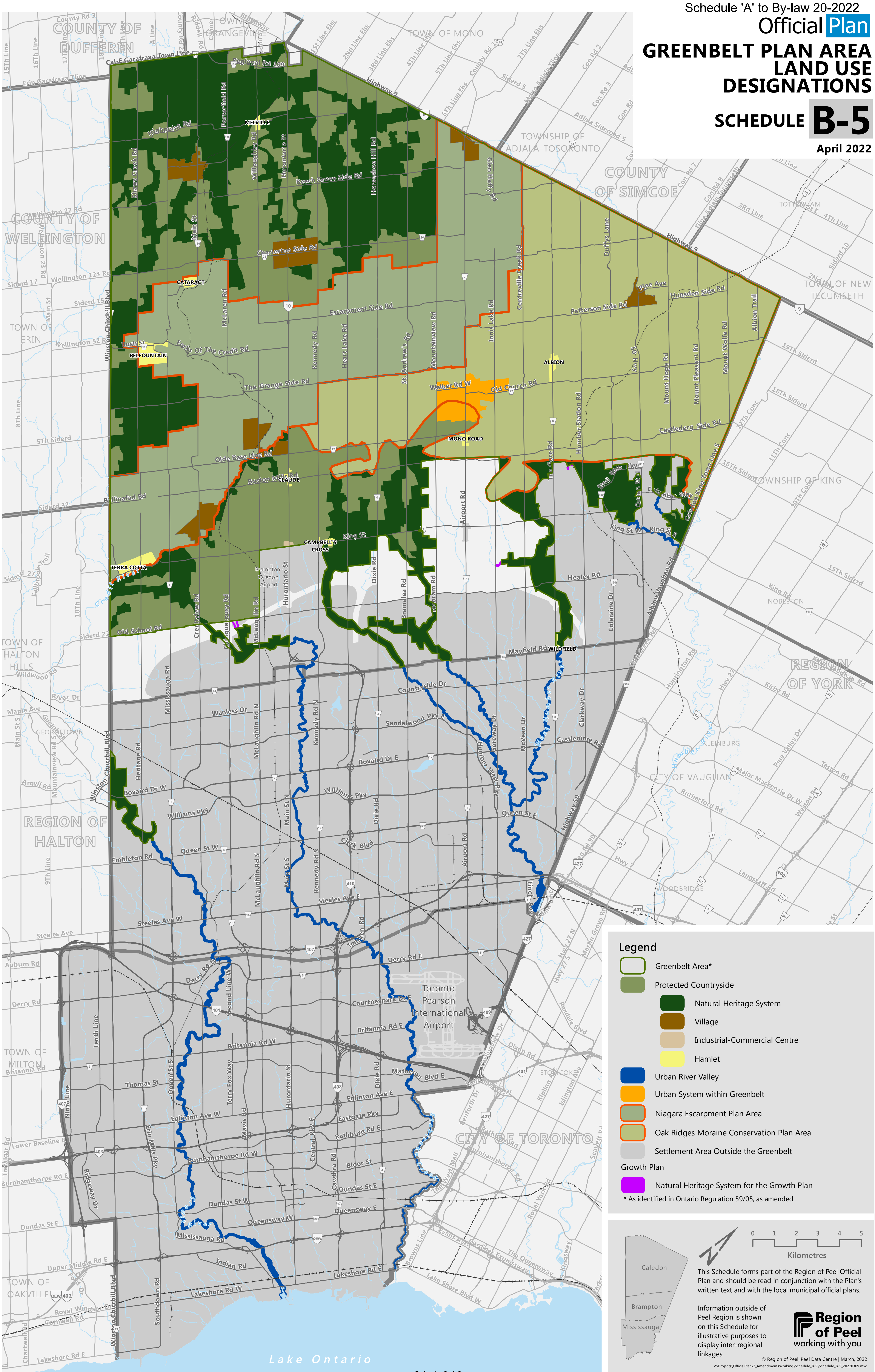
GREENBELT PLAN AREA LAND USE DESIGNATIONS

SCHEDULE B-5

April 2022



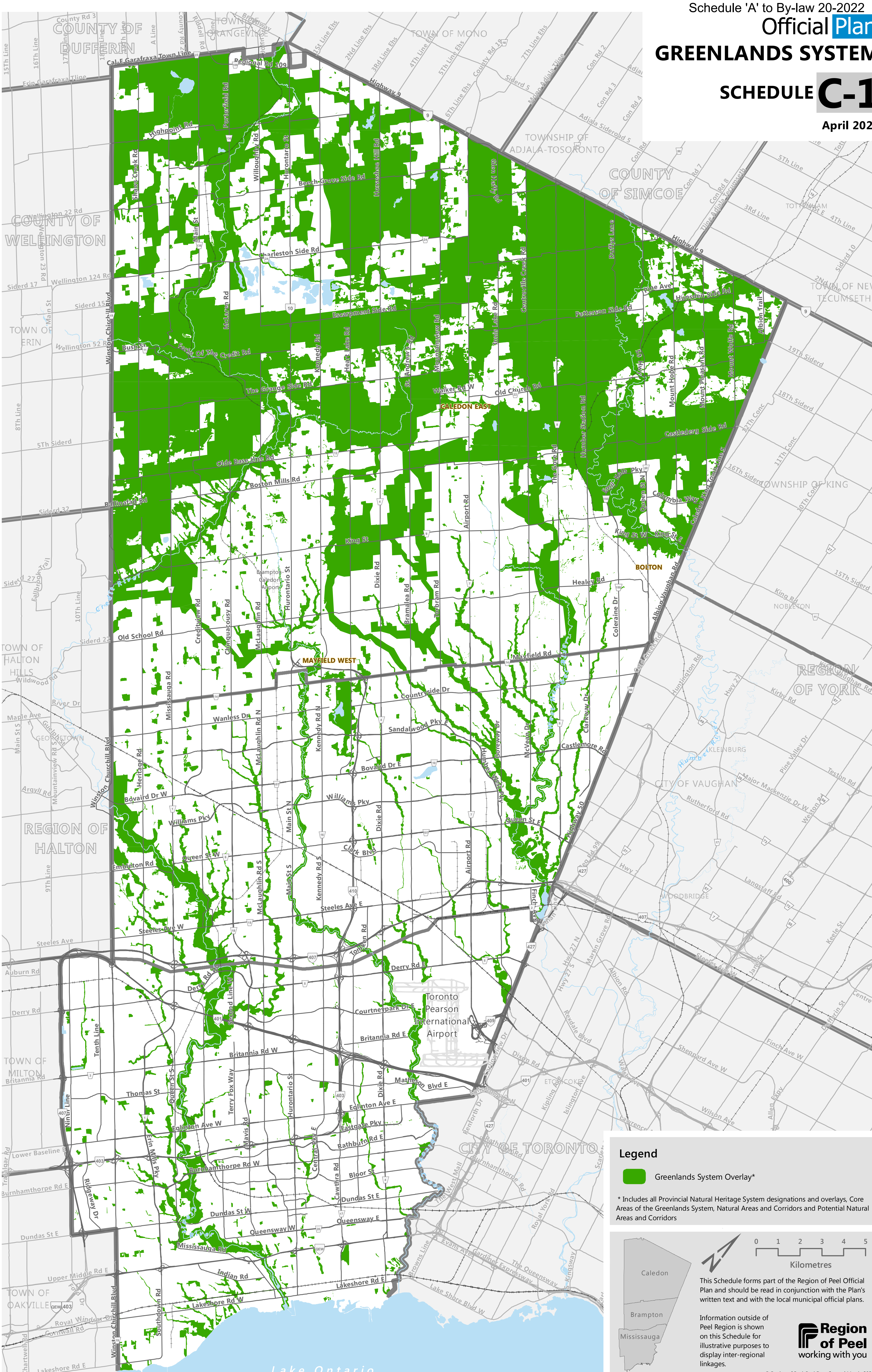
Schedule 'A' to By-law 20-2022

Official Plan

GREENLANDS SYSTEM

SCHEDULE C-1

April 2022



Legend

Greenlands System Overlay*

* Includes all Provincial Natural Heritage System designations and overlays, Core Areas of the Greenlands System, Natural Areas and Corridors and Potential Natural Areas and Corridors

Caledon
Brampton
Mississauga

0 1 2 3 4 5
Kilometres

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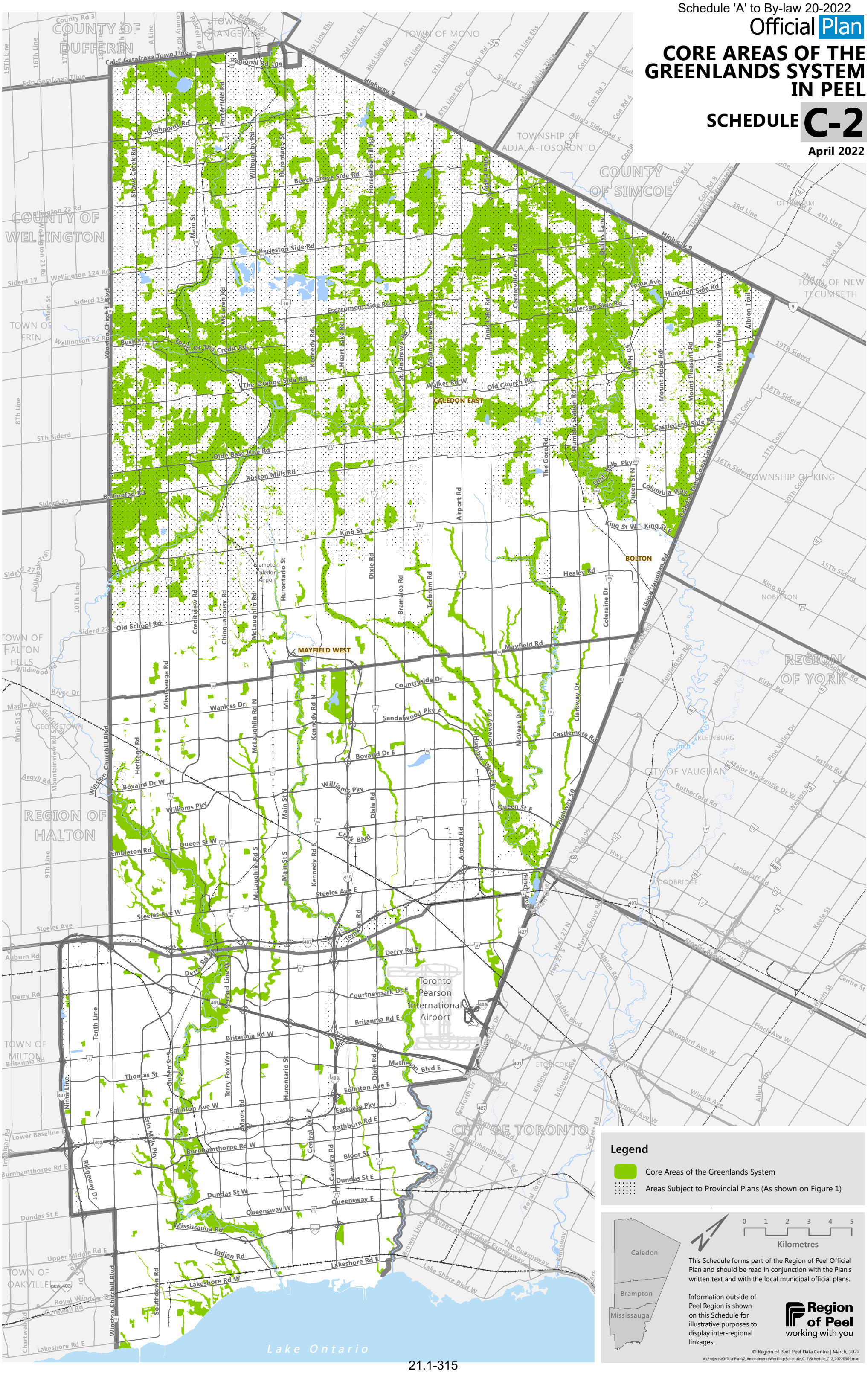
CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL

SCHEDULE C-2

April 2022



Legend

- Core Areas of the Greenlands System
- Areas Subject to Provincial Plans (As shown on Figure 1)

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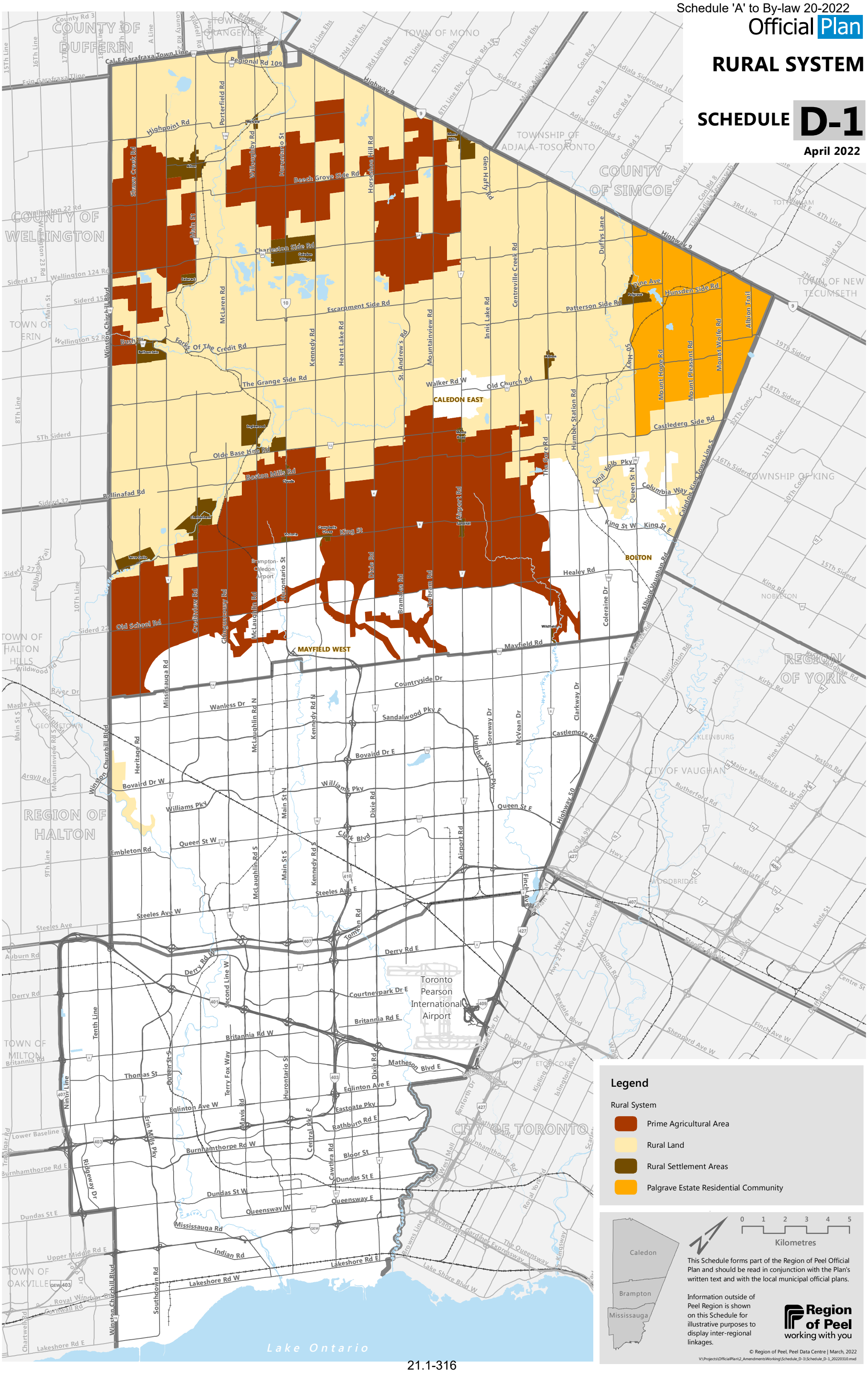
Official Plan

RURAL SYSTEM

SCHEDULE D-1

April 2022



Legend

Rural System

- Prime Agricultural Area
- Rural Land
- Rural Settlement Areas
- Palgrave Estate Residential Community

0 1 2 3 4 5

Kilometres

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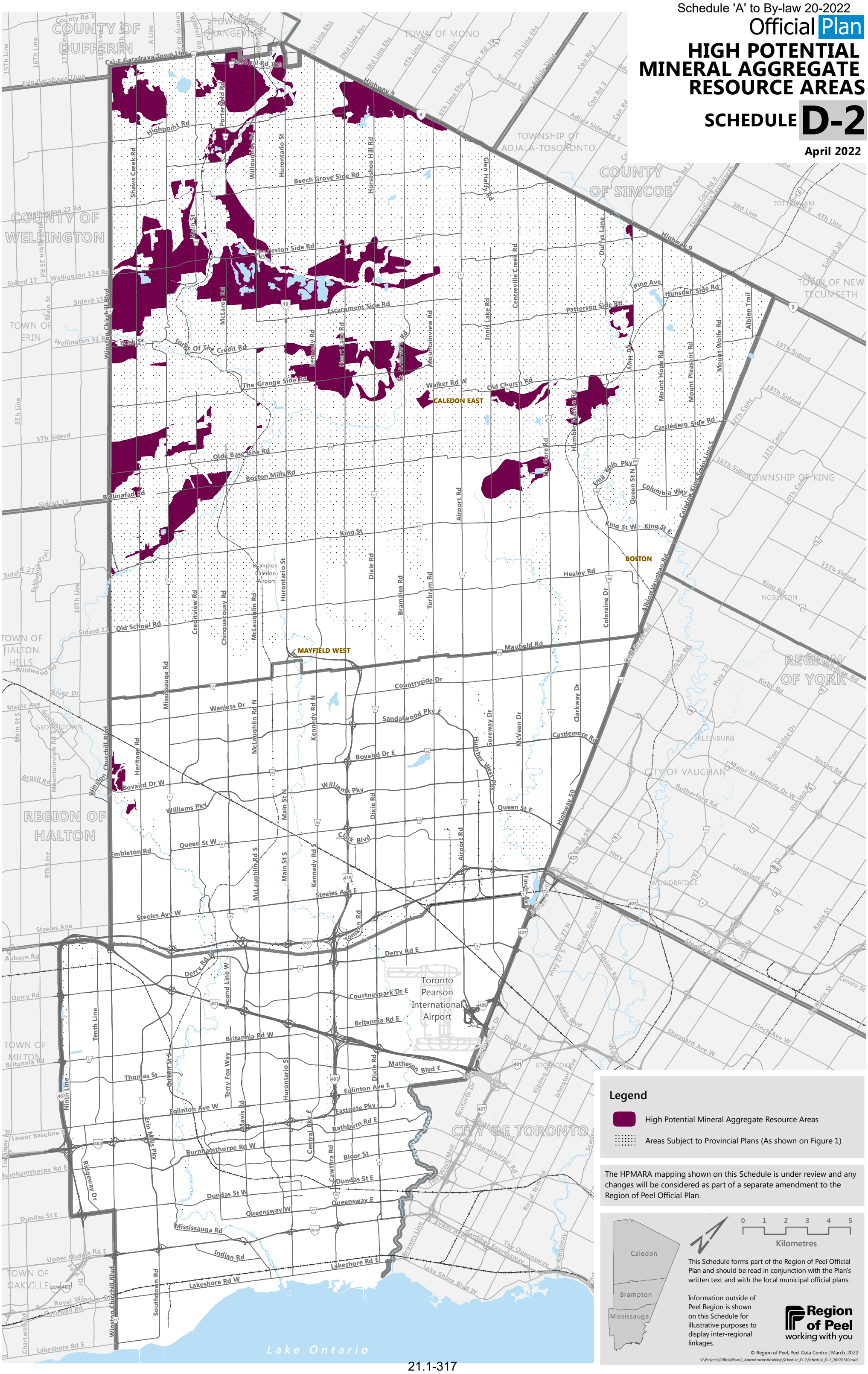
HIGH POTENTIAL MINERAL AGGREGATE RESOURCE AREAS

SCHEDULE D-2

April 2022



Legend

- High Potential Mineral Aggregate Resource Areas
- Areas Subject to Provincial Plans (As shown on Figure 1)

The HPMARA mapping shown on this Schedule is under review and any changes will be considered as part of a separate amendment to the Region of Peel Official Plan.

0 1 2 3 4 5

Kilometres

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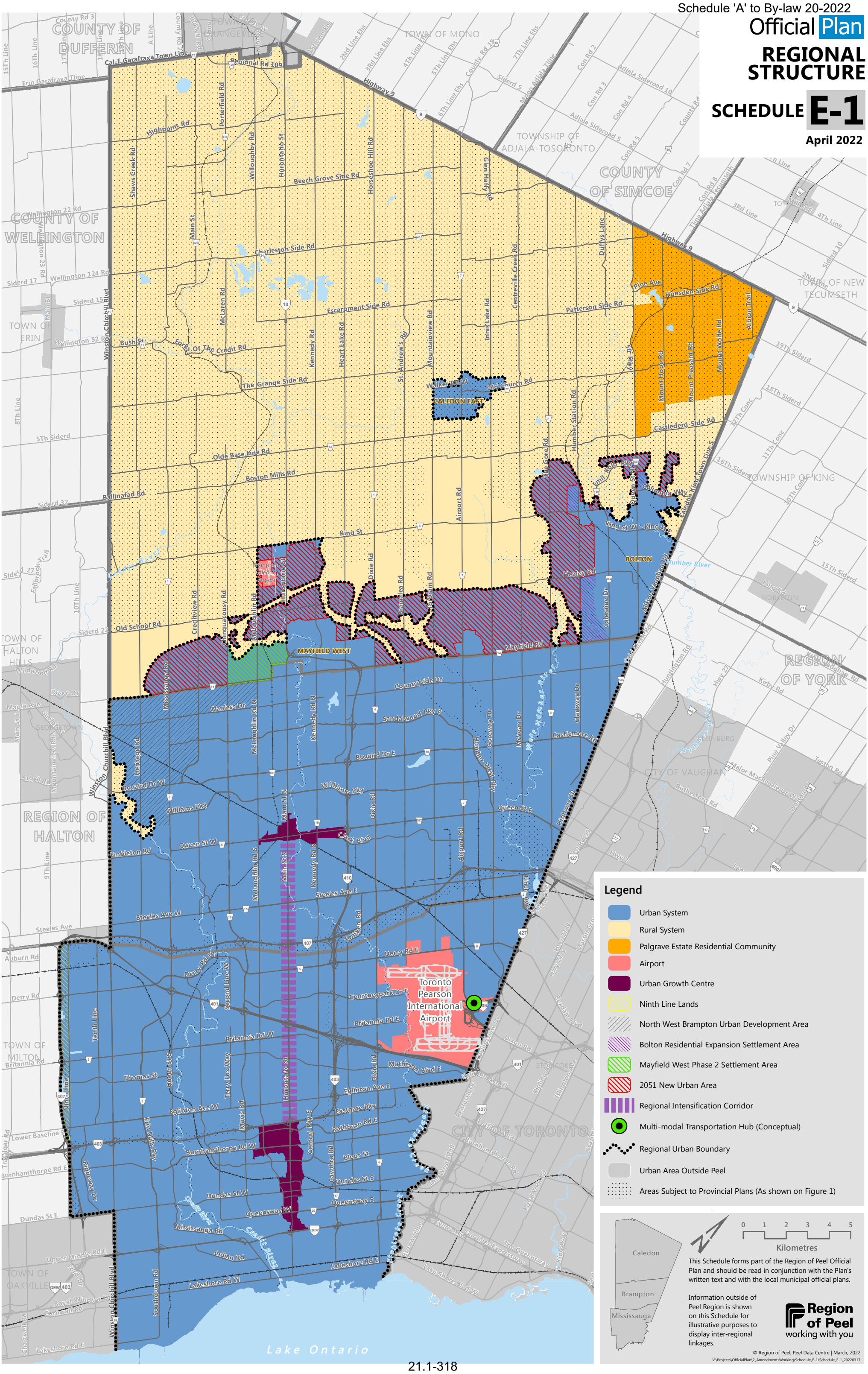
Official Plan

REGIONAL STRUCTURE

SCHEDULE E-1

April 2022



Legend

- Urban System
- Rural System
- Palgrave Estate Residential Community
- Airport
- Urban Growth Centre
- Ninth Line Lands
- North West Brampton Urban Development Area
- Bolton Residential Expansion Settlement Area
- Mayfield West Phase 2 Settlement Area
- 2051 New Urban Area
- Regional Intensification Corridor
- Multi-modal Transportation Hub (Conceptual)
- Regional Urban Boundary
- Urban Area Outside Peel
- Areas Subject to Provincial Plans (As shown on Figure 1)

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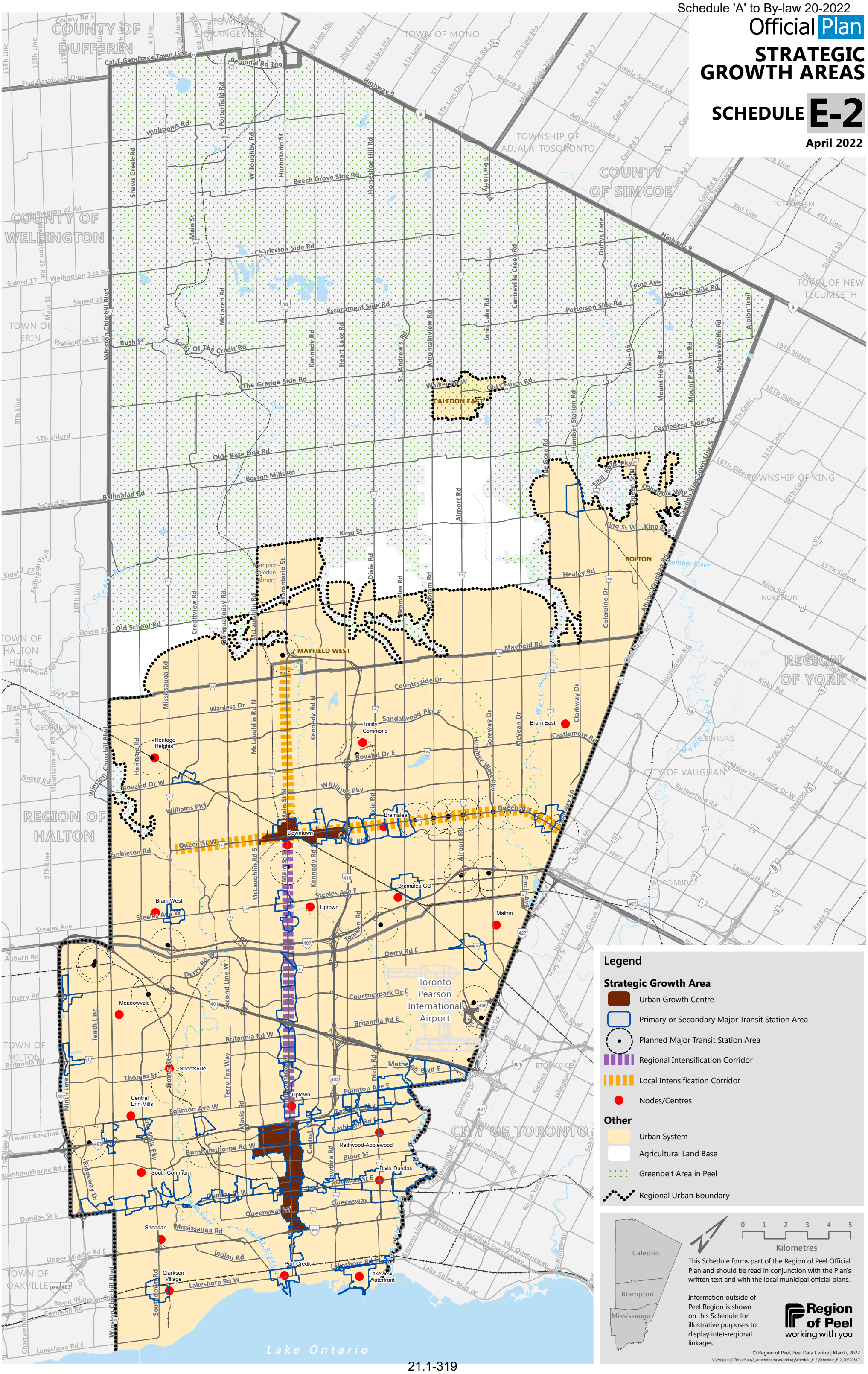
STRATEGIC GROWTH AREAS

SCHEDULE E-2

April 2022



Legend

Strategic Growth Area

- Urban Growth Centre
- Primary or Secondary Major Transit Station Area
- Planned Major Transit Station Area
- Regional Intensification Corridor
- Local Intensification Corridor
- Nodes/Centres

Other

- Urban System
- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary

0 1 2 3 4 5

Kilometres

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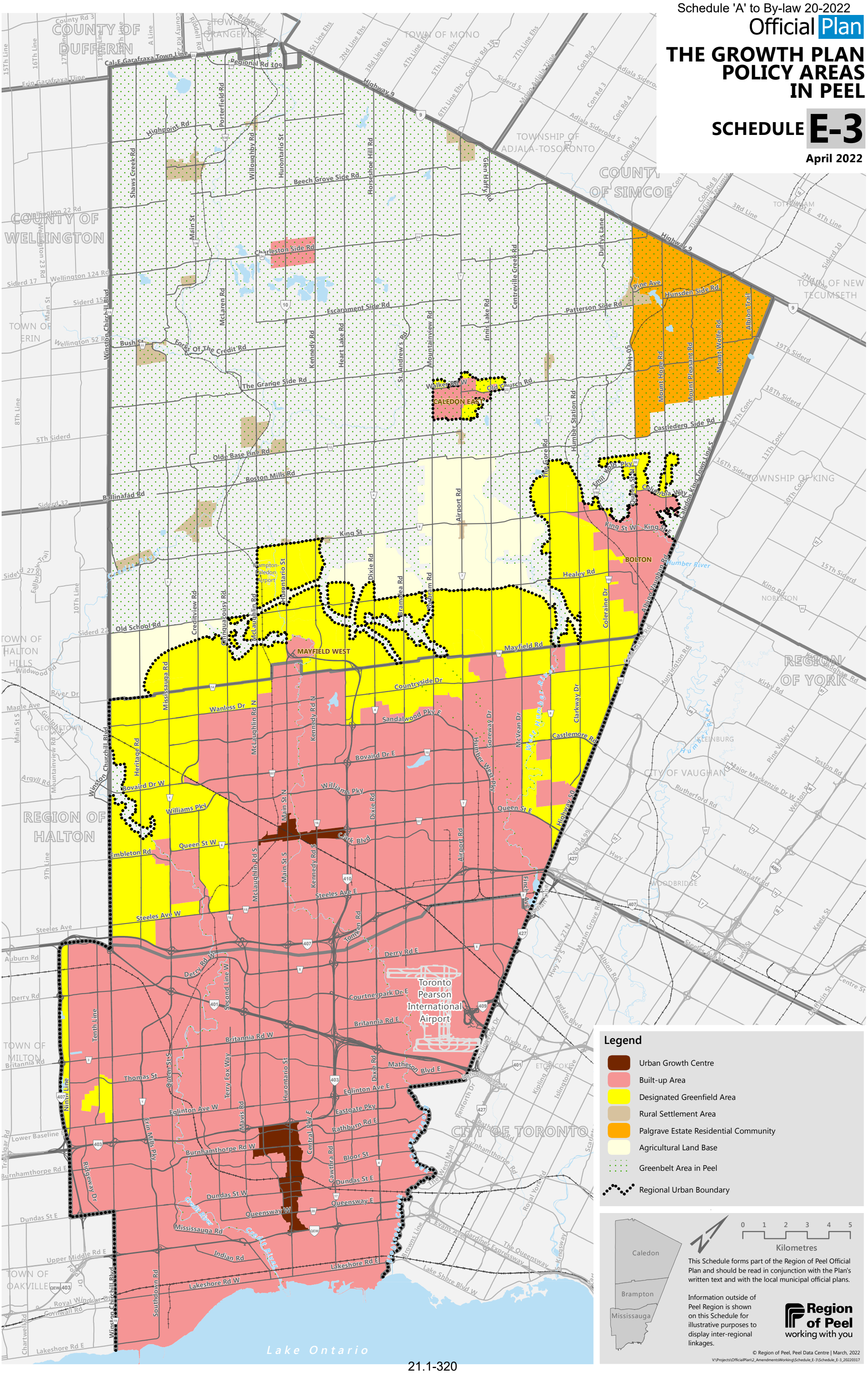
Official Plan

THE GROWTH PLAN POLICY AREAS IN PEEL

SCHEDULE E-3

April 2022



Legend

- Urban Growth Centre
- Built-up Area
- Designated Greenfield Area
- Rural Settlement Area
- Palgrave Estate Residential Community
- Agricultural Land Base
- Greenbelt Area in Peel
- Regional Urban Boundary

0 1 2 3 4 5

Kilometres

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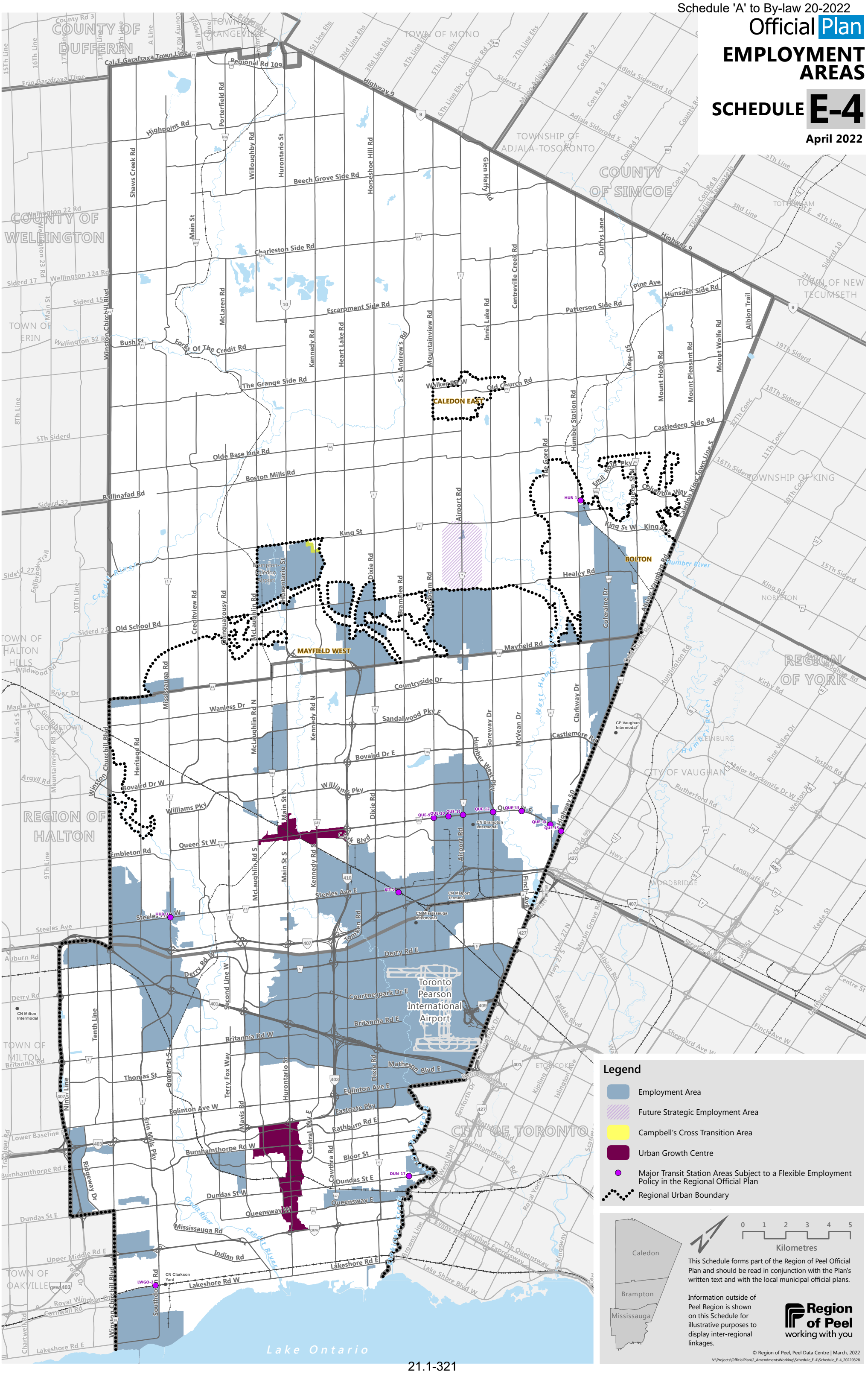
Official Plan

EMPLOYMENT AREAS

SCHEDULE E-4

April 2022



Legend

- Employment Area
- Future Strategic Employment Area
- Campbell's Cross Transition Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Regional Urban Boundary

0 1 2 3 4 5

Kilometres

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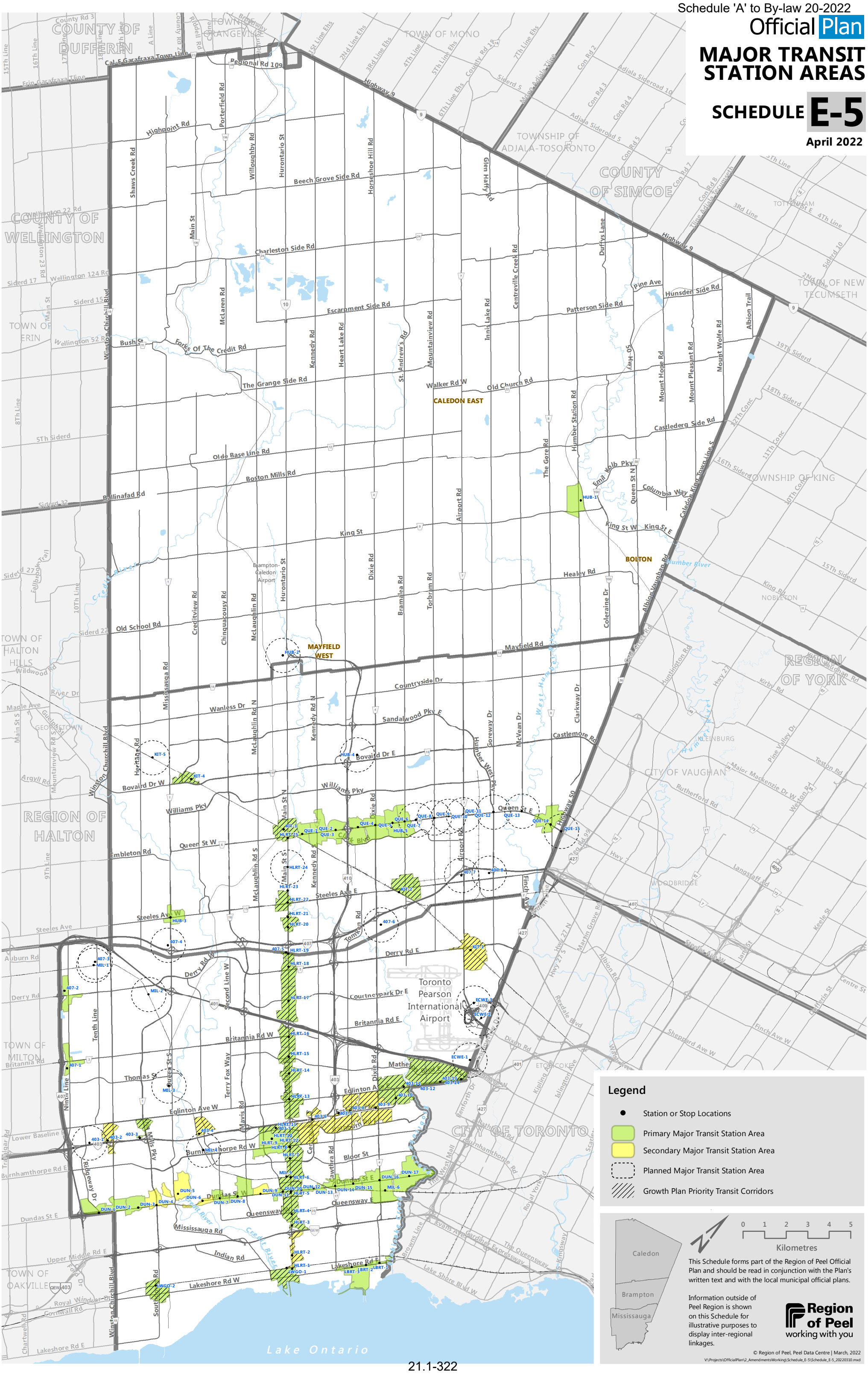
MAJOR TRANSIT STATION AREAS

SCHEDULE E-5

April 2022



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Official Plan

RAPID TRANSIT CORRIDORS

(LONG TERM CONCEPT)

SCHEDULE F-1

April 2022

Conceptual GTA West Transportation Corridor and Transitway Corridor. Location of and alignment of the transitway is subject to the GTA West Transportation Corridor Environmental Assessment. The location of the conceptual GTA West Transportation Corridor Transitway is intended to coincide with the GTA West Preliminary Route Planning Study Area.

Legend

- Multi-modal Transportation Hub (Conceptual)
- Existing GO Rail Station
- Proposed GO Rail Station
- Planned GO Rail Station
- Go Rail Line - 15 Minute Two-Way All Day
- Go Rail Line - Two-Way All-Day
- Proposed GO Rail Line
- Union-Pearson Rail Link
- LRT (Light Rail Transit)
- BRT (Bus Rapid Transit)/Highway 407 Transitway
- Other Rapid Transit Corridors
- Conceptual GTA West Transportation Corridor and Transitway Corridor
- Areas Subject to Provincial Plans (As shown on Figure 1)

Rapid Transit Corridors are shown as identified by transit providers, the Metrolinx 2041 Regional Transportation Plan, and the Region's advocacy positions. This map depicts both existing and proposed Rapid Transit Corridor to provide a long term concept. The corridors and alignments of the proposed corridors are subject to change.

Bolton Rail Service has been identified in the Metrolinx 2041 Regional Transportation Plan as a project with a horizon beyond 2041. The precise location of the Bolton GO Station will be determined through a future study and Official Plan Amendment.

The UP express route overlaps the Kitchener GO rail line up until Pearson Airport.

0 1 2 3 4 5

Kilometres

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Official Plan

MAJOR ROAD NETWORK

SCHEDULE F-2

April 2022

North-South Corridor Study Area as identified by both Peel and Halton in the Halton-Peel Boundary Area Transportation Study (2010) - The location of major roads in these areas will be identified through future studies and Official Plan Amendments

Conceptual GTA West Transportation Corridor and Northwest GTA Transmission Corridor. Location and alignment of the corridors are subject to the GTA West Transportation Corridor Environmental Assessment and the Northwest GTA Transmission Corridor Identification Study, respectively. The location of the conceptual corridors are intended to coincide with the GTA West Preliminary Route Planning Study Area and the Northwest GTA Transmission Corridor Identification Study Area.

Legend

- Freeway
- Conceptual Freeway Extension
- Major Road
- Future Major Road
- Conceptual North-South Corridor Study Area
- Conceptual North-South Corridor Study Area in Halton Region (does not form part of this plan)
- Conceptual GTA West Transportation Corridor and Northwest GTA Transmission Corridor
- Areas Subject to Provincial Plans (As shown on Figure 1)

Alignment of Future Major Roads are conceptual and subject to an Environmental Assessment Process.

0 1 2 3 4 5
Kilometres

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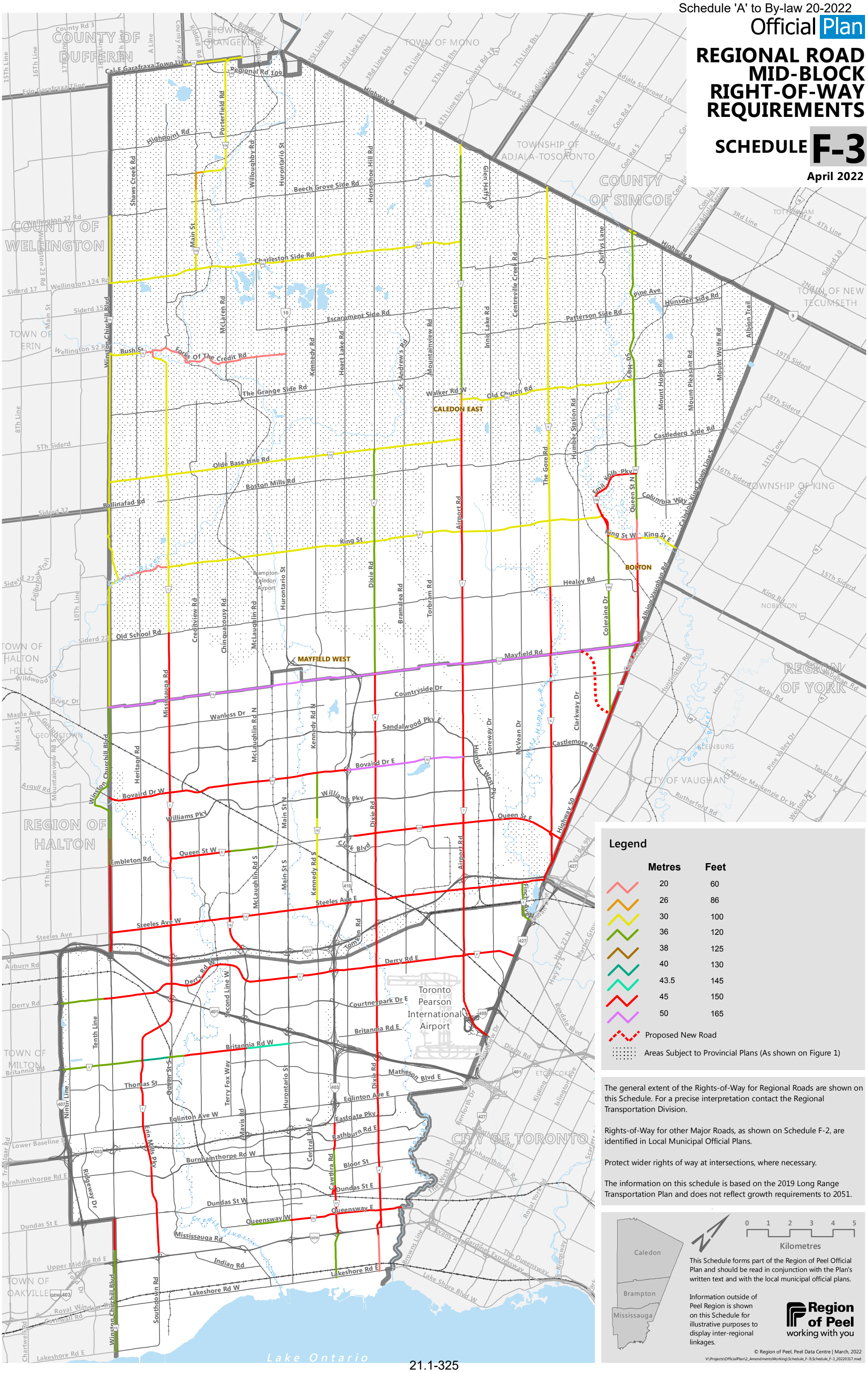
REGIONAL ROAD MID-BLOCK RIGHT-OF-WAY REQUIREMENTS

SCHEDULE F-3

April 2022



Legend

Metres	Feet
20	60
26	86
30	100
36	120
38	125
40	130
43.5	145
45	150
50	165

Proposed New Road

Areas Subject to Provincial Plans (As shown on Figure 1)

The general extent of the Rights-of-Way for Regional Roads are shown on this Schedule. For a precise interpretation contact the Regional Transportation Division.

Rights-of-Way for other Major Roads, as shown on Schedule F-2, are identified in Local Municipal Official Plans.

Protect wider rights of way at intersections, where necessary.

The information on this schedule is based on the 2019 Long Range Transportation Plan and does not reflect growth requirements to 2051.

0 1 2 3 4 5

Kilometres

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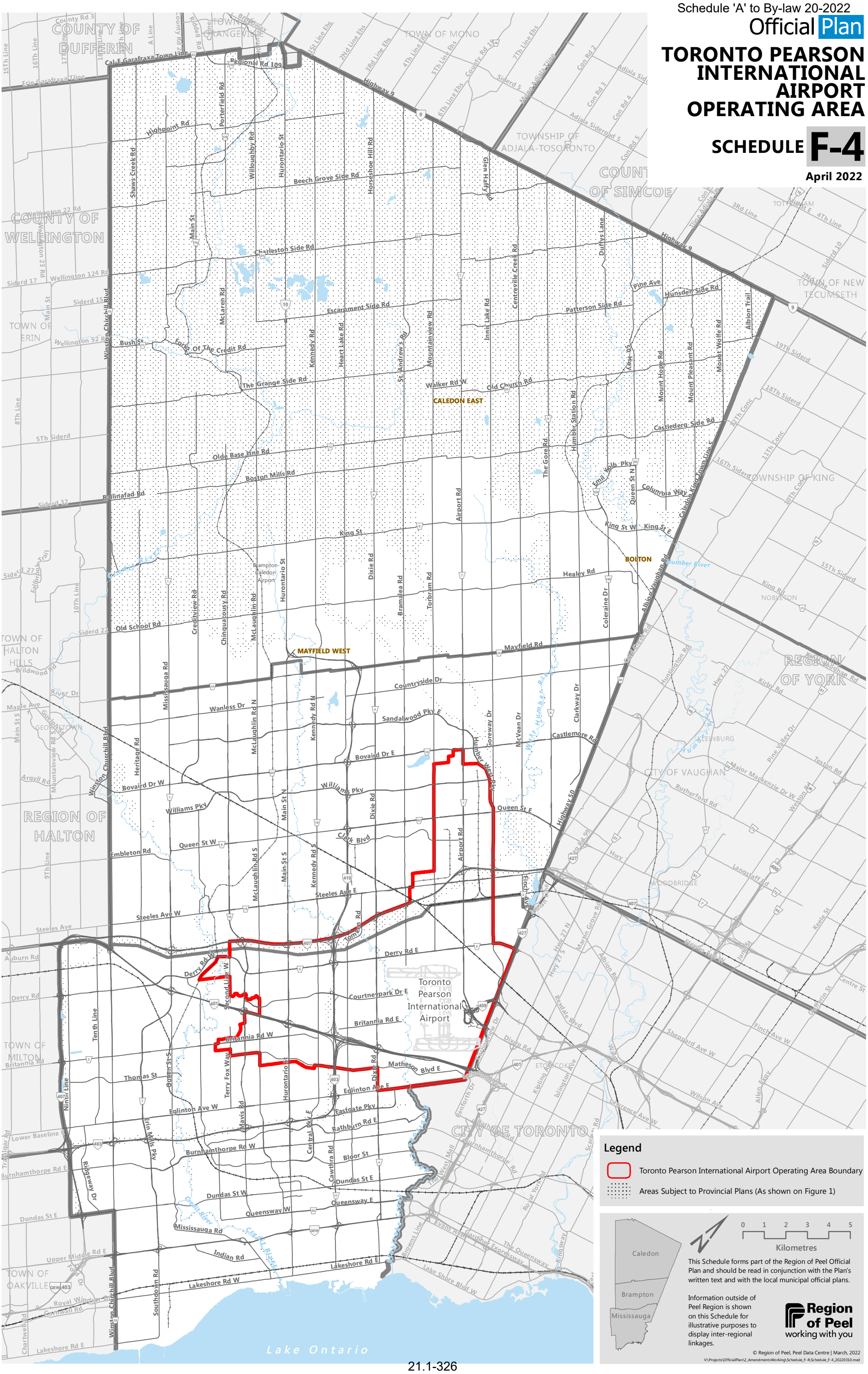
TORONTO PEARSON INTERNATIONAL AIRPORT OPERATING AREA

SCHEDULE F-4

April 2022



Legend

- Toronto Pearson International Airport Operating Area Boundary
- Areas Subject to Provincial Plans (As shown on Figure 1)

0 1 2 3 4 5

Kilometres

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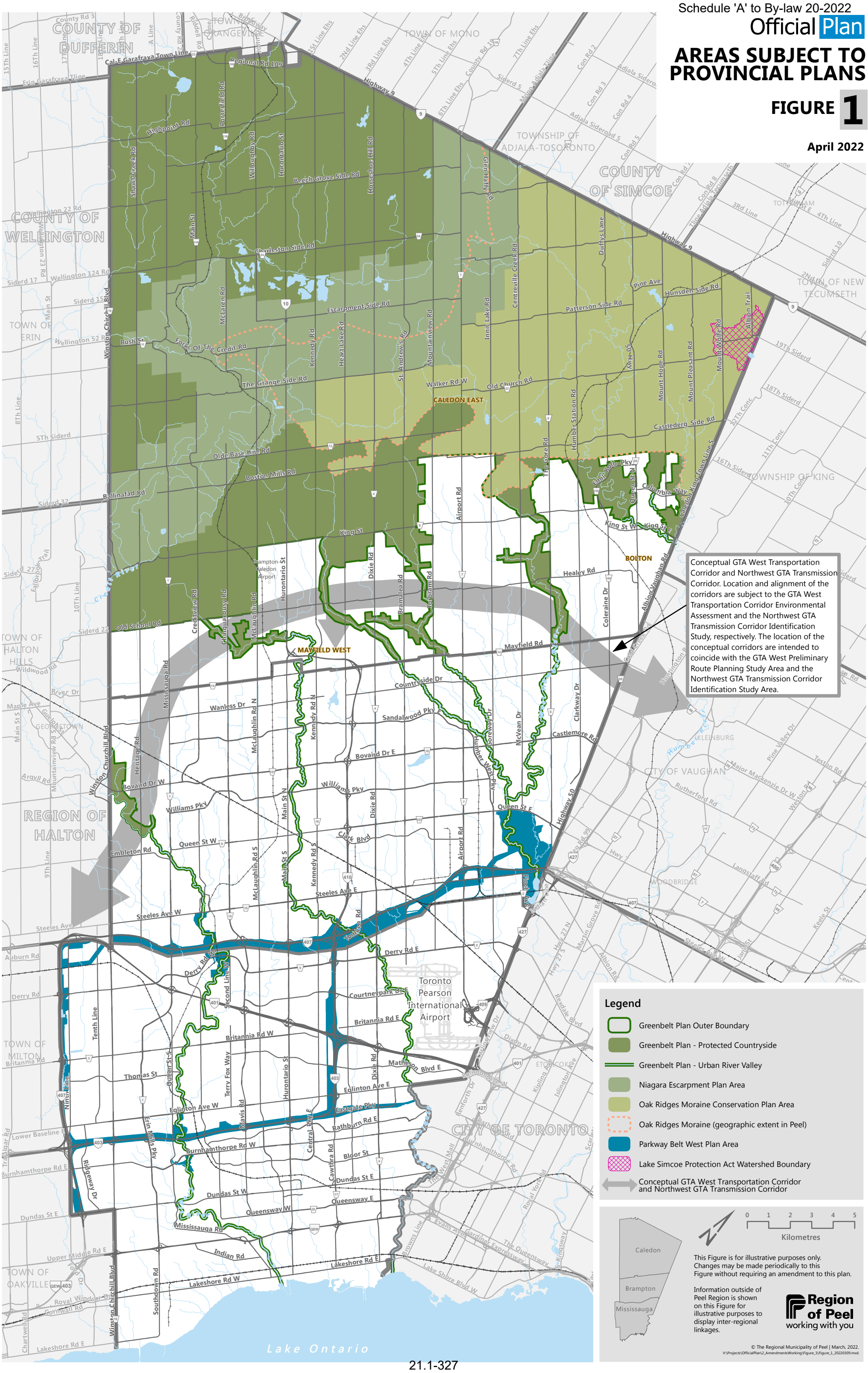
AREAS SUBJECT TO PROVINCIAL PLANS

FIGURE 1

April 2022



Official Plan

WATERSHED BOUNDARIES

FIGURE 2

April 2022

GRAND RIVER

NOTTAWASAGA RIVER

WEST HOLLAND RIVER

CREDIT RIVER

HUMBER RIVER

DON RIVER

ETOBICOKE CREEK

MIMICO CREEK

SIXTEEN MILE CREEK

CALEDON EAST

BOLTON

MAYFIELD WEST

Toronto Pearson International Airport

Lake Ontario

Legend

- Conservation Authority Boundary

Watersheds

- Credit River
- Don River
- Etobicoke Creek
- Grand River
- Humber River
- Mimico Creek
- Nottawasaga River
- Sixteen Mile Creek
- West Holland River
- Direct Lake Drainage

1 - Applewood Creek
2 - Avonhead Creek
3 - Birchwood Creek
4 - Cawthra Creek
5 - Clearview Creek
6 - Cooksville Creek
7 - Joshua's Creek
8 - Lakeside Creek
9 - Lornewood Creek
10 - Moore Creek
11 - Morrison Creek
12 - Serson Creek
13 - Sheridan Creek
14 - Tecumseh Creek
15 - Turtle Creek
16 - Wedgewood Creek

0 1 2 3 4 5
Kilometres

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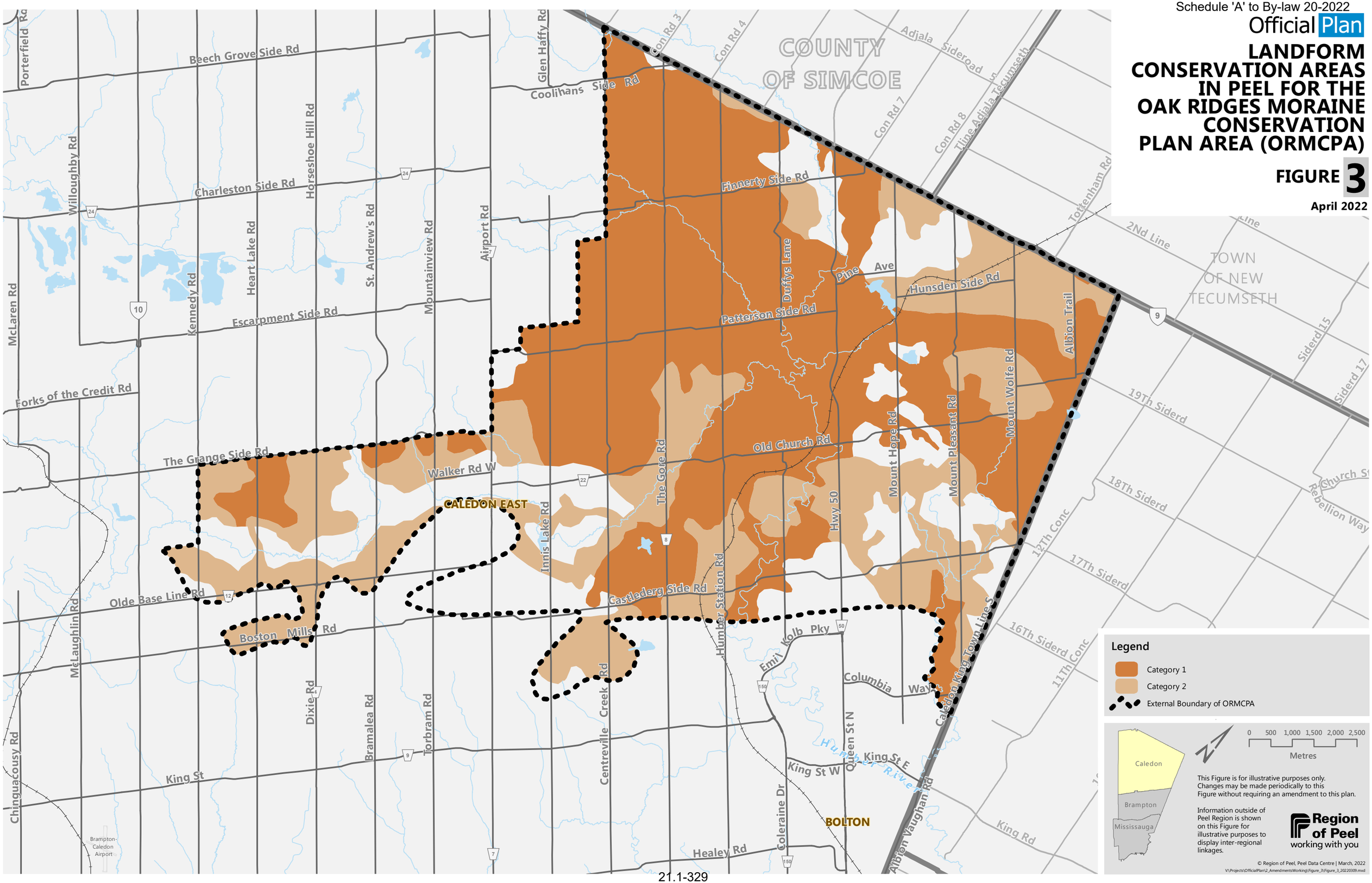
Official Plan

LANDFORM CONSERVATION AREAS IN PEEL FOR THE OAK RIDGES MORAINE CONSERVATION PLAN AREA (ORMCPA)

FIGURE 3

April 2022



Legend

- Category 1
- Category 2
- External Boundary of ORMCPA

0 500 1,000 1,500 2,000 2,500

Metres

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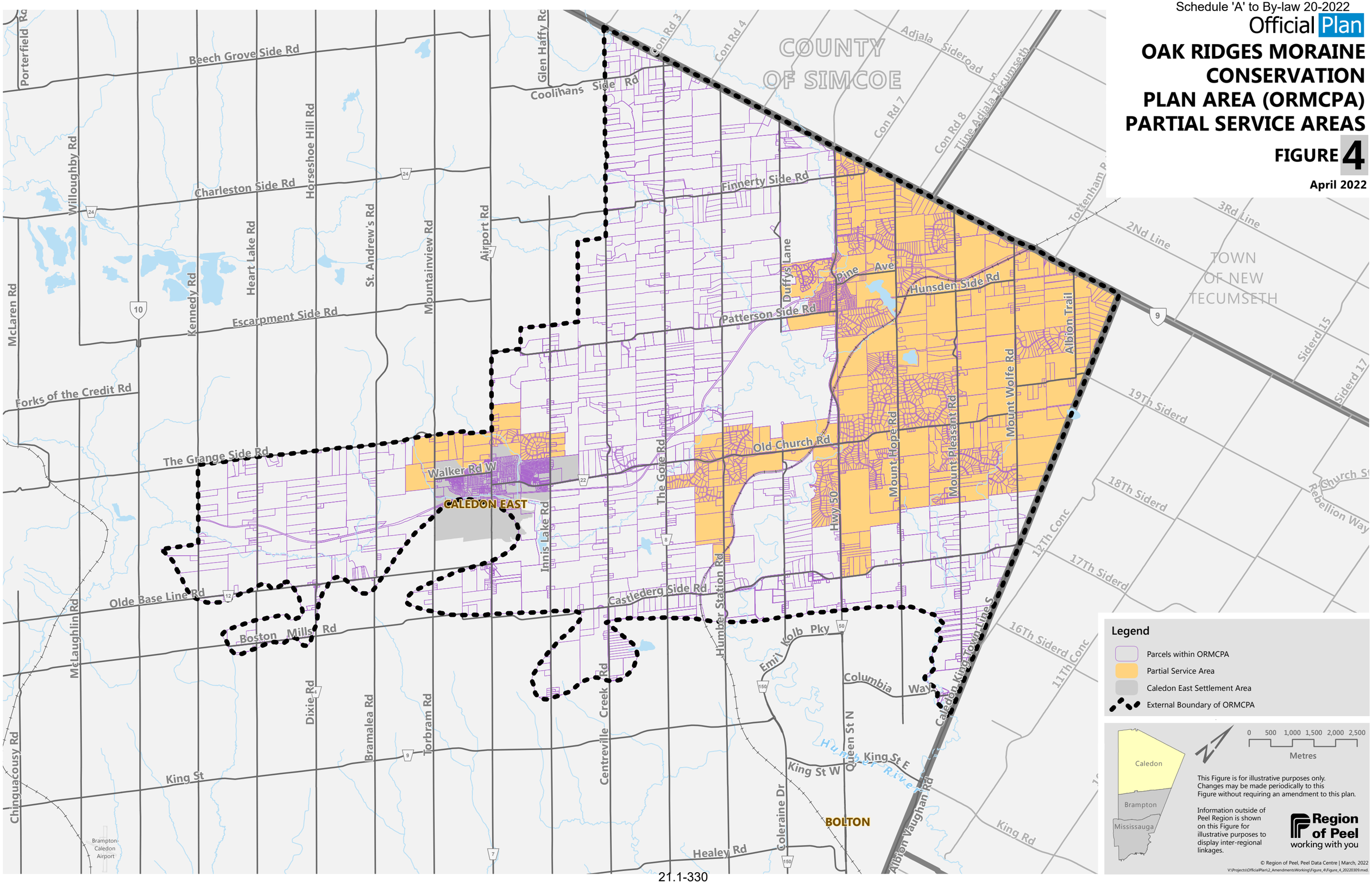
OAK RIDGES MORAINE CONSERVATION PLAN AREA (ORMCPA) PARTIAL SERVICE AREAS

FIGURE 4

April 2022



Schedule 'A' to By-law 20-2022

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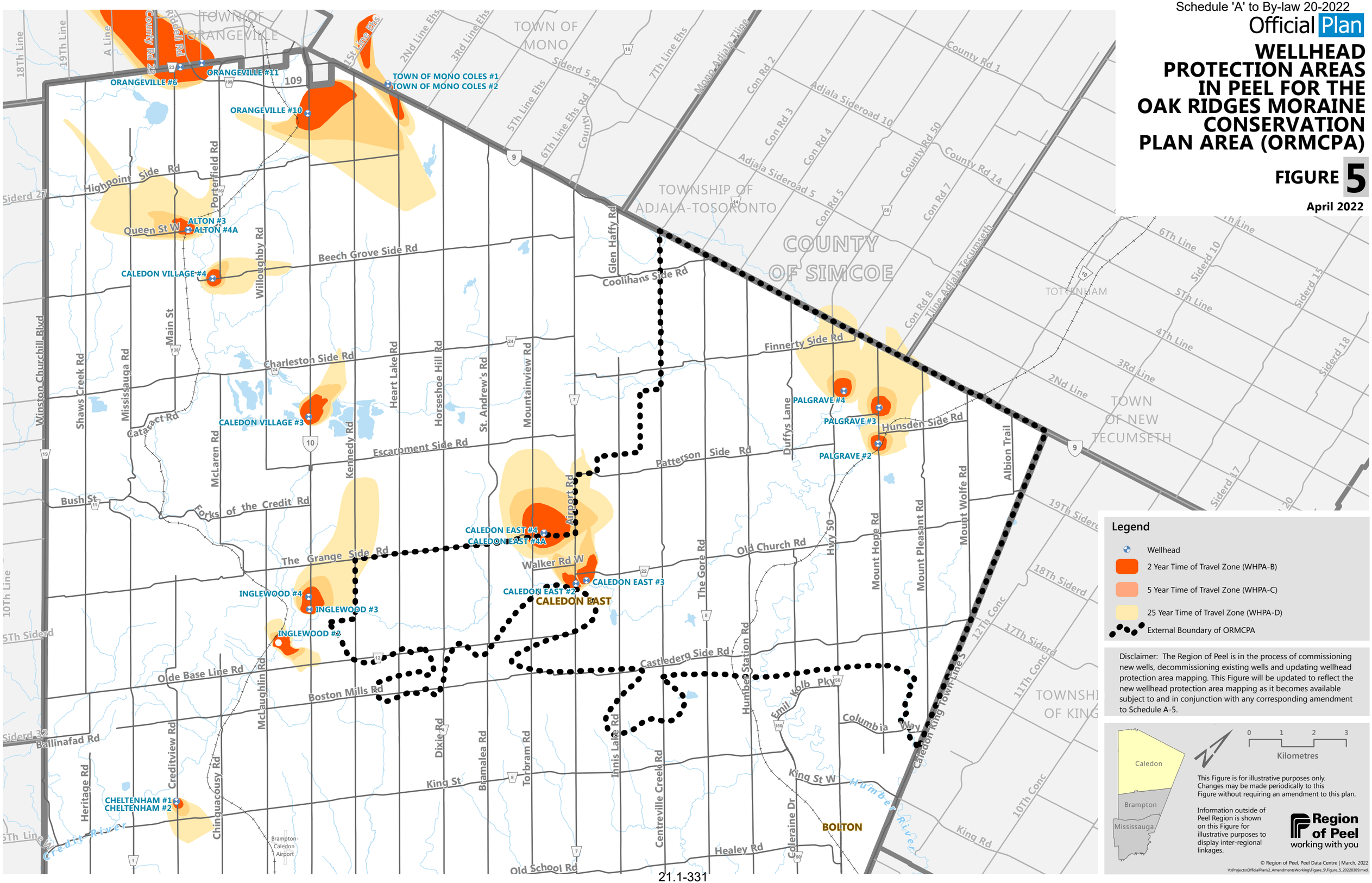
WELLHEAD PROTECTION AREAS IN PEEL FOR THE OAK RIDGES MORAINE CONSERVATION PLAN AREA (ORMCPA)

FIGURE 5

April 2022



Legend

- Wellhead
- 2 Year Time of Travel Zone (WHPA-B)
- 5 Year Time of Travel Zone (WHPA-C)
- 25 Year Time of Travel Zone (WHPA-D)
- External Boundary of ORMCPA

Disclaimer: The Region of Peel is in the process of commissioning new wells, decommissioning existing wells and updating wellhead protection area mapping. This Figure will be updated to reflect the new wellhead protection area mapping as it becomes available subject to and in conjunction with any corresponding amendment to Schedule A-5.

0 1 2 3

Kilometres

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Schedule 'A' to By-law 20-2022

Official Plan

REGIONAL GREENLANDS SYSTEM - PROVINCIAL PLAN NATURAL HERITAGE SYSTEMS

FIGURE 6

April 2022

Legend

Niagara Escarpment Plan
- Escarpment Natural Area
- Escarpment Protection Area

Oak Ridges Moraine Conservation Plan
- Natural Core Area
- Natural Linkage Area

Greenbelt Plan
- Natural Heritage System
- Urban River Valley

Growth Plan
- Natural Heritage System for the Growth Plan

Caledon
Brampton
Mississauga

0 1 2 3 4 5
Kilometres

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REGIONAL GREENLANDS SYSTEM - CORE AREAS, NATURAL AREAS AND CORRIDORS AND POTENTIAL NATURAL AREAS AND CORRIDORS

FIGURE 7

April 2022

Legend

- Core Areas of the Greenlands System
- Natural Areas and Corridors (NAC)
- Potential Natural Areas and Corridors (PNAC)

The boundaries of the Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System shown on Figure 7 are intended to be general in nature. More detailed mapping of the Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors of the Greenlands System will be provided in the local municipal official plans and will be further determined on a site specific basis through studies, as may be required by the local municipalities through the local planning approval process, in consultation with the Region and relevant agencies.

Caledon
Brampton
Mississauga

0 1 2 3 4 5
Kilometres

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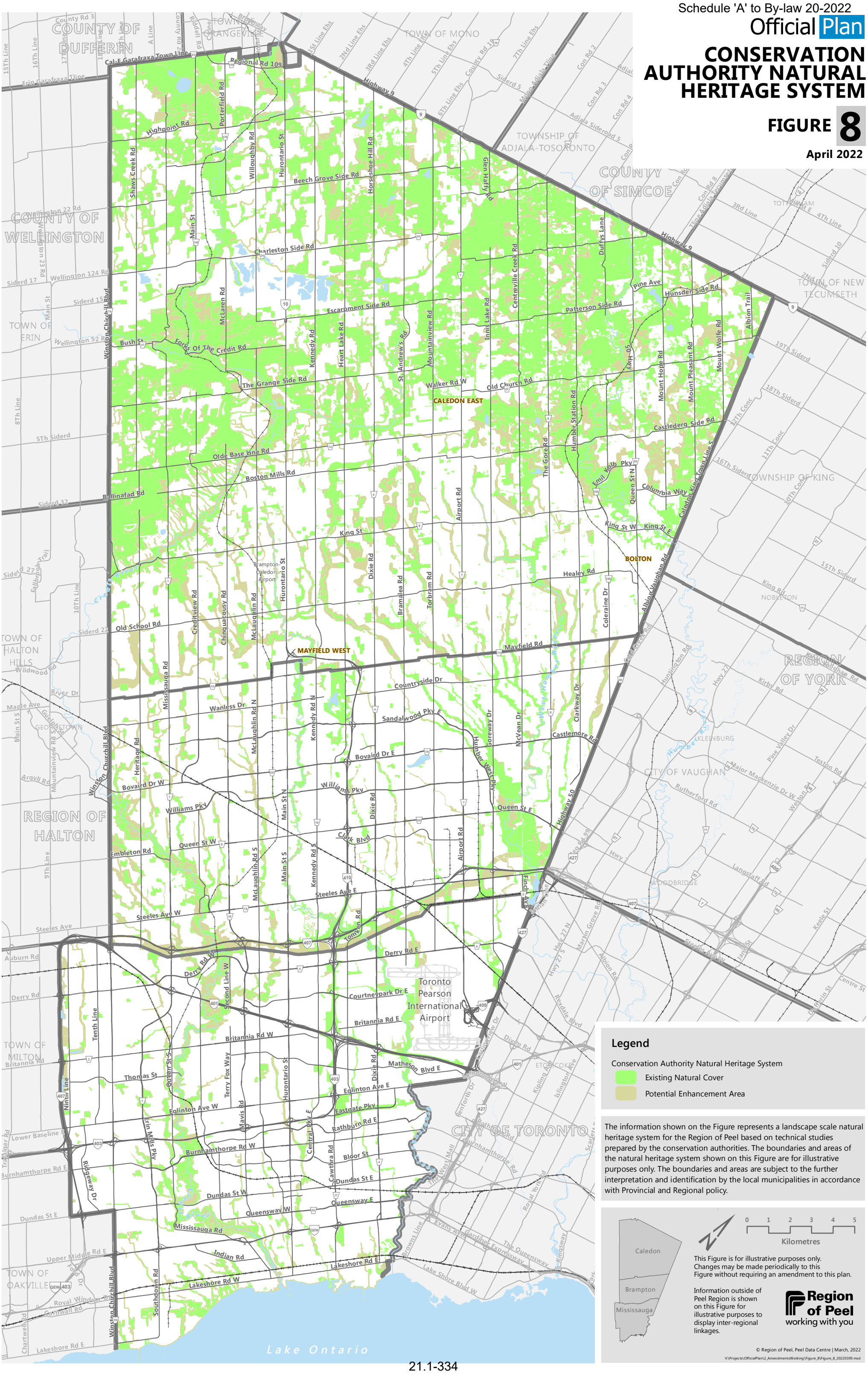
CONSERVATION AUTHORITY NATURAL HERITAGE SYSTEM

FIGURE 8

April 2022



Legend

Conservation Authority Natural Heritage System

- Existing Natural Cover
- Potential Enhancement Area

The information shown on the Figure represents a landscape scale natural heritage system for the Region of Peel based on technical studies prepared by the conservation authorities. The boundaries and areas of the natural heritage system shown on this Figure are for illustrative purposes only. The boundaries and areas are subject to the further interpretation and identification by the local municipalities in accordance with Provincial and Regional policy.

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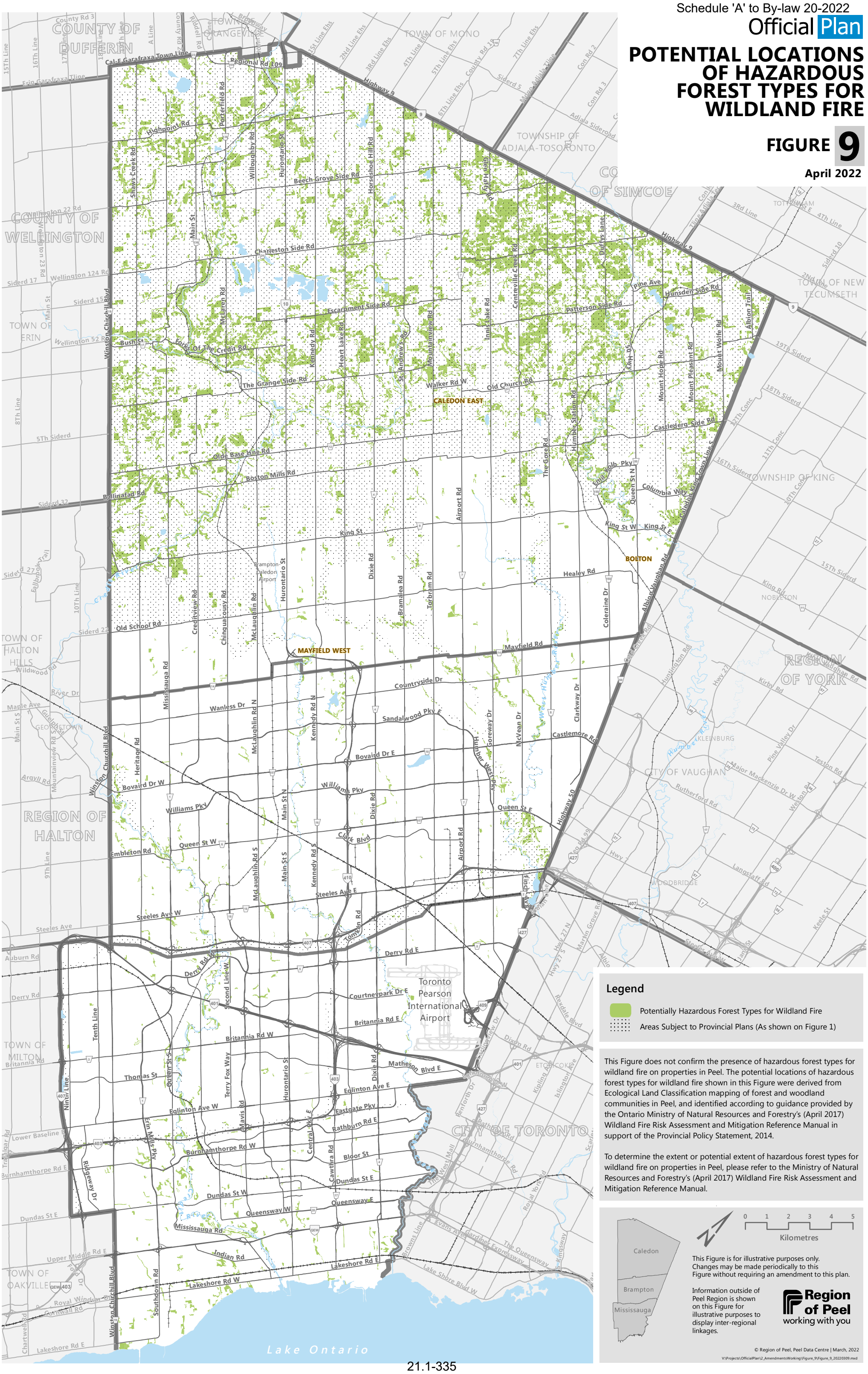
POTENTIAL LOCATIONS OF HAZARDOUS FOREST TYPES FOR WILDLAND FIRE

FIGURE 9

April 2022



Legend

- Potentially Hazardous Forest Types for Wildland Fire
- Areas Subject to Provincial Plans (As shown on Figure 1)

This Figure does not confirm the presence of hazardous forest types for wildland fire on properties in Peel. The potential locations of hazardous forest types for wildland fire shown in this Figure were derived from Ecological Land Classification mapping of forest and woodland communities in Peel, and identified according to guidance provided by the Ontario Ministry of Natural Resources and Forestry's (April 2017) Wildland Fire Risk Assessment and Mitigation Reference Manual in support of the Provincial Policy Statement, 2014.

To determine the extent or potential extent of hazardous forest types for wildland fire on properties in Peel, please refer to the Ministry of Natural Resources and Forestry's (April 2017) Wildland Fire Risk Assessment and Mitigation Reference Manual.

0 1 2 3 4 5

Kilometres

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Official Plan

POPULATION AND EMPLOYMENT GROWTH IN PEEL REGION

FIGURE 10

April 2022

Year	Measure	Brampton	Caledon	Mississauga	Peel Total
1971	Population	72,000	17,300	175,000	264,300
	Households	18,500	4,600	46,900	70,000
	Employment	32,000	3,000	70,000	105,000
	Activity Rate	44.44%	17.34%	40.00%	39.73%
1981	Population	152,000	27,200	321,300	500,500
	Households	44,000	7,800	99,000	150,800
	Employment	58,600	6,400	164,900	229,900
	Activity Rate	38.55%	23.53%	51.32%	45.93%
1991	Population	242,700	36,200	479,600	758,500
	Households	70,700	10,800	148,200	229,700
	Employment	92,600	11,500	274,100	378,200
	Activity Rate	38.15%	31.77%	57.15%	49.86%
1996	Population	276,500	41,100	561,200	878,800
	Households	81,100	12,600	172,300	266,000
	Employment	105,800	15,200	300,300	421,300
	Activity Rate	38.26%	36.98%	53.51%	47.94%
2001	Population	339,700	52,800	639,800	1,032,300
	Households	97,600	16,100	195,200	308,900
	Employment	133,600	18,400	382,300	534,300
	Activity Rate	39.33%	35.85%	59.75%	51.76%
2006	Population	452,800	59,500	697,900	1,210,200
	Households	125,900	18,200	214,900	359,000
	Employment	155,900	21,400	430,600	607,900
	Activity Rate	34.43%	35.97%	61.70%	50.23%
2011	Population	545,500	61,900	742,700	1,350,100
	Households	149,300	19,100	234,600	402,900
	Employment	172,100	24,100	448,000	682,000
	Activity Rate	31.55%	38.93%	60.32%	50.51%
2016	Population	615,700	69,000	748,400	1,433,100
	Households	168,100	21,000	238,200	427,300
	Employment	191,300	27,200	476,800	695,300
	Activity Rate	31.07%	39.42%	63.71%	48.52%
2021	Population	703,000	80,000	795,000	1,578,000
	Households	186,000	24,000	247,000	457,000
	Employment	211,000	32,000	493,000	736,000
	Activity Rate	30.01%	40.00%	62.01%	46.64%
2031	Population	865,000	112,000	852,000	1,829,000
	Households	241,000	36,000	280,000	557,000
	Employment	273,000	52,000	537,000	862,000
	Activity Rate	31.56%	46.43%	63.03%	47.13%
2041	Population	929,000	201,000	920,000	2,050,000
	Households	272,000	63,000	318,000	653,000
	Employment	314,000	82,000	563,000	959,000
	Activity Rate	33.80%	40.80%	61.20%	46.78%
2051	Population	985,000	300,000	995,000	2,280,000
	Households	291,000	92,000	347,000	730,000
	Employment	355,000	125,000	590,000	1,070,000
	Activity Rate	36.04%	41.67%	59.30%	46.93%

Source: Statistics Canada Censuses; Hemson Consulting;
Region of Peel forecast data and archives;
Places to Grow-Growth Plan for the Greater Golden Horseshoe, 2020.

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Note: This figure provides historical information for the specified period. 1971-2016 population, household, and employment figures and estimates are rounded to the nearest hundred. 2021, 2031, 2041 and 2051 forecasts are rounded to the nearest thousand.

1971 and 1981 population figures include Ontario gross census undercoverage of 1.68% and 1.94% respectively. 1991 and 2001 population figures include Peel Region net census undecoverage rates (1991=3.39%, 2001=4.2%). To be consistent with Places to Grow forecasts, the undercount of 3.94% from Hemson's background study: Greater Golden Horseshoe Growth Forecasts to 2041, Technical Report November 2011 was applied to 2011. The undercount of 3.26% was applied to 2016 population.

1971 and 1981 employment figures do not take into account "no fixed place of work". 1991 and 2001 employment figures include "no fixed place of work" as per a formula created by Hemson Consulting. 2011 Employment figures from NHS including No Fixed Place of Work. 2016 Employment figures are estimates from Hemson's Draft January 2021 Allocation.

1971-2011 Household figures are sourced from census Occupied Private Dwelling counts.

All 2021, 2031, 2041 and 2051 values are forecasted by Hemson in cooperation with Regional and Local Area Municipal staff, and sourced from the Draft September 2021 allocation.

TRANSIT INFRASTRUCTURE STATUS OF MAJOR TRANSIT STATION AREAS

FIGURE 11

April 2022

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

	Code	Station Name	Municipality	Stop/Station Status (as of March 2022[9])
Hurontario LRT	HLRT - 1 *	Port Credit GO	Mississauga	In delivery
	HLRT - 2 *	Mineola	Mississauga	In delivery
	HLRT - 3 *	North Service	Mississauga	In delivery
	HLRT - 4 *	Queensway	Mississauga	In delivery
	HLRT - 5 *	Dundas	Mississauga	In delivery
	HLRT - 6 *	Cooksville GO	Mississauga	In delivery
	HLRT - 7 *	Fairview (Central Parkway)	Mississauga	In delivery
	HLRT - 8 *	Burnhamthorpe (Matthews Gate)	Mississauga	In delivery
	HLRT - 9	Main	Mississauga	Unfunded
	HLRT - 10	Duke of York	Mississauga	Unfunded
	HLRT - 11 *	City Centre	Mississauga	In delivery
	HLRT - 12 *	Robert Speck	Mississauga	In delivery
	HLRT - 13 *	Eglinton	Mississauga	In delivery
	HLRT - 14 *	Bristol	Mississauga	In delivery
	HLRT - 15 *	Matheson	Mississauga	In delivery
	HLRT - 16 *	Britannia	Mississauga	In delivery
	HLRT - 17 *	Courtney Park	Mississauga	In delivery
	HLRT - 18 *	Derry	Mississauga	In delivery
	HLRT - 19 *	Highway 407	Mississauga	Unfunded
	HLRT - 20 *	Ray Lawson	Brampton	In delivery
	HLRT - 21 *	County Court	Brampton	In delivery
	HLRT - 22 *	Gateway Terminal	Brampton	In delivery
	HLRT - 23	Charolais	Brampton	Unfunded
	HLRT - 24	Nanwood	Brampton	Unfunded
	HLRT - 25	Queen at Wellington	Brampton	Unfunded
Milton GO	MIL - 1	Lisgar GO	Mississauga	Existing
	MIL - 2	Meadowvale GO	Mississauga	Existing
	MIL - 3	Streetsville GO	Mississauga	Existing
	MIL – 4	Erindale GO	Mississauga	Existing
	MIL - 5	Cooksville GO	Mississauga	Existing [1]
	MIL - 6	Dixie GO	Mississauga	Existing
Kitchener GO	KIT - 1 *	Malton GO	Mississauga	Existing
	KIT - 2 *	Bramalea GO	Brampton	Existing
	KIT - 3 *	Brampton GO	Brampton	Existing [1]
	KIT - 4 *	Mount Pleasant GO	Brampton	Existing
	KIT - 5	Heritage Heights GO	Brampton	N/A
Lakeshore West GO	LWGO - 1 *	Port Credit GO	Mississauga	Existing [1]
	LWGO - 2 *	Clarkson GO	Mississauga	Existing
403 BRT (Mississauga Transitway)	403 - 1	Ridgeway	Mississauga	Unfunded
	403 - 2 *	Winston Churchill	Mississauga	Existing
	403 - 3 *	Erin Mills	Mississauga	Existing
	403 - 4 *	Creditview	Mississauga	Unfunded
	403 - 5 *	City Centre	Mississauga	Existing
	403 - 6 *	Central Parkway	Mississauga	Existing
	403 - 7 *	Cawthra	Mississauga	Existing
	403 - 8 *	Tomken	Mississauga	Existing
	403 - 9 *	Dixie	Mississauga	Existing
	403 - 10 *	Tahoe	Mississauga	Existing
	403 - 11 *	Etobicoke Creek	Mississauga	Existing
	403 - 12 *	Spectrum	Mississauga	Existing
	403 - 13 *	Orbitor	Mississauga	Existing
	403 - 14 *	Renforth	Mississauga	Existing
Eglinton Crosstown West Extension	ECWE - 0	Renforth	Mississauga	Unfunded
	ECWE - 1	Convair	Mississauga	Unfunded
	ECWE - 2	Airway Centre (Bresler Drive at Campus Rd)	Mississauga	Unfunded
	ECWE - 3	Multi-Modal Transportation Hub (Regional Transit and Passenger Centre)	Mississauga	Unfunded

Stop/Station Status Description:

Existing: Transit infrastructure projects that are built and operational.

In Delivery: Transit infrastructure projects that are actively being implemented; includes all stages of delivery once funding has been confirmed and publicly announced (detailed design work, procurement, construction).

Unfunded: Transit infrastructure projects that have been identified in planning documents as future potential transit investments, but are not yet in delivery.

* Major Transit Station Areas identified as priority transit corridors on Schedule 5 of the Growth Plan, 2019.

[1] Note that these GO rail stations are existing, but the connections to nearby Hurontario LRT stations (which may be unfunded or in delivery) are not. As a result, the status of nearby Hurontario LRT stations such as HLRT-1, HLRT-6, and HLRT-25 differ.

[2] Mississauga has applied for Investing in Canada Infrastructure Program (ICIP) funding for this 7.2km section of the Dundas BRT.

[3] The Mississauga ICIP project includes a stop at Dixie, on the Dundas corridor, and protects for a future stop at Dixie GO, which would require a veer off the corridor.

[4] Mississauga has received ICIP funding for this section of the Lakeshore BRT.

[5] This stop/station qualifies as an MTSA on "major bus depots in an urban core", even though it is not on any existing or planned higher order transit. While a stop currently exists, it relies on municipally-run bus service and the municipality may have plans to expand this stop/station in the future.

[6] Same as above.

[7] Same as above.

[8] Same as above.

[9] Station/Stop Status is provided by the Province and updated periodically.

Region of Peel
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TRANSIT INFRASTRUCTURE STATUS OF MAJOR TRANSIT STATION AREAS
Page #2

FIGURE 11

April 2022

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	Code	Station Name	Municipality	Stop/Station Status (as of March 2022[9])
Dundas BRT [2]	DUN - 1	Ridgeway	Mississauga	Unfunded
	DUN - 2	Winston Churchill	Mississauga	Unfunded
	DUN - 3	Glen Erin	Mississauga	Unfunded
	DUN - 4	Erin Mills	Mississauga	Unfunded
	DUN - 5	UTM	Mississauga	Unfunded
	DUN - 6	Credit Woodlands	Mississauga	Unfunded
	DUN - 7	Erindale Station	Mississauga	Unfunded
	DUN - 8	Wolfedale	Mississauga	Unfunded
	DUN - 9	Clayhill	Mississauga	Unfunded
	DUN - 10	Confederation Parkway	Mississauga	In delivery
	DUN - 11	Hurontario St	Mississauga	In delivery
	DUN – 12	Kirwin Ave/Camilla Rd	Mississauga	In delivery
	DUN - 13	Grenville Dr/Cliff Rd	Mississauga	In delivery
	DUN - 14	Cawthra Rd	Mississauga	In delivery
	DUN - 15	Tomken Rd	Mississauga	In delivery
	DUN - 16	Dixie Rd [3]	Mississauga	In delivery
	DUN - 17	Wharton Way	Mississauga	In delivery
Queen Street BRT	QUE - 1	Centre St.	Brampton	Unfunded
	QUE - 2	Kennedy	Brampton	Unfunded
	QUE - 3	Rutherford	Brampton	Unfunded
	QUE - 4	Laurelcrest	Brampton	Unfunded
	QUE - 5	Dixie	Brampton	Unfunded
	QUE - 6	Central Park (Bramalea Terminal)	Brampton	Unfunded
	QUE - 7	Bramalea	Brampton	Unfunded
	QUE - 8	Glenvale-Finchgate	Brampton	Unfunded
	QUE - 9	Torbram	Brampton	Unfunded
	QUE - 10	Chrysler-Gateway	Brampton	Unfunded
	QUE - 11	Airport	Brampton	Unfunded
	QUE - 12	Goreway	Brampton	Unfunded
	QUE - 13	McVean	Brampton	Unfunded
	QUE - 14	The Gore	Brampton	Unfunded
	QUE - 15	Highway 50	Brampton	Unfunded
407 Transitway	407 - 1	Britannia	Mississauga	Unfunded
	407 - 2	Derry	Mississauga	Unfunded
	407 - 3	Lisgar Station	Mississauga	Unfunded
	407 - 4	Mississauga Rd.	Brampton	Unfunded
	407 - 5	Hurontario	Brampton	Unfunded
	407 - 6	Dixie	Brampton	Unfunded
	407 - 7	Airport Rd.	Brampton	Unfunded
	407 – 8	Goreway	Brampton	Unfunded
Lakeshore BRT [4]	LBRT - 1	Dixie	Mississauga	In delivery
	LBRT - 2	Haig (Lakeview Waterfront)	Mississauga	In delivery
	LBRT - 3	Lakefront Promenade	Mississauga	In delivery
Transit Hub	HUB - 1	Bolton GO	Caledon	Unfunded
	HUB - 2	Mayfield West	Caledon	Unfunded [5]
	HUB - 3	Steeles at Mississauga	Brampton	Unfunded [6]
	HUB - 4	Trinity Common Terminal	Brampton	Existing [7]
	HUB - 5	Bramalea Terminal	Brampton	Existing [8]

Stop/Station Status Description:

Existing: Transit infrastructure projects that are built and operational.

In Delivery: Transit infrastructure projects that are actively being implemented; includes all stages of delivery once funding has been confirmed and publicly announced (detailed design work, procurement, construction).

Unfunded: Transit infrastructure projects that have been identified in planning documents as future potential transit investments, but are not yet in delivery.

* Major Transit Station Areas identified as priority transit corridors on Schedule 5 of the Growth Plan, 2019.

[1] Note that these GO rail stations are existing, but the connections to nearby Hurontario LRT stations (which may be unfunded or in delivery) are not. As a result, the status of nearby Hurontario LRT stations such as HLRT-1, HLRT-6, and HLRT-25 differ.

[2] Mississauga has applied for Investing in Canada Infrastructure Program (ICIP) funding for this 7.2km section of the Dundas BRT.

[3] The Mississauga ICIP project includes a stop at Dixie, on the Dundas corridor, and protects for a future stop at Dixie GO, which would require a veer off the corridor.

[4] Mississauga has received ICIP funding for this section of the Lakeshore BRT.

[5] This stop/station qualifies as an MTSA on "major bus depots in an urban core", even though it is not on any existing or planned higher order transit. While a stop currently exists, it relies on municipally-run bus service and the municipality may have plans to expand this stop/station in the future.

[6] Same as above.

[7] Same as above.

[8] Same as above.

[9] Station/Stop Status is provided by the Province and updated periodically.

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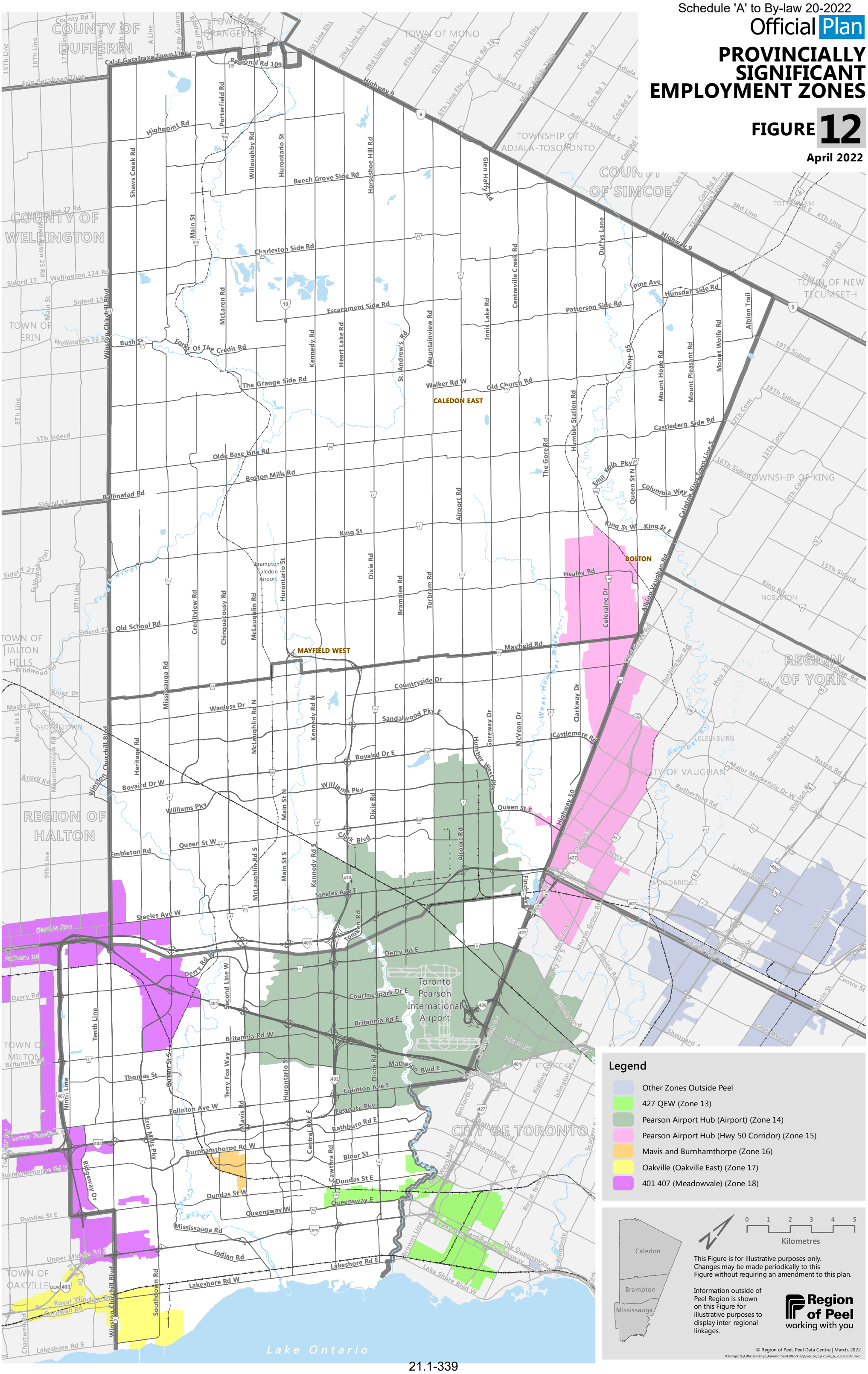
PROVINCIALLY SIGNIFICANT EMPLOYMENT ZONES

FIGURE 12

April 2022



Legend

- Other Zones Outside Peel
- 427 QEW (Zone 13)
- Pearson Airport Hub (Airport) (Zone 14)
- Pearson Airport Hub (Hwy 50 Corridor) (Zone 15)
- Mavis and Burnhamthorpe (Zone 16)
- Oakville (Oakville East) (Zone 17)
- 401 407 (Meadowvale) (Zone 18)

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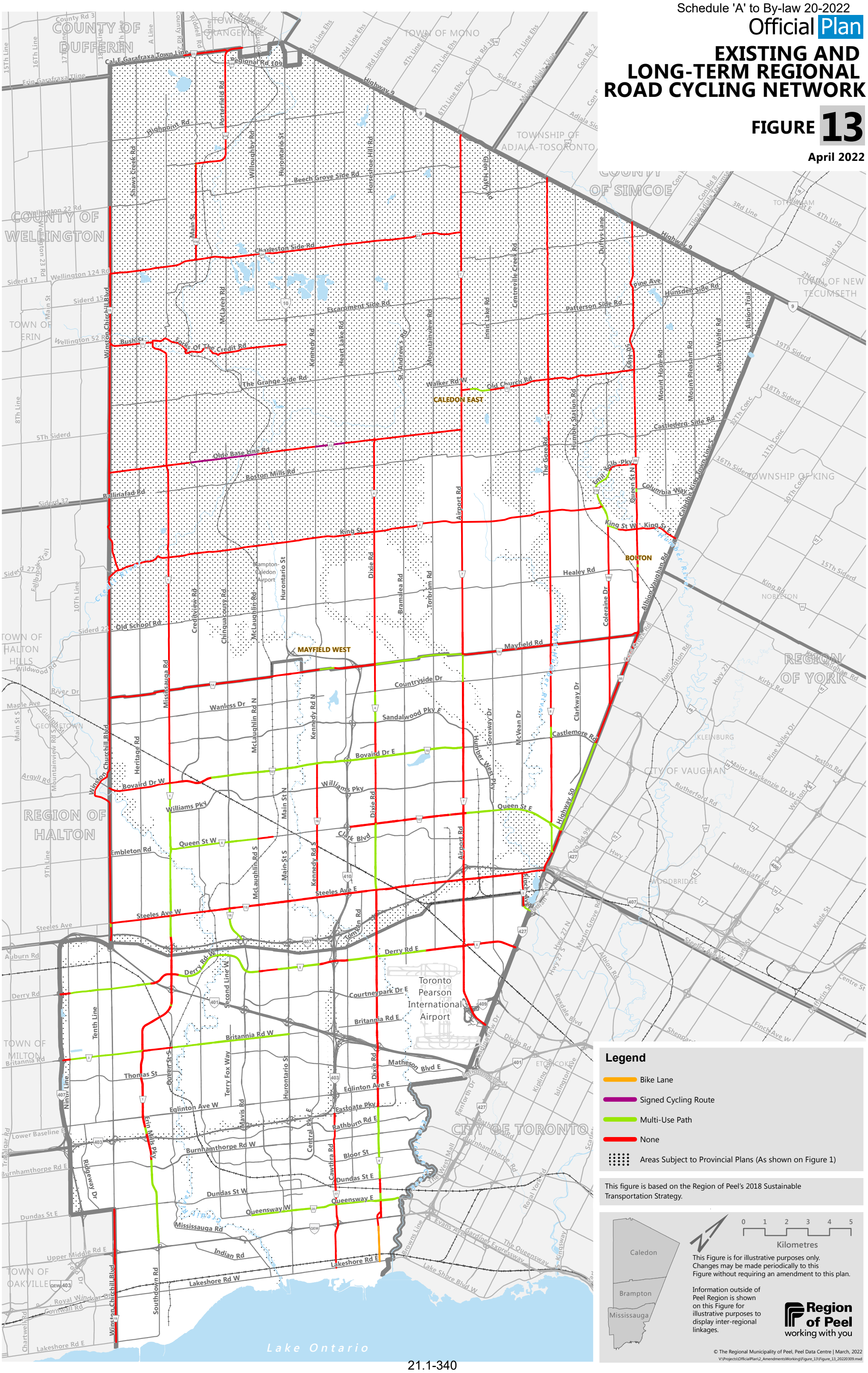
Official Plan

EXISTING AND LONG-TERM REGIONAL ROAD CYCLING NETWORK

FIGURE 13

April 2022



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EXISTING REGIONAL ROAD PEDESTRIAN NETWORK

FIGURE 14

April 2022

Legend

Sidewalk/Multi-Use-Path

- Both Sides
- One Side
- None
- Areas Subject to Provincial Plans (As shown on Figure 1)

This figure is based on the Region of Peel's 2018 Sustainable Transportation Strategy.

Caledon
Brampton
Mississauga

0 1 2 3 4 5
Kilometres

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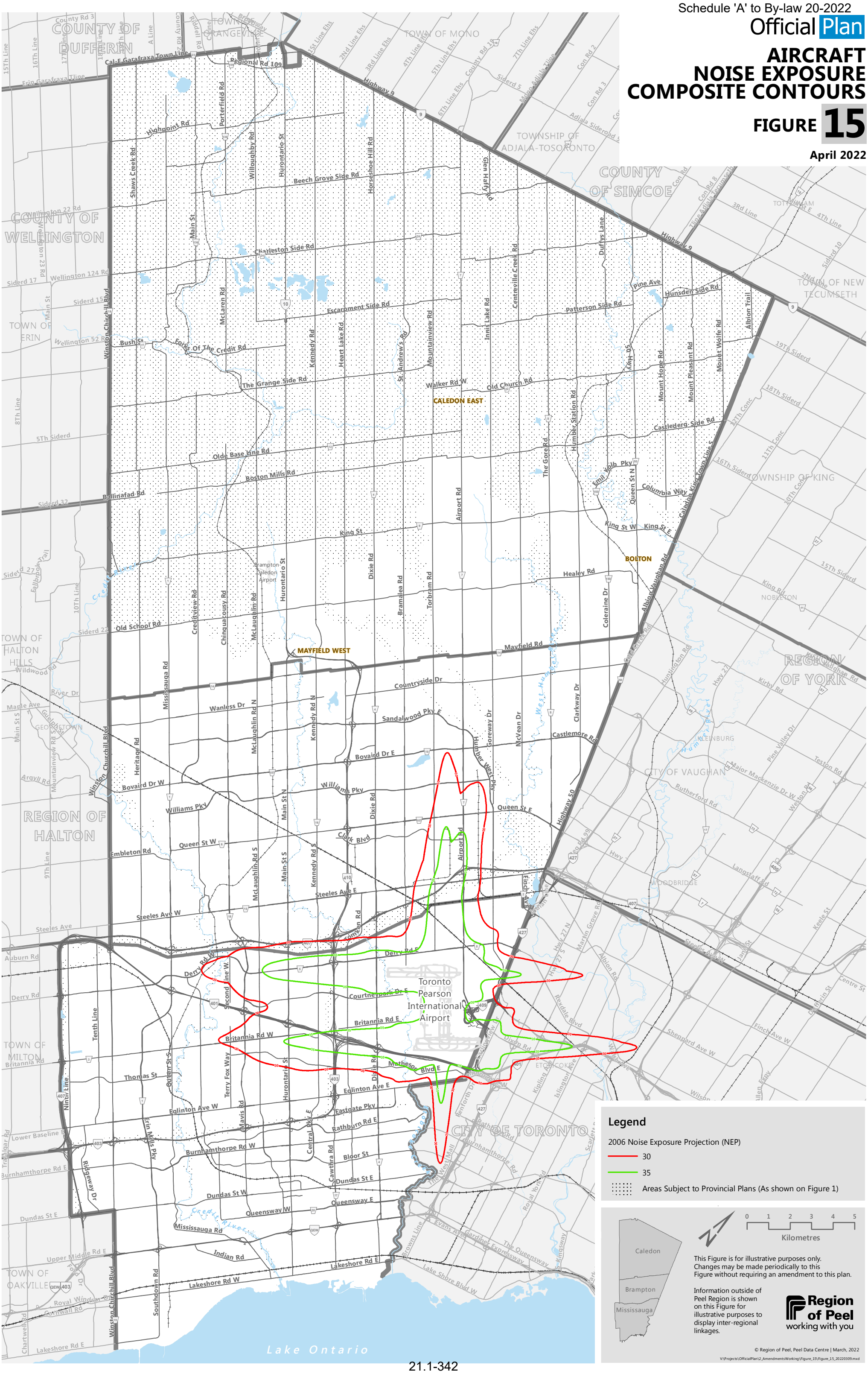
AIRCRAFT NOISE EXPOSURE COMPOSITE CONTOURS

FIGURE 15

April 2022



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Official Plan

STRATEGIC GOODS MOVEMENT NETWORK

FIGURE 16

April 2022

CALEDON EAST

MAYFIELD WEST

BOLTON

Conceptual GTA West Transportation Corridor. Location of and alignment of the corridor is subject to the GTA West Transportation Corridor Environmental Assessment.

Legend

- Regional Road
- Provincial Highway
- Provincial Freeway
- Rail Line
- Future Proposed/Conceptual Roadway
- Freight Rail Facility
- Conceptual GTA West Transportation Corridor

Network

- Primary Truck Route
- Connector Truck Route
- Provincial Network (400 Series/QEW)
- Areas Subject to Provincial Plans (As shown on Figure 1)

Disclaimer: This map is based on the 2013 Strategic Goods Movement Network Study. This study and map will be updated (approximately every five years) to reflect evolving land uses and infrastructure that affect both needs of goods movement and municipal priorities.

Caledon

Brampton

Mississauga

0 1 2 3 4 5

Kilometres

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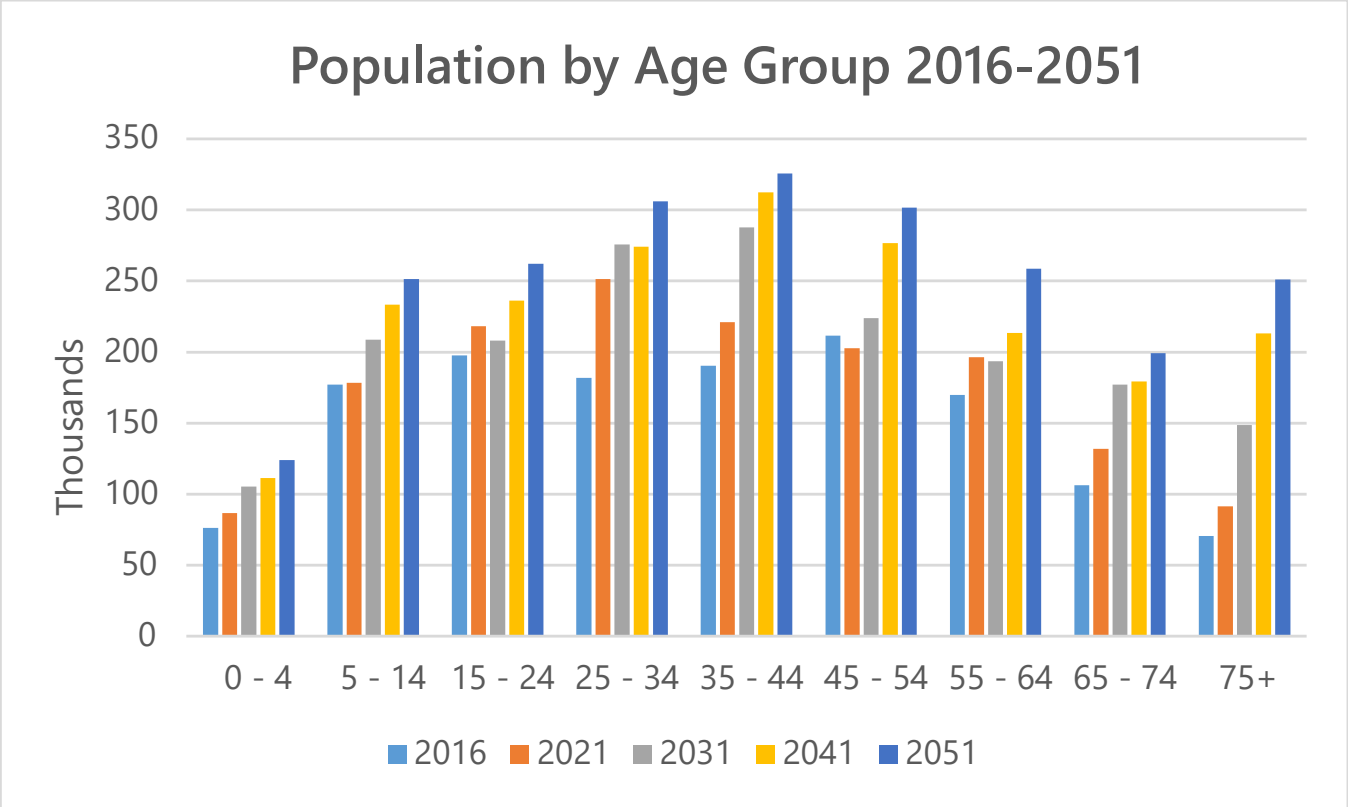
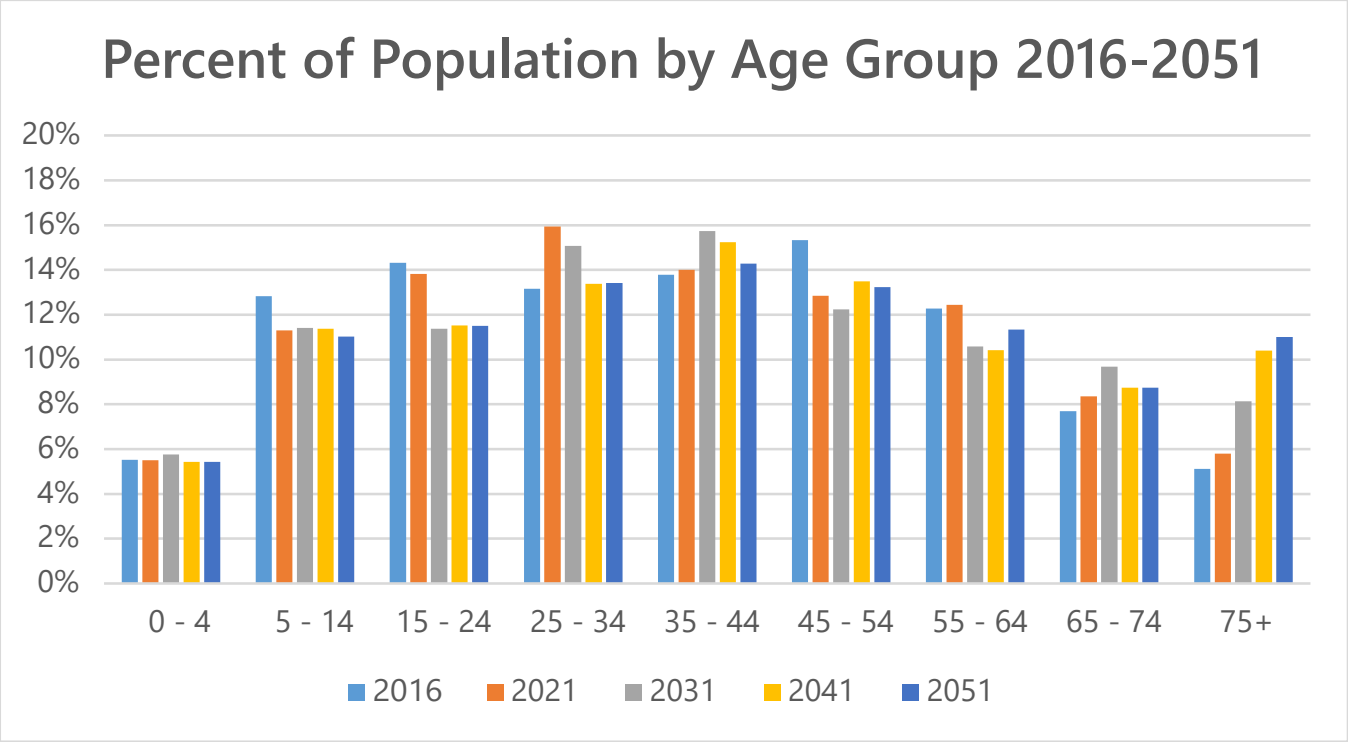
POPULATION AGE STRUCTURE IN PEEL REGION

FIGURE 17

April 2022

Source: Statistics Canada 2016 Census; Hemson Consulting; Region of Peel forecast data and archives.





Source: Statistics Canada 2011 Census & 2016 Census; Hemson Consulting; Region of Peel forecast data and archives.

Official Plan

HOME LANGUAGES: PEEL REGION AND ONTARIO

FIGURE 18

April 2022

Non-institutional Population by Home Language	Ontario	Percentage of Ontario	Peel	Percentage of Peel
Total Population	13,448,494	100.00%	1,381,739	100.00%
Institutional Population	135,629	1.01%	5,939	0.43%
Non-Institutional Population	13,312,865	98.99%	1,375,800	99.57%
1. Single Responses	12522045	93.11%	1202795	87.05%
a. Official Languages	10605725	78.86%	843850	61.07%
English	10328680	76.80%	838125	60.66%
French	277045	2.06%	5725	0.41%
b. Non-Official Languages	1916315	14.25%	358950	25.98%
Punjabi (Panjabi)	132135	0.98%	94880	6.87%
Urdu	91450	0.68%	35935	2.60%
Mandarin	220535	1.64%	19955	1.44%
Arabic	94195	0.70%	18915	1.37%
Polish	52555	0.39%	17660	1.28%
Spanish	104820	0.78%	15615	1.13%
Tamil	80600	0.60%	14935	1.08%
Gujarati	45445	0.34%	14890	1.08%
Cantonese	198745	1.48%	13605	0.98%
Tagalog (Pilipino; Filipino)	75070	0.56%	13275	0.96%
Hindi	28960	0.22%	12250	0.89%
Portuguese	67415	0.50%	11045	0.80%
Vietnamese	46435	0.35%	9925	0.72%
Italian	72960	0.54%	6370	0.46%
Persian (Farsi)	80305	0.60%	5055	0.37%
Bengali	29590	0.22%	3825	0.28%
Ukrainian	15415	0.11%	3760	0.27%
Russian	63570	0.47%	3610	0.26%
Korean	48540	0.36%	3545	0.26%
Malayalam	8760	0.07%	2905	0.21%
Serbian	23175	0.17%	2545	0.18%
Croatian	11125	0.08%	2495	0.18%
Telugu	5705	0.04%	2005	0.15%
Assyrian Neo-Aramaic	9515	0.07%	1870	0.14%
Romanian	19920	0.15%	1685	0.12%
Akan (Twi)	4415	0.03%	1480	0.11%
Albanian	9190	0.07%	1340	0.10%
Sinhala (Sinhalese)	4595	0.03%	1260	0.09%
Nepali	5640	0.04%	1250	0.09%
Greek	21700	0.16%	1070	0.08%
Pashto	6750	0.05%	1015	0.07%
Marathi	2420	0.02%	960	0.07%
Hungarian	12700	0.09%	890	0.06%
Turkish	10545	0.08%	875	0.06%
Bulgarian	4830	0.04%	785	0.06%
Macedonian	6255	0.05%	760	0.06%
Sindhi	2880	0.02%	720	0.05%
Bosnian	3220	0.02%	705	0.05%
Chinese; n.o.s.	9630	0.07%	685	0.05%
Creole; n.o.s.	3995	0.03%	650	0.05%
Somali	13370	0.10%	630	0.05%
Min Nan (Chaochow; Teochow; Fukien; Taiwanese)	5775	0.04%	625	0.05%
Japanese	6040	0.04%	570	0.04%
German	37255	0.28%	515	0.04%
Malay	1810	0.01%	475	0.03%
Sign languages	4425	0.03%	460	0.03%
Kannada	1060	0.01%	430	0.03%
Yoruba	1300	0.01%	425	0.03%
Wu (Shanghainese)	3690	0.03%	395	0.03%
Ilocano	4100	0.03%	375	0.03%
Cebuano	2325	0.02%	345	0.02%
Czech	3070	0.02%	340	0.02%
Maltese	1090	0.01%	330	0.02%
Slovak	3520	0.03%	330	0.02%
Armenian	8630	0.06%	315	0.02%
Lao	2535	0.02%	305	0.02%
2. Multiple Responses	790825	5.88%	173000	12.52%

Note: Excludes census undercount.

Sum of individual variables may not add up to totals due to rounding.

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this Plan.

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Schedule 'A' to By-law 20-2022

Official Plan

EXISTING WATER AND WASTEWATER FACILITIES

FIGURE 19

April 2022

Legend

Water Facilities

- Transmission Main
- Water Pumping Station
- Water Treatment Plant
- Water Storage

Wastewater Facilities

- Trunk Sewer
- Wastewater Pumping Station
- Wastewater Treatment Plant
- Areas Subject to Provincial Plans (As shown on Figure 1)

Caledon
Brampton
Mississauga

0 1 2 3 4 5
Kilometres

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Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.

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Official Plan

WASTE MANAGEMENT SITES

FIGURE 20

April 2022

Legend

Property Type

- Closed Public Landfill Site
- Energy from Waste Facility
- Closed Private Landfill Site
- Community Recycling Centre
- Composting Facility
- Landfill Gas to Energy Facility
- Peel Integrated Waste Management Facility

Peel Region makes no representation that the records may be relied upon in determining whether or not lands have been used for the disposal of wastes or hazardous wastes.

0 1 2 3 4 5
Kilometres

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