

Appendix I
Provincial Decision on the New Region of Peel Official Plan
Notice of Decision with 44 Provincial Modifications

Ministry of Municipal Affairs
and Housing

Municipal Services Division

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November 4, 2022

Aretha A. Adams
Regional Clerk and Director of Legislative Services
Region of Peel
10 Peel Centre Drive
Brampton ON L6T 4B9
aretha.adams@peelregion.ca

**Re: Region of Peel new Official Plan – Peel 2051 Municipal Comprehensive Review
MMAH File No.: 21-OP-215276**

Dear Aretha Adams,

Please find attached a Notice of Decision regarding the above-noted matter.

If you have any questions regarding this matter, please feel free to contact Laurie Miller, Regional Director, Central Municipal Services Office, by email at Laurie.Miller@ontario.ca, or Heather Watt, Manager, Community Planning and Development (West), Central Municipal Services Office, by email at Heather.Watt@ontario.ca.

Sincerely,

<Original Signed By>

Hannah Evans
Assistant Deputy Minister, Municipal Services Division

cc. Adrian Smith, Chief Planner and Director of Planning and Development Services,
Region of Peel

File No.: 21-OP- 215276
Municipality: Peel Region
Subject Lands: All lands within Peel Region

Date of Decision: November 4, 2022
Date of Notice: November 4, 2022

NOTICE OF DECISION

With respect to an Official Plan
Subsection 17(34) of the *Planning Act*

A decision was made on the date noted above to approve, with forty-four (44) modifications, the new Peel Region Official Plan, as adopted by By-law No. 20-2022.

Purpose and Effect of the Official Plan

The approval of Peel Region's new Official Plan, as modified, repeals and replaces the in-effect Official Plan adopted by the Region in 1996 and all amendments thereto. The new Official Plan outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051, including policies and schedules that address housing and growth management; long-term planning for employment and infrastructure; protection of water resources, natural heritage, and rural/agricultural systems; and plan for climate change.

The forty-four (44) modifications to the Official Plan have been made to the Minister to address provincial policy direction and government priorities related to growth management to the 2051 planning horizon.

The new Official Plan applies to all lands within Peel Region.

Decision Final

Pursuant to subsections 17(36.5) and (38.1) of the *Planning Act*, the decision of the Minister of Municipal Affairs and Housing regarding an Official Plan adopted in accordance with section 26 of the *Planning Act* is final and not subject to appeal. Accordingly, the new Peel Region Official Plan, as approved with modifications by the Minister, came into effect on November 4, 2022.

Other Related Applications

None.

Getting Additional Information

Additional information is available on Peel Region's website:

<https://www.peelregion.ca/officialplan/download/>

or by contacting the Ministry of Municipal Affairs and Housing:

Ministry of Municipal Affairs and Housing
Municipal Services Office – Central
777 Bay Street, 16th Floor
Toronto, Ontario M7A 2J3

DECISION

With respect to New Peel Region Official Plan Subsection 17(34) of the *Planning Act*

I hereby repeal the Region of Peel Official Plan adopted by By-law 54-96 as approved by the Ministry of Municipal Affairs and Housing on October 22, 1996, and subsequent amendments thereto. Furthermore, I hereby approve, as modified, the Region of Peel Official Plan, as adopted by the Region of Peel by By-law 20-2022, subject to the following modifications, with additions in **bold underline** and deletions **~~in bold strikethrough~~**:

1. Policy 2.6.13 is modified so that it reads:

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 **in key hydrologic areas or on lands within 120 metres of a key hydrologic feature** if a minimum 30 metre *vegetation protection zone* is provided from a **the key hydrologic feature**.

2. Policy 2.7.13 h) is modified so that it reads:

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 at** 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.

3. Policy 2.14.13 is modified so that it reads:

For the purposes of defining the Core Areas of the Greenlands System for mineral aggregate resource extraction uses within the Rural System **of the Greenbelt Plan**, 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, **subject to policy 4.3.2.10 of the Greenbelt Plan**.

4. Policy 3.7.15 is modified so that it reads:

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~~ **alternative and renewable energy systems and generation**, where appropriate.

5. Policy 5.3.3 is modified so that it reads:

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, **in accordance with the PPS**, and to ensure the long-term operational and economic viability of *major facilities* in accordance with the applicable provincial guidelines, standards and procedures.

6. Policy 5.4.18.16 is modified so that it reads:

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*.

7. Policy 5.6.16 is modified so that it reads:

~~Encourage~~ **Require** the local municipalities to **plan for and** 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, **and use major facilities to serve as a transition buffer with sensitive uses.**

8. Policy 5.6.17.9 e) is modified so that it reads:

~~considers~~ **addresses** land use compatibility, in accordance with the requirements of **PPS and** provincial standards, guidelines and procedures. **No sensitive land uses shall be permitted within Strategic Growth Areas, unless the PPS land use compatibility policies have been satisfied, including reviewing alternative locations;**

9. 5.6.19.10 a) is modified so that it reads:

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;~~

10. Policy 5.6.19.10 e) is modified so that it reads:

the minimum height for land uses within the *Major Transit Station Area*, ~~maximum heights may be established at the discretion of the local municipality;~~

11. Policy 5.6.19.10 h) is modified so that it reads:

land use compatibility and the separation or mitigation of *sensitive land uses* in accordance with **requirements of the PPS and** provincial guidelines, standards, and procedures. **This shall include an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;**

12. Policy 5.6.19.10 n) is modified so that it reads:

land use in *Major Transit Station Areas* that overlap with *Employment Areas* which are identified on Schedule E-4, **within an Area of Influence of major goods movement facilities and corridors,** and subject to Policy 5.8.36;

13. Policy 5.6.19.10 p) is modified so that it reads:

alternative development standards to support development within all *Major Transit Station Areas*, such as reduced parking standards **and built forms.**

14. Policy 5.6.19.18 i) is modified so that it reads:

Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial policies, guidelines, and standards, and procedures; and

15. The first paragraph of the preamble of section 5.6.20.14 is modified so that it reads:

The 2051 New Urban Area identifies new *Designated Greenfield Areas* to accommodate growth to 2051. The ~~New Community Area~~ **2051 New Urban 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.

16. Policy 5.7.18.9 is deleted in its entirety.

17. Policy 5.7.18.10 is deleted in its entirety.

18. Policy 5.7.18.11 is deleted in its entirety.

19. Policy 5.8.39 is renumbered to 5.8.40 and a new policy is added as 5.8.39, which reads as follows:

Retail, residential, commercial, and non-ancillary uses may be permitted on lands municipally known as 33 Pillsworth Road, Caledon, subject to the completion of a planning study that addresses the following to the satisfaction of the Region:

- a) **Identify the area where residential uses would be permitted;**
- b) **Land use compatibility in accordance with provincial standards, guidelines, and procedures;**
- c) **An overall net increase to the total jobs planned for the *Employment Area* within the delineated boundary;**
- d) **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; and**
- e) **The mix and ratio of jobs by type (e.g., office, manufacturing, institutional).**

Residential uses identified in accordance with the requirements of Policy 5.8.39 a) through e) 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.

20. Policy 5.8.51.3 is modified so that it reads:

Direct the local municipalities to identify and protect Future Strategic *Employment Areas* in their local municipal official plans in accordance with Schedule E-4. **Future Strategic *Employment Areas* are not land use designations and confer no permitted uses.**

21. Policy 5.8.51.6 is modified so that it reads:

Recognize that as part of a regional *municipal comprehensive review* the lands around Sandhill were identified as 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.~~

22. The second paragraph of the preamble of section 5.10 is modified so that it reads:

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, **Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (the GGH Transportation Plan)**, and 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.

23. Policy 5.10.34.32 is modified so that it reads:

Work with the Province, local municipalities, and other regions and municipalities in the Greater Golden Horseshoe to implement the **GGH Transportation Plan and** Metrolinx Regional Transportation Plan and contribute to future updates **of both plans the Regional Transportation Plan.**

24. Policy 5.10.35.4 is modified so that it reads:

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, **the GGH Transportation Plan** and the Metrolinx Regional Transportation Plan.

25. Policy 5.10.38.4 is modified so that it reads:

Work with the Province, local municipalities, adjacent municipalities, relevant agencies, and stakeholders to regularly update the Goods Movement Strategic Plan for Peel, **in accordance with the GGH Transportation Plan.**

26. Policy 5.10.38.6 is modified so that it reads:

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, **and in accordance with GGH Transportation Plan.**

27. Policy 5.10.38.8 is modified so that it reads:

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) Requiring that the planning and development of a sensitive land use near or adjacent to a major facility be developed in accordance with the PPS and provincial guidelines, standards and procedures; and**
- b) c)** Ensuring that noise, odour, vibration and safety issues are addressed for *development* adjacent to railway corridors and terminal facilities.

28. Policy 6.5.11 is renumbered to 6.5.12 and a new policy is added as 6.5.11, which reads as follows:

In order to address potential cumulative impacts to existing private well supplies adjacent to areas undergoing development, the Region will require private well inspection, monitoring, and mitigation to be implemented as a condition of subdivision approval.

29. The third bullet point under the second paragraph of policy 7.4.11.4 is modified so that it reads:

The following list includes studies that may be required to evaluate an application to amend the Region of Peel Official Plan:

- agricultural impact **study assessment**

30. "Schedule A-5 – Wellhead Protection Areas in Caledon (April 2022)" is deleted in its entirety and replaced with a new "Schedule A-5 – Wellhead Protection Areas in Caledon", attached hereto in Appendix A.

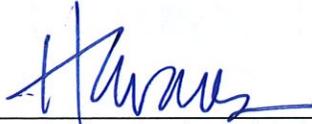
31. "Schedule E-1 – Regional Structure (April 2022)" is modified by adding the lands shown in Appendices B and C, attached hereto, to the Regional Urban Boundary as 2051 New Urban Area lands.

32. "Schedule B-2 – Niagara Escarpment Plan Area (NEP) Land Use Designations (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.

33. "Schedule B-3 – Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use Designations (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.
34. "Schedule B-5 – Greenbelt Plan Area Land Use Designations (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.
35. "Schedule D-1 – Rural System (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.
36. "Schedule D-1 – Rural System (April 2022)" is further modified by removing the lands shown in Appendix D, attached hereto, from the Prime Agricultural Area and designating them as Rural Land.
37. "Schedule E-2 – Strategic Growth Areas (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.
38. "Schedule E-3 – The Growth Plan Policy Areas in Peel (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.
39. "Schedule E-4 – Employment Areas (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary, by adding the lands shown in Appendices C and E, attached hereto, to the Employment Area designation.
40. "Schedule E-4 – Employment Areas (April 2022)" is further modified by removing lands shown in Appendix F, attached hereto, from the Employment Area designation.
41. "Figure 5 – Wellhead Protection Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (April 2022)" is deleted in its entirety and replaced with a new "Figure 5 – Wellhead Protection Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA)", attached hereto in Appendix G.
42. "Schedule E-5 Major – Transit Station Areas (April 2022)" is modified by deleting the KIT – 5 (Heritage Heights GO Station) stop location and radius.
43. "Table 5 – Minimum Densities of Major Transit Station Areas" is modified by deleting the row KIT – 5 (Heritage Heights GO Station).
44. Footnote 2 in "Figure 11 – Transit Infrastructure Status of Major Transit Station Areas – Page #1 (April 2022)" and "Figure 11 – Transit Infrastructure Status of Major Transit Station Areas – Page #2 (April 2022)" is modified so that it reads:

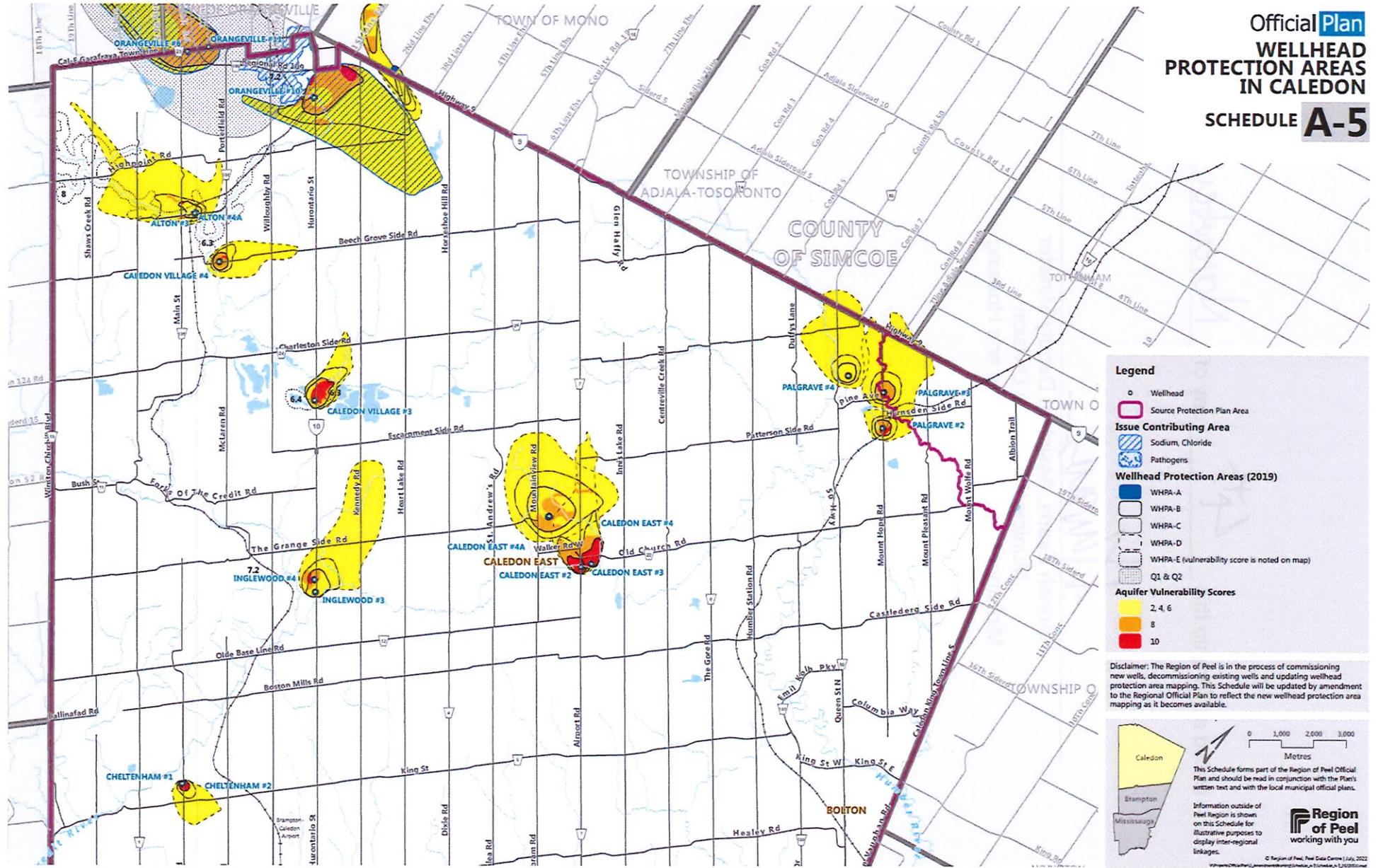
² Mississauga has ~~applied~~ **received** for Investing in Canada Infrastructure Program (ICIP) funding for this 7.2km section of the Dundas BRT

Dated at Toronto this 4th day of November, 2022

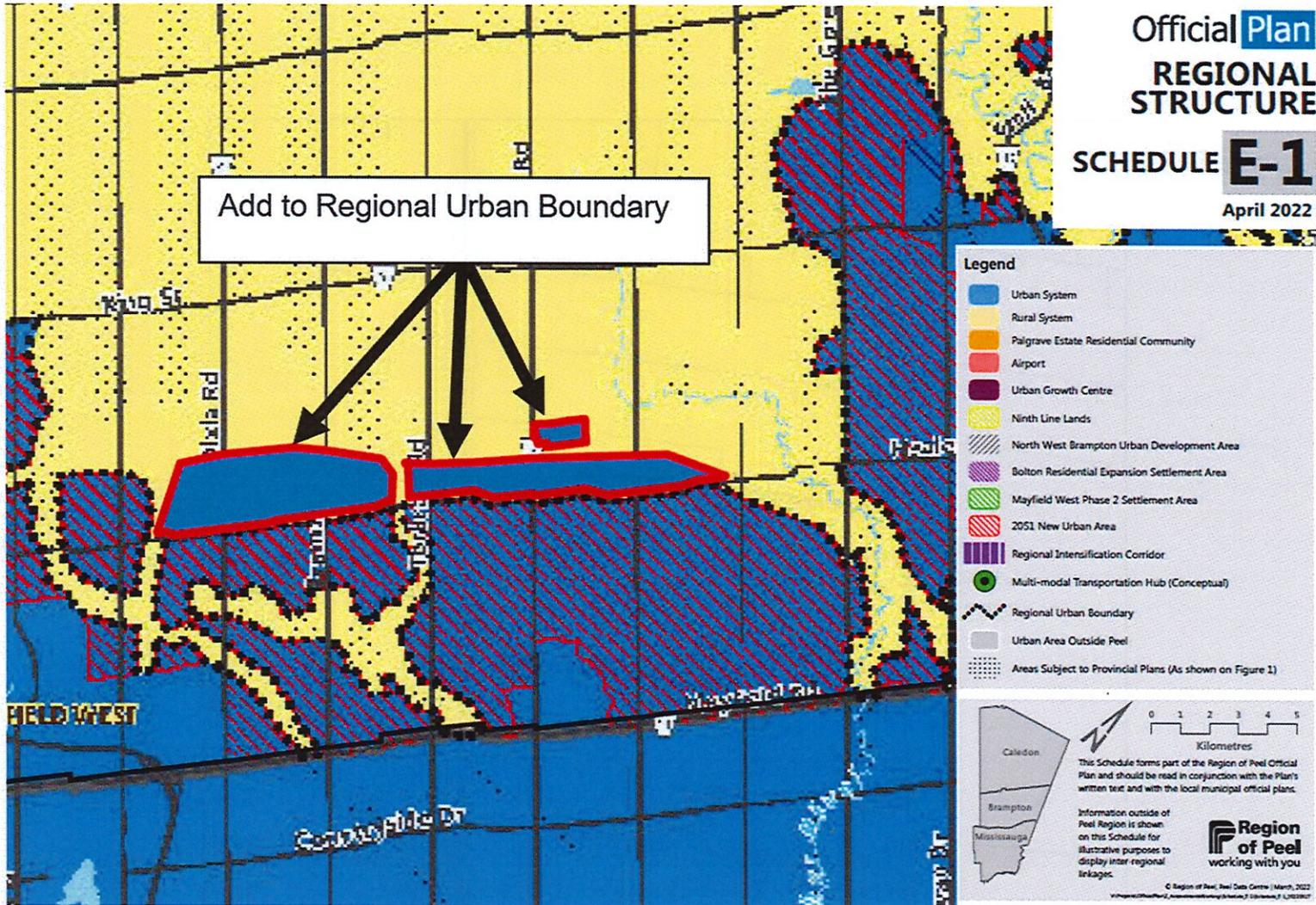


Hannah Evans, Assistant Deputy Minister
Municipal Services Division
Ministry of Municipal Affairs and Housing

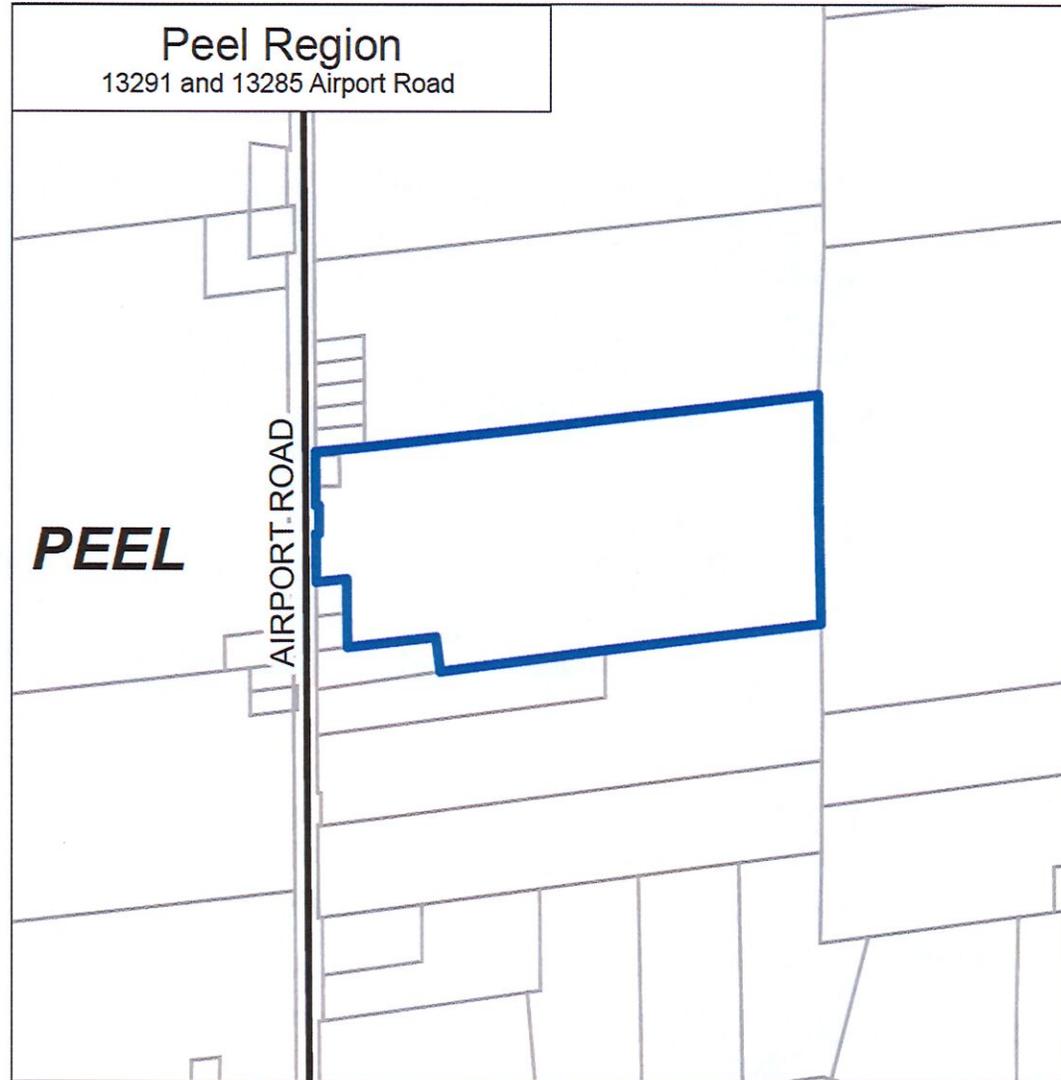
Appendix A



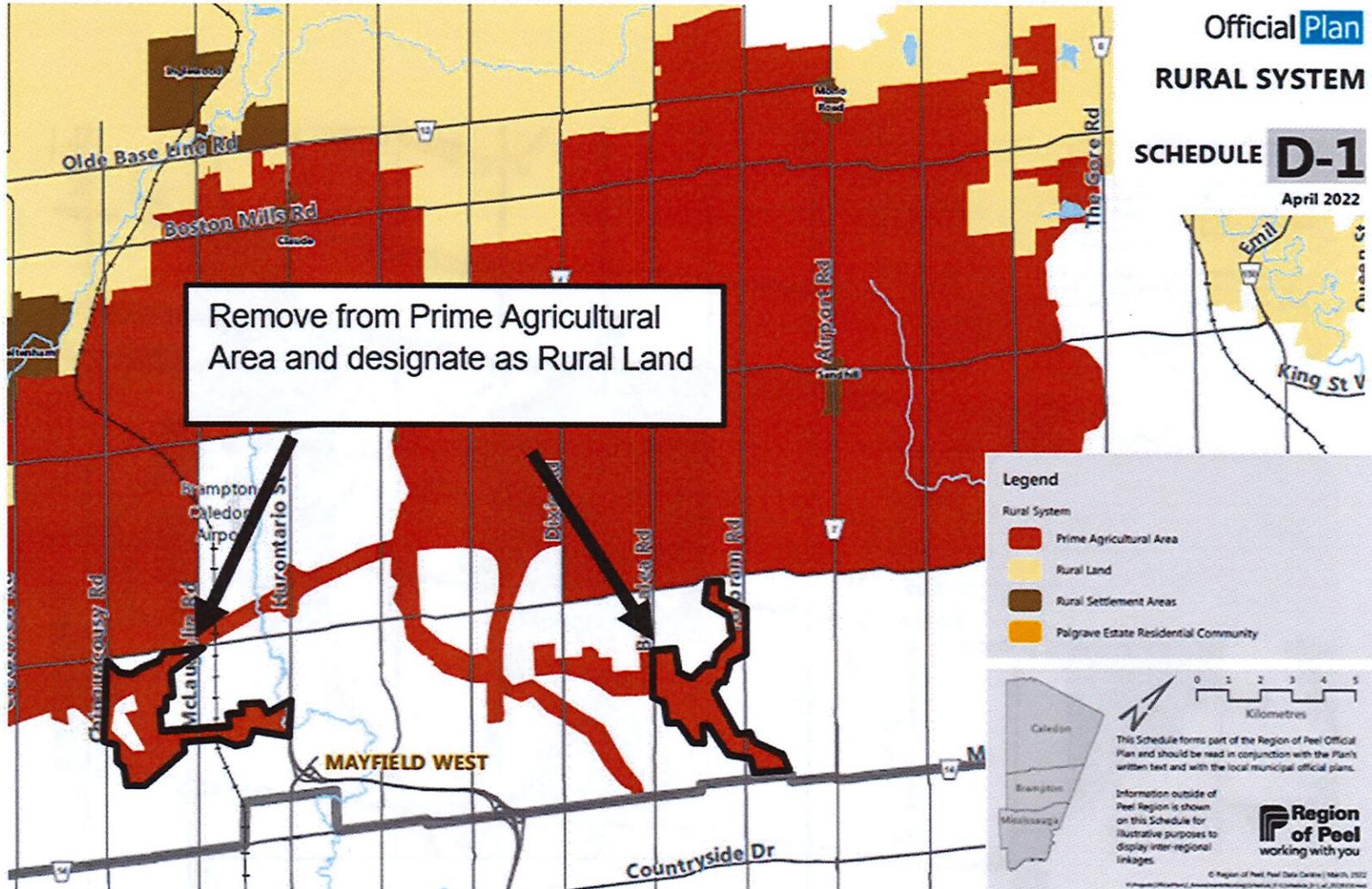
Appendix B



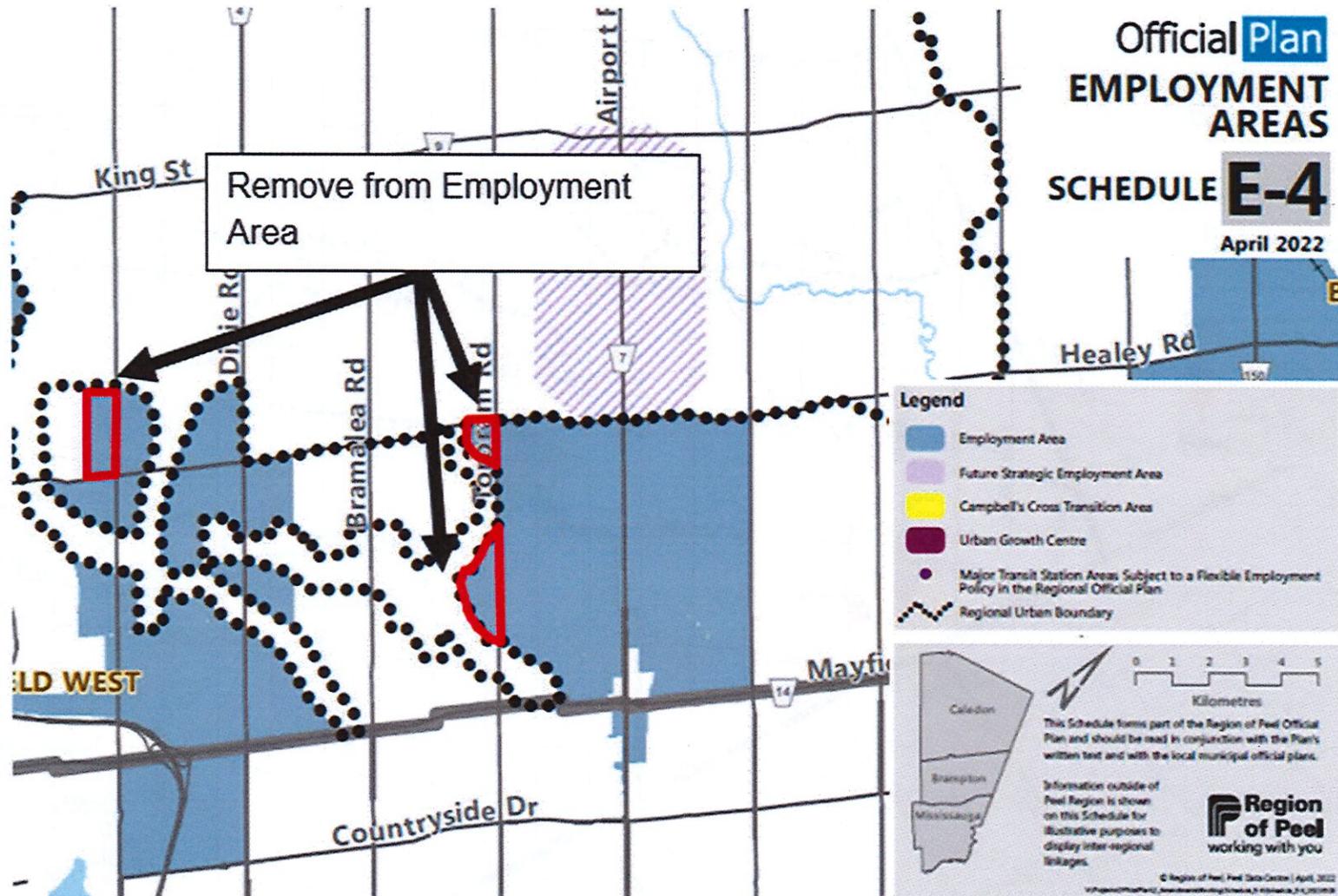
Appendix C



Appendix D



Appendix F



Appendix G

