

OFFICIAL PLAN

Office Consolidation

November, 2008

**Region of Peel
Planning Department
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9**

www.peelregion.ca

Telephone (905) 791-7800-ext. 4347

Facsimile (905) 791-7920

TABLE OF CONTENTS

FOREWORD	ii
THE NEED FOR A PLAN	ii
BACKGROUND	ii
HOW THE PLAN WAS PREPARED	iii
CHAPTER 1: INTRODUCTION	1
1.1 PURPOSE OF THE PLAN.....	1
1.2 GEOGRAPHIC SCOPE	2
1.3 GUIDE TO THE PLAN.....	2
1.3.1 Application of Provincial Policy.....	2
1.3.2 Five Principles of the Plan	3
1.3.3 Elements of the Plan	3
1.3.4 Organization of the Chapters	4
1.3.5 Themes of the Plan	4
1.3.6 General Goals of the Plan	5
CHAPTER 2: THE NATURAL ENVIRONMENT	7
2.1 INTRODUCTION.....	7
2.1.1 Purpose.....	7
2.1.2 Goal.....	8
2.1.3 Policies.....	8
2.2 LARGE ENVIRONMENTAL SYSTEMS	9
2.2.1 General Objectives.....	9
2.2.2 General Policies	9
2.2.3 Airsheds	9
2.2.3.1 Policy	10
2.2.4 Watersheds.....	10
2.2.4.1 Policies	10
2.2.5 Groundwater	11
2.2.5.1 Policies.....	12
2.2.6 Lake Ontario	12
2.2.6.1 Policies.....	12
2.2.7 Bioregions	13
2.2.7.1 Policy	13

2.2.8	Niagara Escarpment	13
2.2.8.1	Policies	14
2.2.9	Oak Ridges Moraine	14
2.2.9.1	Goal	15
2.2.9.2	General Objectives	15
2.2.9.3	Oak Ridges Moraine Conservation Plan	15
2.3	GREENLANDS SYSTEM IN PEEL	27
2.3.1	Objective	32
2.3.2	Policies	32
2.4	NATURAL HAZARDS	39
2.4.1	General Objectives	39
2.4.2	Regulatory Shoreline	39
2.4.2.1	Objective	39
2.4.2.2	Policies	40
2.4.3	Ravine, Valley and Stream Corridors	40
2.4.3.1	Objective	40
2.4.3.2	Policies	41
2.4.4	Riverine Flood Plains	42
2.4.4.1	Objective	42
2.4.4.2	Policies	42
2.4.5	Other Natural Hazards	42
2.4.5.1	Objective	42
2.4.5.2	Policy	43
2.5	RESTORATION OF THE NATURAL ENVIRONMENT	43
2.5.1	Objective	43
2.5.2	Policies	43
CHAPTER 3: RESOURCES		46
3.1	INTRODUCTION	46
3.1.1	Purpose	46
3.1.2	Goal	46
3.2	AGRICULTURAL RESOURCES	46
3.2.1	Objectives	47
3.2.2	Policies	47
3.3	MINERAL AGGREGATE RESOURCES	49
3.3.1	Objectives	50
3.3.2	Policies	51
3.4	WATER RESOURCES	55
3.4.1	Objectives	55

3.4.2	Policies.....	56
3.5	RECREATION	57
3.5.1	Objectives	57
3.5.2	Policies.....	58
3.6	CULTURAL HERITAGE.....	58
3.6.1	Objectives	59
3.6.2	Policies.....	59
CHAPTER 4: POPULATION AND EMPLOYMENT FORECASTS		62
4.1	INTRODUCTION.....	62
4.1.1	Purpose.....	62
4.1.2	Goal.....	62
4.2	POPULATION AND EMPLOYMENT FORECASTS.....	62
4.2.1	Objectives	62
4.2.2	Policies.....	63
CHAPTER 5: REGIONAL STRUCTURE		67
5.1	INTRODUCTION.....	67
5.1.1	Purpose.....	67
5.1.2	Goal.....	67
5.1.3	General Policies	68
5.2	THE 2031 REGIONAL URBAN BOUNDARY	68
5.2.1	Objectives	69
5.2.2	Policies.....	69
5.3	THE URBAN SYSTEM	70
5.3.1	General Objectives.....	70
5.3.2	General Policies	71
5.3.3	Regional Urban Nodes.....	72
5.3.3.1	Objectives.....	72
5.3.3.2	Policies.....	73
5.3.4	North West Brampton Urban Development Area.....	75
5.3.4.1	Objectives.....	75
5.3.4.2	Policies.....	76
5.4	THE RURAL SYSTEM.....	80
5.4.1	General Objectives.....	80
5.4.2	General Policies	81
5.4.3	Rural Service Centres	82
5.4.3.1	Objectives.....	83

5.4.3.2	Policies	83
5.4.4	Estate Residential Community	85
5.4.4.1	Objectives	86
5.4.4.2	Policies	86
5.4.5	Rural Settlements	88
5.4.5.1	Objectives	88
5.4.5.2	Policies	88
5.4.6	Rural Area	89
5.4.6.1	Objectives	89
5.4.6.2	Policies	90
5.5	HOUSING	91
5.5.1	Objectives	91
5.5.2	Policies	91
5.6	TRANSPORTATION SYSTEM IN PEEL	92
5.6.1	General Objectives	93
5.6.2	General Policies	93
5.6.3	The Provincial Freeway Network	95
5.6.3.1	Objective	95
5.6.3.2	Policies	95
5.6.4	Major Road Network	97
5.6.4.1	Objectives	98
5.6.4.2	Policies	98
5.6.5	Inter- and Intra-Regional Transit Network	101
5.6.5.1	Objectives	102
5.6.5.2	Policies	102
5.6.6	Airports	105
5.6.6.1	Objectives	105
5.6.6.2	Policies	105
5.6.7	Goods Movement	107
5.6.7.1	Objective	107
5.6.7.2	Policies	107
5.6.8	Environmental Impact	108
5.6.8.1	Objectives	109
5.6.8.2	Policies	109
5.6.9	Transport Demand Management	109
5.6.9.1	Objectives	110
5.6.9.2	Policies	110
CHAPTER 6: REGIONAL SERVICES		113
6.1	INTRODUCTION	113
6.1.1	Purpose	113
6.1.2	Goal	114

6.2	REGIONAL HUMAN SERVICES	114
6.2.1	Objectives	115
6.2.2	Policies.....	115
6.3	WATER AND WASTEWATER SERVICES.....	118
6.3.1	Objective.....	119
6.3.2	Policies.....	119
6.4	WASTE MANAGEMENT	120
6.4.1	Objectives	121
6.4.2	Policies.....	121
CHAPTER 7: IMPLEMENTATION		123
7.1	INTRODUCTION.....	123
7.1.1	Purpose.....	123
7.1.2	Goal.....	123
7.2	INTERPRETATION.....	123
7.2.1	Objective.....	123
7.2.2	Policies.....	123
7.3	THE PLANNING PROCESS	125
7.3.1	General Objectives.....	125
7.3.2	General Policies	125
7.3.3	Conformity of Area Municipal Official Plans	126
7.3.3.1	Objective	126
7.3.3.2	Policy	126
7.3.4	Planning Approvals.....	126
7.3.4.1	Objective	126
7.3.4.2	Policies.....	126
7.3.5	Public Consultation.....	127
7.3.5.1	Objective	127
7.3.5.2	Policies.....	127
7.4	CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN	127
7.4.1	Objective.....	128
7.4.2	Policies.....	128
7.5	EMERGENCY MEASURES	128
7.5.1	Objective.....	128
7.5.2	Policies.....	128
7.6	REGIONAL PLANNING INITIATIVES	129
7.6.1	Objective.....	129
7.6.2	Policies.....	129

7.7	REGIONAL ROAD WIDENING.....	132
7.7.1	Objective.....	132
7.7.2	Policies.....	132
7.8	REGIONAL FINANCES.....	134
7.8.1	Objectives.....	134
7.8.2	Policies.....	135
7.9	MONITORING, REVIEWING AND UPDATING.....	137
7.9.1	Objectives.....	137
7.9.2	Policies.....	137
	GLOSSARY.....	141

LIST OF SCHEDULES

follows page:

Schedule A:	Core Areas of the Greenlands System in Peel.....	29
Schedule B:	Prime Agricultural Areas.....	48
Schedule C:	High Potential Mineral Aggregate Resource Areas.....	52
Schedule D:	Regional Structure.....	68
Schedule D1:	Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use Designations.....	68
Schedule D2:	Aquifer Vulnerability Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA).....	68
Schedule E:	Major Road Network.....	92
Schedule F:	Regional Road Right-of-Way Requirements.....	92
Schedule G:	High Order Transit Network.....	96
Schedule H:	L.B.P.I.A. Operating Area.....	99

LIST OF TABLES

Table 1:	Population and Employment Forecasts for Peel.....	64
-----------------	---	----

APPENDIX – LIST OF FIGURES

- Figure 1:** Peel Region within the Greater Toronto Area
- Figure 2:** Selected Areas of Provincial Interest
- Figure 3:** Watershed Boundaries
- Figure 4:** Population and Employment Growth in Peel Region
- Figure 5:** **DELETED**
~~High Occupancy Vehicle (HOV) Network – 2021~~
- Figure 6:** Aircraft Noise Exposure Composite Contours
- Figure 7:** Population by Age Structure
- Figure 8:** Home Languages: Peel Region and Ontario
- Figure 9:** Existing Water and Wastewater Facilities
- Figure 10:** Waste Management Sites
- Figure 11:** L.B.P.I.A. Operating Area
- Figure 12:** Landform Conservation Areas in Peel for the
Oak Ridges Moraine Conservation Plan Area (ORMCPA)
- Figure 13:** Wellhead Protection Areas in Peel for the
Oak Ridges Moraine Conservation Plan Area (ORMCPA)
- Figure 14:** Oak Ridges Moraine Conservation Plan Area
(ORMCPA) Partial Service Areas

EXPLANATORY NOTE TO NOVEMBER 2008 STAFF CONSOLIDATION

The Region of Peel Official Plan was adopted by Regional Council on July 11, 1996 through By-law 54-96. The Plan was subsequently approved with modifications by the Minister of Municipal Affairs and Housing, through the Minister's Notice of Decision on the Plan dated October 22, 1996. The Regional Official Plan (ROP) was approved under the Planning Act, R.S.O. 1990 c.P 13, as amended by Bill 20 and its associated Provincial Policy Statement (1996).

Appeals of the Plan were forwarded to the Ontario Municipal Board (OMB). Sections of the Plan deemed not under appeal became effective on October 1, 1997. The appeals of the Plan were separated into four OMB hearing phases.

Phase one of the Regional Official Plan hearings generally related to Section 5.4 (The Rural System) as it applied to specific lands in the Town of Caledon. OMB Decision/Order No. 1344 relating to these lands and policies became effective on October 1, 1997.

The second phase of the ROP hearings involved miscellaneous appeals of various policies and was characterized as the "General Appeals". The decision on these appeals became effective on November 3, 1997 (OMB Decision/Order No. 1543).

The third phase of the ROP hearings pertained to Mineral Aggregate/Natural Environment policies (and associated Glossary terms). The decision on these appeals became effective on February 12, 1998 (OMB Decision/Order No. 0350). Appeals to parts of the ROP, in so far as they apply to specific sites, were adjourned pursuant to that decision. The deferrals referring to the Eight Acres Limited lands in Mississauga were dismissed July 19, 2000 (OMB Decision/Order No. 1056). The Harbour View Investments Limited appeals referred to in OMB Decision/Order No. 0350, which were site specific to Caledon, have now been dismissed (OMB Decision/Order No. 1984 issued August 11, 1998).

The fourth and final phase of the ROP hearings pertained to "Airport" issues. OMB Decision/Order No. 1650 became effective July 6, 1998.

This Office Consolidation includes Ministry and OMB approvals as well as approved amendments made through:

ROPA #	Subject	Date Adopted
1	Caledon East Secondary Plan	May 11, 2000
2	Housekeeping Amendment	October 2, 2000
3	Assumption of Highway 7 from the Province of Ontario	December 6, 2001
4	York/Peel BATS Implementation	December 6, 2001
5	Airport Operating Area	July 31, 2002
7	Oak Ridges Moraine	April 17, 2003
8	Population and Employment Forecasts	July 10, 2003
9	Northwest Mississauga Proposed GO Rail Symbol	May 27, 2004
11	Human Services policy update	August 20, 2004
15	Brampton Urban Boundary Expansion; North West Brampton	June 16, 2005
16	Revisions to Transportation policies and Schedules E, F & G	September 15, 2005
17	Revisions to Mayfield West Rural Service Centre Boundary	December 15, 2005

Office Consolidations are prepared for information purposes only and the actual Ministry approvals and Ontario Municipal Board decisions and approvals should be used for legal reference.

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 Regional 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 area 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 area 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.

HOW THE PLAN WAS PREPARED

The *Region of Peel* Official Plan was prepared according to a Council approved work program based on multi-stakeholder consensus building. Overall direction for the Plan was provided by a Steering Committee comprised of an Assistant Deputy Minister of Municipal Affairs and Housing and the members of the Regional Planning Committee. Management and preparation of the Plan was the responsibility of the Technical Advisory Committee comprised of the Commissioner of Planning, *Region of Peel*; the Commissioner of Planning and Building, City of Brampton; the Commissioner of Planning and Building, City of Mississauga; the Director of Planning and Development, Town of Caledon; and a representative of the Plans Administration Branch of Municipal Affairs and Housing.

The Steering Committee approved the terms of reference for four background studies to the Plan. Consultants were retained to complete background studies on the Regional Cost of Development, and on strategies for the Environment, Resources, and Regional Structure. Numerous multi-stakeholder workshops were held with staff representatives from *the Region*, area municipalities, provincial ministries, special purpose bodies and neighbouring municipalities. Newsletters, questionnaires and information sessions provided opportunities for public information, input and comments.

CHAPTER 1: INTRODUCTION**1.1 PURPOSE OF THE PLAN**

The Regional Municipalities Act and the Planning Act direct *Regional Council* to prepare and adopt a Regional 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 Regional 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 *Regional Council* with the long-term regional strategic policy framework for guiding growth and *development* in *Peel* while having regard for *protecting* the environment, managing the renewable and non-renewable resources, and outlining a regional structure that manages this growth within *Peel* 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 *area municipal official plans* which must conform to this Plan;
- recognize the duality in *Peel Region* between the urban nature of the Cities of Brampton and Mississauga and the primarily rural nature of the Town of Caledon;
- recognize the need for effective environmental protection and management measures to ensure environmental sustainability;
- recognize the importance of *protecting* and enriching the natural and cultural heritage of *Peel Region*;
- provide for the health and safety of those living and working in *Peel*; 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

Peel Region is situated in the west-central portion of the *Greater Toronto Area (GTA)*, the largest urban agglomeration in Canada (see Figure 1 in the Appendix). Covering 1,225 square kilometres (473 square miles) and stretching from Lake Ontario in the south, to the *Oak Ridges Moraine* and above the *Niagara Escarpment* in the north, *Peel* includes a diverse mixture of urban, suburban, rural, agricultural and natural *landscapes*. At the beginning of 1995, *Peel* had an estimated population of 853,000 persons.

The *Region of Peel Official Plan* applies to the combined areas of the City of Brampton, the City of Mississauga, and the Town of Caledon. In portions of *Peel*, such as the areas covered by the Niagara Escarpment Plan and the *Parkway Belt West Plan*, special provincial plans are in effect. These provincial plans take precedence over this Plan (see Figure 2 in the Appendix). The province of Ontario has expressed a Provincial interest in, and has passed legislation for, the long-term protection of the Oak Ridges Moraine.

1.3 GUIDE TO THE PLAN

This Plan outlines strategies to guide growth and *development* in *Peel Region* for the period 2005 to 2031 for the Urban System and 2005 to 2021 for the Rural System. The reference year for the Plan is 2001, which was a Federal Census year”.

For a complete understanding of more detailed matters not covered in this Plan, reference should be made to the official plans for the area municipalities, their supporting documents and applicable provincial plans.

This Plan acknowledges and is based on legislation, policy statements, guidelines and provincial policy positions available as of the adoption date of this Plan.

1.3.1 Application of Provincial Policy

The Regional Official Plan is designed to clarify the roles and responsibilities of *the Region* and the area municipalities by providing regional leadership where value is added and by clearly assigning certain roles to the area municipalities through strong, directive policy language. An underlying premise of this Plan is that provincial policy will be implemented *jointly* through both the Regional Plan and area municipal plans. *Area municipal official plans* will contain more detailed policies.

1.3.2 Five Principles of the Plan

This Plan is 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 *Peel* and incorporating the strategic objectives of the area municipalities;
- b) The Plan should aim to disentangle area municipal, regional and provincial activities in planning, eliminate duplication and not complicate area 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 in *Peel*. The Plan must not duplicate or infringe on area 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 area municipal planning and servicing responsibilities; and
- e) The Plan must be prepared with a view to having the Province delegate authority to the Regional, area municipal and/or conservation authority level.

1.3.3 Elements of the Plan

There are five elements to this Plan: Text, Tables, Schedules, Glossary and Figures.

Chapters 1 to 7, Table 1, Schedules A to H, together with the Glossary, constitute the *Region of Peel* Official Plan. Except as expressly noted in Policy 7.2.2.7, any changes, additions, or deletions to these elements will require an amendment to this Plan.

Figures show factual and/or conceptual information available at the time of preparation of this Plan, and are included in the Plan for illustrative purposes 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 by *Regional Council*, without requiring an amendment to this Plan.

1.3.4 Organization of the Chapters

This Plan is structured as a series of policy layers to be applied to the geographic base of *Peel*. The importance of environmental concerns in the future of *Peel* is highlighted by the position of the environment in Chapter 2 at the front of the 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. Certainly 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, Peel must plan carefully to accommodate anticipated growth. Chapter 4 contains growth forecasts for Peel's Urban System to the year 2031 and for the Rural System to the year 2021, allocates the forecasted population and employment growth among the three area municipalities, and contains policies regarding population 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.

1.3.5 Themes of the Plan

A number of themes have moved to the forefront of planning in recent years, including the *ecosystem* approach, *sustainable development* and *healthy communities*. Each theme approaches planning issues from a different perspective and has a different primary focus. The *ecosystem* approach highlights the importance of the environment and its integrated systems, *sustainable development* is strongly tied to economic growth, and *healthy communities* are concerned with the implications of planning on people and society.

Each theme has its particular strengths when applied to regional planning for an area like *Peel*. Viewed together, the themes provide a balanced and flexible overall basis for the formulation and analysis of policy. These three approaches also reflect the vision in the Council approved Corporate Strategic Plan (referred to hereafter as the Strategic Plan): a strong Region, an economically vital *community*, a caring *community*, and a *community* which conserves and enhances its natural resources.

Therefore, this Plan contains balanced yet flexible goals and objectives that promote equilibrium between *ecosystem* approach, *sustainable development* and *healthy communities*.

1.3.6 General Goals of the Plan

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

- 1.3.6.1 To create a healthy regional *community* of communities for those living and working in *Peel* which is characterized by physical, mental, economic and social well-being; minimized crime, 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*.
- 1.3.6.2 To recognize, respect, preserve and enhance the importance of *ecosystem* features and functions and enhance the environmental well-being of air, water, land resources and living organisms.
- 1.3.6.3 To recognize the importance of a vital 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*.
- 1.3.6.4 To *support* growth and *development* which takes place in an effective and efficient manner, and which balances the environmental, social and economic 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 area municipalities and agencies directly or indirectly involved. However, both the short and long-term economic, social and environmental costs of inaction must be seriously considered.

- intentionally left blank -

CHAPTER 2: THE NATURAL ENVIRONMENT

2.1 INTRODUCTION

2.1.1 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 area municipal *community* and its surrounding environment, and providing a sense of place and identity. The primary focus of this chapter is on the natural heritage resources, while the identification, preservation and promotion of *Peel's* cultural heritage is dealt with in Chapter 3 of this Plan. 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.

The natural environment provides the life support system for our urban and rural communities. Ideally, healthy natural systems require no intervention to function properly. Degraded natural systems, on the other hand, have costly consequences for our communities. 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 preserve, *protect*, and encourage through the *support* of, and where appropriate, participation in the *restoration* and *rehabilitation* of natural areas in *Peel*. *The Region's* Strategic Plan reflects this in its goals to "conserve *Peel's* air, water and land resources", and to "*protect Peel's* important natural features and environmentally sensitive areas".

In this chapter emphasis is placed on the *joint* efforts with the area municipalities, conservation authorities and other agencies that are required to *protect* the natural systems in *Peel*, restore poorly functioning *ecosystems*, and promote clean air, water and land. 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 *area municipal official plans*, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.

The establishment of a Greenlands System in *Peel*, as called for in the Strategic Plan, *protecting* and, where possible and ecologically appropriate, connecting key natural features, is set out in some detail in Section 2.3 of this chapter.

2.1.2 Goal

To create and maintain a system of viable, well-functioning environmental features to ensure a healthy, resilient and self-sustaining natural environment within *Peel Region*.

2.1.3 Policies

It is the policy of *Regional Council* to:

- 2.1.3.1 Rationalize the regulatory framework for the natural environment across *the Region* on an *ecosystem* basis, *jointly* with the area municipalities, conservation authorities and provincial agencies, to increase the defensibility and effectiveness of protection measures.
- 2.1.3.2 *Protect*, maintain and enhance the quality and *integrity* of *ecosystems*, including air, water, land and biota *jointly* with the area municipalities, conservation authorities and provincial agencies.
- 2.1.3.3 Identify and regulate *development* on lands exposed to *natural hazards* *jointly* with the area municipalities, provincial agencies and conservation authorities.
- 2.1.3.4 Adopt policies and establish programs for the *restoration* of the natural environment in *Peel* *jointly* with the area municipalities, conservation authorities and provincial agencies.
- 2.1.3.5 Ensure, *jointly* with the area municipalities and the conservation authorities in consultation with the Department of Fisheries and Oceans, that no negative impacts, as defined in the Provincial Policy Statement, occur to fish habitat as a result of *development* and *site alterations*.
- 2.1.3.6 Encourage the area municipalities, in consultation with the conservation authorities, to promote and enforce soil conservation measures on developing sites.

2.2 LARGE ENVIRONMENTAL SYSTEMS

Large environmental systems interact with smaller *ecosystems*, including localized plant and animal communities. This Plan considers *airsheds*, *watersheds*, groundwater resources, the Lake Ontario Waterfront, *Bioregions*, the *Niagara Escarpment* and the *Oak Ridges Moraine* as the relevant large environmental systems which *Peel* has a part in *protecting*.

2.2.1 General Objectives

- 2.2.1.1 To recognize and promote the connections between local *ecosystem* functions and large environmental systems and contribute to the protection of these larger non-localized systems.
- 2.2.1.2 To conserve and maintain the *integrity* of *Peel's* air, water and land resources.

2.2.2 General Policies

It is the policy of *Regional Council* to:

- 2.2.2.1 Study and *protect* the overall *integrity* of *Peel's ecosystems* which are part of larger biotic (living) and abiotic (non-living) systems.
- 2.2.2.2 Study and create databases for the larger environmental systems.
- 2.2.2.3 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 *integrity* of broader *ecosystems* and the Greenlands System in *Peel* (see Section 2.3).

2.2.3 Airsheds

Peel can be considered part of a Great Lakes Basin climatic system or *airshed*. Larger weather systems may flush out, bring in, or trap polluted air. In *Peel*, 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 northwest to Dufferin County.

2.2.3.1 Policy

It is the policy of *Regional Council* to evaluate the climatic and air quality impacts of the objectives and policies in this Plan.

2.2.4 Watersheds

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 3 in the Appendix). *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 impact on natural systems. The interconnections and relationships among human activities and the subsequent impacts on *ecosystems*, must be recognized.

The natural boundaries of *watersheds* and *subwatersheds* provide relevant and practical units for an *ecosystem* approach to the management of water resources, and related natural resources, that utilize the hydrological cycle as the pathway that integrates physical, chemical and biological processes. Existing provincial guidelines provide a framework for the preparation of *watershed* and *subwatershed plans*.

2.2.4.1 Policies

It is the policy of *Regional Council* to:

- 2.2.4.1.1 Promote and participate in *watershed plans* and *subwatershed plans* within *Peel Region*.
- 2.2.4.1.2 Determine *jointly* with the area municipalities, conservation authorities and provincial agencies the requirement for a *subwatershed* plan where planning initiatives are likely to have a *significant* immediate or cumulative impact on water resources and related natural systems in a *watershed* or *subwatershed*. Such a determination shall include consideration of the Water Resources policies contained in Section 3.4 of this Plan.
- 2.2.4.1.3 Determine *jointly* with the area and neighbouring municipalities, conservation authorities, and other provincial agencies, a schedule prioritizing the need for *watershed* and *subwatershed plans* in *Peel Region*.

- 2.2.4.1.4 Work *jointly* with the area and neighbouring municipalities, conservation authorities, and other provincial agencies to determine planning and monitoring information requirements for inclusion in *watershed* and *subwatershed plans*.
- 2.2.4.1.5 Work *jointly* with the conservation authorities, the area municipalities and, where applicable, the Niagara Escarpment Commission to integrate *subwatershed* planning and monitoring information on a regional and *watershed* basis, in order to assess the cumulative effects of land use changes and the implementation of *subwatershed plans*.
- 2.2.4.1.6 Integrate ground and surface water quality and/or quantity monitoring conducted by Regional departments with *watershed* and *subwatershed plans* and other environmental monitoring, including the analysis of cumulative effects.

2.2.5 Groundwater

Groundwater plays an important role in the hydrological cycle of the water resource system in *Peel*. The identification, maintenance and protection of groundwater recharge and discharge features and functions such as *woodlands*, topographic depressions, *wetlands*, ponds, lakes, rivers and streams are important to sustaining groundwater quality and quantity.

Groundwater, accumulated and stored in aquifers, is an important source of drinking water for individual households and communities in *Peel*. The continued health of fish and wildlife habitat is also dependent on year round groundwater discharge as baseflow to streams and *wetlands*. In the north of *Peel*, groundwater recharge occurs mainly through the bedrock dolostone of the *Niagara Escarpment* and the thick granular deposits and poorly defined surface drainage pattern typical of morainal topography north of the Peel Plain and the *Niagara Escarpment*. The *groundwater discharge* features of the *Oak Ridges Moraine*'s south slope and the Escarpment's easterly face function as the *headwater* areas for many of the rivers and streams in *the region*.

The less permeable soils of the Peel Plain reduce contributions to groundwater through recharge. However, localized recharge and discharge functions in these areas do contribute to water supplies and surface water systems.

Water resources are dealt with in more detail in Section 3.4 of this Plan.

2.2.5.1 Policies

It is the policy of *Regional Council* to:

- 2.2.5.1.1 *Protect, maintain and enhance the integrity of ecosystems through the proper planning and management of groundwater resources and related natural systems in Peel.*
- 2.2.5.1.2 Work with the area municipalities, conservation authorities and other provincial agencies to *protect, maintain and enhance groundwater resources.*

2.2.6 Lake Ontario

Lake Ontario forms *the region's* southern boundary and is a very prominent feature within the natural heritage system of *Peel*. The fish and wildlife habitat associated with this aquatic *ecosystem* has undergone *significant* physical change through *shoreline* and stream channel alteration, land clearance and drainage, and other urban activities. It is therefore important that 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. Sections 2.3 and 2.4 of the Plan deals with the protection and management of the Lake Ontario Shoreline in more detail.

2.2.6.1 Policies

It is the policy of *Regional Council* to:

- 2.2.6.1.1 Participate in international, national, provincial, inter-regional and area municipal initiatives, including the implementation of the Lake Ontario Greenway Strategy and the preparation and implementation of remedial action plans, to *protect* and restore the aquatic *ecosystem* of Lake Ontario and its associated *shoreline*.
- 2.2.6.1.2 Encourage the City of Mississauga, the conservation authorities and the appropriate agencies to consider an Integrated Shoreline Management Plan for an appropriate segment of the Lake Ontario Shoreline.

- 2.2.6.1.3 *Protect, maintain and enhance the quantity and quality of water resources for the supply of potable water and maintenance of ecosystem integrity in Peel.*

2.2.7 Bioregions

Bioregions are landscape units, the extents of which are defined by the biological processes that occur within these areas. Lands and waters within *bioregions* share climatic and many ecological similarities. A bioregional unit helps to focus attention on the interdependency and internal links that exist within the natural environment.

The Greater Toronto *Bioregion* (see Figure 1 in the Appendix), has been defined as the area of land bounded by Lake Ontario, the *Niagara Escarpment* and the *Oak Ridges Moraine*. Most of *Peel's* land area is within the Greater Toronto *Bioregion*. However, large areas in the north of Caledon are part of other *bioregions*, some of which are functionally related to the *Oak Ridges Moraine*, the *Niagara Escarpment* and other systems to the north, east and west. Thus, *the Region* must address many different inter-regional *ecosystem* linkages and functions.

2.2.7.1 Policy

It is the policy of *Regional Council* to promote coordinated planning initiatives that recognize, *protect*, restore and enhance *ecosystem integrity* in a bioregional context *jointly* with the area municipalities, conservation authorities, *Niagara Escarpment Commission* and neighbouring municipalities.

2.2.8 Niagara Escarpment

The *Niagara Escarpment* is a provincially *significant*, 725 kilometre (450 mile) 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. In 1990 the Escarpment's unique character was recognized by United Nation's Educational Scientific and Cultural Organization (UNESCO) when it was named a World Biosphere Reserve. 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 rich and diverse natural and *cultural heritage resources* of this area are *protected* by the *Niagara Escarpment Plan*, this Plan and the *Town of Caledon Official Plan*.

2.2.8.1 Policies

It is the policy of *Regional Council* to:

- 2.2.8.1.1 *Support* the designations and policies of the Niagara Escarpment Plan.
- 2.2.8.1.2 Require the Town of Caledon to have policies, in its official plan which conform with the policies of the Niagara Escarpment Plan within the Niagara Escarpment Plan Area.

2.2.9 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 a parallel to Lake Ontario, the Oak Ridges Moraine in Peel 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, 2001 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, 2001. The boundary and land use designations for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) within Peel are shown on Schedule D1 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, and providing opportunities for compatible recreation, including a continuous recreational trail across the Oak Ridges Moraine.

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 Regional 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 Act, 2001 allows 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.

Where this Plan contains terms that are defined by the ORMCP, they are underlined. The ORMCP should be consulted for specific direction. Also, terms that are defined in this Plan are italicized.

2.2.9.1 Goal

To implement the Provincial Oak Ridges Moraine Conservation Plan to protect the ecological and hydrological features and functions of the Oak Ridges Moraine and the associated benefits to Peel residents.

2.2.9.2 General Objectives

- 2.2.9.2.1 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.
- 2.2.9.2.2 To provide direction to the Town of Caledon to develop appropriate policies in its Official Plan for implementing the ORMCP.
- 2.2.9.2.3 To undertake all Regional responsibilities in a manner that respects the intent of the ORMCP.

2.2.9.3 Oak Ridges Moraine Conservation Plan

It is the policy of *Regional Council* to:

GENERAL

- 2.2.9.3.1 Recognize the Oak Ridges Moraine as a provincially significant feature.
- 2.2.9.3.2 Read and interpret the policies of Section 2.2.9 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.
- 2.2.9.3.3 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 area municipal level. Policies are to include, but are not limited to those addressing servicing requirements and restrictions, the continuation of existing uses, permitting residential dwellings on existing lots of record, addressing accessory uses and structures, the applicability of the Table in Part III of the ORMCP to existing uses, second dwellings, lots of record, approved uses, consents, and permitted uses.
- 2.2.9.3.3.1 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, 2001*.
- 2.2.9.3.3.2 All applications for development or site alteration, which commenced on or after November 17, 2001, are required to conform to the ORMCP.
- 2.2.9.3.4 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) 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.

- b) 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.
- c) 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.
- d) Consider incorporating policies in its Official Plan, within the ORMCPA, that allow apartments in houses and garden suites, subject to all applicable provisions of the Town's Official Plan and the ORMCP.

2.2.9.3.5 Permit the Town of Caledon to be more restrictive in its Official Plan and Zoning By-law, except as prohibited by the ORMCP.

2.2.9.3.6 Recognize the external boundary of the ORMCPA in Peel as shown on Schedule D1.

LAND USE DESIGNATIONS

2.2.9.3.7 Identify the boundaries of the land use designations on Schedule D1 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 Sections 9 and 10 of the Oak Ridges Moraine Conservation Act, 2001.

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.

Existing uses are allowed to continue and a single dwelling can be built on an existing lot of record, where permitted by the Town of Caledon's Zoning By-law prior to November 15, 2001. Uses and structures accessory to existing uses are allowed subject to all applicable provisions of the Town of Caledon Official Plan and the ORMCP.

- a) Natural Core Areas - Maintain and where possible improve or restore ecological integrity. These areas have a high concentration of key natural heritage features, hydrologically sensitive 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, or agriculture 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 Area's as well as mineral aggregate operations and wayside pits, subject to other provisions in the ORMCP.
- c) Countryside Areas – Encourage agricultural and other uses that support the ORMCP by protecting prime agricultural areas, allowing agricultural and other rural land uses as well as normal farm practices to continue, and maintain the character of Rural Settlements. These are areas of existing rural land uses including agriculture, and maintain 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 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 Schedule D1, 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 Caledon East Rural Service Centre.

NATURAL AND HYDROLOGICAL FEATURES

- 2.2.9.3.8 Define key natural heritage features and hydrologically sensitive features in accordance with Policy 2.2.9.3.9 and Policy 2.2.9.3.10 of this Plan. Where key natural heritage features and hydrologically sensitive features coincide with components of the Greenlands System in Peel, the policies of Section 2.3 of this Plan shall also apply.

- 2.2.9.3.9 As outlined in the ORMCP, define key natural heritage features as:
- a) Wetlands;
 - b) Significant portions of the habitat of endangered, rare 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; and
 - h) Sand barrens, savannahs and tallgrass prairies.
- 2.2.9.3.10 As outlined in the ORMCP, define hydrologically sensitive features as:
- a) Permanent and intermittent streams;
 - b) Wetlands;
 - c) Kettle lakes; and
 - d) Seepage areas and springs.
- 2.2.9.3.11 Direct the Town of Caledon to identify the location of known key natural heritage features and known hydrologically sensitive features in its Official Plan and Zoning By-law where such identification is technically feasible.
- 2.2.9.3.12 Direct the Town of Caledon to include in its Official Plan, appropriate policies to protect unevaluated and unmapped key natural heritage features and hydrologically sensitive 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 hydrologically sensitive 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.
- 2.2.9.3.13 Direct the Town of Caledon to prohibit development and site alteration within a key natural heritage feature and/or a hydrologically sensitive 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).

- 2.2.9.3.14 Direct the Town of Caledon to require that an application for new development or site alteration within the minimum area of influence of a key natural heritage feature or a hydrologically sensitive feature 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 of Peel 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 of Peel and the applicable conservation authorities.
- 2.2.9.3.15 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, hydrologically sensitive features, and adjacent land within Natural Core Areas and Natural Linkage Areas.
- 2.2.9.3.16 Prohibit the carrying out of new agricultural uses and agriculture-related uses, which commence after November 15, 2001 within a key natural heritage feature, a hydrologically sensitive feature, and within the associated minimum vegetation protection zone.
- 2.2.9.3.17 Prohibit the carrying out of new mineral aggregate operations or wayside pits, which commence after November 15, 2001 within a key natural heritage feature, a hydrologically sensitive feature, and within the associated minimum vegetation protection zone, except as may be considered by Section 35 (4) of the ORMCP.
-

LANDFORM CONSERVATION AREAS

Figure 12 of this Plan identifies Landform Conservation Areas in Peel for the ORMCPA.

- 2.2.9.3.18 Direct the Town of Caledon to require development or site alteration applications 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, as required by Section 30 of the ORMCP. In accordance with Section 30 (7) of the ORMCP, aggregate operations are exempt from Section 30 (5) and 30 (6) of the ORMCP.

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, as per Section 30 (13) of the ORMCP.

- 2.2.9.3.19 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 Section 30 (12) of the ORMCP.

TRANSPORTATION, UTILITIES, AND INFRASTRUCTURE

- 2.2.9.3.20 Prohibit, subject to jurisdictional limitations, transportation, utility, and infrastructure uses in all land use designations and key natural heritage features and hydrologically sensitive features 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.

- 2.2.9.3.20.1 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.

- 2.2.9.3.20.2 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 expire.
 - c) To service existing uses 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 14.

WATER RESOURCES

Protection of water resources is imperative to ensure the health of residents and maintaining ecosystem 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 groundwater aquifers to be impacted by various land uses.

Water Related Studies

Watershed plans are comprehensive management strategies that seek to understand the interconnections between terrestrial and aquatic components of the natural system. In addition to achieving a better understanding of the overall ecosystem function, watershed plans support change through and an ecosystem-based approach to land-use planning. Overall, these plans and their components assist in the management of land and water resources and recommend how they are to be protected and enhanced through land-use planning decisions.

- 2.2.9.3.21 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.

- 2.2.9.3.22 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.
- 2.2.9.3.23 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.
- 2.2.9.3.24 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.
- 2.2.9.3.25 Direct the Town of Caledon to prohibit the approval of major development unless the relevant requirements outlined in Sections 24, 30 (8), 43, 45, and 46 of the ORMCP have been satisfied.

Wellhead Protection

Wellhead protection areas are zones around wells where land uses must be carefully planned to protect the long-term quality of the water supply. In these areas, it may be necessary to restrict or even prohibit certain land uses due to their potential to impact groundwater. These restrictions will be detailed in the Town of Caledon Official Plan and uses will be restricted through the Town of Caledon's Zoning By-law.

Figure 13 of this Plan identifies Wellhead Protection Areas in Peel for the ORMCPA.

- 2.2.9.3.26 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 groundwater studies prepared to the satisfaction of the Region and the relevant approval authority.

- 2.2.9.3.27 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.
- 2.2.9.3.28 Direct the Town of Caledon to prohibit, 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, except as permitted by the ORMCP.
- 2.2.9.3.29 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 identify wellhead protection areas within the ORMCPA. Develop appropriate implementation tools, jointly with the Town of Caledon, interested agencies and other community stakeholders, as appropriate.

Aquifer Vulnerability

Aquifer vulnerability refers to groundwater aquifer susceptibility to contamination from both human and natural sources. Schedule D2 identifies Aquifer Vulnerability Areas in Peel for the ORMCPA.

2.2.9.3.30 Direct the Town of Caledon to prohibit, except in accordance with Section 6 (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.

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

AGRICULTURAL RESOURCES

2.2.9.3.32 Direct that within the ORMCPA, in the case of conflict between the policies of Section 3.2 of this Plan and Section 33 of the ORMCP, the policies of the ORMCP shall apply to the extent that they are less restrictive.

MINERAL RESOURCES

- 2.2.9.3.33 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 shall apply to the extent that they are less restrictive.
- 2.2.9.3.34 Prohibit mineral aggregate operations or wayside pits unless the appropriate requirements identifies in Section 35 of the ORMCP, and the applicable policies of this Plan and the Town of Caledon Official Plan, subject to Policy 2.2.9.3.33, have been addressed to the satisfaction of the Region of Peel and the Town of Caledon, in consultation with the applicable conservation authority.

2.3 GREENLANDS SYSTEM IN PEEL

Environmental research indicates that *protecting* natural areas over extended periods requires the natural landscape to be linked, where ecologically appropriate, into a network of natural core areas and corridors. This approach allows pioneer species to disperse along these paths to recolonize areas impacted by natural and human disturbances. It also allows for genetic mixing that contributes to the biodiversity and adaptability of existing populations and *ecosystems*. The linking together of natural areas may also provide habitat for species with larger range requirements, which are inhibited, by the restricted habitats offered by the current highly fragmented natural *landscape*.

Further, a functional or *ecosystem* approach to environmental planning recognizes that natural areas exist within a larger more complex system that transcends municipal boundaries. This system is largely defined by terrain conditions and by processes of ground and surface water movement. The components of this system are recognized as providing a variety of important and interdependent ecological functions. The Greenlands System also has economic benefits for *Peel* such as tourism and business development, employment opportunities and contributing to *healthy communities*.

The Greenlands System in *Peel*, which consists of Core Areas, Natural Areas and Corridors, and Potential Natural Areas and Corridors, is intended to *support* and express *the Region's* vision for the protection of the natural environment. The recognition, protection and stewardship of this system will *support* and strengthen the *integrity* and long-term sustainability of the *ecosystems* in *Peel* and neighbouring municipalities. *The Region*, the area municipalities, the conservation authorities, the Niagara Escarpment Commission and other partners share the responsibility for implementing this vision through the policy framework set out in this Plan. This will ensure the

achievement of complementary regional and area municipal objectives and policies in a consistent framework.

The Core Areas contain ecological features, forms and/or functions that provide favourable conditions for uninterrupted natural systems and maximum biodiversity. *The Region* and its partners value these areas for their importance in maintaining the *integrity* of the Greenlands System. These areas are *protected* by this Plan and are functionally supported, connected and/or buffered by the Natural Areas and Corridors and Potential Natural Areas and Corridors to form the Greenlands System in *Peel*.

The Core Areas of the Greenlands System are shown generally on Schedule A. Where there is a discrepancy between Schedule A and the identification of Core Areas in the text of the Plan, the text shall govern, unless otherwise specifically stated. Policies regarding the detailed interpretation of the location and extent of the Core Areas will be contained in the *area municipal official plans*. Such local interpretations shall be in conformity with the text of this Plan.

Area municipalities may identify additional parts of the Greenlands System as local core areas in their official plans and may provide policies governing the protection of such areas, having regard for local considerations and the intent of this Plan. *Area municipal official plans* may also add specific areas to or delete them from the Core Areas of this Plan, where the addition or deletion is in conformity with the definition of Core Areas. For example, if as a result of new information, it is determined by a Conservation Authority that an area previously identified as an *Environmentally Sensitive or Significant Area (ESA)* no longer meets the criteria for such an area, or that an area not previously so identified should now be so identified, the area municipal plan may reflect such a determination and be in conformity with this Plan. Such a refinement need not be incorporated by amendment into this Plan or shown on Schedule A but must be incorporated by amendment into the *area municipal official plan*.

The Natural Areas and Corridors also contain important ecological features, forms and/or functions, and can play a crucial role in supporting the *integrity* of the Core Areas. The protection and/or stewardship of these areas will be achieved through the *area municipal official plans* and related planning documents. Changes, modifications or losses to the features, functions and/or landforms associated with the Natural Areas and Corridors could have an immediate or cumulative impact on *ecosystem integrity*.

The Potential Natural Areas and Corridors may also contain important ecological features, forms and/or functions and may support the *integrity* of Greenlands System in *Peel*. The evaluation and, where appropriate, protection of these elements will be achieved through the *area municipal official plans* and related planning documents. The Potential Natural Areas and Corridors may require further study and evaluation in order to determine appropriate stewardship, *restoration* and/or protection measures.

The interaction of the Greenlands System with surrounding areas and neighbouring municipalities will be analyzed and refined over time as *area municipal official plans*, *subwatershed plans* and other field studies are completed. *The Region* and its partners will work towards achieving important natural connections between the Greenlands System in *Peel* and similar areas in neighbouring municipalities.

The elements of the Greenlands System in *Peel* are briefly described below.

Wetlands

Wetlands are 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. *Wetlands* perform many functions, including the provision of recharge and discharge zones for groundwater flow systems, attenuating *flood* flows, trapping sediment, preventing bank erosion and providing wildlife habitats.

Woodlands

Woodlands are complex *ecosystems* comprised of communities of trees, shrubs, ground vegetation and immediate environmental conditions on which they depend. *Woodlands* provide a range of *ecosystem* functions including: attenuating *flood* flows; trapping air and water borne sediment; preventing erosion and stabilizing steep slopes; providing shade for cold water fisheries; enhancing *groundwater recharge areas*; providing habitat; and promoting species diversity. *Woodlands* may also contain remnants of old growth forests. *Woodlands* are important because of their scarcity in *Peel* and the rest of the *Greater Toronto Area*. Forest management using good forestry practices is an acceptable activity within *woodlands*.

Environmentally Sensitive or Significant Areas

Environmentally Sensitive or Significant Areas are 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.

Areas of Natural and Scientific Interest

Areas of Natural and Scientific Interest are areas of land and water containing natural *landscapes* or features of provincial significance, having values related to natural heritage appreciation, scientific study or education.

Life 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 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.

Habitats of Vulnerable, Threatened and Endangered Species

Habitats of *vulnerable, threatened and endangered species*, and other species of special conservation concern are habitats of those species which have been listed by the Ministry of Natural Resources as occurring in sufficiently low population numbers, restricted geographic areas, or are sufficiently threatened by human activities, that their continued occurrence in Ontario is a matter of general conservation concern. The actual species falling into this category of conservation concern vary from region to region in the province, as well as over time, depending on ongoing research, recovery or mitigation efforts. Endangered species are listed in the Regulations under the provincial Endangered Species Act. Current lists of threatened and vulnerable species and species of conservation concern are maintained by the Ministry of Natural Resources.

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 are distinguished from stream corridors by the presence of a distinct landform. Naturally vegetated *Flood Plains* can attenuate *flood* flows. Due to the inherent hazards of valley lands they have remained mainly undeveloped and vegetated. *Valley and stream corridors* are natural linkages in the *landscape* having important ecological functions, providing habitat for fish and wildlife and acting as corridors for movement.

Shorelines

The *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. (Also see the definition of *Regulatory Shoreline* in the Glossary).

Natural Corridors

Natural corridors are naturally vegetated or potentially revegetated lands that connect, link or border critical ecological attributes and functions and also provide ecological functions such as habitat, migration routes, hydrological flow, connections or buffering from adjacent impacts. Certain *woodlands*, waterbodies, watercourses, valleylands, riparian zones, *shorelines*, and portions of the *Niagara Escarpment* natural heritage system, and intervening *adjacent lands* function as *natural corridors* in the Greenlands System.

Fish and Wildlife Habitats

Fish and wildlife habitats are areas of the natural environment where plants, animals, fish and other organisms derive life support functions such as cover, protection, reproductive support, food and water. These habitats may be important on a year-round or seasonal basis. *Fish and wildlife habitats* that are afforded protection include *wetlands*, *woodlands*, *Environmentally Sensitive or Significant Areas*, *Areas of Natural and Scientific Interest*, portions of the *Niagara Escarpment* and the *Oak Ridges Moraine*, and *valley and stream corridors*.

The following objective and policies address the identification, protection and maintenance of the Greenlands System and *restoration* and *rehabilitation* that may enhance the Greenlands System and the natural environment in *Peel*.

2.3.1 Objective

To identify, *protect* and *support* the *restoration* and *rehabilitation* of the Greenlands System in *Peel*.

2.3.2 Policies

It is the policy of *Regional Council* to:

- 2.3.2.1 Define the Greenlands System in *Peel* as being made up of:
- a) Core Areas, which are shown generally on Schedule A, and which are *protected* in this Plan and in the *area municipal official plans*.

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

Reference should be made to the *area municipal official plans* and related documents for a detailed interpretation of the location and extent of the Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors.

2.3.2.2 Define the Core Areas of the Greenlands System in *Peel* as:

- a) *provincially significant wetlands* (Class 1-3);
 - b) *woodlands* that are a minimum of 30 hectares (75 acres) in area;
 - c) *Environmentally Sensitive or Significant Areas*;
 - d) *Provincial Life Science Areas of Natural and Scientific Interest*;
 - e) *habitats of vulnerable, threatened or endangered species*;
 - f) *Escarpment Natural Areas of the Niagara Escarpment Plan*; and
 - g) Only those *valley and stream corridors* shown on Schedule A associated with the main branches of 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 in the Rural Service Centres and the rural settlements in the Rural System as designated in an *area municipal official plan*. These *valley and stream corridors* are continuous linkages connecting to other elements of the
-

Greenlands System Core Areas. The width of all of these *valley and stream corridors* shall be determined in accordance with the definition in the Glossary of this Plan. Their length shall be determined in accordance with Schedule A.

- 2.3.2.3 Direct the area municipalities, in consultation with the conservation authorities, the Ministry of Natural Resources 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 in *Peel* which conform to the intent of this Plan, have regard to provincial policies and are consistent with the Niagara Escarpment Plan, where applicable.
- 2.3.2.4 The area municipalities may define local core areas and policies in their Official Plans which will, at a minimum, incorporate the Core Areas of the Greenlands System in *Peel*.
- 2.3.2.5 Prohibit *development* and *site alterations* within the Core Areas of the Greenlands System in *Peel*, except for:
- a) *development* permitted within approved Two Zone and/or *Special Policy Areas* for *Flood Plains* as outlined in provincial policy;
 - b) *minor development*, *minor site alterations* and *passive recreation*;
 - c) essential servicing;
 - d) works for conservation purposes; and
 - e) compatible *recreation* within the Urban System, as shown on Schedule D.

These exceptions may be permitted through an approved *area municipal official plan* or the Niagara Escarpment Plan where applicable, in consultation with *the Region*, the conservation authorities, the Niagara Escarpment Commission and other relevant agencies, provided that the policies which permit such

- uses and activities are in conformity with the objectives and policies of this Plan.
- 2.3.2.6 Ensure that the Core Areas of the Greenlands System in *Peel*, as described in Policy 2.3.2.2 and as further detailed in the *area 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, there shall be no adjustment to the boundary or redesignation of these areas in the *area municipal official plans* and the *Region* will require replacement or *rehabilitation* of the ecological features, functions and/or landforms. *Regional Council* will *support* the area municipalities in applying this policy to other environmental features that are *protected* in an approved area official plan.
- 2.3.2.7 Direct the area municipalities to interpret *woodlands* to include plantations except where a more detailed environmental study has demonstrated that the plantation does not exhibit the characteristics necessary to satisfy the definition of *woodlands* in this Plan, in which case, the plantation shall not be considered to be a *woodland* for the purposes of this Plan.
- 2.3.2.8 Direct the area municipalities to require environmental impact studies for *development*, *site alterations* and new and expanded mineral aggregate extraction sites proposed on lands adjacent to Core Areas of the Greenlands System.
- This requirement may be reduced if detailed *development* criteria have been applied to a site through a comprehensive *joint* planning process, a comprehensive environmental impact study, on the basis of a *subwatershed* plan, or if an appropriate scoping exercise has been *jointly* undertaken or *supported* by the relevant agencies.
- 2.3.2.9 Determine planning and monitoring information requirements for inclusion in environmental impact studies *jointly* with area municipalities and other agencies.
- 2.3.2.10 Allow established agricultural activities on *adjacent lands* without an environmental impact study.
- 2.3.2.11 Define the Natural Areas and Corridors of the Greenlands System in *Peel* as:
-

- a) Class 4 to 7 *wetlands*;
- b) *woodlands* that are greater than 3 hectares (7.4 acres) in area up to 30 hectares (75 acres);
- c) Escarpment Protection Areas of the Niagara Escarpment Plan;
- d) the Lake Ontario *shoreline* and *littoral zone* and other *natural lakes* and their *shorelines*;
- e) *valley and stream corridors* that have a drainage area of 125 hectares (1/2 square mile) or greater which have not been defined as part of the Core Areas;
- f) *headwater* source and discharge areas; and
- g) any other natural features and functional areas interpreted as part of the Greenlands System Natural Areas and Corridors by the individual area municipalities, in consultation with the conservation authorities and the Ministry of Natural Resources, including, *as appropriate*, elements of the Potential Natural Areas and Corridors.

2.3.2.12 Define Potential Natural Areas and Corridors of the Greenlands System in *Peel*, subject to the provisions of policy 2.3.2.11 (g), as:

- a) unevaluated *wetlands*;
 - b) all other *woodlands*;
 - c) Provincial Earth Science *Areas of Natural and Scientific Interest*;
 - d) sensitive *groundwater recharge areas*;
 - e) *valley and stream corridors* that have a drainage area of less than 125 hectares (1/2 square mile);
 - f) portions of *Historic shorelines*;
-

- g) open space portions of the *Parkway Belt West Plan Area*;
 - h) potential ESA's identified as such by the conservation authorities; and
 - i) any other natural features and functional areas interpreted as part of the Greenlands System Potential Natural Areas and Corridors, by the individual area municipalities in consultation with the conservation authorities.
- 2.3.2.13 Direct the area municipalities, in consultation with the conservation authorities, the Ministry of Natural Resources 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 having regard to provincial policies, the requirements of this Plan, and local considerations and consistent with the Niagara Escarpment Plan, where applicable.
- 2.3.2.14 *Support* the area municipalities in consultation with the conservation authorities, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources to define the boundaries of the Greenlands System in *Peel* in terms of functions, landforms, attributes, linkages, critical elements, and *rehabilitation* and natural habitat *restoration* opportunities, including the preparation of technical documents.
- 2.3.2.15 Recognize the environmental value of all *wetlands* as part of the Greenlands System in *Peel* and *support* their identification and protection through the land use planning process, *as appropriate*.
- 2.3.2.16 Direct the area municipalities in conjunction with the conservation authorities and the Ministry of Natural Resources to study and evaluate unevaluated *wetlands* and *protect* them, *as appropriate*.
- 2.3.2.17 Recognize the environmental value of all *valley and stream corridors* as part of the Greenlands System in *Peel* and *support* their identification and protection through the land use planning process, *as appropriate*. Appropriate policies for *valley and stream corridors* through Rural Service Centres and rural settlement areas and/or *Special Policy areas* for *Flood Plains* will
-

be contained in the *area municipal official plans*. These policies shall ensure that the *integrity* of the *valley and stream corridors* are maintained, including valley walls, landforms, habitats and steep slopes.

2.3.2.18 Direct the conservation authorities, *jointly* with the area municipalities, to continue to refine the boundaries of *valley and stream corridors* including *headwater* areas, and setbacks from the watercourses and corridor limits, including appropriate alterations approved through *subwatershed* studies or comparable environmental and/or engineering studies and field work.

2.3.2.19 Direct the area municipalities, in their official plans, to generally prohibit new *development, site alterations* and the establishment or expansion of aggregate extraction sites in *valley and stream corridors* that have a drainage area of 125 hectares (1/2 square mile) or greater and are identified as Natural Areas and Corridors in this Plan, except for:

- a) *development* permitted within approved Two Zone and/or *Special Policy Areas for Flood Plains* as outlined in provincial policy;
- b) *minor development, minor site alterations* and passive recreation;
- c) essential servicing;
- d) works for conservation purposes; and
- e) compatible *recreation* within the Urban System, as shown on Schedule D.

These exceptions may be permitted through an approved *area municipal official plan* or the Niagara Escarpment Plan where applicable, in consultation with *the Region*, the conservation authorities, the Niagara Escarpment Commission and other relevant agencies. These uses and activities may be permitted by the area municipalities in these corridors, provided that the policies which permit such uses and activities are in conformity with the objectives and policies of this Plan.

-
- 2.3.2.20 Encourage the area municipalities to *protect significant* landforms, *landscapes*, vistas and ridgelines, *as appropriate*.
- 2.3.2.21 Promote planning, design and construction practices, which conserve landform, 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.

2.4 NATURAL 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 human activity and impact the *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.

2.4.1 General Objectives

- 2.4.1.1 To ensure that *development* and *site alterations* are not permitted in areas where site conditions or location may pose a danger to public safety, public health or result in property damage.
- 2.4.1.2 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.
- 2.4.1.3 To ensure that methods used to *protect* existing development at risk from *natural hazards*, do not negatively impact the *integrity* of the *ecosystem*.

2.4.2 Regulatory Shoreline

2.4.2.1 Objective

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

2.4.2.2 Policies

It is the policy of *Regional Council* to:

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

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

- 2.4.2.2.3 *Support* the City of Mississauga, in conjunction with the conservation authorities, in considering *development* and *site alterations* within the *regulatory flood standard* and/or *regulatory erosion standard* of the *regulatory shorelines* only where:
 - a) the *flooding* and erosion hazard 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* and erosion emergencies; and

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

2.4.3 Ravine, Valley and Stream Corridors

2.4.3.1 Objective

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

2.4.3.2 Policies

It is the policy of *Regional Council* to:

- 2.4.3.2.1 *Support, as appropriate*, the policies and programs of the conservation authorities related to ravine, *valley and stream corridor* management and protection.
- 2.4.3.2.2 Direct the area 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 alterations* within the one hundred year erosion limit.
- 2.4.3.2.3 Direct the area municipalities, in consultation with the conservation authorities, to only consider *development* and *site alterations* within the one hundred year erosion limit, consistent with provincial policy if:
- 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* and erosion emergencies; and
 - e) *development* and *site alterations* are carried out in accordance with *established standards and procedures*.
- 2.4.3.2.4 Discourage the creation of additional tableland within *valley and stream corridors*.
- 2.4.3.2.5 Generally prohibit the creation of new lots within *valley and stream corridors*.

2.4.4 Riverine Flood Plains

2.4.4.1 Objective

To ensure that *development* and *site alterations* do not create new or aggravate existing *Flood Plain* management problems along *flood* susceptible *riverine* environments.

2.4.4.2 Policies

It is the policy of *Regional Council* to:

- 2.4.4.2.1 Direct the area municipalities, in consultation with conservation authorities, to identify the lands subject to *flooding hazards*, in the appropriate planning documents, and in their official plans formulate objectives and policies for these lands.
- 2.4.4.2.2 Direct the area 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.
- 2.4.4.2.3 Encourage the conservation authorities to coordinate their regulations and *Flood Plain* and fill line identification regulations to ensure consistent application throughout *the region*.
- 2.4.4.2.4 Direct the area municipalities to include in their official plans, objectives and policies for the management of stormwater quality and quantity.

2.4.5 Other Natural Hazards

2.4.5.1 Objective

To ensure that new *development* and *site alterations* address other *natural hazards* as appropriate.

2.4.5.2 Policy

It is the policy of *Regional Council* to direct the area municipalities to include policies in their official plans which address other naturally occurring hazards, such as those created by topographic constraints, in accordance with the objectives and policies in this Plan, provincial policy and related planning documents.

2.5 RESTORATION OF THE NATURAL ENVIRONMENT

In many parts of *Peel*, settlements and land uses have diminished and in some areas, degraded the natural environment. As a result, the resilience of the *ecosystem* to cope with further change may be reduced. The quality and *integrity* of these *ecosystems*, as well as their healthy condition, may be re-established through the *restoration* of a diminished site. The degrading of the natural environment has also resulted in the fragmentation of historic *natural corridors* and linkages. Opportunities may exist to re-establish such links along existing linear features.

2.5.1 Objective

To seek opportunities to enhance the Greenlands System in *Peel* by restoring and enhancing degraded components of the *ecosystem* and by extending the network of natural areas where ecologically beneficial.

2.5.2 Policies

It is the policy of *Regional Council* to:

- 2.5.2.1 Promote a wide range of environmental *enhancement* and *restoration* opportunities.
 - 2.5.2.2 Encourage the City of Mississauga, conservation authorities, and other appropriate agencies to consider opportunities for natural habitat *restoration* along the shoreline and within the *littoral zone* of Lake Ontario.
 - 2.5.2.3 Encourage and promote *jointly* with conservation authorities, the area municipalities and other agencies, habitat *restoration* and *enhancement* programs through the planning approvals process.
 - 2.5.2.4 Encourage and promote *jointly* with the Niagara Escarpment Commission, the Town of Caledon and the conservation authority, the maintenance and *enhancement* of the natural environment, the open landscape and the natural scenery within the area of the
-

Niagara Escarpment Plan in accordance with the objectives of the Niagara Escarpment Planning and Development Act and the Niagara Escarpment Plan.

- 2.5.2.5 Ensure that the possibility of the Parkway Belt West Plan Area providing Natural Areas and Corridors in the Greenlands System is explored, evaluated and *protected, as appropriate*, in cooperation with the area municipalities and the Ministry of Municipal Affairs and Housing.
- 2.5.2.6 *Support* and encourage all efforts, including those of the area municipalities and conservation authorities, in restoring and enhancing components of the Greenlands System.
- 2.5.2.7 Work *jointly* with agencies and landowners to rehabilitate abandoned 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 *area municipal official plans*.
- 2.5.2.8 Work *jointly* with the agencies and landowners to implement reforestation programs across *the Region* with the highest priority on those areas that will enhance the Greenlands System in *Peel*.

- intentionally left blank -

CHAPTER 3: RESOURCES

3.1 INTRODUCTION

3.1.1 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 *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.

3.1.2 Goal

To have the renewable and non-renewable resources of *Peel* protected, managed and utilized in an efficient manner that conserves and *protects* environmental features and functions, and the character of rural *Peel* including its social, heritage, cultural, *community* and economic aspects.

3.2 AGRICULTURAL RESOURCES

Agriculture represents one of the more important sectors of Ontario's economy and continues to play a *significant* role in *Peel*. 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 they have few constraints for agricultural production. Currently the majority of lands in the southern part of the Town of Caledon and on the east and west side of the City of Brampton outside the urban area have soils which are rated as CLI Class 1. In addition to the CLI classifications, certain lands support the local production and sale of market vegetables or fruits and/or have specialized farm investments, such as greenhouses. The *Prime Agricultural Area* excludes existing settlement areas as identified in the *area municipal official plans*.

3.2.1 Objectives

- 3.2.1.1 To protect the *Prime Agricultural Area* as a natural resource of major importance to the economic viability of *the Region*, and to *support Peel's* farmers and agricultural organizations as valuable contributors to the *community* and the economy of *Peel*.
- 3.2.1.2 To protect agricultural uses in the *Prime Agricultural Area* from incompatible activities and land uses which would limit agricultural productivity or efficiency or result in fragmentation of the agricultural land base.
- 3.2.1.3 To *support* a healthy and productive agricultural industry as an important component of *Peel's* economic base and heritage.

3.2.2 Policies

It is the policy of *Regional Council* to:

- 3.2.2.1 Protect the *Prime Agricultural Area* for agriculture as shown on Schedule B.
 - 3.2.2.2 Promote and protect agricultural operations and normal farm practices in the *Prime Agricultural Area*.
 - 3.2.2.3 Require all uses in the *Prime Agricultural Area* to comply with the minimum distance separation formulae.
 - 3.2.2.4 Encourage the phasing of *development* and continued agricultural production on agricultural lands that lie within the 2031 Regional Urban Boundary.
 - 3.2.2.5 *Support* programs of the Ontario Ministry of Agriculture, Food and Rural Affairs, and other organizations, which encourage farmers to develop and follow conservation measures and *sustainable* farming practices (such as *Environmental Farm Plans*), that will protect the long-term productivity of agricultural lands and minimize impacts on the environment.
 - 3.2.2.6 *Support* the identification and protection of localized prime agricultural areas in the *area municipal official plans*.
-

- 3.2.2.7 Direct the area municipalities, in their official plans, to designate the *Prime Agricultural Area* as shown on Schedule B.
- 3.2.2.8 Direct the area municipalities in their official plans to allow in the *Prime Agricultural Area*, *primary agricultural uses*, and where deemed appropriate by the area municipality, *secondary uses* and *agriculture-related uses*; provided all new uses are compatible with surrounding agricultural activity, meet the requirements of the minimum distance separation formulae, and the Oak Ridges Moraine Conservation Plan, as appropriate.
- 3.2.2.9 Direct the area municipalities, in the *Prime Agricultural Area*, to consider only permitting a non-residential use, which would be subject to an *area municipal official plan* amendment provided that:
- there are no reasonable alternative locations which avoid the *Prime Agricultural Area*;
 - there are no reasonable alternative locations in the *Prime Agricultural Area* with lower priority agricultural lands;
 - there is a demonstrated need for the use; and
 - impacts from any new non-residential use on surrounding agricultural operations and lands are minimal or will be satisfactorily mitigated.
- This policy may not be used to address a proposal that has the effect of adjusting the 2031 Regional Urban Boundary, or a 2021 Rural Service Centre boundary. Such applications must continue to be addressed in the context of Section 7.9 of this Plan.
- 3.2.2.10 Direct the area municipalities, in their official plans, to recognize, *as appropriate*, in the *Prime Agricultural Area* existing non-residential uses, the residential use of existing and approved vacant severed lots, and the residential use of lots that may be approved in accordance with provincial policies.
- 3.2.2.11 Direct the Town of Caledon to protect farms in the Rural System from incompatible uses.
- 3.2.2.12 Prepare, in consultation with the area municipalities and other affected agencies, new Land Division goals and policies on land
-

severances, in conformity with provincial policy, for future incorporation by amendment into this Plan. In the interim, consents to sever lands in the *Prime Agricultural Area* shall only be permitted in accordance with Provincial Policy.

3.3 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 *area municipal official plans*.

The planning responsibility for mineral aggregate resources is shared among the Province, *the Region* and the area 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 area 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 area 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 C. The HPMARA shown on Schedule C 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 2.3 and on Schedule A; the Escarpment Protection Areas as designated in the Niagara Escarpment Plan; registered plans of subdivision; and the approved settlement areas as designated in *area municipal official plans*. The HPMARA shall be reflected in *area municipal official plans*, 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 *area municipal official plan* amendment, 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 C, 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 *area 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 *area 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.

Regional Council fully *supports* the preparation of the Caledon Community Resource Study to address the future of mineral aggregate resources in *the region*. The following objectives and policies are *supported* by *Regional Council* at this time recognizing that policy 3.3.2.1 directs the Town of Caledon in conjunction with *the Region* to undertake the Caledon Community Resource Study (CCRS) within a physical land use, environmental, economic and social context. The study will recommend, *as appropriate*, new policy directions on aggregate resources that will result in amendments to this Plan, including the Schedules, and the Town of Caledon Official Plan, as applicable.

3.3.1 Objectives

- 3.3.1.1 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 *area municipal official plans*.

- 3.3.1.2 To recognize *the Region's* mineral aggregate resource industry as an important component of *the Region's* economic base.
- 3.3.1.3 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.
- 3.3.1.4 To *support* initiatives for the *rehabilitation* of abandoned pits and quarries and to require the progressive *rehabilitation* of operating pits and quarries.

3.3.2 Policies

It is the policy of *Regional Council* to:

- 3.3.2.1 Direct the Town of Caledon, in conjunction with *the Region*, to undertake a Caledon Community Resource Study to examine the state of aggregate resources in the Town of Caledon within a physical land use, environmental, economic and social context. The study will recommend, *as appropriate*, new policy directions on aggregate resources that will result in amendments to this Plan, including the Schedules, and the Town of Caledon Official Plan, as applicable.
 - 3.3.2.2 Protect the High Potential Mineral Aggregate Resource Areas (HPMARA), as generally identified on Schedule C for possible use. These areas shall be reflected in *area municipal official plans*, and may be refined in those plans, having regard for local environmental, cultural, social and other planning considerations. An amendment to Schedule C to reflect local refinements shall not be required, as long as the local refinements respect the intent of this Plan.
 - 3.3.2.3 Permit mineral aggregate extraction sites, inside or outside of the HPMARA, only where extraction is permitted in an *area municipal official plan* and only in conformity with this Plan, the
-

Niagara Escarpment Plan, and the Oak Ridges Moraine Conservation Plan, where applicable. An amendment to Schedule C will not be required for the establishment or expansion of a mineral aggregate extraction site.

- 3.3.2.4 Prohibit new or expanded mineral aggregate extraction sites and *wayside pits and quarries* 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) Approved settlement areas as designated in *area municipal official plans* in the Rural System, and registered plans of subdivision, unless permitted by the area municipality pursuant to Policy 3.3.2.3.
- 3.3.2.5 Permit *development*, and direct the area municipalities to permit *development*, within their respective administrative and geographic jurisdictions, in or adjacent to the HPMARA as refined pursuant to Policy 3.3.2.2, 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.
-

- 3.3.2.6 Exempt from Policies 2.3.2.5, 2.3.2.6 and 3.3.2.4 any areas designated for mineral aggregate extraction in an *area municipal official plan* at the time of the approval of this Plan.
- 3.3.2.7 Require that all extraction and processing and associated activities be located, designed and operated so as to minimize environmental, *community* and social impacts.
- 3.3.2.8 Conduct such studies and address, as it considers appropriate, *jointly* with the area municipalities, the cumulative effects of the establishment and expansion of mineral aggregate extraction sites on *Peel's* communities, natural environment and cultural features.
- 3.3.2.9 Promote progressive *rehabilitation* of licensed mineral aggregate extraction sites in a manner that conforms with the applicable policies in this Plan, the *area municipal official plans*, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, and the Aggregate Resources Act.
- 3.3.2.10 Investigate and promote, *jointly* with the area municipalities, conservation authorities, Ministry of Natural Resources, Ministry of the Environment, the Niagara Escarpment Commission, the aggregate industry and others, opportunities for *rehabilitation* of abandoned extraction areas.
- 3.3.2.11 Direct the area 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 3.3.2.5 at the local level, in accordance with the policies of this Plan and the Niagara Escarpment Plan, 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 to permit *wayside pits and quarries* and portable asphalt 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 3.3.2.4; those areas of existing development or particular environmental sensitivity which have been determined in the *area municipal official plan* to be incompatible with extraction and associated activities or those areas within the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan, unless permitted by that Plan; and
- i) policies to prohibit the establishment or expansion of commercial peat or organic soil extraction operations.

3.3.2.12 Encourage the area 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.

3.4 WATER RESOURCES

Water resources in *Peel* are comprised of complex interrelated systems such as aquifers, *groundwater recharge and discharge areas*, rivers, streams, ponds, *wetlands* and lakes. These systems interact through the hydrological cycle which is a combination of precipitation, runoff, percolation, evaporation and discharge. Groundwater and surface water are important regional resources. Not only do these resources supply drinking water, they also play a vital role in maintaining *ecosystem integrity*.

The sustained social, economic and environmental well-being of *the region* is dependent on the proper protection, management and conservation of *Peel's* water resources and related natural systems. Water resources are also important for *recreation*, agriculture and industrial purposes.

In the Town of Caledon, groundwater aquifers are important as the primary source of private and municipal water supplies. The water supply requirements of the Cities of Brampton and Mississauga are almost entirely met by the South Peel Servicing Scheme with water from Lake Ontario.

Due to the complex nature of water resources, several sections of the Plan address them, namely Chapters 2, 3 and 7. These chapters collectively achieve *the Region's* goals and objectives for water resources.

3.4.1 Objectives

- 3.4.1.1 To *protect*, maintain and enhance the quantity and quality of water resources for the supply of potable water and maintenance of *ecosystem integrity* in *Peel*.
- 3.4.1.2 To eliminate or minimize negative potential land use impacts on *headwater* recharge and discharge areas, groundwater aquifers, producing wells, stream base flow, surface water, downstream aquatic systems and related natural systems.
- 3.4.1.3 To increase the collective knowledge of water resources in and adjacent to *Peel* through the study, analysis and monitoring of these resources.
- 3.4.1.4 To promote public awareness and education initiatives with respect to the protection and conservation of water resources.

3.4.2 Policies

It is the policy of *Regional Council* to:

- 3.4.2.1 *Protect*, maintain and enhance the quality and quantity of water resources, including surface and groundwater systems, and related natural systems, *jointly* with the area municipalities, conservation authorities and other related agencies.
 - 3.4.2.2 Initiate, promote and *support* efforts to further identify, study, analyze and monitor water resources, *jointly* with the area municipalities, conservation authorities and other related agencies to ensure water quantity and quality meet provincial and regional standards.
 - 3.4.2.3 Initiate, promote and *support, as appropriate*, coordinated inter-municipal and inter-agency water resources management efforts, particularly with respect to cross boundary resource issues.
 - 3.4.2.4 Direct the area municipalities to establish policies and programs to *protect*, maintain and enhance water resources.
 - 3.4.2.5 Direct the area municipalities in their official plans to identify and regulate land uses, *development* and *site alterations* within *sensitive groundwater recharge and discharge areas, significant meltwater channels*, groundwater dependent areas and the *Regional Municipal Wellhead Protection Areas*, to *protect*, maintain and enhance water resources.
 - 3.4.2.6 Direct the area municipalities to require appropriate hydrological and hydrogeological studies be undertaken, to the satisfaction of *the Region*, the area municipalities and the conservation authorities, for all planning initiatives that may have an immediate or cumulative impact on water resources and related natural systems. When possible these studies should be integrated with *subwatershed plans*.
 - 3.4.2.7 Ensure appropriate separation distances from contaminating sources when situating Regional Municipal Wells.
 - 3.4.2.8 *Support* initiatives of the Ministry of Agriculture, Food and Rural Affairs, other Provincial ministries, farming organizations, area
-

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*.

- 3.4.2.9 Work *jointly* with the Ministry of the Environment, area municipalities, conservation authorities and other relevant agencies to establish coordinated procedures with respect to water taking permits to ensure that water resources in *Peel* are *protected*, maintained and where possible enhanced, and that the concerns of *the Region* and area municipalities are addressed.

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, 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 area 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*.

3.5.1 Objectives

- 3.5.1.1 To *support* passive recreational opportunities through Regional cooperation and partnerships with agencies having the prime responsibility for *recreation* facilities; namely, the area municipalities, conservation authorities, provincial park agencies including the Niagara Escarpment Commission and the Bruce Trail Association.
- 3.5.1.2 To promote a harmonious relationship between humans and the natural environment.
- 3.5.1.3 To *support* the area municipalities in their efforts to promote tourism opportunities.

3.5.2 Policies

It is the policy of *Regional Council* to:

- 3.5.2.1 Acknowledge and *support, as appropriate*, the role of the area municipalities, conservation authorities, provincial agencies and the Niagara Escarpment Commission, as the primary agencies responsible for coordinating the provision of recreational facilities and *services* within *Peel*.
- 3.5.2.2 Consider, in partnership with the other agencies, opportunities to provide passive outdoor recreational amenities that serve regional needs.
- 3.5.2.3 *Support* the Niagara Escarpment Parks and Open Space System within *Peel*, 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.
- 3.5.2.4 *Support* the conservation authorities which own and maintain conservation areas on a region-wide basis.
- 3.5.2.5 *Support* initiatives of the Waterfront Regeneration Trust including the Lake Ontario Waterfront Trail connecting Burlington Bay to the Trent River.
- 3.5.2.6 *Support* initiatives to establish trail systems on the *Oak Ridges Moraine* as well as the Culham Trail, Cataract/Elora Trail, the Caledon Rail Trail, Credit Valley Trail, equestrian trails and other trails in *the region*.

3.6 CULTURAL HERITAGE

The *Region of Peel* owns and operates the Peel Heritage Complex, comprised of the Region of Peel Archives, Museum and Art Gallery. The purpose of the Heritage Complex is to collect, preserve, house, catalogue, research, display, interpret and promote objects of archaeological significance, cultural and artistic heritage, and encourage arts education.

The *Region of Peel* encourages and *supports* heritage preservation, and recognizes the *significant* role of heritage in developing the overall quality of life for residents and visitors to *Peel*. *The Region supports* identification, preservation and interpretation of the cultural heritage features, structures, *archaeological resources*, and *cultural heritage landscapes* in *Peel* (including

properties owned by *the Region*), according to the criteria and guidelines established by the Province. One of the main purposes of this section of the Plan is to implement provincial policies related to cultural heritage. *The Region* will encourage the development and operation of heritage facilities under area municipal jurisdiction and *support* cooperative programming, when appropriate.

The natural heritage of *Peel* is maintained through the establishment, protection and *enhancement* of the Greenlands System in *Peel* where natural forms, functions and features predominate (Section 2.3, Chapter 2: The Natural Environment).

3.6.1 Objectives

- 3.6.1.1 To identify, preserve and promote *cultural heritage resources*, including the material, cultural, archaeological and *built heritage* of *the region*, for present and future generations.
- 3.6.1.2 To promote awareness and appreciation, and encourage public and private stewardship of *Peel's* heritage.
- 3.6.1.3 To encourage cooperation among the area municipalities, when a matter having inter-municipal cultural heritage significance is involved.
- 3.6.1.4 To *support* the heritage policies and programs of the area municipalities.

Implementation policies related to cultural heritage are contained in Section 7.6 of this Plan.

3.6.2 Policies

It is the policy of *Regional Council* to:

- 3.6.2.1 Direct the area municipalities to include in their official plans policies for the definition, identification and protection of *cultural heritage resources* in *Peel*, in cooperation with *the Region*, the conservation authorities and other agencies, and to provide direction for their conservation and preservation, as required.
- 3.6.2.2 *Support* the designation of Heritage Conservation Districts in *area municipal official plans*.

- 3.6.2.3 Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of *cultural heritage resources* in *Peel*, as prescribed by the Ministry of Citizenship, Culture and Recreation's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.
- 3.6.2.4 Require and *support* cultural heritage resource impact assessments, where appropriate, for *infrastructure* projects, including *Region of Peel* projects.
- 3.6.2.5 Direct the area municipalities to require, in their official plans, that the proponents of *development* proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address *the Region's* objectives with respect to *cultural heritage resources*.
- 3.6.2.6 Encourage and *support* the area municipalities in preparing, as part of any *area municipal official plan*, an inventory of *cultural heritage resources* and provision of guidelines for identification, evaluation and impact mitigation activities.

- intentionally left blank -

CHAPTER 4: POPULATION AND EMPLOYMENT FORECASTS

4.1 INTRODUCTION

4.1.1 Purpose

The population and employment forecasts contained in this chapter of the Plan (Table 1) provide a framework for future growth in *Peel*. The forecasts serve as the basis for determining Regional *services* and establishing land requirements to accommodate growth within the Urban System to the year 2031, and within the Rural System to the year 2021. In addition, the forecasts will assist *the Region*, other levels of government and the private sector when making growth related investment decisions.

Figure 4 in the Appendix provides an indication of the past growth in population, employment and activity rates (the ratio of employment/population expressed as a percentage) for the period 1971 to 1991 in *Peel* by area municipality. The forecasts for the year 2001 are for illustrative purposes only, and provide an indication of how population and employment growth are expected to proceed by area municipality. The Population, Household, and Employment forecasts for the years 2011, 2021 and 2031 are shown in Table 1.

This chapter of the Plan also recognizes that the population and employment forecasts need to be monitored and reviewed at least every five years, based on the most recent Census of Canada results.

4.1.2 Goal

To ensure that future growth of population 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.

4.2 POPULATION AND EMPLOYMENT FORECASTS

4.2.1 Objectives

- 4.2.1.1 To provide a planning framework for the future growth in *Peel Region* within the context of the *Greater Toronto Area*.
- 4.2.1.2 To encourage population and employment growth based on appropriate land uses.

- 4.2.1.3 To achieve *sustainable* levels of industrial/commercial to total assessment ratios along with other fiscal objectives as outlined in Chapter 7 of this Plan.
- 4.2.1.4 To facilitate the effective and efficient delivery and financing of existing and future *Regional services*, including social and hard *infrastructure services*.
- 4.2.1.5 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 maintains average mill rate and utility rate increases at or below the average annual rate of inflation.
- 4.2.1.6 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.
- 4.2.1.7 To provide the basis for the periodic review of *the Region's* Development Charges By-law.

4.2.2 Policies

It is the policy of *Regional Council* to:

- 4.2.2.1 Use the population and employment forecasts shown in Table 1 as the basis for this Plan.
- 4.2.2.2 Require an amendment to this Plan for changes to the population and employment forecasts shown in Table 1.
- 4.2.2.3 Use, in cooperation with the area municipalities, among other factors, the population and employment forecasts shown in Table 1 for determining *Regional services* and establishing land requirements to accommodate growth to the year 2031.

- 4.2.2.4 Direct the area municipalities to incorporate the population and employment forecasts shown in Table 1 into their official plans.
- 4.2.2.5 Direct the area municipalities to use the population and employment forecasts shown in Table 1 for determining land and housing requirements to accommodate future growth.
- 4.2.2.6 Review and update *jointly*, with the area municipalities, the population and employment forecasts shown in Table 1 based on the most recent Census of Canada results.

Table 1: Population and Employment Forecasts for Peel, is deleted and replaced with the following new Table. 1

TABLE 1: Population ¹ , Household and Employment Forecasts									
Year	2011			2021			2031		
	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
Brampton	500,000	155,000	225,000	625,000	200,000	280,000	695,000	230,000	310,000
Mississauga ²	695,000	235,000	470,000	715,000	250,000	495,000	730,000	265,000	500,000
Caledon ²	66,000	22,000	30,000	84,000	29,000	37,000			
Total: Peel	1,261,000	412,000	725,000	1,424,000	479,000	812,000	1,509,000 ³	524,000 ³	847,000 ³

Notes: ¹ Census population excluding Census undercount

² The Mississauga and Caledon Population, Household and Employment Forecasts are under review.

³ The 2031 Peel totals include the 2021 Caledon forecasts

- intentionally left blank -

CHAPTER 5: REGIONAL STRUCTURE

5.1 INTRODUCTION

5.1.1 Purpose

Peel Region is part of the larger economic region of the *GTA* and its hinterland, and in this context, the Regional Structure chapter of the Plan describes *Peel's* role within the *GTA* 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 respond to the pressures of growth in the context of a rapidly changing global economy, ongoing government financial restraint and potential effects on the natural environment, resources, residents, workers and communities in *Peel*.

Various elements and systems make up the Regional Structure in *Peel Region*. 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*.

5.1.2 Goal

To provide a diversity of *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*.

5.1.3 General Policies

It is the policy of *Regional Council* to:

- 5.1.3.1 Plan for major facilities (such as transportation corridors, airports, sewage treatment facilities, *waste* management system and industrial and aggregate activities) 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.
- 5.1.3.2 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.
- 5.1.3.3 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 guidelines.

5.2 THE 2031 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 established that will accommodate urban growth to the year 2031.

The 2031 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*, area municipalities, Province and other government agencies. *Development* and *redevelopment* within this 2031 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 2031 Regional Urban Boundary are identified in this section of the Plan as "the Urban System", and lands outside of the 2031 Regional Urban Boundary as "the Rural System" and are appropriately designated on Schedule D.

5.2.1 Objectives

- 5.2.1.1 To provide for an appropriate amount of land to accommodate urban growth to 2031.
- 5.2.1.2 To maintain a firm Regional Urban Boundary to provide long term certainty to the development industry, the agricultural industry and *Peel* residents.
- 5.2.1.3 To phase urban *development* within the 2031 Regional Urban Boundary to ensure *development* occurs in a well planned and cost-effective manner and at the same time allowing agricultural activities to continue as long as possible.
- 5.2.1.4 To maintain and enhance the Rural System outside of the 2031 Regional Urban Boundary.

5.2.2 Policies

It is the policy of *Regional Council* to:

- 5.2.2.1 Direct the area municipalities, in cooperation with *the Region*, to prepare growth management and phasing strategies for lands within the 2031 Regional Urban Boundary. These growth management and phasing strategies will address and incorporate issues such as the improvement of live-work relationships, appropriate levels of industrial-commercial to total assessment ratio, the timing and efficient provision and financing of necessary Regional and area municipal *services*, fiscal impacts to *the Region* and the area municipalities, staged build-out and logical extensions to *development*, priority areas for *development*, prolonging agricultural uses, and the *sustainable* rate of employment growth related to population growth.
- 5.2.2.2 Require an amendment to this Plan for changes to the 2031 Regional Urban Boundary, as shown on Schedule D, except for minor adjustments as specified in Section 7.2 of this Plan.
- 5.2.2.3 Consider the need to change the 2031 Regional Urban Boundary only in the context of a review of this Plan and comprehensive analysis as identified in Section 7.9 of this Plan.

- 5.2.2.4 Encourage the continuance of agricultural activities on lands within the 2031 Regional Urban Boundary in Brampton consistent with the Agricultural policies in this Plan and the Brampton Official Plan.

5.3 THE 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 2031 Regional Urban Boundary as shown on Schedule D of this Plan. It includes: lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan, Lester B. Pearson International Airport, and Regional Urban Nodes.

5.3.1 General Objectives

- 5.3.1.1 To conserve the environmental and resource attributes of *the region*.
- 5.3.1.2 To achieve a *sustainable* rate of employment growth relative to population growth.
- 5.3.1.3 To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.
- 5.3.1.4 To achieve intensified and *compact 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*.
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.
- 5.3.1.6 To promote crime prevention and improvement in the quality of life.
- 5.3.1.7 To recognize the *integrity* and physical characteristics of existing communities in *Peel*.

- 5.3.1.8 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.
- 5.3.1.9 Preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment and industrial uses, where feasible.

5.3.2 General Policies

It is the policy of *Regional Council* to:

- 5.3.2.1 Define the Urban System, as shown on Schedule D, to include: all lands within the 2031 Regional Urban Boundary including lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan, Lester B. Pearson International Airport, and Regional Urban Nodes.
- 5.3.2.2 Direct urban *development* and *redevelopment* to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the *area municipal official plans*.
- 5.3.2.3 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 forms* of urban *development* and *redevelopment*.
- 5.3.2.4 Allow *development* and *redevelopment* in the Urban System to proceed consistent with growth management and phasing strategies and the planned provision of necessary *services*, where appropriate.
- 5.3.2.5 Continue to cooperate with the Province and the area municipalities in the assessment of the role of the Parkway Belt West Plan Area within *Peel*.
- 5.3.2.6 Encourage the area 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.
- 5.3.2.7 Prepare, in consultation with the area municipalities, new Land Division goals and policies on land severances, including consideration of heritage severances, for future incorporation by amendment to this Plan.
- 5.3.2.8 Encourage area municipalities to develop employment and industrial uses adjacent to highways, rail corridors, rail yards and major truck terminals.

5.3.3 Regional Urban Nodes

Regional Urban Nodes, as shown on Schedule D, are major locations of *compact forms* of urban *development* 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 *Greater Toronto Area*.

In addition to the Regional Urban Nodes that are identified in this Plan, there are other urban nodes in *Peel* that are identified in the *area municipal official plans*.

5.3.3.1 Objectives

- 5.3.3.1.1 To achieve Regional Urban Nodes that are linked by *public transit*, and include a range and mix of high intensity *compact forms* and activities while taking into account the characteristics of existing communities and *services*.
- 5.3.3.1.2 To achieve Regional Urban Nodes that support safe and secure communities, *public transit*, walking and cycling.

- 5.3.3.1.3 To achieve Regional Urban Nodes that incorporate a range and mix of residential and employment opportunities.

5.3.3.2 Policies

It is the policy of *Regional Council* to:

- 5.3.3.2.1 Designate Regional Urban Nodes, as shown on Schedule D, to provide opportunities for *compact forms* of urban *development* and *redevelopment* with commercial, 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 *Greater Toronto Area*.
- 5.3.3.2.2 Require an amendment to this Plan to add or delete a Regional Urban Node, or to change the location of a Regional Urban Node, as shown on Schedule D, consistent with Section 7.9 of this Plan.
- 5.3.3.2.3 Examine *jointly*, with the area municipalities, Regional Urban Nodes, addressing the following:
- a) the specific role of each Regional Urban Node in the context of *the region* and the *Greater Toronto Area*;
 - b) the provision of opportunities for residents to live and work within the Regional Urban Node;
 - c) the establishment of a higher intensity *compact form*, with a wide range and mix of land uses;
 - d) the provision of a transit-supportive and pedestrian-oriented urban form;
 - e) the provision and financing of necessary *services*; and
 - f) other relevant issues.

- 5.3.3.2.4 Encourage the area municipalities to prepare, in a reasonable time frame if they have not already effectively done so, policies for the Regional Urban Nodes that are identified in this Plan, addressing the following:
- a) intended role and character of the node;
 - b) the extent of the node;
 - c) the population and employment capacity objectives of the node;
 - d) the location, type and density of land uses;
 - e) the nature of the streetscape, focusing on pedestrian safety and security;
 - f) the transportation system to and within the node; and
 - g) compatibility with the characteristics of existing communities.
- 5.3.3.2.5 Direct the area municipalities to identify in their official plans other appropriate urban nodes, in addition to the Regional Urban Nodes identified in this Plan.
- 5.3.3.2.6 Examine, *jointly* with the area and neighbouring municipalities, the possibility and feasibility of a system of *Regional Urban Corridors* in *Peel*, addressing the following:
- a) the objectives of such a system;
 - b) the role of *Regional Urban Corridors* in the context of supporting and/or linking Regional Urban Nodes;
 - c) the provision of opportunities for residents to live and work within the Regional Urban Corridor;
 - d) the establishment of a high intensity, *compact form* which provides a mix of commercial, 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 *Greater Toronto Area*;

- e) the provision of a transit-supportive and pedestrian-oriented urban form; and
- f) the provision and financing of necessary *services*.

The system of *Regional Urban Corridors*, if appropriate, will be incorporated by an amendment to this Plan.

- 5.3.3.2.7 Direct the area municipalities to identify urban corridors in their official plans, where appropriate, consistent with the policies in this Plan.

5.3.4 North West Brampton Urban Development Area

The North West Brampton Urban Development Area within the Urban System comprise approximately 2,428 hectares (6,000 acres) of land bounded by Mayfield Road to the north, the Credit River 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 D.

5.3.4.1 Objectives

- 5.3.4.1.1 To accommodate a significant portion of future growth of the designated greenfield areas of Peel Region.
 - 5.3.4.1.2 To develop complete and transit supportive communities.
 - 5.3.4.1.3 To recognize and protect environmental features of Provincial and Regional significance.
 - 5.3.4.1.4 To ensure the provision of major infrastructure while minimizing the financial impact on Peel Region and member area municipalities.
 - 5.3.4.1.5 To achieve orderly, cost effective and timely development.
 - 5.3.4.1.6 To provide for the protection of the provincially significant shale resource, in advance of urban development.
-

5.3.4.2 Policies

5.3.4.1.7 The policies of the Growth Plan apply to the Northwest 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 Northwest Brampton.

5.3.4.1.8 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 sub-watershed 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) Provide for the protection of the shale resource in advance of urban development, recognizing that the population, household and employment forecasts that are the basis of the Regional Official Plan will ultimately require the utilization of all the North West Brampton lands to accommodate growth. In the meantime, the City of Brampton shall designate all lands in North West Brampton, west of Mississauga Road as a policy area to be known as the "North West Brampton Policy Area" (NWBPA). The NWBPA is to provide for the protection and potential use of the shale resource, while recognizing that the long term use of these lands will be for urban purposes. The following principles shall be reflected in the Brampton Official Plan to apply to the lands in the NWBPA:
 - i. The extraction of shale shall be permitted to occur without an amendment to the Brampton Official Plan, subject to policies to be included in the Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning by-law, and subject to the issuance of a License under the Aggregate Resources Act;

- ii. 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 in North West Brampton;

- iii. Notwithstanding the protection of the shale resource that is provided by the provisions of the NWBPA and the Regional Official Plan, and policy 5.3.4.2.2(f)(v) in particular, all long range planning, including approvals, financing and construction of infrastructure during this ten year period shall proceed on the basis that all lands within the NWBPA will ultimately be used for urban purposes. In addition, land use planning steps prior to the adoption of amendments, including background studies, secondary planning and block planning, in relation to lands within the NWBPA may be undertaken on the same basis, and the Province and the Region shall actively participate, as appropriate, in any such infrastructure planning program or land use planning program for North West Brampton;

- iv. With the exception of policies 3.3.2.2 and 3.3.2.5, the policies of section 3.3 and Schedule “C” of the Regional Official Plan shall continue to apply to the area identified as HPMARA on Schedule “C” of this Plan that are within the NWBPA designation in the Brampton Official Plan;

- v. No amendment to the areal extent of the NWBPA or to the associated policy framework may be made for at least 10

years from the date of approval of this policy. Following the expiry of this 10 year time period, the Region of Peel, in consultation with the Province and the City of Brampton, shall undertake a review to determine whether it is in the public interest to replace the NWBPA with general urban land use designations. The factors to be considered in the review will be limited to a review of the following:

- Whether any Licence under the Aggregate Resources Act has been issued for the extraction of shale on any lands in the NWBPA or whether any application has been made and is pending for such a Licence; and,
- An assessment of population and employment forecasts in the City of Brampton and the Region of Peel; and,
- Any relevant provincial policies then in effect.

If it is determined as a result of that review that the NWBPA is to be deleted in whole or in part and replaced by general urban land use designations in the Brampton Official Plan, an amendment to Schedule “C” of the Regional Official Plan shall be initiated by the Region to implement the result of the review by deleting any affected portions of HPMARA in North West Brampton, simultaneously with any necessary amendments to the Brampton Official Plan.

- vi. Notwithstanding the references throughout this section to the 10 year time frame, if the Region receives a written request for an earlier from the Province through MMAH in consultation with other ministries,

Regional Council may determine that the review of the NWBPA will occur sooner and any official plan amendments necessary to implement the results of the review may occur sooner.

- g) Provide measures to minimize the financial impact of major infrastructure development on the Region and member area municipalities.

5.4 THE RURAL SYSTEM

The Rural System has diverse natural and rural *landscapes*, contains attractive and dynamic rural communities, and contributes toward the overall social qualities and economic viability of *the region*. The Rural System in Peel consists of lands that are outside of the 2031 Regional Urban Boundary, and includes lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan. Other components of *Peel's* Rural System, which are described in this section of the Plan include the Brampton Flying Club, three Rural Service Centres, an Estate Residential Community, other rural settlements and the rural area.

5.4.1 General Objectives

- 5.4.1.1 To conserve the environmental and resource attributes of *the region*.
- 5.4.1.2 To recognize the *integrity* and characteristics of existing communities in *Peel*.
- 5.4.1.3 To promote healthy rural communities that contain living, working and recreational opportunities, and respect the natural environment and resources.
- 5.4.1.4 To maintain and enhance the quality of the Rural System while allowing choices in alternative rural lifestyles.
- 5.4.1.5 To direct growth in the Rural System consistent with the policies in this Plan, the *area municipal official plans*, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.
- 5.4.1.6 To achieve a *sustainable* rate of employment growth relative to population growth.

- 5.4.1.7 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.

5.4.2 General Policies

It is the policy of *Regional Council* to:

- 5.4.2.1 Define the Rural System, as shown on Schedule D, to include all lands outside the 2031 Regional Urban Boundary including lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan, the Brampton Flying Club, the three Rural Service Centres, the Palgrave Estate Residential Community, other rural settlements as identified in *area municipal official plans* and the Niagara Escarpment Plan and the remaining rural area that makes up the balance of the Rural System.
- 5.4.2.2 Direct growth within the Rural System generally to the three Rural Service Centres and the Palgrave Estate Residential Community, as shown on Schedule D, and to other rural settlements as designated in the applicable *area municipal official plans* and the Niagara Escarpment Plan.
- 5.4.2.3 Address the *Prime Agricultural Area* consistent with the policies in Section 3.2.
- 5.4.2.4 Address the Brampton Flying Club consistent with the policies in Section 5.6.6.
- 5.4.2.5 Direct the area municipalities to include more detailed objectives and policies for the Rural System in the *area municipal official plans*.
- 5.4.2.6 Ensure *development* proposals within the Rural System are consistent with the objectives and policies in this Plan and the applicable policies in the *area municipal official plans*, the Niagara Escarpment Plan and the Oak Ridges Conservation Plan.
- 5.4.2.7 Direct the area municipalities to require, *as appropriate*, proponents of *development*, in the absence of municipal servicing, to provide a comprehensive assessment of alternative methods of
-

providing water and sewer servicing for the proposed *development*. The preferred servicing option will ensure that groundwater quality and quantity is *protected*, is financially feasible for *the Region* and is most suitable to the characteristics of the site and existing communities.

- 5.4.2.8 Prepare, in consultation with the area municipalities, new Land Division goals and policies on land severances, including consideration of heritage severances, for future incorporation by amendment to this Plan.
- 5.4.2.9 Direct the area municipalities to consider incorporating policies with respect to minimum distance separation formulae, *as appropriate*, within the Rural System.

5.4.3 Rural Service Centres

The only Rural Service Centres in the Rural System designated in this Plan are Mayfield West, Bolton and Caledon East in the Town of Caledon. These three Rural Service Centres serve as the primary foci for growth within the Rural System. For the three Rural Service Centres, the 2021 boundaries are designated in this Plan, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of *the Region*. Growth within these three Rural Service Centres will take place in a timely and orderly manner, making the most effective and efficient use of available *services*.

The Mayfield West, Bolton and Caledon East communities will be developed on full municipal water and sewer *services*. Opportunities for a wide range and mix of land uses and activities will be provided within the three Rural Service Centres.

5.4.3.1 Objectives

- 5.4.3.1.1 To promote safe and secure communities and improvement in the quality of life through proper design and effective use of the built environment.
- 5.4.3.1.2 To preserve and enhance the distinct character, cultural attributes, village atmosphere and historical heritage of Bolton and Caledon East.
- 5.4.3.1.3 To foster a distinct character and village atmosphere for Mayfield West.
- 5.4.3.1.4 To provide within Rural Service Centres opportunities for a wide range of goods and *services* for those living and working in the Rural System.

5.4.3.2 Policies

It is the policy of *Regional Council* to:

- 5.4.3.2.1 Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of *Peel's* Urban System, providing a range and mix of residential, commercial, recreational and institutional land uses and community *services* to those living and working in the Rural System.
 - 5.4.3.2.2 Designate 2021 boundaries for the three Rural Service Centres in this Plan. The 2021 boundaries for the Mayfield West, Bolton and Caledon East Rural Service Centres are shown on Schedule D.
 - 5.4.3.2.3 Direct the Town of Caledon to prepare a Community Development Plan in accordance with Caledon's Official Plan policies. Prior to approval of the Community Development Plan, a Comprehensive Environmental Impact Study and Management Plan (EIS & MP) shall be completed to the satisfaction of the Town of Caledon and Toronto and Region Conservation Authority in accordance
-

with the Town of Caledon's Official Plan policies. The EIS & MP shall be completed in accordance with terms of reference approved by the Town and the Toronto and Region Conservation Authority, and shall incorporate direction from the Etobicoke Creek Headwaters Subwatershed Study process to the satisfaction of the Toronto and Region Conservation Authority with particular emphasis placed on ensuring there are no negative downstream impacts such as erosion or flooding.

5.4.3.2.4 Direct the Town, in consideration of the proposed Mayfield West Community Development Plan and its progress, to prepare: a secondary plan, prior to releasing the lands for residential *development*, and outlining the detailed land uses for lands within the Mayfield West Rural Service Centre, north of Mayfield Road, south of the Hwy 410 extension, and east of the northern projection of the Brampton/Caledon boundary.

5.4.3.2.5 Direct the Town of Caledon to designate in its Official Plan, consistent with the policies in this Plan, a 2021 boundary for each of the Rural Service Centres.

5.4.3.2.6 Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, addressing the following:

- a) the intended role, function and distinct character of each Rural Service Centre;
- b) the population and employment forecasts for the year 2021;
- c) the location, type and density of land uses including *intensification as appropriate* within each Rural Service Centre;
- d) the minimization of crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles; and
- e) other relevant issues.

- 5.4.3.2.7 Direct the Town of Caledon, in cooperation with *the Region*, to prepare growth management and phasing strategies for the three Rural Service Centres and incorporate these strategies as policies in its Official Plan. These growth management and phasing strategies will address and incorporate issues such as the timing and efficient provision and financing of necessary *services*, fiscal impacts for *the Region* and the Town, staged build out and logical extensions to *development* and the *sustainable* rate of employment growth in relation to population growth.
- 5.4.3.2.8 Consider Mayfield West, Bolton and Caledon East to be the only three Rural Service Centres in the Town of Caledon.
- 5.4.3.2.9 The boundary shown on Schedule “D” and designated in the legend “Study Area Boundary” is the area within which additional growth for Mayfield West beyond the 2021 population target is anticipated to occur. If additional growth to meet future population targets is allocated to the Mayfield West study area, Council will direct it west of Highway 10 within the study area boundary. Studies to confirm the exact land requirements and to confirm compliance with requirements at that time including such things as the Provincial Policy Statement, the Places to Grow Plan and the provisions of Section 7.9.2.8 of this plan, will be completed prior to adoption of any Official Plan Amendment to designate said lands in the Rural Service Centre of Mayfield West.

5.4.4 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 the rural settlement 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.

5.4.4.1 Objectives

- 5.4.4.1.1 To ensure that the *development* of estate residences supports the natural environment and resource objectives in this Plan.
- 5.4.4.1.2 To provide estate residential housing lifestyle options in *Peel*.

5.4.4.2 Policies

It is the policy of *Regional Council* to:

- 5.4.4.2.1 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..
- 5.4.4.2.2 Designate a 2021 boundary for the Palgrave Estate Residential Community in this Plan on Schedule D. The need to change the 2021 boundary will be considered consistent with Section 7.9 of this Plan. Any change to the 2021 boundary will require an amendment to this Plan.
- 5.4.4.2.3 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.

5.4.5 Rural Settlements

Rural settlements are comprised of villages and hamlets located within the Rural System, and are identified in *area municipal official plans* and the Niagara Escarpment Plan. Rural settlements are vibrant rural communities, generally based on historic centres, which provide predominantly lower density housing and provide *services* to the surrounding area. Rural settlements do not include Rural Service Centres.

5.4.5.1 Objectives

- 5.4.5.1.1 To preserve and enhance the distinct character, cultural attributes and historical heritage of rural settlements.
- 5.4.5.1.2 To add to the diversity of lifestyle choices in the Rural System.

5.4.5.2 Policies

It is the policy of *Regional Council* to:

- 5.4.5.2.1 Direct the Town of Caledon to identify rural settlements and boundaries in its Official Plan.
 - 5.4.5.2.2 Direct the Town of Caledon to plan for rural settlements consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.
 - 5.4.5.2.3 Consider *development* in rural settlements, as designated in the Town of Caledon Official Plan, consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.
 - 5.4.5.2.4 Direct the Town of Caledon to include policies in its Official Plan to review a proposal to expand the boundary of an existing rural settlement based on:
 - a) the protection of the Natural Environment and Resources;
-

- b) ensuring that there are no reasonable alternative locations which avoid the *Prime Agricultural Areas* and no reasonable alternative locations with lower priority agricultural lands;
- c) the compliance with minimum distance separation formulae;
- d) the impact on the character and heritage of existing rural settlements;
- e) the adequacy of municipal *services* and related municipal financial costs;
- f) the need and demand for *development*;
- g) the provisions of the Niagara Escarpment Plan and/or the Oak Ridges Moraine Conservation Plan;
- h) the objectives and policies in this Plan and the Town of Caledon Official Plan;
- i) the potential impacts on the existing rural character and cultural heritage landscape; and
- j) the preparation of *subwatershed* studies, if appropriate, or existing *watershed* studies, if any, as detailed in Chapters 2 and 7 of this Plan.

5.4.6 Rural Area

The rural area is comprised of lands in the Rural System outside of Rural Service Centres, the Estate Residential Community, rural settlements, the natural environment and the *Prime Agricultural Area*. Lands in the rural area are used predominantly for agricultural, forestry, *recreation* or conservation purposes and rural severances. New *development* within the rural area shall also be subject to the provisions of Section 3.3.

5.4.6.1 Objectives

- 5.4.6.1.1 To preserve and enhance the distinct character, cultural attributes and historical heritage of the rural area.

- 5.4.6.1.2 To *support* the continued health and viability of agricultural operations, forestry and conservation in the rural area.

5.4.6.2 Policies

It is the policy of *Regional Council* to:

- 5.4.6.2.1 Direct the Town of Caledon to:
- a) identify the boundaries of the rural area in its Official Plan;
 - b) plan for the rural area in a manner consistent with the policies in this Plan, and where applicable, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan;
 - c) identify, *as appropriate*, in their official plans, localized prime agricultural areas within the rural area, consistent with Policy 3.2.2.6 in this Plan;
 - d) include policies in its Official Plan to protect agricultural operations in the rural area by requiring all uses to comply with the minimum distance separation formulae;
 - e) permit, as deemed appropriate, limited growth in the rural area while ensuring that the land continues to be devoted predominantly to agricultural, forestry, *recreation* and conservation uses; and
 - f) review *development* proposals in the rural area based on:
 - the need and demand for the type and scale of the *development* proposed;
 - the protection of the natural environment and resources;
 - the impact on the existing rural character and *landscape* of the rural area;
 - the potential impact on the character and heritage of the rural area;

- the long-term suitability of the site(s) for public communal *services* or individual on-site systems;
- the adequacy of municipal *services* and related municipal financial costs;
- the provisions of the Niagara Escarpment Plan and/or the Oak Ridges Moraine Conservation Plan, if applicable; and
- existing *subwatershed* studies as detailed in Chapters 2 and 7 of this Plan.

5.4.6.2.2 *Support* consents to sever land in the rural area consistent with *the Region's* land severance policies.

5.5 HOUSING

The provision of housing to meet the full range of needs in *Peel* has a fundamental influence on the quality of life for *Peel* residents. The *Region of Peel* is committed to achieving a supply of accessible, adequate and appropriate housing of all types, sizes, densities and tenures to meet the existing and projected demographic and housing market requirements of current and future residents.

5.5.1 Objectives

- 5.5.1.1 To achieve a range and mix of housing types, densities, sizes and tenure to meet the existing and projected demographic and housing market requirements of current and future residents of *Peel*.
- 5.5.1.2 To foster the availability of housing for all income groups, including those with special needs.
- 5.5.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.

5.5.2 Policies

It is the policy of *Regional Council* to:

- 5.5.2.1 Maintain *jointly*, with the area municipalities, a supply of designated land for new residential *development* and *redevelopment* in accordance with projected requirements and available land resources.

- a) maintain at all times at least a ten-year supply of land designated and available for residential *development* and *redevelopment*; and
 - b) maintain at all times, where new *development* is to occur, at least a three-year supply of residential units with servicing capacity in draft approved or registered plans.
- 5.5.2.2 Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which *support*:
- a) residential *redevelopment* in appropriate areas that have sufficient existing or planned *infrastructure*; and
 - b) cost-effective *development* standards for new residential *development* or *redevelopment*.
- 5.5.2.3 Encourage and *support* the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including moderate and lower income households, enabling all Peel residents to remain in their communities.
- 5.5.2.4 Assist public agencies at the federal, provincial, regional and area municipal levels in identifying and maintaining an inventory of available public lands and buildings suitable for housing for moderate and lower income households in *Peel Region*.
- 5.5.2.5 *Support* the initiatives of the area municipalities in the construction and retention of rental housing.

5.6 TRANSPORTATION SYSTEM IN PEEL

The transportation system in *Peel* refers to the network of freeways, *major roads* and *public transit* systems linking communities in *Peel Region* and other areas in the *GTA and Hamilton*. While all of the freeways are under provincial jurisdiction, part of the *major roads* are under provincial, regional or area municipal jurisdiction. The *public transit* systems are under provincial or area municipal jurisdiction. Of the transportation system in *Peel*, only the Regional roads identified on Schedule F and TransHelp (the specialized transportation services for persons with disabilities) are under the jurisdiction of the *Region of Peel*.

The concurrent planning of urban and rural growth and the transportation system is required to provide an integrated, safe and efficient system for transporting people and goods. This system is intended to accommodate projected travel demands. In addition the transportation system in *Peel* serves commuters and through traffic.

Coordinated planning of the transportation system in *the Region* is required to protect rights-of-way for future improvements and to ensure integration with the area municipalities and neighbouring municipalities.

5.6.1 General Objectives

- 5.6.1.1 To achieve safe convenient and efficient movement of people and goods in *the Region* and *support* the same within the *GTA* and Hamilton in cooperation with area municipalities, the Province, the Federal government and the private sector.
- 5.6.1.2 Develop and promote an efficient and effective integrated transportation system.
- 5.6.1.3 *Support* the provision of improved transportation mobility to all residents, employees and visitors.
- 5.6.1.4 To encourage an increased *public transit modal share*.
- 5.6.1.5 Maximize the use of the *Region's* transportation infrastructure and *services*.
- 5.6.1.6 Promote and encourage all *sustainable* modes of transportation to provide mobility and choice.
- 5.6.1.7 Minimize adverse environmental impacts caused by transportation.
- 5.6.1.8 *Support* a transportation system that enhances economic growth in the *Region*.
- 5.6.1.9 Ensure Regional transportation infrastructure is *sustainable* and that practices and performance measures are in place to maintain a safe and efficient Regional transportation network.

5.6.2 General Policies

It is the policy of *Regional Council* to:

- 5.6.2.1 Minimize adverse social, environmental and resource impacts when developing and planning for transportation facilities, by ensuring consistency with the objectives and policies in this Plan.
- 5.6.2.2 Consider, as part of the *development* review approval process, the magnitude and timing of *development* proposals relative to the anticipated transportation demand of the proposed *development*, and anticipated cumulative transportation effects on Regional facilities.
- 5.6.2.3 Identify, in cooperation with the area municipalities and the Province, transportation improvements to the provincial, regional and area municipal systems required to *support* future *development* or *redevelopment*, and determine region-wide impacts through comprehensive transportation studies.
- 5.6.2.4 Ensure, in accordance with the requirements of *the Region* and the area 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.
- 5.6.2.5 Work with area municipalities, neighbouring municipalities, other levels of government and non-governmental agencies to implement *Transportation Demand Management* programs.
- 5.6.2.6 Pursue, in cooperation with the appropriate agencies, the improvement of the transportation system in *Peel* and connections to the Lester B. Pearson International Airport from all parts of the *GTA* and Hamilton and particularly from *Peel*.
- 5.6.2.7 Encourage the area municipalities, and the adjacent regions and area municipalities, in cooperation with *the Region*, to identify any regional and provincial transportation implications as part of their official plan review.
- 5.6.2.8 Work cooperatively with the area municipalities and other municipalities to develop an integrated transportation plan across the *GTA* and Hamilton.

- 5.6.2.9 *Support* the identification by the area municipalities and the Ministry of Transportation of Ontario, in cooperation with *the Region*, of opportunities for incorporating a *bicycle route* network into the transportation system in *Peel*.
- 5.6.2.10 Coordinate planning with adjacent regions and municipalities, to ensure that road linkages across municipal boundaries will accommodate the cross-boundary movement of people and goods.
- 5.6.2.11 Maximize capacity of the transportation system by focussing on moving people and goods.
- 5.6.2.12 Examine the feasibility of using hydro corridors as future transportation rights-of-way.
- 5.6.2.13 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 rehabilitation works.

5.6.3 The Provincial Freeway Network

The Provincial Freeway Network provides for inter-regional travel and is comprised of controlled access freeways (the QEW, 400-series highways and the privately-owned 407 Express Toll Route). Continuing improvement of the Provincial Freeway Network, and the integration of Provincial Freeways with other roads in *Peel* and neighbouring municipalities is essential for the effective and efficient movement of people and goods within and through *Peel* and the *GTA* and Hamilton in the future.

5.6.3.1 Objective

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* into neighbouring municipalities.

5.6.3.2 Policies

It is the policy of *Regional Council* to:

- 5.6.3.2.1 Encourage the Province of Ontario, in cooperation with the *GTA* municipalities and neighbouring municipalities, to provide an efficient and safe Provincial Freeway network in *Peel* that can accommodate regional and inter-regional travel demands at an acceptable *level of service*.
- 5.6.3.2.2 Encourage and *support* the planning, corridor protection and the early construction of the following facilities:
- a) the extension of Highway 410 north-westward to join with Highway 10;
 - b) the widening of Highway 410 from Highway 401 to Bovaird Drive;
 - c) the widening of Highway 401 between Highway 4303/410 and Ninth Line;
 - d) the extension of Highway 427 to an interim terminus south of the Greenbelt initially, and a further future extension to Highway 9 and beyond
 - e) the widening and other improvements of Highway 10 through the Town of Caledon, consistent with the policies of the Niagara Escarpment Plan and the Town of Caledon Official Plan;
 - f) the completion of the Courtneypark Drive/Highway 410 interchange, by adding ramps to provide access to and from the north; and
 - g) the widening of Highway 407 ETR between Highway 427 and Highway 410.
- ~~5.6.3.2.3 *Support*, in cooperation with the Province, the Region of York, the City of Vaughan, the City of Brampton, the Town of Caledon and private road providers if appropriate, the planning corridor protection and early construction of a *major road* facility running from the intersection of Highway 427 and Highway 7 northward by official plan amendment and/or~~

secondary plans that integrate land and transportation planning development.

5.6.3.2.3 *Encourage the study and protection of a north-south transportation corridor and related Bram West Parkway facility along the boundary of Brampton and Halton Hills, until such time as the need for and long term role of one or both of these major transportation facilities can be evaluated and approved through the completion of one or more Environmental Assessment studies.*

(The new policy (ROPA 16) as highlighted is before the Ontario Municipal Board)

5.6.3.2.4 Work with the Ontario Ministry of Transportation, Region of York, City of Brampton, City of Vaughan and Town of Caledon to identify a future East-West arterial connection to Highway 427 extension in the vicinity of Mayfield Road.

5.6.3.2.5 *Work cooperatively with the Province and other GTA and Golden Horseshoe municipalities in planning and implementing freeway and higher order transit improvements to be identified in the Growth Plan in the Greater Golden Horseshoe (e.g. East-West Transportation Corridor).*

(The new policy (ROPA 16) as highlighted is before the Ontario Municipal Board)

5.6.3.2.6 Encourage the Ontario Ministry of Transportation and 407 ETR to develop and enhance *carpool* lots at interchanges along major freeways and highways.

5.6.3.2.7 Encourage the Ontario Ministry of Transportation to develop and implement a *GTA High Occupancy Vehicle (HOV)* network plan, in cooperation with regional and local municipalities.

5.6.4 Major Road Network

The Major Road Network in *Peel*, is comprised of *major roads* under the jurisdiction of the Province of Ontario (Highways 9 and 10 in Caledon), *the Region* and the area municipalities. *The Region* cooperates with the area municipalities to plan for

transportation on a region-wide basis, and operates Regional roads that typically provide high *transportation capacity* service.

5.6.4.1 Objectives

- 5.6.4.1.1 To work with area municipalities and the Ontario Ministry of Transportation to provide, maintain and operate a Major Road Network to facilitate the safe, efficient and reliable movement of people and goods.
- 5.6.4.1.2 To achieve a Major Road Network as shown on Schedule E.

5.6.4.2 Policies

It is the policy of *Regional Council* to:

- 5.6.4.2.1 *Support* the provision, in conjunction with the Province and the local municipalities, of the Major Road Network shown on Schedule E, regardless of road jurisdiction. A jurisdictional transfer between area municipal and Regional roads will not require an amendment to Schedule F or this Plan.
- 5.6.4.2.2 Monitor the efficiency and effectiveness of the Regional transportation system on a regular basis.
- 5.6.4.2.3 Encourage the location, where possible, of activities generating substantial truck traffic near *major roads*. Haul routes will be determined *jointly* by *the Region* and the area municipalities.
- 5.6.4.2.4 Ensure where possible, that adequate *transportation capacity* on Regional roads is based on a “Level of Service Policy” adopted and periodically reviewed by *Regional Council*.
- 5.6.4.2.5 Encourage the area municipalities to integrate transportation modes at transit nodes.
- 5.6.4.2.6 Protect the designated Regional road rights-of-way, as shown on Schedule F, to accommodate future road

widenings and improvements consistent with Section 7.7 of this Plan.

~~Require wider rights-of-way where necessary at the intersection of all its designated rights-of-way. However, within the 36/45 metre (120/150 feet) designation the basic right-of-way shall be 36 metres except within 150 metres (495 feet) of an intersection. At the centreline of the intersection the designated right-of-way is 45 metres which tapers to 36 metres over a 150 metre distance on either side of the intersection.~~

Protect additional rights-of-way where necessary to provide for turning lanes or transit related improvements at the intersection of all designated rights-of-way. The wider rights-of-way at either side of the intersection shall be within 350 metres (1150 feet) of an intersection.

(The new policy (ROPA 16) as highlighted is before the Ontario Municipal Board)

- 5.6.4.2.7 *Protect and preserve the natural environment, consistent with the objectives and policies in this Plan, the area municipal official plans, the Environmental Assessment procedures, and if applicable, the Niagara Escarpment Plan where Regional roads are proposed to be widened, reconstructed or improved. Where portions of Regional roads have scenic, environmental, or cultural heritage characteristics, it is intended to retain and protect the unique features of the road section.*

Within urban areas consideration will be given when planning and constructing Regional roads to provide and accommodate an urban arterial cross section and *the Region* will continue to support the area municipalities in the provision of sidewalks, lighting, bus bays/shelters, multi-use paths and other required street furniture appropriate to the planned adjacent land uses.

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.
- 5.6.4.2.8 Generally locate Regional two lane roads within 20-30 metre (66-100 feet) rights-of-way, four lane roads within 30-45 metre (100-150 feet) rights-of-way and six lane roads within 36-50 metre (120-165 feet) rights-of-way in urban and rural settings.
- 5.6.4.2.9 Notwithstanding the right-of-way widths identified on Schedule F, ensure that future road widenings within the Niagara Escarpment Plan Area are consistent with the policies of the Niagara Escarpment Plan.
- 5.6.4.2.10 Control frontage *development* and vehicular access onto Regional roads consistent with relevant Regional By-laws.
- 5.6.4.2.11 Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.
- 5.6.4.2.12 Protect residential *development* adjacent to Regional roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of *development*.
- 5.6.4.2.13 Determine the priority for improvements to the Regional road system periodically in the context of monitoring reports, system status reports, studies on growth and other indicators related to the Regional Structure, in consultation with the area municipalities.
- 5.6.4.2.14 Promote the use of innovative technologies (e.g. Intelligent Transportation Systems) to improve the efficiency, reliability and safety of the Regional transportation system.
- 5.6.4.2.15 Work with the area municipalities to study the feasibility of developing a *High Occupancy Vehicle (HOV)* system.
-

- 5.6.4.2.16 Encourage the area municipalities to identify and integrate a network of multi-purpose pedestrian/*bicycle routes*. Where necessary, such routes may be considered along Regional roads where they provide essential linkages to the local multi-purpose *route* network.
- 5.6.4.2.17 Identify Future Major Road for the Bolton Rural Service Centre as shown on Schedule E.
- 5.6.4.2.18 Study a future alternate route around Caledon Village in consultation with the Town of Caledon and the Province.

5.6.5 Inter- and Intra-Regional Transit Network

Inter-regional transit for municipalities in the *Greater Toronto Area* and vicinity is in part provided by the Government of Ontario's "GO" *Commuter Rail* and *Bus services*, with some limited private carrier service. In *Peel*, the City of Brampton and the City of Mississauga provide municipal transit *services*, with connections to the Toronto Transit Commission (TTC), other neighbouring municipal transit *services* and the GO Transit system. In addition to accessible buses provided by Mississauga Transit and Brampton Transit; *the Region's* specialized transit service, TransHelp, provides transportation service for persons with disabilities living in *Peel Region*. In the future, it is anticipated that both inter- and intra-regional transit *services* will operate on 400-series freeways and *major roads* with transit supportive measures including *High Occupancy Vehicle (HOV)* lanes, signal pre-emption, bus by-pass lanes, etc. on *reserved bus lanes* and on *transitways*.

It is recognized that the existing road network, even with additions and expansions, will not accommodate the long-term travel demands of the projected population and employment base at an acceptable *level of service*. A *significant* portion of trips will have to be accommodated by other alternative modes of transportation including public *transit* to reduce the growth of automobile use rate of the number of private automobiles using the road network.

To reduce auto-dependency and fossil fuel energy use, continued enhancements on public transit are needed. Integration and improvements to convenient transit services in Peel and surrounding regions should be encouraged.

To meet the demand for transit travel that crosses Peel's local and regional municipal boundaries, effective coordination in planning and implementation by all levels of government is encouraged.

5.6.5.1 Objectives

- 5.6.5.1.1 To *support* and encourage a higher use of *public transit* and an increase in *transit modal share* within *the region*.
- 5.6.5.1.2 To encourage an economically feasible, effective, efficient and safe inter- and intra-regional transit network.
- 5.6.5.1.3 To encourage the provision of improved transit service to the Lester B. Pearson International Airport and the surrounding employment area.
- 5.6.5.1.4 To *support* and encourage transit-supportive *development densities* and patterns particularly along *major transit corridors* and at designated nodes such as transit terminals, centres and GO stations.
- 5.6.5.1.5 To *support* development of inter-modal facilities and encourage connections between different transit services.
- 5.6.5.1.6 To provide adequate transportation services for persons with disabilities.

5.6.5.2 Policies

It is the policy of *Regional Council* to:

- 5.6.5.2.1 *Support* the implementation and protection of major transit corridors, as shown on Schedule G, as well as those additional higher order or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities. Any changes to *major transit corridors* shown on Schedule G will require an amendment to this Plan.
- 5.6.5.2.2 Encourage local transit and GO commuter bus and rail services to coordinate connections to ensure maximum efficiency.

- 5.6.5.2.3 Encourage transit supportive measures on major roads and highway corridors in Peel through the use of *HOV* lanes, Bus Rapid Transit (BRT) and granting preferential treatment to transit, when and where necessary and justified.
- 5.6.5.2.4 Encourage the Province to take a leadership role in planning, funding and the implementation of a GTA-wide Bus Rapid Transit (BRT) network, and in particular:
- a) to expedite the construction of the Highway 403-Eglinton Bus Rapid Transit facility; and
 - b) to expedite the planning and construction of the portion of the Highway 407 Transitway between Highway 403 and Highway 427.
- 5.6.5.2.5 Encourage the Province to improve the level of GO *commuter rail* and bus services in *Peel*, and in particular:
- a) to maintain and improve existing GO *commuter rail* stations and provide the proposed GO *commuter rail* line and stations, as shown on Schedule G, as *development* and *redevelopment* occurs;
 - b) to provide all-day two-way GO *commuter rail* service on the Milton and Georgetown lines as soon as possible;
 - c) to provide new GO *commuter rail* service to Bolton as soon as possible;
 - d) to improve the frequency of service on the Lakeshore GO *commuter rail* line; and
 - e) to provide increased inter-municipal/inter-regional express GO bus service in corridors where there is sufficient demand; and

- f) to improve connections between GO *commuter rail* service and Toronto's Bloor Subway line.
- 5.6.5.2.6 Work with other levels of government to investigate the feasibility of using existing underused and abandoned rail lines for future passenger service.
- 5.6.5.2.7 Encourage the intensification of residential and non-residential *development* at nodes and along corridors to *support* a higher level of transit service and other *sustainable* modes.
- 5.6.5.2.8 Work with the area municipalities, the Province and neighbouring municipalities in the planning and development of an inter-regional transit network.
- 5.6.5.2.9 *Support* transit stations and terminals in urban nodes and corridors, as identified in this Plan and the *area municipal official plans*.
- 5.6.5.2.10 *Support* the fare integration and service coordination of GTA transit *services*, with a view to improving attractiveness of transit.
- 5.6.5.2.11 Encourage the area 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 and to integrate transit plans into secondary plans.
- 5.6.5.2.12 *Support* gateways and interconnections between the local bus network and future *transitways*, especially at Regional Urban Nodes.
- 5.6.5.2.13 *Support* the integration of transit connections and improve transit access to the Lester B. Pearson International Airport and the surrounding employment area.
- 5.6.5.2.14 *Support* provincial, municipal and privately run transit *services* to rural communities, where feasible.
-

5.6.6 Airports

Lester B. Pearson International Airport (L.B.P.I.A.) is an important element of *infrastructure* in the *Greater Toronto Area*. L.B.P.I.A. is a *significant* generator of positive economic benefits and is directly responsible for attracting a broad range of industries and businesses to the *Region of Peel* and the *Greater Toronto Area*.

The presence of L.B.P.I.A. within the Region of Peel provides both opportunity and responsibility. It provides national and international transportation linkages, creates *significant* employment and generates many direct and indirect economic benefits. 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 approved land uses and other considerations. In addition to the role of Lester B. Pearson International Airport, consideration should be given to the potential for The Brampton Flying Club airport to become of greater significance in *Peel* and the *GTA* over the next 30 years.

5.6.6.1 Objectives

- 5.6.6.1.1 To optimize the full economic potential of Lester B. Pearson International Airport and The Brampton Flying Club airport to the *Region of Peel* and the *GTA* having regard for:
- a) existing and future industry, business and employment opportunities; and
 - b) the interests of existing and future residents.
- 5.6.6.1.2 To *support* the recreational opportunities of airports in *Peel* where appropriate.

5.6.6.2 Policies

It is the policy of *Regional Council* to:

- 5.6.6.2.1 *Support* the improvement and enhancement of the facilities, access to and capacity of the Lester B. Pearson International Airport, taking into account the concerns of existing and future residents of *Peel Region*, to maintain the importance of the Airport to the *Region of Peel*, the *Greater Toronto Area*, the Province and Canada.
-

- 5.6.6.2.2 Study *jointly*, with the Town of Caledon, and in consultation with the City of Brampton, the potential role of The Brampton Flying Club airport.
- 5.6.6.2.3 Protect the Lester B. Pearson International Airport (L.B.P.I.A.) Operating Area to ensure that development adjacent to the Airport is compatible with airport operations and the needs of residents.
- 5.6.6.2.4 Prohibit the development, redevelopment and infill of new residential and sensitive land uses specifically, hospitals, nursing homes, daycare facilities and public and private schools in L.B.P.I.A Operating Area outlined on Schedule “H”.
- 5.6.6.2.5 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and the Region, to include in their official plans:
- i) Airport Operating Area policies consistent with Policy 5.6.6.2.4;
 - ii) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and
 - iii) Definitions of the term sensitive land uses, redevelopment and infill.
- 5.6.6.2.6 Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and the Region, to define specific exceptions to Policy 5.6.6.2.4 in the municipal official plan, which may be considered for Malton, Meadowvale Village and East Credit, within the L.B.P.I.A. Operating Area subject to:
- i) Prohibit, above the 35 NEF/NEP contour, development, redevelopment or infilling which increases the number of dwelling units, and development, redevelopment and infill for new sensitive land uses, specifically hospitals, nursing

homes, daycare facilities and public and private schools;

- ii) Define the areas to which the exceptions would apply; and,
- iii) Requiring that MOE acoustical design standards be met.

5.6.6.2.7 Update Figure 6 in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.

5.6.7 Goods Movement

The safe and efficient movement of goods is an important component of a regional economy in attracting and retaining a range of industries and businesses. An efficient goods movement system is needed for the competitiveness of Peel's businesses and to allow Peel's goods to reach customers at relatively low cost. Businesses need to ensure that goods are transported in an efficient and timely manner by utilizing integrated transportation networks, including freight, rail, air, marine and pipeline. These transportation networks are vital to Peel Region's economy.

5.6.7.1 Objective

5.6.7.1.1 To facilitate the safe and efficient movement of goods within *Peel* and between *Peel* and neighbouring municipalities.

5.6.7.2 Policies

It is the policy of *Regional Council* to:

5.6.7.2.1 Work with other levels of government, agencies and the private sector to develop a comprehensive, integrated and effective multimodal goods movement system that encourages the safe and efficient movement of goods by road, rail or air in *the Region*.

5.6.7.2.2 Establish strong partnerships with public and private stakeholders to develop action plans for goods movement in Peel.

- 5.6.7.2.3 Initiate discussions with all levels of government and agencies regarding goods movement transportation system funding and policy coordination.
- 5.6.7.2.4 Define a Strategic Goods Movement Network in Peel, in consultation with the Ontario Ministry of Transportation, area municipalities and other public and private stakeholders.
- a) Initiate the review and update of the existing traffic corridor network to ensure the safe and efficient movement of goods throughout *Peel*;
 - b) Advocate the importance of rail corridors and terminals as key components of an efficient goods movement system; and
 - c) Recognize the importance of air, pipeline and marine transport for the efficient movement of goods.
- 5.6.7.2.5 *Support* a safe and efficient railway network by:
- a) securing grade separation of railways and *major roads*, where warranted, in cooperation with the Transport Canada and railways; and
 - b) ensuring that noise, vibration and safety issues are addressed for development adjacent to railway corridors and terminal facilities.
- 5.6.7.2.6 Pursue the acquisition of a comprehensive freight data program for strategic planning, operational analysis and performance measurement purposes.
- 5.6.7.2.7 Encourage better coordination of truck-rail operations for the movement of goods.

5.6.8 Environmental Impact

The transportation system interacts with and impacts the environment. The transportation sector is a leading contributor of greenhouse gas (GHG) production, accounting for about one-quarter of all GHG emissions in Canada. With continuous growth in employment and population in the

Region and the reliance on automobile as a major mode of transportation, there will be more vehicles on the roads and greater demand to build and widen more roadways to accommodate the increasing traffic. The growth of vehicular trips translate into an increase in air pollution caused by vehicle emissions, higher noise levels with more cars and trucks on the roads and an adverse impact on water quality due to road construction activity, transportation structures (e.g. bridges and culverts) and the release of toxic substances.

Therefore it is important to continue to recognize the impact of transportation on the natural environment so that any adverse impacts caused by the transportation system can be minimized.

5.6.8.1. Objectives

- 5.6.8.1.1 Improve air quality and reduce greenhouse gas emissions produced by vehicles using *Peel's* transportation system.
- 5.6.8.1.2 Minimize the transportation infrastructure's impact on the natural environment.
- 5.6.8.1.3 Promote a transportation system that encourages energy conservation.

5.6.8.2 Policies

- 5.6.8.2.1 Work with area, neighbouring GTA and Hamilton municipalities, the Province and stakeholder groups to minimize traffic congestion, air pollution and noise pollution from automobiles.
- 5.6.8.2.2 Work with area municipalities, school boards, transit providers and non-profit organizations, to educate the public, through new initiatives, on the relationship of vehicles and air pollution.
- 5.6.8.2.3 *Support* strategies intended to reduce and prevent water pollution through appropriate design of the transportation system and treatment of urban runoff.
- 5.6.8.2.4 Encourage efficient fuel use and conservation by promoting *Transportation Demand Management* programs, linked trips, the use of Intelligent Transportation Systems and public transit.

5.6.9 Transport Demand Management

Recent travel trends in *Peel Region* indicate that the *Region* is becoming increasingly auto dependent – both transit share and average auto occupancy are declining, while the share of single occupant vehicle trips are increasing. Coupled with growth in population and

employment, these trends are leading to increasing congestion, longer average travel times, environmental and health concerns.

Another related concern is the lack of convenient travel options for the diverse needs of *Peel* residents and employers. Until now, it has been possible to meet the increasing travel demand through new roads and road widenings. However, such “supply side” solutions will not be enough in the future. Exclusive dependence on roads is neither sustainable nor desirable. It is necessary to look at the demand side also, through *Transportation Demand Management (TDM)* measures. While *TDM* alone cannot be expected to meet the future growth in demand, it is an important component among a range of solutions to meet forecast travel demand.

5.6.9.1. Objectives

- 5.6.7.1.1 Reduce auto dependency by promoting sustainable modes (e.g. *public transit, carpooling, vanpooling, bicycling* and walking).
- 5.6.9.1.2 To provide a range of transportation services to meet the diverse needs of the population.
- 5.6.9.1.3 Maximize the capacity of the transportation system by utilizing transportation demand, supply and transit strategies.

5.6.9.2 Policies

- 5.6.9.2.1 Encourage area municipalities to promote land uses and site design in the Region which foster the use of alternative modes of transportation, including transit, *vanpooling, carpooling* and active transportation (such as walking and bicycling), as well as infrastructure to encourage teleworking.
- 5.6.9.2.2 Provide regional *carpool* parking lots and encourage the Province and area municipalities to also provide *carpool* parking lots.
- 5.6.9.2.3 Work with all levels of public and private sector to develop programs for implementing *travel demand management* strategies including *carpooling, van pooling* and ride-share programs.
- 5.6.9.2.4 Work with area municipalities to evaluate and measure the progress of *TDM* programs and to develop new innovative strategies and initiatives.

- 5.6.9.2.5 Work with all levels of the public and private sector to promote a safe and *sustainable* transportation system that offers travellers a variety of mobility choices and increases the efficiency of the existing transportation system.
- 5.6.9.2.6 Work with area municipalities and other levels of government to develop outreach programs to promote *sustainable* transportation alternatives to affect changes in peoples' travel behaviour patterns.
- 5.6.9.2.7 Work with area municipalities to promote and support *TDM* within the regional and area municipal governments.
- 5.6.9.2.8 Work with area municipalities, neighbouring municipalities and the Ontario Ministry of Transportation to develop a more efficient roadway infrastructure use through *TDM* measures such as the implementation of *High Occupancy Vehicle (HOV)* lanes.
- 5.6.9.2.9 Support the use of Regional roads and other Regional land as part of a safe and efficient multi-purpose trail network.

- intentionally left blank -

CHAPTER 6: REGIONAL SERVICES

6.1 INTRODUCTION

6.1.1 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 co-ordination

Health Services

- Health protection
- Health promotion
- Disease 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 child care system, including child care subsidies
- 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
- Peel Heritage Complex program

Other Services

- Capital borrowing and financial services

Changes to update this list of *services* will be made as part of Regional 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 7 in the Appendix) and a diverse multicultural composition (see Figure 8 in the Appendix) 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.

6.1.2 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.

6.2 REGIONAL HUMAN SERVICES

Individual's needs in Peel Region vary with age, income, ability, skills, background and interests. People's expectations for basic material needs (e.g., housing), public safety, health and social supports vary 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, ambulance and emergency programs and police.

Collectively, human services constitute a major component of the Region's responsibilities and budgets, and therefore human services need to be appropriately addressed in Regional planning policy.

Because of the relationship between safe, accessible and healthy communities, development growth and human services, the co-ordination of the provision of human services should include consideration of the objectives and policies in this Plan focused on improving the quality of life of all people in Peel.

6.2.1 Objectives

- 6.2.1.1 To provide human *services* in an efficient, planned and cost-effective manner consistent with public needs and financial realities.
- 6.2.1.2 To contribute to safe, accessible and healthy communities where people of all ages, backgrounds and capabilities can meet their needs throughout the various stages of their lives by providing opportunities for emotional, physical and socio-economic well-being.
- 6.2.1.3 To foster the creation of *community* identity and *community* self-reliance.

6.2.2 Policies

It is the policy of *Regional Council* to:

- 6.2.2.1 Ensure Regional human service facilities and programs are provided in a manner consistent with the needs of present and future populations in Peel, based on a changing population age structure, multicultural and ethnic diversity, disability and in keeping with the Region's financial objectives.
 - 6.2.2.2 Plan for and provide coordinated access, where appropriate, for Regionally funded or delivered services.
 - 6.2.2.3 Develop a strategy, to facilitate the co-ordination and planning of Regional human services and Regional finances with the relevant objectives and policies in this Plan, such as Regional Structure and Implementation policies, through a collaborative and consultative process that includes all of the appropriate stakeholders, such as senior governments, the area municipalities, school boards, appropriate agencies and commissions, and which is consistent with Regional and area municipal growth management initiatives.
 - 6.2.2.4 Encourage the area municipalities to take into account the availability and location of existing and future human services and access to public transit when considering and revising secondary plans, and to have regard for the impact of such plans, on the
-

- provision of human services in an effective, efficient and logical fashion, by the Region of Peel.
- 6.2.2.5 Ensure that Regional human services facilities are located and designed to be accessible to all people in Peel and are supportive of the Regional Structure policies of this plan.
- 6.2.2.6 Advance health promotion and disease prevention as the primary means of achieving people's best health status.
- 6.2.2.7 Close the significant gap between the current Public Health service levels and the health needs of Peel residents.
- 6.2.2.8 Encourage the area municipalities, as part of their site plan and subdivision plan approval process, to consult with Peel Regional Police to promote safety and security.
- 6.2.2.9 Encourage the area municipalities to develop appropriate 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.
- 6.2.2.10 Prepare a Regional Accessibility Plan and review the plan, as required by the Ontarians with Disabilities Act, and make the plan available to the public.
- 6.2.2.11 Encourage the area municipalities and GO Transit to introduce a greater number of accessible low floor bus routes and other transit accessibility improvements to accommodate the travel needs of persons with disabilities in Peel Region.
- 6.2.2.12 Support increased co-ordination of transportation service among TransHelp, the area municipalities, community-based agencies and taxi companies to provide a collaborative transportation services for persons with disabilities.
- 6.2.2.13 Ensure that TransHelp eligibility criteria are designed to accommodate the mobility needs of those unable to use conventional transit.

- 6.2.2.14 Encourage public transit providers to make service accessible to people with disabilities as identified in the Ontarians with Disabilities Act.
- 6.2.2.15 Maintain, monitor, evaluate and refine the centralized waiting list for all social housing units in Peel Region.
- 6.2.2.16 Request developers of affordable housing, including social and special needs housing, and their funding partners to consult with the Region and area municipalities when making locational decisions, to ensure an appropriate and equitable distribution of affordable housing throughout Peel.
- 6.2.2.17 Encourage and support the area municipalities in creating and maintaining appropriate opportunities for the provision of affordable housing, including social and special needs housing.
- 6.2.2.18 Develop a Peel Housing Strategy, including affordable housing, social housing and special needs housing components, in collaboration with appropriate stakeholders, including the area municipalities. This strategy should include a component on advocacy to promote housing issues and to address housing needs.
- 6.2.2.19 Ensure that housing growth is co-ordinated 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 area municipalities, school boards, appropriate agencies and commissions.
- 6.2.2.20 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 area municipalities and the private and non-profit housing sectors to develop new affordable housing in Peel Region.
- 6.2.2.21 Encourage the provision and maintenance of an adequate supply of affordable rental and ownership housing to meet the diverse needs of all Peel residents, in partnership with the area municipalities, non-profit and private providers, and through the effective use of all available and appropriate affordable housing programs and housing rehabilitation funding sources.
-

- 6.2.2.22 Facilitate the provision of rent-geared-to income components within housing program initiatives and develop a plan for the allocation of rent-geared-to income subsidies.
- 6.2.2.23 Promote and encourage housing and shelter initiatives that offer residents stability through life-skills training and development programs.
- 6.2.2.24 Create and implement a comprehensive support plan to help those who are homeless or on the verge of being homeless.
- 6.2.2.25 Promote public awareness and understanding of human services issues to address all related needs.
- 6.2.2.26 Provide a level of police services appropriate to meet community needs and to fulfil the statutory requirements for the provision of adequate and effective policing.
- 6.2.2.27 In addition to the policies in this section, support the adequate provision of human services through the Housing policies as set out in Section 5.5, the Crime Prevention Through Environmental Design policies as set out in Section 7.4 and the Emergency Measures policies as set out in Section 7.5 of this Plan.

6.3 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 9 in the Appendix). 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.

6.3.1 Objective

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.

6.3.2 Policies

It is the policy of *Regional Council* to:

- 6.3.2.1 Require and provide full municipal sewage and water *services* to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021. The provision of full municipal sewage and water *services* in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities.
 - 6.3.2.2 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.
 - 6.3.2.3 Provide municipal water *services* to accommodate growth in the Palgrave Estate Residential Community, the rural settlements and the rural area, *as appropriate*, consistent with the policies of this Plan. Communal sewage disposal systems will be the preferred means of servicing multiple new lots where site conditions are suitable over the long term. If a communal sewage disposal system is not feasible, individual on-site sewage disposal facilities may be considered, where site conditions are suitable over the long term.
 - 6.3.2.4 Continue to have water and/or sewer *services* provided by private or communal systems where appropriate, for existing and committed development as designated in the *area municipal official plans*.
 - 6.3.2.5 Consider the financial, operational and environmental impacts and long-term suitability of communal wastewater systems.
-

- 6.3.2.6 Pursue, in cooperation with the area municipalities, the public and businesses, water conservation strategies designed to improve the efficiency of *the Region's* systems.
- 6.3.2.7 Ensure that the planning and construction of water and sanitary sewer *services* protects the environmental systems and natural resources of *Peel* in a manner consistent with the objectives and policies in this Plan.
- 6.3.2.8 Reduce loads to the sanitary sewers and sewage treatment plants through *the Region's* sewer use by-law, education and the proper disposal of household hazardous *waste*.
- 6.3.2.9 Pursue a water efficiency strategy with a goal to reducing per capita consumption by 10-15% over the next 20 years.

6.4 WASTE MANAGEMENT

The *waste* produced in *Peel* is disposed of by means of incineration, landfill, recycling and composting. In keeping with the three themes of this Plan (an *ecosystem* approach, *sustainable development* and *healthy communities*) *the Region* must promote reductions in material consumption and *waste* production, 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 *waste* disposal alternatives, explore the resource potential of *waste*, and strive for a cost-effective *waste* management system. *Waste* disposal will be managed so as to minimize environmental impacts and emphasize the responsibility of the *waste* producer to reduce the amount and type of *waste* produced and bear the costs of collection and disposal.

Peel is also committed to preparing and maintaining a long-term *waste* management strategy which meets the needs of citizens and businesses, is environmentally sound, socially acceptable, technically efficient and economically viable.

Waste management sites in *Peel* are shown on Figure 10 in the Appendix. The Britannia and Caledon landfill sites are the only active public landfill sites in *Peel*. The establishment and operation of any new landfill site at another location will require an amendment to this Plan. The expansion of an existing landfill site will require an amendment to a local official plan.

6.4.1 Objectives

- 6.4.1.1 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.
- 6.4.1.2 To promote the integration of the principle and hierarchy of reduction, reuse, and recycling into the decision making of consumers, businesses, and governments, and to achieve a minimum of 80 percent diversion of residential and non-residential *waste* from landfill by the year 2000.
- 6.4.1.3 To establish and maintain an environmentally responsible and cost-effective system for managing municipal solid *waste*, including household hazardous *waste*, generated within *Peel Region*.

6.4.2 Policies

It is the policy of *Regional Council* to:

- 6.4.2.1 Prepare, in cooperation with the area municipalities, a Waste Management Strategy to achieve the *waste* management objectives.
- 6.4.2.2 Actively encourage, promote and *support* efforts of government, the private sector and the general public which reduce *waste*, or emphasize reuse, recycling (3Rs), composting and other minimization options.
- 6.4.2.3 Encourage the area municipalities to prepare and adopt guidelines for the design of communities and buildings that will facilitate source separation, collection, storage and transportation of *waste*.
- 6.4.2.4 Require the *area municipal official plans* to direct *waste* facilities, including processing and storage, to appropriate locations.
- 6.4.2.5 Ensure that the location of any new *waste* disposal facility is consistent with the objectives and policies in this Plan and the *area municipal official plans*.
- 6.4.2.6 Consider energy from *waste* facilities as an option for the disposal of post-recycled *waste* generated within *Peel Region*.
-

- 6.4.2.7 Recognize the Britannia and Caledon landfill sites, as shown on Figure 10 of the Appendix, as the only active landfill sites in *Peel Region*. The establishment and operation of a new landfill site at another location will require a Regional Official Plan Amendment. The expansion of an existing landfill site will require an amendment to a local official plan.
- 6.4.2.8 Require an amendment of the certificate of approval in force at the date of Council's adoption of this Plan or the issuance of a new certificate of approval by the Ministry of the Environment, for any changes to what is presently permitted in an existing landfill site.
- 6.4.2.9 Review any proposal to establish and operate a new landfill site in *Peel* for consistency with the objectives and policies in this Plan and the *area municipal official plans*.
- 6.4.2.10 Maintain operating landfill sites in a manner which protects the environment, public health and adjacent land uses.
- 6.4.2.11 View the use of land for landfill during the operational life of the site as an interim land use, until such time as the land is deemed by *Regional Council* to be suitable for other uses.
- 6.4.2.12 *Support* the after use of the Britannia Landfill site for Open Space purposes.
- 6.4.2.13 Permit *development* within 500 metres (1640 feet) of the active working face of the Britannia Landfill Site subject to agreements as required by the Province, Region and City of Mississauga.
- 6.4.2.14 Review proposed *development* in proximity to the Caledon landfill site for consistency with the objectives and policies in this Plan, the Town of Caledon Official Plan, the Niagara Escarpment Plan and the Ministry of the Environment guidelines.
- 6.4.2.15 Carefully manage those closed landfill sites which *the Region* owns and rehabilitate them to appropriate uses, determined *jointly* with the area municipalities.

CHAPTER 7: IMPLEMENTATION

7.1 INTRODUCTION

7.1.1 Purpose

There are many initiatives needed to fulfill the intent of this Plan. This chapter identifies the general means by which the goals, objectives and policies in this Plan will be implemented.

7.1.2 Goal

To successfully implement the objectives and policies in this Plan.

7.2 INTERPRETATION

It is important that this Plan is clearly understood by readers and users. The following provides policies for the interpretation of this Plan.

7.2.1 Objective

To provide a guideline for the interpretation of this Plan.

7.2.2 Policies

It is the policy of *Regional Council* that:

- 7.2.2.1 The text, Table 1, schedules and glossary together form this Plan and should be read and interpreted together and not be considered in isolation.
- 7.2.2.2 Any changes to the text, Table 1, schedules and glossary, except as expressly noted in Policy 7.2.2.7, will require an amendment to this Plan.
- 7.2.2.3 The exact lines and boundaries for the information contained in the generalized schedules will be defined in the *area municipal official plans*, where applicable.

- 7.2.2.4 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*.
- 7.2.2.5 The text, including the glossary, will take precedence in a case of any discrepancy between the text and the schedules.
- 7.2.2.6 For areas within the Niagara Escarpment Plan Area and the *Parkway Belt West Plan* Area, policies contained in the respective Niagara Escarpment Plan and the *Parkway Belt West Plan* will take precedence over policies in this plan.
- 7.2.2.7 The 2031 Regional Urban Boundary and the boundary of a Rural Service Centre, as shown on Schedule D, may be adjusted without an amendment to this Plan only if the adjustment is coincident with a minor realignment 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 area municipality and other relevant agencies.
- 7.2.2.8 None of the policies in this Plan shall be interpreted as an assumption by or on behalf of *the Region*, or the area 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 THE 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 area municipalities. Within this framework, an effective planning process is established within which *the Region* and the area municipalities can achieve autonomous but mutually supportive roles.

7.3.1 General Objectives

- 7.3.1.1 To provide *Regional Council* with a policy framework for decision making.
- 7.3.1.2 To set a regional context for more detailed planning and implementation by the area municipalities.

7.3.2 General Policies

It is the policy of *Regional Council* to:

- 7.3.2.1 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.
- 7.3.2.2 *Support*, during the transition period in which *area municipal official plans* are brought into conformity with this Plan, those *development* proposals, official plan and zoning by-law amendments that are in general conformity with the objectives and policies in this Plan.
- 7.3.2.3 Encourage the Federal and Provincial governments to consult with *the Region* and the area municipalities, and to have consideration

for this Plan when initiating programs or undertaking projects within *Peel Region*.

- 7.3.2.4 Facilitate cooperative planning within *the Region* and with the planning efforts of the surrounding municipalities.

7.3.3 Conformity of Area Municipal Official Plans

On approval of this Plan by the Province, the Planning Act requires that the official plans of the area municipalities be amended to conform with this Plan.

7.3.3.1 Objective

To bring the *area municipal official plans* into conformity with this Plan.

7.3.3.2 Policy

It is the policy of *Regional Council* to require that the *area municipal official plans* be amended to conform with this Plan forthwith after the approval of this Plan, in part or in whole, by the Minister of Municipal Affairs and Housing.

7.3.4 Planning Approvals

The *Region of Peel* has been assigned by the Minister of Municipal Affairs and Housing powers of approval for *area municipal official plans* and amendments, plans of subdivision and condominium, and land severances, and has been delegated the Minister's approval authority for part lot control by-laws and road closing by-laws.

7.3.4.1 Objective

To establish an effective and efficient planning process.

7.3.4.2 Policies

It is the policy of *Regional Council* to:

- 7.3.4.2.1 Ensure consistency with this Plan through 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.

- 7.3.4.2.2 Facilitate and streamline *jointly*, with the area municipalities and commenting agencies, the *development* approval process so that procedures are complementary, avoid duplication and provide for timely notification and response measures.
- 7.3.4.2.3 Delegate to the area municipalities subdivision and condominium approval authority.

7.3.5 Public Consultation

Public involvement is a vital part of the planning process and decision making. Effective public consultation enables people to influence decisions about planning issues that affect the place in which they live and work. *Regional Council* recognizes its responsibility to inform the residents and respond to their concerns.

7.3.5.1 Objective

To establish an effective method for involving the public in the planning review process.

7.3.5.2 Policies

It is the policy of *Regional Council* to:

- 7.3.5.2.1 Provide opportunities for public consultation on regional issues.
- 7.3.5.2.2 Coordinate public meetings on regional matters with area municipal public meetings if opportunities arise.
- 7.3.5.2.3 Investigate more effective ways to consult with the public on planning matters.

7.4 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 *area municipal official plans*.

7.4.1 Objective

To create a better designed physical environment that reduces the possibility of crime.

7.4.2 Policies

It is the policy of *Regional Council* to:

- 7.4.2.1 Direct the area 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.
- 7.4.2.2 Encourage the area municipalities to achieve improved design and effective use of the built environment for crime reduction.
- 7.4.2.3 Encourage the area municipalities, *as appropriate*, to implement the CPTED principles.

7.5 EMERGENCY MEASURES

The *Region of Peel* is responsible for the Regional Emergency Measures Plan which must be coordinated with all regional and municipal emergency plans to ensure consistency of content and application.

7.5.1 Objective

To ensure that the resources and *infrastructure* of *the Region* and the area 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*.

7.5.2 Policies

It is the policy of *Regional Council* to:

- 7.5.2.1 Maintain a Regional Emergency Measures Plan and 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 area municipalities and emergency response agencies.

- 7.5.2.2 Foster consistency with the requirements of Provincial and Federal legislation regarding emergency measures.
- 7.5.2.3 Review all existing and planned *infrastructure* to ensure coordination in the rapid deployment of emergency assistance.

7.6 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.

7.6.1 Objective

To achieve the goals, objectives and policies in this Plan.

7.6.2 Policies

It is the policy of *Regional Council* to:

The Natural Environment

- 7.6.2.1 Prepare and adopt guidelines *as appropriate* for evaluating selected climatic and air quality impacts of this Plan, *jointly* with area municipalities and other agencies.
- 7.6.2.2 *Support* the preparation and implementation of *watershed* management strategies.
- 7.6.2.3 Encourage *jointly*, with the area municipalities and applicable government agencies, the exploration of funding options to finance *watershed* and *subwatershed plans*.
- 7.6.2.4 Explore alternative methods for the study, acquisition, stewardship and *restoration* of the natural environment in *Peel*, consistent with the objectives and policies in this Plan, *jointly* with the area municipalities, conservation authorities, the Province, and other agencies and groups.
- 7.6.2.5 Direct the area municipalities, in consultation with the conservation authorities, to develop measures and procedures to address risks associated with *flood*, erosion and slope instability.

- 7.6.2.6 Work *jointly*, with the area municipalities, conservation authorities, neighbouring municipalities and other government agencies, to create a priority list of components of the Greenlands System that may be considered for conveyance or acquisition for conservation purposes.
- 7.6.2.7 *Support* the *joint* efforts of the conservation authorities and area municipalities to continue to refine mapping with respect to *Environmentally Sensitive or Significant Areas* and ravine, valley and stream corridors, including *headwater* areas and setbacks from the water course and/or valley walls and the other components of the natural environment in *Peel, as appropriate*.
- 7.6.2.8 Assist the area municipalities, *as appropriate*, in the preparation of guidelines for environmental impact studies to ensure that areas of Regional interest are suitably addressed.
- 7.6.2.9 Encourage environmental education and stewardship programs, *jointly* with the area municipalities and the conservation authorities.

Resources

- 7.6.2.10 Participate with the Town of Caledon, in cooperation with the Province, conservation authorities, the Niagara Escarpment Commission, the producers of aggregate resources and the public, in the formulation of the Caledon Community Resource Study (CCRS).
- 7.6.2.11 Investigate options with the Town of Caledon and the Ministry of Natural Resources, primarily through the CCRS, for utilizing the Aggregate Resources Act (i.e. Section 16.1 of the ARA) to implement overall *rehabilitation* plans for aggregate extraction areas.
- 7.6.2.12 Prepare, in cooperation with the area municipalities, the Ministry of the Environment and other relevant agencies, a groundwater protection strategy.
- 7.6.2.13 Promote and *support* measures to restore or enhance, *as appropriate*, degraded water resources *jointly* with the area municipalities, the Province and conservation authorities.
-

- 7.6.2.14 Prepare *jointly*, with the area municipalities and their local heritage committees, a *Cultural Heritage Master Plan*.

Housing

- 7.6.2.15 Continue to *support cost-effective development* standards for new residential *development or redevelopment*.

Transportation

- 7.6.2.16 Prepare, *jointly* with the area municipalities, the Ministry of Transportation of Ontario and other agencies where appropriate, inter-regional and regional transportation plans.
- 7.6.2.17 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

- 7.6.2.18 Prepare, in cooperation with the area 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

- 7.6.2.19 Work *jointly* with the area municipalities and other relevant agencies to prepare guidelines and/or protocols regarding public consultation on Regional initiatives.

Land Division

- 7.6.2.20 Prepare, in cooperation with the area municipalities, and *as appropriate*, the conservation authorities and the Niagara Escarpment Commission, new Regional severance policies for inclusion in this Plan by way of an amendment to this Plan, consistent with the objectives and policies in this Plan, and within the Niagara Escarpment Plan Area, the provisions of the Niagara Escarpment Plan, and provincial policies.

7.7 REGIONAL ROAD WIDENING

Consistent with relevant sections of the Planning Act, *the Region* may require a gratuitous dedication of land for road widening 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.

7.7.1 Objective

To ensure that adequate land is dedicated for Regional road widening purposes.

7.7.2 Policies

It is the policy of *Regional Council* to:

- 7.7.2.1 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 in this Plan.

- 7.7.2.2 Identify land for future purchase by *the Region* for Regional road widening where dedication is not a condition of approval.
- 7.7.2.3 Require the gratuitous dedication to *the Region* of land for Regional road widening equally from the centre line of the roadway, subject to Policy 7.7.2.4.
- 7.7.2.4 Require the gratuitous dedication to *the Region* of land for unequal Regional road widening or widening in excess of that shown on Schedule F where necessitated by unique conditions.
- 7.7.2.5 Require the gratuitous dedication to *the Region* of additional land, if needed, where an existing at-grade railway crossing of a Regional road or a *bicycle route* is anticipated to be grade-separated in the future.
- 7.7.2.6 Require the gratuitous dedication to *the Region* of additional land, if needed, to provide buffer blocks and 0.3 metre reserves, daylight corner triangles, bus bays and additional traffic or bus lanes at intersections, at roadway grade separations, or where acceleration or deceleration lanes are required.
- 7.7.2.7 Reduce the right-of-way requirements, as shown on Schedule F, for a specific road section where special circumstances warrant and long-term requirements are not compromised.
- 7.7.2.8 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, 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 area municipality is in agreement.

7.8 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.

As stated in the Strategic Plan, *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 area municipality to encourage a diversity of economic activities and employment opportunities.

7.8.1 Objectives

- 7.8.1.1 To provide Regional *services* in an efficient and financially prudent manner.
- 7.8.1.2 To ensure the necessary funds will be available when required without creating the need for tax and rate increases above the rate of inflation.
- 7.8.1.3 To deliver Regional *services* that maintain adequate service levels and that avoid duplication of service provision.
- 7.8.1.4 To maintain and if possible improve the standard of living and the quality of life for those living and working in *Peel*.

- 7.8.1.5 To identify *significant* negative financial trends and to determine those measures needed to correct or modify such trends.
- 7.8.1.6 To promote the philosophy that new *development* should be self supporting.

7.8.2 Policies

It is the policy of *Regional Council* to:

- 7.8.2.1 Ensure that Regional *services* and capital works are provided, consistent with the objectives and policies in this Plan.
- 7.8.2.2 Ensure that public works are undertaken in a manner that is consistent with the objectives and policies in this Plan.
- 7.8.2.3 Work *jointly* with the area municipalities to coordinate the provision and timing of capital works.
- 7.8.2.4 Encourage the area municipalities' school boards, appropriate agencies, boards and commissions to plan their capital expenditures consistent with the objectives and policies in this Plan.
- 7.8.2.5 Review and coordinate the delivery of Regional *services* with the area municipalities, neighbouring municipalities and appropriate stakeholders, such as school boards, appropriate agencies and commissions to ensure capital and operational efficiencies.
- 7.8.2.6 Establish growth management strategies *jointly* with the area 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.
- 7.8.2.7 Direct the area municipalities to establish economic development policies in the *area municipal official plans*.
- 7.8.2.8 Prepare, in cooperation with the area municipalities, a long-term Master Plan for water and wastewater *services*, including communal sewage treatment facilities, and integrate this information with *the Region's* budgeting process.

-
- 7.8.2.9 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*.
- 7.8.2.10 Consider innovative *infrastructure* financing initiatives such as public/private partnerships and front-end financing to ensure that *development* proceeds in a fiscally responsible manner.
- 7.8.2.11 Prepare and maintain, in consultation with the area municipalities and other agencies, a Regional financial model to analyze the fiscal impact of proposals to:
- expand the 2031 Regional Urban Boundary as shown on Schedule D;
 - expand the 2021 Rural Service Centres boundary;
 - substantially change from non-residential land uses to residential land uses as designated in an *area municipal official plan*;
 - substantially change land use densities from those currently envisaged by each area municipality; and
 - substantially expand or change Regional *infrastructure* and human services systems.
- This financial analysis will include:
- a) an assessment of Regional servicing costs including transportation, water, wastewater, and community and human services;
 - b) the impact on Regional operating and capital budgets and Regional financing implications; and
 - c) other relevant Regional issues.
- 7.8.2.12 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 the additional growth before any *development* proceeds.

7.9 MONITORING, REVIEWING AND UPDATING

The objectives and policies contained in this Plan set the direction for *Peel* until 2031 for the Urban System and 2021 for the Rural System. A mechanism for monitoring and evaluating any changes in planning direction is required 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.

This Plan will be reviewed and amended as required by the Planning Act, 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.

7.9.1 Objectives

- 7.9.1.1 To establish a mechanism for monitoring and evaluating the effectiveness of the policies in this Plan.
- 7.9.1.2 To provide a context for the review of this Plan and *area municipal official plans* and amendments.

7.9.2 Policies

It is the policy of *Regional Council* to:

- 7.9.2.1 Prepare with the area municipalities, information and monitoring systems to evaluate the level of progress in meeting the goals, objectives and policies in this Plan.
- 7.9.2.2 Establish and monitor, with the area municipalities and conservation authorities, appropriate indicators to analyze the effectiveness of this Plan and as a basis for any policy adjustments. Indicators to be monitored may include, but are not necessarily limited to:
 - a) amounts of preserved, *protected* and enhanced greenspace;
 - b) water resources;

- c) maintenance and *enhancement* of healthy *headwater* areas and *watersheds*;
 - d) *redevelopment* to total *development* ratio;
 - e) *transit modal share* for *the region*;
 - f) residential and non-residential densities;
 - g) housing production, including mix and tenure;
 - h) industrial/commercial to total assessment ratios;
 - i) employment to population ratios (activity rates); and
 - j) percentage of the work force both living and working in *Peel*.
- 7.9.2.3 Monitor, *jointly* with the area municipalities and conservation authorities, the effectiveness of environmental policies in *Peel*.
- 7.9.2.4 Prepare, *jointly* with the area municipalities, conservation authorities and other government agencies, a model to assess cumulative effects of *development*, *intensification* and other land use change proposals that is consistent with the framework of *subwatershed* studies.
- 7.9.2.5 Work *jointly* with the area municipalities, conservation authorities and other agencies to determine modifications needed to the official plans, policies and programs of *the Region* and the area municipalities which may be identified through *watershed* and *subwatershed plans* and other related studies.
- 7.9.2.6 Monitor, *jointly* with the area 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.
- 7.9.2.7 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 monitoring by the Region if deemed appropriate by *Regional Council*.

7.9.2.8 Require a comprehensive analysis in the following circumstances:

- proposed amendment to the 2031 Regional Urban Boundary
- proposed amendment to the 2021 Rural Service Centres boundary
- proposed amendment to the 2021 boundary for the Palgrave Estate Residential Community
- designation of a new Regional Urban Node
- designation of a new Regional Urban Corridor

This analysis will address the following:

- a) environmental and resource protection;
- b) ensuring that there are no reasonable alternative locations which avoid the *Prime Agricultural Areas* and no reasonable alternative locations with lower priority agricultural lands;
- c) the compliance with the minimum distance separation formulae;
- d) population and employment growth forecasts in accordance with Table 1;
- e) development potential, including *intensification* opportunities, within the existing areas, in the proposed expansion areas and their inter-relationship;
- f) opportunities for efficient use of land, Regional *infrastructure* and *services* in existing areas;
- g) fiscal impact including property assessment;
- h) the financial and physical abilities to provide necessary *services* to the proposed area, including the suitability and availability of water and sewage servicing;

- i) the growth management strategies of *the Region* and the area municipalities; and
- j) other relevant Regional interests.

These requirements may be reduced if acceptable detailed planning studies have been prepared at the area municipal level.

7.9.2.9 Undertake a comprehensive review of this Plan as required by the Planning Act in order to:

- a) ensure that policies remain realistic and responsive to changing environmental, social, economic, financial, technological and political circumstances; and
- b) make policy adjustments to ensure the objectives and policies in this Plan are being met.

GLOSSARY

Adjacent lands: those lands contiguous to a specific natural heritage feature or area where there is a greater probability that *development* may have a negative impact on the feature or area.

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.

Archaeological resources: 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.

Area municipal official plan: the Official Plan and any related planning documents of an area municipality in *Peel*.

Areas of Natural and Scientific Interest: areas of land and water containing natural *landscapes* or features which the Ministry of Natural Resources has identified as having provincial significance, possessing values related to natural heritage appreciation, scientific study or education:

- Life 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 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 Regional Official Plan.

Affordable housing: housing that is currently defined in the Region of Peel Municipal Housing Facility By-law, in compliance with the minimum provincial legislative requirements, as those housing units for which the average rent for each unit classified by unit size, inclusive of monthly

charges for hydro, heat and water is less than or equal to the average Canada Mortgage and Housing Corporation (CHMC) rent for units within the Region for that unit size.

Bicycle route: dedicated route primarily for the use of bicycles.

Bioregion: an area of land and water sharing climatic and ecological similarities. The Greater Toronto *Bioregion* is defined as the area of land bounded by Lake Ontario, the *Niagara Escarpment* and the *Oak Ridges Moraine*.

Built heritage: one or more buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a *community*.

Car or van pooling: the sharing of automobile transportation by a number of persons travelling together regularly.

Community: a group of people with a common characteristic or interest living together within a larger society.

Commuter rail: a passenger railroad service that operates within a metropolitan region that is usually part of the general railroad system. The service is primarily intended for medium to long distance travel.

Compact form: a more closely structured pattern of *development* or *redevelopment*, created to maximize the effective and efficient use of land and *infrastructure*.

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: any discrete aggregation of features altered through human activity which has been identified as being important to a *community*. They can provide the contextual and spatial information necessary to preserve, interpret or reinforce the understanding of important historical settings and changes to past patterns of land use. Cultural *landscapes* include any heritage area perceived as an ensemble of culturally derived features such as a neighbourhood, townscape, farmscape, or waterscape that illustrates noteworthy relationships between people and their surrounding environment.

Cultural heritage resources: within a land use context, *cultural heritage resources* include archaeological sites, built resources, traditional use areas, cultural *landscapes* and shipwreck sites. More broadly, *cultural heritage resources* include everything produced and left by the people of a given geographic area, the sum of which represents their cultural identity. This means their handicrafts, tools, equipment, buildings, furnishings, folklore rituals, art, transportation, communications and places of dwelling, play, worship, and commercial and industrial activity.

Cultural Heritage Master Plan: a document that inventories *cultural heritage resources* (including known *archaeological resources*, *built heritage* and *cultural heritage landscape* units), identifies areas of potential for *archaeological resources*, provides policies and implementation measures for the protection and conservation of *cultural heritage resources*, and provides policies that encourage and *support* cultural heritage conservation activities at the local level including promotion, education and *community* involvement in cultural heritage.

Development: the subdivision of land, 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, 1997.

Ecosystem: the system of plants, animals and micro-organisms, together with the non-living components of their environment, related ecological processes and humans.

Enhancement: the management of land and water that modifies natural form, processes or attributes to increase stability, biodiversity and long term viability. *Enhancement* does not necessarily include *remediation*.

Environmental Farm Plans: plans for the sound environmental management of agricultural operations, prepared by agricultural operators, in accordance with guidelines from the Ontario Federation of Agriculture and the Ministry of Agriculture, Food, and Rural Affairs.

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.

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.

Fish and Wildlife Habitats: are areas of the natural environment where plants, animals, fish and other organisms derive life support functions such as cover, protection, reproductive support, food and water. These habitats may be important on a year-round or seasonal basis.

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: the area, usually low lands, adjoining a watercourse which has been, or may be covered by *flood* water.

Flooding: for Lake Ontario shoreline, a rise in the water level resulting from the inundation of areas not ordinarily covered by water which are adjacent to Lake Ontario.

Flooding hazards: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- along the *shorelines* of Lake Ontario, the *flooding hazard* limit is based on the 100 year *flood* level plus an allowance for wave uprush and other water related hazards; and
- along river and stream systems, the *flooding hazard* limit is the *flood* resulting from the rainfall actually experienced during the Hurricane Hazel storm (1954), transposed over a specific *watershed* and combined with the local conditions, or the 100 year *flood*, whichever is greater.

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*.

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.

Greater Toronto Area (GTA): the area comprised of the Regions of *Peel*, Halton, York, Durham and the City of Toronto.

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.

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.

Headwater: the source area of a stream including springs and upwelling areas.

Headwater tributaries: the small, sometimes poorly defined watercourse channels, or first order streams, which convey surface runoff or *groundwater discharge* from the upper reaches of a *watershed* or *subwatershed*. These systems are often highly sensitive in that they regulate the flow and contribute to the provision of aquatic habitat in downstream receiving channels.

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.

High Occupancy Vehicle (HOV): motor vehicles carrying two or more persons, including the driver. A *High Occupancy Vehicle* could be a transit bus, a vanpool, carpool, or any other vehicle that meets the minimum occupancy requirements. *HOV* lanes are usually described as being for the use of: two or more (2+), three or more (3+), or four or more (4+) persons per vehicle.

Historic shorelines: the steep slopes or other remnants of the *shorelines* of glacial Lake Iroquois and Lake Peel.

Hydrogeology: the study of the influence of geology on the movement of water, mainly groundwater.

Hydrology: the science of the occurrence, distribution, movement and properties of water, especially of its movement in relation to land.

Infrastructure: physical structures that form the foundation for *development*, including sewage and water works, *waste* management systems, electric power, communications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities, *shoreline* protection works, and *flood* and erosion control structures.

Integrity: *integrity* exists within an *ecosystem* when its inherent potential is realized, its capability for self repair when disturbed is preserved, and minimal external support for management is required.

Intensification: the *development* of a property or site at a higher density than previously existed. It includes: *redevelopment*, infill, conversion and the creation of apartments or other accommodation in houses.

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.

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.

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.

Major transit corridor: a corridor where transit demand is sufficient to allow the introduction of a high level of transit service. The use of express type transit *services* will be encouraged. The use of priority lanes, such as *High Occupancy Vehicle* lanes or *Reserved Bus Lanes* will be introduced where appropriate to reduce travel time. While service is expected to use bus technology for the foreseeable future, other technologies may also be introduced where the need and justification can be demonstrated through appropriate studies.

Major road: roadway or street that carries medium to high volumes of traffic (relative to its urban or rural context) between *significant* activity nodes or more localized elements of the overall road network.

Meltwater Channels: a glacial meltwater drainage channel created by the vast quantities of water from the melting of the glaciers and the isolated masses of ice resulting in the cutting of new or the deepening of old channels or in the deposition of large quantities of gravel and sand.

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 in *Peel*, as set out in further detail in the *area municipal official plans*.

Modal share: the percentage of trips using a given mode of travel.

Municipal Wellhead Protection Area: the surface and subsurface area surrounding a water well or well field, supplying a public water system, through which contaminants are reasonably likely to move towards and reach the water well or well field.

Natural Corridors: naturally vegetated or potentially revegetated lands that connect, link or border critical ecological attributes and functions and also provide ecological functions such as habitat, migration routes, hydrological flow, connections or buffering from adjacent impacts. Certain *woodlands*, waterbodies, water courses, valleylands, riparian zones, *shorelines*, and portions of the *Niagara Escarpment* natural heritage system and intervening *adjacent lands* function as *natural corridors* in the Greenlands System.

Natural hazards: hazards due to *flooding*, erosion, dynamic beaches, 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.

Niagara Escarpment: a provincially *significant*, 725 kilometre (450 mile) 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.

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, groundwater resources, and landform character that make its protection and long term management paramount to the residents of Ontario. It is *protected* by Provincial legislation.

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.

Parkway Belt West Plan: a provincial plan enacted under the Ontario Planning and Development Act.

Peel/Peel Region/the region: the geographic area bounded by the Region of Halton, Simcoe County, the Region of York, the City of Toronto, and Lake Ontario (see also *Region of Peel, the Region*).

Prime Agricultural Area: the area as shown on Schedule B where prime agricultural land predominates and includes Canada Land Inventory Classes 1, 2 and 3 agricultural soils.

Permitted uses and activities in this area include:

- **Primary agricultural uses:** the growing of crops, including nursery and horticultural crops; raising of livestock and other animals for food or fur, including poultry and fish; aquaculture; agro-forestry; and on-farm buildings and structures associated with *primary agricultural uses*.
- **Secondary uses:** uses secondary to the principal use of the property, including home occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property.
- **Agriculture-related uses:** those farm-related commercial and farm-related industrial uses that are directly related to the farm operation and are required in close proximity to farm operations.

Protect: to manage land and water in such a way that ensures that *significant* natural features and functions are retained.

Provincially significant wetlands: Class 1, 2 and 3 *wetlands* as defined in "An Evaluation System for Wetlands of Ontario South of the Precambrian Shield", Third Edition, 1993, as amended from time to time.

Public transit: transit *services* generally available to the public, usually with established fares and published schedules of operation, including bus, streetcar, light rail transit, subway and special *services*.

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. 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 in existing buildings or on previously developed, serviced land. *Redevelopment* includes infill, accessory apartments and rooming houses.

Region of Peel/the Region: the Corporation of the Regional Municipality of Peel.

Regional Council: *Regional Council* of the Regional Municipality of Peel.

Regional Urban Corridors: regionally-significant, multi-functional, linear concentrations of urban development providing a range and mix of commercial, residential, recreational and cultural services or facilities that is transit-supportive and that may link regional urban nodes together.

Regulatory dynamic beach standard: (for Lake Ontario) means the approved standards involving the combined influence of flooding and a dynamic beach allowance to define the shoreline dynamic beach limits for regulatory purposes.

Regulatory erosion standard: the approved standards involving the combined influence of stable slope (the angle a slope would achieve when toe erosion is absent), recession, and/or erosion allowance to define the shoreline erosion limits for regulatory purposes.

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.

Rehabilitation: the return of land and water to its former use or condition after it has been significantly modified from its original form by some land or resource use. Rehabilitation does not necessarily include remediation.

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.

Reserved bus lane: a roadway lane which is restricted to transit vehicles only.

Restoration: the management of land and water to produce a state or condition more closely reflecting natural form, processes and attributes. Restoration does not necessarily include remediation.

Riverine: the river and its associated features, functions and landforms.

Sensitive Groundwater 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 of high filtration or recharge to aquifer systems due to high elevations, porous soils, such as *meltwater channels*, or poorly developed surface drainage;
- areas with high vulnerability to water quality degradation due to porous soils or areas with sensitive surface features such as lakes and *wetlands*; and
- a concentration of source areas for streams.

Services: includes all public *services* including built facilities and human *services*.

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: in regard to natural features and functions, ecologically important to the natural environment in terms of amount, content, representation, or effect, thereby contributing to the quality and *integrity* of an identifiable ecological region or natural heritage system. Significance will be determined based on criteria and guidelines established by the Province or on comparable municipal evaluations. In regard to matters other than natural features and functions, important in terms of amount, content, representation, or effect.

Site alteration: site grading, excavation or removal of top soil, vegetated cover and peat and the placing or dumping of fill.

Social Housing (sometimes referred to as “assisted”, “subsidized” or “rent-geared-to income” housing): housing that is a sub-set of *affordable housing*. It refers to housing units provided under a variety of federal and provincial housing programs by the municipal non-profit housing corporation (Peel Living) and private non-profit and co-operative non-profit housing corporations. Residents in rent-geared-to-income units in social housing portfolios pay no more than 30% of their annual gross household income in rent. It also refers to housing units within the private rental sector, including the above *affordable housing*, where rent-geared-to-income subsidy is provided through a rent supplement agreement with the landlord.

Special needs housing: includes a range of specialized housing options designed for those requiring some form of social as well as financial support. Examples of housing for special needs include group homes, supportive housing, transition and emergency housing.

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 address the *significant* social and economic hardships to the *community* that would result from strict adherence to provincial policies concerning *development*.

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.

Subwatershed Plans: plans, as described in the provincial guidelines issued by the Ministry of the Environment and the Ministry of Natural Resources in June 1993, that examine environmental issues in greater detail over a smaller area than *watershed plans*. *Subwatershed plans* are specifically tailored to address the unique considerations of each *subwatershed*.

Support: to promote the interest or cause of or to assist or act with the area municipalities, conservation authority or other agency, where appropriate.

Sustainable: activities that meet present needs without compromising the ability of future generations to meet their own needs.

Transit modal share: the proportion of person-trips by transit expressed as a percentage of all person-trips occurring on the transportation system.

Transit-supportive urban development: *compact forms* of urban *development* or *redevelopment* that facilitate the effective use of *public transit*.

Transitway: a roadway on an exclusive right-of-way dedicated solely to transit use. This is one form of rapid transit using bus technology.

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: actions or programs designed to reduce or modify the demand for travel to make optimum use of existing and future transportation facilities and *services* such as ride-sharing, encouragement to walk, cycle, or use transit, and encouragement to travel outside peak travel periods.

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.

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. The limit of *valley and stream corridors* shall be determined, *jointly* with the area municipalities, on a site specific basis by the conservation authorities.

Vulnerable, Threatened and Endangered Species: those species which have been listed by the Ministry of Natural Resources as occurring in sufficiently low population numbers, restricted geographic areas, or are sufficiently threatened by human activities, that their continued occurrence in Ontario is a matter of general conservation concern. The actual species falling into this category of conservation concern vary from region to region in the province, as well as over time depending on ongoing research, recovery or mitigation efforts. Endangered species are listed in the Regulations under the provincial Endangered Species Act. Current lists of threatened species and species of conservation concern are maintained by the Ministry of Natural Resources.

Waste: includes ashes, garbage, refuse, domestic *waste*, industrial *waste* or municipal refuse, and such other wastes as may be designated under the Environmental Assessment Act.

Watershed: the land drained by a river system. The Ministry of Natural Resources, the Ministry of the Environment 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*.

Watershed Plans/Strategies: plans that provide a broad analysis of *ecosystem* function and status, establish *watershed* objectives, and recommend actions for appropriate management of the *watershed's* resources.

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.

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.

Woodlands: complex *ecosystems* comprising communities of trees, shrubs, ground vegetation and the immediate biotic and abiotic environmental conditions on which they depend. *Woodlands*

provide a range of *ecosystem* functions including: attenuating *flood* flows; trapping air and water borne sediment; preventing erosion and stabilizing steep slopes; providing shade for cold water fisheries; enhancing *groundwater recharge areas*; providing habitat; and promoting species diversity. *Woodlands* may also contain remnants of old growth forests.

- intentionally left blank -

