

# Region of Peel Official Plan Office Consolidation

December 2018 Consolidation with Draft Tracked Changes as of June 12, 2020 incorporating proposed changes for consultation through the **Peel 2041 Official Plan Review**.

## Legend related to Peel 2041 Official Plan Review Proposed Changes

### Stage 1 of Peel 2041 Environment Related Policies

(Office Consolidation prepared October 29, 2019, presented to Council December 12, 2019)

Underline = additions

~~Strikeout~~ = deletions

**Note:** where modifications through Stage 1 to the Office Consolidation dated October 29, 2019, at Regional Council December 12, 2019 have been further modified in the June 1, 2019 Office Consolidation, they are shown in green text, deletions are not tracked to the previous ~~red~~ text, but where a change has occurred, there will be green text.

### Stage 2 of Peel 2041 Employment, Major Transit Station Areas, Housing, Greenlands System, Transportation, Waste related policies.

(Office Consolidation prepared June 12, 2020, presented to Council June 25, 2020)

Underline = additions

~~Strikeout~~ = deletions

## Summary Table of Peel 2041 Official Plan Review Proposed Changes as of June 2020

<b>Focus Area</b>	<b>Related Section #</b>	<b>Purpose/Objectives of the Policies</b>
<b>Agricultural and Rural Systems</b>	3.2 The Agricultural System	<p>Formerly Section 3.2 (Agricultural Resources). The objectives of the Agricultural System policies are:</p> <ol style="list-style-type: none"> <li>1. To protect the Prime Agricultural Area for long-term use for agriculture.</li> <li>2. To protect agricultural uses in the Prime Agricultural Area from incompatible activities and land uses that would limit agricultural productivity or efficiency.</li> <li>3. To provide flexibility to farmers to adopt agricultural innovations and new farming practices and to develop agriculture-related uses and other on-farm businesses in the Prime Agricultural Area.</li> </ol> <p>To support and enhance the Agricultural System by addressing the impacts of development on the System by planning for local food and near-urban agriculture.</p>
	5.4 The Rural system	The Rural System policies are directed at conserving rural character and environmental resources; fostering healthy, sustainable and complete rural communities; providing opportunities for compatible economic development; and supporting the development of the Agricultural System.
<b>Climate Change</b>	1.3.5 Themes of the Plan 2.1 Introduction 2.2.3 Climate System 2.2.4 Air Quality 2.2.5 Water Resource System 2.2.7 Stormwater Management 2.3 Greenlands System 2.4 Natural and Human-made Hazards 3.2.The Agricultural System 3.6 Energy Resources 5.3 The Urban System 5.9 Housing 5.10 The Transportation System in Peel Chapter 6 Regional Services 7.5 Sustainability 7.11 Performance Management, Reviewing and Updating	<p>A new climate change section (2.2.3 – Climate System) has been added to the Regional Official Plan that provides a comprehensive land use planning policy framework to address climate change as well as policy direction for collaborative climate change planning to reduce greenhouse gas emissions, reduce vulnerability, and increase resilience to adapt the Region to a changing climate.</p> <p>In addition to a new climate change section, updated and new climate change policies have been embedded throughout the Regional Official Plan in the theme areas including, but not limited to growth management, transportation, energy, waste, water resources, natural hazards, natural heritage and agriculture.</p> <p>Specific policies have also been developed to provide direction for the local municipalities to develop model policies and guidance to implement sustainability requirements through local official plan policies and tools.</p>

<b>Focus Area</b>	<b>Related Section #</b>	<b>Purpose/Objectives of the Policies</b>
<b>Provincial Greenbelt Plans</b>	2.2.11 Niagara Escarpment 2.2.12 Oak Ridges Moraine 2.2.13 Greenbelt Plan	The policies in these three sections of the Regional Official Plan provide direction to facilitate the continued protection of the ecologically and hydrologically significant natural environments and scenic landscapes within the Niagara Escarpment, Oak Ridges Moraine and the Greenbelt Plan areas in Peel in accordance with the Provincial Greenbelt Plans ( <i>Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, and Greenbelt Plan</i> ). The Regional Official Plan recognizes the requirements and policies of the Provincial Greenbelt Plans and applies them to the Regional and local context, including direction to the local municipalities to develop appropriate policies in their official plans and zoning by-law regulations.
<b>Water Resources</b>	2.2.5 Water Resource System 2.2.6 Watersheds 2.2.7 Stormwater Management 2.2.8 Source Water Protection 2.2.9 Lake Ontario 2.2.10 Lake Simcoe	The objectives of the water resources policies are to protect, improve or restore the quantity and quality of water resources for the supply of potable water and maintenance of ecosystem integrity in Peel.  It is also an objective of the policies to protect, improve and restore the elements that contribute to the ecological health of the Lake Ontario and Lake Simcoe watersheds. The policies serve to eliminate or minimize potential negative land use impacts on vulnerable surface and ground water, sensitive ground water features and sensitive surface water features, and their hydrologic functions.  The policies recognize stormwater as a resource to be managed and provide for stormwater management within the Regional Road rights-of-way
<b>Wildland Fire</b>	2.4.6 Wildland Fire Hazards	The natural hazards or potential hazards in the Region include lands with hazardous forest types for wildland fire that are susceptible to wildland fire.  This section of the Regional Official Plan provides policies to prevent or minimize the risk to human life and property associated with development and site alteration on or adjacent to lands with hazardous forest types for wildland fire.
<b>Employment and Future Strategic Employment Areas (Growth Management)</b>	5.7 Employment Areas 5.8 Future Strategic Employment Areas	The Growth Plan recognizes the diversity of land resources in the Greater Golden Horseshoe (GGH) and the GTHA in particular. One of the guiding principles of the Growth Plan, that should assist in the decision-making process of land <i>development</i> , resource management and investment, is to support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime. The Growth Plan encourages planning for <i>development</i> of complete communities and a balance of jobs and housing. Growth management policies of this Plan contribute to the achievement of complete communities within <i>Peel</i> which accommodate both residential and employment opportunities. The employment planning policies in the Regional Official Plan are situated within this larger growth management context and are described as follows.  The Region is forecasted to accommodate about 275,000 new jobs and about 540,000 additional residents by 2041, compared to 2016. This will bring the total number of jobs to 970,000 and total population to 1,970,000  Employment Areas are places of business and economic activity in the Region that are vital for the Region to maintain a healthy economy and

Focus Area	Related Section #	Purpose/Objectives of the Policies
		<p>accommodate future jobs and economic opportunities to meet the Regions employment forecast.</p> <p>These areas accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy.</p> <p>For 21<sup>st</sup> century employment opportunity to thrive, new infrastructure such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required, while changes in technology will enable employment across a wider variety of land uses and building spaces than ever before. However, employers will continue to need core essentials like affordable electricity, good roads, clean water, and a variety of appropriate spaces in order to create and expand business.</p> <p>Beyond Employment Area designations the regional and local official plans support a mix of uses and major office development in Strategic Growth Areas. On the periphery of <i>Employment Areas</i>, retail and commercial uses serve the workers in the Employment Areas, provide a buffer to sensitive land uses, and benefit from visibility and access to transit.</p>
<b>Greenlands System</b>	2.3 Greenlands System in Peel	<p>Greenlands System are defined as systems made up of natural heritage features and areas, and linkages that provide connectivity between natural heritage features and areas for the movement of plants and animals.</p> <p>The objectives of the policies are to help the Region adapt to climate change and ensure that Peel's natural heritage features and their functions will be preserved over time. Further, policy direction for natural heritage system planning will be updated and policies for urban forest, greenlands system management and invasive species will be added or revised. Mapping of the Greenlands System will be revised and updated.</p>
<b>Housing</b>	5.9 Housing 6.2 Regional Human Services	<p>The purpose of the draft Region of Peel housing policies is to establish a policy framework that supports a range and mix of dwelling sizes, forms, tenure and affordability that meets the needs of all residents, and to address key challenges related to housing in the Region.</p> <p>To further the Region's objective of improving housing affordability, the draft policies introduce stronger methods for securing affordable housing through the development approvals process, as well as introduce a Regional and local municipal inclusionary zoning framework. New housing unit targets are also created, aligned with housing need as identified in the Regional Housing Strategy and Peel Housing and Homelessness Plan. Related to affordability challenges, there are also limited rental housing options in Peel, and the rental vacancy rate is 1.2 per cent. As a result, the draft policies will support the creation and maintenance of rental housing, by broadening the additional residential unit (second unit) policies to align with the Planning Act, protecting existing rental housing through stronger rental demolition and conversion policies, and introducing a Pilot Program to incentivize affordable housing.</p>

Focus Area	Related Section #	Purpose/Objectives of the Policies
		<p>The draft policies also reflect the way the Region is growing – increasingly through intensification, and through higher density development. By encouraging a range and mix of unit sizes in multi-unit residential developments, the Region will support its need for larger family-sized units. Further, by supporting increased heights and densities in strategic growth areas, the policies reflect the need for complete communities in areas with access transit and amenities.</p>
<b>Major Transit Station Areas</b>	5.6 Major Transit Station Areas	<p>Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, housing types, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.</p> <p>These areas are a critical element in the Regions growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to serve as vibrant 24-hour destinations. These areas will also contribute to enhancing the Regions attractiveness for new employment opportunities.</p> <p>Each station will be unique and be influenced by its local condition and growth potential. Not all stations will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-oriented development in the short-term but will be protected for future transit-oriented development.</p>
<b>Transportation</b>	5.10 The Transportation System  7.9 Regional Road Right-of-Way Requirements	<p>The Region's transportation network is an important catalyst for economic and community growth, seamless inter- and intra-regional travel as well as the safe and efficient movement of people and goods. By 2041, the Region of Peel is expected to grow by about 500,000 residents and 250,000 jobs to a total of approximately 2 million and 970,000, respectively. Translating this growth onto the transportation network, if current travel trends continue, traffic congestion is expected to increase by 45% in the morning peak period.</p> <p>The transportation policies in the ROP guide the development and strengthening of a regional network to accommodate the current and projected travel demands of the people who live, work or travel within or through the Region. In light of a rapidly changing planning landscape, the policies draw from both Provincial and Regional Plans and studies such as, the Provincial Policy Statement (PPS), 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, the Long Range Transportation Plan, the Sustainable Transportation Strategy, the Vision Zero Road Safety Strategic Plan, and the Goods Movement Strategic Plan to foster increased resilience of the transportation system in Peel.</p> <p>Through this ROP update, transportation policies establish a framework that manages anticipated growth through a balanced approach that shifts 50 per cent of travel to sustainable modes, while optimizing the use of existing transportation infrastructure.</p>

<b>Focus Area</b>	<b>Related Section #</b>	<b>Purpose/Objectives of the Policies</b>
<b>Waste Management</b>	6.5 Waste Management	<p>As part of Peel 2041, waste policies were identified as a policy gap in the Official Plan based on changes in waste management legislation and policies that have occurred since 2009 and the introduction in 2018 of the Roadmap to a Circular Economy in the Region of Peel. These changes require the insertion of policies that address the circular economy, resource recovery, waste diversion and food and organic waste source separation. Key proposed changes will designate and protect land used in the recovery and management of waste materials; consider circular economy practices in order to be consistent with Provincial policy and the Regional vision for waste management; improve the development review process to ensure new residential developments allow for waste material diversion; include food and organic waste policies to be consistent with Provincial Food and Organic Waste Policy Statement; amend thermal treatment and alternative resource recovery policies to be consistent with the Province's Strategy for a Waste-Free Ontario and Made-in-Ontario Environment Plan, which consider anaerobic digestion as a form of diversion and advanced thermal treatment for resource recovery from non-recyclable plastic waste. These changes will bring Waste management in line with various Provincial legislation, regulations and plans, including Environmental Protection Act, 1990, the Waste-Free Ontario Act, 2016, the Food and Organic Waste Policy Statement, 2018, the PPS, 2020, the Made-in-Ontario Environment Plan, 2018, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.</p>

**Disclaimers:**

1. This Office Consolidation is for information purposes only and the actual Council adopted ROPAs, Ministry approvals and Ontario Municipal Board/Local Planning Appeal Tribunal decisions and approvals should be used for legal reference.

~~2. Sections of ROPA 20, 22 and 24 related to Strategic Infrastructure Study Area (SISA) policies remain appealed and are subject to final decision by the Local Planning Appeal Tribunal.~~

2. The Minister has made no decision on ROPA 21B regarding two parcels of land located in Part of the East Half of Lots 21 and 22, Concession 4, W.H.S. in the Geographic Township of Caledon.

3. Sections of ROPA 26 related to GTA West Transportation Corridor policies remain appealed and are subject to final decision by the Local Planning Appeal Tribunal.

4. ROPA 30 related to Bolton Residential Expansion policies remain appealed and are subject to final decision by the Local Planning Appeal Tribunal.

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**This Office Consolidation incorporates the following Appealed Policies:**

Regional Official Plan Amendment (ROPA)	Council Adopted	Provincial Modifications	PoliciesAppealed to the Local Planning Appeal Tribunal
16 - Transportation	September 15, 2006	Not applicable	Yes – Appealed Portions Yellow Highlights
20 – Sustainability and Energy	May 14, 2009	Nov. 26, 2009	Yes – Appealed Portions Yellow Highlights
21B – Natural Heritage and Agriculture	May 13, 2010	May 24, 2012 The Minister has made no decision on ROPA 21B regarding two parcels of land located in Part of the East Half of Lots 21 and 22, Concession 4, W.H.S. in the Geographic Township of Caledon.	
22 – Transportation	November 19, 2009	August 27, 2010	Yes – Appealed Portions Yellow Highlights
24 – Growth Management, Employment Areas and Greenbelt Conformity	April 22, 2010	Not applicable	Yes- Appealed Portions Yellow Highlights  Strategic Infrastructure Study Area under appeal on Regional Official Plan Schedule D.
26 – Incentives for Intensification, Petroleum Resources, Human-Made Hazards, Special Policy Areas, Compatible Active Recreation, Transportation Schedules	June 28, 2012	January 2, 2013	Yes- Appealed Portions Yellow Highlights  Schedule E under appeal in its entirety. The appealed version of Schedule E includes the Conceptual GTA West Transportation Corridor.
30 – An Amendment to Establish a Bolton Residential Expansion Settlement Area Boundary	December 8, 2016		Yes – Appealed Portions Yellow Highlights  Policies within Bolton Residential Expansion Area subject lands under appeal on the following Regional Official Plan schedules: <ul style="list-style-type: none"><li>• Schedule B</li><li>• Schedule D</li><li>• Schedule D1</li><li>• Schedule D3</li><li>• Schedule D4</li></ul>
32 – An Amendment to remove shale resources protection policies in the North West Brampton Urban Development Area	July 11, 2019		Yes – Appealed Portions Yellow Highlights

Draft For Information

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Appealed  
Portion

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Portion

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Appealed  
Portion

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Appealed  
Portion

**Schedule D4:** The Growth Plan Policy Areas in Peel (Adopted ROPA 30)

Appealed  
Entirely

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## Explanatory note to the December 2018 Office 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	Regional Official Plan Strategic Update, Oak Ridges Moraine	April 17, 2003
8	Regional Official Plan Strategic Update, Population and Employment Forecasts	July 10, 2003
9	Northwest Mississauga Proposed GO Rail Symbol	May 27, 2004
11	Regional Official Plan Strategic Update, Revisions to Human Services Policies	August 20, 2004
13	Regional Official Plan Strategic Update, Schedule A: Core Areas of the Greenlands System in Peel	December 15, 2005

15	Regional Official Plan Strategic Update, Brampton Urban Boundary Expansion, North West Brampton	June 16, 2005
16	Regional Official Plan Strategic Update, Revisions to Transportation Policies, being those portions no longer under appeal	September 15, 2005
17	Revisions to Mayfield West Rural Service Centre Boundary	December 15, 2005
20	Peel Region Official Plan Review, Sustainability and Energy Policies, being those portions no longer under appeal	May 14, 2009
21A	Peel Region Official Plan Review, Air Quality and Integrated Waste Management Policies	November 19, 2009
22	Peel Region Official Plan Review, Transportation Policies, being those portions no longer under appeal	November 19, 2009
23	Peel Region Official Plan Review, Housing Policies	November 19, 2009
25	Peel Region Official Plan Review, Performance Measurement Policies and Planning Act Conformity Policies	February 11, 2010
24	Peel Region Official Plan Review (PROPR) Managing Growth, Employment Areas, and Greenbelt Conformity Policies, being those portions no longer under appeal	April 22, 2010
21B	Peel Region Official Plan Review (PROPR) Natural Heritage and Agriculture Policies	May 13, 2010
26	Incentives for Intensification, Petroleum Resources, Human-Made Hazards, Special Policy Areas, Compatible Active Recreation and Transportation Policies, being those portions no longer under appeal	June 28, 2012
28	South Albion-Bolton Employment Land and North Hill Supermarket Settlement Area Boundary Expansion, being those portions no longer under appeal.	April 24, 2014
29	Mayfield West Phase 2 Secondary Plan Settlement Area Boundary Expansion	September 11, 2014
30	An Amendment to Establish a Bolton Residential Expansion Settlement Area Boundary	December 8, 2016
27	Health and the Built Environment, Age-friendly Planning, and Technical and Administrative Updates Policies	February 23, 2017
31	Airport Exception Policies	December 17, 2018
32	An Amendment to remove shale resources protection policies in the North West Brampton Urban Development Area	July 11, 2019
33	A proposed amendment to expand the Urban Boundary to include the Ninth Line lands in the City of Mississauga.	March 12, 2020

***Office Consolidations are prepared for information purposes only and the actual Ministry approvals and Ontario Municipal Board/Local Planning Appeal Tribunal 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.

# 1

## 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 a holistic approach to planning through an overarching sustainable development framework that integrates environmental, social, economic and cultural imperatives;
- provide *Regional Council* with the long-term regional strategic policy framework for guiding growth and *development* 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. As of mid-year 2019, *Peel* had an estimated population of 1,490,476 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 Lake Simcoe Protection Plan, Growth Plan for the Greater Golden Horseshoe, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and the *Parkway Belt West Plan*, specific provincial plans are in effect. In the event of a conflict, these provincial plans and policies take precedence over this Plan (see Figure 2 in the Appendix).

~~The *Region of Peel* recognizes that the Lake Simcoe Protection Plan, prepared in accordance with the Lake Simcoe Protection Act, 2008, came into effect on June 2, 2010. The Lake Simcoe Protection Plan is a watershed based plan that provides a roadmap to help restore and protect the health of Lake Simcoe. The *Region of Peel* shall review the Lake Simcoe Protection Plan and incorporate policies to enable its implementation through a future Official Plan Amendment.~~

## 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. Where a policy in this Plan directs the local municipalities to include specific policies in their official plans, the direction and the provisions contained in the policy are policies of Regional Council with respect to the Region's planning decisions.

### 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, Tables 1 to 3, Schedules A to ~~HX12~~, and the Glossary, constitute the *Region of Peel* Official Plan. Except as expressly noted in Policies 7.2.2.3, 7.2.2.7, and 7.2.2.9; any changes, additions, or deletions to these elements will require an amendment to this Plan.

Terms in italicized text throughout the Plan are defined in the Glossary. In addition, terms throughout the Plan in bold and italicized text are used for the purpose of achieving conformity with Provincial Plans and policies. The definitions for these terms are not provided in the Glossary. The reader is referred to the relevant Provincial Plan, policy or legislation for

the definition. Provincial Plans and policies referenced include, but are not limited to, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Niagara Escarpment Plan, the Growth Plan, the Provincial Policy Statement (PPS), and the Food and Organic Waste Policy Statement.

Figures ~~show factual and/or conceptual information available at the time of preparation of this Plan, and~~ are provided included in the Plan for illustrative or informational purposes only and to show the categories of areas typically subject to specific policies of the Plan. Information shown on Figures may be changed or updated from time to time ~~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 to the year 2031 for *Peel*, allocates the forecasted population, household and employment growth among the three area municipalities, and contains policies regarding population, household and employment growth.

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

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

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

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

### 1.3.5 Themes of the Plan

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

The environmental imperative is to protect, enhance and foster self-sustaining, regional, native biodiversity while reducing and measuring the impact of development on the ecosystem based on an integrated systems approach. The imperative ensures water quantity and quality is protected, *improved* or *restored enhanced* to meet ecosystem needs and for human uses. Further, the imperative seeks to reduce Greenhouse Gas (GHG) emissions and other pollutants while promoting best practices in *sustainable development* including use of green development standards, energy and water efficient systems and living within the carrying capacity of Peel's supporting ecosystems.

The social imperative is to create conditions conducive to healthy citizens and thriving communities committed to achieving social harmony and social inclusion so that individual, family, neighbourhood and community needs are met. The Region will strive to have a society that encourages healthy behaviours, lifestyles, and respect for one another; fosters inclusiveness, kindness and human dignity; that welcomes newcomers with grace and speed; and that ensures a civil and peaceful society for all people.

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

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

This *sustainable development* framework enables integration of the environmental, social, economic and cultural imperatives throughout the Plan. Each imperative requires planning issues to be approached from different perspectives and has a distinct primary focus. Also, each imperative has its particular strengths when applied to regional planning for an area like *Peel*. Viewed together, the imperatives provide an integrated and flexible basis for the formulation of policy and decision-making. These four imperatives also reflect the "Community for Life" vision in the Council approved Region of Peel Corporate Strategic Plan and Mission to create a healthy, safe and connected community: Peel will be a healthy, vibrant and safe community that values diversity, and quality of life. Therefore, this Plan contains integrated yet adaptive goals and objectives that promote sustainable development.

### **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 healthy and sustainable regional 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, restore and enhance the importance of *ecosystem* features, functions and linkages, 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, competitive and diverse economy and a sound tax base, and manage and stage growth and *development* in accordance with the financial goals and overall fiscal sustainability of *the Region*.
- 1.3.6.4 To *support* growth and *development* which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of *the Region* and the Province.

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

# 2

## Chapter 2: 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 environment 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 Healthy natural systems require no intervention to function properly. Degraded natural systems, ~~on the other hand~~, have costly consequences for our communities which can be intensified by the impacts of climate change. A well-functioning natural environment has social, health and economic benefits for those living and working in Peel, now and in the future.~~

The Region of Peel recognizes its responsibility to ~~maintain preserve, protect, restore and enhance and encourage through the support of, and where appropriate, participation in the restoration and rehabilitation of~~ natural areas in Peel. The Region recognizes the importance of a resilient natural environment which will better enable natural systems to recover from disturbances and to tolerate and adapt to a changing climate. 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, and mitigate and adapt to climate change.

These efforts contribute to ecological *sustainability* and a healthy environment for the residents of the *region*. This is accomplished by promoting *sustainable development* in accordance with the policies of this Plan and through decisions that integrate social, economic, environmental and cultural considerations which affect the environment. One of

the appropriate frameworks for these efforts is the establishment of a set of environmental policies in this Plan, to be supported and supplemented by environmental policies in the three *area municipal official plans*, the Greenbelt Plan, ~~the~~ Lake Simcoe Protection Plan, ~~the~~ Parkway Belt West Plan, ~~Provincial Policy Statement~~, Growth Plan for the Greater Golden Horseshoe (Places to Grow), Niagara Escarpment Plan, ~~and the~~ Oak Ridges Moraine Conservation Plan, and Provincial Policy Statement.

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 more 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, restore* and enhance the quality and *integrity ecological integrity* of *ecosystems*, including air, water, land and biota *jointly* with the area municipalities, conservation authorities and provincial agencies.

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

2.1.3.4 *Establish a comprehensive policy framework to address climate change.*

2.1.3.3

2.1.3.5

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

2.1.3.6

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

2.1.3.7

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 the Region's climate system, water resource system, natural heritage system, airsheds, watersheds, groundwater resources, the Lake Ontario Waterfront, Lake Simcoe, Bioregions, the Greenbelt, the Niagara Escarpment and the Oak Ridges Moraine as the relevant large environmental systems which *Peel* has a role 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 all these larger non-localized systems and their functions.
- 2.2.1.2 To conserve, restore and enhance integrity ecological 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, recognize and protect restore and enhance the overall integrity of *Peel's* ecosystems which are part of connected biotic (living) and abiotic (non-living) systems providing local and larger scale natural functions.
- ~~2.2.2.2 Study and create databases for the larger environmental systems.~~
- ~~2.2.2.3~~
- ~~2.2.2.2~~ 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 ecological integrity of broader *ecosystems* and the Greenlands System in *Peel* (see Section 2.3).

### 2.2.3 Climate System

The region's climate is changing due to changes in the global climate system caused by the release of greenhouse gases into the atmosphere. Climate change is a serious issue that affects human population, communities and ecosystems at the global, national and local levels. It is anticipated that changes to the region's climate will result in higher annual average temperatures, and more extreme, unpredictable weather. Over time climate change will adversely impact the makeup and function of natural systems, increase the risk of flooding, damage infrastructure and impact public health. As Peel continues to grow, the

challenge of reducing greenhouse gas emissions as well as managing the risks and vulnerabilities associated with climate change will be intensified. All of these changes will increase costs and demand for government programs and services.

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

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

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

### **2.2.3.1 Goals**

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

### **2.2.3.2 Objectives**

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

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

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

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

2.2.3.2.5 To support and promote local food production and procurement, food security, and protect the region's agricultural land base and rural economy.

### **2.2.3.3 Policies**

It is the policy of Regional Council to:

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

2.2.3.3.2 In collaboration with area the area municipalities and conservation authorities, support and undertake community sector and infrastructure risk and vulnerability assessments and identify strategies and actions that will reduce vulnerability and improve the resiliency of the region to climate change.

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

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

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

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

**2.2.3**

**2.2.4 Air Quality**

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

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

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

**2.2.3.1**

**2.2.4.1 Goals**

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

**2.2.3.2**

**2.2.4.2 Objectives**

**2.2.3.2.1****2.2.4.2.1**

To improve local air quality and reduce greenhouse gas emissions.

**2.2.3.2.2****2.2.4.2.2**

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

**2.2.3.3****2.2.4.3 Policies**

It is the policy of Regional Council to:

**2.2.3.3.1****2.2.4.3.1**

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

**2.2.3.3.2****2.2.4.3.2**

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

**2.2.3.3.3****2.2.4.3.3**

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

**2.2.3.3.4****2.2.4.3.4**

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

**2.2.3.3.5****2.2.4.3.5**

Proactively engage all levels of government, the private sector and public organizations to promote more health protective

emissions standards for vehicles, industries and energy producing facilities.

**2.2.3.3.6**

**2.2.4.3.6**

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

**2.2.3.3.7**

**2.2.4.3.7**

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

**2.2.3.3.8**

**2.2.4.3.8**

Monitor and model air quality to accurately establish local air emissions in Peel and report on the findings from the monitoring and modelling.

## **2.2.5 Water Resource System**

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

The Credit River, Humber River, Etobicoke Creek, Mimico Creek and their tributaries form the major watersheds in Peel, although portions of other larger watersheds and many smaller watersheds also lie within Peel (see Figure 3 in the Appendix).

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. These features are adversely affected by climate change and are also essential for adaptation and mitigation of climate change impacts.

The **ground water features** and areas, **surface water features** and areas, and their associated **hydrologic functions** make up Peel's **water resource system**. The sustained social, economic and environmental well-being of the region is dependent on the proper protection,

management and conservation of Peel's **water resource system** and related natural heritage systems.

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. Climate change also presents a threat to the region's water resources. Ground and surface waters face threats from climate change such as reduced water levels, leading to habitat loss. The Region of Peel and its partners are developing and implementing strategies to adapt to and mitigate the effects of climate change. The interconnections and relationships among human activities and the subsequent impacts on the **water resource system** must be recognized and addressed.

### **2.2.5.1 Objectives**

- 2.2.5.1.1** To protect, improve or restore the quantity and quality of water resources for the supply of potable water and maintenance of ecosystem integrity in Peel.
- 2.2.5.1.2** To eliminate or minimize potential negative land use impacts on **vulnerable surface** and **ground water**, **sensitive ground water features** and **sensitive surface water features**, and their **hydrologic functions**.
- 2.2.5.1.3** To increase the collective knowledge of water resources in and adjacent to Peel through the study, analysis and monitoring of these resources.
- 2.2.5.1.4** To promote public awareness and education initiatives with respect to the protection and conservation of water resources.

### **2.2.5.2 General Policies**

It is the policy of Regional Council to:

- 2.2.5.2.1** Protect, improve or restore the quality and quantity of water resources, including **water resource system** features and areas, **key hydrologic areas** and **key hydrologic features**, and their **hydrologic functions**, and related natural systems, features and areas, including their linkages and related functions, jointly with the area municipalities, conservation authorities and other related agencies.
- 2.2.5.2.2** To identify **water resource system** features and areas as shown on Schedules X1, X5 and X6 and direct the area municipalities to

further interpret, refine and designate, as appropriate, water resource system features and areas in their official plans.

- 2.2.5.2.3 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.
- 2.2.5.2.4 Initiate, promote and support, as appropriate, coordinated inter-municipal and inter-agency water resource management efforts, particularly with respect to cross boundary resource issues.
- 2.2.5.2.5 Require the use of **low impact development** and **green infrastructure** approaches, as appropriate, to mitigate and adapt to climate change impacts, support the efficient and sustainable use of water resources and to manage stormwater.
- 2.2.5.2.6 Direct the area municipalities to establish policies and programs to protect, improve or restore water resources.
- 2.2.5.2.7 Direct the area municipalities to include policies in their official plans to implement restrictions on **development** and **site alteration** to protect municipal drinking water supplies in accordance with the policies in this Plan, and to protect, improve or restore **vulnerable surface** and **ground water, sensitive surface water features, sensitive ground water features, key hydrologic features** and **key hydrologic areas**, and their functions.
- 2.2.5.2.8 Direct the area municipalities to require that **development** and **site alteration** that may have an immediate or cumulative impact on water resources be supported by appropriate hydrological and hydrogeological studies in accordance with provincial policy and the policies of this Plan. Study requirements, as appropriate, shall be confirmed when applications for **development** or **site alteration** are proposed within **designated vulnerable areas** or **key hydrologic areas**, or on lands within 120 metres of a **sensitive surface water feature, sensitive ground water feature** or **key hydrologic feature**.
- 2.2.5.2.9 Exempt new or expansions to buildings or structures for **agricultural uses, agriculture related uses** or **on-farm diversified**

uses from the requirement of a hydrological or hydrogeological study where the total impervious surface does not exceed 10 percent of the lot or if a minimum 30 metre **vegetation protection zone** is provided from a **key hydrologic feature**.

- 2.2.5.2.10 Direct the area municipalities to prohibit **development and site alteration** in **key hydrologic features** or any associated **vegetation protection zone** outside of **settlement areas** in accordance with any requirements of this Plan and the Growth Plan.
- 2.2.5.2.11 Direct the area municipalities to require a **hydrologic evaluation** that identifies a **vegetation protection zone** for applications related to new **development or site alteration** within 120 meters of a **key hydrologic feature** outside of a **settlement area**, in accordance with any requirements of this Plan and the Growth Plan.
- 2.2.5.2.12 Direct the area municipalities to only permit large scale **development** by plan of subdivision, vacant plan of condominium or site plan in **key hydrologic areas** outside of **settlement areas** if it is demonstrated that the **hydrologic functions**, including the quality and quantity of water, of these areas will be protected and, where possible, enhanced or restored in accordance with any requirements of this Plan and the Growth Plan.
- 2.2.5.2.13 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.
- 2.2.5.2.14 Work *jointly* with the Ministry of Environment, Conservation and Parks, 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, improved and restored**, and that the concerns of the Region and area municipalities are addressed.

**2.2.4****2.2.6 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 the ecologically meaningful scale to undertake **watershed planning** as a comprehensive, integrated and long-term approach for the protection, restoration and enhancement ~~relevant and practical units for an ecosystem approach to the management~~ of water resources, and related natural resources, which utilize the hydrological cycle as the pathway that integrates physical, chemical and biological processes. Existing provincial **Provincial guidelines** provide a framework for the preparation of watershed and **subwatershed plans**.

**2.2.4.1****2.2.6.1 Policies**

It is the policy of Regional Council to:

**2.2.4.1.1****2.2.6.1.1**

Promote ~~Require~~ and participate in **watershed planning** ~~watershed plans and subwatershed plans~~ within Peel Region ~~in~~ in order to ~~protect, improve or restore the quality and quantity of water resources~~.

**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.~~

**2.2.6.1.2**

Work jointly with the area municipalities in partnership with the conservation authorities and, where applicable, the Niagara Escarpment Commission to implement guidance and

recommendations provided through watershed and subwatershed plans to ensure that:

- a) the identification of water resource systems are informed by watershed planning and other available information;
- b) appropriate designations and policies are applied in area municipal official plans to provide for the long-term protection of key hydrologic features, key hydrologic areas, and their functions;
- c) decisions on allocation of growth and planning for water, wastewater and stormwater infrastructure are informed by applicable watershed planning;
- d) planning for designated greenfield areas is informed by a subwatershed plan or equivalent study; and
- e) the Great Lakes Strategy, the targets and goals of the Great Lakes Protection Act, 2015, and any applicable Great Lakes agreements, coastal or waterfront planning initiatives are considered.

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

2.2.6.1.3 Integrate Monitor ground and surface water quality and for quantity jointly with the area municipalities and conservation

authorities to assess cumulative impacts and the effectiveness of strategies, policies and programs in meeting water resource objectives. monitoring conducted by Regional departments with watershed and subwatershed plans and other environmental monitoring, including the analysis of cumulative effects.

### Watershed Plans

It is the policy of Regional Council to:

- 2.2.6.1.4 Work jointly with the conservation authorities, and the area municipalities, to prepare watershed plans that, at a minimum:
- a) characterize the watershed, including establishing a water budget and nutrient loading assessment;
  - b) consider climate change impacts;
  - c) establish water quality and quantity goals, objectives and targets;
  - d) evaluate the impacts of forecasted growth and servicing options;
  - e) establish criteria for identifying and protecting water quality and quantity, hydrologic features, areas and functions;
  - f) provide direction and recommendations for land and water management strategies, mitigation and environmental best management practices, including recommendations addressing water and natural heritage system protection, restoration and enhancement, water conservation, and stormwater management;
  - g) provide recommendations for environmental monitoring; and,
  - h) provide direction for undertaking subwatershed plans.

### Subwatershed Plans

It is the policy of Regional Council to:

- 2.2.6.1.5 Require the area municipalities, in consultation with the Region and conservation authorities to prepare **subwatershed plans**, or equivalent studies, prior to the development of a new or a major update to an existing secondary plan or local plan, or **settlement area** boundary expansion.
- 2.2.6.1.6 Require that **subwatershed plans**, or equivalent studies, include, at a minimum, the following:
- a) a characterization of existing environmental conditions;
  - b) the establishment of environmental targets to maintain, restore and enhance existing conditions;
  - c) an assessment of the cumulative environmental impacts from existing and planned *development*;
  - d) the consideration of land use, *development*, and *infrastructure* alternatives to avoid or minimize impacts;
  - e) the identification of management strategies and actions to meet environmental targets and objectives including identification of water resource and **natural heritage system** features and areas requiring protection, improvement, restoration and enhancement;
  - f) confirmation of the boundaries of the Regional Greenlands System; and,
  - g) recommendations regarding monitoring and adaptive environmental management.

## 2.2.5 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.~~

#### **2.2.7 Stormwater Management**

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

#### **2.2.7.1 Objectives**

- ~~2.2.7.1.1 To recognize stormwater as a resource that should be managed to protect, improve or restore the health of streams, lakes, wetlands, groundwater and aquatic life.~~
- ~~2.2.7.1.2 To implement an integrated watershed approach for the management of stormwater to protect public health and the natural environment.~~

2.2.7.1.3 To manage stormwater to maintain the natural hydrologic cycle, prevent an increased risk of flooding, prevent stream erosion, replenish ground water resources and protect, improve or restore water quality.

### 2.2.7.2 Policies

It is a policy of Regional Council to:

- 2.2.7.2.1 Work jointly with the area municipalities and the conservation authorities to develop **stormwater master plans** for serviced **settlement areas** that:
- a) are informed by **watershed planning**;
  - b) protect the quality and quantity of water by assessing existing stormwater systems and facilities;
  - c) characterize existing environmental conditions;
  - d) examine the cumulative environmental impacts of stormwater from existing and planned **development**, including an assessment of how climate change and extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies;
  - e) incorporate appropriate **low impact development** and **green infrastructure** approaches;
  - f) identify the need for stormwater management retrofit opportunities that could improve the level of stormwater management for areas where stormwater is uncontrolled or inadequately controlled;
  - g) identify the full life cycle costs of the stormwater infrastructure, and options to finance costs over the long-term; and
  - h) include an implementation and maintenance plan.
- 2.2.7.2.2 Work jointly with the area municipalities and conservation authorities to maximize the extent and function of vegetative and pervious surfaces, thereby reducing the volume of stormwater needed to be managed within developed areas.

- 2.2.7.2.3 Promote and implement stormwater management practices to maintain the natural hydrologic cycle, prevent an increased risk of flooding, prevent stream erosion, replenish ground water resources and protect, improve or restore water quality.
- 2.2.7.2.4 Promote and implement a hierarchy of stormwater management practices including at source, conveyance and end of pipe solutions.
- 2.2.7.2.5 Direct the area municipalities to develop and implement stormwater management programs which address policy, planning, design, operations, and maintenance requirements for the provision of stormwater services to local communities.
- 2.2.7.2.6 Direct the area municipalities to integrate stormwater management planning requirements throughout the planning and development approvals process in accordance with provincial requirements and to implement the guidance and recommendations of watershed and **subwatershed plans**, master environmental servicing plans, environmental impact studies and **stormwater master plans**, as appropriate.
- 2.2.7.2.7 Direct the area municipalities to require proposals for large-scale development to be supported by a storm water management plan that:
- a) is informed by a **subwatershed plan** or equivalent;
  - b) incorporates an integrated treatment train approach to minimize stormwater flows and reliance on stormwater ponds;
  - c) incorporates **low impact development** and **green infrastructure** approaches;
  - d) minimizes vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces; and
  - e) aligns with the **stormwater master plan** for the **settlement area**, where applicable.
- 2.2.7.2.8 Encourage the area municipalities to prepare comprehensive flood and **stormwater management plans** for areas undergoing

intensification and redevelopment in advance of or concurrent with development approvals.

### Stormwater Management within Regional Roads

#### 2.2.7.3 Objectives

- 2.2.7.3.1 To manage stormwater in a way that *protects, improves or restores the health of water resources, minimizes flooding, and considers the risks and vulnerabilities of stormwater infrastructure to climate change.*
- 2.2.7.3.2 To ensure that the management of stormwater does not impede the intended use of Regional road rights-of-way to serve present and future transportation needs.
- 2.2.7.3.3 To ensure that adverse drainage impacts to Regional road rights-of-way will not occur as a result of stormwater flows from adjacent lands.

#### 2.2.7.4 Policies

It is the policy of Regional Council to:

- 2.2.7.4.1 Discourage the use of Regional road rights-of-way to accommodate drainage from *development or site alteration* on adjacent lands that would increase or alter the natural flow of stormwater to the Regional road drainage system. Where feasible, flows from outside the Regional road allowance are to be directed to the local municipality's storm sewer system.
- 2.2.7.4.2 Only permit the use of Regional road rights-of-way to convey stormwater when it is demonstrated by the proponent that directing the flow of drainage into the local municipal storm sewer system is not feasible and the storm water run-off from a proposed *development or site alteration* will not negatively impact the performance of the Regional road drainage system to the satisfaction of the Region.
- 2.2.7.4.3 Require that all drainage from *development or site alteration* on adjacent lands that drain into a Regional storm sewer to conform to the following:

- a) Post-development flow should be equal to or less than the pre-development levels;
- b) Drainage should not adversely affect the performance of downstream Region of Peel infrastructure;
- c) Drainage should not exacerbate or increase the downstream flood or erosion risk; and,
- d) Drainage from construction activities should not increase sediment loadings to downstream Region of Peel infrastructure or local waterways.

When the above conditions are not feasible, should the Region deem it acceptable to permit a reduced capacity, the Region may require the provision of offsetting compensation to ensure stormwater is managed effectively.

#### 2.2.7.4.4

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

### 2.2.8 Source Water Protection

The quantity and quality of drinking water can be adversely affected by incompatible activities and land uses which have the potential to contaminate or reduce the supply of drinking water sources. The *Clean Water Act, 2006* provides a framework through which municipalities can protect existing and future sources of municipal drinking water and requires the preparation of source protection plans. A source water protection plan is a *watershed based strategy* containing policies which direct how the quality and quantity of municipal drinking water supplies will be protected. In *Peel Region*, the Credit Valley Conservation –Toronto and Region Conservation –Central Lake Ontario Conservation (CTC), South Georgian Bay –Lake Simcoe (SGBLS) and Halton Hamilton (HH) Source Protection Committees have led the preparation of source water protection plans, all of which apply to various portions of *Peel Region*. The applicable land use planning policies have been incorporated into the *Region of Peel Official Plan*. These policies must be read in conjunction with the applicable source protection plans and *area municipal official plans*.

#### 2.2.8.1 Objectives

- 2.2.8.1.1 To provide a multi-barrier approach to protecting the quantity and quality of existing and future drinking water sources from incompatible land uses and *significant drinking water threats*.
- 2.2.8.1.2 To ensure that a *drinking water threat* activity does not become a *significant drinking water threat*.
- 2.2.8.1.3 To promote the *stewardship* of drinking water sources in collaboration with the Province, area municipalities and Conservation Authorities.

### 2.2.8.2 Policies

It is a policy of Regional Council to:

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

#### Source Protection Plans

- 2.2.8.2.2 Identify and implement the following source protection plans that apply to Peel Region:
  - a) CTC Source Protection Plan
  - b) South Georgian Bay Lake Simcoe Source Protection Plan
  - c) Halton Hamilton Source Protection Plan

The boundaries of the source protection plans as they apply to the Region of Peel are identified on Schedule X2.

- 2.2.8.2.3 Direct the area municipalities to identify the boundaries of *vulnerable areas* including *wellhead protection areas*, *highly vulnerable aquifers*, *intake protection zones*, *significant ground water recharge areas*, and *issue contributing areas* in their official plans.
- 2.2.8.2.4 Direct the area municipalities to include policies in their official plans to restrict, prohibit and/or regulate *development* and *site*

alteration within vulnerable areas, in accordance with the applicable source protection plan.

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

#### Restricted Land Use Policies

- 2.2.8.2.6 Direct the Town of Caledon to:
- a) designate all land uses, except residential land uses, as restricted land uses in accordance with Section 59 of the Clean Water Act, 2006, in all areas where drinking water threat activities are, or would be, a significant drinking water threat, for the purpose of implementing a Prohibition (Section 57) or a Risk Management Plan (Section 58) in accordance with the applicable source protection plan.
  - b) circulate applications for development and site alteration within a wellhead protection area or issue contributing area to the Risk Management Official for review to determine whether Section 57 Prohibition or Section 58 Regulated Activities of the Clean Water Act, 2006 applies to the activity for which the land is to be used.
  - c) require applications for development and site alteration in a wellhead protection area or issue contributing area to submit a source water disclosure report and Section 59 Notice as part of a complete application, as required.

#### Wellhead protection areas and Issue contributing areas

- 2.2.8.2.7 Identify wellhead protection areas and issue contributing areas on Schedule X3 of this official plan.
- 2.2.8.2.8 Identify the relative vulnerability of wellhead protection areas shown on Schedule X3 by indicating their vulnerability to drinking water threats as a vulnerability score which ranges from 1 to 10, with 10 representing the highest vulnerability.

2.2.8.2.9

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

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

Policies Specific to the CTC Source Protection Plan AreaWaste Disposal Sites2.2.8.2.10

Direct the Town of Caledon to prohibit the use of land for the following types of waste disposal facilities in wellhead protection areas A and B with a vulnerability score of 10, wellhead protection area E with a vulnerability score of 9 and issue contributing areas for nitrates or pathogens:

- a) Storage, treatment, and discharge of tailings from mines
- b) Landfarming of petroleum refining waste;
- c) Landfilling of hazardous waste;
- d) Landfilling of municipal waste;
- e) Landfilling of solid non-hazardous industrial or commercial waste;
- f) Liquid industrial waste injection into a well;
- g) Storage of hazardous or liquid industrial waste at large facilities such as landfills and transfer stations; and

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

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

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

#### Septic Systems Under the Building Code Act – New Lots

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

#### Septic Systems Under the Ontario Water Resources Act

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

Act in wellhead protection areas B and E with a vulnerability score of 10 and issue contributing areas for nitrates, pathogens, sodium or chloride. New development shall only be permitted if it has been demonstrated through an approved environmental assessment or similar planning process that the location of the septic system is the preferred alternative and the safety of the drinking water system has been assured.

### Stormwater Management

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

### Sanitary Sewers and Related Pipes

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

### Storage of Sewage

- 2.2.8.2.19 Direct the Town of Caledon to prohibit the use of land for the establishment of sewage storage facilities in wellhead protection area A with a vulnerability score of 10, wellhead protection area E with a vulnerability score of 9 or greater, and in wellhead protection area E in an issue contributing area for nitrates or pathogens, where the activity would be a significant drinking water threat.
- 2.2.8.2.20 Direct the Town of Caledon to restrict the use of land for the establishment of sewage storage facilities in wellhead protection area B with a vulnerability score of 8 or greater, wellhead protection area C with a vulnerability score of 8, and issue contributing areas for nitrates or pathogens. The use of land for sewage storage facilities shall only be permitted where it has been demonstrated through an approved environmental assessment or similar planning process that the location of the sewage storage facility is the preferred alternative and the safety of the drinking water system has been assured.

### Sewage Works

- 2.2.8.2.21 Direct the Town of Caledon to prohibit development dependent on the establishment of sewage works where the sewage works discharge would be a significant drinking water threat and the discharge is to surface water from:
- a) combined sewer discharge from a stormwater outlet to surface water or sewage treatment plant bypass discharge to surface water in wellhead protection area E with a vulnerability score of 8 or greater, and in wellhead protection area E in an issue contributing area for nitrates or pathogens;
  - b) industrial effluent discharges in wellhead protection area E with a vulnerability score of 8 or greater, and in wellhead protection area E in an issue contributing area for nitrates, pathogens or chloride; and
  - c) sewage treatment plant effluent discharges including lagoons in wellhead protection area A and B with a vulnerability score of 10, wellhead protection area E with a vulnerability score of 8 or greater, and in a wellhead

protection area E in an issue contributing area for nitrates or pathogens.

### Road Salt

- 2.2.8.2.22 Direct the Town of Caledon to prohibit new parking lots greater than 2000 square metres in area in wellhead protection area A and new parking lots greater than 200 square metres in area in wellhead protection area A in an issue contributing area for sodium or chloride, where the application of road salt to parking lots would be a significant drinking water threat.
- 2.2.8.2.23 Direct the Town of Caledon to require a salt management plan as part of a complete application in wellhead protection area B with a vulnerability score of 10, wellhead protection area E with a vulnerability score of 9 or greater, and in issue contributing areas for sodium or chloride, where the application of road salt is a significant drinking water threat. Salt management plans shall set out mitigation measures to minimize and reduce the use of salt including but not limited to the design of parking lots, roadways and sidewalks to avoid ponding of water, and directing stormwater discharge outside of vulnerable area where possible.
- 2.2.8.2.24 Encourage the area municipalities to require a salt management plan as part of a complete application in all vulnerable areas where the application of road salt to impervious areas is a moderate or low threat in wellhead protection areas A, B, C, D and E, highly vulnerable aquifers and significant groundwater recharge areas.

### Water Quantity Threats – Water Taking

- 2.2.8.2.25 Direct the Town of Caledon to only permit new development in wellhead protection area Q1, if:
- a) the development does not require a new or amended permit to take water; or
  - b) a new or amended permit to take water is required that prior to final approval, the Ministry of Environment, Conservation and Parks has determined that the proposed taking will not become a significant drinking water threat.

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

- a) the aquifer has sufficient capacity to sustainably provide municipal water services to the expanded **settlement area**;
- b) the expansion will not adversely impact the aquifer's ability to meet the municipal water supply requirements for current and planned service capacity, for other permitted takings, or for wastewater receiving bodies; and
- c) the hydrological integrity of municipal wells will be maintained.

#### Water Quantity Threats – Recharge Reduction

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

- a) Requiring new **development** and **site alteration**, except **agricultural uses**, to implement best management practices such as **low impact development** with a goal to maintain pre-development recharge, when feasible; and
- b) Requiring that all site plan and subdivision applications for major residential, commercial, industrial and institutional uses provide a water balance assessment to the satisfaction of the municipality, which addresses each of the following requirements:
  - i. the maintenance of pre-development recharge to the greatest extent feasible through best management practices such as **low impact development**, minimizing impervious surfaces, and lot level infiltration;
  - ii. where pre-development recharge cannot be maintained on site, implement and maximize off-site recharge enhancement within the same **wellhead protection area Q2** to compensate for any predicted loss of recharge from the **development**; and

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

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

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

#### Applicability of Policies to Existing Threat Activities

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

#### Policies Specific to the South Georgian Bay Lake Simcoe Source Protection Plan Area

##### Road Salt

2.2.8.2.30 Direct the Town of Caledon to require a salt management plan as part of a complete application in wellhead protection areas, where the application of road salt is a significant drinking water threat. New development shall be subject to site plan control to ensure that, where possible, the extent and location of impervious surfaces are minimized, site grading and drainage is designed to reduce ponding, and run-off is directed outside of vulnerable areas or to storm sewers.

### Stormwater Management

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

### Sewage System Infrastructure

- 2.2.8.2.32 Direct the Town of Caledon to include policies in its official plan to ensure the location of new private or public sewage system infrastructure, wherever possible, is outside of wellhead protection areas and issue contributing areas, where the activity would be a significant drinking water threat.
- 2.2.8.2.33 Encourage the Town of Caledon to require master environmental servicing plans (MESPs) or an equivalent plan as part of a complete application in all vulnerable areas to avoid locating development infrastructure, stormwater pond discharges and sanitary sewers and related pipes in all vulnerable areas where the infrastructure would be a drinking water threat.

### Septic Systems Under the Building Code Act

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

### Applicability of Policies to Existing Threat Activities

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

Policies Specific to the Halton Hamilton Source Protection Plan

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

Intake Protection Zones

- 2.2.8.2.38 Identify intake protection zones on Schedule X4.

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

Highly vulnerable aquifers

- 2.2.8.2.40 Identify highly vulnerable aquifers on Schedule X5

- 2.2.8.2.41 Direct the area municipalities to protect highly vulnerable aquifers in accordance with the policies of this Plan.

- 2.2.8.2.42 Work with the area municipalities to encourage land uses considered to be a high risk to groundwater that are located within areas of high aquifer vulnerability to implement best management practices including requiring the submission of a contaminant management plan as a condition of development approval.

- 2.2.8.2.43 Encourage the area municipalities to require a salt management plan to reduce the future use of salt as a condition of development in highly vulnerable aquifers in accordance with the applicable source protection plan.

Significant groundwater recharge areas

- 2.2.8.2.44 Identify *significant groundwater recharge areas* on Schedule X6.
- 2.2.8.2.45 Direct the area municipalities to protect *significant groundwater recharge areas* in accordance with the policies of this Plan.
- 2.2.8.2.46 Direct the area municipalities to require *development in significant groundwater recharge areas* to implement *low impact development* stormwater practices to maintain pre-development recharge rates to the greatest extent feasible in accordance with applicable provincial and municipal requirements.
- 2.2.8.2.47 Encourage the area municipalities to consider requiring a salt management plan to reduce the future use of salt as a condition of *development in significant groundwater recharge areas* in accordance with the applicable source protection plan.

## **2.2.6**

### **2.2.9 Lake Ontario**

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

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

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 *land and* water resource initiatives along the river valley and stream corridors and the upland headwater areas of Peel be complemented by efforts to sustain and create fish and wildlife habitat along the Lake Ontario Waterfront *and contribute to the overall health of the Lake*. Sections 2.3 and 2.4 of the Plan deals with the protection and management of the Lake Ontario Shoreline in more detail.

**2.2.6.1****2.2.9.1 Policies**

It is the policy of *Regional Council* to:

**2.2.6.1.1****2.2.9.1.1**

Participate in international, national, provincial, inter-regional and area municipal initiatives, including the implementation of Ontario's Great Lakes Strategy ~~the Lake Ontario Greenway Strategy~~ and the preparation and implementation of initiatives ~~remedial action plans~~, to protect, improve and restore the aquatic ecosystem of Lake Ontario and its associated *shoreline*.

**2.2.6.1.2****2.2.9.1.2**

Encourage the City of Mississauga, the conservation authorities and the appropriate agencies to develop and implement ~~consider~~ an Integrated Shoreline Management Plan for ~~an appropriate segment of the~~ Lake Ontario ~~Shoreline~~.

**2.2.6.1.3****2.2.9.1.3**

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

**2.2.10 Lake Simcoe**

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

The Lake Simcoe watershed has experienced a wide range of interrelated adverse pressures. These include excessive nutrients, pollutants, invasive species, impacts of climate change and increasing pressures from human activities. As a part of the Provincial Government's strategy to protect and restore the ecological health of the watershed, the Lake Simcoe Protection Act, 2008 was passed and the subsequent Lake Simcoe Protection Plan took effect in 2009. The objectives of the plan are to protect, improve or restore the ecological health of the watershed, including reducing the levels of phosphorus and the discharge of pollutants into Lake Simcoe and its tributaries.

The policies of the Lake Simcoe Protection Plan, which are applicable to a portion of the Region of Peel, have been incorporated into this section of the Regional Official Plan. The policies should be read in conjunction with the detailed provision of the Lake Simcoe Protection Plan, relevant provincial policies, plans and acts which together express the

Province's interest and direction with regard to protecting the ecological health and environmental sustainability of the **Lake Simcoe watershed**.

#### 2.2.10.1 Policies

It is the policy of Regional Council to:

- 2.2.10.1.1 Protect, improve and restore the elements that contribute to the ecological health of the **Lake Simcoe watershed**, including water quality, hydrology, **key natural heritage features** and their functions and **key hydrologic features** and their functions.
- 2.2.10.1.2 Promote the protection, restoration and enhancement of natural heritage and the shorelines within the **Lake Simcoe Watershed**.
- 2.2.10.1.3 Recognize the *ecosystem* approach whereby Lake Simcoe and its **watershed** is an interconnected system.
- 2.2.10.1.4 Recognize the shared responsibility among the various levels of government to achieve effective implementation of the Lake Simcoe Protection Plan.
- 2.2.10.1.5 Require the Town of Caledon to develop appropriate official plan policies and zoning by-law provisions to implement the requirements of the Lake Simcoe Protection Plan.
- 2.2.10.1.6 Identify the boundaries of the Lake Simcoe Protection Plan on Schedule X7 of this official plan and to recognize that the boundary may be further refined in the Town of Caledon Official Plan.

#### 2.2.10.2 Land Use Policies

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

### 2.2.10.3 Utilities and Infrastructure

- 2.2.10.3.1 Direct the Town of Caledon to prohibit new on-site sewage systems or subsurface sewage works within 100 metres of any permanent stream, except in the following circumstances:
- a) a proposal for an on-site sewage system or subsurface sewage works that would serve an agricultural use, an agricultural-related use or a public open space;
  - b) a proposal for an on-site sewage system or subsurface sewage works that would replace or expand the capacity of an existing on-site sewage system or subsurface sewage works that will serve a use that would have been permitted by the applicable zoning by-law; or
  - c) a proposal for an on-site sewage system or subsurface sewage works that relates to a development proposal for only one dwelling, where the proposal would have been permitted by the applicable zoning by-law.
- 2.2.10.3.2 Prohibit the establishment of a new municipal sewage treatment plant in the Lake Simcoe watershed unless:
- a) the new plan is intended to replace an existing municipal sewage treatment plant; or
  - b) the new sewage treatment plant will provide sewage services to:
    - i. a development that is on partial services, or
    - ii. a development where one or more subsurface sewage works or on-site sewage system are failing.
- 2.2.10.3.3 Direct the Town of Caledon to prohibit new private sewage treatment plants in the Lake Simcoe watershed unless the applicant applying to establish the plant can demonstrate that:
- a) the plant will result in a net reduction of phosphorous loadings to the watershed from the baseline conditions for the property that would be serviced by the new plant; or

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

**2.2.10.3.4 Direct the Town of Caledon to require an environmental assessment for the expansion of an existing or the establishment of a new **sewage treatment plant** to be completed or approved prior to giving any approvals for the proposal under the *Planning Act or the Condominium Act, 1998*, for a proposed **settlement area** expansion or a **development** proposal outside of a **settlement area** that requires an increase in the existing rated capacity of a **sewage treatment plant** or the establishment of a new **sewage treatment plant**.**

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

- a) consistency with stormwater management master plans;
- b) consistency with **subwatershed** studies;
- c) use of an integrated treatment train approach to minimize stormwater management flows and reliance on end-of-pipe controls;
- d) through an evaluation of anticipated changes in the water balance between pre-development and post-development, how such changes shall be minimized; and
- e) through an evaluation of anticipated changes in phosphorus loadings between pre-development and post-development, how the loadings shall be minimized.

#### **2.2.10.4 Environmental Protection**

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

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

- b) prohibits removal of vegetation more than 30 days before prior to grading or construction;
- c) puts in place structures to control and convey runoff;
- d) minimizes sediment that is eroded offsite during construction;
- e) require the seeding of exposed soils once construction is complete and seasonal conditions permit; and
- f) ensure erosion and sediment controls are implemented effectively.

2.2.10.4.2 Direct the Town of Caledon to prohibit the alteration of ***intermittent streams*** within the Lake Simcoe Protection Plan Area.

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

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

#### 2.2.10.5 Recreational Uses

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

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

#### 2.2.7 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, the Greenbelt 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—**

#### **2.2.11 Niagara Escarpment**

The Niagara Escarpment is a provincially significant, 725 kilometre (450 mile) long geological and ecological feature in southwestern Ontario, 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 which act to clean the air, provide drinking water and support recreational activities that benefit public health and overall quality of life. In 1990, the Niagara Escarpment's unique character was recognized by the United Nation's Educational Scientific and Cultural Organization (UNESCO) as a World Biosphere Reserve. The 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.~~

The Niagara Escarpment Planning and Development Act, together with the Niagara Escarpment Plan (NEP), this Plan and the Town of Caledon Official Plan, permits development through established land use designations, permitted uses and development criteria while protecting the important natural features, scenic resources and cultural heritage resources of the Niagara Escarpment. The boundary and land use designations for the NEP Area within Peel are shown on Schedule X8 of this Plan.

**2.2.8.1 Policies****2.2.11.1 Goal**

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

**2.2.11.2 General Objectives**

- 2.2.11.2.1** To implement the NEP through Regional planning documents and decisions in a manner that respects the Five Principles of this Plan, and applies the policies of the NEP to the Regional and local context.
- 2.2.11.2.2** To provide direction to the Town of Caledon to develop appropriate policies in its official plan for implementing the NEP.
- 2.2.11.2.3** To undertake all Regional responsibilities in a manner that respects the intent of the NEP.

**2.2.11.3 General Policies**

It is the policy of *Regional Council* to:

- 2.2.8.1.1**
- 2.2.11.3.1** Recognize the requirements and policies of the NEP. Support the designations and policies of the Niagara Escarpment Plan.
- 2.2.8.1.2**
- 2.2.11.3.2** Read and interpret the policies of Section 2.2.11 of this Plan in conjunction with all other applicable policies of the Plan and apply the most restrictive policies, except where they conflict with the NEP. 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.
- 2.2.11.3.3** Direct the Town of Caledon to develop appropriate official plan policies and zoning by-law regulations to implement the requirements of the NEP. This includes specifically addressing those requirements that are appropriately addressed at the area municipal level. NEP policies include, but are not limited to land use designations, permitted uses, development criteria and lot creation.

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

#### Land Use Designations

- 2.2.11.3.5 In addition to the applicable policies of the Growth Plan and this Plan, designate Belfountain, Cataract, Cheltenham, Inglewood, Mono Mills and Terra Cotta as minor urban centres and ensure that any proposed expansion of these minor urban centres occurs in accordance with the NEP and the Niagara Escarpment Planning and Development Act.
- 2.2.11.3.6 All development within the NEP Area is subject to the provisions of the Niagara Escarpment Planning and Development Act, NEP, this Plan and the Town of Caledon's official plan and, and where applicable, any zoning by-law.
- 2.2.11.3.7 Direct the Town of Caledon to include policies in its official plan to minimize lot creation in accordance with the policies of the NEP and where new lots are permitted, maintain or enhance community character and protect natural heritage features.

#### Niagara Escarpment Parks and Open Space System (NEPOSS)

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

**2.2.9**

#### 2.2.12 Oak Ridges Moraine

The Oak Ridges Moraine is one of Ontario's most significant 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 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 ~~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 ~~D4~~ X9 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 ~~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 ~~ecological integrity~~ and connectivity ~~connectivity~~ between natural features and functions which can reduce the impacts of climate change, and providing opportunities for compatible recreation, including a continuous recreational trail across the Oak Ridges Moraine.

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 ~~agricultural uses~~, mineral aggregate operations ~~mineral aggregate operations~~, and wayside pits ~~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 ~~existing~~ residential uses as legal conforming uses, while encouraging minimum impacts on the long-term ecological integrity ~~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**

#### **2.2.12.1    Goal**

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

**2.2.9.2****2.2.12.2 General Objectives****2.2.9.2.1****2.2.12.2.1**

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****2.2.12.2.2**

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****2.2.12.2.3**

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

**2.2.9.3****2.2.12.3 Oak Ridges Moraine Conservation Plan**

It is the policy of *Regional Council* to:

**General****2.2.9.3.1****2.2.12.3.1**

Recognize the requirements and policies of the Oak Ridges Moraine ~~Conservation Plan as a provincially significant feature~~.

**2.2.9.3.2****2.2.12.3.2**

Read and interpret the policies of Section ~~2.2.9.2.2.12~~ 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****2.2.12.3.3**

Direct the Town of Caledon to develop appropriate official plan ~~Official Plan~~ policies and a zoning by-law ~~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 existing uses, permitting residential dwellings on existing lots of record, buildings or structures on existing lots of record, addressing accessory uses accessory uses and structures, the applicability of the Table in Part III of the ORMCP to existing existing uses, second dwellings, lots of record, approved uses, lot creation consents, and permitted uses.

2.2.9.3.3.4

2.2.12.3.4

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

2.2.12.3.5

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

2.2.9.3.4

2.2.12.3.6

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

- a) Recognize, within the ORMCAP, existing existing residential uses and new single dwellings single dwellings on existing lots existing lots of record where a single dwelling single dwelling would have been lawfully permitted by the Town of Caledon's existing Zoning By-law zoning by-law on November 15, 2001.
- b) Consider, within the ORMCAP, recognizing existing existing uses that are not residential in its Zoning By-law zoning by-law on a site specific basis, subject to consideration of existing and potential impacts on the ecological integrity ecological integrity of the Oak Ridges Moraine.
- c) Consider incorporating policies in its Official Plan official plan, within the ORMCAP, that allow uses and structures accessory to existing existing uses and new single dwellings single dwellings on existing lots existing lots of

record, subject to all applicable provisions of the Town's Official Plan official plan and the ORMCP.

- d) ~~Consider incorporating Incorporate policies in its Official Plan official plan, within the ORMCAPA, that permit additional residential units in accordance with the Planning Act allow apartments in houses and garden suites, subject to all applicable provisions of the Town's Official Plan official plan, this Plan and the ORMCP.~~

2.2.9.3.5

2.2.12.3.7

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

2.2.9.3.6

2.2.12.3.8

Recognize the external boundary of the ORMCAPA in Peel as shown on Schedule D1 X9.

### Land Use Designations

2.2.9.3.7

2.2.12.3.9

Identify the boundaries of the land use designations on Schedule D1 X9 and to recognize that the boundaries may be further refined by the Town of Caledon when the Town's Official Plan official plan and Zoning By law zoning by-law are amended in accordance with Sections 9 and 10 of the Oak Ridges Moraine Conservation Act, 2001 Oak Ridges Moraine Conservation Act, 2001.

2.2.12.3.10

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

- a) Natural Core Areas - Maintain and where possible improve or restore ecological integrity ecological integrity. These areas have a high concentration of key natural heritage features key natural heritage features, hydrologically sensitive features key hydrolic features, and/or landform conservation areas 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 and** agriculture subject to other provisions of the ORMCP. **Within prime agricultural areas, on-farm diversified uses and agriculture-related uses** are permitted subject to other provisions of the ORMCP.

- b) Natural Linkage Areas - Maintain, and where possible, improve or restore **ecological integrity 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 mineral aggregate operations** and **wayside pits wayside pits**, subject to other provisions in the ORMCP. **Within prime agricultural areas, on-farm diversified uses and agriculture-related uses** are permitted subject to other provisions of the ORMCP
- c) Countryside Areas – Encourage agricultural and other uses that support the ORMCP by **recognizing the agricultural system and supporting agri-food network by** protecting **prime agricultural areas the prime agricultural area**, **promoting and protecting allowing** agricultural and other rural land uses as well as normal farm practices **to continue**, and **maintain maintaining** 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 existing** rural land uses including agriculture, recreation, Rural Settlements, **mineral aggregate operations mineral aggregate operations**, **wayside pits wayside pits**, parks, and open space<sup>7</sup>. Rural Settlements are components of the Countryside designation. The Town of Caledon may **permit new lots in Countryside Areas in accordance with the ORMCP and** recognize the non-residential uses on **existing lots 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 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~~ development is permitted, subject to the Town of Caledon ~~Official Plan~~ 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~~ 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.

2.2.12.3.11 Within the land use designations of the ORMCP, direct the Town of Caledon to identify prime agricultural areas and rural lands designations in its official plan to provide a continuous productive land base for agriculture in accordance with the policies and mapping of this Plan and Provincial requirements, as appropriate.

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

### Natural and Hydrological Features

2.2.9.3.8

2.2.12.3.13 Define key natural heritage features ~~key natural heritage features~~ and hydrologically sensitive features ~~key hydrologic features~~ in accordance with Policy 2.2.9.3.9 2.2.12.3.14 and Policy 2.2.9.3.10 2.2.12.3.15 of this Plan. Where key natural heritage features ~~key natural heritage features~~ and hydrologically sensitive features ~~key hydrologic features~~ coincide with components of the Greenlands System in Peel, the policies of Section 2.3 of this Plan shall also apply.

2.2.9.3.92.2.12.3.14

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

- a) Wetlands wetlands;
- b) Significant portions of the habitat of endangered, rare and threatened species-habitat of endangered and threatened species;
- c) Fish habitat fish habitat;
- d) Areas of natural and scientific interest areas of natural and scientific interest (life science);
- e) Significant valleylands-significant valleylands;
- f) Significant woodlands-significant woodlands;
- g) Significant wildlife habitat-significant wildlife habitat (including habitat of special concern species); and
- h) Sand barrens-sand barrens, savannahs savannahs and tallgrass prairies-tallgrass prairies.

2.2.9.3.102.2.12.3.15

As outlined in the ORMCP, define hydrologically sensitive features key hydrologic features as:

- a) Permanent permanent and intermittent streams;
- b) Wetlands wetlands;
- c) Kettle lakes kettle lakes; and
- d) Seepage seepage areas and springs.

2.2.9.3.112.2.12.3.16

Direct the Town of Caledon to identify the location of known key natural heritage features key natural heritage features and known hydrologically sensitive features key hydrologic features in its Official Plan official plan and Zoning By law zoning by-law where such identification is technically feasible.

2.2.9.3.122.2.12.3.17

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

Further, direct the Town of Caledon to require all applicants for new development development or site alteration site alteration to identify potential key natural heritage features key natural heritage features and hydrologically sensitive features key

hydrologic features and ensure that such features are appropriately evaluated and protected in accordance with any requirements of this Plan, the Town of Caledon Official Plan, and the ORMCP.

2.2.9.3.13

2.2.12.3.18

Direct the Town of Caledon to prohibit development development and site alteration site alteration within a key natural heritage feature key natural heritage feature and/or a hydrologically sensitive feature key hydrologic feature and within the associated minimum vegetation protection zone vegetation protection zone, in accordance with the Table in Part III of the ORMCP, except as permitted by the ORMCP (e.g. existing existing uses and existing lots existing lots of record).

2.2.9.3.14

2.2.12.3.19

Direct the Town of Caledon to include policies in its official plan require requiring that an application for new development development or site alteration site alteration with respect to land land within the minimum area of influence minimum area of influence of that relates to a key natural heritage feature key natural heritage feature or a hydrologically sensitive feature key hydrologic feature, but outside the key natural heritage or key hydrologic feature itself, shall be accompanied by a natural heritage evaluation and/or a hydrological evaluation, as detailed in the ORMCP. The evaluation shall be prepared to the satisfaction of the Town of Caledon, in consultation with the Region 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.

2.2.12.3.20

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

2.2.12.3.21

Direct the Town of Caledon to include policies in its official plan to require that agricultural uses, agriculture-related uses or on-

~~farm diversified uses~~ within a minimum area of influence related to a key natural heritage feature or key hydrologic feature be carried out in accordance with best management practices to protect or restore key natural heritage features and related ecological functions or key hydrologic features and related ecological functions.

2.2.9.3.15

2.2.12.3.22

Direct the Town of Caledon to include, in its Official Plan official plan, appropriate policies that support connectivity connectivity. These policies should include that applications for development development or site alteration site alteration identify planning, design, and construction practices that ensure no buildings or other site alterations impede the movement of plants and animals along key natural heritage features key natural heritage features, hydrologically sensitive features key hydrologic 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 hierologically sensitive feature, and within the associated minimum vegetation protection zone.~~

2.2.9.3.17

2.2.12.3.23

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

### Landform Conservation Areas

Figure ~~12~~ X2 of this Plan identifies Landform Conservation Areas in Peel for the ORMCPA.

2.2.9.3.18

2.2.12.3.24

Direct the Town of Caledon to require development development or site alteration site alteration applications, except for mineral aggregate operations, in a landform

~~conservation area landform conservation area~~ (Category 1 and 2) to identify planning, design and construction practices that will keep disturbance to landform character to a minimum, ~~in accordance with 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.~~

[2.2.12.3.25](#)

Direct the Town of Caledon to encourage applications for ~~development development~~ and ~~site alteration site alteration~~ in the Settlement Area to adopt planning, design, and construction practices that will keep disturbance to landform character to a minimum, ~~in accordance with as per Section 30 (13) of the ORMCP.~~

[2.2.9.3.19](#)

[2.2.12.3.26](#)

Direct the Town of Caledon to require applicants for ~~development development~~ or ~~site alteration site alteration~~ with respect to land in a provincially significant ~~Area of Natural and Scientific Interest area of natural and scientific interest~~ (Earth Science), or within the associated ~~minimum area of influence 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](#)

[2.2.12.3.27](#)

Prohibit, subject to jurisdictional limitations, ~~transportation, utility, and infrastructure uses infrastructure~~ in all land use designations, ~~prime agricultural areas~~ and ~~key natural heritage features key natural heritage features~~ and ~~hydrologically sensitive features key hydrologic features and related minimum vegetation protection zone~~ unless the requirements of the ORMCP have been addressed to the satisfaction of the applicable approval authority, such as the Region of Peel and the Town of Caledon, in consultation with other relevant agencies, as appropriate.

[2.2.12.3.28](#)

[Direct the Town of Caledon, in consultation with the Region and applicable Conservation Authorities, to develop a stormwater master plan in accordance with the requirements of the ORMCP](#)

for the Caledon East Settlement Area and to require stormwater management plans for all **major development** in the ORMCRA.

2.2.9.3.20.1

2.2.12.3.29

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

2.2.12.3.30

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 existing and new 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 X4.

## Water Resources

Protection of water resources is imperative to ensure the health of residents and maintaining ecosystem integrity ecological integrity. The ORMC requires comprehensive watershed watershed planning, the establishment of wellhead protection areas 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 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 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

2.2.12.3.31

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

2.2.9.3.22

2.2.12.3.32

Incorporate by official plan amendment, the applicable objectives and requirements of a completed ~~watershed 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 watershed~~ plan into the Town of Caledon Official Plan.

2.2.9.3.23

2.2.12.3.33

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

2.2.9.3.24

2.2.12.3.34

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

2.2.9.3.25

2.2.12.3.35

Direct the Town of Caledon to prohibit the approval of ~~major development major development~~ unless the relevant requirements ~~outlined in Sections 24, 30 (8), 43, 45, and 46 of~~



established in the ORMCP, including the capacity to adapt to climate change have been satisfied.

## Wellhead Protection

Wellhead protection areas 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 ORMCAPA.

2.2.9.3.26

2.2.12.3.36 Undertake studies and modelling to determine the location and the extent of wellhead protection areas wellhead protection areas for all existing and future municipal wells within the ORMCAPA. If, in the future, new municipal well(s) are located within the ORMCAPA, the location of the new municipal well(s) and the associated wellhead protection areas wellhead protection areas will be shown on a Figure to this Plan. Any changes or refinements to the wellhead protection areas 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

2.2.12.3.37 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 hazardous waste or liquid industrial waste liquid industrial waste within wellhead protection areas wellhead protection areas in the ORMCAPA, corresponding to

the 0-2, 2-10, and 10-25 years of time of travel time of travel zones.

2.2.9.3.28

2.2.12.3.38

Direct the Town of Caledon to prohibit, except in accordance with Section 6(1) and Section 28(3) of the ORMCP and subject to jurisdictional limitations, the establishment of new storage of animal manure, animal agriculture animal agriculture, and the storage of agricultural equipment, which commences after November 15, 2001, in the 0-2 time of travel time of travel zone within every wellhead protection area wellhead protection area in the ORMCAPA, in accordance with except as permitted by the ORMCP. The prohibition of agricultural uses does not apply to agricultural land if the owner or operator complies with the standards established under the Nutrient Management Act, 2002, and any applicable requirement under the Clean Water Act, 2006.

2.2.9.3.29

2.2.12.3.39

Investigate the need and potential for undertaking risk management and contingency planning within the ORMCAP. 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 wellhead protection areas within the ORMCAP. Develop appropriate implementation tools, jointly with the Town of Caledon, interested agencies and other community stakeholders, as appropriate.

### Areas of High Aquifer Vulnerability

Aquifer vulnerability Aquifer vulnerability refers to groundwater aquifer susceptibility to contamination from both human and natural sources. Schedule D2 X10 identifies Aquifer Vulnerability Areas in Peel for the ORMCAP.

2.2.9.3.30

2.2.12.3.40

Direct the Town of Caledon to prohibit, except in accordance with Section 6 (1) and Section 29(1.1) of the ORMCP and subject to jurisdictional limitations, in areas of high aquifer vulnerability aquifer vulnerability within the ORMCAP, the generation and storage of hazardous waste hazardous waste or liquid waste; waste disposal sites and facilities, organic conditioning sites, and snow storage and disposal facilities; underground and above ground storage tanks that are not equipped with an approved

secondary containment device; and storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990. The prohibition of agricultural uses does not apply to agricultural land if the owner or operator complies with the standards established under the Nutrient Management Act, 2002.

2.2.9.3.31

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

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

### Agricultural Resources

2.2.9.3.32

2.2.12.3.43 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.

2.2.12.3.44

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

### Mineral Resources

2.2.9.3.33

2.2.12.3.45

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.

2.2.9.3.342.2.12.3.46

Prohibit mineral aggregate operations mineral aggregate operations or wayside pits wayside pits unless the appropriate requirements identifies identified in Section 35 of the ORMCP, and the applicable policies of this Plan and the Town of Caledon Official Plan, subject to Policy 2.2.9.3.33 2.2.12.3.45, have been addressed to the satisfaction of the Region of Peel and the Town of Caledon, in consultation with the applicable conservation authority.

2.2.12.3.47

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

2.2.12.3.48

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

Excess Soil2.2.12.3.49

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

2.2.102.2.13 Greenbelt Plan

The Greenbelt Plan provides policy direction within an area extending from Niagara Falls to Durham Region, referred to as the Greater Golden Horseshoe. Through the Greenbelt Act, 2005 and the accompanying The Greenbelt Plan, together with the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan, the Province identifies where urbanization should not occur in order to provide protection to the agricultural land base and the ecological

features, areas and functions occurring on this landscape. The Greenbelt Plan includes the Protected Countryside and lands within the Niagara Escarpment Plan Area, Oak Ridges Moraine Area and the Parkway Belt West Plan Area, and complements and supports other provincial level initiatives. It also seeks to improve ecological linkages between these areas and the surrounding major lake systems and watersheds.

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

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

The boundary for the Greenbelt Plan Area within Peel is shown on Schedule X11 in this Plan. The Greenbelt extends across the northern half of Peel and, with the exception of a small portion of the Greenbelt Plan Area in Brampton and the urban river valley designations, the majority of the area falls within the Town of Caledon.

Lands within the Protected Countryside, as shown on Schedule D3-X11, are subject to the entirety of the Greenbelt Plan. Lands within the urban river valleys are subject to the Greenbelt Plan and area municipal official plans.

Within the Oak Ridges Moraine Conservation Plan Area (ORMCPA), the requirements of the ORMCP, made under the *Oak Ridges Moraine Conservation Act, 2001*, continue to apply, and the Protected Countryside policies do not apply with the exception of the policies related to parkland, open space and trails.

Within the Niagara Escarpment Plan Area, the requirements of the Niagara Escarpment Plan, established under the *Niagara Escarpment Planning and Development Act*, continue to apply

and the Greenbelt Plan policies do not apply with the exception of the policies related to parkland, open space and trails.

~~The boundary and land use provisions for the Greenbelt Plan Area within Peel are shown on Schedule D3 in this Plan. The Greenbelt extends across the northwestern half of Peel and, with the exception of a small portion of the Greenbelt Plan Area in Brampton, the majority of the area falls within the Town of Caledon. The Greenbelt Plan also identifies river valley connections outside of the Greenbelt, which extend from the Greenbelt to Lake Ontario as external linkages of the Greenbelt's Natural System.~~

Municipal official plans and zoning bylaws must conform to the Greenbelt Plan. The policies must be read in conjunction with the detailed provisions of the Greenbelt Plan, all other applicable policies of this Plan, and the *area municipal official plans*. These policies work collectively to manage and guide land use within the Greenbelt. Where more specific provincial plans or regulations apply within the Greenbelt, the more specific plan or regulation prevails. Section 9 of the *Greenbelt Act, 2005* allows municipalities to refine Greenbelt Plan policies to Regional and local circumstances. Further, it allows municipalities to be more restrictive than the Greenbelt Plan except with respect to agricultural uses, mineral aggregate operations, and wayside pits and quarries. Where a municipality has undertaken a comprehensive aggregate resource management study and has implemented the results into its official plan, prior to December 16, 2004, such policies shall be deemed to conform to the Greenbelt Plan. A comprehensive aggregate resource management study has been completed by the Region and the Town of Caledon, and the recommended policy approaches have been incorporated into the Town of Caledon Official Plan.

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

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

#### **2.2.10.1**

#### **2.2.13.1 Goal**

To implement the Greenbelt Plan by enhancing the urban, prime agricultural agricultural and rural areas rural areas and overall quality of life within the Protected Countryside through: agriculture and environmental protection; conservation and protection of cultural heritage resources cultural heritage resources; promotion of recreation and tourism opportunities; policies and programs that support the continued vitality of settlement areas settlement areas; maintenance and provision of

infrastructure infrastructure; and the wise use and management of renewable and non-renewable natural resources; and the consideration of climate change in decision making.

**2.2.10.2**

**2.2.13.2 General Objectives**

**2.2.10.2.1**

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

**2.2.10.2.2**

- 2.2.13.2.2** To provide, where applicable to the area municipalities, direction to develop policies in their Official Plans official plans to implement the Greenbelt Plan.

**2.2.10.2.3**

- 2.2.13.2.3** To undertake Regional responsibilities in a manner that respects the intent of the Greenbelt Plan.

**2.2.10.3**

**2.2.13.3 General Policies**

It is the policy of *Regional Council* to:

**2.2.10.3.1**

- 2.2.13.3.1** Recognize the requirements and policies of the Greenbelt Plan.

**2.2.10.3.2**

- 2.2.13.3.2** Read and interpret the policies of Section 2.2.10 2.2.13 of this Plan in conjunction with all other applicable policies of this Plan and the Greenbelt Plan and apply the most restrictive policies, except where prohibited by the Greenbelt Plan.

**2.2.10.3.3**

**2.2.13.3.3**

- Direct the area municipalities to develop official plan policies and zoning regulations to implement and refine the requirements of the Greenbelt Plan. This includes requirements that are more appropriately addressed at the area municipal level. Policies are to include, but are not limited to those addressing prime agricultural the prime agricultural area, agri-

food network, and rural lands rural areas, natural heritage, water resources, parkland, open space and trails; recreation; settlement areas settlement areas; non-agricultural uses; infrastructure infrastructure; natural resources; the continuation of existing uses existing uses; and lot creation within the Protected Countryside as well as Urban River Valley connections.

2.2.10.3.4

2.2.13.3.4

Recognize that within the Greenbelt Plan Area all applications, matters or proceedings made under the *Ontario Planning and Development Act, 1994*, the *Planning Act*, and the *Condominium Act, 1998*, which were commenced on or after December 16, 2004 are required to conform to the provisions of the Greenbelt Plan.

2.2.10.3.5

2.2.13.3.5

Recognize that where an official plan was amended prior to December 16, 2004 to specifically designate land use(s), this approval may continue to be recognized through the conformity exercise addressed in section 5.3 of the Greenbelt Plan and any further applications required under the *Planning Act* or *Condominium Act, 1998*, to implement the official plan approval are not required to conform with the Greenbelt Plan. Where a zoning by-law was amended prior to December 16, 2004 to specifically permit land use(s), this approval may continue to be recognized through the conformity exercise described in section 5.3 of the Greenbelt Plan and any further applications required under the *Planning Act* or *Condominium Act, 1998*, to implement the use permitted by the zoning by-law are not required to conform with the Greenbelt Plan. Applications to further amend the site-specific official plan or zoning by-law permissions referred to above, for uses similar to or more in conformity with the provisions of the Greenbelt Plan are also permitted. All such applications should, where possible, seek to achieve or improve conformity with the Greenbelt Plan.

2.2.10.3.6

2.2.13.3.6

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

2.2.10.3.7

**2.2.13.3.7** Recognize the boundary of the Greenbelt Plan Area, as defined by Ontario Regulation 59/05, in *Peel* as shown on Schedule **D3 X11**.

**2.2.10.4**

**2.2.13.4 Geographic Specific Policies in the Protected Countryside**

**Agricultural System**

The *Agricultural System Agricultural System* comprises *prime agricultural areas the prime agricultural area, rural lands, and the supporting agri-food network*, which are *The prime agricultural area is* shown on Schedule **B X12** whereas *rural lands are shown* and *rural areas, which are* designated in the area municipal official plans. In addition to the policies of Section 3.2 of this Plan, the following specific policies of the Greenbelt Plan apply to the Protected Countryside:

**Prime Agricultural Area Policies**

It is the policy of *Regional Council* to:

**2.2.10.4.1**

**2.2.13.4.1** Direct the Town of Caledon to include policies in its official plan *to promote and protect all types, sizes and intensities of agricultural uses and normal farm practices, that will support and permit normal farm practices and permit a full range of agricultural uses, agricultural-related uses and on-farm diversified uses agricultural, agriculture-related and secondary uses* within the *prime agricultural area prime agricultural area* of the Protected Countryside *in accordance with provincial guidelines. Proposed agriculture-related uses and on-farm diversified uses shall be compatible with and will not hinder surrounding agricultural operations.*

**2.2.10.4.2** *Other uses may be permitted subject to the general policies of 2.2.10.5.8 to 2.2.10.5.27.*

**2.2.10.4.3**

**2.2.13.4.2** Prohibit the redesignation of *prime agricultural areas the prime agricultural area* for non-agricultural uses except for:

- a) *minor refinements to the prime agricultural prime agricultural area and rural areas rural lands designations, the rationalization of which shall be based*

~~on the Land Evaluation and Area Review (LEAR) to be completed by the Region in accordance with policy 7.6.2.17 of this Plan and implemented subject to the criteria identified in the municipal implementation subject to the policies of Section 5.3 of the Greenbelt Plan; or~~

- b) ~~settlement area settlement area boundary~~ expansions subject to the ~~settlement area settlement area~~ policies of Section 2.2.10.4 of this Plan and Section 3.4 of the Greenbelt Plan.

2.2.13.4.3 Direct the Town of Caledon to include policies in its official plan that permit non-agricultural uses subject to the general policies of 2.2.13.5.9 to 2.2.13.5.24 in this Plan and in accordance with the Greenbelt Plan. Non-agricultural uses are generally discouraged in the **prime agricultural area** and may only be permitted subject to the satisfactory completion of an **agricultural impact assessment**.

2.2.10.4.4

2.2.13.4.4 Direct the Town of Caledon to include policies in its official plan to require new land uses, including the creation of lots, and new or expanding livestock operations in the **prime agricultural area** of the Protected Countryside will comply with the **minimum distance separation formulae** requirements, in accordance with provincial policy. compliance with the **minimum distance separation formulae** for uses within the **prime agricultural areas** of the Protected Countryside.

2.2.13.4.5

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

2.2.13.4.6

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

## Rural Lands Rural Area Policies

Rural lands Rural areas of the Protected Countryside ~~support and~~ provide important linkages between prime agricultural areas and are key components of the overall Agricultural System. Rural lands also support and provide the primary locations for a range of recreational, tourism, institutional and resource-based commercial and industrial uses. They also contain many historic highway commercial, non-farm residential and other uses that would be generally directed to ~~settlement areas~~ settlement areas but which are recognized as existing uses existing uses by the Greenbelt Plan and are allowed to continue and expand subject to the existing uses existing uses policies of Section ~~2.2.10.5 2.2.13.4~~ of this Plan.

It is the policy of *Regional Council* to:

~~2.2.10.4.5~~

~~2.2.13.4.7~~

Direct the City of Brampton and the Town of Caledon to include, in their Official Plans, policies to recognize within the ~~rural areas~~ rural lands of the Protected Countryside existing uses existing uses and allow a consideration of other uses, consistent with the requirements of the Greenbelt Plan.

~~2.2.10.4.6~~

~~2.2.13.4.8~~

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

~~2.2.10.4.7~~

~~2.2.13.4.9~~

Direct the Town of Caledon to permit within the Protected Countryside ~~settlement area~~ settlement area expansions into ~~rural areas~~ rural lands, subject to the ~~settlement area~~ settlement area policies ~~of section 2.2.13.4 of the Greenbelt Plan and~~ settlement area policies ~~2.2.10.4.31 to 2.2.10.4.36 of~~ this Plan.

~~2.2.13.4.10~~

Direct the City of Brampton and the Town of Caledon to permit non-agricultural uses in rural lands subject to sections ~~2.2.5.13.1~~

to 2.2.5.13.25 of this Plan and in accordance with the Greenbelt Plan. With the exception of mineral aggregate operations, the requirement of an *agricultural impact assessment* should be considered.

**2.2.13.4.11** *New multiple units or multiple lots for residential dwellings* shall not be permitted in *rural lands*.

**2.2.10.4.8**

**2.2.13.4.12**

Direct the City of Brampton and the Town of Caledon to include policies in their official plans to require compliance with the minimum distance separation formulae respect to minimum distance separation formulae within the rural areas rural lands of the Protected Countryside.

**2.2.10.4.9**

*New multiple units or multiple lots for residential dwellings* shall not be permitted in *rural areas*.

**2.2.13.4.13**

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

**2.2.10.4.10**

**2.2.13.4.14**

Non-agricultural Other uses may be permitted within *rural areas rural lands* in accordance with section 2.2.10.5 2.2.13.5 of this Plan.

**2.2.13.4.15**

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

**2.2.13.4.16**

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

### **Agri-food Network Policies**

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

It is the policy of Regional Council to:

- 2.2.13.4.17 Consider opportunities to support and enhance the **Agricultural System** through integrated planning for growth management, including goods movement and transportation planning.
- 2.2.13.4.18 Work with the Town of Caledon as well as other agricultural organizations to support and enhance the **Agricultural System** through the development and implementation of agri-food strategies, food systems planning and other approaches.

## Natural System

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

## Natural Heritage System

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

It is the policy of Regional Council to:

- 2.2.10.4.11
- 2.2.13.4.19 Identify the Natural Heritage System on Schedule D3 X11 as an overlay designation of the Protected Countryside and direct the Town of Caledon and City of Brampton to identify in their official plan schedules the Natural Heritage System as an overlay designation of the Protected Countryside.
- 2.2.10.4.12
- 2.2.13.4.20 Direct the City of Brampton and the Town of Caledon to include policies in their official plans for new agricultural related

agricultural uses, agriculture-related uses, on-farm diversified uses secondary uses and normal farm practices normal farm practices within the Natural Heritage System of the Protected Countryside in accordance with the Greenbelt Plan.

- 2.2.13.4.21 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to indicate that new buildings or structures for agricultural uses, agriculture-related uses and on-farm diversified uses are subject to policies 2.2.13.4.31 to 2.2.13.4.36 related to key natural heritage features and key hydrologic features and the existing use policies of 2.2.13.5.23
- 2.2.10.4.13
- 2.2.13.4.22 Direct the Town of Caledon and the City of Brampton to include policies in their official plans for development development and site alteration site alteration in the Natural Heritage System, as permitted by the Greenbelt Plan, to demonstrate ensure that: key natural heritage features, key hydrologic features and their functions and other natural features are evaluated and protected in accordance with the Greenbelt Plan. These policies should also include requirements for natural heritage and hydrological evaluations and address how connectivity between key natural heritage features and key hydrologic features is to be maintained, or where possible enhanced.
- a) there are no negative impacts on key natural heritage features or key hydrologic features or their functions;
  - b) connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other is maintained or where possible, enhanced for the movement of native plants and animals across the landscape;
  - c) the removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided;
  - d) Except for recreational and non-renewable resources,
    - i. the disturbed area, including any buildings and structures, of the total developable area will not exceed 25 per cent (40 per cent for golf courses); and

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

e) at least 30 percent of the **total developable area** will remain or be returned to **natural self-sustaining vegetation**, recognizing that section 2.2.13.5 in this Plan establishes specific standards for non-renewable resources.

2.2.10.4.14 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to require applicants proposing non-agricultural uses within the Natural Heritage System, to demonstrate that:

a) at least 30 percent of the **total developable area** of the site will remain or be returned to **natural self-sustaining vegetation**, recognizing that Section 2.2.10.5 in this Plan establishes specific standards for non-renewable resources;

b) connectivity along the system and between **key natural heritage features** and **key hydrologic features** located within 240 metres of each other is maintained or enhanced; and

c) buildings or structures do not occupy more than 25 percent of the **total developable area** and are planned to optimize the compatibility of the project with the natural surroundings.

2.2.10.4.15 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to indicate that new buildings or structures for agriculture-related and secondary uses are subject to policies 2.2.10.4.21 to 2.2.10.4.26 related to **key natural heritage features** and **key hydrologic features** and the existing use policies of 2.2.10.5.26.

2.2.10.4.16 Direct the Town of Caledon and the City of Brampton to include policies in their official plans to indicate that new development development or site alteration site alteration in the Natural Heritage System shall demonstrate that:

a) there will be no negative effects on **key natural heritage features** or **key hydrologic features** or their functions;

- b) ~~connectivity between key natural heritage features and key hydrologic features is maintained, or where possible, enhanced for the movement of native plants and animals across the landscape;~~
- c) ~~the removal of other natural features not identified as key natural heritage features and key hydrologic features should be avoided; and~~
- d) ~~the disturbed area of any site does not exceed 25 percent, and the impervious surface does not exceed 10 percent, of the total developable area except for recreational uses and non renewable resources as identified in the Greenbelt Plan. For golf courses, the disturbed area shall not exceed 40 percent of the site.~~

2.2.10.4.17

2.2.13.4.23

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

2.2.13.4.24

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

## Water Resource System

The Water Resource System of the Greenbelt comprises both ground and surface water features, ~~areas~~ and functions including key hydrologic features and key hydrologic areas. The ORMCP, NEP and Protected Countryside components of the Greenbelt Plan include ~~areas of hydrologic significance that include~~ the headwater areas of watersheds draining to Lake Ontario, discharge zones at the toe of the *Niagara Escarpment* and base of the *Oak Ridges Moraine* and major river valleys that flow from the *Oak Ridges Moraine* and *Niagara Escarpment* into Lake Ontario. These areas of hydrologic significance function together with other hydrologic features and watersheds within and outside of the Greenbelt.

It is the policy of *Regional Council* to:

2.2.10.4.18

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

2.2.10.4.19

2.2.13.4.26 Undertake ~~watershed planning~~ **watershed planning** to guide ~~planning and development decisions within the Protected Countryside~~ in accordance with Section 2.2.4 2.2.6 of this Plan and requirements of the Greenbelt Plan.

2.2.13.4.27

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

2.2.13.4.28

Ensure the allocation of growth and planning for water, wastewater, and stormwater infrastructure is informed by **watershed planning** in accordance with Section 2.2.6 of this Plan and requirements of the Greenbelt Plan and Growth Plan.

2.2.10.4.20

2.2.13.4.29

Recognize provincial Great Lakes legislation, agreements and strategies as part of **watershed planning** and coastal or waterfront planning initiatives. Protect ~~vulnerable~~ surface and ground water areas, such as wellhead protection areas, from development that may adversely affect the quality and quantity of ground and surface water in accordance with provincial policy and the requirements of this Plan.

### Key Hydrological Areas Policies

2.2.13.4.30

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

## Key Natural Heritage and Key Hydrologic Features

2.2.10.4.21

2.2.13.4.31

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

- a) significant habitat of endangered species, threatened species and special concern species habitat of endangered species and threatened species;
- b) fish habitat fish habitat;
- c) wetlands wetlands;
- d) life science Areas of Natural and Scientific Interest (ANSIs) life science areas of natural and scientific interest (ANSIs);
- e) significant valleylands significant valleylands;
- f) significant woodlands significant woodlands;
- g) significant wildlife habitat significant wildlife habitat;
- h) sand barrens sand barrens, savannahs savannahs and tallgrass prairies tallgrass prairies; and
- i) alvars alvars.

2.2.10.4.22

2.2.13.4.32

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

2.2.10.4.23

2.2.13.4.33

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

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

2.2.10.4.24

2.2.13.4.34

Direct the City of Brampton and the Town of Caledon to identify key natural heritage features key natural heritage features and key hydrologic features key hydrologic features in their official plans in accordance with approved criteria established by the

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

2.2.10.4.25

2.2.13.4.35

Direct the City of Brampton and the Town of Caledon to include policies in their official plans for development development and site alteration policies site alteration for key natural heritage features key natural heritage features and key hydrologic features key hydrologic features in their official plans in accordance with the policies of this Plan, and in particular Section 2.3.2.5, including policies for any associated vegetation protection zone vegetation protection zone and the requirements for preparing a natural heritage evaluation or and hydrological evaluation, as detailed in the Greenbelt Plan. A natural heritage evaluation or hydrological evaluation is not required if the only key natural heritage feature is a habitat of endangered species and threatened species.

2.2.10.4.26

2.2.13.4.36

Direct the Town of Caledon and the City of Brampton to include policies in their official plans to indicate that new buildings and structures for agricultural uses, agriculture-related uses and on-farm diversified uses do not require a natural heritage or hydrologic evaluation if a minimum for agricultural uses will be required to provide a 30 metre wide vegetation protection zone vegetation protection zone is provided from a key natural heritage feature key natural heritage feature or key hydrologic feature key hydrologic feature. These uses are but may be exempted from the requirement of establishing a

condition of natural self-sustaining vegetation natural self-sustaining vegetation if the land is, and will continue to be, used for agricultural purposes. This policy applies to buildings and structures associated with new uses that require approval under the *Planning Act*. Existing uses are subject to the existing use policies of Section 2.3.2.5 2.3.2.6. Agricultural uses should Agricultural uses, agriculture-related uses and on-farm diversified uses are required to pursue best management practices to protect and/or restore key natural heritage features and key hydrologic features key hydrologic features and functions.

#### **External Connections**

2.2.10.4.27 Promote planning and design that ensures the external connections identified on Schedule D3 are maintained and/or enhanced.

2.2.10.4.29

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

#### **Parkland, Open Space and Trails**

2.2.10.4.30

2.2.13.4.37

Encourage the area municipalities to develop strategies to guide the adequate provision of publicly accessible recreation facilities, parkland, open space areas and trails that are in keeping with environmental plans and strategies and that consider the impacts to agriculture when planning these initiatives.

#### **Settlement Areas**

2.2.10.4.31

2.2.13.4.38

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

2.2.13.4.39

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

- 2.2.13.4.40 Collaborate with the Town of Caledon to support key components of the **Agricultural System** including infrastructure, services and assets and access to local, healthy food.
- 2.2.13.4.41 Integrate climate change considerations as part of planning and managing growth in **settlement areas** in accordance with the policies in section 2.2.3 of this Plan and section 4.2.10 of the Growth Plan.
- 2.2.13.4.42 Direct the Town of Caledon to include policies in their official plan to develop best practices and strategies for the reuse and the management of excess soil generated and fill received during **development** or **site alteration**, including infrastructure development, to ensure that:
- a) any excess soil is reused on-site or locally to the maximum extent possible and, where feasible, excess soil reuse planning is undertaken concurrently with development planning and design;
  - b) appropriate sites for excess soil storage and processing are permitted close to areas where proposed development is concentrated or areas of potential soil reuse; and
  - c) fill quality received and fill placement at a site will not cause an adverse effect with regard to the current or proposed use of the property or the natural environment and is compatible with adjacent land uses.
- 2.2.10.4.32  
2.2.13.4.43 Direct the Town of Caledon to include, in their its official plan, policies that require the extensions or expansions of services to settlement areas settlement areas within the Protected Countryside to be subject to the infrastructure infrastructure policies of Section 2.2.10.5 2.2.13.5 of this Plan and the policies of the Greenbelt Plan, including the requirements regarding environmental assessments and agricultural impact assessments.
- 2.2.10.4.33  
2.2.13.4.44 Expansions of **settlement area** boundaries are only permitted as part of a municipal comprehensive review in accordance with the policies of the Growth Plan.

~~At the 10-year Greenbelt Plan review period, modest settlement area expansions for Villages within the Protected Countryside may be possible, provided the proposed growth:~~

- a) ~~is on municipal sewage and water services;~~
- b) ~~would not exceed the assimilative and water production capacities of the local environment as determined on a watershed or subwatershed basis;~~
- c) ~~complies with any applicable watershed plan;~~
- d) ~~does not extend into the Natural Heritage System; and~~
- e) ~~appropriately implements the requirements of any other provincial and municipal policies, plans, strategies or regulations, including requirements for assessment of need, locational and similar considerations.~~

**2.2.10.4.34**

**2.2.13.4.45**

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

**2.2.10.4.35**

~~Permit minor rounding out of Hamlet boundaries at the time of municipal conformity to the Greenbelt Plan in keeping with the character of the Hamlet, and subject to the infrastructure policies in 2.2.10.5 of this Plan.~~

**2.2.10.4.36**

~~Consider a settlement area expansion for the Village of Alton on the basis of the Town of Caledon's exercise to bring its official plan into conformity with the Greenbelt Plan. Such expansion shall not require an amendment to Schedule D3 of this Plan. The proposed expansion shall:~~

- a) ~~Prior to December 16, 2003, be supported by:
  - i. A council resolution authorizing the consideration of such an expansion; and
  - ii. The substantial completion of background studies or reports by municipal staff or planning consultants, or the expenditure of municipal funds on the consideration of such expansion.~~

- b) ~~Not extend into the Natural Heritage System; and~~
- c) ~~Maintain the rural and/or existing character of the settlement area.~~

**2.2.10.5****2.2.13.5 General Policies for the Protected Countryside****Non-Agricultural Uses**

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

It is the policy of *Regional Council* to:

**2.2.10.5.1**

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

**2.2.10.5.2**

**2.2.13.5.2** Direct the Town of Caledon and the City of Brampton to require that proponents for proposals for non-agricultural uses in the ~~rural areas rural lands~~ of the Protected Countryside demonstrate that:

- a) the use is appropriate for location ~~on rural lands in a rural area~~;
- b) the type of water and sewage servicing proposed is appropriate for the type of use;
- c) there are no ~~negative impacts negative impacts~~ on ~~key natural heritage features key natural heritage features~~ and/or ~~key hydrologic features key hydrologic features~~ or their functions; and
- d) there are no ~~negative impacts negative impacts~~ on the biodiversity or ~~connectivity connectivity~~ of the Natural Heritage System.

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

## Recreation

2.2.10.5.3

2.2.13.5.4

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

2.2.10.5.4

2.2.13.5.5

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

2.2.10.5.5

2.2.13.5.6

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

2.2.10.5.6

2.2.13.5.7

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

2.2.10.5.7

2.2.13.5.8

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

## Infrastructure

### General Infrastructure Policies

2.2.10.5.8

2.2.13.5.9

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

- a) it supports agriculture, recreation and tourism, Villages and Hamlets rural settlement areas, resource use or the rural economic activity that exists and is permitted within the Greenbelt; or
- b) it serves the significant growth and economic development expected in southern Ontario beyond the Greenbelt by providing for the appropriate infrastructure infrastructure connections among urban growth centres and between these centres and Ontario's borders.

2.2.10.5.9

2.2.13.5.10

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

- a) planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System and Water Resource System, traversed and/or occupied by such infrastructure infrastructure;
- b) planning, design and construction practices shall minimize, wherever possible, the negative impacts negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;

- c) where practicable, existing capacity and coordination with different infrastructure infrastructure services will be is optimized so that the rural and existing character of the Protected Countryside and the overall hierarchy of areas where growth will be accommodated in the GGH urban structure for southern Ontario established by the Greenbelt Plan and the Growth Plan any provincial growth management initiatives are supported and reinforced;
- d) new or expanding infrastructure infrastructure shall avoid key natural heritage features key natural heritage features, or key hydrologic features key hydrologic features, key hydrologic areas and prime agricultural areas unless need has been demonstrated and it has been established that there is no reasonable alternative; and
- e) where infrastructure infrastructure does crosses the Natural Heritage System or intrude into or result in the loss of a key natural heritage feature, key hydrologic feature or key hydrologic areas, key natural heritage feature or key hydrologic feature, including related landform features landform features, planning, design and construction practices shall minimize negative impacts on negative impacts and disturbance of on the features or their related functions, and where reasonable, maintain or improve connectivity connectivity.
- f) where infrastructure crosses the prime agricultural area, an agricultural impact assessment or equivalent analysis as part of an environmental assessment shall be undertaken; and
- g) new waste disposal sites and facilities, and organic soil conditioning sites are prohibited in key natural heritage features, key hydrologic features and their associated vegetation protection zones.

#### 2.2.10.5.10

#### 2.2.13.5.11

Permit certain elements of infrastructure serving the agricultural sector, such as agricultural irrigation systems, to locate within a

key natural heritage features key natural heritage feature or key hydrologic features key hydrologic feature and their associated vegetation protection zones vegetation protection zones in accordance with section 4.2.1.3 of the Greenbelt Plan and section 2.3.2.5 of this Plan. In such instances, these elements may be established within the feature itself or its associated vegetation protection zones vegetation protection zone, but all reasonable efforts shall be made to keep such infrastructure infrastructure out of key natural heritage features key natural heritage features or key hydrologic features key hydrologic features and their associated vegetation protection zones vegetation protection zones.

2.2.10.5.11 Carry out renewable natural resource activities within key natural heritage features or key hydrologic features in a manner that maintains or, where possible, improves these features and their functions. Renewable resources are those non agriculture-based natural resources that support uses and activities such as forestry, water taking, fisheries, conservation and wildlife management.

### Sewage and Water Infrastructure Policies

2.2.13.5.12 Require the planning, design and construction of sewage and water infrastructure be carried out in accordance with the policies of sections 2.2.13.5.9 to 2.2.13.5.11 of this Plan and section 3.2.6 of the Growth Plan.

2.2.10.5.12 Require that proposals for sewer and water infrastructure within or crossing the Protected Countryside demonstrate that:

- a) sewage and water servicing can be provided in a manner that does not negatively impact ecological features and functions, quality and quantity of ground and surface water, including stream baseflow, and is sufficient to accommodate the proposed use;
- b) applicable recommendations, standards or targets within watershed plans and water budgets are reflected; and
- c) any sewage and water servicing installation is planned, designed and constructed to minimize surface and groundwater disruption.

- 2.2.10.5.13 ~~Prohibit extensions to or expansions of existing Great Lake based services to settlements where such settlements do not currently have Great Lake based water and sewage services, unless such servicing is required to address failed individual on site sewage or water services or to ensure the protection of public health where it has been determined by a medical officer of health (or health authority) that there is a public health concern associated with existing services within the settlement. The capacity of the services provided in these circumstances will be restricted to that required to service the affected existing settlement plus the capacity for potential development within the approved settlement boundary as it existed on December 16, 2004.~~
- 2.2.10.5.14 ~~Support the extension and expansion of Great Lake based water and/or sewage services, to service growth within an approved settlement boundary, if the settlements currently have, or had approvals for such services as of December 16, 2004. Where only Great Lake water exists or has been approved, corresponding municipal sewage service shall be required in order for any expansion of the current settlement boundary where such expansion would be permitted by the Greenbelt Plan.~~
- 2.2.10.5.15 ~~Require, where settlement area expansions are contemplated, the completion or approval of the environmental assessment in support of expanded sewage and water services prior to amending the boundaries of the settlement within the municipal official plan. The expansion must not extend into the Natural Heritage System.~~
- 2.2.10.5.16
- 2.2.13.5.13 Permit the extension of municipal, municipal private communal sewage private communal sewage or water services water services outside of a settlement area settlement boundary only in the case of health issues or to service existing uses existing uses and the expansion thereof adjacent to the settlement area settlement. Notwithstanding the above, where municipal water services municipal water services exist outside of settlement areas settlements areas, existing uses existing uses within the service area boundary as defined by the environmental assessment may be connected to such a service.

~~2.2.10.5.17 Permit only in the following circumstances new or expanded partial servicing, if site conditions are suitable for the long term provision of such services:~~

- ~~a) where such servicing is necessary to address failed individual on site sewage or water services serving existing development; or~~
- ~~b) to allow for infilling and intensification within settlement areas served by partial services as of December 16, 2004.~~

~~2.2.10.5.18 Consider the location of vulnerable areas in the siting of new municipal and other wells.~~

### Stormwater Management and Resilient Infrastructure Policies

2.2.13.5.14 Require the planning, design and construction of stormwater management **infrastructure** be carried out in accordance with the policies of Sections 2.2.13.5.9 to 2.2.13.5.11 of this Plan and section 3.2.7 of the Growth Plan.

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

2.2.10.5.19

2.2.13.5.16

Direct the City of Brampton and the Town of Caledon to prohibit, in their official plans, storm water management systems ponds in key natural heritage features, key hydrologic features and key natural heritage features or key hydrologic features or their vegetation protection zones vegetation protection zones, in accordance with the Greenbelt Plan, except as permitted by Section 4.2.3.1 of the Greenbelt Plan for those portions of the Protected Countryside that define the major river valleys that connect the *Niagara Escarpment* and *Oak Ridges Moraine* to Lake Ontario.

2.2.10.5.20

2.2.13.5.17

Direct the City of Brampton and the Town of Caledon to require a stormwater storm water management plans for applications for development development and site alteration site alteration in the Protected Countryside. These stormwater storm water

management plans shall meet the objectives of the Greenbelt Plan and demonstrates that:

- a) planning, design and construction practices will minimize vegetation removal, grading and soil compaction, sediment erosion and impervious surfaces;
- b) where appropriate, an integrated treatment approach shall be used to minimize ~~stormwater storm water management~~ flows and ~~mimic natural hydrology structures~~ through ~~such measures as~~ lot level controls, ~~low impact development~~ and ~~other~~ conveyance techniques ~~such as grass swales~~; and
- c) applicable recommendations, standards or targets within ~~subwatershed plans or equivalent watershed plans~~ and water budgets are complied with; ~~and~~.
- d) ~~applicable objectives, targets, and any other requirements within a stormwater master plan will be met in accordance with section 3.2.7 of the Growth Plan.~~

## Natural Resources

2.2.10.5.21

2.2.13.5.18

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

2.2.10.5.22

2.2.13.5.19

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

2.2.10.5.23

2.2.13.5.20

Direct the City of Brampton and Town of Caledon to include policies in their official plans to require Require that operators

undertaking *rehabilitation* of mineral aggregate operations mineral aggregate operations sites in the Protected Countryside do so in accordance with Section 4.3.2.5 4.3.2.6 of the Greenbelt Plan.

2.2.10.5.24

2.2.13.5.21

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

- a) where there is no underwater extraction below the water table, an amount of land equal to that under natural vegetated cover prior to extraction, and no less than 35% per cent of the land subject to each license in the Natural Heritage System, is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict. If the site is also in a prime agricultural area, the remainder of the land subject to the license is to be rehabilitated back to an agricultural condition;
- b) where there is underwater extraction below the water table, no less than 35 per cent % of the non-aquatic portion of the lands subject to each license in the Natural Heritage System is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict. If the site is also in a prime agricultural area, the remainder of the land subject to the license is to be rehabilitated in accordance with section 2.5.4 of the PPS; and
- c) *rehabilitation* will be implemented so that the connectivity connectivity of the key natural heritage features key natural heritage features and the key hydrologic features key hydrologic features on the site and on adjacent lands shall will be maintained or enhanced restored, and to the extent possible, improved.

2.2.10.5.25

2.2.13.5.22

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

## Existing Uses

**2.2.10.5.26**

**2.2.13.5.23**

Permit within the Protected Countryside:

- a) all existing uses lawfully used for such purposes on December 15, 2004;
- b) single dwellings on existing lots of record, provided they were zoned for such as of the date the Greenbelt Plan came into force, December 16, 2004 or where an application for an amendment to a zoning by-law is required as a condition of a severance granted prior to December 14, 2003 but which application did not proceed The area municipalities are encouraged to retain existing lots of record for agricultural uses and discourage non-agricultural uses where appropriate;
- c) outside of the Natural Heritage System, second dwelling units within single dwellings in accordance with sections 4.5.1 and 4.5.2 of the Greenbelt Plan or within existing accessory structures on the same lot;
- c) outside of settlement areas, expansions to existing buildings and structures, accessory structures and uses, and/or conversions of legally existing uses which bring the use more into conformity with this Plan, an *area municipal official plan* and the Greenbelt Plan, subject to a demonstration of the following:
  - i) notwithstanding section 4.2.2.6-4.2.2.2 of the Greenbelt Plan, new municipal services are not required; and
  - ii) the use does not expand into key natural heritage features key natural heritage features or and key hydrologic features key hydrologic features or their associated vegetation protection zones, unless there is no other alternative and in accordance with section 2.3.2.5 2.3.2.6 of this Plan.
- d) expansions or alterations to existing agricultural buildings and structures, for agricultural uses, agriculture-related uses or on-farm diversified uses and

~~expansions to existing residential dwellings, and accessory uses, buildings and structures to both, within key natural heritage features, key hydrologic features, and their associated vegetation protection zones key natural heritage features and key hydrologic features~~ in accordance with ~~policies policy 2.3.2.5 i and ii 2.3.2.6~~ of this Plan; and

- e) expansion, maintenance and/or replacement of existing ~~infrastructure infrastructure~~ subject to the ~~infrastructure infrastructure~~ policies of section 4.2 of the Greenbelt Plan.

### **Lot Creation**

#### 2.2.10.5.27

#### 2.2.13.5.24

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

### **2.2.13.6 Policies for the Urban River Valley**

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

It is the policy of Regional Council to:

#### 2.2.13.6.1

Identify Urban River Valleys on Schedule X11 to this Plan and direct the area municipalities to identify and designate Urban River Valleys in their official plans in accordance with the Greenbelt Plan.

#### 2.2.13.6.2

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

#### 2.2.13.6.3

Direct the area municipalities to include policies in their official plans to permit all existing, expanded or new *infrastructure* that

is subject to and approved under the *Environmental Assessment Act*, or which receives a similar approval, only if it supports the needs of adjacent **settlement areas** or projected growth and economic development, and the goals and objectives of the Greenbelt Plan.

- 2.2.13.6.4 Promote planning and design that ensures the Urban River Valleys identified on Schedule X11 are maintained and/or enhanced.
- 2.2.13.6.5 Encourage stewardship, remediation and appropriate park and trail initiatives that strive to enhance the ecological features and functions found within valley systems.

## **2.2.14 Growth Plan Natural Heritage System**

The Growth Plan provides a comprehensive framework to guide growth and development in the Greater Golden Horseshoe. The Growth Plan, together with the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and the Niagara Escarpment Plan builds on the direction in the Provincial Policy Statement to provide a planning framework that supports the achievement of complete communities, a thriving economy, social equity and a clean and healthy environment.

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

### **2.2.14.1 Objectives**

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

### **2.2.14.2 Policies**

It is a policy of Regional Council to:

- 2.2.14.2.1 Identify the ***Natural Heritage System for the Growth Plan*** as an overlay on Schedule X11.

- 2.2.14.2.2 If deemed appropriate, only make refinements to the **Natural Heritage System for the Growth Plan** through a **municipal comprehensive review**.
- 2.2.14.2.3 Subject to the requirements of the Growth Plan, direct the local municipalities to include policies in their official plans to maintain, restore, or enhance the diversity and connectivity of the system and the long-term ecological or **hydrologic functions of key hydrologic features, key hydrologic areas and key natural heritage features**.
- 2.2.14.2.4 Direct the Town of Caledon to require that new **development or site alteration** within the **Natural Heritage System for the Growth Plan** demonstrate that:
- a) there are no **negative impacts on key natural heritage features or key hydrologic features** or their functions;
  - b) connectivity along the system and between **key natural heritage features and key hydrologic features** located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;
  - c) the removal of features not identified as **key natural heritage features and key hydrologic features** is avoided, where possible;
  - d) except for mineral aggregate resource uses, the disturbed area, including any buildings and structures, will not exceed 25 percent of the **total developable area**, and the impervious surface will not exceed 10 percent of the **total developable area**;
  - e) with respect to golf courses, the disturbed area will not exceed 40 percent of the **total developable area**; and
  - f) at least 30 percent of the **total developable area** will remain or be returned to **natural self-sustaining vegetation**, except where specified in accordance with the policies in subsection 4.2.8 of the Growth Plan.
- 2.2.14.2.5 Direct the Town of Caledon to include policies in its official plan to permit the full range of existing and new **agricultural uses, agriculture-related uses, on-farm diversified uses, and normal farm practices** within the **Natural Heritage System for the Growth Plan** subject to the Growth Plan and the policies of this Plan. New buildings or structures for **agricultural uses, agriculture-related uses, or on-farm diversified uses** are not subject to the policies applicable to the **Natural Heritage**

**System for the Growth Plan**, except for policies that apply to **key natural heritage features**, **key hydrologic features** and **key hydrologic areas**.

**2.2.14.2.6** Direct the local municipalities to include policies in their official plans for areas beyond the **Natural Heritage System for the Growth Plan**, including within **settlement areas** that:

- a) continue to protect any other **natural heritage features and areas** in a manner consistent with the Provincial Policy Statement and in accordance with any other applicable provincial plan; and
- b) continue to protect any other **natural heritage system** or identify new systems in a manner consistent with the Provincial Policy Statement and Section 2.3 of this Plan.

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

**2.2.14.2.8** Direct the Town of Caledon to not permit development or site alteration in **key natural heritage features** within the **Natural Heritage System for the Growth Plan**, as shown on Figure Y1, in **key hydrologic features** or any associated **vegetation protection zone** outside **settlement areas**, except for:

- a) forest, fish, and wildlife management;
- b) conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all alternatives have been considered;
- c) activities that create or maintain infrastructure authorized under an environmental assessment process;
- d) mineral aggregate operations and wayside pits and quarries subject to the requirements of the Growth Plan and the policies of this Plan;
- e) expansions or alterations to existing buildings and structures, accessory structures and uses, and conversions of legally existing uses which bring the use more into conformity with the Growth

Plan in accordance with the Growth Plan and section 2.3.2.6 of this Plan; and

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

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

- i. a natural heritage evaluation and hydrologic evaluation is not required if the development and site alteration is on a site where the only key natural heritage feature is the habitat of endangered species and threatened species; or
- ii. the new building or structure is for an agricultural use, agriculture-related use, or an on-farm diversified use and a minimum 30 metre vegetation protection zone is provided from the key natural heritage feature or key hydrologic feature in accordance with the Growth Plan.

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

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

## 2.3 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 Regional Official Plan implements the Provincial Policy Statement's (PPS) natural features policies through the Greenlands System's Core Areas, Natural Areas and Corridors (NAC) and Potential Natural Areas and Corridors (PNAC) policy framework. Core Areas represent provincially and regionally significant features and areas and are considered a sub-set of what would be significant under the PPS. NAC and PNAC natural features and areas may also be evaluated and identified to be significant in area municipal official plans and through the local study process required during planning approvals in accordance with Regional, area municipal and provincial policy. Where the province has provided criteria for the identification of natural features, the provincial criteria shall apply, unless municipal criteria achieve or exceed the same objective in which case the municipal criteria will apply.~~

~~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 include Areas of Natural and Scientific Interest (ANSI), Environmentally Sensitive or Significant Areas (ESAs), Escarpment Natural Areas, Escarpment Protection Areas, fish and wildlife habitat, habitats of threatened and endangered species, wetlands, woodlands, valley and stream corridors, shorelines, natural lakes, natural corridors, groundwater recharge and discharge areas, open space portions of the Parkway Belt West Plan, and other natural~~



~~features and functional areas. These elements are to be interpreted, identified and protected in accordance with the policies of this Plan. Brief descriptions of the elements outlining their importance to the Greenlands System are provided below. Formal definitions are provided in the Glossary.~~

### ***Areas of Natural and Scientific Interest***

~~Areas of Natural and Scientific Interest (ANSIs) are areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. ANSIs are evaluated and identified as either provincially or regionally significant by the Ministry of Natural Resources and Forestry. Two types of ANSIs are identified: life science and earth science. Life science ANSIs are significant representative areas of Ontario's biodiversity and natural landscapes. Earth science ANSIs contain significant representative examples of bedrock, fossil and landform features which are important to the scientific understanding of ongoing geologic processes.~~

### ***Environmentally Sensitive or Significant Areas***

~~Environmentally Sensitive or Significant Areas (ESAs) 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.~~

### ***E Escarpment Natural Areas***

~~E Escarpment Natural Areas include Escarpment slopes and related landforms in a relatively natural state; the most significant stream valleys and wetlands associated with the Escarpment; provincially significant life science ANSIs; and forested lands 300 metres back from the Escarpment brow. These areas are designated in the Niagara Escarpment Plan as Escarpment Natural Areas because they contain the most significant natural and scenic areas of the Escarpment.~~

### ***E Escarpment Protection Areas***

~~E Escarpment Protection Areas are important because of their visual prominence and their environmental significance. Included in this designation are Escarpment features that have been significantly modified by land use activities such as agriculture or residential development, land needed to buffer prominent Escarpment Natural Areas, and natural areas of regional significance.~~

### ***F Fish Habitat and Wildlife Habitat***

~~Fish habitat and wildlife habitat 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. In addition to~~

~~providing ecological functions that support species survival and biodiversity, fish and wildlife habitat contributes to the Region's economy and quality of life through wildlife-based tourism, wildlife viewing, nature appreciation, fishing and hunting. Fish and wildlife habitat that are afforded protection include, but are not limited to, 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.~~

### **Habitats of Threatened and Endangered Species**

~~Habitats of threatened and endangered species, and other species of concern are habitats of those species which have been listed by the Ministry of Natural Resources and Forestry 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 and threatened species are listed in the Regulations under the provincial Endangered Species Act. Current lists of extirpated, endangered, threatened and special concern species are maintained by the Ministry of Natural Resources and Forestry.~~

### **Natural Corridors**

~~Natural corridors are lands that are in a natural state or that have the potential to be restored to a natural state that connect, link or border natural features and areas 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 lands function as natural corridors in the Greenlands System. Natural corridors on lands that are not in a natural state, but have the potential to be restored to a natural state to improve the integrity and function of the Greenlands System, are identified through the preparation of natural heritage studies in accordance with area municipal official plan policy.~~

### **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 percent 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).~~

### **Valley and Stream Corridors**

~~Valley and stream corridors are the natural resources associated with river systems and are characterized by their landform, features and functions, and include associated ravines. Valley~~

~~corridors and their associated ravines are distinguished from stream corridors by the presence of a distinct landform. 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.~~

### ***Wetlands***

~~Wetlands perform many functions, including the provision of groundwater recharge and discharge, attenuating flood flows, trapping sediment, preventing coastal, shoreline and bank erosion and providing wildlife habitat for a diversity of species. The four major types of wetlands are swamps, marshes, bogs and fens.~~

### ***Woodlands***

~~Woodlands are ecosystems comprised of treed areas, 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 supporting species diversity. Woodlands are important because of their scarcity in Peel and the rest of the Greater Toronto Area. In addition to their ecological functions, woodlands are valued for their economic, social, and aesthetic benefits.~~

~~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.~~

The Greenlands System in Peel is a fundamental component of the region's natural environment that depends on the natural landscape to be linked, where ecologically appropriate, into a network of natural heritage features, areas and corridors. The Greenlands System is based on a natural heritage system approach that provides for the protection, restoration and enhancement of ***natural heritage features and areas*** and the *linkages* and corridors that are needed to ensure the system is integrated and resilient. An integrated and connected system provides for the movement of plants and animals and the *ecological functions* between and among ***natural heritage features and areas*** that are necessary for the system to be sustained. The system provides valuable ecosystem services, clean water and air. It contributes to human health and economic, social and recreational benefits that are essential to the quality of life of the region.

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

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

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

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

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

Core Areas represent provincially and regionally significant features and areas and are considered a sub-set of what would be significant under the PPS. NAC and PNAC natural features and areas may also be evaluated and identified to be significant in area municipal official plans and through the local planning approval process that implements **natural heritage system** planning requirements in accordance with Regional, area municipal and provincial policy. Where the Province has provided criteria for the identification of natural features, the provincial criteria shall apply, unless municipal criteria achieve or exceed the same objective in which case the municipal criteria will apply.

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

Figures Y1 and Y2 depict the provincial plan natural heritage system overlays and designations applicable to Peel and the **natural heritage features and areas** that are included as elements of the Greenlands System Core, NAC and PNAC framework.

Figure Y3 is a conceptual depiction of a regional scale **natural heritage system** (NHS) based on conservation authority studies that is intended to be further interpreted and identified by the local municipalities through their implementation of the Greenlands System policy framework in accordance with provincial policy. The Conservation Authority NHS identifies lands in existing natural cover and lands with the potential to be restored or enhanced and provides a science-based foundation for the implementation of **natural heritage system** planning in Peel by the local municipalities.

The Figures depicting the Greenlands System in *Peel* do not form part of the Regional Official Plan but are provided as a reference to conceptually illustrate the System's components.

### 2.3.1 Objectives

- 2.3.1.1 To identify, protect and support the restoration and rehabilitation of the Greenlands System in *Peel*. To identify, protect, restore and enhance the long-term ecological function and biodiversity of the Greenlands System in *Peel*.
- 2.3.1.2 To maintain, restore or, where possible, improve the linkages between and among natural heritage features and areas, hydrologic functions, ground water features and surface water features including shorelines.
- 2.3.1.3 To support agriculture as a complementary and compatible use within the Greenlands System.

### 2.3.2 Policies

It is the policy of *Regional Council* to:

- 2.3.2.1 Define the Greenlands System in *Peel* as shown on Figures Y1 and Y2 as being made up of the following components:
  - a) Core Areas, which are shown generally on Schedule A Y1, and which are protected, restored and enhanced in this Plan and in the area municipal official plans local municipal official plans;;
  - b) Natural Areas and Corridors, which will be interpreted, protected, restored, and enhanced and shown, as appropriate,

in the ~~area municipal official plans~~ local municipal official plans; and

- c) Potential Natural Areas and Corridors, which will be interpreted, *protected, restored, and enhanced* and shown, *as appropriate*, in the ~~area municipal official plans~~ local municipal official plans. Potential Natural Areas and Corridors will be analyzed to determine their functional role in supporting and enhancing the *ecological integrity* of the Greenlands System in Peel;
- d) The Natural Heritage System overlay of the Growth Plan and the **key natural heritage features** and **key hydrologic features**, which will be protected in accordance with the Plan;
- e) The Natural Heritage System overlay of the Greenbelt Plan and the **key natural heritage features** and **key hydrologic features**, which will be protected in accordance with the Plan;
- f) Urban River Valleys of the Greenbelt Plan, which will be protected and, where appropriate, restored, in accordance with the policies of this Plan;
- g) The Natural Core Areas and Natural Linkage Areas land use designations of the Oak Ridges Moraine Conservation Plan and the **key natural heritage features** and **key hydrologic features**, which will be protected in accordance with the Plan; and
- h) The Escarpment Natural Area and Escarpment Protection Area land use designations of the Niagara Escarpment Plan and the **key natural heritage features** and **key hydrologic features**, which will be protected in accordance with the Plan.

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

### 2.3.2.2

Maintain, restore and improve the diversity and *connectivity of natural features and areas* within the Greenlands System's components and the long-term *ecological function* and biodiversity of the Greenlands

System, recognizing linkages between and among *natural heritage features and areas, surface water features* and *ground water features*.

- 2.3.2.3 Permit the continuation of *agricultural uses* in accordance with *normal farm practices* within the Greenlands System subject to Provincial legislation and policies.

2.3.2.2

**2.3.2.4 Core Areas**

Define the Core Areas of the Greenlands System in Peel:

- a) *significant wetlands*;
- a) b) *significant coastal wetlands* coastal wetlands;
- ~~b)~~ c) *woodlands meeting one or more of the criteria for Core Area woodland* in Table 1;
- ~~c)~~ d) *Environmentally Sensitive or Significant Areas*;
- ~~d)~~ e) *Provincial Life Science Areas of Natural and Scientific Interest*;
- ~~e)~~ f) *significant habitats of threatened and endangered species*;
- ~~f)~~ g) *Escarpment Natural Areas of the Niagara Escarpment Plan; and*
- h) g) *Core valley and stream corridors meeting one or more of the criteria for Core Area valley and stream corridors in Table 2 and as shown on Schedule Y1.* The limit of *Core valley and stream corridors* shall be determined *jointly* with the area municipalities in consultation with relevant agencies and in accordance with the definition in the Glossary of this Plan and the criteria in Table 2 to recognize the unique urban and rural character of the region. *Core valley and stream corridors* include the main branches, *major tributaries* and other *tributaries* associated with the Credit River, the Etobicoke Creek, the Mimico Creek, the West Humber River and the Humber River and with the other identified watercourses draining directly to Lake Ontario, except for those portions in the Rural Service Centres urban settlements of Bolton, Mayfield West, and Caledon East and the rural settlements settlement areas in the Rural System as designated in an area municipal official plan local municipal official plan. These *valley and stream corridors* are continuous



linkages connecting to other ~~elements of the~~ Greenlands System Core Areas.

**2.3.2.3**

**2.3.2.5**

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

**2.3.2.4**

**2.3.2.6**

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

**2.3.2.5**

~~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.~~

**2.3.2.6**

**2.3.2.7**

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

- a) forest, fish and wildlife management;
- b) conservation and *flood* or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;
- c) *essential infrastructure* exempted, pre-approved or authorized under an environmental assessment process;
- d) *passive recreation*;
- e) *minor development* and *minor site alteration*;

- f) *existing uses, buildings or structures;*
- g) expansions to *existing buildings or structures;*
- h) accessory uses, buildings or structures;
- i) a new single residential dwelling on an *existing lot of record*, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on the date the Regional Official Plan Amendment 21B came into effect. A new dwelling built after the Regional Official Plan Amendment 21B came into effect in accordance with this policy shall be deemed to be an *existing building or structure* for the purposes of the exceptions permitted in clauses g) and h) above.

#### 2.3.2.8 Permit the above exceptions provided that:

- a) the exceptions are permitted in accordance with the policies in an approved local municipal official plan or the Niagara Escarpment Plan, where applicable;
- b) the policies of the local municipal official plan permitting the exceptions require demonstration that:
  - i) there is no reasonable alternative location outside of the Core Area and the use, development or site alteration is directed away from the Core Area to the greatest extent possible;
  - ii) if avoidance of the Core Area is not possible, the impact to the Core Area feature is minimized; and
  - iii) any impact to the Core Area or its functions is mitigated through restoration or enhancement to the greatest extent possible;
- c) within significant wetlands and significant coastal wetlands the exceptions may only be considered in accordance with provincial and federal legislation, regulations and policies (e.g. Conservation Authorities Act); and
- d) when developing policies to allow the exceptions, the local municipalities may consider appropriate implementation tools including existing approval requirements and tools of other agencies.

~~The above exceptions may be permitted in accordance with the policies in 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.~~

~~The area municipalities are directed to adopt appropriate policies to allow the exceptions subject to it being demonstrated that there is no reasonable alternative location outside of the Core Area and the use, development or site alteration is directed away from the Core Area feature to the greatest extent possible; and the impact to the Core Area feature is minimized and any impact to the feature or its functions that cannot be avoided is mitigated through restoration or enhancement to the greatest extent possible.~~

~~When developing policies to allow the exceptions, the area municipalities shall give consideration to appropriate implementation tools and mechanisms including the existing tools and mechanisms of other agencies.~~

~~In addition to the above policies, permitted exceptions within significant wetlands, significant coastal wetlands and significant habitat of threatened and endangered species within the Core Areas of the Greenlands System, may only be considered in accordance with provincial and federal legislation and policies (e.g. Endangered Species Act).~~

#### 2.3.2.7

#### 2.3.2.9

Ensure that the Core Areas of the Greenlands System in Peel, as described in Policy ~~2.3.2.2~~ 2.3.2.4 and ~~2.3.2.3~~ 2.3.2.5 and as further detailed in the ~~area municipal official plans~~ local municipal official plans and related planning documents, are not damaged or destroyed. In the event that portions of the Core Areas are damaged or destroyed by human or natural causes, there shall be no adjustment to the boundary or redesignation of these areas in the ~~area municipal official plans~~ local municipal official plans. and If the Core Area is intentionally damaged or destroyed, the Region or local municipality will require replacement or rehabilitation restoration of the ecological features, functions and/or landforms as a condition of development approval. Regional Council will support the ~~area local~~ municipalities in applying this policy to other environmental features that are protected in an approved ~~area local~~ municipal official plan.

#### 2.3.2.8

~~Allow the continuation of existing agricultural uses in accordance with normal farm practices within the Greenlands System.~~

**2.3.2.9****2.3.2.10****Natural Areas and Corridors**

Define the Natural Areas and Corridors of the Greenlands System in *Peel* as:

- a) evaluated non-provincially *significant wetlands* and coastal wetlands;
- b) NAC woodlands meeting one or more of the criteria for NAC woodland in Table 1;
- c) *significant wildlife habitat* meeting one or more of the criteria in Figure 5 the Ministry of Natural Resources and Forestry's Significant Wildlife Habitat Technical Guide and associated Criteria Schedules for Ecoregions 6E and 7E;
- d) *fish habitat*;
- e) habitat of endangered and threatened species defined in accordance with the Endangered Species Act;
- e)f) regionally *significant life science Areas of Natural and Scientific Interest* ;
- f)g) provincially *significant earth science Areas of Natural and Scientific Interest*.
- g)h) Escarpment Protection Areas of the Niagara Escarpment Plan;
- h)i) the Lake Ontario *shoreline* and *littoral zone* and other *natural lakes* and their *shorelines*;
- i)j) any other *valley and stream corridors* that have not been defined as part of the Core Areas;
- j)k) sensitive headwater source and discharge areas groundwater discharge areas; and
- k)l) any other natural features and functional areas interpreted as part of the Greenlands System Natural Areas and Corridors by the individual area local municipalities, in consultation with the

conservation authorities and the Ministry of Natural Resources and Forestry, including, *as appropriate*, elements of the Potential Natural Areas and Corridors.

**2.3.2.10**

**2.3.2.11**

### **Potential Natural Areas and Corridors**

Define Potential Natural Areas and Corridors of the Greenlands System in *Peel*, subject to the provisions of policy, **2.3.2.9 2.3.2.10 (k) (l)** as:

- a) unevaluated *wetlands* and coastal wetlands;
- b) *cultural woodlands* and *cultural savannahs* within the Urban System and Rural Service Centres meeting one or more of the criteria for PNAC woodland in Table 1. The evaluation of *cultural woodlands* and *cultural savannahs* is also subject to policy **2.3.2.19 2.3.2.21**;
- c) any other *woodlands* greater than 0.5 hectares (1.24 acres);
- d) regionally significant earth science *Areas of Natural and Scientific Interest*;
- e) sensitive sensitive *groundwater recharge areas*;
- 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 enhancement areas, buffers and linkages; and
- i) any other natural features and functional areas interpreted as part of the Greenlands System Potential Natural Areas and Corridors, by the individual area local municipalities in consultation with the conservation authorities.

**2.3.2.11**

**2.3.2.12**

Direct the area local municipalities, in consultation with the conservation authorities and the Niagara Escarpment Commission, to include objectives and policies in their official plans for the interpretation, protection, restoration, enhancement, restoration, enhancement, proper management and *stewardship* of the Natural Areas and Corridors and Potential Natural Areas and Corridors which

conform to the intent of this Plan, consistent with provincial policy, the Growth Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, and local considerations, where applicable.

- 2.3.2.12** ~~Support the area municipalities in consultation with the conservation authorities, the Niagara Escarpment Commission, where applicable, and the Ministry of Natural Resources and Forestry 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.~~

### **Wetlands**

- 2.3.2.13 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*.
- 2.3.2.14 Direct the area local municipalities in conjunction with the conservation authorities and the Ministry of Natural Resources and Forestry to study and evaluate unevaluated *wetlands* and *protect* them, *as appropriate*.
- 2.3.2.15** ~~Direct the local municipalities in conjunction with the conservation authorities to maintain pre-development *wetland* water balance in areas proposed for *development* by limiting the area of impermeable surface or by using best management practices, where feasible.~~

### **Valley and Stream Corridors**

- 2.3.2.15** ~~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.~~
- 2.3.2.16** 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*.

[2.3.2.17](#) Direct the local municipalities to include policies in their official plans for *valley and stream corridors* located within the urban settlements of Bolton, Mayfield West and Caledon East, rural *settlement areas* and/or *special policy areas* for flood plains. These policies shall ensure that the *ecological integrity* of the *valley and stream corridors* and their *ecological and linkage functions* are maintained, including *valley walls, landforms, habitats and steep slopes*.

[2.3.2.16](#)

[2.3.2.18](#)

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

[2.3.2.17](#)

[2.3.2.19](#)

In addition to *development* and *site alteration* permitted in accordance with Section [2.3.2.6](#) [2.3.2.7](#), permit the following within Core *valley and stream corridors* unless an *area municipal official plan* is more restrictive than the Regional Official Plan:

- a) *limited* expansions to existing compatible active *recreation* within the Urban System as shown on Schedule D;
- b) *development* permitted within approved Two Zone and *Special Policy Area* *flood plains*; and
- c) compatible small scale urban *agricultural, agricultural-related* and *secondary on-farm diversified* uses, buildings and structures within the Urban System as shown on Schedule D.

These exceptions shall not be permitted within *significant wetlands* *and significant coastal wetlands, and significant habitat of endangered and threatened species*, and shall not be permitted within other *significant* natural features unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions and that *restoration restoration* and *enhancement enhancement* of the Greenlands System and *natural hazards* are addressed in accordance

with sections 2.4 and 2.5 the policies of this Plan. Expansions to existing compatible active *recreation* uses shall be designed and implemented to provide net environmental benefits to the Greenlands System.

## Woodlands

2.3.2.18

2.3.2.20

Direct the area municipalities to define *woodlands* to include *plantations* in accordance with the definition in this Plan and to evaluate them in accordance with the criteria in Table 1 and policies in section 2.3.2 of this Plan. *Plantations* shall be identified as a Core Area woodland if they are a *naturalized plantation* and they meet one or more criteria for Core Area woodland in Table 1. For the purpose of measuring *woodland* patch size when *woodlands* contain Core Area woodland and non-Core Area plantation communities, patch size shall be measured to include all contiguous *woodland* communities.

2.3.2.19

2.3.2.21

Direct the area municipalities to interpret *woodlands* to include *cultural woodlands* and *cultural savannahs*. The interpretation, significance and level of protection of *cultural woodlands* and *cultural savannahs* shall be determined in accordance with policy 2.3.2.11 2.3.2.12 and the criteria in Table 1. Within the Urban System and Rural Service Centres, as shown on Schedule D, the significance and protection of these woodlands will require an additional evaluation through natural heritage studies required by the area local municipalities in consultation with relevant agencies to evaluate and confirm the quality and function of the woodlands. The important ecological functions associated with *cultural woodlands* and *cultural savannahs* within the Urban System and Rural Service Centres that contribute to the ecological function and integrity and function of the Greenlands System are recommended to be identified, protected and/or mitigated through restoration or enhancement to the greatest extent possible in accordance with the policies of this Plan.

2.3.2.20

2.3.2.22

Direct the area municipalities to include or develop criteria and thresholds for *woodlands* identified as Natural Areas and Corridors and Potential Natural Areas and Corridors in accordance with Section 2.3.2.11 2.3.2.12 and the criteria in Table 1 and to consider criteria and thresholds based on environmental, physiographic, social and economic factors.

**2.3.2.21****2.3.2.23**

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

- a) managed for production of fruits, nuts, Christmas trees or nursery stock;
- b) managed for tree products with an average rotation of less than 20 years (e.g. hybrid willow or poplar); or
- c) established and continuously managed for the sole purpose of complete removal at rotation, as demonstrated with documentation acceptable to the Region or ~~area~~ local municipality, without a *woodland restoration* restoration objective.

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

**2.3.2.22****2.3.2.24**

Consider allowing new or expanded mineral aggregate extraction sites in Core Area woodlands if the *woodland* is *early successional habitat* or *young plantation* and provided that progressive and final *rehabilitation* will result in no loss of *woodland* area and function. If mitigation of the loss of woodland area or function is not possible on-site due to excavation below water table, off-site mitigation that contributes to the function and ecological integrity ecological function and integrity of the Greenlands System is to be considered as early in the operation as practical. The new or expanded mineral aggregate extraction site that is allowed within *early successional habitat* or *young plantation* shall not affect the status of the retained portion of the *woodland* to remain as Core Area Woodland woodland or *significant woodland*. New or expanded mineral aggregate extraction sites within the Greenbelt Plan,

~~or~~ Oak Ridges Moraine Conservation Plan or the Natural Heritage System for the Growth Plan areas are subject to additional policy requirements in Sections ~~2.2.9~~ 2.2.12 and ~~2.2.10~~ 2.2.14 of this Plan.

### Fish Habitat

- 2.3.2.25 Direct the local municipalities to include policies in their official plans to prohibit development and site alteration in fish habitat except in accordance with provincial and federal requirements.

### Habitat of Endangered and Threatened Species

- 2.3.2.26 Direct the local municipalities to include policies in their official plans to prohibit development and site alteration in habitat of endangered and threatened species except in accordance with provincial and federal requirements.

### Landforms

~~2.3.2.23~~

- 2.3.2.27 Encourage the ~~area~~ local municipalities to protect significant landforms, landscapes, vistas and ridgelines, as appropriate.

~~2.3.2.24~~

~~2.3.2.28~~

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

### Greenlands System Protection, Restoration and Enhancement

- 2.3.2.29 Apply a systems approach to implementing the Greenlands System by:

- a) Directing the local municipalities to identify, protect, restore and enhance natural heritage systems in their official plans in accordance with provincial policy and the Greenlands System policy framework of this Plan. When developing official plan policies, the local municipalities may go beyond the minimum requirements of the Greenlands System policy framework and may be more restrictive than the Regional Official Plan or

provincial policy, unless doing so would conflict with any policy of the Provincial Policy Statement (PPS) 2020 or applicable provincial plan;

- b) Directing the local municipalities, in consultation with the Region, conservation authorities and other agencies to further interpret and identify the Greenlands System and its components and the linkages among and between the components of the Greenlands System and the Water Resource System in accordance with watershed and subwatershed plans, natural heritage system studies, natural heritage evaluations, environmental impact studies or other equivalent studies;
- c) Directing the local municipalities to include policies in their official plans not permitting development or site alteration on adjacent lands to the Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors as further interpreted and identified in a local municipal official plan, unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions and Core Areas of the Greenlands System will be protected; and
- d) Directing the local municipalities to require proponents of development or site alteration within and on adjacent lands to the Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors to prepare an environmental impact study the purpose of which is to:
  - i) inventory components and refine the boundaries of the Greenlands System features and areas;
  - ii) establish limits of development and site alteration in relation to the Greenlands System's natural features and areas requiring protection;
  - iii) assess the potential environmental impacts of the development and site alteration;
  - iv) make recommendations to avoid, minimize, and mitigate impacts including identifying enhancement areas and requirements for buffers and vegetation enhancement adjacent to features; and
  - v) identify requirements to restore or establish linkages between and among natural heritage features and areas,

surface water features and ground water features, where ecologically appropriate.

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

- 2.3.2.30 Support the appropriate use of ecosystem compensation guidelines by the local municipalities and other agencies in accordance with the policies of this Plan and provincial policy requirements and provided that development or site alteration will not result in negative impacts to the natural features or ecological functions of the Greenlands System.
- 2.3.2.31 Promote and support collaboratively with the local municipalities, conservation authorities, and other agencies the development and implementation of habitat restoration and enhancement programs.
- 2.3.2.32 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 local municipal official plans.

#### **Environmental Impact Studies**

- 2.3.2.25 Direct the area municipalities to require environmental impact studies for development and site alteration within and on adjacent lands to the Greenlands System and to include policies in their official plans for the protection of the Greenlands System in accordance with the policies of this Plan and provincial policy. When developing official plan policies, the area municipalities may go beyond the minimum standards, or may be more restrictive than the Regional Official Plan or provincial policy, unless doing so would conflict with any policy of the Provincial Policy Statement (PPS) 2005 or applicable provincial plan.

This requirement for environmental impact studies may be reduced if detailed development criteria have been applied to a site through a subwatershed study, a comprehensive environmental impact study, or if an appropriate scoping exercise has been completed by the area municipality in consultation with the relevant agencies.

### **2.3.3 Urban Forest**

The urban forest is a natural asset that plays an important role in supporting the Greenlands System. Well managed forests and green spaces in urban and rural *settlement areas* can assist in mitigating the impacts of a changing climate, support public health outcomes, as well as make a substantial contribution to a *sustainable* and resilient community by reducing stormwater run-off, improving air quality, providing shade, mitigating urban heat island effects and contributing to outdoor recreational spaces. The wide range of co-benefits and services that trees and wooded areas provide requires that municipalities recognize and integrate them as a component of a complete, healthy and sustainable community.

#### **2.3.3.1 Objective**

2.3.3.1 To protect, maintain and enhance the health and extent of the *urban forest* in the *region*.

#### **2.3.3.2 Policies**

It is the policy of *Regional Council* to:

- 2.3.3.2.1 Work jointly with the local municipalities and agencies to develop urban forest strategies and encourage and support programs and initiatives that protect, maintain and enhance tree canopy in urban and rural *settlement areas*.
- 2.3.3.2.2 Recognize the *urban forest* as *green infrastructure* and a natural asset and provide direction to incorporate trees and wooded natural areas into municipal asset management planning.
- 2.3.3.2.3 Direct the local municipalities to develop *urban forest management* plans to establish targets, and the operational plans, programs, and resources required to achieve a healthy and resilient *urban forest*, including programs to protect, maintain and enhance canopy cover.
- 2.3.3.2.4 Direct the local municipalities to adopt policies and guidelines that require proponents of *development* and *site alteration* to submit tree assessment and preservation plans to minimize impacts on urban trees and where impacts cannot be avoided to require tree replacement and compensation in conjunction with any authorization permitting the removal of trees.

- 2.3.3.2.5 Work collaboratively with the local municipalities and conservation authorities to support the development and implementation of sustainable community design and building practices, including those related to the restoration and enhancement of the *urban forest*, in accordance with Section 7.5 of this Plan.
- 2.3.3.2.6 Direct the local municipalities to enact and implement tree and woodland preservation by-laws to support the proper management and regulation of trees and woodlands and the objective of protecting, maintaining and enhancing the *urban forest* tree canopy.
- 2.3.3.2.7 Promote and support tree planting and landscaping initiatives within Regional and local municipal road rights-of-way and on publicly owned lands.
- 2.3.3.2.8 Work collaboratively with the local municipalities and conservation authorities to increase awareness of the benefits of urban and rural forests through public education and stewardship programs.
- 2.3.3.2.9 Work collaboratively with the local municipalities and conservation authorities to monitor the amount and quality of the *urban forest* tree canopy in the region.

#### 2.3.4 Invasive Species Management

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

##### 2.3.4.1 Objective

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

##### 2.3.4.2 Policies

It is the policy of *Regional Council* to:

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

- 2.3.4.2.2 Support and encourage the local municipalities in consultation with the conservation authorities to develop policies and programs that require or promote measures to eliminate and/or manage non-native invasive species and discourage the use of non-native invasive species plantings in new developments adjacent to the Greenlands System.
- 2.3.4.2.3 Encourage the use of native species plantings at Regional and municipal facilities and along transportation and utility corridors, and wherever feasible and appropriate, include native and non-invasive species plantings along Regional roads and on properties owned by the Region.

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

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

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

ROP Category	Size	Age	Linkage	Proximity	Surface Water Quality	Significant Species and Communities <sup>(1)(2)(3)</sup>
<b>PNAC May Support Integrity of the System</b>	<i>Cultural woodlands and cultural savannahs =&gt; 4 ha in the Rural System and =&gt; 2 ha in the Urban System and Rural Service Centres</i>	Core and NAC criteria apply				
	<i>all other woodlands &gt; 0.5 ha</i>	N/A	N/A	N/A	N/A	N/A

Notes:

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

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

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

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

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



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

<b>Core Valley and Stream Corridor Component</b>	<b>Mapping Criteria</b>
<ul style="list-style-type: none"> <li>▪ Main branches, <i>major tributaries</i>, other tributaries and identified watercourses draining directly to Lake Ontario</li> <li>▪ <i>Valley and stream corridors</i> are the natural resources associated with the river systems characterized by their landform, features and functions, and include associated ravines.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Main branches, <i>major tributaries</i> and watercourses having direct drainage to Lake Ontario are to be mapped from their outlet to the furthest upstream extent of their defined valley landform (i.e., mapped to limit of crest of slope)</li> <li>▪ Other tributaries are to be included and mapped to the limit of their defined valley portion if they meet the following criteria: <ul style="list-style-type: none"> <li>• contains habitat of aquatic <i>endangered or threatened species</i>; or</li> <li>• watercourse crosses municipal boundaries and provides linkage to other Core Areas of the Greenlands System.</li> </ul> </li> <li>▪ Excludes ill-defined <i>headwater</i> drainage features including created <i>headwater valley/stream corridors</i>, discontinuous defined valley features and other non-valley landforms</li> </ul>
<ul style="list-style-type: none"> <li>▪ Ill-defined sections of major valleys</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ill-defined sections are to be illustrated using regulatory floodplain and meander belt hazards whichever is greater unless site specific assessment has determined valley width in accordance with the text of this Plan</li> <li>▪ Shown schematically and subject to site specific evaluation to confirm width of Core <i>valley and stream corridor</i></li> </ul>
<ul style="list-style-type: none"> <li>▪ Associated Ravines</li> </ul>	<p>Associated ravines within the Urban System are to be included if meeting one of the following criteria:</p> <ul style="list-style-type: none"> <li>▪ important ecological functions related to the valley landform;</li> </ul>

	<ul style="list-style-type: none"><li>▪ habitat for <i>endangered/threatened species</i>;</li><li>▪ linkage to other natural features of the Greenlands System;</li><li>▪ <i>flood</i> and erosion hazards; or</li><li>▪ <i>restoration</i> <u>restoration</u> potential.</li></ul> <p>Associated ravines within the Rural System are not considered Regional Core valley and stream corridors</p> <ul style="list-style-type: none"><li>▪ significance is determined in accordance with the Town of Caledon Official Plan policies.</li></ul>
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## 2.4 Natural and Human-made Hazards

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

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

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

### 2.4.1 General Objectives

- 2.4.1.1 To ensure that *development* and site-alterations *alteration* 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 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 *ecological integrity* of the *ecosystem-Greenlands System*.

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

## 2.4.2 General Policies

It is the policy of the *Regional Council* to:

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

- a) identify *flood plains* *flood plains*, *hazardous lands* *hazardous lands*, *hazardous sites* *hazardous sites*, known human-made hazards and lands that are regulated under the *Conservation Authorities Act*;
- b) identify permitted uses and minimum setback standards; and
- c) regulate land uses within and adjacent to *floodplains* *flood plains*, *hazardous lands* *hazardous lands*, *hazardous sites* *hazardous sites*, human-made hazards and lands that are regulated under the *Conservation Authorities Act*.

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

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

2.4.2.4 Require the implementation of *low impact development* and *green infrastructure* stormwater management practices in accordance with provincial requirements and guidelines.

### 2.4.3 Lake Ontario Regulatory Shoreline

#### 2.4.3.1 Objective

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

#### 2.4.3.2 Policies

It is the policy of *Regional Council* to:

- 2.4.3.2.1      *Support* the policies and programs of the conservation authorities related to *shoreline* management.
- 2.4.3.2.2      *Support* the City of Mississauga, in conjunction with the conservation authorities, in directing *development* and *site alterations alteration* to areas outside the Lake Ontario Regulatory Shoreline.
- 2.4.3.2.3      *Support* the City of Mississauga, in conjunction with the conservation authorities, in prohibiting *development* and *site alterations alteration* within the *regulatory flood standard* and/or erosion hazard limit of the *regulatory shorelines* unless all of the following can be demonstrated:
  - a)      the *flooding flooding* and erosion hazards can safely be addressed;
  - b)      new or existing hazards are not created or aggravated;
  - c)      no adverse environmental effects will result;
  - d)      vehicles and people have a way of safely entering and exiting the area during times of *flooding flooding* and erosion emergencies; and
  - e)      *development* and *site -alterations alteration* are carried out in accordance with *established standards and procedures*.

## 2.4.4 Ravine, Valley, Stream Corridors and Erosion Hazards

### 2.4.4.1 Objective

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

### 2.4.4.2 Policies

It is the policy of *Regional Council* to:

- 2.4.4.2.1 *Support, as appropriate, the policies and programs of the conservation authorities related to ravine, valley and stream corridor management and protection.*
- 2.4.4.2.2 Direct the ~~area local~~ municipalities, in consultation with the conservation authorities, to include in their official plans policies that *support* non-structural risk management measures and generally prohibit *development* and *site alterations alteration* within the erosion hazard limit.
- 2.4.4.2.3 Direct the ~~area local~~ municipalities, in consultation with the conservation authorities, to prohibit *development* and *site alterations alteration* within the ~~erosion hazard~~ *erosion hazard* limit, unless all of the following have been met:
  - a) the erosion and/or slope instability hazards can safely be addressed;
  - b) new or existing hazards are not created or aggravated;
  - c) no adverse environmental effects will result;
  - d) vehicles and people have a way of safely entering and exiting the area during times of erosion emergencies; and
  - e) *development and site -alterations alteration* are carried out in accordance with *established standards and procedures.*
- 2.4.4.2.4 Discourage the creation of additional tableland within *valley and stream corridors.*

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

## 2.4.5 Riverine Flood Plains

### 2.4.5.1 Objective

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

### 2.4.5.2 Policies

It is the policy of *Regional Council* to:

- 2.4.5.2.1 Support the area local municipalities, in consultation with the conservation authorities, in directing *development* and site ~~alterations~~ alteration to areas outside the regulatory floodplain flood plain.
- 2.4.5.2.2 Direct the area local municipalities, in consultation with conservation authorities, to continue to address *riverine flood* susceptibility through the application of the one zone approach to *Flood Plain* 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.
- ~~2.4.5.2.3 Encourage the conservation authorities to coordinate their regulations and *Flood Plain* and fill line identification regulations to ensure consistent application throughout the region.~~
- ~~2.4.5.2.4~~
- ~~2.4.5.2.3~~
- Encourage the area local municipalities in collaboration with the conservation authorities to comprehensively review areas of existing *development* that are flood vulnerable and to evaluate and implement flood remediation measures to decrease the level of risk as appropriate.
- ~~2.4.5.2.5~~
- ~~2.4.5.2.4~~
- Direct the area local municipalities to include in their official plans, objectives and policies for the management of stormwater quality and quantity that would avoid, minimize and/or mitigate storm water volume, contaminant loads and impacts to receiving water courses.

**2.4.5.2.6****2.4.5.2.5**

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

**2.4.5.2.7****2.4.5.2.6**

Direct the area local municipalities to obtain approvals from the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing prior to the following:

- a) designation of a new *special policy area*;
- b) any change or modification to the site-specific policies of an existing *special policy area*; or
- c) any change or modification to the land use designation or boundaries of an existing *special policy area*.

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

**2.4.6 Wildland Fire Hazards****2.4.6.1 Objective**

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

**2.4.6.2 Policy**

It is the policy of Regional Council to:

**2.4.6.2.1**

Direct the local municipalities, in consultation with conservation authorities, to include policies in their official plans to generally direct *development* to areas outside of lands that are unsafe for *development* due to the presence of **hazardous forest types for wildland fire** unless the risk is mitigated in accordance with

wildland fire assessment and mitigation standards, and provincial objectives and policies. Figure X5 shows the potential location of hazardous forest types for wildland fire in Peel.

#### 2.4.6.2.2

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

#### 2.4.6

### 2.4.7 Other Natural and Human-made Hazards

#### 2.4.6.1

#### 2.4.7.1 Objective

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

#### 2.4.6.2

#### 2.4.7.2 Policy-Policies

It is the policy of Regional Council to:

#### 2.4.6.2.1

#### 2.4.7.2.1

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

#### 2.4.6.2.2

#### 2.4.7.2.2

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

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

## **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

~~E Escarpment Planning and Development Act and the Niagara Escarpment Plan.~~

- ~~2.5.2.5 Encourage the area municipalities to restore and enhance the natural heritage features and functions within the Parkway Belt West Plan Area.~~
- ~~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.~~
- ~~2.5.2.9 Work jointly with the agencies and area municipalities to develop urban forest strategies and to encourage and support programs and initiatives that maintain and enhance the urban forest canopy.~~

### **2.5.3 Invasive Species Management [moved to Section 2.3]**

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

#### **2.5.3.1 Objective**

~~To minimize the impacts of invasive species through the proper management and control of non-native invasive species to promote native species plantings in the region.~~

#### **2.5.3.2 Policies**

~~It is the policy of Regional Council to:~~

- 2.5.3.2.1 Acknowledge and support the role of the area municipalities, conservation authorities, provincial agencies and conservation organizations in carrying out invasive species management.
- 2.5.3.2.2 Support and encourage the area municipalities in consultation with the conservation authorities to develop policies and programs that require or promote measures to eliminate and/or manage non-native invasive species and discourage the use of non-native invasive species plantings in new developments adjacent to the Greenlands System.
- 2.5.3.2.3 Encourage the use of native species plantings at Regional and municipal facilities and along transportation and utility corridors, and wherever feasible and appropriate include native species plantings along Regional roads and on properties owned by the Region.

## 2.6.2.5 Greenlands Management and Stewardship

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

### 2.6.1 Objective

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

### 2.6.2 Policies

It is the policy of *Regional Council* to:

- 2.6.2.1 Support *Greenlands securement* initiatives in *Peel* through planning policy, *stewardship*, monitoring and *land acquisition*;

- 2.6.2.2 Acknowledge and support the role of the area municipalities, conservation authorities, provincial agencies and conservation organizations in carrying out *stewardship* programs for natural heritage.
- 2.6.2.3 Implement *Greenlands securement* strategies, programs and actions including *stewardship* that directly support Regional policy goals and objectives.
- 2.6.2.4 Work with the area municipalities, conservation authorities and other agencies to leverage funding from various sources for *Greenlands securement*.
- 2.6.2.5 Support the *securement* of natural areas through planning policy, *stewardship* and monitoring before *land acquisition* is considered.
- 2.6.2.6 Encourage environmental education to support land *stewardship* and to promote the value of natural heritage conservation to residents.
- 2.6.2.7 Support the area municipalities and conservation authorities to encourage landowners and applicants for *development* and *site alteration* to support the Region's *Greenlands securement* efforts by enhancing lands adjacent to the *Greenlands System in Peel*.
- 2.6.2.8 Research and consider other incentives for the *securement* of natural heritage features and areas including tax rebates, incentive payments and cost-shared *stewardship* programs."

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# 3

## 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* *ecological integrity*. Non-renewable resources will continue to be consumed for urban and economic growth purposes, and require sound management to allow for their use and protect their availability. Renewable resources must be utilized in a *sustainable* manner to ensure their viability for future generations.

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

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

#### 3.1.2 Goal

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

## 3.2 The Agricultural System 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 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.

The agricultural industry is diversifying to include, in addition to primary production, a value added chain, as well as health and nutrition, sustainability, environmental management and conservation themes. Support for farming operations in Peel will contribute to building a stronger agricultural industry, bringing benefits to those communities that depend on the industry, as well as the larger society. In this regard, the policies aim to promote within the Region's new sustainability framework, an increased and diversified production of healthier local produce to improve health, mitigate climate change and strengthen the Regional economy. The Region supports the continuation of a thriving and viable agricultural industry in Peel including diversification, agricultural innovation and new practices in all aspects of the industry.

### 3.2.1 Objectives

- 3.2.1.1 To protect the Prime Agricultural Area for long term use for agriculture 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 the loss and fragmentation of the agricultural land base.
- 3.2.1.3 To support a diversified healthy and productive agricultural industry as an important component of Peel's economic base and heritage.
- 3.2.1.4 To work in cooperation with the Town of Caledon to increase and support diversification in local farming as a source of local food supply.

### **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 compliance with the minimum distance separation formulae in the Prime Agricultural Area.~~
- ~~3.2.2.4 Encourage, where appropriate, the phasing of development in accordance with the area municipal plans so that agricultural activities and related uses continue for as long as practical in the area that lies within the 2031 Regional Urban Boundary but outside the Greenbelt in the City of Brampton, and within the approved boundaries of the Rural Service Centres in the Town of Caledon.~~
- ~~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 Town of Caledon, in its official plan, to designate and protect the Prime Agricultural Area as shown on Schedule B.~~
- ~~3.2.2.8 Direct the Town of Caledon in its official plan to allow in the Prime Agricultural Area, primary agricultural uses, and where deemed appropriate by the municipality, secondary uses and agriculture related uses; provided all new uses are limited in scale, are compatible with, and shall not hinder surrounding agricultural activity, and meet the requirements of the minimum distance separation formulae, and the Oak Ridges Moraine Conservation Plan. Further, direct the Town of Caledon in its official plan to include criteria for secondary uses and agriculture related uses as recommended by the Province, or based on a municipal approach which achieves the same objectives.~~

~~3.2.2.9 Support the Region's long term economic prosperity by promoting the sustainability of the agri food sector and by protecting agricultural resources and minimizing land use conflicts.~~

~~3.2.2.10 Promote agricultural opportunities, new crops and products within near urban areas to supply local markets, support health and protect the environment.~~

~~3.2.2.11 Direct the Town of Caledon, in the Prime Agricultural Area, only to permit a non-residential use, subject to an area municipal official plan amendment and provided that:~~

- ~~a) there are no reasonable alternative locations which avoid the Prime Agricultural Area;~~
- ~~b) there are no reasonable alternative locations in the Prime Agricultural Area with lower priority agricultural lands;~~
- ~~c) there is a demonstrated need for the use, which has been justified in the context of applicable growth management policies; and~~
- ~~d) 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 the 2031 boundary for the Caledon East Rural Service Centre, or the 2021 boundaries for the Mayfield West and Bolton Rural Service Centres. Such applications must continue to be addressed in the context of Section 7.9 of this Plan.~~

~~3.2.2.12 Direct the Town of Caledon, in its official plan, to recognize 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 this Plan and applicable Provincial policies.~~

~~3.2.2.13 Direct the Town of Caledon to protect farms in the Rural System from incompatible uses.~~

~~3.2.2.14 Encourage greater diversity of permitted uses, including value added industries (e.g. wineries, cideries, agricultural research institutes, feed mills and fertilizer depots) to aid the farm industry, and to maintain the cultural heritage and way of life of the farming community. Within prime agricultural areas all permitted uses must either be agriculture~~

~~related uses or secondary uses that are in accordance with Policy 3.2.2.8 of this Official Plan.~~

- ~~3.2.2.15 Investigate with the area municipalities, stakeholders and in consultation with the Province, the objective of providing financial incentives to farmers for the provision, protection and enhancement of ecological goods and services.~~
- ~~3.2.2.16 Investigate with the area municipalities and the Province, the need, feasibility and implications of a land taxation system that provides financial incentives to farmers to continue farming.~~
- ~~3.2.2.17 Investigate with the area municipalities and the Province, various supplementary and financial options and incentives to make it attractive to farmers to keep their lands in agricultural production and allow greater flexibility to have a variety of on-farm secondary or agriculture-related uses.~~
- ~~3.2.2.18 Investigate with the area municipalities, the challenges and emerging needs of near urban agriculture including: complaints from non-farm residents about farm practices; problems regarding movement of farm equipment on congested roads; the adequacy of infrastructure; farm parcel sizes; the shortage of rental land or lack of affordable land to purchase; and trespassing.~~
- ~~3.2.2.19 Encourage area municipalities to consider the development of viable advanced technologies as necessary where appropriate, to promote year-round agricultural production of ethnic and market garden fresh fruits and vegetables for the local fresh market trades.~~
- ~~3.2.2.20 Prohibit the Town of Caledon, in its official plan, from permitting lot creation and lot adjustments in the Prime Agricultural Area, unless it is consistent with the Provincial policies.~~
- 
- ~~3.2.2.21 Support urban agricultural uses and practices that are appropriate and compatible with adjacent urban land uses.~~

Agriculture is an important sector of Ontario's economy and continues to play a significant role in Peel. The prosperity and sustainability of the agricultural sector is important to the economy of Peel and to maintaining the character of the rural community. Farmers, through their stewardship and management of the land, also play a vital role in protecting the Region's natural heritage and water resources.

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

- a continuous and productive agricultural land base comprised in *Peel* of *Prime Agricultural Areas* and of *rural lands* linking *Prime Agricultural Areas*, both within *Peel* and beyond *Peel's* boundaries, and
- a complementary *agri-food network* of infrastructure, services and other elements important to the viability of the agri-food sector.

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

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

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

- *agriculture-related industrial and commercial uses, including on-farm activities adding value to farm products; and*
- *on-farm diversified businesses supporting agricultural operations by providing additional non-farm income.*

The *Agricultural System* is linked to the *food system*, which includes all of the activities involved in ensuring a community is well nourished: growing, harvesting, processing, packaging, transporting, marketing and consuming food and disposing of food waste. The Plan supports the *food system* through policies to improve access to healthy and locally grown food, promote *urban agriculture*, reduce *food and organic waste*, mitigate climate change and strengthen the Regional economy. The policies respecting *food and organic waste* are contained in Section 6.5 of the Plan.

The policies in this section of the Plan focus on agriculture and food but there also are complementary and supportive policies in other sections of the Plan, particularly in Section 5.4 dealing with the Rural System. While the *rural lands* that are outside *Prime Agricultural Areas* accommodate a range of non-farm uses, those lands also permit agriculture and related uses and play a significant role as linkages among *Prime Agricultural Areas*.

### **3.2.1 Objectives**

- 3.2.1.1** To protect the *Prime Agricultural Area* for long-term use for agriculture and maintain a continuous agricultural land base, minimizing fragmentation.
- 3.2.1.2** To protect agricultural uses in the *Prime Agricultural Area* from incompatible activities and land uses that would limit agricultural productivity or efficiency.
- 3.2.1.3** To provide flexibility to enable agricultural innovation and the adoption of new farming practices and to accommodate the development of *agriculture-related uses* and *on-farm diversified uses* in the *Prime Agricultural Area*.
- 3.2.1.4** To support and enhance the *Agricultural System* by addressing the impacts of development on the System through the planning process and by planning for local food and near-urban agriculture.

### **3.2.2 Policies**

It is the policy of *Regional Council* to:

- 3.2.2.1** Maintain and enhance the continuity of the agricultural land base and the functional and economic connections to the *agri-food network*.
- 3.2.2.2** Designate and protect the *Prime Agricultural Area* as shown on Schedule X12 for long-term use for agriculture.
- 3.2.2.3** Permit agricultural uses, *agriculture-related uses* and *on-farm diversified uses* in the *Prime Agricultural Area*.
- 3.2.2.4** Promote and protect all types, sizes and intensities of agricultural uses and normal farm practices in the *Prime Agricultural Area* in accordance with provincial standards.
- 3.2.2.5** Require that, within or in proximity to the *Prime Agricultural Area*, new land uses, including the creation of lots, and new or expanding livestock operations, comply with the *minimum distance separation formulae*.

- 3.2.2.6 Permit the removal of land from *Prime Agricultural Areas* only for a *settlement area* boundary expansion in accordance with Section 7.11.2.13.
- 3.2.2.7 Require that an *agricultural impact assessment*, where required by the policies of this Plan, or an *area municipal official plan*, be prepared in accordance with Provincial and municipal guidelines.
- 3.2.2.8 Encourage, where *appropriate*, the phasing of *development* within urban areas in accordance with the *area municipal official plans* so that agricultural activities and related uses continue for as long as practical in the area that lies within the Regional Urban Boundary.
- 3.2.2.9 Require that *agriculture-related uses* and *on-farm diversified uses* in the *Prime Agricultural Area*:
- a) minimize the amount of land that will be unavailable for agricultural use;
  - b) be compatible with, and not hinder, surrounding agricultural uses and comply with the *minimum distance separation formulae*; and
  - c) meet the applicable requirements of the Oak Ridges Moraine Conservation Plan, the Niagara Escarpment Plan and the Lake Simcoe Protection Plan.
- The Town of Caledon shall incorporate in its official plan criteria to be met by these uses. These criteria may be based on guidelines developed by the Province or on municipal approaches that achieve the same objectives.
- 3.2.2.10 Permit *non-agricultural uses* in the *Prime Agricultural Area* only for:
- a) extraction of *minerals, petroleum resources* and *mineral aggregate resources*, in accordance with Section 3.3; or
  - b) limited non-residential uses, provided that all of the following are demonstrated:
    - i) the proposed use complies with the *minimum distance separation formulae*;

- ii) there is an identified need within the planning horizon of this Plan for additional land to be designated to accommodate the proposed use; and
- iii) alternative locations have been evaluated, and
  - there are no reasonable alternative locations that avoid prime agricultural areas; and
  - there are no reasonable alternative locations in prime agricultural areas with lower priority agricultural lands.

#### 3.2.2.11

Require that, where a new or expanding non-agricultural use is proposed in the Prime Agricultural Area:

- a) an Agricultural Impact Assessment be prepared in accordance with Provincial and municipal guidelines; and
- b) adverse impacts on agricultural operations shall be avoided or, if avoidance is not possible, shall be minimized and mitigated. Where mitigation is required, the mitigation measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed.

#### 3.2.2.12

Direct the Town of Caledon, in its official plan, to include policies limiting lot creation and lot adjustments in the Prime Agricultural Area in conformity with the Provincial Policy Statement and Provincial Plans and with Section 7.3.4.3 of this Plan.

#### 3.2.2.13

In the Prime Agricultural Area, recognize non-residential uses that are existing uses and permit a single-detached dwelling on an existing lot of record. The retention of existing lots of record in the Agricultural System for agricultural uses is encouraged, and the use of these lots for non-agricultural uses is discouraged.

#### 3.2.2.14

In Prime Agricultural Areas, applications for new mineral aggregate operations will be supported by an agricultural impact assessment and, where possible, will seek to maintain or improve connectivity of the Agricultural System.

#### 3.2.2.15

Refinements to the agricultural land base comprising Prime Agricultural Areas and rural lands shown on Schedule X12 may only occur through a municipal comprehensive review.

### **3.2.3 Supporting Agriculture and the Food System**

#### **3.2.3.1 Objectives**

- 3.2.3.1.1** To support and enhance the diversity, health and productivity of the Agricultural System as an important component of Peel's economic base and heritage.
- 3.2.3.1.2** To work in cooperation with farmers and agricultural organizations, the Town of Caledon, other public agencies and stakeholders to promote and enhance the Agricultural System.
- 3.2.3.1.3** To facilitate and foster access to affordable, healthy and locally grown food for all sectors of the Region's communities.
- 3.2.3.1.4** To support and encourage urban agriculture.

#### **3.2.3.2 Policies**

It is the policy of Regional Council to:

- 3.2.3.2.1** Support initiatives to maintain and enhance the economic viability and environmental sustainability of the Agricultural System.
- 3.2.3.2.2** In collaboration with agricultural sector organizations, the area municipalities and other public agencies support the development of regional agri-food strategies and other approaches to support and enhance the Agricultural System.
- 3.2.3.2.3** Encourage and support agricultural sector organizations, the area municipalities and other public agencies to engage and consult with the Peel Agricultural Advisory Working Group respecting major initiatives affecting the Agricultural System.
- 3.2.3.2.4** Promote new crops and products and methods of agricultural production to supply local markets, support health and protect the environment.
- 3.2.3.2.5** Support programs of the Ontario Ministry of Agriculture, Food and Rural Affairs, and other organizations which encourage and assist farmers in developing and following conservation

measures and *sustainable* farming practices that will protect and enhance the long-term productivity of agricultural lands and the health of the natural environment.

- 3.2.3.2.6      *Support and enhance the Agricultural System through planning for urban and rural growth and development and for infrastructure.*

**Urban Agriculture and Access to Affordable Locally Grown and Healthy Food**

- 3.2.3.2.7      *Support urban agriculture by encouraging the use of vacant and underutilized lands, utility corridors and public lands for the establishment of community gardens where appropriate.*

- 3.2.3.2.8      *Encourage the area municipalities to include policies in their official plans to:*

- a)      *permit urban agriculture within the Regional Urban Boundary and within rural settlement areas where appropriate, including on rooftops;*
- b)      *permit farmers' markets, mobile fresh food markets, and community food centres to increase access to affordable, healthy food and locally grown food where appropriate, particularly in neighbourhoods where access to fresh foods is limited;*
- c)      *require that local planning initiatives such as secondary plans, district plans, neighbourhood plans and transportation and mobility plans, are designed and developed in a manner that facilitates access to affordable, healthy food and locally grown food within neighbourhoods and in adjacent neighbourhoods.*

- 3.2.3.2.9      *Collaborate with the area municipalities and other stakeholders to develop and implement initiatives:*

- a)      *to improve access to affordable, healthy food and locally grown food; and*
- b)      *to support and foster the development of urban agriculture.*

### 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.

### **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 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.
- 3.3.2.2 Permit mineral aggregate extraction sites, inside or outside of the area identified High Potential Mineral Aggregate Resource Areas (HPMARA), only where extraction is permitted in an *area municipal official plan* and only in conformity with this Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Provincial Policy Statement where applicable. An amendment to Schedule C will not be required for the establishment or expansion of a mineral aggregate extraction site.
- 3.3.2.3 Prohibit new or expanded mineral aggregate extraction sites and *wayside pits and quarries* or any ancillary or accessory uses thereto, in the following areas:
- a) the Core Areas of the Greenlands System;
  - b) the Escarpment Protection Area of the Niagara Escarpment Plan;
  - c) the Natural Core Areas as designated within the Oak Ridges Moraine Conservation Plan Area;
  - d) Key natural heritage features and hydrologically sensitive features and the associated minimum vegetation protection zone, as defined by the Oak Ridges Moraine Conservation Plan, within the Oak Ridges Moraine Conservation Plan Area, except as permitted by the Oak Ridges Moraine Conservation Plan; and
  - e) *Significant woodlands* within the Greenbelt Natural Heritage System unless the woodland is occupied by *early successional habitat* or *young plantation*. The prohibition within *significant woodlands* within the Greenbelt Natural Heritage System applies only to new mineral aggregate extraction sites and *wayside pits and quarries* and their ancillary or accessory uses.
  - f) Approved settlement areas as designated in *area municipal official plans* in the Rural System, and registered plans of

subdivision, unless permitted by the area municipality pursuant to Policy 3.3.2.2.

- 3.3.2.4 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 3.3.2.1, 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.
- 3.3.2.5 Exempt from Policies ~~2.3.2.6~~ ~~2.3.2.7~~, ~~2.3.2.7~~ ~~2.3.2.8~~ and 3.3.2.3 any areas designated for mineral aggregate extraction in an *area municipal official plan* at the time of the approval of this Plan.
- 3.3.2.6 Require that all extraction and processing and ancillary or accessory use thereto, be located, designed and operated so as to minimize environmental, *community* and social impacts.
- 3.3.2.7 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.
- 3.3.2.8 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, Greenbelt Plan, Provincial Policy Statement, and the Aggregate Resources Act.
- 3.3.2.9 Investigate and promote, *jointly* with the area municipalities, conservation authorities, Ministry of Natural Resources and Forestry, Ministry of the Environment, Conservation and Parks, the Niagara Escarpment Commission, the aggregate industry and others, opportunities for *rehabilitation* of abandoned extraction areas.

- 3.3.2.10 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. 4 at the local level, in accordance with the policies of this Plan and the Niagara Escarpment Plan, the Greenbelt Plan and the Provincial Policy Statement, where applicable;
  - f) policies to recognize existing licensed mineral aggregate extraction sites and existing extractive designations and protect them from new *development* that would require approval under the Planning Act, if that *development* would preclude or hinder their expansion or continued use or would be incompatible for reasons of public health, public safety or environmental impact;
  - g) policies to address aggregate uses in the Prime Agricultural Area in accordance with provincial policy;
  - h) policies requiring applicants proposing the redesignation of rehabilitated mineral aggregate extraction sites in or abutting designated Prime Agricultural Areas to demonstrate that the proposed development will be compatible with the adjacent agricultural area or be designed to minimize and mitigate impacts to adjacent agricultural operations to the greatest extent feasible;



- b) i) policies to permit wayside pits and quarries portable asphalt plants and portable concrete plants used on public authority contracts, without the need for an official plan amendment, rezoning, or development permit under the Planning Act in all areas, except those areas identified in Policy 3.3.2.3; 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 the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Provincial Policy Statement unless permitted by these Plans;
- ii) policies to prohibit the establishment or expansion of commercial peat or organic soil extraction operations.

3. 3.2.11 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, hydrologic functions, and related natural systems, features and areas, including their linkages and related functions, 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 and near sensitive groundwater recharge and discharge areas, sensitive surface water features, significant meltwater channels, groundwater dependent areas and the Regional Municipal Wellhead Protection Areas, to protect,

~~maintain and enhance water resources and their hydrologic functions. Wellhead protection areas in the Region of Peel are identified on Figure 13.~~

- ~~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, Conservation and Parks, 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.~~

### 3.5.3.4 Recreation

Natural features, open spaces and parklands contribute to the overall structure of *the region* and can provide opportunities for active and passive *recreation*, contributing to overall quality of life. Portions of natural features such as the Lake Ontario waterfront, river valleys, conservation areas, Niagara Escarpment Parks and Open Space System, provincial parks, the Greenbelt, portions of the *Oak Ridges Moraine* and the Bruce Trail can provide regional scale recreational opportunities for people from beyond the boundaries of *Peel* or a specific 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

##### 3.4.1 Objectives

###### 3.5.1.1

###### 3.4.1.1

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

###### 3.4.1.2

To promote a harmonious relationship between humans and the natural environment.

###### 3.5.1.3

###### 3.4.1.3

To support the area municipalities in their efforts to promote tourism opportunities.

#### 3.5.2

##### 3.4.2 Policies

It is the policy of *Regional Council* to:

###### 3.5.2.1

###### 3.4.2.1

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 (including parkland, open space trails and water-based activities) within *Peel*.

**3.5.2.2**

**3.4.2.2**

Consider, in partnership with the other agencies, opportunities to provide passive outdoor recreational amenities that serve regional needs, including small-scale structures for recreational uses consistent with the requirements of the Greenbelt Plan and consistent with the development criteria and related policies of the NEP, including Part 3, The Niagara Escarpment Parks and Open Space System, where applicable.

**3.5.2.3**

**3.4.2.3**

*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**

**3.4.2.4**

*Support* the conservation authorities which own and maintain conservation areas on a region-wide basis.

**3.5.2.5**

**3.4.2.5**

*Support* initiatives of the Waterfront Regeneration Trust including the Lake Ontario Waterfront Trail connecting Burlington Bay to the Trent River.

**3.5.2.6**

**3.4.2.6**

*Support* initiatives to establish trail systems on the *Oak Ridges Moraine* and in the Greenbelt as well as the Culham Trail, Cataract/Elora Trail, the Caledon Rail Trail, Credit Valley Trail, equestrian trails and other trails in *the region*.

### 3.6.3.5 Cultural Heritage

The Region of Peel owns and operates the ~~Peel Heritage Complex, comprised of the Region of Peel Archives, Museum and Art Gallery~~ Peel Art Gallery, Museum and Archives (PAMA). The purpose of ~~PAMA the Heritage Complex~~ is to collect, preserve conserve, 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—

##### 3.5.1 Objectives

###### 3.6.1.1

###### 3.5.1.1

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

###### 3.5.1.2

To promote awareness and appreciation, and encourage public and private stewardship of *Peel's* heritage.

###### 3.6.1.3

###### 3.5.1.3

To encourage cooperation among the ~~area local~~ municipalities, when a matter having inter-municipal cultural heritage significance is involved.

###### 3.6.1.4

- 3.5.1.4** To support the heritage policies and programs of the area local municipalities.

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

**3.6.2**

**3.5.2 Policies**

It is the policy of *Regional Council* to:

**3.6.2.1**

**3.5.2.1**

Direct the area local municipalities to include in their official plans policies for the definition, identification, conservation and protection of *cultural heritage resources* in *Peel*, in cooperation with *the Region*, the conservation authorities, other agencies and aboriginal groups, and to provide direction for their conservation and preservation, as required.

**3.6.2.2**

**3.5.2.2**

*Support* the designation of Heritage Conservation Districts in *area municipal official plans*.

**3.6.2.3**

**3.5.2.3**

Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of *cultural heritage resources* in *Peel*, as prescribed by the Ministry of Tourism, Culture and Sport's archaeological assessment and mitigation guidelines, in cooperation with the area local municipalities.

**3.6.2.4**

**3.5.2.4**

Require and *support* cultural heritage resource impact assessments, where appropriate, for *infrastructure* projects, including *Region of Peel* projects.

**3.6.2.5**

**3.5.2.5**

Direct the area local 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**

**3.5.2.6**

Encourage and *support* the area local 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.

**3.6.2.7**

- 3.5.2.7** Direct the ~~area local~~ municipalities to only permit *development* and *site alteration* on lands containing *archaeological resources* or ~~area local~~ of archaeological potential if the *significant archaeological resources* have been conserved by removal and documentation, or by preservation on site. Where *significant archaeological resources* must be preserved on site, only *development* and *site alteration* which maintain the heritage integrity of the site may be permitted.
- 3.6.2.8**
- 3.5.2.8** Direct the ~~area local~~ municipalities to only permit *development* and *site alteration* on *adjacent lands* to protected heritage property where the proposed property has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

### **3.7 3.6 Energy Resources**

In recognizing the unsustainable and adverse environmental, economic and social effects of conventional energy production and energy consumption, municipalities have been examining various options and strategies to support complete communities, build a strong Regional economy and conserve a healthy environment. The Region of Peel is a partner with the ~~area local~~ municipalities in efficiently managing our energy resources and creating smart energy solutions to sustain a healthy, prosperous and secure quality of life for the people of Peel Region. Three principles will guide the strategic and policy choices towards achieving these objectives. These are, (i) Conservation: Promoting energy conservation and sustainable development; (ii) Efficiency: Promoting energy efficient urban and building designs, energy efficient appliances and water-efficient fixtures, and facilitating alternative modes of transportation; and (iii) Diversity: Promoting the use of renewable renewable and alternative energy systems ~~energy systems, smart power grid~~ and providing a diversity of reliable energy sources.

The Region of Peel is a municipal leader in energy efficiency and encourages initiatives by the ~~area local~~ municipalities to promote environmental sustainability ~~through plans, policies by investing in sustainable technologies for energy efficiency~~ and programs ~~to reduce for reducing~~ waste and ~~conserve conserving~~ energy. The Region recognizes the importance of supporting policies aimed at reducing energy consumption and reliance on carbon-based fuels for energy, and in creating and maintaining a safe and healthy appealing living environment ~~that is in harmony with nature~~.

The policies of this Plan must be viewed within ~~a the sustainability development framework of sustainable development~~ to address regional needs measures, such as, mitigating and adapting to ~~mitigate and adapt the effects of~~ climate change through greater energy efficiency including, ~~reducing the need to travel~~ reducing the need to travel by single-occupant vehicle, while, and improving access to sustainable modes of ~~transportation transport thus reducing greenhouse gas~~

~~emissions~~, providing *alternative and renewable energy systems*, and improving energy efficiency performance of new and existing buildings.

Peel Region is supportive of the use of advanced energy-efficient technologies that are consistent with high energy efficiency standards, design features and construction practices. The Region ~~supports would support~~ measures by the ~~area local~~ municipalities to develop innovative green spaces such as green roof technology and designs that will reduce the urban heat island effect; and initiatives to redevelop large industrial sites, including brownfield sites to ensure high levels of pollution control, and to create opportunities for energy conservation. Measures that maximize passive heating and cooling in ~~building design and an area such as~~ utilizing existing or planted natural shade canopies to reduce peak energy use are also important considerations in local planning decisions.

### **3.7.1**

#### **3.6.1 Objectives**

##### **3.7.1.1**

- 3.6.1.1** To conserve energy by promoting energy efficient land use and development patterns, efficient transportation, and *alternative and renewable energy systems*.

##### **3.7.1.2**

- 3.6.1.2** To plan and develop greener, healthier communities by reducing harmful greenhouse gas emissions and improving the air quality in the Region.

##### **3.7.1.3**

- 3.6.1.3** To develop a culture of conservation that supports energy conservation, reduces emissions from vehicles as well as municipal, residential, commercial and industrial sources and protects air quality.

### **3.7.2**

#### **3.6.2 Policies**

#### **Energy Conservation and Efficiency**

It is the policy of *Regional Council* to:

##### **3.7.2.1**

- 3.6.2.1** Support ~~the continued development of Regional and local municipal programs to conserve energy and improve energy efficiency across all sectors. energy demand management initiatives by the area municipalities and other agencies to reduce energy consumption and improve energy~~

~~efficiency through appropriate land use and development patterns that are transit supportive, site and building designs and promote opportunities for district energy.~~

**3.7.2.2**

**3.6.2.2**

Support energy conservation and efficiency through land use and development patterns which promote compact form and sustainable modes of transportation. ~~Encourage area municipalities to incorporate in their official plans, policies on energy efficient building and landscape design and construction practices, including orienting buildings to maximize the use of solar and wind energy, as well as carrying out building energy audits and retrofits.~~

**3.7.2.3**

**3.6.2.3**

Support energy conservation and efficiency and low carbon energy alternatives in buildings and planned development through community energy and emissions reduction planning initiatives, the development of sustainable site and building design standards and guidelines, and through the development of ***alternative and renewable energy systems***, including district energy systems. ~~Support policies that promote the creation of innovative green spaces such as green roofs, white roofs, and the use of urban tree canopy to achieve energy efficiencies.~~

**3.7.2.4**

**3.6.2.4**

Direct the local municipalities to incorporate policies in their official plans to require sustainable site and building design and construction practices, including policies, guidelines and standards that encourage energy performance exceeding the Ontario Building Code, where possible, and that work toward the objective of achieving net-zero carbon buildings. ~~The policies, guidelines and standards should incorporate a range of measures to promote energy conservation and efficiency, the installation of ***alternative and renewable energy systems***, water conservation, and orienting buildings and planting vegetation to maximize the use of solar and wind energy.~~ ~~Promote public awareness and education initiatives jointly with the area municipalities and other relevant agencies, on matters related to energy conservation.~~

**3.7.2.5**

**3.6.2.5**

Support policies that promote the creation of innovative green spaces such as green roofs, white roofs, and the use of urban tree canopy to mitigate urban heat island effects, improve energy conservation and reduce energy demand. ~~Support policies that promote water conservation measures and stormwater best management practices to ensure energy conservation.~~

- 3.6.2.6      *Support policies that promote water conservation measures and stormwater best management practices to ensure energy conservation.*
- 3.6.2.7      *Implement energy retrofits in Regional owned facilities and buildings and encourage the local municipalities to retrofit their own facilities and buildings.*
- 3.6.2.8      *Encourage the increased use of electric, hybrid and alternative fuel vehicles and associated infrastructure for Regional operations and the Regional fleet.*
- 3.6.2.9      *Encourage area municipalities in conjunction with local distribution companies and other agencies, to implement Provincial and other incentive programs that would reward homeowners and businesses for investing in energy efficient technologies, and reducing consumption.*
- 3.6.2.10     *Promote public awareness and education initiatives jointly with the area municipalities and other relevant agencies, on matters related to energy conservation and energy efficiency.*

### **Energy Efficiency Programs**

~~It is the policy of Regional Council to:~~

- ~~3.7.2.6      Support the continued development of Regional and area municipal programs to conserve energy and improve energy efficiency across all sectors.~~
- ~~3.7.2.7      Develop a program to retrofit Regional owned facilities and buildings and encourage the area municipalities to retrofit their own facilities and buildings.~~
- ~~3.7.2.8      Support district energy systems such as cogeneration and geothermal systems, where appropriate, to reduce greenhouse gas emissions and air pollution.~~
- ~~3.7.2.9      Encourage the increased use of electric, hybrid and alternative fuel vehicles for Regional operations and the Regional fleet, where the production of such fuels, uses waste biomass and does not consume land that would otherwise be used for growing food, and does not conflict with existing and planned uses.~~

~~3.7.2.10 Encourage area municipalities in conjunction with local distribution companies and other agencies, to implement Provincial and other incentive programs that would reward homeowners and businesses for investing in energy efficient technologies, and reducing consumption.~~

## Energy Diversity

It is the policy of Regional Council to:

~~3.7.2.11 Work jointly with the area municipalities and the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local clean energy generation, where appropriate and in accordance with the Green Energy Act.~~

~~3.7.2.12~~

~~3.6.2.11 Work jointly with the area municipalities and the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local low-carbon, renewable and alternative energy generation, where appropriate. Investigate in conjunction with the area municipalities, the need to permit the installation of individual generating systems as accessory structures to reduce on-site consumption of utility supplied power.~~

~~3.7.2.13~~

~~3.6.2.12 Work jointly with the area municipalities and partners to explore the opportunities to incorporate solar, wind, and bio-energy projects or alternative energy systems in new development. Promote individual generating systems as accessory structures in appropriate locations, in consultation with area municipalities and the Niagara Escarpment Commission.~~

~~3.7.2.14~~

~~3.6.2.13 Direct the area municipalities to require all major development proposals to submit **alternative and renewable energy systems** feasibility studies, where appropriate, including the consideration of solar and geothermal energy installation and district and other low-carbon energy systems. Where such systems have been determined to be feasible, studies should indicate how the alternative and renewable energy solutions will be incorporated into the development. Promote alternative energy generation facilities in the Prime Agricultural Area, as illustrated in Schedule B of the Regional Official Plan, Rural Areas and other suitable areas as determined by the relevant area municipality and the Niagara Escarpment Commission.~~

~~3.7.2.15~~

- 3.6.2.14 ~~Investigate in conjunction with the area municipalities, the need to permit the installation of individual generating systems as accessory structures to reduce on-site consumption of utility supplied power. Encourage the area municipalities to include criteria in their Official Plans and zoning by-laws for evaluating alternative energy system proposals, including location and land use compatibility.~~
- 3.6.2.15 ~~Promote individual generating systems, designed to minimize the disturbance to agricultural soils and operations, as accessory structures in appropriate locations in consultation with area municipalities and the Niagara Escarpment Commission.~~
- 3.6.2.16 ~~Promote alternative energy generation facilities in the Prime Agricultural Area, as illustrated in Schedule X12 of the Regional Official Plan, Rural Areas and other suitable areas as determined by the relevant area municipality and the Niagara Escarpment Commission. Alternative energy generation facilities should be designed to minimize disturbance to agricultural soils and operations.~~
- 3.6.2.17 ~~Encourage the area municipalities to include criteria in their Official Plans and zoning by-laws for evaluating alternative energy system proposals, including location and land use compatibility.~~

### Location of Utility Corridors and Generation Plants

It is the policy of Regional Council to:

- 3.7.2.16 ~~Renewable energy undertakings are exempted from certain Planning Act approvals as per Schedule K of the Green Energy and Green Economy Act, 2009. These undertakings shall be subject to the Green Energy Act and other provincial approvals.~~
- 3.7.2.17
- 3.6.2.18 Work closely with the area municipalities, the Province and other relevant agencies, in planning for the future expansion and location of power supply services and communication systems servicing the Region.
- Appealed**
- 3.7.2.18 ~~Identify jointly with the area municipalities, the Province and relevant agencies, strategic infrastructure study areas well in advance of development to accommodate load growth resulting from projected growth in the population and the economy. (Adopted ROPA 20)~~
- 3.7.2.19

**3.6.2.20** Encourage the area municipalities, in conjunction with utility, energy providers and the Region, to identify in their official plans, utility corridors for the transmission of energy, communication and the movement of people and goods to meet current and projected needs. For those area municipalities that are within the Parkway Belt West Plan, identify in their official plans the Parkway Belt West Plan infrastructure corridors and their right-of-ways.

### Petroleum Resources

There are no known mineral or petroleum resource operations in the Region of Peel. Nevertheless, underground petroleum resources may exist.

It is the policy of Regional Council to:

**3.7.2.20**

**3.6.2.21**

Protect petroleum resource operations, should these operations be identified in the future, by prohibiting development and activities which would preclude or hinder access to the resource.

In areas adjacent to or in known petroleum resources, and in significant areas of petroleum potential, prohibit development and activities which would preclude or hinder access to the resources unless:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impacts are addressed.

**3.7.2.21**

**3.6.2.22**

Work jointly with the area municipalities and the Province to review and develop further policies related to petroleum resources consistent with provincial policy, including consultations with the public. The further review and development of policies related to petroleum resources will be undertaken when information or studies have identified significant areas of petroleum potential, petroleum resources, and petroleum resource operations in Peel.

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# 4

## Chapter 4: Regional Forecasts

### 4.1 Introduction

#### 4.1.1 Purpose

The population and employment forecasts, contained in this chapter of the Plan in Table 3, 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 to the year 2031. 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 1971-2006 in *Peel* by area municipality. The Population, Household, and Employment forecasts for the years 2021 and 2031 are shown in Table 3. The forecasts provide an indication of how population, household and employment growth are expected to proceed by area municipality. The regional forecasts are also consistent with Schedule 3 of the Growth Plan forecasts.

The population, household and employment forecasts shown in Table 3 were developed in close collaboration with the area municipalities. Area municipal forecasts were used as the basis for the Regional forecasts reflected in Table 3. Adjustments were made to the area municipal forecasts in order to meet Schedule 3 of the Growth Plan. During the planning horizon of the Growth Plan various factors such as market trends and planning initiatives will influence *the Region's* ability to meet the intensification and *greenfield density targets* and these influences will change over time.

This chapter of the Plan also recognizes that the population, household and employment forecasts and related provincial policy directions need to be monitored, reviewed and evaluated at least every five years, based on the most recent Schedule 3 of the Growth Plan and changing provincial policy framework.

#### 4.1.2 Goal

To ensure that future growth of population , household and employment in *Peel* is anticipated and planned for, and that existing and future finances and *services* to accommodate this growth are provided in an effective and efficient manner.

## 4.2 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 and Hamilton (GTAH)*.
- 4.2.1.2 To encourage population, household and employment growth based on the objectives and policies outlined in this Plan.
- 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, household and employment forecasts shown in Table 3 as the basis for this Plan.
- 4.2.2.2 Require an amendment to this Plan initiated by *the Region* for changes to the population, household and employment forecasts shown in Table 3.
- 4.2.2.3 Use, in cooperation with the area municipalities, the population, household and employment forecasts shown in Table 3 for determining *Regional services* and establishing requirements to accommodate

growth to the year 2031. Forecasts beyond the 2031 planning horizon may be used for long-term *infrastructure* planning, as well as community planning within the urban boundary, undertaken by *the Region* and/or Area Municipalities, as long as they maintain consistency with the objectives and intent of the provincial Growth Plan and the Regional Official Plan.

- 4.2.2.4 Direct the area municipalities to incorporate the population and employment forecasts shown in Table 3 into their official plans.
- 4.2.2.5 Use the population and employment forecasts shown in Table 3 for determining land and housing requirements to accommodate future growth.
- 4.2.2.6 Review the Table 3 forecasts *jointly* with the Province and the area municipalities at least every five years. Update the Table 3 forecasts and municipal allocations *jointly* with the area municipalities when the Province amends the regional forecasts.
- 4.2.2.7 Monitor, in cooperation with the area municipalities, residential and employment growth on an annual basis to ensure the intensification, density and housing targets identified in this Plan are met.

**Table 3: Population, Household and Employment Forecasts for Peel<sup>1</sup>**

<b>Municipality</b>	<b>2021</b>			<b>2031</b>		
	<b>Population<sup>2</sup></b>	<b>Households</b>	<b>Employment</b>	<b>Population<sup>2</sup></b>	<b>Households</b>	<b>Employment</b>
Brampton	635,000	184,000	280,000	727,000	214,500	314,000
Caledon	87,000	28,000	40,000	108,000	33,500	46,000
Mississauga	768,000	253,000	500,000	805,000	270,000	510,000
<b>Peel</b>	<b>1,490,000</b>	<b>465,000</b>	<b>820,000</b>	<b>1,640,000</b>	<b>518,000</b>	<b>870,000</b>

Notes:

<sup>1</sup> The Province is reviewing the forecasts included in Schedule 3 of the Growth Plan. After Schedule 3 is amended, Table 3 will also need to be amended.

<sup>2</sup> Population figures include the 2001 Census undercount of 4.2%.

# 5

## Chapter 5: Regional Structure

### Introduction

#### 5.1.1 Purpose

*Peel Region* is part of the larger economic region of the *Greater Toronto Area and Hamilton (GTHA)* and the Greater Golden Horseshoe, and in this context, the Regional Structure chapter of the Plan describes *Peel's* role within the *GTHA* and its relationship to the surrounding municipalities. This chapter also provides strategic guidance on means to improve the overall quality of life for *Peel's* residents and workers.

This chapter of the Plan contains broad planning goals, objectives and policies that are designed to 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*.

This chapter also includes many of the growth management policy directions and policies of the Provincial Policy Statement and the Places to Grow: Growth Plan for the Greater Golden Horseshoe (2006) (Growth Plan) that are required to be implemented.

The Region supports the development of land use patterns that protects natural heritage, reduces greenhouse gas emissions, supports transit and considers the impacts of a changing climate aligned with provincial policies.

Various elements and systems make up the Regional Structure in *Peel Region*. 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 complete 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 and *infrastructure* 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* 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 standards and/or 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 contributes to achieving the goals, objectives and targets of this Plan.
- 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*, the policies and targets of this Plan, 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 An expansion to the 2031 Regional Urban Boundary will only be undertaken by the Region once a *municipal comprehensive review* has been completed, 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, the Toronto - Lester B. Pearson International Airport, urban growth centres and *Regional Intensification Corridors*.

### 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 *sustainable development* within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.
- 5.3.1.3 To establish healthy complete 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 ecological 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 lands* and *infrastructure* uses, where appropriate.

### 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, the Toronto - Lester B. Pearson International Airport, urban growth centres and the Hurontario *Regional Intensification Corridor*.
- 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 Require *development* and *redevelopment* in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary *services*.
- 5.3.2.5 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 Direct 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 Urban Growth Centres and Regional Intensification Corridor**

Urban growth centres and the *Regional Intensification Corridor*, as shown on Schedule D, are major locations of *intensification* that include *compact forms* of urban *development* and *redevelopment* providing a range and mix of housing, employment, *recreation*, entertainment, civic, cultural and other activities for *Peel* residents and workers and other residents of the *Greater Toronto Area and Hamilton (GTHA)*. The urban growth centres and the *Regional Intensification Corridor* are also focal areas for investment in region-wide public services and *infrastructure*, including major transit infrastructure.

The Region supports the development of land use patterns that protects and enhances natural heritage, reduces greenhouse gas emissions, supports transit and considers the impacts of a changing climate aligned with provincial policies.

In addition to the urban growth centres and the *Regional Intensification Corridor* that are identified in this Plan, there are also urban *nodes* and *corridors* in *Peel* that are identified in the *area municipal official plans* and Metrolinx has also identified a series of *mobility hubs* in *Peel* and throughout the *GTHA* in the 2041 Regional Transportation Plan. All of these urban forms support *intensification* and public transit.

#### **5.3.3.1 Objectives**

- 5.3.3.1.1 To Achieve Urban Growth Centres 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 Urban Growth Centres that support safe and secure communities, *public transit*, walking and cycling.
- 5.3.3.1.3 To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.
- 5.3.3.1.4 To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.

### 5.3.3.2 Policies

It is the policy of *Regional Council* to:

- 5.3.3.2.1 Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for *compact forms* of urban *development* and *redevelopment* with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in *area municipal official plans*, 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 and Hamilton (GTHA)*.
- 5.3.3.2.2 Require an amendment to this Plan to change the location of an urban growth centre, as shown conceptually on Schedule D, consistent with Section 7.9 of this Plan and the Ministry of Municipal Affairs and Housing 2008 report "Size and Location of Urban Growth Centres in the Greater Golden Horseshoe". Minor boundary adjustments approved through the *area municipal official plan* amendments are permitted without an amendment to this Plan providing that the achievement of planned density targets is not negatively affected and consistency with the other policies of this Plan is maintained.
- 5.3.3.2.3 Examine *jointly*, with the area municipalities, Urban Growth Centres, and address the following:
- a) the specific role of each urban growth centre in the context of *the Region* and the *Greater Toronto Area and Hamilton*;
  - b) the provision of opportunities for residents to live and work within the urban growth centre;
  - 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 policies for the urban growth centres that are identified in this Plan and consistent with the Growth Plan, address the following:
- a) the intended role and character of the centre;
  - b) the extent of the centre;
  - c) the population and employment capacity objectives of the centre;
  - d) the location, type and density of land uses;
  - e) the achievement of a minimum *gross density target* of 200 residents and jobs combined per hectare by 2031 or earlier;
  - f) the nature of the streetscape, focusing on pedestrian safety and security;
  - g) the transportation system to and within the centre;
  - h) the compatibility with the characteristics of existing communities; and
  - i) the *natural hazards*.
- 5.3.3.2.5 Require the area municipalities to identify, where appropriate, intensification corridors, *major transit station areas* and other major *intensification* opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.
- 5.3.3.2.6 Identify the Hurontario corridor linking the two urban growth centres as a *Regional Intensification Corridor* that provides:
- a) prime opportunities for *intensification*;

- b) opportunities for residents to live and work within the *Regional Intensification Corridor*;
  - c) a high intensity, *compact urban form* with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in *area municipal official plans*;
  - d) transit-supportive and pedestrian-oriented urban forms;
  - e) opportunities for higher order transit; and
  - f) viable opportunities of financing necessary infrastructure and *services*.
- 5.3.3.2.7 Direct the area municipalities to define the boundaries of the Hurontario *Regional Intensification Corridor* and identify appropriately in their official plans, consistent with the policies in this Plan.
- 5.3.3.2.8 Examine, *jointly* with the area and neighbouring municipalities, the possibility and feasibility of identifying other *Regional Intensification Corridors* in Peel, addressing the following:
- a) the objectives of *Regional Intensification Corridors*;
  - b) the role of *Regional Intensification Corridors* in the context of supporting and/or linking urban growth centres or other major elements of urban structure;
  - c) the provision of opportunities for residents to live and work within the *Regional Intensification Corridor*;
  - d) the establishment of a high intensity, *compact urban form* which provides a mix of commercial, office and major institutional - as designated and/or defined in *area municipal official plans*, 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 and Hamilton*;

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

Any *Regional Intensification Corridor*, if appropriate, will be incorporated by an amendment to this Plan.

#### 5.3.4 North West Brampton Urban Development Area

The North West Brampton Urban Development Area within the Urban System comprise approximately 2,194 hectares (5,421 acres) bounded by Mayfield Road to the north, the Greenbelt to the south, Winston Churchill Boulevard to the west, and irregular portions of McLaughlin, Creditview and Mississauga Roads to the east, as shown on Schedule 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.
- 5.3.4.1.6 To provide for the availability and use of shale resources within the North West Brampton Urban Development Area and provide for the continued protection and use of Shale resources in the Greenbelt Plan Area adjacent to North West Brampton Urban Development Area.

Appealed

### 5.3.4.2 Policies

- 5.3.4.2.1 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.
- The 2031 Population, Household and Employment Forecasts for the City of Brampton in Table 3 contemplate that the two remaining secondary plan areas in North West Brampton will be planned to be built out by 2031, subject to Policy 5.3.4.2.2, in a manner that is in conformity with Policy 5.5.4.2.2 and all other applicable policies of this Plan.
- 5.3.4.2.2 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;

Appealed

- 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.
- v. 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;
- vi. 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.~~

vii. Notwithstanding the references throughout this section to the 10 year time frame, if the Region receives a written request for an earlier review 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.

Appealed

g) Notwithstanding the fact that the Greenbelt Plan Area is not within the North West Brampton Urban Development Area, the provisions of objective 5.3.4.1.e and the provisions of policy 5.3.4.2.2 f) continue to apply.

Appealed

f) That shale extraction be permitted and that the protection of provincially significant shale resources identified as High Potential Mineral Aggregate Resource Area (HPMARA) on Schedule C of this Plan be continued in accordance with the following:

i. The population, household and employment forecasts that are the basis of the Regional Official Plan require the utilization of all of the

North West Brampton Urban Development area to accommodate growth;

- ii. Shale resources shall be protected, in accordance with the policies of Section 3.3 within the area identified as HPMARA on Schedule C and located in the Provincial Greenbelt Plan Area;
- iii. The extraction of shale shall be permitted to occur on all lands in the North West Brampton Urban Development Area and in the Provincial Greenbelt Plan Area without an amendment to the City of Brampton Official Plan, subject to policies to be included in the City of Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning bylaw, and subject to the issuance of a licence under the Aggregate Resources Act;
- iv. Notwithstanding the permissions for shale resource extraction, the City of Brampton is permitted to undertake secondary planning for land-uses in the North West Brampton Urban Development Area, subject to studies to determine appropriate separation, buffering and mitigation of land uses adjacent to lands identified as HPMARA in the Provincial Greenbelt Plan Area or adjacent to sites within the North West Brampton Urban Development Area that are subject to an application for a licence, or are licensed, for extraction under the Aggregate Resources Act.
- v. The City shall ensure that any shale extraction operation will not unduly restrict alternatives for the planning of a potential North-South Higher Order Transportation Corridor or alternatives for other infrastructure and transportation uses within the Northwest GTA Corridor Identification Study Area as identified by the Ministry of Transportation;
- vi. The establishment of land uses within the North West Brampton Urban Development Area

adjacent to HPMARA which could preclude or hinder future shale extraction shall only be permitted in accordance with the policies of Section 3.3 of this Official Plan and the applicable provincial policies.

- vii. With the exception of policies 3.3.2.2 and 3.3.2.5, the policies of Section 3.3 of the Region of Peel Official Plan shall continue to apply for the purpose of permitting shale extraction without an amendment to the City of Brampton Official Plan;
- viii. The City shall reflect and designate the HPMARA as shown on Schedule C, as amended.

Appealed

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

### 5.3.5 Ninth Line Lands Policy Area

The Ninth Line Lands within the Urban System as shown on Schedule D are bounded by Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. The Ninth Line Lands have an area of approximately 350 hectares (865 acres). The following objectives and policies are applicable to the Ninth Line Lands.

#### 5.3.5.1 Objectives

- 5.3.5.1.1 To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east.
- 5.3.5.1.2 To achieve compact urban form and densities which are supportive of transit and active transportation active transportation as key components of the transportation network.
- 5.3.5.1.3 To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System.

5.3.5.1.4 To plan for the provision of major infrastructure, including the Provincial *rapid transit* corridor along Highway 407 and other transit infrastructure, while minimizing the financial impact on Peel Region and member area municipalities.

5.3.5.1.5 To achieve orderly, cost effective and timely development.

### **5.3.5.2 Policies**

It is the policy of Regional Council to:

5.3.5.2.1 Plan for the development of the Ninth Line Lands in conformity with the 2031 Population, Household and Employment Forecasts for the City of Mississauga in Table 3 to this Plan.

5.3.5.2.2 Plan for the development of the Ninth Line Lands in conformity with the designated greenfield area policies in Section 5.5.4.2 of this Plan and the applicable policies of Section 5.6, Employment Areas.

5.3.5.2.3 Encourage and support the efforts by City of Mississauga to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, within Ninth Line Lands that contribute to Mississauga's annual minimum new housing unit targets in Figure 17 and the Region's annual minimum new housing targets in Table 4 of this Plan.

5.3.5.2.4 Work with the Ministry of Transportation, Metrolinx and the City of Mississauga to support the implementation of a *rapid transit* corridor along Highway 407 in the Region of Peel including the Ninth Line Lands.

5.3.5.2.5 Ensure that development applications for lands within the Ninth Line Lands will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the GTA West Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.

5.3.5.2.6 That the policies of the City of Mississauga Official Plan, including all amendments and Ninth Line Lands policies, will reflect the following policy directions, in addition to the policies in this Plan that govern the Region's Urban System:

a) That the form and density of development and the transportation network be designed to maximize the role of a *rapid transit* corridor

along Highway 407, in addition to other transit and ~~active transportation~~ active transportation facilities including two *rapid transit* station areas, and to ensure these facilities:

- i. serve as key components of the transportation network in the Ninth Line Lands;
  - ii. support the development of healthy, complete, compact and transit-supportive communities; and
  - iii. maximize connectivity to existing communities;
- b) That the application of transportation demand management strategies be encouraged to reinforce the use of transit and ~~active transportation~~ active transportation and other alternative modes of transportation beyond the single occupancy vehicle;
  - c) That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study;
  - d) That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is co-ordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans;
  - e) That development be designed in accordance with the Healthy Communities and the Built Environment policies in Section 4.7 of this Plan; and
  - f) That affordable housing be provided in accordance with housing policies in Section 5.8 of this Plan.

## 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 the Protected Countryside as identified in the Greenbelt Plan and 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. The Rural System is a community of communities and should be viewed holistically as a planning entity.~~

The Rural System in Peel consists of those lands that are outside of the Regional Urban Boundary. The Rural System contains diverse natural and rural landscapes and attractive and communities. It includes Rural Service Centres and rural settlement areas, prime agricultural areas and rural lands, the Palgrave Rural Estate Community, natural heritage and water resources, and other natural resources. The Rural System is a community of communities and should be dealt with holistically as a planning entity.

The Rural System and the Urban System are interdependent in terms of economic activity, resources, services and amenities. The Rural System makes important contributions to Peel's economic viability, environmental health and quality of life. The communities of Bolton, Caledon East and Mayfield West play a significant role in providing services and economic opportunities for those who live and work in the Rural System.

The Agricultural System plays a key role in supporting the Rural System, maintaining the rural character of the area, and providing a healthy natural environment. The Agricultural System has two components: a continuous and productive agricultural land base, comprised of Prime Agricultural Areas and rural lands; and a complementary agri-food network of infrastructure, services and other elements that together enable the agri-food sector to thrive.

Lands in the Rural System also lie within the Greenbelt Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Lake Simcoe Protection Plan, as shown on Figure X1, and are subject to the applicable policies of those Plans, as well as the policies of this Plan.

### 5.4.1 General Objectives

- 5.4.1.1 To promote sustainable development and conserve the environmental and resource attributes of the Rural System the region.

- 5.4.1.2 To maintain and enhance ~~recognize~~ the integrity ecological integrity and distinctive characteristics of existing communities in the Rural System Peel.
- 5.4.1.3 To promote healthy and complete rural communities that collectively contains 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 provide opportunities for economic development that are compatible with the rural character and natural environment of the area and with the other objectives of this Plan. To direct growth in the Rural System consistent with the policies in this Plan, the area municipal official plans, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.
- 5.4.1.6 To support and enhance the Agricultural System. To achieve sustainable development within the Rural System.
- 5.4.1.7 To direct growth in the Rural System to Rural Service Centres, to the Palgrave Rural Estate Community and to the rural settlement areas where permitted and appropriate. 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

**Note: The Growth Management component of Peel 2041 will review whether the Urban System policies of the Regional Official Plan are more suitable to the evolving role and function of the Rural Service Centres and assess whether they should be given a different designation in the Regional Structure. Consultations currently are underway on a revised Schedule X12 identifying the Rural System and replacing the Schedule identifying Prime Agricultural Areas. The proposed Schedule X12 will show the components of the Rural System including Prime Agricultural Areas, Rural Lands, Rural settlement areas and the Palgrave Estate Residential Community. It is being proposed that the Rural Service Centres of Mayfield West, Bolton, and Caledon East be removed from the Rural System and be included within the Regional Urban Boundary.**

It is the policy of *Regional Council* to:

- 5.4.2.1 Define the Rural System, as shown on Schedule D Schedule X12, to include all lands in Peel outside the 2031 Regional Urban Boundary. ~~The Rural System includes the three Rural Service Centres, the Palgrave Estate Residential Community and the Brampton Flying Club identified on Schedule D and the Rural Settlements shown on Schedule D4. The Rural System also includes lands identified and protected in the Natural Environment and Resources sections of this Plan including the Core Areas of the Greenlands System as shown on Schedule A, the Prime Agricultural Area as shown on Schedule B and the High Potential Mineral Aggregate Resource Areas as shown on Schedule C. The lands outside of the Prime Agricultural Area which also form part of the Rural System are identified as Rural Area in the Town of Caledon Official Plan and Greenbelt in the City of Brampton Official Plan. Figure 2 shows the area within the Rural System that is subject to provincial policies including the Greenbelt Plan Area, the Niagara Escarpment Plan Area, the Oak Ridges Moraine Conservation Plan Area, and the Lake Simcoe Protection Plan Area.~~
- 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, the Niagara Escarpment Plan and the Greenbelt Plan.
- 5.4.2.2 Identify the Rural System as including the following components, which are subject to specific policies of this Plan in addition to the general policies applying to the Rural System:
- a) Rural Service Centres, shown on Schedule D; (Note: that it is proposed that the Rural Service Centres be removed from the Rural System and be included within the Regional Urban Boundary.)
  - b) Rural Lands as described in Section 5.4.6. and as shown on Schedule X12;
  - c) The Palgrave Rural Estate Community, shown on Schedule X12;
  - d) Rural settlement areas, shown on Schedule X12;
  - e) Brampton Flying Club, shown on Schedule X12;

- f) the Agricultural System consisting of Prime Agricultural Areas, shown on Schedule X12 and rural lands designated in the area municipal official plans; and
- g) the Greenlands System, water resource system and other natural resources identified and protected in the Natural Environment and Resources sections of this Plan including the Core Areas of the Greenlands System, shown on Schedule Y1, and High Potential Mineral Aggregate Resource Areas, shown on Schedule C.

#### 5.4.2.3

Encourage and support planning by the Town of Caledon and City of Brampton for a healthy, integrated and viable Rural System by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including rehabilitation of mineral aggregate sites and the redevelopment of brownfield sites;
- c) accommodating an appropriate range and mix of housing in Rural Service Centres and rural settlement areas;
- d) encouraging the conservation and redevelopment of existing rural housing stock on rural lands;
- e) using rural infrastructure and public service facilities efficiently;
- f) co-locating public service facilities in community hubs within Rural Service Centres and within rural settlement areas and, where possible, adapting existing public service facilities to meet community needs;
- g) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
- h) providing opportunities for sustainable and diversified tourism, leveraging historical, cultural, and natural assets;
- i) conserving biodiversity and considering the ecological benefits provided by nature; and
- j) providing opportunities for economic development.

5.4.2.4

Direct growth within the Rural System to the three Rural Service Centres and the Palgrave Estate Residential Community, as shown on Schedule X12, and to the other rural settlement areas as designated in the Town of Caledon Official Plan, subject to the requirements of the Growth Plan, the Niagara Escarpment Plan, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, and the Lake Simcoe Protection Plan, giving consideration to community character, the scale of the development, and the availability of services.

**Note: The Growth Management component of Peel 2041 will review whether the Urban System policies of the Regional Official Plan are more suitable to the evolving role and function of the Rural Service Centres and assess whether they should be given a different designation in the Regional Structure.**

5.4.2.5

Implement the policies of Section 3.2 to support and enhance the Agricultural System.

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.

5.4.2.6

Direct the Town of Caledon and the City of Brampton to require in their official plans that new land uses, including the creation of lots, and new or expanding livestock operations, comply with the minimum distance separation formulae.

5.4.2.7

Where proposed non-agricultural uses interface with agricultural uses:

a) land use compatibility shall be achieved by avoiding or, if avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System;

b) where mitigation is required, the mitigation measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed; and

c) where appropriate, an agricultural impact assessment should be required to identify and evaluate potential impacts on the Agricultural System and measures to avoid, minimize and mitigate adverse impacts.

5.4.2.3 ~~Address the Prime Agricultural Area consistent with the policies in Section 3.2.~~

5.4.2.4

5.4.2.8 Address the Brampton Flying Club consistent with the policies in Section 5.9.6.

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 ~~Direct the Town of Caledon to include in its official plan policies for lot creation consistent with the policies of this Plan.~~

5.4.2.5

5.4.2.9 Direct the area municipalities to include more detailed objectives and policies for the Rural System in ~~the their area municipal official plans consistent with the policies of this Plan.~~

5.4.2.6

5.4.2.10 Ensure ~~that development proposals~~ within the Rural System ~~are is~~ consistent with the objectives and policies in this Plan and the applicable policies in the *area municipal official plans*, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan and the Growth Plan.

5.4.2.11 ~~Direct the area municipalities to require, as appropriate, the proponent of a proposed development, in the absence of municipal water and wastewater servicing, to provide a comprehensive assessment of alternative methods of providing water and wastewater servicing for the development. The preferred servicing option will ensure that:~~

- a) ~~groundwater quality and quantity will be protected;~~
- b) ~~natural heritage features and areas, groundwater and surface water features and areas, and hydrologic functions and the linkages among them will be protected or improved;~~
- c) ~~the servicing method will be the most suitable option for the characteristics of the site, the natural environment and existing and planned land uses;~~

- d) the servicing will be financially feasible and sustainable for the Region; and
- e) where the Region has conducted an assessment of private communal water and wastewater servicing and has determined that this option is not an acceptable servicing option, private communal water and wastewater will not be considered as a servicing option.

#### 5.4.2.12 Work with the Province and the area municipalities:

- a) to ensure that planning for new or expanded infrastructure assesses the impacts on the Agricultural System and, where negative impacts cannot be avoided, incorporates measures to minimize or mitigate negative impacts to the extent possible; and;
- b) to identify and facilitate infrastructure development needed to support and enhance the Agricultural System.

#### **5.4.3 Rural Service Centres**

**Note: The Growth Management component of Peel 2041 will review whether the Urban System policies of the Regional Official Plan are more suitable to the evolving role and function of the Rural Service Centres and assess whether they should be given a different designation in the Regional Structure. Consultations currently are underway on a revised Schedule X12 identifying the Rural System and replacing the Schedule identifying Prime Agricultural Areas. The proposed Schedule X12 will show the components of the Rural System including Prime Agricultural Areas, Rural Lands, Rural settlement areas and the Palgrave Estate Residential Community. It is being proposed that the Rural Service Centres of Mayfield West, Bolton, and Caledon East be removed from the Rural System and be included within the Regional Urban Boundary.**

The 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. The settlement area boundaries for the Caledon East, Mayfield West and Bolton Rural Service Centres are designated in this Plan as shown on Schedule D, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of the Region. The settlement area boundaries for the

Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this Plan. Local official plan policies will be required to implement the settlement area boundaries of the Region's Official Plan and consider the applicable policies in the Plan including Section 5.4 The Rural System, 5.5 Growth Management, and all other relevant policies.

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. Caledon East falls partially within the ORMCPA and the Protected Countryside of the Greenbelt Plan and is subject to the Town/Village policies of the Greenbelt Plan.

#### 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.
- Appealed** 5.4.3.1.5 To establish healthy complete communities that contain, living, working and recreational activities, which respect the natural environment, resources, and characteristics of existing communities and *services*. (Adopted ROPA 30)

#### 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, **employment**, commercial, recreational and institutional land uses and community *services* to those living and working in the Rural System. (Adopted ROPA 30)

**Appealed**

- 5.4.3.2.2 Show on Schedule D the 2031 settlement boundaries for each of the Caledon East, Mayfield West and Bolton Rural Service Centres. ~~The 2031 boundaries for Caledon East and Mayfield West have been established. The 2031 boundary for Bolton has been partially established and remains to be completed.~~ (Adopted ROPA 30). The 2031 settlement boundary for the Bolton Rural Service Centre will be designated on the basis of a municipal comprehensive review and will be consistent with s. 5.4.7, 5.5 and 7.9 of this Plan and will require an amendment to this plan. Accordingly, the Region, working with the Town of Caledon, will designate the 2031 settlement boundary of the Bolton Rural Service Centre.
- 5.4.3.2.3 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 Kennedy Road.
- 5.4.3.2.4 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 2031;
  - c) the Regional greenfield density and intensification targets;
  - d) the policy requirements of the Greenbelt Plan for lands within Towns/Villages and Hamlets in the Protected Countryside;

- e) the minimization of crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles; and
- f) other relevant issues.

5.4.3.2.5 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.

5.4.3.2.6 Consider Mayfield West, Bolton and Caledon East to be the only three Rural Service Centres in the Town of Caledon.

5.4.3.2.7 The boundary shown as a red dashed line on Schedule D and designated in the legend “Study Area Boundary” is the area within which additional growth for Mayfield West and Bolton beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West or Bolton Rural Service Centre Service Centres will be designated on the basis of a *municipal comprehensive review* and will require an amendment to this plan. (Adopted ROPA 30)

Appealed

#### Mayfield West Phase 2 Settlement Area

The Mayfield West Phase 2 Settlement Area within the Rural Service Centre comprises approximately 207.5 hectares (of developable lands) west of Highway 10, north of Mayfield Road and east of Chinguacousy Road, as identified on Schedule D.

The following special policies shall apply to the Mayfield West Phase 2 Settlement Area:

#### 5.4.3.2.8.1 GTA West Preliminary Route Planning Study Area:

*Regional Council* directs the Town of Caledon, in consultation with and to the satisfaction of the Province and *the Region*, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

- a) Identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the Study Area) that extends into the Mayfield West Phase 2 Settlement Area.
- b) Ensure that *development* applications for lands within the Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor.

**5.4.3.2.8.2 Provincial Minimum Distance Separation Calculated Setback:**

*Regional Council* directs the Town of Caledon, in consultation with and to the satisfaction of the Province and *the Region*, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

- a) Identify through mapping any Provincial Minimum Distance Separation (MDS) I calculated setback (the Setback Area) that extends into the Mayfield West Phase 2 Settlement Area.
- b) Prohibit *development* in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, *development* can proceed in accordance with the Mayfield West Phase 2 Secondary Plan.
- c) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula.

**Appealed**

**5.4.3.2.9**

**Bolton Residential Expansion Settlement Area 2031**

The Bolton Residential Expansion Settlement Area within the Rural Service Centre will accommodate

approximately 10,350 residents and 2,520 jobs and comprises approximately 185 hectares (of developable lands) as identified on Schedule D. The following special policies shall apply to the Bolton Residential Expansion Settlement Area.

The Bolton Residential Expansion Settlement Area will contribute to the development of the Bolton Rural Service Centre to be a complete community by planning for an appropriate mix of jobs, local services, housing, including *affordable housing*, community infrastructure, and a full range of transportation options while ensuring natural heritage features are identified and protected. The provision of Regional *infrastructure* will be staged and financed in a manner that is consistent with the financial management and capabilities of *the Region*. Health considerations will be included in the planning process to facilitate physical activity through *active transportation* to optimize the health promoting potential of the community.

**Appealed**

5.4.3.2.9.1 In addition to the policies in this Plan that govern the *Region's* Rural System, it is the policy of Regional Council to require the Town of Caledon to conform to the following policies:

**Phasing of Development, Staging of Regional Infrastructure and Financial Agreements**

- a) In accordance with Section 5.4.3.2.5 and prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a phasing plan to *the Region's* satisfaction that provides for the orderly, fiscally responsible and efficient progression of *development* that is coordinated with the *Region's* Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.
- b) In accordance with Section 7.8.2.12 prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town will prepare a financial and

implementation plan to *the Region's* satisfaction that includes the execution of any financial agreements for the provision of Regional *infrastructure*. This may require front-end financing or accelerated payment agreements and/or other cost-sharing agreements, and limitations to be placed on the *development*, consistent with a phasing plan.

### Transportation

- c) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will plan for a range of transportation options including transit service, *active transportation*, and *carpooling*.

### Affordable Housing Assessment

- d) Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will prepare an *affordable housing* assessment in consultation with *the Region* in order to include policies for the provision of *affordable housing*. *The affordable housing* assessment shall address:
  - i) Contribution towards the achievement of Regional new housing unit targets;
  - ii) The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of *affordable housing*; and,
  - iii) Identification and conveyance strategy for *affordable housing*, in consultation with the *Region of Peel*.

### Healthy Communities and the Built Environment

- e) The Town of Caledon will conduct a health assessment of the secondary plan that implements the settlement area boundary in consultation with *the Region*, and that results are reported to Town Council prior to approval of the secondary plan. The health assessment must be completed in accordance with the *Region of Peel's Healthy Development Framework*.
- f) The Town of Caledon shall include in the secondary plan, a policy to require the completion of a health assessment as part of a complete application for any *development*, and that results are reported to Town Council in consultation with *the Region*. The health assessment must be completed in accordance with the *Region of Peel's Healthy Development Framework*.
- g) Integrate the *Region of Peel's Healthy Development Assessment* elements into the secondary plan to optimize its health promoting potential.
- h) *The Region and the Town of Caledon shall conduct health assessments on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications.*

#### Natural Heritage

- i) Prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of *the Region and Town of Caledon* in consultation with the Toronto and Region Conservation Authority and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to *the*

*Region, the Town of Caledon and the Toronto and Region Conservation Authority, in consultation with relevant agencies.*

- j) The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.
- k) Minor refinements to the boundary of the community may be incorporated in the local official plan amendment and secondary plan to reflect the designation of the natural heritage system such that approximately 185 hectares of developable lands are included.

## Agriculture

- k) Prior to the Town of Caledon adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will prepare an agricultural impact assessment (AIA) to be completed in accordance with terms of reference prepared to the satisfaction of *the Region and Town of Caledon*, in consultation with relevant agencies. The AIA will be prepared to provide a further detailed evaluation of potential impacts of non-agricultural development on agricultural operations adjacent to the Bolton Residential Expansion Settlement Area with recommendations to avoid, minimize and/or mitigate adverse impacts. The implementation of recommendations of the AIA shall be incorporated into the Town of Caledon Official Plan and Secondary Plan, as appropriate, and will include policies, at a minimum, that will:
  - i) Identify through mapping any Provincial

Minimum Distance Separation (MDS) I calculated setback (the Setback Area) that extends into the Bolton Residential Expansion Settlement Area;

- ii) Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating the Setback Area, development can proceed in accordance with the Bolton Residential Expansion Settlement Area Secondary Plan;
- iii) Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula; and,
- iv) Promote land use compatibility where agricultural uses and non-agricultural uses interface.
- v) Require mitigation of potential impacts of development on surrounding agricultural operations and land to the extent feasible.

#### **GTA West Preliminary Route Planning Study Area**

- I) During the preparation of an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon in consultation with and to the satisfaction of *the Region and the Province* will prepare policies that address the following:
  - i) Identify through mapping, any portion of the GTA West Preliminary Route Planning Study Area (the GTA West Study Area) which includes the GTA West Focused Analysis Area (FAA) that extends into the Bolton Residential Expansion Settlement Area. The mapping will indicate the GTA West Study Area and FAA are located in portions of the Bolton Residential Expansion Settlement Area.

- ii) Ensure that development applications for lands within the GTA West Study Area will not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. These policies may include provisions for the phased release of lands within the GTA West Study Area if such release does not predetermine or preclude the planning and/or implementation of the GTA West Transportation Corridor. (Adopted ROPA 30)

#### 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 and the Greenbelt Plan.
- 5.4.4.2.2 The ~~2031~~ boundary for the Palgrave Estate Residential Community is designated in this Plan on Schedule D. The need to change the ~~2031~~ boundary will be considered consistent with Section ~~7.9~~ ~~7.11~~ of this Plan. Any change to the ~~2031~~ boundary will require an amendment to this Plan and shall not compromise the ability of the Region to achieve the minimum greenfield density and intensification targets, and other objectives of 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 Settlement Areas Settlements

**Note: The Growth Management component of Peel 2041 will provide recommendations respecting how the rural settlement areas should be identified on the Schedules to the Region's Official Plan.**

Rural settlement areas settlements as identified on Schedule D4 Schedule X12 comprise Villages, Hamlets and Industrial/Commercial Centres located within the Rural System, and are

identified in *area municipal official plans*, the Niagara Escarpment Plan and the Greenbelt Plan. Villages and Hamlets are vibrant rural communities, generally based on historic centres, which provide predominantly lower density housing and provide services to the surrounding area. Industrial/Commercial Centres play a supportive function to the Rural Service Centres and provide, at a small scale, opportunities for industrial and commercial development. Rural *settlement areas 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 *settlement areas settlements*.
- 5.4.5.1.2 To add to the diversity of lifestyle choices in the Rural System.
- 5.4.5.1.3 To provide appropriate opportunities for economic development in rural *settlement areas settlements*.

#### 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 *settlement areas settlements* and boundaries in its Official Plan.
- 5.4.5.2.2 Direct the Town of Caledon to plan for rural *settlement areas settlements* consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.
- 5.4.5.2.3 Consider *development* in rural *settlement areas settlements*, as designated in the Town of Caledon Official Plan, consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.
- 5.4.5.2.4 ~~Direct the Town of Caledon to include policies in its Official Plan which require that a municipal comprehensive review be undertaken prior to the consideration of an expansion to the boundary of an existing rural settlement area. An amendment to the Town of Caledon official plan shall be required which demonstrates that the requirements of Section 7.9.2.12, as determined by the Region, have been met.~~

- 5.4.5.2.4** Direct the Town of Caledon to include policies in its Official Plan that an expansion to the boundary of an existing rural settlement area may be considered only-at the time of a municipal comprehensive review. An amendment to the Town of Caledon official plan shall be required which demonstrates that the requirements of Section 7.11.2, as determined by the Region, have been met.

#### 5.4.6 Rural Lands 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.

The rural lands consist of those lands in the Rural System outside of the Prime Agricultural Area, the Rural Service Centres, the Palgrave Estate Residential Community, and rural settlement areas. Rural Lands contain existing agricultural operations and provide important linkages among Prime Agricultural Areas, maintaining the continuity of the agricultural land base.

##### 5.4.6.1 Objectives

- 5.4.6.1.1** To preserve and enhance the distinct character, cultural attributes and historical heritage of rural lands ~~the rural area~~.
- 5.4.6.1.2** To support the continued health and viability of the Agricultural System ~~agricultural operations~~, forestry and conservation in rural lands ~~the rural area~~.
- 5.4.6.1.3** To maintain the role of rural lands in providing linkages among Prime Agricultural Areas within Peel Region and beyond its borders.
- 5.4.6.1.3**
- 5.4.6.1.4** To provide opportunities for appropriate economic development on rural lands ~~in the rural area~~.

##### 5.4.6.2 Policies

It is the policy of *Regional Council* to:

5.4.6.2.1

Designate rural lands as shown on Schedule X12.

5.4.6.2.1

5.4.6.2.2

Direct the Town of Caledon and the City of Brampton to: include policies in their official plans to plan for rural lands in a manner consistent with the policies in this Plan, and where applicable, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan, the Greenbelt Plan and the Growth Plan.

- 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 the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth 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, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan or the Growth 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.~~

**5.4.6.2.3** Permit the following uses in rural lands subject to the other policies of this Plan:

- a) agricultural uses and normal farm practices, agriculture-related uses and on-farm diversified uses;
- b) home occupations and home industries;
- c) non-intensive, resource-based recreation uses;
- d) the management or use of resources, including forestry, subject to the other policies of this Plan;
- e) conservation of the natural environment; and
- f) other rural uses that are compatible with the rural landscape and surrounding uses, can be sustained by rural service levels and will not adversely affect the protection of agricultural uses and other resource-based uses such as mineral aggregate operations.

**5.4.6.2.4** Not permit new multiple lots or units for residential development in rural lands except in site-specific locations with approved zoning or designation in the area municipal official plan that permitted this type of development as of June 16, 2006.

**5.4.6.2.5**

Direct the Town of Caledon and the City of Brampton to include policies in their official plans to require that:

a) development proposals in rural lands be reviewed based on:

- i) the need and demand for the type and scale of the development proposed;
  - ii) the protection of the natural environment and resources;
  - iii) the impact on the rural character, landscape and heritage of the rural lands;
  - iv) the long-term suitability of the site(s) for water and wastewater services including individual on-site water and wastewater systems;
  - v) the adequacy of municipal services and related municipal financial costs;
  - vi) the provisions of the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan, the Lake Simcoe Protection Plan or the Growth Plan, if applicable; and
  - vii) consistency with the relevant policies of the Provincial Policy Statement.
- b) new or expanding non-agricultural development in rural lands, including agriculture-related uses and on-farm diversified uses:
- i) minimizes the amount of land that will be unavailable for agricultural use;
  - ii) is compatible with surrounding land uses; and
  - iii) maintains the continuity of the agricultural land base by not compromising the linkages among Prime Agricultural Areas within Peel Region and beyond its borders.

Criteria addressing compatibility for these uses may be based on guidelines developed by the Province or on municipal approaches that achieve the same objectives.

**5.4.6.2.6** In rural lands, new land uses, including the creation of lots, and new or expanding livestock operations, shall comply with the minimum distance separation formulae.

**5.4.6.2.7** Resource-based recreational uses, where permitted on rural lands, shall be limited to tourism-related and recreational uses that are compatible with the scale, character, and capacity of the resource and the surrounding rural landscape, and may include:

- a) commercial uses to serve the needs of visitors; and
- b) where appropriate, resource-based recreational dwellings for seasonal accommodation.

#### **5.4.7 Settlement Study Areas**

To study areas for settlement expansion to accommodate the population, household and employment forecasts shown in Table 3 to 2031 recognizing a settlement area boundary expansion may only occur as part of a *municipal comprehensive review*.

### **5.5 Growth Management**

The Growth Plan recognizes the diversity of land resources in the Greater Golden Horseshoe (GGH) and the GTHA in particular. One of the guiding principles of the Growth Plan, that should assist in the decision-making process of land *development*, resource management and investment, is to “build compact, vibrant and complete communities”. The Growth Plan encourages planning for *development* of complete communities and a balance of jobs and housing. Growth management policies of this Plan contribute to the achievement of complete communities within *Peel*.

To ensure that growth management objectives are achieved while achieving the *sustainability* objectives, this Plan identifies specific growth management policy areas such as urban growth centres, built-up areas and designated greenfield areas. The Plan also recognizes the agricultural and rural area as well as the Greenbelt Plan area. Each of these areas has a specific role in managing growth. Schedule D4 shows these areas within *Peel Region*.

### 5.5.1 General Objectives

- 5.5.1.1 To optimize the use of the existing land supply of *the Region* by directing a significant portion of growth to the built-up areas through *intensification*, particularly the urban growth centres, intensification corridors and major transit service areas.
- 5.5.1.2 To establish *intensification* and *greenfield density* targets.
- 5.5.1.3 To manage growth based on the growth forecasts and *intensification* targets and *greenfield density targets* of this Plan.
- 5.5.1.4 To achieve the *intensification* targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.
- 5.5.1.5 To optimize the use of the existing and planned *infrastructure* and *services*.
- 5.5.1.6 To support planning for complete communities in *Peel* that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and *services* to meet daily needs.
- 5.5.1.7 To protect and promote human health.

### 5.5.2 General Policies

It is the policy of *Regional Council* to:

- 5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and *services*.
- 5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through *intensification*.
- 5.5.2.3 Develop compact, transit-supportive communities in designated greenfield areas.

- 5.5.2.4 Prohibit the establishment of new settlement areas.

### 5.5.3 Intensification

The Growth Plan sets out requirements for ensuring that *intensification* occurs in the GGH. In accordance with the Growth Plan, this Plan directs a significant portion of new growth to built-up areas, and promotes *compact urban form*, *intensification* and *redevelopment*. The forms of *intensification* include *redevelopment* (including the reuse of brownfield sites), the *development* of underutilized lots within previously developed areas, infill *development* and the expansion or conversion of existing buildings. All of these types of *development* can occur within areas already equipped with *infrastructure* and *services*. For the purpose of measuring *intensification*, the Growth Plan requires that by the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential *development* occurring annually within *the Region* will be within the built-up area. This Plan recognizes the importance and advantages of *intensification* in Peel and implements the *intensification* policies of the Growth Plan.

#### 5.5.3.1 Objectives

- 5.5.3.1.1 To achieve compact and efficient urban forms.
- 5.5.3.1.2 To optimize the use of existing *infrastructure* and *services*.
- 5.5.3.1.3 To revitalize and/or enhance developed areas.
- 5.5.3.1.4 To intensify *development* on underutilized lands.
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.
- 5.5.3.1.6 To optimize all *intensification* opportunities across *the Region*.
- 5.5.3.1.7 To intensify *employment areas* to optimize lands for future growth.
- 5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.

#### 5.5.3.2 Policies

It is the policy of *Regional Council* to:

- 5.5.3.2.1 Identify the built-up area and the designated greenfield area, in accordance with provincial criteria, on Schedule D4.
- 5.5.3.2.2 Facilitate and promote *intensification*.
- 5.5.3.2.3 Accommodate *intensification* within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.
- 5.5.3.2.4 Require that by 2015 and for each year until 2025, a minimum of 40 per cent of *the Region's residential development* occurring annually to be located within the built-up area.
- 5.5.3.2.5 Require that by 2026 and for each year thereafter, a minimum of 50 per cent of *the Region's residential development* occurring annually will be within the built-up area.

To 2031, the minimum amount of *residential development* allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;  
Town of Caledon: 1,500 units; and  
City of Mississauga: 52,000 units.
- 5.5.3.2.6 Monitor, in cooperation with the area municipalities, growth within the built-up area on an annual basis to ensure that the intensification targets established in this Plan are achieved.
- 5.5.3.2.7 Require the area municipalities to develop *intensification* strategies that, among other things, identify *intensification* areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other *intensification* areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.
- 5.5.3.2.8 Require the area municipalities to identify and establish minimum density targets for *intensification* areas which may include urban growth centres, intensification corridors, and major transit station areas.

- 5.5.3.2.9 Direct the area municipalities to identify in their official plans the appropriate type and scale of *development* in *intensification* areas.
- 5.5.3.2.10 Encourage the area municipalities to establish official plan policies that promote the *redevelopment* and reuse of brownfield sites.
- 5.5.3.2.11 Require the area municipalities to show the built boundary and the designated greenfield areas in their official plans.
- 5.5.3.2.12 Direct the area municipalities when planning for intensification to ensure that development and site alteration within special policy areas be in accordance with policy 2.4.5.2.7.

#### **5.5.4 Greenfield Density**

Part of *Peel's* growth will occur through greenfield *development*. The policy direction of the Growth Plan includes greenfield *development* that contributes to "complete communities" to support *sustainable* transportation and provide public open space that supports these activities. Greenfield communities must also provide for a diversity of land uses as well as efficiently use available lands and *infrastructure*. In order to achieve complete communities, the Growth Plan imposes a minimum density target that is not less than 50 residents and jobs combined per hectare on greenfield *development*. This measure is established to contribute to the creation of more compact, efficient and complete communities. This Plan adopts this approach including the density target to *development* of greenfield within *Peel*. Greenfield *development* in the *Region* will be in conformity with the Growth Plan. Conformity with the Growth Plan will be determined by the *Region* as an overall calculation of the future *development* of all greenfield areas across the *Region*, and will be monitored regularly.

##### **5.5.4.1 Objectives**

- 5.5.4.1.1 To plan and designate greenfields to contribute to complete communities.
- 5.5.4.1.2 To achieve compact urban forms within the designated greenfield area that support walking, cycling and the early integration and sustained viability of transit services.
- 5.5.4.1.3 To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods.
- 5.5.4.1.4 To optimize the use of designated greenfield area.

- 5.5.4.1.5 To enhance the natural environment and resources.
- 5.5.4.1.6 To manage greenfield growth to support *Peel's* economy.

#### **5.5.4.2 Policies**

It is the policy of *Regional Council* to:

- 5.5.4.2.1 Plan to achieve a minimum *greenfield density target* of 50 people and jobs combined per hectare by 2031, to be measured over *Peel's* designated greenfield area excluding *major environmental features* as defined by the Growth Plan.
- 5.5.4.2.2 *Development* within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:  
City of Mississauga: 79 residents and jobs combined per hectare (applicable to existing designated greenfield area as shown on Schedule D4);  
  
*Should additional designated greenfield areas be added to Mississauga, the combined density for all designated greenfield areas in Mississauga shall be revised;*  
  
City of Brampton: 51 residents and jobs combined per hectare;  
and  
  
Town of Caledon: 42 residents and jobs combined per hectare.
- 5.5.4.2.3 Not support the expansion of the 2031 Urban Boundary or the Rural Service Centres or any other settlement area unless a *municipal comprehensive review* as set out in section 7.9.2.12 demonstrates the ability to meet the density and intensification targets established in this Plan.
- 5.5.4.2.4 Direct the area municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density *development* within the designated greenfield area.
- 5.5.4.2.5 Encourage the area municipalities to require *development* around major transit station areas within the designated greenfield area to achieve a minimum density of 100 residents and jobs combined per hectare.

- 5.5.4.2.6 Direct the area municipalities to incorporate official plan policies to plan for complete communities within designated greenfield areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling.
- 5.5.4.2.7 Municipalities will direct where *development* in designated greenfield areas will occur in order to achieve the goals, objectives and targets of this Plan.

## 5.6 Major Transit Station Areas

Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, housing types, employment, and amenities in close proximity that supports existing and planned transit and *active transportation* infrastructure.

These areas are a critical element in the Regions growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to serve as vibrant 24-hour destinations. These areas will also contribute to enhancing the Regions attractiveness for new employment opportunities.

Each station will be unique and be influenced by its local condition and growth potential. Not all stations will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-oriented development in the short-term but will be protected for future transit-oriented development.

### 5.6.1 Objectives

- 5.6.1.1 Leverage infrastructure investments by planning for transit supportive densities and increased transit ridership within *Major Transit Station Areas*.
- 5.6.1.2 Encourage a mix of *transit-supportive* uses such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.
- 5.6.1.3 Support a diverse range of station typologies that accommodate increased densities and increased transit ridership.
- 5.6.1.4 Enhance *active transportation* connections to transit stations and stops to support complete communities and increased station access.

5.6.1.5 Where appropriate, support a mix of multi-unit housing, including affordable and rental housing and second units.

5.6.1.4 Increase transit-ridership and multi-modal station access to support the Regions modal split target

## 5.6.2 Policies

It is the policy of *Regional Council* to:

5.6.2.1 Each *Major Transit Station Area* shall reflect one of the station typologies outlined below to support transit-oriented development and increased ridership based on the form and function of the station to be established in the official plan of the local municipality

**Primary Station** – Areas that have existing or planned transit supportive built forms and can meet or exceed the minimum planned transit supportive density target.

**Secondary Station** – Areas that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.

**Future Station** – Areas identified in the Regional Official Plan as having the potential to become *Major Transit Station Areas* in the future but are not delineated due to need for significant infrastructure investment and/or land use changes to unlock potential.

5.6.2.2 Direct the local municipalities to delineate the boundaries of *Major Transit Station Areas* in their official plan in accordance with Schedule XX of this Plan.

5.6.2.3 Direct the local municipality to plan to achieve the minimum density target for each *Major Transit Station Area* as prescribed on Table XX. It is recognized that in some cases, planned densities may be achieved beyond the planning horizon of this Plan.

5.6.2.4 Direct the local municipalities to establish policies in their official plan and other implementation documents for each *Major Transit Station Area* delineated on Schedule XX to the satisfaction of the Region that addresses the following:

- i. identifies the minimum number of people and jobs that will be accommodated within the *Major Transit Station Area*
- ii. the land uses in each station that supports complete communities and the minimum density target prescribed on Table XX
- iii. the station typology and character of the station area or stop
- iv. the minimum density for each *Major Transit Station Area*
- v. minimum and/or maximum heights for land uses within the *Major Transit Station Area*
- vi. policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum prescribed density
- vii. protect lands that may be required for future enhancement or expansion of transit infrastructure
- viii. addresses land use compatibility and the separation or mitigation of sensitive land uses
- ix. a phasing plan or strategy to ensure soft and hard infrastructure is delivered in a manner that supports complete communities., including open space and accessible public amenities
- x. strategies to support increased multi-modal assess and connectivity
- xi. a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, Inclusionary Zoning, Community Planning Permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools

**5.6.2.5 Encourage the local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops.**

- 5.6.2.6 Ensure the establishment of new land uses and built forms that would adversely impact the ability to meet the minimum prescribed density target in an Major Transit Station Area shall be prohibited.
- 5.6.2.7 Ensure existing land uses within Major Transit Station Areas that do not meet the objectives of this plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.
- 5.6.2.8 Encourage the local municipalities to establish policies in their official plans that identify future Major Transit Station Areas and protect for transit supportive densities, uses, and active transportation connections.
- 5.6.2.9 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act, proposed developments within a Major Transit Station Area identified on Schedule XX shall be reviewed with consideration to the objectives of this plan to ensure the proposed development:
- Demonstrates how the development will support transit-oriented densities that recognizes the character and scale of the surrounding community
  - Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop
  - Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development
  - Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods
  - Consider the provision of bicycle parking and where applicable passenger transfer and commuter pick up/drop off area
  - Prohibits the establishment of uses that would adversely impact the ability to achieve transit orientated densities
  - Supports high quality public realm improvements to enhance the Major Transit Station Area

## 5.6 5.7 Employment Areas

~~The Region is forecasted to accommodate 340,000 new jobs and 610,000 additional residents by 2031, compared to 2001. This will bring the total number of jobs to 870,000 and total population to 1,640,000.~~

~~The need to study employment and employment lands arose in response to national, provincial and regional changes in population and labour; driven by population increases and employment industry shifts. To ensure the viability of employment areas is maintained, the Region, in collaboration with area municipalities and expert consultants, reviewed and analyzed current trends and future demand for employment and employment land in Peel to develop policies for the Section 5.6, Employment Areas, in the Plan consistent with the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement.~~

~~Employment areas are key centres of economic activity designated in area municipal official plans. These lands will remain important for the Region to maintain a healthy economy and will accommodate uses such as manufacturing, warehousing, offices, and associated retail and ancillary facilities.~~

~~The Region is forecasted to accommodate about 275,000 new jobs and about 540,000 additional residents by 2041, compared to 2016. This will bring the total number of jobs to 970,000 and total population to 1,970,000~~

Employment Areas are places of business and economic activity in the Region that are vital for the Region to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Regions employment forecast.

These areas accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy.

For 21st century employment opportunity to thrive, new infrastructure such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required, while changes in technology will enable employment across a wider variety of land uses and building spaces than ever before. However, employers will continue to need core essentials like affordable electricity, good roads, clean water, and a variety of appropriate spaces in order to create and expand business.

Beyond Employment Area designations the regional and local official plans support a mix of uses and major office development in **Strategic Growth Areas**. On the periphery of Employment Areas, retail

and commercial uses serve the workers in the Employment Areas, provide a buffer to sensitive land uses, and benefit from visibility and access to transit.

### **5.6.1**

#### **5.7.1 Objectives**

##### **5.6.1.1**

##### **5.7.1.1**

To provide sufficient lands in *Employment Areas* in *Peel* to support a vibrant and *sustainable* regional economy, to further the economic development goals of the ~~area~~local municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.

##### **5.7.1.2**

To protect *Employment Areas* for a range of employment uses and encourage a more intensive use of land.

##### **5.6.1.2**

##### **5.7.1.3**

To provide *infrastructure* and *services* that are required for the *development of employment areas* to facilitate economic development and support the achievement of the Region's employment forecasts.

##### **5.6.1.3**

##### **5.7.1.4**

To promote *sustainable development* of *employment areas*, in accordance with the Themes of the Plan in Section 1.3.5 of this Plan.

##### **5.6.1.4**

##### **5.7.1.5**

To attract and retain a range of employment types in *Peel*.

##### **5.6.1.5**

##### **5.7.1.6**

To concentrate higher density employment uses such as Major Office in *Strategic Growth Areas* appropriate locations such as urban growth centres, *Major Transit Station Areas*, the *Regional Intensification Corridor*, *mobility hubs, nodes and corridors* and in other areas served by *frequent and higher order* transit.

##### **5.6.1.6**

##### **5.7.1.7**

To plan for, protect and preserve, *employment areas* for employment uses.

##### **5.7.1.8**

To align current and planned transit service investments with current and planned *employment areas*.

##### **5.7.1.9**

To encourage the availability of industry-leading affordable, symmetrical, broadband internet infrastructure in *employment areas*.

##### **5.7.1.10**

To provide for a diverse range of employment opportunities near major infrastructure including Pearson Airport, 400 series highways, rail corridors, and current and planned transit.

- 5.7.1.11 To provide sufficient land in *Employment Areas* in Peel to support a vibrant and sustainable regional economy
- 5.7.1.12 To support the development, maintenance, and implementation of a coordinated employment strategy between the local municipalities and Region.
- 5.7.1.13 To support innovative approaches to employment uses.
- 5.7.1.14 To support *Employment Areas* in mitigating and adapting to climate change.

#### **5.6.2**

#### **5.7.2 Policies**

It is the policy of *Regional Council* to:

- 5.7.2.1 Require the local municipalities to delineate *Employment Areas* in accordance with Schedule Y6 of the Regional Official Plan.
- 5.7.2.2 Direct the local municipalities to include policies and mapping in their official plans on ***Provincially Significant Employment Zones*** in accordance with Figure XX.
- 5.6.2.1**
- 5.7.2.3 Direct ~~area local~~ municipalities to designate land use permissions and establish appropriate policies in the ~~area municipal official plans~~ ~~local municipal official plans to accommodate~~, an adequate supply of *employment land* within the ~~Urban System and Rural Service Centres~~ ~~Regional Urban Boundary~~ and Industrial/Commercial Centres in the Rural System to achieve the forecasts in Table 3. Local municipalities are further encouraged to identify and designate specialized employment uses within *employment areas* through supportive policies in their Official Plans.
- 5.6.2.2**
- 5.7.2.4 Require the ~~area local~~ municipalities to include ~~a range of~~ employment designations in their official plans ~~for employment areas within the Urban System and Rural Service Centres, Industrial/Commercial Centres, as appropriate, to achieve accommodate a diverse range of employment uses to achieve~~ the employment forecasts set out in Table 3 and to accommodate a variety of employment uses in accordance with the locational and market requirements of these uses.

**5.6.2.3****5.7.2.5**

Use the employment forecasts in Table 3 for employment land use planning in *the Region*.

**5.7.2.6**

Direct high-density employment uses such as major office and major institutional development to **Strategic Growth Areas**, and other areas with existing or planned higher order transit service.

**5.7.2.7**

Protect existing and future *Employment Areas* to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses.

**5.7.2.8**

Direct the local municipalities to include policies in their official plans that support the intensification of existing *Employment Areas* with compatible employment uses.

**5.6.2.4****5.7.2.9**

Monitor, in cooperation with the area local municipalities, the supply of *employment lands* on an annual basis to determine if adequate supply exists to accommodate forecasts in Table 3.

**5.6.2.5****5.7.2.10**

Assist area the local municipalities in maximizing their economic development objectives and facilitating the *development of employment areas* through the provision of Regional *infrastructure* and services such as water and wastewater services, transportation and human services to *employment areas* based on the availability of servicing capacity and subject to capital budget allocation.

**5.6.2.6****5.7.2.11**

Protect and support *employment areas* for employment uses, as defined and designated in area municipal official plans.

For the purposes of this policy, *employment areas* are those that contain lands designated:

- In Brampton: Office, Industrial and certain Business Corridor lands, as further defined in the Brampton Official Plan.
- In Caledon: Prestige Industrial, General Industrial and Dry Industrial.
- In Mississauga: Any of the following designations: Business Employment; Industrial; Institutional; Mixed Use; or Office; within any of the following Corporate Centres or Employment Areas:

~~Airport Corporate Centre; Gateway Corporate Centre; Meadowvale Business Park Corporate Centre; Sheridan Park Corporate Centre; Churchill Meadows Employment Area; Clarkson Employment Area; Dixie Employment Area; Gateway Employment Area; Lakeview Employment Area; Mavis Erindale Employment Area; Northeast Employment Area; Southdown Employment Area; and Western Business Park Employment Area.~~

Protect and support Employment Areas as identified on Schedule Y6 of the Regional Official Plan for employment uses.

5.7.2.12

Employment Areas are encouraged to be planned to achieve a minimum employment density of:

- XX jobs per hectare in Caledon
- XX jobs per hectare in Brampton
- XX jobs per hectare in Mississauga

5.6.2.7

5.7.2.13

Protect and support existing and future *employment areas* in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and *ancillary* facilities where appropriate.

5.7.2.14

Require the local municipalities to include policies in their official plans that prohibit the conversion of lands within Employment Areas to non-employment uses such as retail, commercial, residential, and other sensitive land uses in accordance with Section 5.7.2.16

5.7.2.15

Ensure retail and commercial uses that are accessory to the primary employment use may be permitted in Employment Areas in accordance with the local municipalities official plan.

5.6.2.8

5.7.2.16

Permit the conversion of lands within *Employment Areas* identified on Schedule Y6, to non-employment uses, only through a *municipal comprehensive review undertaken by the Region* that demonstrates:

i) There is a need for the conversion;

ii) The lands are not required over the horizon of the plan for the employment use they were designated;

- ii) The Region and ~~area municipality~~ local municipalities will maintain sufficient employment land ~~continue~~ to meet the employment forecasts of this Plan;
- iii) The conversion does not affect the overall viability of the Employment Area and the achievement of *intensification* and density targets;
- iv) There is existing or planned *infrastructure* and public service facilities to accommodate the proposed conversion;
- v) The lands are not required over the long-term for employment purposes;
- vi) The lands do not fulfill the criteria for provincially significant *employment lands*;
- vii) The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
- viii) Cross-jurisdictional issues have been considered.

For the purposes of this policy, major retail, residential and non-*ancillary* uses are not considered employment uses unless already permitted by ~~a the designations identified in Section 5.6.2.6 the Employment Area of the local municipalities' official plan.~~

~~Employment land conversions may be defined in area municipal official plans.~~

~~5.6.2.9 Require area municipalities to include policies in their official plans that only permit the conversion of employment land to non-employment uses in accordance with Section 5.6.2.8.~~

5.7.2.17 Notwithstanding Section 5.7.2.16, the local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:

- i) the lands to be re-designated are located on the periphery of an Employment Area.

- ii) the building(s) have direct frontage onto a corridor that is supported by existing or planned higher order transit.
- iii) the proposed uses are accommodated in a multi-storey mixed-use office building.
- iv) appropriate transition and buffering are provided to sensitive uses.
- v) the planned function and viability of the *Employment Area* including movement of goods are not adversely impacted.
- vi) the development exceeds the minimum *Employment Area* density for the local municipality prescribed in Section 5.7.2.12.

#### 5.7.2.18

Notwithstanding Section 5.7.2.16, Employment Areas within delineated Major Transit Station Areas on Schedule Y6 – Employment Areas have the potential to support the integration of Employment Areas with non-employment uses to develop vibrant, mixed use areas, and innovation hubs.

Retail, residential, commercial, and non-ancillary uses may be permitted without the requirement of an amendment to this plan, subject to the completion of a municipal initiated planning study underway and the implementing local official plan amendment as per Section 16(16) of the Planning Act R.S.O 1990 to the satisfaction of the Region.

The planning study shall address:

- i) the requirements of Section 5.6.2.4 of this Plan;
- ii) an overall net increase to the total jobs planned for the *Employment Area* within the delineated boundary;
- iii) maintaining an employment land use designation to protect for higher density office uses;
- iv) how the viability of the *Employment Area* will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality may also be

required to contain an assessment of various environmental considerations such as impact on local airsheds;

- v) maintain a minimum employment to population ratio across the subject lands;
- vi) that higher order transit is planned for the Major Transit Station Area within the planning horizon;
- vii) the development of complete communities and transit-supportive densities including employment uses; and
- viii) demonstrate how transit-supportive employment densities will be achieved.

Additional Major Transit Station Areas shall only be added to Schedule Y6 – Employment Areas through a Municipal Comprehensive Review undertaken by the Region.

5.6.2.10

5.7.2.19

Encourage high density employment uses such as major office and appropriate major institutional *development* to locate in urban growth centres, ~~in proximity to major transit station areas~~ Major Transit Station Areas, mobility hubs and areas with existing frequent transit service or existing or planned higher order transit service.

5.6.2.11

5.7.2.20

Support ~~area local~~ municipalities in discouraging retail uses ~~on employment land in Employment Areas~~ except for retail uses servicing the employment area and retail accessory to a permitted employment use, as defined in ~~area municipal official plans~~ local municipal official plans.

Appealed

5.6.2.12

~~Support the study and protection of the Strategic Infrastructure Study Area for potential infrastructure and employment areas needs in consultation with the Province, area municipalities, other applicable regions, municipalities and agencies. (Adopted ROPA 24) (Proposed modification in bold)~~

5.6.2.13

5.7.2.21

Encourage the planning and *development* of *employment areas* in a manner which takes into account the *sustainable development*

imperatives as outlined in the Themes of the Plan in Section 1.3.5 of this Plan. Energy efficient buildings, *sustainable* design and construction methods to increase energy efficiency that meet Regional green development standards will be encouraged.

- 5.7.2.22 Encourage new development in existing office parks that enhances transit and active transportation connectivity and provides for an appropriate mix of amenities and open space.
- 5.7.2.23 Encourage the local municipalities to make provisions in their official plans for lands outside of *Employment Areas* to accommodate *retail and commercial uses* to support complete communities.
- 5.7.2.24 *Employment Areas* shall be planned and designed to be easily accessible by a range of transportation modes including transit and active transportation.
- 5.7.2.25 The Region will work with the local municipalities to encourage a variety of appropriate employment spaces across the Region that are responsive to the needs of employers of all scales, including start-up, small, and medium goods and knowledge production employers, in order to support business, and employment, growth and sustainability
- 5.7.2.26 Assist the local municipalities in maximizing their economic development objectives and facilitate the development of Employment Areas through the provision of Regional infrastructure and services such as water and wastewater services, transportation and human services to employment areas based on the availability of servicing capacity and subject to the capital budget.
- 5.7.2.27 Work with the local municipalities to identify, protect, and enhance as appropriate, specialized *employment areas* such as the employment mega-zone centred on the Toronto Pearson International Airport, suburban knowledge intensive districts, and others, with specific policies, programs, and investments
- 5.7.2.28 Monitor, in cooperation with the local municipalities, the supply of employment land on an annual basis to determine if the employment forecasts if an adequate supply of land exists to accommodate the forecasts in Table 3.

## 5.8 Future Strategic Employment Areas

The purpose of the Future Strategic Employment Area policies is to conceptually identify and protect strategically located employment areas adjacent to or in the vicinity of future goods movement transportation and transit infrastructure for employment uses beyond the horizon of this plan.

### 5.8.1 Objectives

- 5.8.1.1 To identify and protect future *Employment Areas* beyond the horizon of this Plan that require comprehensive study and assessment with respect to long term planning for employment needs adjacent to or in the vicinity of future transportation infrastructure.

### 5.8.2 Policies

- 5.8.2.1 Work in partnership with the Town of Caledon, the City of Brampton, adjacent municipalities, and the Province, to identify and protect the Future Strategic *Employment Area* to maximize employment growth.
- 5.8.2.2 Direct the local municipalities to identify and protect Future Strategic *Employment Areas* in their local municipal Official Plans in accordance with Schedule Y6.
- 5.8.2.3 Investigate and consider the feasibility and costs to service the Future Strategic *Employment Areas* and the economic and employment potential.
- 5.8.2.4 Ensure the Regional Urban Boundary may only be expanded to include Future Strategic *Employment Areas* only through a Regional Official Plan Amendment and municipal comprehensive review initiated by the Region.

## 5.7 Strategic Infrastructure Study Area (Adopted ROPA 24)

In order to plan, protect and provide for potential long term strategic *infrastructure* needs, the Region is establishing policies for a study area that is conceptually shown as the *Strategic Infrastructure Study Area (SISA)* on Schedule D. The purpose of this conceptual study area is to provide protection for long term planning and *infrastructure* studies in advance of future development. Since the uses for the *SISA* have not been defined, it is possible for this study area to have a planning horizon that extends beyond 2031. The population and employment forecasts in Chapter 4 of this Plan indicate that significant residential and employment growth will occur in Peel Region to 2031. This growth will

Appealed

produce increased demands for travel, electricity, utilities and employment land. This growth will also create a demand for urban development that has the potential to encroach on lands that contain the optimal lands for a route that could support transportation facilities, utilities and/or employment land. In conclusion, the population and employment growth forecast for Peel Region to 2031 will generate land development that could begin to limit the availability of options for meeting strategic infrastructure planning needs.

The provincial Growth Plan, June 2006, identifies a conceptual Transportation Corridor between the urban areas of the northwest GTA and the western Greater Golden Horseshoe. The Ministry of Transportation (MTO) has initiated the first phase of an Environmental Assessment study which will more specifically define the need, location and details of the "GTA West" "Future Transportation Corridor". This "GTA West" "Future Transportation Corridor" has provided a basis for the SISA section of this Plan and the identification of the conceptual SISA on Schedule D.

It is acknowledged that any future infrastructure project approved must consider a range of impacts and studies, including the mitigation of environmental impacts.

Appealed

### 5.7.1 Objectives

- 5.7.1.1 To identify and protect areas that require comprehensive study and assessment with respect to long term strategic planning and infrastructure needs such as transportation facilities, utilities and electricity transmission infrastructure.

### 5.7.2 Policies (Adopted ROPA 24)

It is the policy of Regional Council to:

Appealed

- 5.7.2.1 Work in partnership with the Province, area municipalities and adjacent Regions, to further define and refine the location of the conceptual Strategic Infrastructure Study Area (SISA) based on the outcomes of the MTO's GTA West Corridor Environmental Assessment and identify and implement tools, policies and other measures to protect lands within the SISA from land uses that would predetermine or preclude the potential outcomes of the MTO's GTA West Corridor Environmental Assessment.

- 5.7.2.2 Direct the area municipalities to review the area municipal official plans and revise policies as necessary to restrict land uses within the SISA that would predetermine or preclude the potential outcomes of the MTO's GTA West Corridor Environmental Assessment and to identify and implement other implementation tools. All land uses currently permitted within the Prime Agricultural Area of the Rural System will continue to be permitted.

Appealed

- |          |         |   |
|----------|---------|---|
| Appealed | 5.7.2.3 | Only consider approving ROPAs for development applications within the SISA requiring Regional approval if a satisfactory assessment has been made and has determined that the application will not predetermine or preclude the outcomes of the MTO's GTA West Corridor Environmental Assessment. |
| Appealed | 5.7.2.4 | Direct the area municipalities to only consider approving development applications within the SISA where there has been a satisfactory assessment that has concluded that the proposal would not predetermine or preclude the outcomes of the MTO's GTA West Corridor Environmental Assessment.   |
| Appealed | 5.7.2.5 | Acknowledge and comply with the Province's requirement for their review of official plan amendments and secondary plans submitted to the Region within the Province's permit control areas.   |

## 5.8 5.9 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.

Through the sustainability themes of this plan, the Region will promote more sustainable development patterns, energy efficiency to limit environmental impacts of development, and social inclusion and equity while building a strong Regional economy to meet the housing needs of Peel residents. Peel Region attracts an educated and diverse population. Individuals and households from diverse backgrounds such as recent immigrants, persons with special needs, Aboriginal people, older adults and lone parent families need adequate housing, including affordable housing that will foster livable and vibrant communities and individual well-being.

The Region of Peel is committed to collaborating and working with key stakeholders, such as the area municipalities, senior levels of government, the building and development industry, service and support agencies, housing providers, and community organizations to provide for an appropriate range of housing types, sizes, densities and tenures; and, to achieve a supply of affordable, accessible, adequate and appropriate housing to meet the existing and projected requirements of current and future residents.

Important human service considerations that will guide the policy directions to achieve these objectives include Affordable Housing for Low and Moderate Income Households (referred to as Affordable Housing from this point forward), Rental Housing Stock, Energy Efficiency, Special Needs and Diverse Populations, and Barriers. It is expected this work will assist Peel in meeting its Human

~~Services Plan's mandate, i.e., Plan, manage and deliver quality, integrated human services and resources that invest in people to enable participation in the changing community and the economy.~~

Housing that meets residents' needs is an essential component of communities for life and can contribute to a sense of well-being and belonging for everyone who calls Peel Region home. The policies in this section consider housing location, form, tenure and affordability to ensure new housing development and the use of existing stock is aligned with growth trends and contributes to the creation of healthy, mixed-use, transit supportive complete communities.

To mitigate and adapt to climate change, the Region is striving to integrate sustainability, resiliency and reduction of greenhouse gas emissions in housing development.

The Region also recognizes that Peel is home to diverse populations, and it is critical that housing is responsive to the needs and goals of all individuals and communities.

The Region is committed to collaborating with partners including local municipalities, senior levels of government, the building and development industry, service and support agencies, housing providers and community organizations to implement the policies in this plan and build accessible, appropriate and affordable housing throughout Peel.

The policies in this section also complement the Human Services policies (Section 6.2) that address emergency, shelter and subsidized housing in Peel.

### **5.8.1**

#### **5.9.1 General Objectives**

##### **5.8.1.1**

##### **5.9.1.1**

To provide for an appropriate range and mix of housing types, densities, sizes, affordability and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

##### **5.8.1.2**

##### **5.9.1.2**

To foster the availability of housing for all income groups, including those with special needs and diverse populations.

##### **5.8.1.3**

To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.

##### **5.9.1.3**

To promote energy efficient housing and residential development that is environmentally sensitive and resilient to the impacts of climate change

**5.8.1.4****5.9.1.4**

To achieve annual minimum new housing unit targets for the Region ~~by~~ tenure, including *affordable housing*.

**5.8.2 General Policies****Housing Options and Affordability****5.9.2 Density and Intensification****5.9.2.1 Objectives****5.9.2.1.1**

To promote the development of compact, complete communities in Peel by supporting intensification and higher density forms of housing.

**5.9.2.2 Policies**

It is the policy of *Regional Council* to:

**5.8.2.1****5.9.2.2.1**

Maintain *jointly*, with the ~~area local~~ municipalities, a supply of designated land for new residential *development, redevelopment* and residential *intensification* in Peel Region in accordance with projected requirements and available land resources.

- a) maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential *intensification* and *redevelopment* and lands which are designated and available for residential *development*; and
- b) maintain at all times where new *development* is to occur, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate residential *intensification* and *redevelopment* and land in draft approved and registered plans.

**5.8.2.2****5.9.2.2.2**

Encourage the ~~area local~~ municipalities, while taking into account the characteristics of existing communities, to establish policies in ~~their~~ local municipal 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, redevelopment, and intensification*.

**5.8.2.3**

**5.9.2.2.3**

Encourage and *support* the efforts by the area local municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

**5.9.2.2.4**

Direct the local municipalities to adopt Official Plan policies that require new multi-unit residential *developments* to include an appropriate per cent of 1, 2 and 3+ bedroom unit types. The appropriate per cent of unit sizes and types shall align with housing need as identified through Regional and local municipal strategies and planning processes.

**5.9.2.2.5**

Encourage the local municipalities to ensure local municipal official plan policies and zoning by-laws permit high-density *development* in ***Strategic Growth Areas*** where appropriate.

**5.9.2.2.6**

In collaboration with the local municipalities, seek opportunities to introduce or update zoning by-laws and other planning tools as required to permit high-density development on Regionally owned lands that have been identified for *affordable housing development*.

**5.8.2.6**

**5.9.2.2.7**

Collaborate with the area local municipalities and other stakeholders such as the conservation authorities, the building and *development* industry, and landowners to encourage new residential *development, redevelopment* and *intensification* in support of Regional and area municipal official plan local municipal official plan policies promoting *compact forms of development* and residential *intensification*.

**5.8.2.11**

**5.9.2.2.8**

Work with area the local municipalities to educate the general public about the need for and benefits of compact housing *development* and residential *intensification*.

**5.9.3 Rental Housing**

**5.9.3.1 Objectives**

**5.8.4.1.1****5.9.3.1.1**

To ensure an adequate supply of rental housing stock to meet the existing and projected needs of all households in Peel

**5.9.3.2 Policies**

It is the policy of *Regional Council* to:

**5.8.2.5****5.9.3.2.1**

*Support the initiatives of the area local municipalities in the construction and retention of rental housing.*

**5.8.4.2.1****5.9.3.2.2**

*Encourage Direct the area-local municipalities to develop official plan policies with criteria to regulate the conversion of residential rental units to ownership units tenure.*

**5.8.4.2.2****5.9.3.2.3**

*Encourage Direct the area-local municipalities to develop official plan policies with criteria to prohibit regulate the demolition of existing residential rental units without replacement of the same or higher number of residential rental units.*

**5.9.3.2.4**

*Direct the local municipalities to establish a local municipal vacancy rate of 3 per cent as a minimum threshold to permit the conversion of residential rental units to ownership tenure or demolish residential rental units.*

**5.9.3.2.5**

*Direct the local municipalities to establish that, if the replacement of rental units is permitted under the local municipal criteria to regulate the demolition of existing residential rental units, replacement rental units must include the same or higher number of units of comparable sizes, types and affordability.*

**5.9.4 Affordable Housing****5.9.4.1 Objectives****5.8.3.1.1****5.9.4.1.1**

To increase the supply of affordable rental and affordable ownership housing.

### **5.9.4.2 Policies**

It is the policy of *Regional Council* to:

5.8.3.2.5 Advocate to the Province to explicitly provide municipalities the authority to use *inclusionary zoning* as a tool to require *affordable housing*.

5.9.4.2.1 Direct the local municipalities to establish a local municipal official plan policy and zoning by-law framework to implement *inclusionary zoning* in protected major transit station areas and/or applicable development permit system areas, to be addressed at the time of the next local municipal official plan review or earlier.

5.8.2.4

5.9.4.2.2 Assist public agencies at the federal, provincial, regional and ~~area~~ local municipal levels in identifying and maintaining an inventory of available public lands and buildings suitable for housing for low and moderate income households in *Peel Region*.

5.9.4.2.3

Utilize the inventory of Regionally owned land and buildings to identify opportunities for the development of *affordable housing*.

5.8.3.2.9

5.9.4.2.4 Give priority to the *development of affordable housing* on surplus Regional municipal property while ensuring the goals, objectives, and policies of this Plan and the ~~area~~ municipal official plans local municipal official plans are adhered to.

5.9.4.2.5

Explore opportunities to develop a Regional system for land banking publicly owned surplus lands that are suitable for *affordable housing*.

5.8.3.2.10

5.9.4.2.6 Encourage the ~~area~~ local municipalities to give priority to sell or lease surplus municipal properties for the *development of affordable housing* while ensuring the goals, objectives and policies of this Plan and the ~~area~~ municipal official plans local municipal official plans are adhered to.

5.8.3.2.11

Encourage residential development, redevelopment and intensification to include an *affordable housing* component by promoting incentives or funding from different levels of government.

- 5.9.4.2.7 Implement policies and programs that provide incentives to support affordable housing development, including implementing a pilot program that would test the effectiveness of financial incentives in supporting the achievement of the annual minimum new housing unit targets in Table 4.
- 5.8.3.2.12  
5.9.4.2.8 Encourage *community* agencies and landowners of suitably sized sites to develop *affordable housing*.
- 5.8.7.2.2  
5.9.4.2.9 Ensure that future development of Regionally funded *affordable housing* be located in support of developing compact, complete communities throughout Peel to allow for improved walkability and more transportation options with improved access to services and amenities including public transit.

## 5.9.5 Existing Housing Stock

### 5.9.5.1 Objectives

- 5.9.5.1.1 To utilize existing housing stock to provide a range of housing options for Peel residents, including various forms of additional residential units.

### 5.9.5.2 Policies

It is the policy of Regional Council to:

- 5.8.3.2.6  
5.9.5.2.1 Encourage and support Direct the area municipal official plans local municipalities to include policies in local municipal official plans that permit secondary suites in new and existing residential development, redevelopment and intensification while ensuring compliance with provincial legislation, plans and municipal standards. additional residential units in new and existing residential development, redevelopment and intensification, including:

- a) the use of two residential units in a detached house, semi-detached house or rowhouse; and
- b) the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse.

- 5.9.5.2.2 Encourage additional residential units in new detached, semi-detached or rowhouse development, where appropriate.



- 5.8.3.2.7**
- 5.9.5.2.3** Encourage the area local municipalities to explore the utilize tools such as licensing and registration to promote legalization of existing secondary suites additional residential units to and ensure compliance with the appropriate health and safety standards.
- 5.8.3.2.8**
- 5.9.5.2.4** Work with the area local municipalities to promote secondary suites additional residential units through the development of educational materials brochures and information.
- 5.9.5.2.5** Encourage the local municipalities to support shared housing arrangements which meet the needs of specific population groups, including economic, accessibility, safety or lifestyle needs.
- 5.9.5.2.6** In collaboration with the local municipalities, explore opportunities for the development of home-sharing and/or co-housing programs.
- 5.9.5.2.7** Seek opportunities to support affordable housing options that utilize existing stock.

## **5.9.6 Housing and Climate Change**

### **5.9.6.1 Objectives**

- 5.8.5.1.1**
- 5.9.6.1.1** To mitigate and adapt to climate change by promote energy conservation and technologies that lead to energy efficient housing in existing homes and new residential development promoting sustainable development in housing.

### **5.9.6.2 Policies**

It is the policy of Regional Council to:

- 5.8.5.2.1**
- 5.9.6.2.1** Identify and promote, in collaboration with the area local municipalities, energy and water efficient technologies in new and existing residential development, redevelopment, and intensification to the development industry.
- 5.8.5.2.2**

5.9.6.2.2 Promote and advocate for sustained Federal, Provincial, and Municipal incentives and programs that improve energy efficiency and design for in housing and sustainable building and design to Peel residents.

5.8.5.2.3

5.9.6.2.3

Encourage the area local municipalities to offer incentives to developers and contractors through planning approvals to implement additional green sustainable building and design standards beyond the minimum Ontario Building Code provisions that make homes more energy efficient.

5.8.5.2.4

5.9.6.2.4

Promote and pursue Federal and Provincial incentives for Regionally funded housing projects to help support the Region's sustainability climate change goals.

5.8.5.2.5

5.9.6.2.5

Advocate to the Federal and Provincial government to provide economic incentives and funding for housing projects that have implemented minimum *green and sustainable building guidelines* to help mitigate the effects of any added financial costs brought by such initiatives.

## 5.9.7 Accessing Housing

### Housing Options for Diverse Populations

#### 5.9.7.1 Objectives

5.8.6.1.1

5.9.7.1.1

To make available housing available for Peel's *diverse populations, and residents with special needs* including provision of accessible housing and appropriate support services.

#### 5.9.7.2 Policies

It is the policy of Regional Council to:

5.8.6.2.1

5.9.7.2.1

Encourage the area local municipalities to develop policies in their official plans to support the development of special needs housing supportive housing in locations with convenient access to existing or planned *infrastructure* (e.g. transit), amenities and support services.

5.8.6.2.2

- 5.9.7.2.2 Encourage the area local municipalities to explicitly identify special needs housing supportive housing as permitted uses in residential or other suitably zoned lands where appropriate in area local municipal zoning by-laws.
- 5.8.6.2.3
- 5.9.7.2.3 Encourage the area local municipalities to review their requirements for minimum distance and maximum number of boarding houses, group homes, lodging houses, rooming houses, and other similar types of homes to ensure the development of housing which meets the social, health and well-being requirements of current and future residents.
- 5.8.6.2.4
- 5.9.7.2.4 Encourage the area local municipalities to identify additional areas where special needs housing supportive housing is permitted, to ensure they are in close proximity to amenities, support services and other existing services, such as transit.
- 5.8.6.2.5
- 5.9.7.2.5 Explore, *jointly* with the area local municipalities, strategies to encourage the incorporation of *universal accessibility* features in existing residential *development*.
- 5.8.6.2.6
- 5.9.7.2.6 Work with the area local municipalities, building industry and regional Regional and area local municipal accessibility advisory committees to develop and implement guidelines to include *universal accessibility* features in all new residential *development, redevelopment and intensification*.
- 5.8.6.2.7
- 5.9.7.2.7 Implement Regional guidelines requiring the incorporation of *universal accessible accessibility* features in existing and new Regionally funded or managed *affordable housing development*.
- 5.8.6.2.8
- 5.9.7.2.8 Encourage and facilitate the development of partnerships among housing providers, service providers, community organizations and other stakeholders to provide special needs housing supportive housing and related services.
- 5.8.6.2.9
- 5.9.7.2.9 Develop, in collaboration with the area local municipalities, measures to provide opportunities to meet the housing needs of *diverse populations*.
- 5.8.6.2.10
- 5.9.7.2.10 Consider preferences and values of *diverse populations* in the design and construction of social subsidized housing.

## 5.9.8 Improving Access to Housing

### 5.9.8.1 Objectives

**5.8.7.1.1****5.9.8.1.1**

Address issues related to socio-economic and other barriers to housing for Peel households, such as discrimination, language, transportation, and poverty.

**5.9.8.2 Policies**

It is the policy of *Regional Council* to:

**5.8.7.2.1****5.9.8.2.1**

Identify actions based on a broad collaborative approach with stakeholders and encourage all levels of government to address and remove barriers through various means, including public education strategies.

**5.8.7.2.3****5.9.8.2.2**

Encourage and facilitate the involvement of service providers, community organizations and stakeholders to address identified issues related to housing barriers.

**5.8.7.2.4****5.9.8.2.3**

Facilitate the development of new and improved income supports for households affected by economic housing barriers.

**5.8.7.2.5****5.9.8.2.4**

Encourage and facilitate a greater community awareness of key issues related to socio-economic housing barriers.

**5.9.9 Housing Unit Targets and Implementation****5.9.9.1 Objectives****5.9.9.1.1**

To achieve minimum housing unit targets in collaboration with the local municipalities.

**5.9.9.2 Policies**

It is the policy of *Regional Council* to:

**5.8.2.12****5.9.9.2.1**

Collaborate with the area local municipalities to implement annual minimum

new housing unit targets ~~for Peel~~ as shown in Table 4.

- 5.8.2.13 ~~Collaborate with the area municipalities to implement annual minimum new housing unit targets, as suggested in Figure 17 of Appendix—List of Figures.~~
- 5.8.2.14 ~~Review and update, jointly with the area municipalities, the annual minimum new housing unit targets as shown in Table 4 jointly with the local municipalities, and Figure 17 of Appendix—List of Figures based on most recent Census of Canada results, Regional Housing Strategy and other relevant sources.~~
- 5.9.9.2.3 ~~Update affordability thresholds in accordance with Provincial policy and measure new housing units annually.~~

**Table 4 – Annual Minimum New Housing Unit Targets in Peel**

	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Peel	17%	3%	35%	45%

**Table 4 – Peel Annual Minimum New Housing Unit Targets**

Target Area	Targets
Affordability	That 30% of all new housing units are <i>affordable housing</i> . Encourage 50% of all <i>affordable housing</i> to be <i>affordable to low income residents</i> .
Tenure	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than single-detached and semi-detached houses .

## **5.9.10 Housing Policy Implementation**

### **5.9.10.1 Objectives**

- 5.9.10.1.1 ~~To implement the policies of this plan to increase supply of accessible, appropriate and *affordable housing* in Peel.~~

### **5.9.10.2 Policies**

It is the policy of *Regional Council* to:

5.8.2.7

5.9.10.2.1

Develop an implementation plan, in collaboration with human services stakeholders and the local municipalities, for the *Regional Housing Strategy* and Housing and Homelessness Plan by setting priorities and timeframes among various housing needs of residents and identify and implement programs and actions to address these needs.

5.8.2.8

5.9.10.2.2

Monitor and evaluate activities undertaken in support of the *Regional Housing Strategy* to revise and set new priorities on an ongoing basis as the housing needs of Peel residents change.

5.8.2.9

5.9.10.2.3

Evaluate the need to update the *Regional Housing Strategy* in conjunction with future Regional Official Plan reviews.

5.8.2.10

5.9.10.2.4

Encourage the area local municipalities to establish minimum new housing unit targets that are affordable aligned with or exceeding Table 4 targets in secondary plans or equivalent where appropriate, to ensure a diverse mix of housing type and tenure.

5.8.3.2.1

5.9.10.2.5

Explore, in collaboration with the area local municipalities, the feasibility of implementing incentives such as waivers, deferrals or grants in-lieu of *development* charges, other municipal planning and building fees and charges, and regional Regional property taxes to promote the *development of affordable housing*.

5.8.3.2.2

5.9.10.2.6

Work with the area local municipalities to explore opportunities to coordinate the fast-tracking of planning approvals for affordable housing affordable housing projects.

5.8.3.2.3

5.9.10.2.7

Encourage the area local municipalities to develop *alternative development and design standards*, where appropriate, to encourage *affordable housing development*. Examples include reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards, and on-street parking.

- 5.8.3.2.4 Encourage the area municipalities to add a *density bonusing* provision in their respective official plans and develop detailed implementation guidelines and protocols.
- 5.9.10.2.8 Collaborate with the local municipalities and the development industry to provide *affordable housing* units that contribute to achieving the annual minimum new housing unit targets in Table 4, housing targets in the Peel Housing and Homelessness Plan and other Regional and local municipal housing needs through land use planning and development approvals processes.
- 5.9.10.2.9 Recognizing that large residential developments provide an enhanced opportunity to achieve a mix of housing in terms of affordability and other housing objectives, on large sites that are generally greater than 5 hectares in size or where over 100 units are proposed, the following shall be considered:
- a) Endeavour to provide an *affordable housing* contribution of at least 10% to 15% of total units in the development;
  - b) Encourage at least 50% of the *affordable housing* provided to be affordable to low income households;
  - c) Encourage a mix of affordable units that includes larger family-sized units;
  - d) Encourage partnerships between private, non-profit and supportive housing providers; and
  - e) Recognize that an *affordable housing* contribution may take the form of *affordable housing* constructed on-site or the conveyance of land on or near the development site or elsewhere in the local municipality.
- 5.9.10.2.10 Where *affordable housing* is being provided in accordance with the considerations in policy 5.9.10.2.9, and the development is located within a **Strategic Growth Area**, intensification corridor or local municipal **Strategic Growth Area**, the development may exceed the residential density maximums that would otherwise apply in the local municipal Official Plan without amendment to the local Official Plan up to the maximum density increase represented by the number of *affordable housing* units provided.

**5.8.3 Supply of Affordable Housing** [moved, edited or deleted within Section 5.8]**5.8.3.1 Objective****5.8.3.2 Policies****5.8.4.2 Policies****5.8.4 Retention of Existing Rental Housing Stock** [moved, edited or deleted within Section 5.8]**5.8.4.1 Objective****5.8.5 Energy Efficient Housing****5.8.5.1 Objective****5.8.5.2 Policies****5.8.6 Housing Options for Persons with Special Needs and Diverse Populations**

[moved, edited or deleted within Section 5.8]

**5.8.6.1 Objective****5.8.6.2 Policies****5.8.7 Barriers to Access Housing** [moved, edited or deleted within Section 5.8]**5.8.7.1 Objective****5.8.7.2 Policies****5.9 5.10 The Transportation System in-Peel**

The Provincial Growth Plan of 2019 identifies where growth will occur by the 2041 planning horizon. The Region of Peel is expected to grow by about 500,000 residents and 250,000 jobs to a total of approximately 2 million and 970,000, respectively. Translating this growth onto the Region's transportation network, if current travel trends continue, traffic congestion is expected to increase by 45% in the morning peak period, the equivalent of 303,000 additional vehicle trips on roads across the Region. Where traditionally, the Region has addressed growth through road widenings, the transportation network can no longer manage congestion through this approach. To accommodate this forecasted growth, the Region of Peel is focusing on providing a network that balances the needs of all road users through road improvements and *sustainable transportation* infrastructure. Moving forward, the Region of Peel has adopted the 50% sustainable mode share target that offers viable travel options to pedestrians, cyclists, transit-users, and motorists.

The transportation policies guide the development and strengthening of a regional network to accommodate current and projected travel demands of the people who live, work or travel within or through the Region. In light of a rapidly changing planning landscape, the policies draw from both Provincial and Regional Plans and studies such as, the Provincial Policy Statement, 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, the Long Range Transportation Plan, the

## Sustainable Transportation Strategy, the Vision Zero Road Safety Strategic Plan, and the Goods Movement Strategic Plan to foster increased resilience of the transportation system in Peel.

The transportation system in *Peel* is comprised of the network of *freeways, major roads, local roads, high occupancy vehicle lanes, public transit systems, airports, rail lines, intermodal terminals, sidewalks, bikeways cycling lanes* and trails, and transportation services that serves the *communities* in *Peel Region*. The transportation system in *Peel* is part of the larger network of transportation systems ~~in or~~ of the *Greater Toronto and Hamilton Area (GTHA)*.

~~The transportation system in *Peel* serves both residents and employers in the region. In addition to those trips that have an origin and/or destination in *Peel*, the transportation system must also serve those trips that pass through the region.~~

~~The transportation system is intended to accommodate current and projected travel demands. To do so, planning for the transportation system must be undertaken concurrently with land use planning (i.e., the determination of where growth will occur). Planning for the transportation system in *the region Peel Region* must also be coordinated with land use planning, in order to protect existing and future rights-of-way, to ensure integration with local municipalities and develop strategies to reduce transportation-related greenhouse gas emissions to address impacts of climate change as direction through the Provincial Policy Statement and Growth Plan, 2019., in order to protect existing rights of way and rights of way for future improvements and to ensure integration with area and adjacent municipalities.~~

~~The intention of the collective set of policies that follows is to provide a transportation system that serves the needs of the people who reside or work in *Peel* or who travel through the region. To this end, the policies are intended to foster increased sustainability of the transportation system in *Peel* by:~~

- ~~Considering all modes of travel and promoting the efficient movement of people and goods (with a focus on moving people by modes other than single-occupant automobiles);~~
- ~~Maximizing the use of existing transportation infrastructure;~~
- ~~Increasing travel choices to meet diverse needs;~~
- ~~Minimizing the environmental and health impacts of transportation;~~
- ~~Supporting economic development;~~
- ~~Considering social and cultural objectives;~~
- ~~Promoting the integration of transportation planning and land use planning; and~~
- ~~Developing predictable and sustainable funding for a multi-modal transportation system.~~

### The Policies of this Section focus on:

- A shift towards moving people by sustainable modes, other than single-occupant automobiles, such as walking, cycling, transit, and carpooling;

- Supporting active transportation connectivity to designated nodes such as transit terminals, urban growth centres, GO Stations, Major Transit Station Areas, and mobility hubs;
- Complete streets approach through roadway design, reconstruction, or refurbishment to ensure the needs of all road users are considered when planning for and implementing a sustainable transportation network;
- Increasing the efficiency of the goods movement network;
- Maximizing the use of existing transportation infrastructure;
- Increasing travel choices to meet diverse needs while optimizing safety to all road users;
- Minimizing the environmental and health impacts of transportation, and reducing exposure to transportation-related pollution;
- Supporting economic development;
- Considering social and cultural objectives;
- Planning for and implementing improvements to transportation services to meet the accessibility needs of all users; and,
- Support integration of transportation and land use planning.

### **5.9.1**

#### **5.10.1 General Objectives Goals**

##### **5.9.1.1**

##### **5.10.1.1**

To achieve the facilitate the safe, accessible, financially appropriate, convenient and efficient movement of people and goods through an integrated and multi-modal transportation system in the Region to support complete communities in the Region and help to support the same within the Greater Toronto and Hamilton Area, in cooperation with area municipalities, the Province, the Federal government and the private sector.

##### **5.9.1.2**

To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.

##### **5.9.1.3**

To support the provision of improved transportation mobility and choice to all residents, employees and visitors.

##### **5.9.1.4**

To promote and encourage the increased use of public transit and other sustainable modes of transportation.

##### **5.10.1.2**

To promote sustainable modes of transportation, barrier (environmental or physical) free mobility, and improved mobility choices for people of all ages and abilities

##### **5.9.1.5**

##### **5.10.1.3**

To optimize the use of the Region's Regional transportation infrastructure and services by prioritizing the safe and efficient

movement of people and goods by all modes, rather than the movement of single occupancy vehicles.

5.9.1.6 To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.

5.9.1.7 To minimize adverse environmental and human health impacts caused by transportation and support transportation alternatives that foster improved health and well-being in the Region.

5.10.1.3 To minimize and mitigate greenhouse gas emissions, impacts on the natural environment and agriculture, and improve public health outcomes by supporting transportation alternatives that optimize quality of life all in the Region of Peel.

5.9.1.8

5.10.1.4 To support a transportation system that enhances economic vitality and growth in the Region.

5.9.1.9

5.10.1.5 To ensure that practices and performance measures are in place to maintain a safe and efficient *Regional* transportation network.

5.9.1.10

5.10.1.6 To support the integration of transportation planning, transportation investment and land use planning, in collaboration with local and municipalities, the Province, the Federal government and the private sector.

5.10.1.7

To strengthen the multi-modal function of Regional Roads and, to support first and last mile connections in Peel.

**5.9.2**

## **5.10.2 General Policies**

It is the policy of *Regional Council* to:

5.9.2.1

5.10.2.1

Work with the Province, the local municipalities and adjacent municipalities to prioritize minimizing and mitigating Minimize adverse social, environmental, health and resource impacts when developing and planning for transportation facilities, by ensuring consistency with the objectives and policies in this Plan.

5.9.2.2

5.10.2.2 Work with the Province, area local municipalities and adjacent municipalities to provide transportation systems that address projected transportation needs and:

- a) Are safe, *sustainable* and *energy efficient and accessible*;
- b) Facilitate the *efficient* movement of people and goods while reducing fatal and injury collisions;
- c) Offer travellers a variety of mobility choices; and
- d) Address projected needs; and
- e) Encourage the most financially and environmentally appropriate mode for trip-making.

5.9.2.3

5.10.2.3 Work with the Province, and area local municipalities and relevant stakeholders to *support* the integration of transportation system planning, land use planning and transportation infrastructure investment and local municipal land use planning at all stages of the planning process.

5.9.2.4

5.10.2.4 Provide policy direction, where appropriate and in consultation with the area local municipalities, on matters that cross municipal boundaries.

5.9.2.5

5.10.2.5 Optimize the use of existing and new planned *Regional* transportation infrastructure, to *support* growth in an a safe, efficient, and compact form, and encourage the area local municipalities to do the same for infrastructure under their jurisdiction.

5.9.2.6

5.10.2.6 Work with provincial and federal agencies and ministries to identify and secure *sustainable and*, predictable funding to *support* the provision of transportation infrastructure and services for the movement of people and goods in *the Region*.

5.9.2.7

5.10.2.7 In planning To support the achievement of complete communities, plan for the development, optimization and/or expansion of new or existing *Regional* transportation corridors:

- a) *Support opportunities for accessible multi-modal use, where feasible;*

- b) Prioritize transit, *carpooling, active transportation* and goods movement needs over those of single-occupant vehicles; and
- c) Consider the separation of modes within corridors, where appropriate, to promote the safe mobility of all road users.

**5.9.2.8****5.10.2.8**

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 inter-regional and cumulative transportation effects, on *Regional* facilities.

**5.9.2.9****5.10.2.9**

Work with the area appropriate municipalities and the Province to develop enhanced tools and techniques for assessing the impacts of new *development* on *sustainable* modes of transportation and on *transportation demand management* measures.

**5.9.2.10****5.10.2.10**

Identify, in cooperation with the area local municipalities and the Province, transportation improvements to the provincial, regional and area local municipal systems required to *support* future *development* or *redevelopment*, and determine region-wide impacts through comprehensive transportation studies.

**5.9.2.11****5.10.2.11**

Ensure, in accordance with the requirements of *the Region* and the area local municipalities, that *development* only proceed with adequate existing or committed improvements to regional *transportation capacity* and, if necessary, *development* be phased until that capacity is or will be available.

**5.9.2.12****5.10.2.12**

Work with the area municipalities, adjacent appropriate municipalities, other levels of government and non-governmental agencies to develop and implement *Transportation Demand Management* programs to reduce trip distance and travel time and increase the *modal share* of alternatives to single-occupant automobiles.

**5.9.2.13****5.10.2.13**

Pursue, in cooperation with the appropriate agencies, the improvement of connections to Toronto –Lester B. Pearson International Airport from all parts of the *Greater Toronto and Hamilton Area* and particularly from *Peel*.

**5.9.2.14**

Work with the area municipalities and adjacent regions and municipalities to identify inter-regional and provincial transportation implications of development proposals.

- 5.9.2.15**  
**5.10.2.14** Work with Metrolinx, other Provincial agencies and ministries, area local municipalities, and other regions and municipalities in the *Greater Toronto and Hamilton Area* to implement the Metrolinx Regional Transportation Plan (RTP, 2041) and contribute to the ongoing development of the RTP future updates of the Regional Transportation Plan.
- 5.9.2.16**  
**5.10.2.15** Work with the Province, area local municipalities and adjacent regions and municipalities to ensure that road linkages across municipal boundaries will accommodate the intra- and inter-regional multi-modal movement of people and goods.
- 5.9.2.17**  
**5.10.2.16** Work with the Province and other levels of government to improve the coordination and standardization of transportation data collection, forecasting and modelling to *support* transportation projects and to support the development of performance measures.
- 5.9.2.18** Monitor the efficiency and effectiveness of the Regional transportation system on a regular basis.
- Appealed** **5.9.2.19**  
**5.10.2.17** Work with the area local municipalities to ensure that development in planned transportation corridors does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.  
(Adopted ROPA 22)
- 5.9.2.20**  
**5.10.2.18** Work with the Province and area local municipalities to *support* long-term economic prosperity by optimizing the long-term availability and use of transportation *infrastructure*.
- 5.9.2.21**  
**5.10.2.19** Where appropriate, examine the feasibility of using hydro corridors, and of preserving and reusing abandoned corridors, as future transportation facilities.
- 5.9.2.22**  
**5.10.2.20** Promote the use of Build on advances in innovative technologies (e.g. Intelligent Transportation Systems Intelligent Transportation Systems) to improve the efficiency, reliability and safety of *the Regional transportation system*, where feasible, while mitigating exposure to traffic-related pollutants. (Adopted and approved ROPA 22)
- 5.9.2.23** Work with the Province and area municipalities to encourage increased public and business awareness of activities and actions which will lead to increased use of sustainable transportation alternatives.

- 5.10.2.21 Identify, plan and implement improvements for first and last mile connections across the transportation network, including infrastructure, innovative technologies, in collaboration with the local municipalities, other levels of government and non-government agencies.
- 5.10.2.22 Promote the use of innovative strategies to mitigate exposure to transportation related air pollution.

### **5.10.3 Sustainable Transportation**

As outlined through the policy directions of the Provincial Policy Statement, 2020 and the Growth Plan, 2019, the Region of Peel will need to provide transportation choices that expand transit, active transportation, and transportation demand management strategies to ensure the needs of all road users are considered and appropriately accommodated. The forecasted growth in population and employment in Peel Region has led, and will continue to lead, to increased travel demand. A sustainable transportation system is an important component of the range of solutions that will be needed to accommodate this future growth and travel demand.

As part of this sustainable transportation system, through the Long Range Transportation Plan and the Sustainable Transportation Strategy, the Region of Peel is implementing the 50% sustainable mode share by focusing on balancing the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. The policies draw upon these Plans to facilitate transportation demand management strategies which are a suite of interventions that support sustainable modes of travel, enhanced inter- and intra-regional transit, and a comprehensive and continuous active transportation network using a complete streets approach where the roadway design, refurbishment, or reconstruction of roadways ensures the need and safety of all users.

Sustainable transportation is also a crucial component of achieving climate change adaptation and environmental protection goals and traffic-related greenhouse gas emissions reductions, which are further addressed in the Environmental Impact Section 5.10.8.

#### **5.10.3.1 Objectives**

- 5.9.9.1.1
- 5.10.3.1.1 To reduce auto dependency by promoting sustainable modes of transportation.
- 5.9.9.1.2
- 5.10.3.1.2 To provide a range of transportation services to meet the diverse needs of the population.
- 5.9.9.1.3
- 5.10.3.1.3 To maximize optimize the capacity of the transportation system to safely move both people and goods.

- 5.10.3.1.4 To achieve a 50 per cent *sustainable mode share* in the *Region of Peel* by 2041.
- 5.9.5.1.2
- 5.10.3.1.5 To support and encourage ~~the development of an economically feasible, effective, efficient, sustainable and safe inter- and intra-regional transit network and encourage the~~ connectivity and coordination between transit services.
- 5.9.5.1.3
- 5.10.3.1.6 To encourage the provision of improved transit service to Toronto—~~Lester B.~~ Pearson International Airport and the surrounding employment area.
- 5.9.5.1.4
- 5.10.3.1.7 To support and encourage *transit-supportive development* densities and patterns, particularly along *rapid transit* corridors and at designated nodes such as transit terminals, urban growth centres, GO stations Major Transit Station Areas, and *mobility hubs*, consistent with direction in the latest Provincial plans.
- 5.10.3.1.8 To optimize existing transportation infrastructure by utilizing innovative transportation technologies and strategies.
- 5.9.10.1.2
- 5.10.3.1.9 To encourage and support the development of a safe, attractive, accessible and integrated network of ~~bicycle and pedestrian facilities active transportation facilities on Regional roads~~—that enhances the quality of life, and promotes the improved health, of *Peel residents* of all ages and abilities.
- 5.9.8.1.2
- 5.10.3.1.10 ~~Promote~~ Promote a transportation system that encourages sustainable mode choices, reduced emissions, and energy conservation.

### 5.10.3.2 Policies

It is the policy of *Regional Council* to:

5.9.9.2.1

5.10.3.2.1 Encourage ~~area~~ local municipalities to:

- a) Promote land uses and site design which foster the safe and efficient use of *sustainable modes of transportation*;
- b) ~~Promote infrastructure to encourage teleworking; Work with the appropriate agencies to promote infrastructure~~

that encourages implementation of transportation demand management strategies;

- c) Promote a balance of jobs and housing in *communities* to reduce the need for long distance commuting; and
- d) Encourage transit and *active transportation*; and
- e) For new *development* in designated greenfield areas and redevelopment, create street complete streets configurations, densities and an urban form that:
  - i) support walking, cycling and the early integration and sustained viability of transit *services*; and
  - ii) create high quality public open spaces with site design and urban design standards that *support* opportunities for transit, walking and cycling.

**5.9.9.2.2**

**5.10.3.2.2**

Work with the Province, Metrolinx, area local municipalities and the private sector to plan and implement a network of *carpool* parking lots in *Peel Region*.

**5.9.9.2.3**

**5.10.3.2.3**

Work with all levels of the public and private sectors and non-government organizations to develop programs that place primary consideration on the reduction or elimination of trips and the increased use of *sustainable* modes of transportation and to develop programs for implementing these and other travel demand management strategies.

**5.9.9.2.4**

**5.10.3.2.4**

Work with the area local municipalities, relevant agencies local Transportation Management Associations and school boards to evaluate and measure the progress of *TDM* programs and to develop new innovative strategies and initiatives.

**5.9.9.2.5**

**5.10.3.2.5**

Work with the public and private sectors and non-government organizations to develop and *support* outreach and marketing programs that promote *sustainable transportation* alternatives, such as inclusive of active transportation and transit, to affect changes in change peoples' travel behaviour behaviour and to encourage increased use of these alternatives.

**5.9.9.2.6**

**5.10.3.2.6**

Work with the area local municipalities to promote and *support* the development and implementation of TDM-Transportation Demand

Management strategies and programs within the *Regional* and area local municipal governments.

5.9.9.2.7

5.10.3.2.7

Encourage area local municipalities, relevant agencies local Transportation Management Associations and the private sector to develop parking management strategies that make more efficient use of parking resources and that encourage the use of *sustainable* modes of transportation.

5.9.9.2.8

5.10.3.2.8

Encourage area local municipalities to update their parking and zoning by-laws to *support* and facilitate *transportation demand management* measures, inclusive of electric vehicle charging infrastructure.

5.9.9.2.9

5.10.3.2.9

Encourage parking operators at *mobility hubs, major transit station areas* and major commercial and employment areas to provide priority spaces for carpool, and car-share vehicles and low or zero-emissions vehicles. (Adopted and approved ROPA 22)

5.10.3.2.10

Work with the local municipalities and the *Greater Toronto and Hamilton Area* municipalities to develop tools to integrate *Transportation Demand Management* requirements into the planning and development approvals process.

5.10.3.2.11

Work with Metrolinx and the local municipalities to improve first and last mile connections to transit stations and stops.

5.10.3.2.12

Work with Metrolinx, the local municipalities, and adjacent municipalities to improve inter-regional transit connections.

5.9.10.2.1

5.10.3.2.13

Work with the Province, Metrolinx, the area local municipalities and adjacent municipalities to integrate pedestrian and bicycle networks comprehensive and continuous active transportation networks into transportation and development planning to:

- a) Provide safe, attractive and accessible travel for pedestrians and bicyclists within unities and existing communities new development; and
- b) Provide linkages between *intensification* areas, adjacent neighbourhoods and transit stations.
- c) Support the achievement of complete communities to ensure the safety and needs of all users are appropriately accommodated.

**5.9.10.2.2****5.10.3.2.14**

Work with the Province, Metrolinx, the area local municipalities, adjacent municipalities and the private sector to develop and implement and regularly update the an Active Transportation Plan Sustainable Transportation Strategy for Peel that builds on area local municipal pedestrian and cycling plans. (Adopted ROPA 26)

**5.9.10.2.3****5.10.3.2.15**

Support the use of Regional roads and other Regional land as part of a safe, attractive and accessible active transportation active transportation network.

**5.9.10.2.4****5.10.3.2.16**

Encourage Work with the area local municipalities to promote land uses which foster and support the use of active transportation and encourage building and site designs that provide safe, convenient access for public transit users, pedestrians, cyclists and persons with disabilities .

**5.9.10.2.5****5.10.3.2.16**

Develop Work with the area municipalities to develop performance indicators for the implementation and usage of active transportation and use these indicators to monitor the impact and effectiveness of the active transportation plan Sustainable Transportation Strategy.

**5.9.10.2.6****5.10.3.2.17**

Work with the local municipalities and relevant agencies to encourage school boards and the private sector to promote the use of active transportation by students and to support the Peel Safe and Active Routes to School program and other new initiatives and increase the number of children who walk and bike to school through programs and targeted safety improvements.

**5.9.10.2.7**

Encourage school boards to select school site locations, define catchment areas and design school campuses to maximize walking and bicycling as the primary means of travel to school.

**5.9.10.2.8****5.10.3.2.18**

Work with all levels of government, non-governmental community groups community groups and the private sector to increase the active transportation active transportation modal share modal share through educational education, promotion, and outreach programs that target the needs of residents and employees in the Region of Peel.

**5.10.3.2.19**

Work with Peel Public Health, local municipalities, government agencies and Police services to enhance safety for pedestrians and cyclists through the implementation of the Vision Zero Road Safety Strategic Plan.

- 5.10.3.2.20 Work with the local municipalities and all relevant agencies to achieve a balanced approach that reduces reliance upon the automobile and increases use of transit and *active transportation* through a complete streets approach in the design, refurbishment, or reconstruction of the planned or existing network.
- 5.10.3.2.21 Work with the local municipalities and the appropriate agencies to provide the appropriate infrastructure for integrating *active transportation* trips with transit trips, community destinations, and commercial properties.
- 5.10.3.2.22 Work with the Province, local municipalities, and all relevant agencies to improve bicycle and pedestrian connectivity at and around highway interchange and grade separations at the planning, design, and construction stages.
- 5.9.5.2.1
- 5.10.3.2.23 Support the implementation and protection of *rapid transit* corridors, as shown on Schedule G, as well as those additional *higher order transit*, *bus rapid transit* or priority transit corridors proposed on *Regional roads* by the *area local* municipalities or Provincial transit authorities. Any changes to *rapid transit* corridors shown on Schedule G will require an amendment to this Plan.
- 5.9.5.2.2 Work with Metrolinx, other Provincial agencies and ministries, the area municipalities, and adjacent municipalities in the planning and implementation of an inter-regional transit system.
- 5.9.5.2.3
- 5.10.3.2.24 Support the provision of transit services to rural communities by the Province, *area local* municipalities and/or privately run transit services where feasible and functional.
- 5.9.5.2.4 Support the coordination of inter-municipal and inter-regional transit services.
- 5.9.5.2.5
- 5.10.3.2.25 Encourage *transit-supportive* measures on *major roads* and highway corridors in Peel ~~through the use of~~ using HOV lanes, *Bus Rapid Transit* *Bus Rapid Transit (BRT)* and granting preferential treatment to transit, ~~when and where necessary and~~ justified or feasible.
- 5.9.5.2.6

**5.10.3.2.26** Support Metrolinx ~~the Ministry of Transportation~~ and the ~~area local~~ municipalities in the expeditious planning, ~~and implementation of, and support Metrolinx and the federal government in the expeditious funding of,~~ a GTHA-wide and GGH-wide rapid transit network and, in particular, of:

- a) *Rapid transit projects in Peel included in the Metrolinx Regional Transportation Plan and the Greater Golden Horseshoe Transportation Plan; and*
- b) *Rapid transit projects in the City of Brampton, the Town of Caledon and the City of Mississauga and the City of Brampton not included in the Metrolinx Regional Transportation Plan and the Greater Golden Horseshoe Transportation Plan.*

**5.9.5.2.7**

**5.10.3.2.27** Work with Metrolinx and the ~~area local~~ municipalities to implement the ~~project improvements GO Transit rail and bus service improvements~~ described in the Metrolinx Regional Transportation Plan, ~~and in particular including, but not limited to:~~

- a) ~~To provide all day two-way GO commuter rail service on the Milton and Georgetown lines as soon as possible;~~
  - b) ~~To expedite the identification and protection of a new GO Rail station site in Bolton and the provision of GO commuter rail service to and from this station;~~
  - c) ~~To improve the frequency of service on the Lakeshore, Georgetown and Milton GO commuter rail lines;~~
  - d) ~~To provide increased inter municipal/inter regional express GO bus service in corridors where there is sufficient demand; and~~
  - e) ~~To improve connections to Toronto – Lester B. Pearson International Airport from Peel.~~
- 
- a) To provide expeditious two-way, all day GO commuter rail service on the Milton and Kitchener lines;
  - b) To provide expeditious two-way, all day GO commuter rail service on the Kitchener lines, between Union Station and Bramalea;



- c) To identify and protect for a new GO Rail station site in Bolton and the provision of GO commuter rail service to and from this station;
- d) To improve the frequency of service on the Lakeshore, Kitchener and Milton GO commuter rail lines;
- e) To provide increased inter-municipal/inter-regional express GO bus service in corridors where there is sufficient demand;
- f) To provide inter-municipal / inter-regional express GO bus service to Rural Service Centres in Caledon; and
- g) To improve connections to Toronto Pearson International Airport from Peel.

5.10.3.2.28 Work with Metrolinx, local municipalities, and the local municipal transit agencies to improve multimodal access to GO Stations and transit hubs.

5.9.5.2.8

5.10.3.2.29 Support the efforts by Metrolinx to study and implement the electrification of the GO Transit rail system.

5.9.5.2.9

Work with Metrolinx and other levels of government to investigate the potential use of existing underused and abandoned rail lines for future passenger service.

5.9.5.2.10

5.10.3.2.30

Encourage the intensification of residential and non-residential development at nodes, Major Transit Station Areas, and mobility hubs and along transit corridors to support a higher level of transit service and other sustainable modes, consistent with direction in the latest provincial plans.

5.9.5.2.11

5.10.3.2.31

Encourage the area local municipalities, in cooperation with the Region and having regard for the Provincial Guidelines for Transit Supportive Land Uses, to plan for intra-regional transit connections, to integrate transit plans into secondary plans and, when planning for designated greenfield areas, to plan for compact, transit-supportive urban development.

5.9.5.2.12

5.10.3.2.32

Support Metrolinx and the area local municipalities in:

- a) The development of a network of *mobility hubs* (as identified in the Metrolinx Regional Transportation Plan) and other transportation hubs (as identified by the ~~area local~~ municipalities and *the Region*);
- b) *Promoting* transit stations and terminals in urban nodes and corridors, as identified in this Plan and the ~~area municipal official plans~~ *local municipal official plans*; and
- c) The integration of transportation modes at these hubs.

5.9.5.2.13

5.10.3.2.33

*Support* ~~gateways and~~ interconnections between the local bus network and future ~~transitways transitways~~, especially at Urban Growth Centres and other mobility and transportation hubs.

5.9.5.2.14

*Support* improved transit connectivity to Toronto – Lester B. Pearson International Airport and the surrounding employment area.

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5.10.3.2.34

Work with Metrolinx, the Greater Toronto Airport Authority, and local municipal transit agencies to establish a multi-modal transportation hub at Toronto Pearson International Airport.

5.9.5.2.16

Work with the area municipalities to plan for and protect *Regional corridors and rights-of-way* for transit to meet current and projected need.

5.9.5.2.17

5.10.3.2.35

*Support* the use of innovative transit technologies by ~~area local~~ municipalities, such as transit signal priority and the provision of real-time information to transit riders, and *support* the identification by ~~area local~~ municipalities of transit priority zones where transit priority measures will be put in place.

5.9.5.2.18

5.10.3.2.36

Encourage the ~~area local~~ municipalities and Metrolinx to work with the health and human services sectors when developing transit services.

5.9.8.2.4

5.10.3.2.37

Encourage efficient fuel use and conservation by promoting *Transportation Demand Management* programs, linked trips, the use of ~~Intelligent Transportation Systems~~ *Intelligent Transportation Systems* and the use of *public transit* and *active transportation*.

## **5.9.3—5.10.4 The Provincial Freeway Network**

The Provincial *Freeway* Network provides for the movement of people and goods throughout *Peel* and the remainder of the *Greater Toronto and Hamilton Area*. The network is comprised of controlled-access *freeways* (the 400-series *freeways*, the Queen Elizabeth Way and the 407 Express Toll Route). Continuing improvement of the Provincial *Freeway* Network, and of the integration of *freeways* with other roads in *Peel* and adjacent municipalities, are *essential* for the efficient movement of people and goods.

Appealed

In order to plan ~~for~~ and protect a strategic corridor and rights-of-way for transportation and transit facilities, in advance of future development, the Region is establishing policies to protect the corridor shown ~~conceptually~~ as the Conceptual GTA West Corridor on Schedule E.

The provincial Growth Plan ~~June 2006 May 2019~~, identifies a conceptual ~~future future~~ Transportation Corridor in *Peel* between the urban areas of the northwest GTA and the western Greater Golden Horseshoe. The Ministry of Transportation (MTO) has initiated an Environmental Assessment which will more specifically define the need, location and details of the GTA West Transportation Corridor.

#### **5.9.3.1 – Objective 5.10.4 Objectives**

##### **5.9.3.1.1**

##### **5.10.4.1.1**

To advocate for the provision and maintenance of an adequate, reliable, efficient and safe Provincial *Freeway* Network to facilitate the movement of people and goods within and through *Peel*.

##### **5.9.3.1.1.1**

##### **5.10.4.1.2**

To plan ~~for~~ and protect ~~for a Future future~~ GTA West Transportation Corridor in the Region of Peel as conceptually shown on Schedule D and E.

##### **5.9.3.1.2**

To continue to implement the transportation and related infrastructure objectives and policies of the Parkway Belt West Plan.

##### **5.10.4.1.3**

To work with the Province to incorporate Transportation Demand Management measures into Provincial highway initiatives.

#### **5.9.3.2 5.10.4.2 Policies**

It is the policy of *Regional Council* to:

**5.9.3.2.1****5.10.4.2.1**

Encourage the Province, in cooperation with the *GTHA* municipalities and adjacent 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*.

**5.10.4.2.2**

Encourage the Province to undertake a Health Impact Assessment in the early stages of Provincial freeway planning.

**Appealed**

**5.9.3.2.2****5.10.4.2.3**

Work with the Province and affected municipalities to take appropriate actions to ensure that planned transportation corridors are not precluded. (Adopted ROPA 22)

**Appealed**

**5.9.3.2.3****5.10.4.2.4**

Work cooperatively with the Province and other GTA and Greater Golden Horseshoe municipalities in planning and implementing *freeway* and *higher order transit* improvements identified in the Growth Plan for the Greater Golden Horseshoe and the Metrolinx Regional Transportation Plan. (Adopted ROPA 16 and 22)

**Appealed**

**5.9.3.2.4****5.10.4.2.5**

Encourage and work with the Province and affected municipalities to identify and plan for the following future multi-modal transportation corridors and to take appropriate actions to ensure that these corridors are not precluded: (Adopted ROPA 22)

a) A transportation corridor linking the *GTA West Transportation Corridor* and the *Mid-Peninsula (Niagara to GTA) Corridor*; and

b) The planned extension of Highway 427 linking to the GTA West Transportation Corridor; and

b)c) The further extension of Highway 427 to highway 9 and beyond to Highway 9 and beyond. (Adopted ROPA 22)  
(Provincial Modification in bold)

**Appealed**

**5.9.3.2.5****5.10.4.2.6**

Encourage the study and protection of a north-south transportation corridor and related Bramalea West Parkway facility

along the boundary of Brampton and Halton Hills, until such time as the need for and long term role of this major transportation facility one or both of these major transportation facilities can be evaluated and approved through the completion of one or more Environmental Assessment studies. (Adopted ROPA 16)

Appealed

**5.9.3.2.6**

**5.10.4.2.6**

~~Participate in and support, in consultation with the affected municipalities, the Province's environmental assessment study for the GTA West transportation corridor and its links to the transportation network, and encourage and work with the Province and affected municipalities to take appropriate actions to ensure that the corridor is not precluded. (Adopted ROPA 22)~~  
Participate in and support the Province's Environmental Assessment Study for the GTA West Transportation Corridor and work with the Province and affected municipalities to take appropriate actions to ensure the GTA West Corridor and its links to the transportation network is not precluded.

**5.10.4.2.7**

Encourage the Ministry of Transportation to undertake detailed analysis of the impacts of proposed interchanges on the transportation network in the Region of Peel.

Appealed

**5.9.12.2.1**

**5.10.4.2.8**

Plan for and protect for the future GTA West Transportation Corridor and rights-of-way for transportation and transit facilities to meet current and projected needs and ~~not permit prohibit~~ development in such planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or actively being planned.

Appealed

**5.9.12.2.2**

**5.10.4.2.9**

Ensure that transportation and land use considerations ~~be are~~ integrated and coordinated at all stages of the planning and Environmental Assessment process.

Appealed

**5.9.12.2.3**

**5.10.4.2.10**

Work with the Province and ~~area local~~ municipalities to plan for and protect for the GTA West Transportation Corridor and its connections to the existing highway network including Highway 410 in the Mayfield West area of Caledon (as identified on Schedule E).

Appealed	<b>5.9.12.2.4</b> <a href="#">5.10.4.2.11</a>	Direct the <del>area local</del> municipalities, in consultation with and to the satisfaction of the Province, <del>to develop official plan policies to implement official plan amendments or zoning by-laws</del> that provide corridor protection to ensure that development applications will not predetermine or preclude the planning and/or implementation development of the GTA West Transportation Corridor.
Appealed	<b>5.9.12.2.5</b> <a href="#">5.10.4.2.12</a>	Recognize that as the Environmental Assessment <del>Act process Study progresses for the GTA West Transportation Corridor, any related Official Plan official plan amendment or Secondary Plan may, in consultation with the proponent, zoning by-law to permit development within the Preliminary Route Planning Study Area, will</del> include provisions for the phased release of lands that are appropriate to the <del>environmental assessment Environmental Assessment process, in consultation with the Ministry of Transportation.</del> (Provincial modification to Adopted ROPA 26 in bold)
	<a href="#">5.10.4.2.13</a>	<u>Encourage the Province to expeditiously complete the Environmental Assessment Study for the GTA West Transportation Corridor, initiate and complete detailed design and construction of the facility to support future growth.</u>
Appealed	<b>5.9.7.2.4f)</b> <a href="#">5.10.4.2.14</a>	<u>Participate in and support the Province's Environmental Assessment study of the GTA West Transportation Corridor, in recognition of the potential role of this transportation corridor for the movement of goods. (Adopted ROPA 22)</u>
	<a href="#">5.10.4.2.15</a>	<u>Work with the appropriate agencies and local municipalities to encourage the planning of compatible infrastructure, including but not limited to, electricity generation facilities and transmission systems, telecommunication infrastructure, and utility corridors adjacent to major transportation and transit rights-of-way, where appropriate, to meet long term needs.</u>
	<b>5.9.3.2.7</b> <a href="#">5.10.4.2.16</a>	Encourage and <i>support</i> the planning, corridor protection and the early construction of the following facilities:

- a) The widening of Highway 410 from Highway 401 Queen Street to Mayfield Road;
- b) The widening of Highway 401 between Highway 403/410 and Trafalgar Road in Halton Region; and
- c) The extension of Highway 427 to Highway 9 and beyond. Major Mackenzie Drive in York Region;
- d) ~~The completion of the Courtney park Drive/Highway 410 interchange; and~~
- e) ~~The completion of the Bramalea Road/Highway 407 interchange.~~

#### 5.9.3.2.8

#### 5.10.4.2.17

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

#### 5.9.3.2.9

#### 5.10.4.2.18

Encourage the Ontario Ministry of Transportation to continue to study and implement the ~~High Occupancy Vehicle~~ High Occupancy Vehicle Lane Network Plan for the 400-Series Highways in the Greater Golden Horseshoe and to update the plan in cooperation with regional and local municipalities.

### 5.9.4—5.10.5 Major Road Network

The *Major Road Network* in *Peel* provides for inter- and intra-municipal travel within *Peel* and for connections to other regions/municipalities and the Provincial *Freeway Network*. The network is comprised of *major roads* under the jurisdiction of the Province of Ontario (Highways 9 and 10 in Caledon), *the Region* and the area local municipalities. *The Regional roads* are designed to provide a high level of inter-municipal *transportation capacity*. *The Region* works with the area local municipalities to plan for transportation on a region-wide basis. The provision of a safe, efficient and reliable *major road* network plays an important role in the movement of people (by automobile, transit, and bicycle and walking, as well as) and goods.

Opportunities for additions and expansions to the *major road* network in *Peel* are limited. There are opportunities, however, to make selected additions and expansions to the network, to improve the efficiency of the network and to provide for the accommodation of transit- and *transportation demand management-supportive infrastructure*.

### **5.9.4.1 5.10.5.1 Objectives**

#### **5.9.4.1.1**

##### **5.10.5.1.1**

To work with the area local municipalities and the Province to provide, optimize, maintain and operate a *Major Road Network* to facilitate the safe, efficient and reliable movement of people and goods. (Adopted and approved ROPA 22)

#### **5.9.4.1.2**

##### **5.10.5.1.2**

To achieve a *Major Road Network* as shown on Schedule E.

#### **5.10.5.1.3**

To minimize and mitigate impacts of transportation on the natural environment and the Agricultural System consistent with the objectives and policies of this Plan

### **5.9.4.2 5.10.5.2 Policies**

It is the policy of *Regional Council* to:

#### **5.9.4.2.1**

##### **5.10.5.2.1**

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 E and Schedule F of this Plan.

#### **5.10.5.2.2**

A jurisdictional transfer from local municipal to *Regional* roads will not require an amendment to Schedule F provided that the Region maintain the right-of-way depicted in the local Plan from which the road is being transferred.

#### **5.9.4.2.2**

##### **5.10.5.2.3**

Work with the Province, 407 ETR and the area local municipalities to identify, prioritize and resolve;

a) Gaps, bottlenecks and jogs in the *Regional* and local road networks; and

b) Opportunities for new or improved highway interchanges; and

c) Impediments to transit and active transportation on the Regional and local road networks.

#### **5.9.4.2.3**

- 5.10.5.2.4 Work with the Ontario Ministry of Transportation, Region of York, City of Brampton, City of Vaughan and Town of Caledon to identify and implement road network improvements in the Highway 427 Extension area.
- 5.9.4.2.4
- 5.10.5.2.5 Ensure that, where possible, adequate *transportation capacity* on *Regional* roads is based on a “*Level of Service*” Policy<sup>“</sup> adopted and periodically reviewed by *Regional Council*.
- 5.10.5.2.6 Investigate a multi-modal *Level of Service* methodology in consultation with the local municipalities and external agencies, as appropriate.
- 5.9.4.2.5 Within 245 metres (804 feet) of a Regional Road intersection, protect an additional 5.5 metres (18 feet) over that identified on Schedule F for a single left turn configuration, right turn lanes, multi-purpose pathways or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Traffic Impact Study and/or functional design acceptable to the Region.
- 5.9.4.2.6 Within 245 metres (804 feet) of a Regional Road intersection, protect an additional 9 metres (30 feet) over that identified on Schedule F for a dual-left turn configuration, right turn lanes, multi-purpose pathways or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Traffic Impact Study and/or functional design acceptable to the Region.
- 5.9.4.2.7 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.
- Protect additional rights-of-way where necessary to provide for turning lanes, multi-purpose pathways, or transit related improvements at the intersection of all designated rights-of-way. Accordingly, within 245 metres (804 feet) of an intersection (on either side of the intersection and starting at the center line of the intersection) the rights-of-way may be up to a total 13.5 metres (44.3 feet) wider than the designated *Regional* road rights-of-way as shown on Schedule F.
- 5.9.4.2.8
- 5.10.5.2.7 Generally locate *Regional* two lane roads within 25-36 metre (82-118 feet) rights-of-way, four lane roads within 36-45 metre

(118-148 feet) rights-of-way and six lane roads within 45-55 metre (148-180 feet) rights-of-way in urban and rural settings.

**5.9.4.2.9**

**5.10.5.2.8**

Notwithstanding the right-of-way widths identified on Schedule F, ensure that future road widenings within the Greenbelt, *Niagara Escarpment Plan Area, Oak Ridges Moraine Conservation Plan Area, Protected Countryside and the Parkway Belt West Plan Area* are consistent with the policies of the Greenbelt Plan, *Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan and the Parkway Belt West Plan.*)

**5.9.4.2.10**

**5.10.5.2.9**

~~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 Greenbelt Plan, Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Parkway Belt West Plan where Regional roads are proposed to be widened, reconstructed or improved. Where portions of Regional roads have scenic, environmental, cultural heritage or archaeological resources, this policy 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.~~

Mitigate impacts to the natural environment, consistent with the objectives and policies in this Plan, through the Environmental Assessment process where Regional roads are proposed to be widened, reconstructed, or improved.

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.

**5.9.4.2.11**

**5.10.5.2.10**

Control frontage *development* and vehicular access onto *Regional* roads consistent with relevant *Regional* By-laws and the Regional Roads Characterization Study.

**5.9.4.2.12**

- [5.10.5.2.11](#) Control access to *Regional* roads so as to optimize ~~traffic~~ road safety and carrying capacity, and control the number and location of intersections with *Regional* roads in consultation with the affected area local municipality. Where feasible, and consistent with context, access to developments should be obtained via municipal roadways and not Regional roads.
- [5.9.4.2.13](#)
- [5.10.5.2.12](#) 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* for outdoor living areas that have reverse frontage (rear or side lot abutting a Regional road).
- [5.9.4.2.14](#)
- [5.10.5.2.13](#) Determine the priority for improvements to *the Regional* road system periodically in the context of monitoring and inspection reports, system status reports, studies on growth and other indicators related to *the Regional Structure*, in consultation with the area local municipalities.
- [5.9.4.2.15](#)
- [5.10.5.2.14](#) *Support* the efforts by ~~Metrolinx~~ the Province to study the development of an interconnected regional network of multi-purpose reserved lanes that build on existing plans for *High Occupancy Vehicle (HOV)* lanes to improve the efficiency of highways and arterial roads for transit and multi-occupant vehicles.
- [5.9.4.2.16](#)
- [5.10.5.2.15](#) Work with the area local municipalities, adjacent municipalities and the Province to study the feasibility of developing an arterial *High Occupancy Vehicle (HOV)* system in *Peel* to complement the Province's *freeway HOV* system.
- [5.9.4.2.17](#)
- [5.10.5.2.16](#) Develop and utilize asset management systems and practices including regular inspections, testing and condition surveys to accurately and effectively assess, plan and budget for necessary road asset rehabilitation or replacement works.
- [5.9.4.2.18](#)
- [5.10.5.2.17](#) Ensure that new or improved *Regional* roads support the viability of existing or planned *rapid transit services* where feasible and encourage the area local municipalities to do the same for roads under their jurisdiction.

**5.10.5.2.18** Support the development of a connected and accessible network of sustainable transportation facilities on new or improved Regional roads, where feasible.

**5.9.5 The Inter and Intra-Regional Transit Network [moved, edited or deleted within Section 5.10.3 Sustainable Transportation]**

**5.9.5.1 Objectives**

**5.9.5.2 Policies**

**5.9.6**

**5.10.6 Airports**

Toronto —~~Lester B.~~ Pearson International Airport, Canada's busiest airport, is an important element in the GTHA's transportation and economic systems. It provides national and international transportation linkages, creates a substantial number of employment opportunities and is a large generator of direct and indirect economic benefits for *the Region of Peel* and the GTHA.

The presence of Toronto —~~Lester B.~~ Pearson International Airport within *the Region of Peel* creates both opportunities and responsibilities. Because of its significance, it is a priority of this Plan to ensure that new *development* is compatible with Airport operations and allows the Airport to function efficiently while recognizing existing and approved land uses and other considerations.

In addition to the role of Toronto —~~Lester B.~~ Pearson International Airport in *Peel* and the GTHA, consideration should also be given to the potential increased significance of the Brampton Flying Club airport over the next 30 years.

**5.9.6.1**

**5.10.6.1 Objectives**

**5.9.6.1.1**

**5.10.6.1.1**

To optimize the economic potential of Toronto —~~Lester B.~~ Pearson International Airport and the Brampton Flying Club airport to *the Region of Peel* and the GTHA, having regard for:

- a) Existing and future industry, business and employment opportunities; and
- b) The interests of existing and future residents.

**5.9.6.1.2**



**5.10.6.1.2** To support the *recreational* opportunities of airports in *Peel* where appropriate.

**5.10.6.1.3** To support the development and redevelopment opportunities around the Toronto Pearson International Airport Area.

#### **5.9.6.2**

#### **5.10.6.2 Policies**

It is the policy of *Regional Council* to:

##### **5.9.6.2.1**

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

##### **5.9.6.2.2**

**5.10.6.2.2** Study *jointly*, with the Town of Caledon, and in consultation with the City of Brampton, the potential role of the Brampton Flying Club airport and develop policies to protect this role.

##### **5.9.6.2.3**

**5.10.6.2.3** Work with the Greater Toronto Airports Authority and the ~~area local~~ municipalities to identify ways to protect the long-term operational role of Toronto ~~Lester B.~~ Pearson International Airport by ensuring that *development and redevelopment* adjacent to the Airport is compatible with airport operations and the needs of residents and by discouraging land uses which may cause a potential aviation safety hazard.

##### **5.9.6.2.4**

**5.10.6.2.4** Prohibit the development, redevelopment and infill of new residential and sensitive land uses such as hospitals, nursing homes, daycare facilities and public and private schools in the Airport operating Area as shown on Schedule H. The Airport Operating Area uses existing geographical features such as roads, land use boundaries and natural features to represent the boundaries of Transport Canada's 30 NEF/NEP contour.

##### **5.9.6.2.5**

5.10.6.2.5

Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airports Authority and *the Region* to include in their official plans:

- a) Airport Operating Area policies consistent with Policy 5.9.6.2.4 5.10.6.2.4 ;
- b) Definitions and illustrations of the areas to which the Airport Operating Area policies apply; and
- c) Definitions of the terms sensitive land uses, *redevelopment* and infill.

5.9.6.2.65.10.6.2.6

Direct the Cities of Mississauga and Brampton, in consultation with the Greater Toronto Airport Authority and the Region, to define specific exceptions to Policy 5.9.6.2.4 5.10.6.2.4 within the Toronto ~~Lester B.~~ Pearson International Airport Operating Area in their municipal official plans, provided however, that:

- a) such exceptions are limited to redevelopment of existing residential use and other sensitive land
- b) uses or infilling of residential and other sensitive land uses;
- c) ~~development~~ development proponents demonstrate that there will be no negative impacts to the long-term function of the airport;
- d) the Cities of ~~Mississauga and Brampton~~ Brampton and Mississauga define the areas to which the exception would apply;
- e) MOE acoustical design standards are met; and
- f) development proponents may be required to demonstrate that proposed new sensitive land uses are appropriately designed, separated and/or buffered from major facilities to prevent adverse effects from noise and other contaminants and minimize risk to public health and safety. The need to satisfy this requirement shall be determined in consultation with the Region.

**5.9.6.2.7****5.10.6.2.7**

Update [Figure 6](#) [Figure Y4](#) in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.

**5.9.7****5.10.7 Goods Movement**

To support goods movement in the Region of Peel, there is a need for a coordinated network linking major road network, the provincial freeway, areas of significant employment activity and major goods movement corridors. With an increase traffic congestion, there is a resulting delay in the movement of goods in the Greater Toronto and Hamilton Area which is contributing to diminishing productivity, wasted energy, environmental degradation, and lowering of standard of living. Economically, delay in the movement of goods is costing billions of dollars in lost GDP every year. An integrated transportation network, inclusive of road, rail, air, marine, and pipeline, is needed to ensure that goods are transported in an efficient and timely manner. In the Region of Peel, the ~~The~~ safe and efficient movement of goods ~~is~~ plays an important role in ~~to~~ the regional economy, ~~is an important factor in~~ attracting and retaining a range of industries and businesses, ~~and directly impacts~~ the competitiveness of the businesses and the availability of high-quality jobs in Peel. ~~The provision of integrated transportation networks (including road, rail, air, marine and pipeline networks) is needed to ensure that goods are transported in an efficient and timely manner.~~ The goods movement system developed in Peel ~~needs to be~~ will be advanced in balance with the system requirements of the entire GTHA.

**5.9.7.1****5.10.7.1 Objectives****5.9.7.1.1****5.10.7.1.1**

To facilitate the development ~~and maintenance~~ of a safe and efficient goods movement network within Peel and between Peel and adjacent municipalities that supports the regional economy ~~while minimizing adverse impacts and that minimizes impact to the environment.~~

**5.9.7.1.2****5.10.7.1.2**

To optimize the use of existing goods movement infrastructure and capacity.

**5.9.7.2****5.10.7.2 Policies**

It is the policy of *Regional Council* to:

**5.9.7.2.1****5.10.7.2.1**

~~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.)~~ Work with other levels of government, agencies and ministries, the private sector and local municipalities to develop, maintain and implement a comprehensive, integrated and effective goods movement system that encourages the safe and efficient movement of goods by road, rail or air within and through the Region.

**5.10.7.2.2**

Work with the Province, the local municipalities, adjacent municipalities relevant agencies, and public and private stakeholders to implement and regularly update the Goods Movement Strategic Plan for Peel.

**5.9.7.2.2****5.10.7.2.3**

Establish strong partnerships with public and private stakeholders to develop a vision for goods movement in *Peel*, determine priorities, and implement action plans for advancing a sustainable goods movement system in *Peel*.

**5.9.7.2.3****5.10.7.2.4**

Work with other levels of government and agencies to develop and implement a multi-modal goods movement transportation system for the GTHA, building on the strategic framework found in Schedule 6 of the Growth Plan for the Greater Golden Horseshoe.

**5.9.7.2.4****5.10.7.2.5**

~~Define a Periodically review the strategic goods movement network strategic goods movement network~~ in *Peel* ~~and related studies~~, in consultation with the Province ~~and appropriate municipalities in the GTHA, local municipalities and other public and private stakeholders, the other regions in the GTHA, area municipalities, adjacent municipalities and other public and private stakeholders.~~ In so doing, undertake the following:

- a) ~~Initiate the review~~ Review and update ~~of~~ the existing and future transportation network to ensure the safe and efficient movement of goods throughout *Peel*. As a part of this effort, ~~continue working~~ work with the Province and the area local municipalities to identify and update priority goods movement routes in *Peel*;

- b) Acknowledge the importance of and promote inter-modal facilities, airports, rail corridors and terminals (~~and of with~~ linkages to these facilities) as key components of an efficient goods movement system; and
- c) Encourage the development of air, pipeline and marine transport in *support* of the efficient movement of goods;  
~~;~~
- d) Investigate the feasibility of truck-only lanes on selected roads in Peel;
- e) Encourage the Province and 407 ETR, in recognition of the role of the 400-series highways as vital transportation corridors for the movement of goods, to study the following highway improvements:
- i) Highway 401 – widening between Highway 403/410 and Trafalgar Road in Halton Region;
  - ii) Highway 407 – completion of the Bramalea Road/Highway 407 interchange;
  - iii) Highway 410 – widening between Highway 401 and Mayfield Road and the completion of the Highway 410/Courtneypark Drive interchange; and
  - iv) Highway 427 – extension beyond Major Mackenzie Drive in York Region; and

Appealed

- f) Participate in and encourage the Province's study of the GTA West Transportation Corridor, in recognition of the potential role of this transportation corridor for the movement of goods. (Adopted ROPA 22) [moved to Section 5.8.4]

5.9.7.2.5 Work with the private and public sectors to plan for growth in goods movement activity. When doing so, consider ways to optimize the use of existing and planned goods movement infrastructure and capacity.

5.9.7.2.6

5.10.7.2.6 Support a safe and efficient railway network by:

- a) Evaluating, prioritizing and securing grade separation of railways and *major roads*, in cooperation with Transport Canada and the railways; and

- b) Ensuring that noise, vibration and safety issues are addressed for *development* adjacent to railway corridors and terminal facilities.

[5.9.7.2.7](#)

[5.10.7.2.7](#)

Work with the railways, the trucking industry, the Greater Toronto Airports Authority, the Province, ~~Metrolinx~~ and the ~~area local~~ municipalities to improve access to freight terminals and to Toronto ~~Lester B.~~ Pearson International Airport and its surrounding employment areas in order to integrate these into surrounding land uses and to maximize their economic potential.

[5.9.7.2.8](#)

[5.10.7.2.8](#)

Work with other levels of government, and the private sector to develop and implement a comprehensive freight data program for strategic planning, operational analysis and performance measurement purposes. As a part of this, encourage the development and implementation of a goods movement origin-destination survey for the *GTHA* and an analysis of the cost of congestion to goods movement.

[5.9.7.2.9](#)

[5.10.7.2.9](#)

~~Promote better Increase coordination, communication and improved efficiency of goods movement using Freight Transportation Demand Management measures such as through truck-rail and truck-air operations for the movement of goods.~~

[5.9.7.2.10](#)

~~Support, and participate in, the efforts of Metrolinx to develop and implement a Goods Movement Strategy for the Greater Toronto and Hamilton Area, as outlined in the Regional Transportation Plan.~~

[5.9.7.2.11](#)

~~Support provincial and federal government studies on the movement of goods in Southern Ontario (e.g., the Quebec-Windsor Gateway Study).~~

[5.9.7.2.12](#)

[5.8.7.2.10](#)

Promote ~~improvements to, and~~ the harmonization of, the goods movement policies of all levels of government (~~federal, provincial, regional and local~~).

[5.9.7.2.13](#)

[5.10.7.2.11](#)

Encourage ~~the location~~, where possible, ~~of~~ activities generating substantial goods movement traffic ~~to strategically locate~~ near highways, *major roads*, rail yards, Toronto ~~Lester B.~~ Pearson International Airport and inter-modal facilities.

[5.9.7.2.14](#)

~~Work with the Province and the area municipalities to develop and implement freight supportive land use guidelines.~~

**5.9.7.2.15****5.10.7.2.12**

Work with the Province to facilitate the efficient movement of goods, link major goods movement facilities and corridors and by making goods movement the first priority of highway investment investments.

**5.9.7.2.15**

~~Work with the Province to develop a program of transportation supply and demand management measures to facilitate goods movement.~~

**5.10.7.2.13**

Work with the appropriate levels of government and agencies to improve border crossings for the efficient movement of goods.

**5.10.7.2.14**

Work with the Province and local municipalities to maximize the transportation network to accommodate Long Combination Vehicles, where feasible, to promote goods movement efficiencies and direct connections from employment areas to Provincial Highways for Long Combination Vehicles, while avoiding sensitive areas, where feasible.

**5.10.7.2.15**

Work jointly with local municipalities, appropriate levels of government, and private agencies to review and update by-laws, development requirements and policies to encourage Off-Peak Deliveries, where appropriate.

**5.10.7.2.16**

Work with the Province, the local municipalities, relevant agencies, and transportation service providers to plan, design and implement a transportation system which can safely accommodate the movement of agricultural vehicles and equipment, where appropriate.

**5.9.8****5.10.8 Environmental Impact**

As noted in the Growth Plan, 2019, reducing dependence on the automobile in support of sustainable and active transportation reduces traffic-related greenhouse gas emissions, whilst improving resilience through existing and planned infrastructure including transit and green infrastructure, as well as conservation of Peel's environmentally significant features.

The transportation system interacts with, and impacts, the environment and directly contributes to climate change as a result of greenhouse gas (GHG) emissions. The transportation sector accounts for approximately 25% 28% of Canada's total greenhouse gas

emissions, ~~59% of Canada's carbon monoxide emissions and 53% of Canada's nitrogen oxide emissions. Poor air quality has serious health, social, economic and environmental impacts and 37% of emissions in Peel region. Transportation-related emissions, specifically traffic-related, are a major source of air pollution in Peel Region and the second-largest source of greenhouse gas emissions. Canada-wide passenger transportation contributes approximately 54% of total emissions, freight emissions contribute approximately 41% of total emissions, and off-road contribute approximately 5% of total emissions.~~

~~Strong~~ The rapid growth in population and employment ~~growth~~ in Peel has led to a significant ~~rapid~~ increase in the number of vehicle trips made on the highways and roads in ~~the region~~ ~~the Region~~. The resultant traffic congestion, with its associated stops, starts and lower speeds, is a large contributor to higher levels of emissions. Additional impacts of ~~the increase~~ ~~increased in number of~~ vehicle trips include higher noise levels and adverse impact on water and air quality.

Recognizing traffic-related impacts on the environment, measures to shift travel behavior towards sustainable modes, adapting infrastructure to be more resilient, improving vehicle technologies, reducing greenhouse gas emissions and traffic-related air pollution, and reducing impacts on the Greenlands System must be considered.

~~It is important to continue to recognize the impact of transportation on the environment so that any adverse impacts can be minimized. If the transportation sector is to contribute in a meaningful way to a reduction in environmental impact, measures to address transportation activity and behaviour (along with measures to improve vehicle technologies) must be considered.~~

#### **5.9.8.1**

##### **5.10.8.1 Objectives**

5.9.8.1.1 To improve air quality and reduce the greenhouse gas emissions produced by vehicles using Peel's transportation system.

5.10.8.1.1 To reduce environmental impacts such as greenhouse gas emissions and traffic-related air pollutants produced by vehicles using Peel's transportation system.

5.10.8.1.2 To reduce impacts of transportation on Peel's stormwater system and the Greenlands System.

#### **5.9.8.2**

##### **5.10.8.2 Policies**

It is the policy of *Regional Council* to:

**5.9.8.2.1****5.10.8.2.1**

Work with *Greater Toronto and Hamilton Area* municipalities, the Province and stakeholder groups to minimize traffic congestion, air pollution and noise pollution from automobiles and other modes of transportation.

**5.9.8.2.2**

~~Work with the Province, Metrolinx, the area municipalities, school boards, transit providers and non profit organizations, to educate the public, through new initiatives, on the relationship between vehicles, air pollution and impacts on the natural environment.~~

**5.9.8.2.3****5.10.8.2.2**

Promote strategies intended to reduce and prevent impacts on the environment through appropriate design of the transportation system ~~and, specific to addressing matters such as~~ water pollution, the treatment of urban runoff, ~~stormwater management and the protection and preservation of the Greenlands System~~ in accordance with the policies of this Plan.

**5.10.8.2.3**

Promote energy-conservation strategies such as *Transportation Demand Management* and *Intelligent Transportation Systems* measures to reduce traffic-related emissions and environmental impacts.

**5.9.8.2.5****5.10.8.2.4**

Increase the number of hybrid and alternative fuel vehicles in *the Regional fleet*, thereby reducing both the amount of conventional fuel used and the emissions resulting from its use.

**5.10.8.2.5**

Work with our local municipalities to include storm drainage from *Regional roads (ultimate width)* in the development of *Master Environmental Servicing Plans* and the *Stormwater Master Plan*.

**5.10.8.2.6**

Consider and implement green infrastructure approaches in the planning, design, construction and operations and maintenance of *Regional infrastructure projects*, where feasible.

**5.10.8.2.7**

Work with other levels of government, agencies and ministries, the private sector and local municipalities to investigate strategies for minimizing the impact of traffic-related pollutants and greenhouse gas emissions.

**5.10.8.2.8**

Promote the use of innovative technology to mitigate traffic-related pollutants.

**5.9.9 Transportation Demand Management [moved, edited or deleted within Section 5.10.3 Sustainable Transportation]**

**5.9.9.1 Objectives**

**5.9.9.2 Policies**

**5.9.10 Active Transportation [moved, edited or deleted within Section 5.10.3 Sustainable Transportation]**

**5.9.10.1 Objectives**

**5.9.10.2 Policies**

**5.9.11**

**5.10.9 Accessible Transportation**

The Accessibility for Ontarians with Disabilities Act and the Ontario Human Rights Code place considerable responsibility on municipalities to identify, remove and prevent barriers for persons with *disabilities* (including planning for and implementing improvements to transportation services). ~~In Peel Region, a substantial amount of travel for persons with disabilities is provided by community based agencies such as the Canadian Red Cross, Alzheimer's Society and Canadian Cancer Society.~~ Peel Region's TransHelp service offers a ~~parallel specialized~~ public transit service for persons who, due to functional mobility problems, cannot use conventional transit services ~~for some or all of their trips. Additionally, the Region's Accessible Transportation Coordination Office helps provide transportation for persons or trip purposes not served by TransHelp.~~ Additionally, the Brampton Transit and ~~Mississauga Miway~~ Transit fleets include ~~a growing number of~~ accessible low floor buses.

The demand for transportation for persons with *disabilities* in *Peel* is forecast to grow at a high rate as the population both increases and ages (the incidence of *disability* increases significantly with age). At present approximately 8% of *Peel*'s population is age 65 or older. By 2021 this segment is forecast to be approximately 15%. The estimated demand for specialized transit trips in *Peel* is forecast to ~~likewise increase roughly double~~ (from approximately 525,000 to ~~1,020,000~~ 820,000) between 2001 and 2021.

**5.9.11.1**

**5.10.9.1 Objective**

**5.9.11.1.1**

**5.10.9.1.1**

To provide accessible and affordable transportation services for persons with *disabilities*.

**5.9.11.2****5.10.9.2 Policies**

It is the policy of *Regional Council* to:

**5.9.11.2.1****5.10.9.2.1**

*Support increased coordination of transportation services among TransHelp, the Accessible Transportation Coordination Office, the area local municipalities, community-based agencies and taxi companies to provide a collaborative, integrated and equitable transportation services for persons with disabilities.*

**5.9.11.2.2****5.10.9.2.2**

*Work with the Province, Local Health Integration Networks relevant Ontario Health Teams, human services agencies and transit providers to coordinate and facilitate inter-regional transportation for persons with disabilities.*

**5.9.11.2.3****5.10.9.2.3**

*Support the coordination of eligibility criteria between and among all providers of transportation services for persons with disabilities in the GTHA.*

**5.9.11.2.4****5.10.9.2.1**

*Encourage conventional public transit providers to make service accessible to people with disabilities as identified in the Ontarians with Disabilities Act and the Accessibility for Ontarians with Disabilities Act.*

**5.9.11.2.5****5.10.9.2.5**

*Encourage area local municipalities and GO Transit to introduce a great number of accessible low floor bus routes and other transit accessibility improvements to make all buses, routes and transit facilities accessible to accommodate the travel needs of persons with disabilities in Peel Region.*

**5.9.11.2.6****5.10.9.2.6**

*Ensure that TransHelp eligibility criteria is AODA compliant and are designed to accommodate the mobility needs of those unable to use conventional transit.*

**5.9.11.2.7****5.10.9.2.7**

*Develop and implement programs and services Support a Family of Services approach to service delivery that meet the transportation needs of persons with disabilities who do not qualify for TransHelp door-to-door service.*

**5.9.11.2.8****5.10.9.2.8**

*Support efforts to educate the general public about the transportation needs and issues of persons with disabilities*

through collaboration with such groups as ~~Local Health Integration Networks~~, accessible taxi service providers and colleges and universities.

[\*\*5.9.11.2.9\*\*](#)

[\*\*5.10.9.2.9\*\*](#)

Work with the ~~area local~~ municipalities, transit providers and the private sector to provide and maintain a built environment that *supports* trips made using accessible transportation services (~~such as through the provision of curb cuts and accessible entrances to buildings~~).

[\*\*5.9.11.2.10\*\*](#)

[\*\*5.10.9.2.10\*\*](#)

Work with the Province and other appropriate agencies to identify and secure *sustainable*, predictable funding to *support* the provision of transportation for persons with *disabilities*.

[\*\*5.9.11.2.11\*\*](#)

[\*\*5.10.9.2.11\*\*](#)

Work with Metrolinx, appropriate GTHA municipalities and local municipalities on matters related to universal access and to develop region-wide and local implementation strategies to improve specialized transit coordination and delivery.

Appealed

[\*\*5.9.12. Future GTA West Transportation Corridor\*\*](#) (Provincial modification to Adopted ROPA 26 in bold) [moved to Section 5.10.4 The Provincial Freeway Network]

[\*\*5.9.12.1 Objective\*\*](#)

[\*\*5.9.12.2 Policies\*\*](#)

# 6

## 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 Art Gallery, Museum and Archives programs

##### 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. The Region will also need to consider how Regional services and infrastructure can be designed to reduce greenhouse gases and vulnerability to a changing climate.

#### 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, paramedic services 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 and the Accessibility for Ontarians with Disabilities Act.
- 6.2.2.10 Review the Regional Accessibility Plan and report on progress, as required by the Ontarians with Disabilities Act, and make the plan available to the public.
- 6.2.2.11 Maintain, monitor, evaluate and refine the centralized waiting list for all social housing subsidized housing units in Peel Region.
- 6.2.2.12 Request developers of affordable housing, including social subsidized housing and special needs housing supportive housing, and their funding partners to consult with the Region and area local municipalities when making locational decisions, to ensure an appropriate and equitable distribution of affordable housing throughout Peel.
- 6.2.2.13 Encourage and support the area municipalities in creating and maintaining appropriate opportunities for the provision of affordable housing, including social subsidized housing and special needs housing supportive housing.
- 6.2.2.14 Utilize the Develop a Peel Housing Strategy, Regional Housing Strategy and Housing and Homelessness Plan to plan for housing, including affordable housing, social housing subsidized housing and special needs housing supportive housing components, in collaboration with appropriate stakeholders, including and the area local municipalities. This strategy should include a component on advocacy to promote housing issues and to address housing needs.

- 6.2.2.15 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 local~~ municipalities, school boards, appropriate agencies and commissions.
- 6.2.2.16 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 local~~ municipalities and the private and non-profit housing sectors to develop new ~~affordable housing~~ affordable housing in Peel Region.
- 6.2.2.17 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 local~~ municipalities, non-profit and private providers, and through the effective use of all available and appropriate affordable housing programs and housing rehabilitation funding sources
- 6.2.2.18 Facilitate the provision of ~~rent geared to income rent supplement~~ components within housing program initiatives and develop a plan for the allocation of ~~rent geared to income rent supplements subsidies~~.
- 6.2.2.19 Promote and encourage housing and shelter initiatives that offer residents stability through life-skills training and development programs.
- 6.2.2.20 Create and implement a comprehensive support plan to help those who are homeless or ~~on the verge of being homeless at risk of homelessness~~.
- 6.2.2.21 Promote public awareness and understanding of human services issues to address all related needs.
- 6.2.2.22 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.
- 6.2.2.23 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.

- 6.2.2.24** Consider minimizing vulnerabilities related to a changing climate when locating, designing, and constructing *Regional* human services facilities including those related to communications, energy, and water infrastructure.

## 6.3 Age-friendly Planning

*Peel Region's* demographic profile will change substantially in the coming years with the seniors population defined as those aged 65 and older doubling in size by 2031. While demographic changes in *Peel* are already being experienced, the strongest impacts will be felt over the next several decades as the baby boom population ages. It is important that *the Region* and the area municipalities plan, prepare and adapt our programs and services to meet the needs of the growing and changing senior population.

The increase in the senior population will impact the planning and delivery of Regional and area municipal services including *affordable housing*, accessible transportation, recreation, physical *infrastructure* and *community health*. *The Region* and the area municipalities recognize the challenges and opportunities posed by an aging population and will better plan for age-friendly *communities* that enable residents to age actively through supportive policies, services and *infrastructure*.

*The Region of Peel* supports the planning of age-friendly *communities* and will work collaboratively with the area municipalities to work towards this outcome. This includes providing access to a range of housing options that are affordable, transit that is accessible and the use of *universal accessibility* design in the physical environment. Resources to support the planning of age-friendly communities will include Provincial Guidelines and other relevant documents. The vision is to plan for more age-friendly *communities* throughout *Peel Region* where seniors have access to supports that enable them to age safely and with dignity, while maximizing their quality of life.

### 6.3.1 Objectives

- 6.3.1.1 To recognize the diversity of *Peel's* aging population in terms of age, ability, gender, ethnicity, support needs, and income.
- 6.3.1.2 To provide for the needs of *Peel's* aging population and allow opportunities for seniors to age within their *community* including the integration of community facilities and services with residential land uses.
- 6.3.1.3 To promote the use of *universal accessibility* design in *Peel Region's* built environment to enhance safety, mobility, and independence of seniors.

- 6.3.1.4 To promote *active aging* for older adults by establishing healthy, complete, and accessible *communities* that are in close proximity to amenities, support services, and transit.

### 6.3.2 Policies

It is the policy of *Regional Council* to:

- 6.3.2.1 Encourage the area municipalities to develop policies in their official plans to support seniors to age within their *communities*, as provided for in the objectives of the Urban and Rural System sections of this Plan including the integration of *community* facilities and services with residential land uses.
- 6.3.2.2 Encourage the use of *universal accessibility* design in the built environment to create a safe, barrier-free, and more inclusive environment that will enhance the mobility and independence of all residents including seniors.
- 6.3.2.3 In accordance with policies in section 7.4 of this Plan, require the area municipalities to implement the *Healthy Development Framework* to support independent, active and healthy aging for all residents in *Peel* by creating healthy, walkable *communities* close to amenities, green spaces, programs and services.
- 6.3.2.4 Work with the area municipalities to assess supporting *services* and the built environment in neighbourhoods where there is a predominance of seniors to identify gaps with respect to *universal accessibility* and opportunities to better support *Peel* residents.
- 6.3.2.5 In accordance with policies in section 5.8 of this Plan, encourage the area municipalities to develop Official Plan policies to increase the supply of affordable, accessible, adequate and appropriate housing of all types, sizes, densities and tenures, to support seniors to age within their community.

## 6.4 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.

#### **6.4.1 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.

#### **6.4.2 Policies**

It is the policy of *Regional Council* to:

- 6.4.2.1      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.
- 6.4.2.2      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.
- 6.4.2.3      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.

- 6.4.2.4 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*.
- 6.4.2.5 Consider the financial, operational and environmental impacts and long-term suitability of communal wastewater systems.
- 6.4.2.6 Pursue, in cooperation with the area municipalities, the public and businesses, water conservation and other strategies designed to improve the efficiency of *the Region's* systems and resiliency of the natural environment.
- 6.4.2.7** Assess and address climate change risks and vulnerabilities when developing new, and replacing existing infrastructure. Infrastructure will be developed to be environmentally sustainable and assist with climate change adaptation to lessen environmental impact.
- 6.4.2.8** Consider opportunities when designing, planning, and implementing water and wastewater services to reduce greenhouse gas emissions in accordance with Provincial and Regional objectives.
- 6.4.2.7**
- 6.4.2.9** Ensure that the planning and design, construction, expansion, extension, operation and maintenance of water and sanitary sewer services protects, restores, or enhances the environmental systems and natural resources of Peel in a manner consistent with the objectives and policies in this Plan, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan Lake Simcoe Protection Plan.
- 6.4.2.8**
- 6.4.2.10** 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.
- 6.4.2.9**
- 6.4.2.11** Pursue a water efficiency strategy with a goal to reducing per capita consumption by 10-15% over the next 20 years.

## 6.5 Waste Management

The municipal *waste* generated in *Peel* is managed by means of reuse, recycling, anaerobic digestion, composting, thermal treatment and alternative resource recovery, and landfill. In keeping with the sustainability theme of this Plan (environmental, social, economic, and cultural imperatives) *the Region* promotes reductions in material resource consumption and *waste* generation, and the recognition of *waste* as a valuable resource that, if fully utilized, can have minimal negative impacts on the environment. *The Region* will continue to focus on reduction, reuse, and recycling programs (3Rs), examine and implement *waste* management alternatives that recover resources from the residual waste stream, explore the resource potential of *waste*, strive for a cost-effective *waste* management system, and recognize *waste* as a valuable source resource of alternative energy. *Waste* will be managed so as to minimize environmental impacts and emphasize the responsibility of *waste* generators to reduce the amount and type of *waste* generated and bear the costs of collection and management.

The *Region* is responsible for waste the management of waste generated by residents, eligible small businesses, and municipal and institutional facilities in *Peel* and is committed to maintaining implementing the long-term waste management strategy in the Region of Peel Waste Reduction and Resource Recovery Strategy to appropriately plan for and accommodate the present and future needs of citizens and businesses.

*Waste* management sites in *Peel* are shown on Figure 10 Y6 (Formerly Figure 10) in the Appendix. The Caledon landfill site is the only active public landfill site in Peel was, until recently, the only active public landfill site in Peel but is now closed. The establishment and operation of any new landfill site at another location will require an amendment to this Plan. The expansion of an existing landfill site will require an amendment to a local official plan. Figure Y7 (formerly Figure 10) in the Appendix, Waste Management Sites, includes the addition of the anaerobic digestion facility, removal of the Caledon Composting Facility, closure of the Caledon Landfill Site, and the addition of the Heart Lake Community Recycling Centre.

### 6.5.1 Objectives

#### 6.5.1.1

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.

#### 6.5.1.2

To minimize waste generation from residents, including consumers, businesses, and governments, designing spaces to be adaptable to changing uses, and enabling materials to be optimally circulated.

#### 6.5.1.2

#### 6.5.1.3

To promote and support the integration of the circular economy principle and hierarchy of reduction, reuse, and recycling (which

includes, but is not limited to, anaerobic digestion, composting, and mixed waste processing) into the decision making of residents, including consumers, businesses, and governments.

**6.5.1.3**

**6.5.1.4**

To maximize the reduction and recovery of resources and waste materials from residential and non-residential residual waste prior to landfill disposal.

**6.5.1.4**

**6.5.1.5** To establish and maintain an environmentally responsible and cost-effective system for managing municipal solid waste, including municipal hazardous or special waste, generated by residents, eligible small businesses, and municipal and institutional facilities within Peel Region.

## 6.5.2 Policies

It is the policy of *Regional Council* to:

- 6.5.2.1 Locate and design waste management sites and facilities in accordance with local, regional, provincial and federal policies, plans, legislation and standards.
- 6.5.2.2 Plan and develop waste management sites and facilities to ensure sensitive land uses are buffered and/or separated to prevent adverse effects from odour, noise and other contaminants, and to minimize risk to public health and safety.
- 6.5.2.3 Maintain, in cooperation with the area local municipalities, the Region's long-term waste management strategy Waste Reduction and Resource Recovery Strategy to achieve the waste management objectives by focusing on reduction, reuse, and recycling (which includes, but is not limited to, anaerobic digestion, composting, and mixed waste processing) programs, and recovering resources of residual waste prior to landfill disposal.
- 6.5.2.4 Actively encourage, promote and support the efforts of government, the area local municipalities, the private sector and the general public which reduce waste, or emphasize reuse, recycling, (3Rs), source separated organics processing and other minimization options including extended producer responsibility and a circular economy.

- 6.5.2.5 Work with the local municipalities to require that new developments provide infrastructure to facilitate participation in waste diversion programs and convenient source separation of blue box, food and organic waste, and other divertible materials and implement facilities for planning approvals.
- 6.5.2.5  
6.5.2.6 Require new eligible developments and redevelopments, including intensification, to comply with the Peel Waste Collection Design Standards Manual to ensure safe and efficient *waste* collection and diversion through consultation with the area local municipalities and applicants.
- 6.5.2.6  
6.5.2.7 Require the area local municipalities to plan for the future and develop, review, and amend official plan policies to permit *waste* management sites and facilities, including processing and storage in appropriate locations so that the policies do not present unreasonable barriers to the development of waste management sites and facilities.
- 6.5.2.7  
6.5.2.8 Ensure that the location of any new *waste* management facility is consistent with the objectives and policies in this Plan and the area municipal official plans local municipal official plans.
- 6.5.2.8  
6.5.2.9 In partnership with the area local municipalities, use *procurement* as a method to promote *source reduction* and a circular economy through the significant purchasing power of the Region and the area local municipalities.
- 6.5.2.9  
6.5.2.10 Develop specifications where practical for all Regionally funded projects to incorporate materials from *waste* diversion programs where viable to help create stable, sustainable markets for materials from Regional diversion programs.
- 6.5.2.10  
6.5.2.11 Encourage the area local municipalities to require developers and contractors to incorporate materials from *waste* diversion programs into construction projects where practical.

### Food and Organic Waste

- 6.5.2.12 Promote resource recovery of food and organic waste.
- 6.5.2.13 Collaborate with the local municipalities, other upper tier municipalities and other public agencies to develop and implement coordinated approaches to facilitate the efficient and effective collection and resource recovery of food and organic waste.
- 6.5.2.14 Protect existing and planned resource recovery systems from incompatible uses and plan for new systems, where appropriate, to meet projected needs.
- 6.5.2.15 Encourage local municipalities to include policies in their official plans supporting the resource recovery and recycling of food and organic waste by requiring eligible new developments and redevelopments including but not limited to residential buildings, retail establishments, institutions, to include facilities for the collection and source separation of food and organic waste that provide convenient access to waste collection vehicles.

#### **Thermal Treatment and Alternative Resource Recovery Energy from Waste**

- 6.5.2.11
- 6.5.2.16 Recognize thermal treatment and other alternative energy from waste facilities and other technologies as options for recovering resources from residual waste generated within *Peel Region* prior to landfill.
- 6.5.2.12
- 6.5.2.17 Maximize to the extent reasonably practical, the recovery of resources from the waste stream such as extracting energy from the residual waste stream prior to final disposal.
- 6.5.2.13
- 6.5.2.18 Monitor and evaluate technology developments and consider options for recovering resources, including energy, from waste on an on-going basis.
- 6.5.2.14 ~~The Region and the area municipalities will consult with the Ministry of Environment, Conservation and Parks' Renewable Energy Approvals Section regarding possible Renewable Energy Approval requirements prior to the expansion of an existing, or the development of a new, waste management facility that produces energy from renewable sources.~~

6.5.2.15 Request the provincial government to recognize energy from waste as a method of waste diversion to ensure that the maximum resources are extracted from all municipal waste prior to final disposal.

6.5.2.16

6.5.2.19

Encourage the area local municipalities to develop guidelines to permit energy thermal treatment and other alternative resource recovery from waste facilities where appropriate.

### Industrial, Commercial & Institutional Waste and Construction & Demolition Waste

6.5.2.17

6.5.2.20

Encourage the area local municipalities to use their authority to issue site approvals and building permits as a means to require materials generated at construction and demolition sites to be diverted and reused.

6.5.2.18

6.5.2.21

Develop *procurement* specifications, where possible, for all new construction and demolition projects which the Region funds to maximize diversion and reuse requirements and encourage the reuse use of circular construction materials through economic and other incentives.

6.5.2.19

6.5.2.22

Encourage the area local municipalities to adopt *procurement* specifications for maximizing diversion and reuse of construction and demolition waste for all new construction and demolition projects which the area local municipalities fund. Economic and other incentives should be considered to encourage high reuse of construction and demolition waste and circular products and services.

6.5.2.20

6.5.2.23

Explore and consider options to address industrial, commercial and institutional waste diversion including but not limited to such as mandatory recycling plans, pay-as-you-throw, and waste hauler reporting programs.

### Intensification

6.5.2.21

6.5.2.24

~~Consider~~ Encourage local municipalities to consider economic and policy tools for all multi-residential buildings to encourage waste diversion.

### Partnerships and Collaboration

6.5.2.22

- 6.5.2.25** When exploring the development of new *waste* management infrastructure, consider potential partnerships with neighbouring municipalities and private industry. The partnership can involve a contribution of land, capital, or a commitment to tonnage which will improve the economics of a new facility.

#### Maintaining ~~Existing and Closed~~ Landfill Sites

**6.5.2.23**

- 6.5.2.26** Recognize that the Caledon landfill site, as shown on Figure ~~10 Y6~~ (formerly Figure 10) of the Appendix, ~~was, until recently, as~~ the only active open landfill site in *Peel Region* ~~but is now closed~~.

- 6.5.2.24** Maintain the operating closed landfill site in a manner which protects the environment, public health and adjacent land uses.

- 6.5.2.25** View the use of land for landfill during the operational life of the site as an interim land use, until such time the landfill is deemed by the Ministry of the Environment, Conservation and Parks and *Regional Council* to be closed and the land is suitable for other uses.

- 6.5.2.26** ~~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, and any applicable provincial legislation, policies, standards and guidelines.~~

- 6.5.2.27** Carefully manage those closed landfill sites which *the Region* owns and rehabilitate them to appropriate uses, determined *jointly* with the area local municipalities.

- 6.5.2.28** Direct the area local municipalities to develop policies for development including land use compatibility within or on lands ~~in close proximity to near active and~~ closed waste management facilities including, but not limited to, landfills.

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Draft For Information

# 7

## Chapter 7: Implementation

### 7.1 Introduction

#### 7.1.1 Purpose

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

#### 7.1.2 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, tables, 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, tables, schedules and glossary, except as expressly noted in Policy the policies of this Plan, including Policies 7.2.2.3, 7.2.2.7 and 7.2.2.9, 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. The boundaries of the Core Areas of the Greenlands System shown on Schedule A and water resource system features and areas shown on Schedule X1 are intended to be general in nature. More detailed mapping of the Core Areas of the Greenlands System and water resource system will be provided in the *area municipal official plans* and will be further determined on a site specific

basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the *Region* and relevant agencies. Due to the general nature of the ~~Core Areas~~ boundaries shown on Schedules Schedule A and X1, an amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System or water resource system as determined through required studies or field investigations.

- 7.2.2.4 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 When interpreting the application of policy, the Regional Official Plan shall be read in its entirety, together with the policies of Provincial Plans that are in effect, including the Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Lake Simcoe Protection Plan and Parkway Belt West Plan, and the Provincial Policy Statement (PPS). The Regional Official Plan has been amended to conform with the Growth Plan, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, ~~and~~ Parkway Belt West Plan and the Lake Simcoe Protection Plan to be consistent with the Provincial Policy Statement. The Regional Official Plan implements provincial policy and may be more restrictive than the Provincial Plans and PPS, unless otherwise stated in the Provincial Plans or PPS. In the event of conflict, the Provincial Plans take precedence over the Regional Official 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.
- 7.2.2.9 An update to this Plan to correct minor errors shall be permitted without an official plan amendment, provided that the purpose, effect, intent, meaning and substance of the Plan are in no way affected. *The Region* is permitted to make the following revisions without the need for a Regional Official Plan amendment:
- a) changing the numbering, cross referencing, and arrangement of the text, Tables, Schedules, Figures, associated captions, or appendices;
  - b) revising or updating the base map information in Schedules and Figures;
  - c) altering punctuation or language for consistency;
  - d) correcting clerical, grammatical, typographical or technical mapping errors; and
  - e) adding explanatory or descriptive text, sidebars and images which are included for information purposes to assist users.

### 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 local* 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 local 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 those development proposals, official plan and zoning by-law amendments that are in 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 local 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 Local Municipal Official Plans**

The Planning Act requires that the official plans of the area local municipalities be amended to conform with this Plan.

#### **7.3.3.1 Objective**

To bring the area municipal official plans local 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 local municipal official plans conform with this Plan and amendments thereto.

### 7.3.4 Planning Approvals

The *Region of Peel* has been assigned by the Minister of Municipal Affairs powers of approval for ~~area municipal official plans~~ local municipal official plans and amendments. The power to approve plans of subdivision and condominium, land severances, and local official plan amendments that conform with the Regional Official Plan have been delegated to the area municipalities, as well as authority for part lot control by-laws and road closing by-laws.

#### 7.3.4.1 **General Objective**

To establish an effective and efficient planning process.

#### 7.3.4.2 **General 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~~ local municipalities and commenting agencies, the *development* approval process so that procedures are complementary, avoid duplication and provide for timely notification and response measures.
- 7.3.4.2.3 Delegate to the ~~area~~ local municipalities subdivision and condominium approval authority.

#### 7.3.4.3 **Lot Creation and Lot Adjustments**

##### **7.3.4.3.1 Objective**

To ensure that consents respecting lot creation and lot adjustments comply with provincial and Regional plans and policies and are consistent with the proper and orderly development of the municipality.

##### **7.3.4.3.2 General Policies**

It is the policy of Regional Council to:

- 7.3.4.3.1      Require local municipalities to include policies in their official plans that creation of lots by consent will only be considered where a plan of subdivision is not necessary to achieve the objectives and implement the policies of the Region's official plan and the area municipality's official plan.
- 7.3.4.3.2      Direct the local municipalities to include policies in their official plans requiring that consents comply with the provisions of the Planning Act, including the requirement to be consistent with Provincial Policy Statements, and are in conformity with the Region of Peel Official Plan; the area municipal official plan; and provincial plans where applicable.
- 7.3.4.3.3      Support creation of lots by consent only if the following conditions are met:
- a)      The lots can be serviced by municipal water and wastewater systems or, if such services are not available, the area municipality has confirmed that the lots can be appropriately serviced by private water and wastewater systems that are sustainable, financially feasible, protect health and safety, and have no negative impacts;
  - b)      Existing and planned infrastructure facilities, rights-of-way and infrastructure corridors will be protected and will be adequately buffered from sensitive land uses in accordance with the policies of this Plan and area municipal official plans;
  - c)      Access to Regional roads is controlled as required by the Region in accordance with the policies of Section 5.9 of this Plan; and
  - d)      Lands and easements are dedicated to the Region as required in accordance with Section 7.9 of this Plan.
- 7.3.4.3.4      Support consents to enable the securement of lands for natural heritage conservation purposes by a public authority or a non-government conservation organization, provided that:
- a)      the consent will avoid fragmentation of the Greenlands System's natural heritage features and areas, where possible;

- b) in the Prime Agricultural Area, the consent will not create a lot permitting an additional residential dwelling or other additional non-farm development beyond that which was permitted on the original lot to be severed prior to the consent;
- c) the acquired and retained lots are in compliance with the local municipal official plan and zoning by-law; and
- d) when deemed necessary, a restrictive covenant or conservation easement is placed on title of the land to be held for conservation purposes prohibiting development of the land for non-conservation uses in perpetuity.

7.3.4.3.5 Encourage the local municipalities to include appropriate lot standards and provisions in their official plans and zoning by-laws to recognize and permit non-complying lots to be created as a result of an acquisition of land by a *public authority* or a *non-government conservation organization* for natural heritage conservation purposes.

7.3.4.3.6 Direct the local municipalities to include policies in their official plans permitting lot line adjustments provided that such adjustments are for legal or technical reasons, are minor in nature, do not conflict with the policies of this Plan, and do not result in the creation of an additional lot.

### **7.3.5 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.
- 7.3.5.2.4 Consult with First Nations on land use planning matters in order to create healthy and sustainable regional communities.

### **7.3.6 Pre-consultation and Complete Applications**

Applications to amend the Regional Official Plan shall be subject to the requirements for pre-consultation as described below. Applications to amend the Regional Official Plan must be complete applications as described below.

#### **7.3.6.1 Objectives**

- 7.3.6.1.1 To require pre-consultation for all applications to amend the Regional Official Plan.
- 7.3.6.1.2 To require that all applications to amend the Regional Official Plan be complete applications as described below.

#### **7.3.6.2 Policies**

It is the policy of *Regional Council* to:

- 7.3.6.2.1 Require a pre-consultation meeting between applicants and Regional staff prior to the submission of an application to amend the Regional Official Plan. Applications that require both a Regional Official Plan Amendment and an *area municipal official plan* amendment may request a joint pre-consultation meeting between the applicant, the *Region* and the area municipality.
- 7.3.6.2.2 Require the following studies, reports and documents when determining if an application to amend the Regional Official Plan is complete:
  - a completed Regional Official Plan Amendment application;

- the current application fee;
- a draft of the proposed amendment, including the proposed text and all proposed schedules;
- at least one pre-consultation meeting to determine the required studies, reports and documents; and
- other studies, reports and documents as required through the pre-consultation meeting or meetings.

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

- alternative and renewable energy feasibility study;
- affordable housing report# affordable housing assessment;
- agricultural impact study;
- archaeological assessment;
- community infrastructure needs evaluations;
- cultural heritage impact assessment;
- earth science heritage evaluation;
- environmental impact statement;
- environmental site assessment;
- functional servicing report;
- geotechnical and hydrologic/flood studies;
- Greenbelt Plan Conformity Study;
- health assessment, in accordance with the *Healthy Development Framework*;
- human-made hazards including oil, gas and salt hazards;
- hydrogeological evaluation;
- Lake Simcoe Protection Plan Conformity Study.
- landform conservation area study;
- mineral aggregate resource impact;
- minerals and petroleum resources study;
- municipal comprehensive review;
- natural hazard land studies including the delineation of hazard lands;
- natural heritage evaluation;
- Niagara Escarpment Plan Conformity Study;
- noise and/or vibration study;
- Oak Ridges Moraine Conservation Plan Conformity Study;
- planning justification;
- servicing feasibility report;
- source water disclosure reports;
- stormwater management report;

- traffic impact study;
- transportation study; ~~and~~
- water and wastewater servicing study; ~~and~~
- wildland fire assessments and related studies.

The Region will consult with the relevant area municipality, to determine the scope of requirements to support an application for an amendment to the Regional Official Plan.

Other studies, reports or documents may be requested when an application to amend the Regional Official Plan is received.

## 7.4 Healthy Communities and the Built Environment

The *Region of Peel* is committed to creating pedestrian, cyclist and ~~transit supportive transit~~ transit supportive infrastructure, which are key components of a *healthy community*. This commitment is supported through this Plan including Section 5.9.5 The Inter and Intra-Regional Transit Network, 5.9.10 Active Transportation, and all other relevant policies. The outcomes of a *healthy community* are increased rates of *active transportation*, improved air quality and greater social connectivity. Resources to support the planning of *healthy communities* will include Provincial guidelines and other relevant documents.

*Healthy communities* are impacted by the following interconnected elements of the built environment: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics, and Efficient Parking. Health assessments take such elements into consideration when determining the health promoting potential of a *community*.

Health assessments will be incorporated into the *development* and review process. To achieve this, the *Region* will partner with area municipalities and engage development stakeholders to:

- Identify appropriate health assessment tools
- Operationalize the implementation of such tools, including relevance assessments
- Monitor, evaluate and report on assessment results

### 7.4.1 Objective

To create built environments that facilitate physical activity and optimize the health promoting potential of *communities*.

### 7.4.2 Policies

It is the policy of *Regional Council* to:

- 7.4.2.1 Approve the *Healthy Development Framework*, which supports the implementation of the policies in this plan, Section 7.4. This Framework contains the Region's Healthy Development Assessment tool and identifies health assessment tools that were developed by the area municipalities to address their specific development contexts; in consultation with *the Region*.
- 7.4.2.2 Direct the area municipalities to incorporate policies in their official plans that endorse and align with the *Healthy Development Framework*, in consultation with *the Region*.
- 7.4.2.3 Ensure *the Region* integrates the elements as defined in the *Healthy Development Framework* into its policies, plans, standards and design guidelines to optimize their health promoting potential.
- 7.4.2.4 Direct the area municipalities to integrate the elements as defined by the *Healthy Development Framework* into their policies, plans, standards, and design guidelines to optimize their health promoting potential.
- 7.4.2.5 Direct the area municipalities to incorporate a policy in their respective official plans to require a health assessment, in accordance with the *Healthy Development Framework*, as part of a complete application for planning and *development* proposals. The area municipalities should require proposals to address the results of the health assessment by working towards achieving minimum requirements and to contribute to *healthy communities*.
- 7.4.2.6 Require a health assessment, in accordance with the *Healthy Development Framework*, to be completed to the satisfaction of the area municipalities for planning and development proposals and that results are reported to local council in consultation with the Region.
- 7.4.2.7 Require Regional and area municipal staff to conduct health assessments in accordance with the *Healthy Development Framework* on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications.
- 7.4.2.8 Work with the area municipalities to assess the community health and wellbeing of developed areas to inform development, policies, strategies and/or studies, that will ensure communities are age-friendly, walkable, provide access to transit services where such services exist or are planned, and contain a mix of housing options.

## **7.5 Sustainability**

The Region of Peel has adopted *sustainability* as an over-arching theme and promotes a *sustainable development* framework that integrates consideration of environmental, economic, social and cultural imperatives. Incorporating sustainable development in planning occurs at different scales and may utilize policy, tools, and guidelines to minimize the impact on the environment, and promote low-carbon, compact, complete communities, sustainable modes of transportation, the efficient use of resources, a culture of conservation, and other social and economic objectives.

Direct Regional interests associated with *sustainable development* include water efficiency, waste management, climate change, air quality, natural environment, energy efficiency, renewable energy sustainable transportation, public health, and housing. Achieving effective implementation of *sustainable development* requires collaboration and coordination and the support of area municipal implementation of policy, tools and guidelines at the local level. Policies that support *sustainable development* are incorporated throughout this Plan. The policies below provide specific direction for the development and implementation of sustainability policy through guidelines and tools in collaboration with the area municipalities and agency partners.

### **7.5.1 Objective**

To create complete, healthy and sustainable communities, while minimizing the use of resources and the impacts to the environment.

### **7.5.2 Policies**

It is the policy of *Regional Council* to:

- 7.5.2.1** Work collaboratively with the area municipalities and conservation authorities to develop Regional programs that support the implementation of sustainable community design and building practices at the local level.
- 7.5.2.2** Work collaboratively with the area municipalities to develop model policies and guidance to implement sustainability requirements through local official plan policies, guidelines and tools and relating to Regional interests including climate change, water conservation, waste management, energy, stormwater management, affordable housing, and public health.
- 7.5.2.3** Direct the area municipalities to include policies in their official plans to implement *sustainable development* requirements, guidelines and tools through the local land use planning process in collaboration with the

Region, conservation authorities and other agencies. The area municipalities are encouraged to develop policy, guidelines and tools to comprehensively address *sustainable development* requirements at the municipal, neighbourhood, site and building scales and provide direction related to planning that achieves complete, compact communities; promotes *sustainable transportation*, walkability and physical activity; protects, enhances, restores and expands the natural heritage system, tree canopy, and open space; reduces, reuses and recycles waste, conserves water, conserves energy, and promotes renewable and alternative energy systems; mitigates and adapts communities to climate change; and encourages a mix and range of housing including affordable housing.

#### 7.5.2.4

Encourage the area municipalities to include policies in their official plans that reduce the urban heat island effect through planning approvals which require the use of green and cool roofs, vegetation that provides shade, light coloured surface materials, or other measures.

#### 7.5.2.5

Encourage the area municipalities to consider innovative practices and tools to mitigate greenhouse gas emissions and reduce vulnerability by adapting communities to the impacts of a changing climate, including through official plans, zoning by-laws, plans of subdivision, site plan control, community development permit green building standards by-laws, parking by-laws, standards for electric vehicle charging, and tree protection by-laws.

### **7.5 7.6 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*.

#### **7.5.1**

##### **7.6.1 Objective**

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

**7.5.2****7.6.2 Policies**

It is the policy of *Regional Council* to:

**7.5.2.1****7.6.2.1**

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.

**7.5.2.2****7.6.2.2**

Encourage the area municipalities to achieve improved design and effective use of the built environment for crime reduction.

**7.5.2.3****7.6.2.3**

Encourage the area municipalities, *as appropriate*, to implement the CPTED principles.

**7.6 7.7 Regional Emergency Management**

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

**7.6.1****7.7.1 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.

**7.6.2****7.7.2 Policies**

It is the policy of *Regional Council* to:

**7.6.2.1****7.7.2.1**

Maintain a *Region of Peel* Emergency Plan and Regional Emergency Management Program which ensures the provision and coordination of necessary *services* in the event of a major emergency or disaster, and coordinate such efforts with the area municipalities and emergency response agencies and provincial authorities.

**7.6.2.2****7.7.2.2**

Foster compliance and consistency with the requirements of Provincial and Federal legislation regarding emergency management.

**7.6.2.3****7.7.2.3**

Review all existing and planned *infrastructure* to ensure coordination in the rapid deployment of emergency assistance.

## **7.7 7.8      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.

**7.7.1****7.8.1 Objective****7.7.1.1**

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

**7.7.2****7.8.2 Policies**

It is the policy of *Regional Council* to:

**Sustainability****7.7.2.1**

~~Apply best corporate sustainability practices in its own operations and corporate decision-making that embodies sustainability values and principles.~~

**7.7.2.2**

~~Prepare a sustainability strategy that provides for the most effective and efficient use of Regional resources. As part of the strategy, the Region will develop a sustainable development framework to be utilized in reviewing the Region's programs and services and establish targets where appropriate.~~

**7.7.2.3**

~~Prepare in consultation with the Conservation Authorities, the area municipalities, and stakeholders, a climate change strategy to address both mitigation and adaptation aspects of climate change, including the establishment of targets, policies and programs, to reduce the effects of climate change and minimize adverse impacts.~~

- 7.7.2.4 With the goal of promoting sustainable development, creating healthy communities and a culture of conservation, prepare green development standards in consultation with the area municipalities and Conservation Authorities that address Regional interests including the optimum and effective use of Regional infrastructure, human services and transportation, protection and enhancement of natural heritage, water conservation and efficiency measures, waste reduction and recycling and other innovative waste management technologies and practices, the use of advanced energy efficient technologies for Regionally owned buildings and infrastructure, impacts of climate change, contribution towards health and walkability and working towards a culture of conservation.
- 7.7.2.5 Encourage the area municipalities to prepare green development standards, with the goal of creating healthy, sustainable communities and a culture of conservation, addressing land use and transportation issues, including stormwater management, energy efficiency and district heating as well as other renewable energy opportunities, innovation in the area of planning for green spaces and addressing issues related to the impacts of climate change.
- 7.7.2.6 Encourage the area municipalities to require proponents to submit a sustainability design brief as part of an application for development or redevelopment in order to address the Region and area municipal green development standards.

## The Natural Environment

- 7.7.2.7
- 7.8.2.1 Prepare and adopt guidelines *as appropriate* for evaluating selected climatic and air quality impacts of this Plan, jointly with area municipalities and other agencies.
- 7.7.2.8 Support the preparation and implementation of watershed management strategies.
- 7.7.2.9 Encourage jointly, with the area municipalities and applicable government agencies, the exploration of funding options to finance watershed and subwatershed plans.
- 7.7.2.10

**7.8.2.2**

Work collaboratively with the area municipalities, conservation authorities, neighbouring municipalities, other government agencies, stakeholders and the public to review the Region's natural heritage systems policy framework; identify policy gaps; and develop a Regional Greenlands Strategy outlining tools, actions and resources to address future natural heritage systems planning needs in the *region*, including:

- a) development of a workplan describing the project organization and management, process, consultation methods and intended outcomes to be endorsed by *Regional Council*;
- b) the need to identify a Regional natural heritage system based on modelling which considers the Region's future ecological requirements and targets;
- c) the consideration of natural heritage systems studies, *watershed plans* and tools being completed by the conservation authorities and Province; and
- d) the consideration of approaches contained in existing natural heritage systems within the *region* including the Greenlands System, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, Greenbelt Plan, Lake Simcoe Protection Plan and *area municipal official plans*.

**7.7.2.11****7.8.2.3**

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.

**7.7.2.12****7.8.2.4**

*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.*

**7.7.2.13****7.8.2.5**

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.

## Resources

7.7.2.14

7.8.2.6

Prepare, in cooperation with the area municipalities, the Ministry of the Environment, Conservation and Parks and other relevant agencies, a groundwater protection strategy.

7.7.2.15

7.8.2.7

Study jointly with the area municipalities the Province, hydro utilities and private power generating companies, the potential of broadening the role of the Region to own and/or operate district energy systems.

7.7.2.16

7.8.2.8

Promote and *support* measures to restore or enhance, *as appropriate*, degraded water resources *jointly* with the area municipalities, the Province and conservation authorities.

7.7.2.17

~~Undertake *jointly* with the Town of Caledon, a Land Evaluation Area Review (LEAR) to review the identification of prime agricultural areas and to help ensure the protection of the Prime Agricultural Area for long-term use for agriculture and to undertake research with the Town to review and assess the application of the minimum distance separation (MDS) formulae in Peel.~~

## Housing

7.7.2.18

7.8.2.9

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

## Transportation

7.7.2.19

7.8.2.10

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

7.7.2.20

**7.8.2.11**

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****7.7.2.21****7.8.2.12**

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

**Land Division****7.7.2.22**

~~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.~~

**7.7.2.23**

**7.8.2.13**

Recognize the right of area municipalities to adopt Official Plan policies directing the establishment of local appeal bodies to hear appeals of municipal decisions of minor variance and consent (land severance) applications, in accordance with applicable Provincial Regulations. No amendment to the Regional Official Plan shall be required in order for one or more area municipalities to establish a local appeal body.

**Community Improvement Plans****7.7.2.24****7.8.2.14**

Designate in collaboration with the area municipalities, Community Improvement Project Areas and prepare Community Improvement Plans to further the goals, objectives and policies of this Official Plan. Community Improvement Plans may be prepared for:

- a) infrastructure that is within the Region's jurisdiction;
- b) land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide a focus for higher density mixed-use development and redevelopment;
- c) affordable housing; and
- d) other matters as the Province may prescribe in accordance with the *Planning Act*.

**7.7.2.25****7.8.2.15**

Designate the entire or any part of *the Region* as a Community Improvement Project Area and enact a Regional Community Improvement Plan, which may include incentive programs that provide grant based and/or reduced fee incentives to registered property owners within the Project Area.

**7.7.2.26****7.8.2.16**

Adopt community improvement strategies/programs to guide and facilitate *the Region's* participation in implementing area municipal Community Improvement Plans.

**7.7.2.27****7.8.2.17**

*Support the Region's* participation in an area municipal Community Improvement Plan subject to *the Region's* community improvement strategies/programs and capital budgets.

## Intensification Incentives

7.7.2.28

7.8.2.18

Provide and *support*, where feasible, new, required improvements to, and upgrades of Regional *infrastructure* and *services* in urban growth centres, *intensification* corridors, urban nodes, *major transit station areas*, *mobility hubs*, and other *intensification* areas identified in Regional and *area municipal official plans*, and the Metrolinx Regional Transportation Plan.

7.7.2.29

7.8.2.19

Develop and implement, in collaboration with the area municipalities, planning and financial tools, incentives and arrangements to promote and *support intensification* in urban growth centres, *intensification* corridors, urban nodes, *major transit station areas*, *mobility hubs*, and other *intensification* areas identified in Regional and *area municipal official plans*, and the Metrolinx Regional Transportation Plan.

7.7.2.30

7.8.2.20

Work in collaboration with different levels of government, to raise awareness and showcase the different ways in which *intensification* can occur.

7.7.2.31

7.8.2.21

Work in collaboration with different levels of government to provide incentives to attract high-density employment uses such as government and office buildings, and institutional, cultural, and entertainment facilities to urban growth centres, *intensification* corridors, urban nodes, *major transit station areas*, *mobility hubs*, and other *intensification* areas identified in Regional and *area municipal official plans*, and the Metrolinx Regional Transportation Plan.

7.7.2.32

7.8.2.22

Work in collaboration with the area municipalities to encourage and support *affordable housing* in *intensification* areas.

7.7.2.33

7.8.2.23

Consider locating new Regional administration buildings, if feasible, in *intensification* areas.

7.7.2.34

- 7.8.2.24** Consider the financial implications to the Region including the impact on current and capital budgets when evaluating incentive programs to support or encourage intensification.

**7.8 7.9****Regional Road Right-of-Way Requirements Widening**

Consistent with relevant sections of the Planning Act, *the Region* may require a gratuitous dedication of land for road widening and sustainable transportation infrastructure purposes where the *development and redevelopment* abuts a Regional road. The Planning Act also requires that roads to be widened be described and identified in this Plan in order to require the land owner to convey part of the land to *the Region* for road widening purposes.

**7.8.1****7.9.1 Objective****7.8.1.1****7.9.1.1**

To ensure that adequate land is dedicated for Regional road widening, road improvement, and sustainable transportation infrastructure purposes.

**7.8.2****7.9.2 Policies**

It is the policy of *Regional Council* to:

**7.8.2.1****7.9.2.1**

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.

**7.8.2.2****7.9.2.2**

Identify land for future purchase by *the Region* for Regional road widening where dedication is not a condition of approval.

**7.8.2.3****7.9.2.3**

Require the gratuitous dedication to *the Region* of land for Regional road widening equally from the centre line centre line of the roadway, subject to Policy 7.8.2.4.

**7.8.2.4****7.9.2.4**

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.

**7.8.2.5****7.9.2.5**

Require the gratuitous dedication to *the Region* of additional land, if needed, where an existing at-grade railway crossing of a Regional road



or an active transportation facility is anticipated to be grade-separated in the future.

7.8.2.6

7.9.2.6

Require the gratuitous dedication to *the Region* of additional land to provide buffer blocks and 0.3 metre reserves, 15 metre by 15 metre daylight corner triangles (or as otherwise required by the design), bus bays and additional traffic or bus lanes at intersections, at roadway grade separations, or where acceleration or deceleration or active transportation facilities lanes are required.

7.9.2.7

Enter into agreements with the local municipalities with respect to private infrastructure in the Regional right-of-way.

7.8.2.7

7.9.2.8

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.

7.8.2.8

7.9.2.9

Allow an interim use for landscaping or other purposes, of land conveyed to *the Region* or identified for future purchase by *the Region* for Regional road widening and multi-use path, upon application and, where appropriate, through an agreement between *the Region* and the applicant, provided that the future road widening is not compromised and the area municipality is in agreement.

7.9.2.10

Within 245 metres (804 feet) of any intersection of a Regional Road intersection (on either side of the intersection, and starting at the centre line of the intersection), protect an additional 5.5 metres (18 feet) over that identified on Schedule F for a single left turn configuration, right turn lanes, multi-use path or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Transportation Impact Assessment and/or functional design acceptable to the Region. (Formerly 5.9.4.2.5)

7.9.2.11

Within 245 metres (804 feet) of any intersection of a Regional Road intersection (on either side of the intersection, starting at the centre line of the intersection), protect an additional 9 metres (30 feet) over that identified on Schedule F for a dual left turn configuration, right turn lanes, multi-use path or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Transportation Impact Assessment and/or functional design acceptable to the Region. (Formerly 5.9.4.2.6)

**7.9.2.12** 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.

Protect additional rights-of-way where necessary to provide for turning lanes, multi-use path, or transit related improvements at the intersection of all designated rights-of-way. Accordingly, within 245 metres (804 feet) of an intersection (on either side of the intersection and starting at the center line of the intersection) the rights-of-way may be up to a total 13.5 metres (44.3 feet) wider than the designated *Regional* road rights-of-way as shown on Schedule F. (Formerly 5.9.4.2.7)

**7.9.2.13** Recognize Industrial Connectors identified through the Regional Road Characterization Study as being of strategic importance to the movement of goods in and around Peel Region and restrict access to and from these corridors accordingly.

## **7.9 7.10**

### 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.

**7.9.1****7.10.1 Objectives****7.9.1.1****7.10.1.1**

To provide Regional *services* in an efficient and financially prudent manner.

**7.9.1.2****7.10.1.2**

To ensure the necessary funds will be available when required without creating the need for tax and rate increases above the rate of inflation.

**7.9.1.3****7.10.1.3**

To deliver Regional *services* that maintain adequate service levels and that avoid duplication of service provision.

**7.9.1.4****7.10.1.4**

To maintain and if possible improve the standard of living and the quality of life for those living and working in *Peel*.

**7.9.1.5****7.10.1.5**

To identify *significant* negative financial trends and to determine those measures needed to correct or modify such trends.

**7.9.1.6****7.10.1.6**

To promote the philosophy that new *development* should be self supporting.

**7.9.2****7.10.2 Policies**

It is the policy of *Regional Council* to:

**7.9.2.1****7.10.2.1**

Ensure that Regional *services* and capital works are provided, consistent with the objectives and policies in this Plan.

**7.9.2.2****7.10.2.2**

Ensure that public works are undertaken in a manner that is consistent with the objectives and policies in this Plan.

**7.9.2.3**

**7.10.2.3** Work *jointly* with the area municipalities to coordinate the provision and timing of capital works.

**7.9.2.4**

**7.10.2.4**

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.

**7.9.2.5**

**7.10.2.5**

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.

**7.9.2.3**

**7.10.2.6**

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.

**7.9.2.7**

**7.10.2.7**

Direct the area municipalities to establish economic development policies in the *area municipal official plans*.

**7.9.2.8**

**7.10.2.8**

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*.

**7.9.2.9**

**7.10.2.9**

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*.

**7.9.2.10**

**7.10.2.10**

Consider innovative *infrastructure* financing initiatives such as public/private partnerships and front-end financing to ensure that *development* proceeds in a fiscally responsible manner.

**7.9.2.11**

**7.10.2.11**

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.

**7.9.2.12****7.10.2.12**

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.

**7.10.7.11****Performance Measurement, Reviewing and Updating**

The objectives and policies contained in this Plan set the direction for *Peel* for the planning horizon to the year 2031. The Regional Official Plan Performance Measurement Program (ROPPMP) is the mechanism for measuring performance and evaluating any changes in planning direction to identify emerging trends and related issues, analyze the effectiveness of the policies in this Plan and to support subsequent adjustments and updating of this Plan, where required.

The establishment of the ROPPMP led to a systematic approach to evaluating the goals, objectives, and policies in this Plan through the development of a performance measurement framework and set of indicators. The ROPPMP has provided the foundation for further work to measure the performance of policies in this Plan that conforms to Places to Grow. Measuring the performance of this Plan will lead to opportunities to share expertise and knowledge in developing systematic approaches that measure the progress of other Regional programs and services.

The performance measurement policies of this Plan will be reviewed and amended on a regular basis or when changing circumstances need to be reflected in the Plan. The policies in this Plan will provide a context for the review of this Plan and the area official plans, and amendments.

#### **7.10.1**

##### **7.11.1 Objectives**

###### **7.10.1.1**

###### **7.11.1.1**

To continue the Regional Official Plan Performance Measurement Program (ROPPMP) for measuring and evaluating the effectiveness of the policies in this Plan.

###### **7.10.1.2**

###### **7.11.1.2**

To provide a context for the review of this Plan and *area municipal official plans* and amendments.

###### **7.10.1.3**

###### **7.11.1.3**

To develop objectives and indicators, measure performance and outcomes, and related metrics to support the *Region of Peel's* programs and services.

#### **7.10.2**

##### **7.11.2 Policies**

It is the policy of *Regional Council* to:

###### **7.10.2.1**

###### **7.11.2.1**

Develop a strategy for *Region of Peel* programs and services that reflects corporate objectives, and measures, evaluates, and reports on progress and successes.

###### **7.10.2.2**

###### **7.11.2.2**

Evaluate and update with the area municipalities, the conservation authorities, and other stakeholders the existing performance

measurement framework and indicators and prepare the ROPPMP report regularly to evaluate the level of progress in meeting the goals, objectives and policies in this Plan.

**7.10.2.3**

**7.11.2.3**

Collaborate and develop, with the area municipalities, conservation authorities, the Province, other government agencies, and the community, appropriate indicators to analyze the effectiveness of this Plan and to serve as a basis for any policy adjustments which results from this analysis.

Selected indicators are those that can be effectively measured in response to change and those that will yield meaningful results.

Indicators selected may be within the following indicator categories, but are not necessarily limited to:

- [air quality](#)
- [greenhouse gas emissions](#)
- designated greenspace
- natural cover
- urban tree canopy
- indicator species
- surface and groundwater quality and quantity
- water use and efficiency
- *transit modal share*
- transportation demand management
- *redevelopment* to total *development*
- residential and non-residential densities
- housing production
- industrial/commercial ratios
- employment to population ratios
- employment land area
- work force
- designated greenfield densities
- residential *development* in built-up area
- household waste
- energy use
- public health
- social trends

**7.10.2.4**

**7.11.2.4**

Monitor the cumulative effects of development, intensification and other land use changes to assess the effectiveness of environmental policies in Peel. Monitoring will be undertaken *jointly* with the area

municipalities, conservation authorities and other government agencies through integrated watershed monitoring programs, watershed studies or other performance measurement initiatives.

**7.10.2.1**

**7.11.2.5**

Work, jointly with the area municipalities and conservation authorities to identify data gaps when selecting indicators and establish consistent methodologies for data collection so that information can be compared and uniform across *the Region*.

**7.10.2.6**

**7.11.2.6**

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*, the area municipalities and the conservation authorities which may be identified through *watershed* and *subwatershed plans* and other related studies.

**7.10.2.7**

**7.11.2.7**

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.

**7.10.2.8**

**7.11.2.8**

Work with the area municipalities to develop a consistent methodology to measure progress in meeting the population and employment forecasts and the intensification, density, and housing targets in this Plan. (Adopted and approved ROPA 25)

**7.10.2.9**

**7.11.2.9**

Monitor, *jointly* with the area municipalities the application of the *Healthy Development Framework* for Regional and area municipal policies, plans, standards, and design guidelines; and applications for planning and *development* proposals to determine its effectiveness in contributing to *healthy communities*.

**7.10.2.10**

**7.11.2.10**

Work *jointly* with the area municipalities to raise awareness of public health issues related to planning through partnerships with all levels of the public and private sector.

7.11.2.11 Work jointly with area municipalities, conservation authorities and other agencies to raise awareness of the local impacts of climate change and plans to adapt to and mitigate impacts.

7.10.2.11

7.11.2.12

Rely on the Federal and Provincial governments and their agencies to maintain technical standards and conduct monitoring which will ensure protection of the environment and public health from the effects of *contaminated sites*, without precluding the establishment of standards and performance measurement by the Region if deemed appropriate by *Regional Council*.

7.10.2.12

7.11.2.13

Consider an expansion to the 2031 Urban Boundary, 2021 or 2031 Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on *municipal comprehensive review* which demonstrates the following:

- a) that the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3;
- b) that sufficient opportunities, as determined by the Region, are not available in the area municipality to accommodate forecasted growth for the area municipality contained in Table 3, through *intensification* and in designated greenfield areas;
- c) the timing of the expansion and the phasing of *development* within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this Plan;
- d) that the proposed expansion makes available sufficient lands for a time horizon not exceeding 2031;
- e) conformity with the Regional Official Plan ;
- f) environmental and resource protection and enhancement including the identification of a natural heritage system, in accordance with the policies of this Plan;
- g) that there are no reasonable alternative locations which avoid the *Prime Agricultural Areas*;

- h) Impacts of a proposed settlement area boundary expansion on agricultural operations which are adjacent or close to the settlement area, and if impacts are identified, the analysis is to identify mitigation of the impacts to the greatest extent feasible;
- i) within the *Prime Agricultural Area* there are no reasonable alternative locations on lower priority agricultural lands;
- j) impacts from expanding settlement areas on agricultural operations are mitigated to the greatest extent feasible;
- k) compliance with the *minimum distance separation formulae*;
- l) a fiscal impact analysis;
- m) the ability to provide the necessary Regional infrastructure and services, including Regional and local transportation infrastructure, water and wastewater servicing, in a financially and environmentally sustainable manner;
- n) the sustainable development imperatives in Section 1.3.5 have been addressed;
- o) other relevant Regional interests as may be confirmed through pre-consultation;
- p) proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan; and
- q) in determining the most appropriate location for expansions to the boundaries of settlement areas the policies of Sections 2 and 3 of the *Provincial Policy Statement, 2005* are applied.

**7.10.2.13**

**7.11.2.14**

Consider the designation of a *Regional Intensification Corridor* on the basis of a *municipal comprehensive review* and a Regional Official Plan Amendment. In considering such designations, the municipal comprehensive review and Regional Official Plan Amendment must demonstrate that the applicable requirements of Section 7.9.2.12 have been met.

**a.10.2.14**

**7.11.2.15** Undertake periodic reviews of this Plan in order to:

- a) ensure that policies remain realistic and responsive to changing environmental, social, economic, financial, technological and political circumstances;
- b) make policy adjustments to ensure that objectives and policies in this Plan are being met; and
- c) ensure the Plan conforms with any provincial plans that are in effect, has regard to matters of provincial interest, and is consistent with provincial policy statements.

**Note:** Terms in *italicized* text throughout the Plan are defined in the Glossary. In addition, terms throughout the Plan in ***bold and italicized*** text are used for the purpose of achieving conformity with Provincial Plans and policies. The definition for these terms are not provided in the Glossary. The reader is referred to the relevant Provincial Plan(s) or legislation(s) for the definition. Provincial Plans referenced include, but are not limited to, the Greenbelt Plan, the Lake Simcoe Protection Plan, the Niagara Escarpment Plan, the Growth Plan, the Provincial Policy Statement (PPS), Food and Organic Waste Policy Statement.

## Glossary

**Active Aging:** the process of optimizing opportunities for health, participation and security in order to enhance quality of life as people age.

**Active farming:** ~~farmers engaged in on-going farming that can be clearly substantiated and demonstrated.~~

**Active transportation:** Any form of self-propelled transportation, such as walking and bicycling. Human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed. (PPS, 2020 and Growth Plan, 2019)

**Additional residential units:** a self-contained separate dwelling unit with full kitchen and bath facilities and separate entrance, as part of an existing detached, semi-detached or row house, or in a structure ancillary to a detached, semi-detached or row house (also referred to as second units or secondary suites).

**Adjacent lands:** those lands contiguous to a specific natural heritage feature or area where it is likely that *development development* or *site alteration site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives.

**Affordable housing:**

- a) in the case of ownership housing, the least expensive of:  
housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
- b) in the case of rental housing, the least expensive of:  
a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or a unit for which the rent is at or below the average market rent of a unit in the regional market area.

~~For the purposes of this definition: Low and moderate income households means, in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.~~

**Low Income:**

~~In the case of ownership housing, households with incomes in the lowest 30 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes in the lowest 30 percent of the income distribution for renter households for the regional market area.~~

**Moderate Income:**

~~In the case of ownership housing, households with incomes between 30 to 60 percent of the income distribution for the regional market area, or in the case of rental housing, households with incomes between 30 to 60 percent of the income distribution for renter households for the regional market area.~~

**Affordable Housing Assessment:** a document that evaluates how a proposed development will contribute to the Region's annual new housing unit targets as listed in Table 4 and meets the affordable housing policies of the Regional Official Plan and local municipal official plans. The assessment will consider how an appropriate range and mix of housing unit types, densities, sizes, affordability and tenure will be provided through the development.

**Agri-food network:** Within the *Agricultural System*, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; on-farm buildings and infrastructure; agricultural services, farm markets, distributors, and primary processing; and vibrant, agriculture-supportive communities.

**Agri-food sector:** sector of the economy involved in the production, processing, assembly and sale of agriculture goods and services.

**Agri-tourism uses:** those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation. (PPS)

**Agricultural impact assessment:** a study that evaluates the potential impacts of non-agricultural development on agricultural operations and the *Agricultural System* and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts. (Greenbelt Plan and Growth Plan)

**Agricultural system:** the system mapped and issued by the Province in accordance with this Plan, comprised of a group of inter-connected elements that collectively create a viable, thriving

agricultural sector. It has two components: 1. An agricultural land base comprised of prime agricultural areas, including specialty crop areas, and rural lands that together create a continuous productive land base for agriculture; 2. An agri-food network which includes infrastructure, services, and assets important to the viability of the agri-food sector.

**Agricultural uses:** the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment. (PPS)

**Agriculture-related uses:** those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. (PPS)

**Agriculture-related uses:** ~~those farm related commercial and farm related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.~~

**Airshed:** the airshed for the *Greater Toronto Area* is defined as an atmospheric region stretching as far as Hudson Bay to the north, New Brunswick to the east, the Dakotas to the west, and central Georgia to the south (Royal Commission on the Future of the Toronto Waterfront, 1990). Larger weather systems may flush out, bring in, or trap polluted air. There are local lake effects on precipitation and temperature, and a cooler air flow down the major valley systems towards Lake Ontario. Across *Peel*, there are gradients of temperature, precipitation and growing season from Lake Ontario to Orangeville.

**Alternative development and design standards:** flexible planning and engineering standards that provide a range of alternatives to the current standards used for the design and construction of communities. Some standards include: reduced setbacks, narrower lot sizes, reduced road allowance, reduced parking standards, and on-street parking.

**Alternative energy systems:** ~~means a system that uses~~ sources of energy or energy conversion processes ~~to produce power, heat and/or cooling~~ that significantly reduce the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems. ~~Alternative Energy Systems undertakings do not include renewable energy undertakings as defined in the Green Energy Act, 2009.~~

**Ancillary:** uses that primarily serve the business functions on *employment land*.

**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 and Forestry has identified as having provincial and regional significance, possessing values related to natural heritage appreciation, scientific study or education-life science or earth science values related to protection, scientific study or education::

- Life Science *Areas of Natural and Scientific Interest* are those areas identified by the Ministry of Natural Resources and Forestry for their high quality representation of important provincial biotic attributes.
- Earth Science *Areas of Natural and Scientific Interest* are those areas identified by the Ministry of Natural Resources for their high quality representation of important provincial geological attributes.

**As appropriate:** this term is used in the Plan to allow some flexibility in the approach used to successfully meet the objectives and implement the policies in the Regional Official Plan.

**~~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.~~**

**Buffer:** an area of vegetated land adjacent to a natural heritage feature or area that helps to mitigate the negative impacts of *development* or *site alteration*. The extent and composition of a vegetated buffer is determined in accordance with provincial and municipal official plan policies or through a subwatershed study, environmental impact study or other equivalent study.

**Built heritage:** 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*.

**Bus rapid transit:** Bus-based transit service able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. Transit infrastructure and service with buses running in their own exclusive right-of-way, fully separated from traffic, typically with signal priority measures in place and longer spacing between stops than conventional bus routes to maintain higher average speeds and ensure reliability of the service. May include additional features to improve operational efficiency and enhance the customer experience, such as off-board fare collection, platform-level boarding, and real-time passenger information. (Metrolinx 2041 Regional Transportation Plan)

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

**Centre Line:**

1. Original centreline of Right-of-Way; or
2. Where the road has deviated from original centreline, the centreline of the deviated roadway

**Circular economy:** an approach to continually circulate resources, materials and nutrients in such a manner as to retain their productive value in the economy for as long as possible through reuse, recycling, and remanufacturing.

**Coastal wetland:** any wetland that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers) or any other wetland that is on a tributary to any of the specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.

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

**Community food centre:** a non-profit community facility for the aggregation, preparation and/or distribution of food such as a food bank, food coop or community kitchen. A community food centre may also be engaged in growing food and in advocacy, education and outreach.

**Commuter rail:** a passenger railroad service ~~that operates within a metropolitan region~~ that is usually part of the ~~general regional~~ 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*.

**Connectivity:** the degree to which natural heritage features or hydrologic features are connected to one another by links such as plant and animal movement corridors, hydrologic and nutrient cycling, genetic transfer and energy flow through food webs.

**Contaminant management plan:** a report that demonstrates how development proposals, involving the manufacturing, handling and storage of bulk fuels, chemicals or contaminants(significant threats prescribed under the *Clean Water Act*) will implement safety measures in order to help prevent contamination of groundwater or surface water supplies. The contaminant management plan must include a list of all chemicals used on the subject lands and within any structures and demonstrate how the risk of release to the environment will be mitigated and managed.

**Contaminated sites:** property or lands that have not been rehabilitated and which, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities and some abandoned mine hazards.

**Confluence:** the point where two or more water bodies meet.

**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.

**Cultural savannahs:** a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 25 to 35 percent cover of coniferous or deciduous trees. *Cultural savannahs* may be second or third growth *woodlands* that occur on land where the forest was completely or partially removed at various points in time. These *woodlands* vary in composition and quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition.

**Cultural woodlands:** a treed vegetation community originating from, or maintained by, anthropogenic influences and culturally based disturbances; often containing a large proportion of non-native species and having 35 to 60 percent cover of coniferous or deciduous trees. *Cultural woodlands* may be second or third growth *woodlands* that occur on land where the forest was completely or partially removed at various points in time. These woodlands vary in composition and

quality depending on the length of time that the forest has been re-establishing, the nature and duration of the land use while it was cleared, and the underlying environmental characteristics such as soil type, moisture, exposure and seed bank all of which influence natural succession processes and species composition.

**Density bonusing:** ~~a local municipality may, in a by law authorize increases in the height and density of development in return for the provision of such facilities, services or matters as are set out in the by law. Examples of provisions may include affordable housing, underground parking, parkland, daycare facilities, and more.~~

**Development:** means the creation of a new lot, a change in land use or construction of buildings and structures, requiring approval under the Planning Act, but does not include activities that create or maintain *infrastructure* authorized under an environmental assessment process or works subject to the Drainage Act.

**Disability:** the Ontarians with Disabilities Act adopts the broad definition for disability that is set out in the Ontario Human Rights Code.

Disability is:

1. any degree of physical disability, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical coordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device;
2. a condition of mental impairment or developmental disability;
3. a learning disability, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language;
4. a mental disorder; or
5. an injury or disability for which benefits were claimed or received under the insurance plan established under the Workplace Safety and Insurance Act, 1997.

**Diverse populations:** distinct groups within ~~our Peel's~~ population that require different levels of services ~~and needs~~ which may include and are not limited to older adults, children, youth, ~~diverse~~ ethnic populations, persons with disabilities, Aboriginal Indigenous persons, and recent immigrants.

**Drinking water threat:** as defined in the *Clean Water Act, 2016*.

**Early successional habitat:**

- (a) within the Oak Ridges Moraine Conservation Plan Area, an area defined in accordance with the Oak Ridges Moraine Conservation Plan Technical Paper 7 – Identification and Protection of Significant Woodlands;

- (b) within the Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 – Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan; or
- (c) outside of the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 – Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan.

**Ecological function:** the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes, including hydrologic functions and biological, physical, chemical and socio-economic interactions.

**Ecological integrity:** the condition of ecosystems in which:

- a) the structure, composition and function of the ecosystems are unimpaired by the stresses from human activity,
- b) natural ecological processes are intact and self-sustaining, and
- c) the ecosystems evolve naturally.

**Ecological integrity** includes hydrologic integrity.

**Ecological goods and services (EG&S):** are the benefits which accrue to all living organisms resulting from the ecological functions of healthy ecosystems. Ecological goods and services include clean air, fresh water, biodiversity, nutrient cycling and climate regulation which contribute to meeting health, social, cultural, and economic needs. The products and processes of ecological goods and services are complex and occur over long periods of time.

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

**Employment Area/Areas:** areas that are designated in *area municipal official plans* for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and *ancillary* facilities. *Employment areas* are designated in *area municipal official plans* as described in Section 5.6.2.6 of this Plan.

**Employment Land/Lands:** land within *employment areas*.

**Endangered species:** a species that is listed or categorized as an “*Endangered Species*” on the Ontario Ministry of Natural Resources and Forestry’s official species at risk list, as updated and amended from

time to time. a species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

**Enhancement:** 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.

**Enhancement area:** terrestrial and aquatic areas that have been restored or that have the potential to be restored to a natural state. Enhancement areas include naturally vegetated or potentially revegetated lands that expand, connect, link or border **natural heritage features and areas** and that have been or are planned to be rehabilitated or restored to support **ecological functions**. Potential enhancement areas that are not in a natural state but have the potential to be restored to a natural state to improve the integrity and function of the Greenlands System are identified through the preparation of a natural heritage evaluation, hydrologic evaluation, environmental impact study or **natural heritage system** study.

**Environmental Farm Plan:** a plan approved in accordance with the Canada-Ontario Environmental Farm Plan Program.

**Environmentally Sensitive or Significant Areas:** places where ecosystem functions or features warrant special protection. These may include but are not limited to rare or unique plant or animal populations or habitats, plant or animal communities, or concentrations of ecological functions. Environmentally Sensitive or Significant Areas are identified by the conservation authorities according to their established criteria.

**Erosion hazard:** the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

**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.

**Essential:** necessary to the public interest after all reasonable alternatives have been considered.

**Existing Lot of Record:** a lot held under distinct and separate ownership from all abutting lots as shown by a registered conveyance in the records of the Land Registry office at the date Regional Official Plan Amendment 21B came into effect.

**Existing Threat Activities:** are defined in accordance with the applicable source protection plan as follows.

CTC Region Source Protection Plan approved on July 28, 2015:

- a) an existing use, activity, building or structure at a location in a *vulnerable area* that is in compliance with all applicable requirements, and that was being used or had been established for the purposes of undertaking the threat activity, at any time within ten years prior the date of approval of the source protection plan, or
- b) an expansion of an existing use or activity that reduces the risk of contaminating drinking water nor depletes drinking water sources, or
- c) an expansion, alteration or replacement of an existing building or structure that does not increase the risk of contaminating drinking water nor depletes drinking water sources.

For clarity, the definition of an **existing threat activity** includes a change in land ownership and the rotation of agricultural lands among crops or fallow conditions, and allows for alternating between sources of nitrates (agricultural source material, commercial fertilizer, and Category 1 non-agricultural source material).

South Georgian Bay Lake Simcoe Protection Plan approved on January 26, 2015:

- a) a use, a building or structure that is used and continues to be used for the purpose for which it was erected.
- b) a minor alteration or replacement building or structure that has the same capacity as an existing lawful building or structure and provides greater protection to sources of drinking water and where there is no change in use and where the replacement structure will bring the building or structure into closer conformity with the Source Protection Plan.
- c) an activity that is presently occurring or has occurred in the last ten years from the date of approval of the source protection plan.
- d) where an existing activity is permitted an expansion, alteration or replacement of a use, activity, building or structure that reduces the risk of contaminating drinking water shall be permitted.

**Existing use, building or structure:** a use, building or structure that lawfully existed on the date Regional Official Plan Amendment 21B came into effect. For further clarity, an existing use, building or structure is interpreted to include only the currently occupied limits of the use, building or structure as it existed on the date Regional Official Plan Amendment 21B came into effect.

**Fish habitat:** spawning grounds and any other areas including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes, as defined in the Fisheries Act.

**Flood:** for rivers and streams, a temporary rise in the water level resulting in the inundation of areas adjacent to a watercourse not ordinarily covered by water.

**Flood Plain (for river, stream and small inland lake systems):** ~~the area, usually low lands, adjoining a watercourse which has been, or may be covered by flood water~~ the area, usually low lands adjoining a watercourse, which has been or may be subject to flooding hazards.

**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~~.

**Floodway (for river and stream systems):** the portion of the *Flood Plain* where development (other than uses which by their nature must be located within the *floodway*, *flood* and/or erosion control works, or where appropriate, minor additions or passive, non-structural uses which do not affect *flood flows*) and *site alteration* would cause a danger to public health and safety or property damage. Where the *one zone concept* is applied, the *floodway* is the entire *Flood Plain*. Where the *two zone concept* is applied, the *floodway* is the inner portion of the *Flood Plain*, representing that area required for the safe passage of *flood flow* and/or that area where *flood depths* and/or *velocities* are considered to be such that they pose a potential threat to life and/or property damage. Where the *two zone concept* applies, the outer portion of the *Flood Plain* is called the *flood fringe*.

**Food and organic waste:** has the same meaning of *food waste* and *organic waste* when used together. (Food and Organic Waste Policy Statement)

**Food system:** the set of food related processes and activities that are the steps in the food chain including the growing, harvesting, production, processing, distribution, consumption, resource recovery and disposal of food, each with its attendant social, environmental and economic dimensions.

**Food waste:** the edible parts of plants and animals that are produced or harvested but that are not ultimately consumed. (Food and Organic Waste Policy Statement)

**Freeway:** a road whose function is the movement of vehicular traffic over medium to long distances at high speed, access to which is available only by means of a limited number of grade-separated interchanges.

**Freight Transportation Demand Management:** The application of strategies to reduce goods travel demand or to redistribute this demand in space, in time, or by alternative modes.

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

**Green and sustainable building guidelines:** an outcome of a design which focuses on increasing the efficiency of resource use — energy, water, and materials — while reducing building impacts on

human health and the environment during the building's lifecycle, through better siting, design, construction, operation, maintenance, and removal.

**Green Infrastructure:** Natural and human made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces and green roofs. (PPS, 2020 and Growth Plan, 2019)

**Greenfield density target:** A minimum density target for the designated greenfield area of 50 residents and jobs combined per hectare at the Regional scale or a specific minimum density target for designated greenfield area within each area municipality as specified in section 5.5.4.2.2.

**Greennlands Securement:** the protection of natural heritage features and areas through a range of tools including, but not limited to planning policy, stewardship, monitoring and land acquisition.

**Groundwater discharge area:** an area where there is a significant contribution by groundwater to surface water, including streams, lakes and wetlands.

**Groundwater recharge area:** an area in which there is significant addition of water by natural processes to groundwater.

**Habitat of endangered species and threatened species:** habitat within the meaning of Section 2 of the Endangered Species Act, 2007.

**Hazard land:** an area in a water course's Flood Plain, on steep slopes or along shorelines that presents a danger to human life and property.

**Hazardous lands:** property or lands that could be made unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes – St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river, stream and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

**Hazardous sites:** property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays, organic soils) or unstable bedrock (karst topography).

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

**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.

**Healthy Development Framework:** A collection of local context-specific tools that assess the health promoting potential of neighbourhoods. The tools are used to evaluate and pre-emptively mitigate potential health impacts associated with a development proposal. Each tool focuses on the Core Elements that influence the health of a community: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics and Efficient Parking. This framework contains the *Region's* tool and the related area municipal assessment tools, adapted to the satisfaction of the *Region*.

**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.

**Higher order transit:** ~~Transit that generally operates in its own dedicated rights of way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed traffic transit.~~ ~~Higher order transit can include heavy rail, light rail and buses in dedicated rights-of-way.~~ ~~Higher Order Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit.~~

Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. (Growth Plan, 2019)

**Highly vulnerable aquifer (HVA):** an area underground that contains water that is being withdrawn for human use and is particularly susceptible to contamination because of its location near the ground's surface or where the overlying material in the ground above it is highly permeable.

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

**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.

**Inclusionary zoning:** ~~zoning regulations that require a portion of new housing units to be affordable for households~~, policies, zoning by-laws and programs that require developments with residential units to include affordable housing units and provide for those units to be maintained as affordable over time.

**Infrastructure:** physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, stormwater management works, septic treatment systems, waste management systems, electric power generation and transmission, communications, telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities. ([PPS, 2020](#))

**Intake Protection Zone (IPZ):** the contiguous area of land and water immediately surrounding a surface water intake of a municipal water system or other designated system, which includes the distance from the intake and a minimum travel time of the water associated with the intake, based on the minimum response time for the water treatment plant operator to respond to adverse conditions or an emergency. *Intake protection zones (IPZ)* are divided into zones as follows:

- a) *Intake protection zone 1 (IPZ-1)* – the area within 1 kilometer of the intake; and
- b) *Intake protection zone 2 (IPZ-2)* – the modelled distance delineated as an area that a contaminant could travel in two hours to reach the intake; and
- c) *Intake protection zone 3 (IPZ-3)* – the modelled area of a spill scenario outside IPZ 1 and 2 zones that could result in deterioration of water quality at the intake.

**Intelligent Transportation Systems (ITS):** the application of advanced and emerging technologies in transportation.

**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 currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development;
- d) the expansion or conversion and creation of existing buildings.

**Invasive species:** are plants, animals and micro-organisms that spread when introduced outside of their natural distribution and cause serious and often irreversible damage to ecosystems, the economy and society.

**Issue contributing area (ICA):** a vulnerable area around a municipal drinking water well where contaminants (e.g. nitrates, chlorides, or sodium) have been detected at a concentration, or there is a trend of increasing concentration of the contaminants, that may result in the deterioration of the quality of water for use as a source of drinking water.

**Joint(ly):** a co-operative project recognizing the importance of each named agency to the success of the project - but does not imply a veto power to any of the participants or that the effort cannot proceed if one or more parties should choose not to participate.

**Land acquisition:** the transfer of interest in title of land through a variety of means such as fee simple purchase, conservation easements and land donations.

**Landscape:** the character and morphology of the land surface which has resulted from an interaction of physical processes and human activity.

**Level of service:** a qualitative measure describing operational conditions of a road section within a traffic stream, and the perceived condition by motorists and passengers, using such factors as travel time, average speed, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. In general practice, six *levels-of-service* are defined. These are given letter designations, from "A" to "F", with *level-of-service* "A" representing the best operating conditions.

**Light Rail Transit (LRT):** Transit infrastructure and services consisting of light rail vehicles running in an exclusive right-of-way, fully separated from traffic, typically with transit signal priority measures in place and longer spacing between stops than conventional transit routes to maintain higher average speeds and ensure reliability of the service. Typically include additional features to improve operational efficiency and enhance the customer experience, such as off-board fare collection, platform-level boarding, and real-time passenger information. (Metrolinx 2041 Regional Transportation Plan)

**Littoral zone:** the area along the shore of a lake from the water's edge into the water to a depth where there is a 2% loss of light at the bottom.

**Linkage:** an area providing connectivity to support a range of community and ecosystem processes and enable plants and animals to move between natural heritage features and areas over multiple generations. Linkages can include aquatic, riparian and terrestrial corridors that provide pathways for plants and animals to move or support functional processes between natural heritage features and areas, surface water features and ground water features. The location, width, length, structure and function of linkages should be determined in accordance with a natural heritage evaluation, hydrologic evaluation, environmental impact study or natural heritage system study. (adapted from MNRF Natural Heritage Reference Manual, Second Edition)

**Major Environmental Features:** Environmental features excluded from being subject to the greenfield density target where the features are both identified in any applicable official plan or provincial plan, and where the applicable provincial plan or policy statement prohibits in wetlands, coastal wetlands, woodlands, valley lands, areas of natural and scientific interest, habitat of endangered species and threatened species, wildlife habitat, and fish habitat.

**Major road:** roadway or street that carries medium to high volumes of traffic transportation capacity (relative to its urban or rural context) between significant activity nodes or more localized elements of the overall road network. Major roads play a role in the movement of people, by automobile, transit, cycling, and walking, and goods.

**Major transit station area:** The area including and around any existing or planned rapid transit station or the area including and around a major bus depot in an urban core. Station areas are generally defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

**Major tributaries:** are tributaries having direct confluence with the Credit River, Etobicoke Creek, Mimico Creek, West Humber River and the Humber River.

**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.

**Minimum distance separation formulae:** formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities. (PPS)

**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.

**Minor site alteration:** site alteration, which due to its scale or intensity, can demonstrate no significant incremental or cumulative impacts on the landform, features or ecological functions of the Greenlands System in *Peel*, as set out in further detail in the *area municipal official plans*.

**Mobile fresh food market:** a retail facility offering food for human consumption by any temporary or readily transportable means, including a mobile fresh food market or a mobile food vendor facility, such as a catering truck, cart, pushcart, wagon, trailer, or other wheeled conveyance, or any portable table or stand.

**Mobility hub:** Major transit station areas, as defined in the Growth Plan for the Greater Golden Horseshoe and identified in the Metrolinx Regional Transportation Plan, that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between regional rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living, shopping and enjoyment around a major transit station.

There are two types of mobility hubs identified in the Metrolinx Regional Transportation Plan: Gateway hubs are major transit station areas that are located at the interchange between two or more current or planned rapid transit lines and that meet specific criteria regarding numbers of transit boardings and surrounding land use densities. Anchor hubs are mobility hubs that meet all of the criteria required for gateway hubs and that have strategic importance due to their relationship with Urban Growth Centres, as well as Pearson Airport (anchor hubs have the potential to transform the regional urban structure and act as anchors for the regional transportation system).

Mobility Hubs are Major Transit Station Areas at the intersection of two or more Frequent Rapid Transit Network routes, designed to support a high number of transit boardings and alightings, and facilitate seamless, efficient transfers between modes. They have and/or are planned to have a high density mix of jobs, residences, public services, and other land uses that encourage and support transit use and active transportation, or the potential to develop into areas with a high-density mix of land uses. (Metrolinx 2041 Regional Transportation Plan)

**Modal share:** the percentage of trips using a given mode of travel. The percentage of person-trips or of freight movements made by one travel mode, relative to the total number of such trips made by all modes. (Growth Plan, 2019)

**Municipal Comprehensive Review:** An official plan review or an official plan amendment, initiated by a municipality that comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe, 2006.

**Municipal hazardous or special waste:** has the same meaning as in the Waste Diversion [Transition Act, 2002-2016](#), Ontario Regulation [542/06 387/16](#) Municipal Hazardous or Special Waste.

**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, the presence of hazardous forest types for wildland fire, and unstable slopes, soils and bedrock that may pose a danger to public safety or public health or result in property damage.

**Natural Lake:** a body of water greater than two hectares in size (approximately 5 acres) created by natural processes.

**Negative impacts:**

- a) in regard to sewage services and water services, potential risks to human health and safety and degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrogeological studies or water quality impact assessments, in accordance with provincial standards;
- a) b) in regard to water resources, degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;
- b) c) in regard to fish habitat, the harmful alteration, disruption or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and
- c) d) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an area is identified due to single, multiple or successive development or site alteration activities.

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

**Non-government conservation organization:** a non-profit conservation body independent of any government such as a land trust, conservancy or similar not-for-profit agency that is governed by a charter, articles of incorporation or letters patent that has as one of its primary purposes the protection of key natural heritage features, functions and values. The organization must have registered charitable status.

***Normal farm practice:*** a practice, as defined in the Farming and Food Production Protection Act, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the Nutrient Management Act, 2002 and regulations made under that Act.

***Oak Ridges Moraine:*** a provincially *significant* prominent upland area that runs east to west through south central Ontario intersecting *Peel*. The Moraine was formed by glacial action between two opposing ice lobes within the last one million years. The Moraine has a unique combination of geological, hydrological, topographical and biotic attributes. It performs several essential functions providing *significant* natural habitat, surface water resources, 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.

**On-farm diversified uses:** uses that are secondary to the principal agricultural use of the property, and are limited in area. **On-farm diversified uses** include, but are not limited to, home occupations, home industries, *agri-tourism* uses, and uses that produce value-added agricultural products. Ground mounted solar facilities are permitted in the Prime Agricultural Area only as *on-farm diversified uses*. (PPS)

***One zone concept:*** for development in a *Flood Plain*, the *one zone concept* is described in the Provincial Policy Statement definition of *Floodway* (for river and stream systems). For ease of reference, the definition of *Floodway* is included in this Glossary.

**Organic waste:** inedible parts of plants and animals, as well as other organic material that may be processed along with *food waste*. Examples of *organic waste* can include but are not limited to leaf and yard waste, compostable products and packaging, soiled paper, diapers and pet waste. (Food and Organic Waste Policy Statement)

**Overland Flooding:** the inundation of land or property in a built environment caused by rainfall overwhelming the capacity of drainage systems, such as storm sewers.

**Parkway Belt West Plan:** A provincial plan implemented in 1978 for the purposes of separating and defining the boundaries of urban areas, linking urban areas with other areas, providing a land reserve for future linear facilities and providing a system of linked open space and recreational facilities.

**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*).

**Appealed** **Planned transportation corridors:** Corridors or future corridors which are required to meet projected needs, and are identified through provincial plans or preferred alignment(s) determined through the Environmental Assessment Act process which are required to meet projected needs or identified through planning studies where the Ontario Ministry of Transportation is actively pursuing the identification of a corridor. (Adopted ROPA 22)

**Plantation:** a treed community in which the majority of trees have been planted or the majority of the basal area is in trees that have been planted, often characterized by regularly spaced rows. With time and forest management, natural regeneration can become established and eventually convert the community to natural forest.

**Plantation, naturalized:** a *plantation* or portion of a *plantation* that is undergoing regeneration to a native woodland community either through natural succession or woodland restoration restoration. An assessment to determine if a plantation is naturalized should include, but not be limited to soil conditions, stand composition, vegetation structure and health, the distribution and ecology of successional species (e.g., the ability of species to convert plantations to native communities) and the distance to and functional relationship with adjacent natural heritage features (e.g. proximity to watercourses, contribution to interior woodland habitat). Naturalized plantations will generally have dense regeneration of native tree seedlings and/or approximately 100 or more stems per hectare of regenerated native trees that have attained a minimum height of 1.37 metres. This assessment shall not preclude the area municipalities from evaluating plantations in the local context and in accordance with the criteria in Table 1 and policies in Section 2.3.2 of this Plan.

**Plantation, young:** a *plantation* in which

- (a) within the Oak Ridges Moraine Conservation Plan Area, an area defined in accordance with the Oak Ridges Moraine Conservation Plan Technical Paper 7 – Identification and Protection of Significant Woodlands;
- (b) within the Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 – Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan; or
- (c) outside of the Oak Ridges Moraine Conservation Plan Area and Greenbelt Plan Protected Countryside, an area defined in accordance with the Greenbelt Plan Technical Paper 2 –

Technical Definitions and Criteria for Significant Woodlands in the Natural Heritage System of the Protected Countryside Area of the Greenbelt Plan.

**Prime agricultural area:** the area as shown on Schedule X12 where *prime agricultural land* predominates. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by the Ontario Ministry of Agriculture and Food using guidelines developed by the Province as amended from time to time. A *prime agricultural area* may also be identified through an alternative agricultural land evaluation system approved by the Province. (PPS)

**Prime agricultural land:** specialty crop areas and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection. (PPS)

**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; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro forestry; maple syrup production; and associated on farm buildings and structures, including accommodation for full time farm labour when the size and nature of the operation requires additional employment.
- **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.
- **Agricultural related uses:** those farm related commercial and farm related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.

**Priority Bus Corridor:** Transit corridor allowing buses to operate quickly and reliably without the need for a dedicated right-of-way by providing protection from mixed traffic and using other transit priority measures such as queue jump lanes and signal priority at intersections. Priority Bus routes operating in Priority Bus corridors typically have wider spacing between stops to improve travel times over long distances. (Metrolinx 2041 Regional Transportation Plan)

**Procurement:** preferable goods and services that have a lesser or reduced impact on the environment over the life cycle of the good or service, when compared with competing goods and services serving the same purpose.

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

**Public Authority:** Any federal, provincial, regional, or municipal agency including any commission, board, authority or department established by such an agency exercising any power or authority under a Statute of Canada or Ontario.

**Public 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.~~ Municipal public transit systems that serve the general public and operate mainly fixed routes and schedules. Public transit also includes specialized services that provide door-to-door transportation services to individuals with disabilities who meet eligibility requirements created by the municipality.

**Rapid transit:** Transit service able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by conventional transit service. For the purposes of this Plan, rapid transit includes both higher order transit ~~and bus rapid transit~~ light rail transit, bus rapid transit, and priority bus corridors.

**Recreation:** leisure-time activity undertaken away from home. Passive *recreation* is characterized by low intensity outdoor pastimes, such as hiking, picnicking and bird watching, requiring minimal modification of the land surface and relatively few if any buildings or structures, such as a gazebo. Active *recreation* is characterized by the need for special facilities, such as golf courses, tennis courts and *recreation* theme parks, which usually require large scale modification of the land surface, often accompanied by the introduction of buildings and structures.

**Redevelopment:** the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites. *Redevelopment* includes infill, accessory apartments and rooming houses.

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

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

**Regional Housing Strategy:** a plan, including policies for the Regional Official Plan, to meet the housing needs of all residents by working in collaboration with community agencies and the area municipalities. The strategy will include the planning and development of a range of housing types and densities to support the achievement of the intensification and density targets in this Plan.

**Regional Intensification Corridor:** regionally-significant, multi-functional, linear concentrations of urban *development* providing a range and mix of commercial, office, major institutional, residential, recreational and cultural services or facilities that supports higher-order transit service and links urban growth centres together.

**Regional Structure:** Peel's *regional Structure* is made up of several elements and systems including the Greenlands System, renewable and non-renewable resources, and *infrastructure* elements such as roads, treatment plants, water and sewer mains, police stations, and hospitals.

**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):** (for Lake Ontario) means the approved standards involving the combined influence of ~~flooding flooding~~ and a dynamic beach allowance to define the shoreline dynamic beach limits for regulatory purposes. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.

**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.~~

**Rehabilitate/rehabilitation:** ~~the return of land and water from which aggregate has been excavated so that the use or condition of the land:~~

- (a) is restored to its former use or condition,
- (b) is restored to a natural state or condition, or
- (c) is changed to another use or condition that is or will be compatible with the use of adjacent land, and
- (d) the required rehabilitation is in accordance with the requirements of this Plan, an area municipal official plan and relevant provincial plan, as applicable.

**Remediation:** corrective action taken to clean-up or remedy a spill, an uncontrolled discharge of a contaminant, or a breach in a facility or its operations, in order to minimize the consequent threat to public health and the environment.

**Renewable energy systems-system:** ~~means the production of electrical power from an energy source that is renewed by natural processes including, but not limited to wind, water, biomass resource or product, or solar and geothermal energy. These systems have the same meaning as a renewable~~

**energy undertaking under the Green Energy Act, 2009** a system that generates electricity, heat and/or cooling from a renewable energy source.

**Renewable energy source**: an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, and geothermal energy.

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

**Resource recovery**: the extraction of useful materials or other resources from things that might otherwise be waste, including through reuse, recycling, reintegration, regeneration or other activities. This includes the collection, handling, and processing of food and organic waste for beneficial uses. Although energy from waste and alternative fuels are permitted as waste management options, these methods are not considered resource recovery. The recovery of nutrients, such as digestate from anaerobic digestion, is considered *resource recovery*. (Food and Organic Waste Policy Statement)

**Resource recovery system**: any part of a waste management system that collects, handles, transports, stores or processes waste for *resource recovery*, but does not include disposal. (Food and Organic Waste Policy Statement)

**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.

**Risk Management Official**: the official appointed under Part IV of the Clean Water Act, 2006. The Risk Management Official is the primary authority responsible for determining whether new development or site alteration is, or involves, a significant ***drinking water threat*** and whether the development or site alteration is prohibited or subject to a risk management plan in accordance with the applicable source protection plan.

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

**Rural lands**: lands which are located outside *settlement areas* and which are outside prime agricultural areas. (PPS)

**Secondary suites**: a self-contained separate dwelling unit as part of an existing dwelling with full kitchen and bath facilities as well as a separate entrance.

**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.~~
- areas where surface water infiltration rates are high or concentrated and provide groundwater recharge needed to support ecologically significant features such as coldwater streams and wetlands; and
- seepage areas and springs where the water table is present or discharging at the ground surface and replenishing or providing source water to ecologically significant features such as coldwater streams and wetlands.

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

**Settlement Areas:** urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are:

- a) built up areas where development is concentrated and which have a mix of land uses; and
- b) lands which have been designated in an official plan for development over the long-term planning horizon provided for in policy 1.1.2 of the Provincial Policy Statement, 2014. In cases where land in *designated growth areas* is not available, the *settlement area* may be no larger than the area where development is concentrated. (PPS)

**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:** means:

- a) in regard to *wetlands*, coastal *wetlands* and areas of natural and scientific interest, an area identified as provincially significant by the Ontario Ministry of Natural Resources and Forestry using evaluation procedures established by the Province, as amended from time to time;
- b) ~~in regard to the habitat of *endangered species* and *threatened species*, means the habitat, as approved by the Ontario Ministry of Natural Resources and Forestry, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of *endangered species* or *threatened species*, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;~~

- e)b) in regard to *woodlands*, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history;
- e)c) in regard to other features and areas, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or ~~natural heritage system~~ *natural heritage system*;
- e)d) in regard to mineral potential, means an area identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index; and
- f) ~~in regard to potential for petroleum resources, means an area identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time; and~~
- g)e) ~~are valued for the important contribution they make to our understanding of the history of a place, an event, or a people have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.~~

Criteria for determining significance for the resources identified in clauses (c) to ~~(g) (d)~~ are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used. Within the Provincial Plan areas, the Province (Ministry of Natural Resources and Forestry) identifies criteria for the identification and determination of key natural heritage features and key hydrological features related to the foregoing. While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

**Significant Drinking water threat:** a *drinking water threat* identified as significant in accordance with the Provincial Table of *Drinking water threats* issued under the Clean Water Act, 2006, and the applicable source protection plan.

**Significant Groundwater Recharge Area (SGRA):** an area where groundwater is replenished through infiltration and seepage of water and where the recharge rate exceeds a specified threshold.

**Significant feature:** for the purpose of applying criteria for the identification of Core and Natural Area and Corridor (NAC) *woodlands*; all *wetlands*; all life science *Areas of Natural and Scientific Interest* (regionally and provincially significant); all Core *valley and stream corridors*, *Environmentally Sensitive*

*or Significant Areas (ESAs), and Core and NAC woodlands that satisfy the size criterion (i.e., woodlands that are identified as Core and NAC woodlands based solely on criteria other than size are not considered to be significant features with respect to the application of the “proximity criterion”).*

**Site alteration:** activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

**Social Subsidized Housing** (sometimes referred to as “assisted”, “subsidized social” 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 subsidized 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.

**Source Reduction:** changes in the design, use of materials and energy used during the manufacturing or distribution of products and packages to reduce their amount or toxicity before they become municipal solid waste.

**Source Water Disclosure Report:** a report that discloses whether any of the prescribed drinking water threats under the Clean Water Act, 2006 are expected to occur on the property and whether any of the threats would be a significant drinking water threat in accordance with the applicable source protection plan. The disclosure report should include information on the proposed quantity, storage and handling of substances that are a prescribed drinking water threat.

**Special needs housing:** A unit that is occupied by or is made available for occupancy by a household having one or more individuals who require some form of social and/or financial support and may require accessibility modifications in order to live independently in the community. Examples may include group homes, rooming houses, lodging houses, boarding houses, supportive housing, transitional housing, emergency shelters and single room occupancy units. (Adopted and approved ROPA 23)

**Special policy area:** an area within a *community* that has historically existed in the *flood plain* and where site specific policies, approved by the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the *community* that would result from strict adherence to provincial policies concerning *development*. A *special policy area* is not intended to allow for new or intensified development development and site alteration site-alteration, if a community has feasible opportunities for development development outside the *flood plain*.

**Stewardship:** the voluntary actions and cooperative planning by organizations, governments, landowners and residents to protect, restore and enhance land, air and water for long-term ecological sustainability.

**Stormwater:** the runoff from rain and melted snow that eventually ends up in local creeks, rivers, and ultimately the lakes around us through a large and complex network of pipes and waterways. It is naturally absorbed by plants and soils but hard surfaces such as roofs, roads, and parking lots prevent the stormwater from being absorbed into the ground.

**Strategic Goods Movement Network:** A hierarchical network of existing and potential truck routes identified as important routes for allowing the safe and efficient movement of goods. The network routes provide connectivity and continuity to each other, major goods generating activity centres, the Toronto Pearson International Airport, intermodal terminals and rail facilities, and major highways.

**Appealed** **Strategic Infrastructure Study Area (SISA):** an area under protection for long-term planning and infrastructure studies in advance of future development. (Adopted ROPA 24)

**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, Conservation and Parks and the Ministry of Natural Resources and Forestry 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.

**Supportive Housing:**

Housing that provides affordable housing and accessible residential accommodation within an environment that provides individual based supports and services to persons who require them to live independently. Individual based supports and services can include on-site or partnership-based assistance with activities of daily living, assistance with medical care and other community supports.

**Surface water features:** for the purpose of applying criteria for the identification of Core and Natural Area and Corridor (NAC) woodlands, includes lakes, woodland ponds, watercourses, springs, seeps, and reservoirs that provide ecological functions. Surface water features do not include small surface water features such as farm ponds, stormwater management ponds and ditches that have limited ecological function.

**Sustainable / Sustainability:** meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainability:** meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Development:** the pursuit of integrating environmental, social, economic and cultural considerations in decision-making. Applying this framework to policy formulation and analysis favours an integrated approach in which these elements are brought together as a forethought in planning and decision making.

**Sustainability Design Brief:** a report that illustrates how the Region and area municipal green development standards will be addressed as part of the development process in order to achieve sustainability principles.

**Sustainable transportation:** A sustainable transportation system is one that:

- Allows individuals and societies to meet their access needs safely and in a manner consistent with human and ecosystem health and with equity within and between generations;
- Is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy; and
- Limits emissions and waste within the planet's ability to absorb them, minimizes consumption of non-renewable resources, limits consumption of renewable resources to the sustainable yield level, reuses and recycles its components, and minimizes the use of land and the production of noise. (Source: The Centre for Sustainable Transportation, 2002.)

the movement of people using low-impact modes including walking, cycling, public transit, carpooling, and low- or zero-emission vehicles.

**Thermal treatment:** has the same meaning as in the Environmental Protection Act, 1990, Ontario Regulation 347 General - Waste Management.

**Threatened species:** a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources and Forestry's official species at risk list, as updated and amended from time to time. a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

**Transit 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. Relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. Transit-supportive development will be consistent with Ontario's Transit Supportive Guidelines.

**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 (TDM):** ~~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. A set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.~~ (PPS, 2020 and Growth Plan, 2019)

**Tributary:** a river or stream that flows into a larger river or stream.

**Two zone concept:** for development in a *Flood Plain*, the *two zone concept* is described in the Provincial Policy Statement definition of *Floodway* (for river and stream systems). For ease of reference, the definition of *Floodway* is included in this Glossary.

**Urban Agriculture:** the growing of crops, including nursery, biomass, and horticultural crops, within an urban or rural *settlement area*. It includes urban farms, community gardens, rooftop gardens and gardens on private lots and may include supporting structures such as hoop-houses, raised beds, and cold-frames to improve production. Urban agriculture may include aquaculture and the raising of livestock or insects.

**Universal accessibility:** products, services and environments that can be used by people of all ages, sizes and abilities, to the greatest extent possible, without the need for adaptation or specialized design.

**Urban Forest:** all trees in urban and rural settlement areas, as well as the soils that sustain them, located on public and private property. The *urban forest* includes trees in natural areas as well as trees in more manicured settings such as parks, yards and boulevards. For management purposes the *urban forest* can be grouped into two broad categories:

- Intensively managed forest – where the unit of management is the individual trees and standard arboricultural practices are applied (i.e. street trees); and
- Extensively managed forest – where the unit of management is the forest stand or vegetation community and landscape ecology or silvicultural practices are applied (i.e. woodlands and natural areas)

**Urban Growth Centre Density Target:** A minimum gross density target for Peel Region's urban growth centres that is not less than 200 residents and jobs combined per hectare.

**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.

**Value added chain:** ~~is a chain of activities. Products pass all activities in the chain in sequential order and at each activity the product gains some value. The chain of activities gives the product more added value than the sum of added values of all activities.~~

**Vulnerable Area:** an area referring to a wellhead protection area, an issue contributing area, a significant groundwater recharge area, a highly vulnerable aquifer, and an intake protection zone.

**Watercourse:** for the purpose of applying criteria for the identification of Core, Natural Area and Corridor and Potential Natural Area and Corridor woodlands, a body of water flowing in a reasonably defined channel with bed and banks on a permanent or intermittent basis, and for clarity, excludes drainage features that flow on an ephemeral (storm) basis of frequency only.

**Waste:** includes anything discarded for collection from any source and litter.

**Watershed:** the land drained by a river system. The Ministry of Natural Resources and Forestry, the Ministry of the Environment, Conservation and Parks and the conservation authorities have been advocating *watersheds/subwatersheds* as the appropriate units for ensuring proper hydrologic functioning and water related features, functions and landforms. Other water cycle considerations include *groundwater recharge and discharge areas*, depth to water table, aquifers and *headwaters*.

**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.

**Wellhead protection areas (WHPA):** the surface and subsurface area surrounding a water well or well field that supplies a public water system and through which contaminants are reasonably likely to move so as eventually to reach the water well or well field. Wellhead protection areas are delineated to identify areas that are vulnerable to both water quality and water quantity threats as follows:

- a) For water quality threats, the size of the *wellhead protection areas* is determined by how quickly water travels underground to the well, measured in years, as defined below:
  - i) *Wellhead protection area A*: the area within 100 metres of the wellhead.
  - ii) *Wellhead protection area B*: the area within which the time of travel period to the well is less than 2 years.
  - iii) *Wellhead protection area C*: the area within which the time of travel period to the well is less than 5 years.
  - iv) *Wellhead protection area C1*: the area within which the time of travel period to the well is less than 10 years.
  - v) *Wellhead protection area D*: the area within which the time of travel period to the well is less than 25 years.
  - vi) *Wellhead protection area E*: the area where a well is under the influence of surface water and through which surface water flows in two hours to the well. Wells having groundwater under the direct influence (GUDI) of surface water are referred to as a GUDI well.
- b) For water quantity threats, the size of the *wellhead protection area* is based on a tiered water budget analysis that identifies areas around a municipal well that are vulnerable to water quantity threats, as defined below:
  - i) *Wellhead protection area Q1*: the area where activities that take water without returning it to the same source may be a threat.
  - ii) *Wellhead protection area Q2*: the area where activities that reduce recharge may be a threat.

**Wetlands:** lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils (soils in which there is an abundance of moisture) and has favoured the dominance of either hydrophytic or water tolerant plants. The four main categories of *wetland* are swamps, marshes, bogs and fens. Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit *wetland* characteristics are not considered to be *wetlands* for the purposes of this definition.

**Wildlife habitat:** are areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife habitats* of concern may include areas where species congregate concentrate at a vulnerable time in

their annual life cycle point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

**Woodlands:** ecosystems comprised of treed areas, woodlots, forested areas and the immediate biotic and abiotic environmental conditions on which they depend. *Woodlands* provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, the provision of clean air and the long-term storage of carbon, the provision of *wildlife habitat*, outdoor recreational opportunities, and the *sustainable harvest* of a wide range of woodland products. *Woodlands* include woodlots, *cultural woodlands*, *cultural savannahs*, *plantations* and forested areas and may also contain remnants of old growth forests.

*Woodlands* are further defined as any area greater than 0.5 ha that has:

- a) a tree crown cover of over 60% of the ground, determinable from aerial photography, or
- b) a tree crown cover of over 25% of the ground, determinable from aerial photography, together with on-ground stem estimates of at least:
  - i) 1,000 trees of any size per hectare,
  - ii) 750 trees measuring over five centimetres in diameter at breast height (1.37m), per hectare,
  - iii) 500 trees measuring over 12 centimetres in diameter at breast height (1.37m), per hectare, or
  - iv) 250 trees measuring over 20 centimetres in diameter at breast height (1.37m), per hectare (densities based on the Forestry Act of Ontario 1998)

and, which have a minimum average width of 40 metres or more measured to crown edges.

Treed portions with less than the required stocking level will be considered part of the woodland as long as the combination of all treed units in the overall connected treed area meets the required stocking level. Woodlands experiencing changes such as harvesting, blowdown or other tree mortality are still considered woodlands. Such changes are considered temporary whereby the forest still retains its long-term ecological value.