



Official Plan

Office Consolidation December 2016

 Region of Peel
Working for you

Disclaimers:

1 – This Office Consolidation is for information purposes only and the actual Council adopted ROPAs, Ministry approvals and Ontario Municipal Board 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 Ontario Municipal Board.

3 - 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.

4 – Sections of ROPA 26 related to GTA West Transportation Corridor policies remain appealed and are subject to final decision by the Ontario Municipal Board.

5 – A partial section in 5.4.3.2.2 of ROPA 28 remains appealed to the Ontario Municipal Board and is subject to final decision by the Ontario Municipal Board.

THIS OFFICE CONSOLIDATION INCORPORATES THE FOLLOWING:

Regional Official Plan Amendment (ROPA)	Council Adopted	Provincial Modifications	Policies Appealed to the Ontario Municipal Board
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
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
28 – South Albion-Bolton Employment Land and North Hill Supermarket Settlement Area Boundary Expansion	April 24, 2014	Not applicable	Yes – Appealed Portions Yellow Highlights

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Appealed
Portion

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EXPLANATORY NOTE TO December 2016 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	September 15, 2005

	Transportation Policies, being those portions no longer under appeal	
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

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

FOREWORD

THE NEED FOR A PLAN

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

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

BACKGROUND

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

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

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

HOW THE PLAN WAS PREPARED

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

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

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.

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.

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 H, and the Glossary, constitute the *Region of Peel* Official Plan. Except as expressly noted in Policies 7.2.2.3 and 7.2.2.7, any changes, additions, or deletions to these elements will require an amendment to this Plan.

Figures show factual and/or conceptual information available at the time of preparation of this Plan, and are included in the Plan for illustrative purposes and to show the categories of areas typically subject to specific policies of the Plan. Information shown on Figures may be changed or updated from time to time by *Regional Council*, without requiring an amendment to this Plan.

1.3.4 Organization of the Chapters

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

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

Recognizing the importance of the environment and resources, Peel must plan carefully to accommodate anticipated growth. Chapter 4 contains growth forecasts 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 society that can adapt to changes while meeting the human services and *infrastructure* needs of the community. By adopting the framework below, the Plan will guide the Region in its 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 or 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 encouraging environmentally friendly businesses and business practices, providing for an adequate supply of future employment lands, convenient, efficient and effective public transportation system, 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, 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 vision in the Council approved Corporate Strategic Plan: 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 heritage resources, while the identification, preservation and promotion of *Peel's* cultural heritage is dealt with in Chapter 3 of this Plan. The close relationship that exists between the natural and cultural heritage is recognized, therefore, the objectives and policies of this chapter should not be considered in isolation.

The natural environment provides the life support system for our urban and rural communities. Ideally, healthy natural systems require no intervention to function properly. Degraded natural systems, on the other hand, have costly consequences for our communities. A well-functioning natural environment has social, health and economic benefits for those living and working in *Peel*, now and in the future.

The *Region of Peel* recognizes its responsibility to preserve, *protect*, and encourage through the *support of*, and where appropriate, participation in the *restoration* and *rehabilitation* of natural areas in *Peel*. *The Region's* Strategic Plan reflects this in its goals to "conserve *Peel's* air, water and land resources", and to "*protect Peel's* important natural features and environmentally sensitive areas".

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

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.

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

2.1.2 Goal

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

2.1.3 Policies

It is the policy of *Regional Council* to:

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



2.2 LARGE ENVIRONMENTAL SYSTEMS

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

2.2.1 General Objectives

- 2.2.1.1 To recognize and promote the connections between local *ecosystem* functions and large environmental systems and contribute to the protection of these larger non-localized systems.
- 2.2.1.2 To conserve, restore and enhance *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 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 Participate in, and *support*, broader scale environmental studies in order to assess the carrying capacity of *ecosystems* and the potential cumulative effects of *development* in areas where *development* is likely to have a major impact on the *integrity* of broader *ecosystems* and the Greenlands System in *Peel* (see Section 2.3).

2.2.3 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 Goals

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

2.2.3.2 Objectives

- 2.2.3.2.1 To improve local air quality and reduce greenhouse gas emissions.
- 2.2.3.2.2 To promote sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns.

2.2.3.3 Policies

It is the policy of Regional Council to:

- 2.2.3.3.1 In consultation with the area municipalities, develop tools to assess the air quality implications of development that 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 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 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 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 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 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 Support the development of area municipal official plan policies including, but not limited to, setbacks for residential developments, transportation corridors and the separation of sensitive land uses from both planned and existing sources of harmful emissions.
- 2.2.3.3.8 Monitor and model air quality to accurately establish local air emissions in Peel and report on the findings from the monitoring and modelling.

2.2.4 Watersheds

The Credit River, Humber River, Etobicoke Creek, Mimico Creek and their tributaries form the major *watersheds* in *Peel*, although portions of other larger *watersheds* and many smaller *watersheds* also lie within *Peel* (see Figure 3 in the Appendix). *Peel* has an abundance of ground and surface water resources, but faces a growing number of water management challenges as the extent and intensity of land uses increase the impact on natural systems. The interconnections and relationships among human activities and the subsequent impacts on *ecosystems*, must be recognized.

The natural boundaries of *watersheds* and *subwatersheds* provide relevant and practical units for an *ecosystem* approach to the management of water resources, and related natural

resources, which utilize the hydrological cycle as the pathway that integrates physical, chemical and biological processes. Existing provincial guidelines provide a framework for the preparation of *watershed* and *subwatershed plans*.

2.2.4.1 Policies

It is the policy of *Regional Council* to:

- 2.2.4.1.1 Promote and participate in *watershed plans* and *subwatershed plans* within *Peel Region*.
- 2.2.4.1.2 Determine *jointly* with the area municipalities, conservation authorities and provincial agencies the requirement for a *subwatershed* plan where planning initiatives are likely to have a *significant* immediate or cumulative impact on water resources and related natural systems in a *watershed* or *subwatershed*. Such a determination shall include consideration of the Water Resources policies contained in Section 3.4 of this Plan.
- 2.2.4.1.3 Determine *jointly* with the area and neighbouring municipalities, conservation authorities, and other provincial agencies, a schedule prioritizing the need for *watershed* and *subwatershed plans* in *Peel Region*.
- 2.2.4.1.4 Work *jointly* with the area and neighbouring municipalities, conservation authorities, and other provincial agencies to determine planning and monitoring information requirements for inclusion in *watershed* and *subwatershed plans*.
- 2.2.4.1.5 Work *jointly* with the conservation authorities, the area municipalities and, where applicable, the Niagara Escarpment Commission to integrate *subwatershed* planning and monitoring information on a regional and *watershed* basis, in order to assess the cumulative effects of land use changes and the implementation of *subwatershed plans*.
- 2.2.4.1.6 Integrate ground and surface water quality and/or quantity monitoring conducted by Regional departments with *watershed* and *subwatershed plans* and other environmental monitoring, including the analysis of cumulative effects.



2.2.5 Groundwater

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

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

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

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

2.2.5.1 Policies

It is the policy of *Regional Council* to:

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

2.2.6 Lake Ontario

Lake Ontario forms *the region's* southern boundary and is a very prominent feature within the natural heritage system of *Peel*. The fish and wildlife habitat associated with this aquatic *ecosystem* has undergone *significant* physical change through *shoreline* and stream channel alteration, land clearance and drainage, and other urban activities. It is therefore important that water resource initiatives along the river *valley and stream corridors* and the upland *headwater* areas of *Peel* be complemented by efforts to sustain and create fish and wildlife

habitat along the Lake Ontario Waterfront. Sections 2.3 and 2.4 of the Plan deals with the protection and management of the Lake Ontario Shoreline in more detail.

2.2.6.1 Policies

It is the policy of *Regional Council* to:

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

2.2.7 Bioregions

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

The Greater Toronto *Bioregion* (see Figure 1 in the Appendix), has been defined as the area of land bounded by Lake Ontario, the *Niagara Escarpment* and the *Oak Ridges Moraine*. Most of *Peel's* land area is within the Greater Toronto *Bioregion*. However, large areas in the north of Caledon are part of other *bioregions*, some of which are functionally related to the *Oak Ridges Moraine*, the *Niagara Escarpment*, 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 Niagara Escarpment

The *Niagara Escarpment* is a provincially *significant*, 725 kilometre (450 mile) long geological feature, a portion of which runs through *Peel*. The particular combination of geological and ecological features along the *Niagara Escarpment* results in a landscape unequalled in Canada. In 1990 the Escarpment's unique character was recognized by United Nation's Educational Scientific and Cultural Organization (UNESCO) when it was named a World Biosphere Reserve. It is also a source of some of southern Ontario's prime rivers and streams, and contains some *significant* heritage features, rare plants and *significant* habitats. The rich and diverse natural and *cultural heritage resources* of this area are *protected* by the Niagara Escarpment Plan, this Plan and the Town of Caledon Official Plan.

2.2.8.1 Policies

It is the policy of *Regional Council* to:

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

2.2.9 Oak Ridges Moraine

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

Through the Oak Ridges Moraine Conservation Act, 2001 and the accompanying Oak Ridges Moraine Conservation Plan (ORMCP), the Province has established direction for protecting the Oak Ridges Moraine. The ORMCP is a regulation to the Oak Ridges Moraine Conservation Act, 2001. The boundary and land use designations for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) within Peel are shown on Schedule D1 in this Plan.

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

Municipal official plans and zoning bylaws must conform to the ORMCP. The major provisions that are relevant at the Regional level have been incorporated into this section of the Regional Official Plan. However, these policies must be read in conjunction with the detailed provisions of the ORMCP, all other applicable policies of this Plan, and the Town of Caledon Official Plan. The conformity exercise required by Section 9 of the Oak Ridges Moraine Conservation Act, 2001 allows municipalities to refine ORMCP policies to Regional and local circumstances. Further, it allows municipalities to be more restrictive than the ORMCP except with respect to agricultural uses, mineral aggregate operations, and wayside pits.

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

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

2.2.9.1 Goal

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

2.2.9.2 General Objectives

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



2.2.9.2.2 To provide direction to the Town of Caledon to develop appropriate policies in its Official Plan for implementing the ORMCP.

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

2.2.9.3 Oak Ridges Moraine Conservation Plan

It is the policy of *Regional Council* to:

GENERAL

- 2.2.9.3.1 Recognize the Oak Ridges Moraine as a provincially significant feature.
- 2.2.9.3.2 Read and interpret the policies of Section 2.2.9 of this Plan in conjunction with all other applicable policies of the Plan and apply the most restrictive policies, except where prohibited by the ORMCP.
- 2.2.9.3.3 Direct the Town of Caledon to develop appropriate Official Plan policies and a Zoning By-law to implement and refine the requirements of the ORMCP. This includes specifically addressing those requirements that are more appropriately addressed at the area municipal level. Policies are to include, but are not limited to those addressing servicing requirements and restrictions, the continuation of existing uses, permitting residential dwellings on existing lots of record, addressing accessory uses and structures, the applicability of the Table in Part III of the ORMCP to existing uses, second dwellings, lots of record, approved uses, consents, and permitted uses.
- 2.2.9.3.3.1 Within the Oak Ridges Moraine, there are applications under the *Planning Act* and *Condominium Act*, which due to their date of commencement and decision, are subject to the Transition provisions of the *Oak Ridges Moraine Conservation Act, 2001*.
- 2.2.9.3.3.2 All applications for development or site alteration, which commenced on or after November 17, 2001, are required to conform to the ORMCP.



- 2.2.9.3.4 Direct the Town of Caledon, when it amends its Official Plan and Zoning By-law to bring them into conformity with the ORMCP to:
- a) Recognize, within the ORMCPA, existing residential uses and new single dwellings on existing lots of record where a single dwelling would have been lawfully permitted by the Town of Caledon's existing Zoning By-law on November 15, 2001.
 - b) Consider, within the ORMCPA, recognizing existing uses that are not residential in its Zoning By-law on a site specific basis, subject to consideration of existing and potential impacts on the ecological integrity of the Oak Ridges Moraine.
 - c) Consider incorporating policies in its Official Plan, within the ORMCPA, that allow uses and structures accessory to existing uses and new single dwellings on existing lots of record, subject to all applicable provisions of the Town's Official Plan and the ORMCP.
 - d) Consider incorporating policies in its Official Plan, within the ORMCPA, that allow apartments in houses and garden suites, subject to all applicable provisions of the Town's Official Plan and the ORMCP.
- 2.2.9.3.5 Permit the Town of Caledon to be more restrictive in its Official Plan and Zoning By-law, except as prohibited by the ORMCP.
- 2.2.9.3.6 Recognize the external boundary of the ORMCPA in Peel as shown on Schedule D1.

LAND USE DESIGNATIONS

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

The following policies indicate the general purpose and intent of each of the ORMCP land use designations, and provide



general direction regarding permitted uses. These policies are to be supported by detailed policies in the Town of Caledon Official Plan.

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

- a) Natural Core Areas - Maintain and where possible improve or restore ecological integrity. These areas have a high concentration of key natural heritage features, hydrologically sensitive features, and/or landform conservation areas and are critical to maintaining and improving the integrity of the Moraine as a whole. New permitted uses are generally related to conservation and resource management, low intensity recreation, or agriculture subject to other provisions of the ORMCP.
- b) Natural Linkage Areas - Maintain, and where possible, improve or restore ecological integrity and open space linkages between Natural Core Areas, river valleys, and stream corridors. New permitted uses include those that are permitted in Natural Core Area's as well as mineral aggregate operations and wayside pits, subject to other provisions in the ORMCP.
- c) Countryside Areas – Encourage agricultural and other uses that support the ORMCP by protecting prime agricultural areas, allowing agricultural and other rural land uses as well as normal farm practices to continue, and maintain the character of Rural Settlements. These are areas of existing rural land uses including agriculture, and maintain the character of Rural Settlements. These are areas of existing rural land uses including agriculture, recreation, Rural Settlements, mineral aggregate operations, wayside pits, parks, and open space, Rural Settlements are components of the Countryside designation. The Town of Caledon may recognize the non-residential uses on existing lots of record in the Village of Palgrave where the use would

have been lawfully permitted by the Town of Caledon's existing Zoning By-law on November 15, 2001 and the use has addressed all the requirements of the ORMCP.

The Palgrave Estate Residential Community, the boundary of which is shown on Schedule D1, is an additional component of the Countryside Area and residential development is permitted, subject to the Town of Caledon Official Plan, as amended from time to time, and specified provisions of the ORMCP.

- d) Settlement Areas are intended to focus and contain urban growth. All uses permitted by the applicable Official Plans are permitted, subject to the applicable sections of the ORMCP. In Peel, the only Settlement Area is the Caledon East Rural Service Centre.

NATURAL AND HYDROLOGICAL FEATURES

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

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

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

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

- a) Permanent and intermittent streams;
- b) Wetlands;



- c) Kettle lakes; and
d) Seepage areas and springs.
- 2.2.9.3.11 Direct the Town of Caledon to identify the location of known key natural heritage features and known hydrologically sensitive features in its Official Plan and Zoning By-law where such identification is technically feasible.
- 2.2.9.3.12 Direct the Town of Caledon to include in its Official Plan, appropriate policies to protect unevaluated and unmapped key natural heritage features and hydrologically sensitive features. Further, direct the Town of Caledon to require all applicants for new development or site alteration to identify potential key natural heritage features and hydrologically sensitive features and ensure that such features are appropriately evaluated and protected in accordance with any requirements of this Plan, the Town of Caledon Official Plan, and the ORMCP.
- 2.2.9.3.13 Direct the Town of Caledon to prohibit development and site alteration within a key natural heritage feature and/or a hydrologically sensitive feature and within the associated minimum vegetation protection zone, in accordance with the Table in Part III of the ORMCP, except as permitted by the ORMCP (e.g. existing uses and existing lots of record).
- 2.2.9.3.14 Direct the Town of Caledon to require that an application for new development or site alteration within the minimum area of influence of a key natural heritage feature or a hydrologically sensitive feature be accompanied by a natural heritage evaluation and/or a hydrological evaluation, as detailed in the ORMCP. The evaluation shall be prepared to the satisfaction of the Town of Caledon, in consultation with the Region of Peel and the applicable conservation authority, as appropriate. The Town of Caledon may develop guidelines to assist in the interpretation of this policy including appropriate mechanisms for refining and scoping evaluation requirements. These guidelines are to be developed in consultation with the Region of Peel and the applicable conservation authorities.
- 2.2.9.3.15 Direct the Town of Caledon to include, in its Official Plan, appropriate policies that support connectivity. These policies should include that applications for development or site alteration identify planning, design, and construction practices



that ensure no buildings or other site alterations impede the movement of plants and animals along key natural heritage features, hydrologically sensitive features, and adjacent land within Natural Core Areas and Natural Linkage Areas.

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

LANDFORM CONSERVATION AREAS

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

- 2.2.9.3.18 Direct the Town of Caledon to require development or site alteration applications in a landform conservation area (Category 1 and 2) to identify planning, design and construction practices that will keep disturbance to landform character to a minimum, as required by Section 30 of the ORMCP. In accordance with Section 30 (7) of the ORMCP, aggregate operations are exempt from Section 30 (5) and 30 (6) of the ORMCP.

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

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



science evaluation in accordance with Section 30 (12) of the ORMCP.

TRANSPORTATION, UTILITIES, AND INFRASTRUCTURE

- 2.2.9.3.20 Prohibit, subject to jurisdictional limitations, transportation, utility, and infrastructure uses in all land use designations and key natural heritage features and hydrologically sensitive features unless the requirements of the ORMCP have been addressed to the satisfaction of the applicable approval authority, such as the Region of Peel and the Town of Caledon, in consultation with other relevant agencies, as appropriate.
- 2.2.9.3.20.1 In planning for the Regional Transportation and Road network, the Region will consider, jointly with the Town of Caledon, restrictions on haulage routes for transportation of chemicals and volatile materials in wellhead protection areas and in areas of high aquifer vulnerability.
- 2.2.9.3.20.2 Prohibit the construction or expansion of partial services unless the following appropriate circumstances apply:
- a) To address a serious health concern or environmental concern;
 - b) The construction or expansion of partial services approved under the *Environmental Assessment Act* before November 17, 2001 provided that the period of time during which the construction or expansion may begin has not expire.
 - c) To service existing uses and new uses that are established in accordance with the Region of Peel Official Plan and Town of Caledon Official Plan within the approved partial service area identified on Figure 14.

WATER RESOURCES

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

budgets and water conservation plans, and the consideration of the potential for groundwater aquifers to be impacted by various land uses.

Water Related Studies

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

- 2.2.9.3.21 Prepare in partnership with the Town of Caledon and the applicable conservation authority, watershed plans, including water budgets and water conservation plans, to meet the requirements of the ORMCP for every watershed in Peel having streams originating on the Moraine.
- 2.2.9.3.22 Incorporate by official plan amendment, the applicable objectives and requirements of a completed watershed plan into this Plan. Further, direct the Town of Caledon to also incorporate by official plan amendment, the applicable objectives and requirements of a completed watershed plan into the Town of Caledon Official Plan.
- 2.2.9.3.23 Direct the Town of Caledon to prohibit all development and site alteration in a subwatershed, except in a Settlement Area, if it would cause the total percentage of the subwatershed area having impervious surfaces to exceed 10 percent, or any lower percentage specified in an approved watershed or subwatershed study.
- 2.2.9.3.24 Direct the Town of Caledon to include in its Official Plan, appropriate policies that take into account the desirability of ensuring that at least 30 percent of a subwatershed located within the ORMCPA has self-sustaining vegetation.
- 2.2.9.3.25 Direct the Town of Caledon to prohibit the approval of major development unless the relevant requirements outlined in Sections 24, 30 (8), 43, 45, and 46 of the ORMCP have been satisfied.



Wellhead Protection

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

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

- 2.2.9.3.26 Undertake studies and modelling to determine the location and the extent of wellhead protection areas for all existing and future municipal wells within the ORMCPA. If, in the future, new municipal well(s) are located within the ORMCPA, the location of the new municipal well(s) and the associated wellhead protection areas will be shown on a Figure to this Plan. Any changes or refinements to the wellhead protection areas identified in this Plan shall require an amendment to the Town of Caledon Official Plan that must be supported by groundwater studies prepared to the satisfaction of the Region and the relevant approval authority.
- 2.2.9.3.27 Direct the Town of Caledon to prohibit or restrict, except in accordance with Section 6 (1) and Section 28 (3) of the ORMCP and subject to jurisdictional limitations, the storage (except by an individual for personal or family use) of petroleum fuels; petroleum solvents and chlorinated solvents; pesticides, herbicides and fungicides; construction equipment; inorganic fertilizers; road salt; contaminants listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990; and the generation and storage of hazardous waste or liquid industrial waste within wellhead protection areas in the ORMCPA, corresponding to the 0-2, 2-10, and 10-25 years of time of travel zones.
- 2.2.9.3.28 Direct the Town of Caledon to prohibit, subject to jurisdictional limitations, the establishment of new storage of animal manure, animal agriculture, and the storage of agricultural equipment, which commences after November 15, 2001, in the



0-2 time of travel zone within every wellhead protection area in the ORMCPA, except as permitted by the ORMCP.

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

Aquifer Vulnerability

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

- 2.2.9.3.30 Direct the Town of Caledon to prohibit, except in accordance with Section 6 (1) of the ORMCP and subject to jurisdictional limitations, in areas of high aquifer vulnerability within the ORMCPA, the generation and storage of hazardous waste or liquid waste; waste disposal sites and facilities, organic conditioning sites, and snow storage and disposal facilities; underground and above ground storage tanks that are not equipped with an approved secondary containment device; and storage of a contaminant listed in Schedule 3 (Severely Toxic Contaminants) to Regulation 347 of the Revised Regulations of Ontario, 1990.
- 2.2.9.3.31 Direct the Town of Caledon to prohibit new rapid infiltration basins and rapid infiltration columns within the ORMCPA.

AGRICULTURAL RESOURCES

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

MINERAL RESOURCES



- 2.2.9.3.33 Direct that within the ORMCPA, in the case of conflict between the policies of Section 3.3 of this Plan and Section 33 of the ORMCP, the policies of the ORMCP shall apply to the extent that they are less restrictive.
- 2.2.9.3.34 Prohibit mineral aggregate operations or wayside pits unless the appropriate requirements identifies in Section 35 of the ORMCP, and the applicable policies of this Plan and the Town of Caledon Official Plan, subject to Policy 2.2.9.3.33, have been addressed to the satisfaction of the Region of Peel and the Town of Caledon, in consultation with the applicable conservation authority.

2.2.10 Greenbelt Plan

The Greenbelt Plan provides policy direction within an area extending from Niagara Falls to Durham Region, referred to as the Golden Horseshoe. Through the *Greenbelt Act, 2005* and the accompanying Greenbelt Plan, the Province identifies where urbanization should not occur in order to provide protection to the agricultural land base and the ecological features and functions occurring on this landscape. The Greenbelt Plan includes the Protected Countryside and lands within the Niagara Escarpment Plan Area, Oak Ridges Moraine Area and the Parkway Belt West Plan Area, and complements and supports other provincial level initiatives. It also seeks to improve ecological linkages between these areas and the surrounding major lake systems and watersheds.

The Greenbelt Plan sets out three geographic specific policies that apply within the Protected Countryside: the Agricultural System, the Natural System and Settlement Areas. Each of these areas has its own set of geographic specific policies as well as general policies that apply. Within Peel, the Agricultural System 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, 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.

Lands within the Protected Countryside, as shown on Schedule D3, are subject to the entirety of the Greenbelt Plan.

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 Goal

To implement the Greenbelt Plan by enhancing the urban, *prime agricultural* and *rural areas* and overall quality of life within the Protected Countryside through:



agriculture and environmental protection; conservation and protection of *cultural heritage resources*; promotion of recreation and tourism opportunities; policies and programs that support the continued vitality of *settlement areas*; maintenance and provision of *infrastructure*; and the wise use and management of renewable and non-renewable natural resources

2.2.10.2 General Objectives

- 2.2.10.2.1 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 To provide, where applicable to the area municipalities, direction to develop policies in their Official Plans to implement the Greenbelt Plan.
- 2.2.10.2.3 To undertake Regional responsibilities in a manner that respects the intent of the Greenbelt Plan.

2.2.10.3 General Policies

It is the policy of *Regional Council* to:

- 2.2.10.3.1 Recognize the requirements and policies of the Greenbelt Plan.
- 2.2.10.3.2 Read and interpret the policies of Section 2.2.10 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 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* and *rural areas*, natural heritage, water resources, parkland, open space and trails; recreation; *settlement areas*; non-agricultural uses; *infrastructure*; natural resources; the continuation of *existing uses*; and lot creation within the Protected Countryside.

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

2.2.10.4 Geographic Specific Policies in the Protected Countryside

Agricultural System

The Agricultural System comprises *prime agricultural areas*, which are shown on Schedule B 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 Direct the Town of Caledon to include policies in its official plan that will support and permit *normal farm practices* and a full range of *agricultural, agriculture-related* and *secondary uses* within the *prime agricultural area* of the Protected Countryside.
- 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 Prohibit the redesignation of *prime agricultural areas* for non-agricultural uses except for:
 - a) minor refinements to the *prime agricultural* and *rural areas* 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 policies of Section 5.3 of the Greenbelt Plan; or
 - b) *settlement area* expansions subject to the *settlement area* policies of Section 2.2.10.4 of this Plan and Section 3.4 of the Greenbelt Plan.
- 2.2.10.4.4 Direct the Town of Caledon to include policies in its official plan with respect to compliance with the *minimum distance separation formulae* for uses within the *prime agricultural areas* of the Protected Countryside.

Rural Area Policies

Rural areas of the Protected Countryside support and provide the primary locations for a range of recreational, tourism, institutional and resource-based commercial and industrial uses. They also contain many historic highway commercial, non-farm residential and other uses that would be generally directed to *settlement areas* but which are recognized as *existing uses* by the Greenbelt Plan and are allowed to continue and expand subject to the *existing use* policies of Section 2.2.10.5 of this Plan.

It is the policy of *Regional Council* to:



- 2.2.10.4.5 Direct the City of Brampton and the Town of Caledon to include, in their Official Plans, policies to recognize within the rural areas of the Protected Countryside existing uses and allow a consideration of other uses, consistent with the requirements of the Greenbelt Plan.
- 2.2.10.4.6 Direct the City of Brampton and the Town of Caledon to allow and support within the rural areas 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 and a full range of agricultural, agriculture-related and secondary uses.
- 2.2.10.4.7 Direct the Town of Caledon to permit within the Protected Countryside settlement area expansions into rural areas, subject to the settlement area policies of the Greenbelt Plan and settlement area policies 2.2.10.4.31 to 2.2.10.4.36 of this Plan.
- 2.2.10.4.8 Direct the City of Brampton and the Town of Caledon to include policies in their official plans with respect to minimum distance separation formulae within the rural areas 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.
- 2.2.10.4.10 Other uses may be permitted within rural areas in accordance with section 2.2.10.5 of this Plan.

Natural System

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

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 Identify the Natural Heritage System on Schedule D3 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 Direct the City of Brampton and the Town of Caledon to include policies in their official plans for new *agricultural-related, secondary uses* and *normal farm practices* within the Natural Heritage System of the Protected Countryside in accordance with the Greenbelt Plan.
- 2.2.10.4.13 Direct the Town of Caledon and the City of Brampton to include policies in their official plans for *development* and *site alteration* in the Natural Heritage System to 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.
- 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 or 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 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.



Water Resource System

The Water Resource System of the Greenbelt comprises both ground and surface water features and functions. 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 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 Undertake watershed planning to guide planning and development decisions within the Protected Countryside in accordance with Section 2.2.4 of this Plan and requirements of the Greenbelt Plan.
- 2.2.10.4.20 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 Natural Heritage and Key Hydrologic Features

- 2.2.10.4.21 Define 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;
 - b) fish habitat;
 - c) wetlands;
 - d) life science Areas of Natural and Scientific Interest (ANSIs);
 - e) significant valleylands;
 - f) significant woodlands;
 - g) significant wildlife habitat;
 - h) sand barrens, savannahs and tallgrass prairies; and
 - i) alvars.



- 2.2.10.4.22 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 Define key hydrologic features within the Protected Countryside of the Greenbelt Plan as:
- a) permanent and intermittent streams;
 - b) lakes (and their littoral zones);
 - c) seepage areas and springs; and
 - d) wetlands.
- 2.2.10.4.24 Direct the City of Brampton and the Town of Caledon to identify key natural heritage features and key hydrologic features in their official plans in accordance with approved criteria established by the Province where such identification is technically feasible. The policies and criteria for the identification of Core Areas of the Greenlands System also apply in conjunction with provincial criteria provided that they achieve or exceed provincial objectives. Within the Greenbelt Plan Area, provincial criteria only apply to the identification of key natural heritage features within the Natural Heritage System and to key hydrologic features throughout the Protected Countryside, except within settlement areas. Within settlement areas in the Protected Countryside, key natural heritage features and key hydrologic features shall be identified in accordance with municipal criteria. In the absence of approved provincial criteria municipal criteria will apply.
- 2.2.10.4. 25 Direct the City of Brampton and the Town of Caledon to include development and site alteration policies for key natural heritage features and 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 and requirements for natural heritage evaluation and hydrological evaluation, as detailed in the Greenbelt Plan.
- 2.2.10.4.26 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 will be required to provide a 30 metre wide vegetation protection zone from a key natural heritage feature or key hydrologic feature, but may be



exempted from the requirement of establishing a condition of *natural self-sustaining vegetation* if the land is, and will continue to be, used for agricultural purposes. This policy applies to buildings and structures associated with new uses that require approval under the *Planning Act*. Existing uses are subject to the existing use policies of Section 2.3.2.5. Agricultural uses should pursue best management practices to protect and/or restore *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.
- 2.2.10.4.28 Direct the area municipalities to include in their official plans external connections policies in accordance with the Greenbelt Plan.
- 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 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.

Settlement Areas

- 2.2.10.4.31 Prohibit *settlement areas* outside the Greenbelt from expanding into the Greenbelt.
- 2.2.10.4.32 Direct the Town of Caledon to include, in its official plan, policies that require the extensions or expansions of services to *settlement areas* within the Protected Countryside to be subject to the *infrastructure* policies of Section 2.2.10.5 of this Plan, including the requirements regarding environmental assessments.



- 2.2.10.4.33 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 Permit infill and 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 General Policies for the Protected Countryside

Non-Agricultural Uses

The *rural areas* 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 Direct the Town of Caledon to prohibit non-agricultural uses within *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 Direct the Town of Caledon and the City of Brampton to require that proponents for proposals for non-agricultural uses in the *rural areas* of the Protected Countryside demonstrate that:
 - a) the use is appropriate for location 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* on *key natural heritage features* and/or *key hydrologic features* or their functions; and
 - d) there are no *negative impacts* on the biodiversity or *connectivity* of the Natural Heritage System.

Recreation

- 2.2.10.5.3 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 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 Direct the Town of Caledon and the City of Brampton to include policies in their official plans that require an application to establish or expand a *major recreational use* in the Natural Heritage System be accompanied by a Vegetation Enhancement Plan in accordance with the Greenbelt Plan.
- 2.2.10.5.6 Direct the Town of Caledon and the City of Brampton to include policies in their official plans that require an application to expand or establish a *major recreational use* be accompanied by a conservation plan demonstrating how water use and nutrient and biocide will be kept to a minimum, including the establishment and monitoring of targets.
- 2.2.10.5.7 Direct the Town of Caledon and the City of Brampton to include policies in their official plans that small-scale structures for recreational uses may be permitted (such as boardwalks, footbridges, fences, docks and picnic facilities) within *key natural heritage features* and *key hydrologic features* subject to demonstrating how impacts will be minimized.

Infrastructure

General Infrastructure Policies

- 2.2.10.5.8 Permit all existing, expanded or new *infrastructure*, that is subject to and approved under the *Canadian Environmental Assessment Act*, the *Environmental Assessment Act*, the *Planning Act*, the *Aggregate Resources Act*, 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, 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* connections among urban growth centres and between these centres and Ontario's borders.

- 2.2.10.5.9 Require the location and construction of *infrastructure* and expansions, extensions, operations and maintenance of *infrastructure* in the Protected Countryside, to be subject to the following:
- a) planning, design and construction practices shall minimize, wherever possible, the amount of the Greenbelt, and particularly the Natural Heritage System, traversed and/or occupied by such *infrastructure*;
 - b) planning, design and construction practices shall minimize, wherever possible, the *negative impacts* and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt;
 - c) where practicable, existing capacity and coordination with different *infrastructure* services is optimized so that the rural and existing character of the Protected Countryside and the overall urban structure for southern Ontario established by the Greenbelt Plan and any provincial growth management initiatives are supported and reinforced;
 - d) new or expanding *infrastructure* shall avoid *key natural heritage features* or *key hydrologic features* unless need has been demonstrated and it has been established that there is no reasonable alternative; and
 - e) where *infrastructure* does cross the Natural Heritage System or intrude into or result in the loss of a *key natural heritage feature* or *key hydrologic feature*, including related *landform features*, planning, design and construction practices shall minimize *negative impacts* and disturbance on the features or their related functions, and where reasonable, maintain or improve *connectivity*.
- 2.2.10.5.10 Permit certain elements of infrastructure serving the agricultural sector, such as agricultural irrigation systems, to

locate within a key natural heritage feature or key hydrologic feature and their associated 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 zone, but all reasonable efforts shall be made to keep such infrastructure out of key natural heritage features or key hydrologic features and their associated vegetation protection zones.

- 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

- 2.2.10.5.12 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 *area municipal official plan*. The expansion must not extend into the Natural Heritage System.
- 2.2.10.5.16 Permit the extension of *municipal* or *private communal sewage* or *water services* outside of a settlement boundary only in the case of health issues or to service *existing uses* and the expansion thereof adjacent to the settlement. Notwithstanding the above, where *municipal water services* exist outside of *settlements areas*, *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 Infrastructure Policies

- 2.2.10.5.19 Direct the City of Brampton and the Town of Caledon to prohibit, in their official plans, storm water management ponds in key natural heritage features or key hydrologic features or their 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 Direct the City of Brampton and the Town of Caledon to require storm water management plans for applications for development and site alteration in the Protected Countryside. These 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 storm water management flows and structures through such measures as lot level controls and conveyance techniques such as grass swales; and
 - c) applicable recommendations, standards or targets within watershed plans and water budgets are complied with.

Natural Resources

- 2.2.10.5.21 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 Permit mineral aggregate operations or wayside pits within the Protected Countryside of the Greenbelt; in accordance with Section 4.3.2 of the Greenbelt Plan, and the applicable policies



of this Plan and the City of Brampton and Town of Caledon official plans.

- 2.2.10.5.23 Require that operators undertaking *rehabilitation of mineral aggregate operation* sites in the Protected Countryside do so in accordance with Section 4.3.2.5 of the Greenbelt Plan.
- 2.2.10.5.24 Require that final *rehabilitation* in the Natural Heritage System will meet the following provisions:
- a) where there is no underwater extraction, an amount of land equal to that under natural vegetated cover prior to extraction, and no less than 35% of each license, is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict;
 - b) where there is underwater extraction, no less than 35% of the non-aquatic lands of each license is to be rehabilitated to forest cover, which shall be representative of the natural ecosystem in that particular setting or ecodistrict; and
 - c) *rehabilitation* will be implemented so that the connectivity of the key natural heritage features and the key hydrologic features on the site and on *adjacent lands* will be maintained or restored, and to the extent possible, improved.
- 2.2.10.5.25 Encourage operators to consider and provide for public access to former aggregate sites upon final rehabilitation.

Existing Uses

- 2.2.10.5.26 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 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;
- 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 of the Greenbelt Plan, new municipal services are not required; and
 - ii) the use does not expand into key natural heritage features and key hydrologic features, unless in accordance with section 2.3.2.5 of this Plan.
 - d) expansions to existing agricultural buildings and structures, residential dwellings, and accessory uses, buildings and structures to both, within key natural heritage features and key hydrologic features in accordance with policies 2.3.2.5 *i* and *ii* of this Plan; and
 - e) expansion, maintenance and/or replacement of existing infrastructure subject to the infrastructure policies of section 4.2 of the Greenbelt Plan.

Lot Creation

- 2.2.10.5.27 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.

2.3 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* (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*, *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. 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.

Escarpment Natural Areas

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.

Escarpment Protection Areas

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.

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 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.

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*.

2.3.1 Objective

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

2.3.2 Policies

It is the policy of *Regional Council* to:

2.3.2.1 Define the Greenlands System in *Peel* as being made up of:

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

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

2.3.2.2 **Core Areas**

Define the Core Areas of the Greenlands System in *Peel* as *significant wetlands*;

- a) *significant* coastal wetlands;
- b) Core *woodlands* meeting one or more of the criteria in Table 1;
- c) *Environmentally Sensitive or Significant Areas*;
- d) Provincial Life Science *Areas of Natural and Scientific Interest*;
- e) *significant* habitats of *threatened and endangered species*;
- f) Escarpment Natural Areas of the Niagara Escarpment Plan; and
- g) Core *valley and stream corridors* meeting one or more of the criteria in Table 2. 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 and the rural settlements in the Rural System as designated in an *area municipal official plan*. These *valley and stream corridors* are continuous linkages connecting to other elements of the Greenlands System Core Areas.

- 2.3.2.3 For the purposes of defining the Core Areas of the Greenlands System for mineral aggregate resource extraction uses within the Rural System, define *Core woodlands* as all *woodlands* that are a minimum of 30 hectares in size and exclude as *Core valley and stream corridors* all



valley and stream corridors that have a drainage area of less than 125 hectares.

- 2.3.2.4 Direct the area 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*, 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 Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt 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 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.

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 Ensure that the Core Areas of the Greenlands System in *Peel*, as described in Policy 2.3.2.2 and 2.3.2.3 and as further detailed in the *area municipal official plans* and related planning documents, are not damaged or destroyed. In the event that portions of the Core Areas are damaged or destroyed, there shall be no adjustment to the boundary or redesignation of these areas in the *area municipal official plans* and *the Region* will require replacement or *rehabilitation* of the ecological features, functions and/or landforms. *Regional Council* will support the area municipalities in applying this policy to other environmental features that are *protected* in an approved area official plan. (Provincial Modification in bold)

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 **Natural Areas and Corridors**

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

- a) evaluated non-provincially *significant wetlands*;
- b) NAC *woodlands* meeting one or more of the criteria in Table 1;
- c) *significant wildlife habitat* meeting one or more of the criteria in Figure 5;
- d) *fish habitat*;
- e) regionally *significant* life science *Areas of Natural and Scientific Interest* ;
- f) provincially *significant* earth science *Areas of Natural and Scientific Interest*.
- g) Escarpment Protection Areas of the Niagara Escarpment Plan;
- h) the Lake Ontario *shoreline* and *littoral zone* and other *natural lakes* and their *shorelines*;
- i) any other *valley and stream corridors* that have not been defined as part of the Core Areas;
- j) *headwater* source and discharge areas; and
- k) any other natural features and functional areas interpreted as part of the Greenlands System Natural Areas and Corridors by the individual area municipalities, in consultation with the conservation authorities and the Ministry of Natural Resources, including, *as appropriate*, elements of the Potential Natural Areas and Corridors.

2.3.2.10 **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 (k) as:

- a) unevaluated *wetlands*;
- b) *cultural woodlands* and *cultural savannahs* within the Urban System and Rural Service Centres meeting one or more of the criteria in Table 1. The evaluation of *cultural woodlands* and *cultural savannahs* is also subject to policy 2.3.2.19;
- 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 *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; and
- i) any other natural features and functional areas interpreted as part of the Greenlands System Potential Natural Areas and Corridors, by the individual area municipalities in consultation with the conservation authorities.

2.3.2.11 Direct the area 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, 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 Niagara Escarpment 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 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 municipalities in conjunction with the conservation authorities and the Ministry of Natural Resources to study and evaluate unevaluated *wetlands* and *protect* them, *as appropriate*.

Valley and Stream Corridors

- 2.3.2.15 Recognize the environmental value of all *valley and stream corridors* as part of the Greenlands System in *Peel* and *support* their identification and protection through the land use planning process, *as appropriate*. Appropriate policies for *valley and stream corridors* through Rural Service Centres and rural settlement areas and/or *Special Policy areas for Flood Plains* will be contained in the *area municipal official plans*. These policies shall ensure that the *integrity* of the *valley and stream corridors* are maintained, including valley walls, landforms, habitats and steep slopes.
- 2.3.2.16 Direct the area 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 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 In addition to *development* and *site alteration* permitted in accordance with Section 2.3.2.6, permit the following within *Core valley and stream corridors* unless an *area municipal official plan* is more restrictive than the Regional Official Plan:



- a) 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 uses*, buildings and structures within the Urban System as shown on Schedule D.

These exceptions shall not be permitted within *significant 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* and *enhancement* of the Greenlands System and *natural hazards* are addressed in accordance with sections 2.4 and 2.5 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 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 Core *woodland* if they are a *naturalized plantation* and they meet one or more criteria for Core *woodland* in Table 1. For the purpose of measuring *woodland* patch size when *woodlands* contain Core *woodland* and non-Core *plantation* communities, patch size shall be measured to include all contiguous *woodland* communities.
- 2.3.2.19 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 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 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 *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 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 and the criteria in Table 1 and to consider criteria and thresholds based on environmental, physiographic, social and economic factors.

2.3.2.21 Exclude as Core *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 municipality, without a *woodland 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 Consider allowing new or expanded mineral aggregate extraction sites in Core *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 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 Woodland or *significant woodland*. New or expanded mineral aggregate extraction sites within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan areas are subject to additional policy requirements in Sections 2.2.9 and 2.2.10 of this Plan.

Landforms

- 2.3.2.23 Encourage the area municipalities to *protect significant* landforms, *landscapes*, *vistas* and *ridgelines*, *as appropriate*.
- 2.3.2.24 Promote planning, design and construction practices, which conserve landform, particularly within the Oak Ridges Moraine Conservation Plan Area and the Niagara Escarpment Plan Area, and to *protect* ecological features, forms and/or functions from the disruption or destruction of landform.

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.

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

ROP Category	Size	Age	Linkage	Proximity	Surface Water Quality	Significant Species and Communities⁽¹⁾⁽²⁾⁽³⁾
Core Maintains Integrity of the System	Rural System: Any <i>woodland</i> \geq 16 ha Urban System: Any <i>woodland</i> \geq 4 ha	Any <i>woodland</i> \geq 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> \geq 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, 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
NAC Supports Integrity of the System	Rural System: Any <i>woodland</i> \geq 4 ha up to 16 ha Urban System: Any <i>woodland</i> \geq 2 ha up to 4 ha	Any <i>woodland</i> \geq 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> \geq 0.5 ha supporting a <i>significant linkage</i> function, as determined through a natural heritage study approved by the Region or area municipality	Any <i>woodland</i> \geq 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> \geq 0.5 ha within 30 m of a <i>watercourse, 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> \geq 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, 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, Natural Areas and Corridors (NAC) and Potential Natural Areas and Corridors (PNAC) Woodlands

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

Notes: (1) The rankings G1, G2, G3, S1, S2 and S3 refer to the conservation status of species assigned by the Ministry of Natural Resources' (MNR) 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	
<i>Core Valley and Stream Corridor Component</i>	<i>Mapping Criteria</i>
<ul style="list-style-type: none"> ▪ Main branches, <i>major tributaries</i>, other tributaries and identified watercourses draining directly to Lake Ontario ▪ <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. 	<ul style="list-style-type: none"> ▪ 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) ▪ 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"> • contains habitat of aquatic <i>endangered or threatened species</i>; or • watercourse crosses municipal boundaries and provides linkage to other Core Areas of the Greenlands System. ▪ 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
<ul style="list-style-type: none"> ▪ Ill-defined sections of major valleys 	<ul style="list-style-type: none"> ▪ 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 ▪ Shown schematically and subject to site specific evaluation to confirm width of Core <i>valley and stream corridor</i>



<ul style="list-style-type: none"> ▪ Associated Ravines 	<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"> ▪ important ecological functions related to the valley landform; ▪ habitat for <i>endangered/threatened species</i>; ▪ linkage to other natural features of the Greenlands System; ▪ <i>flood</i> and erosion hazards; or ▪ <i>restoration</i> potential. <p>Associated ravines within the Rural System are not considered Regional Core valley and stream corridors</p> <ul style="list-style-type: none"> ▪ significance is determined in accordance with the Town of Caledon Official Plan policies.
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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* and *hazard lands* pose threats to human life and risk of damage to property. Naturally occurring physical and ecological conditions and processes may result in hazards when people and structures are affected by them. Naturally occurring hazards may be accelerated by human activity and impact the *integrity* of the *ecosystem*.

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

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* are not permitted in areas where site conditions or location may pose a danger to public safety, public health or result in property damage.
- 2.4.1.2 To encourage a coordinated approach to the use of the land and the management of water in areas subject to *flooding* in order to minimize social disruption.
- 2.4.1.3 To ensure that methods used to *protect* existing development at risk from *natural hazards*, do not negatively impact the *integrity* of the *ecosystem*.

2.4.2 General Policies

It is the policy of the Regional Council to:

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

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

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* 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* within the *regulatory flood standard* and/or erosion hazard limit of *the regulatory shorelines* unless all of the following can be demonstrated:
 - a) the *flooding* and erosion hazards can safely be addressed;
 - b) new or existing hazards are not created or aggravated;
 - c) no adverse environmental effects will result;



- d) vehicles and people have a way of safely entering and exiting the area during times of *flooding* and erosion emergencies; and
- e) *development* and *site alterations* 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 municipalities, in consultation with the conservation authorities, to include in their official plans policies that *support* non-structural risk management measures and generally prohibit *development* and *site alterations* within the erosion hazard limit.
- 2.4.4.2.3 Direct the area municipalities, in consultation with the conservation authorities, to prohibit *development* and *site alterations* within the erosion hazard limit, unless all of the following have been met:
 - a) the erosion and/or slope instability hazards can safely be addressed;
 - b) new or existing hazards are not created or aggravated;
 - c) no adverse environmental effects will result;
 - d) vehicles and people have a way of safely entering and exiting the area during times of erosion emergencies; and



- e) *development and site alterations* 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* which create new or aggravate existing 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 municipalities, in consultation with the conservation authorities, in directing *development and site alterations* to areas outside the regulatory floodplain.

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

2.4.5.2.3 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 Encourage the area 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 Direct the area 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 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 Direct the area municipalities to obtain approvals from the Ministers of Natural Resources 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 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 Other Natural and Human-made Hazards

2.4.6.1 Objective

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

2.4.6.2 Policy

It is the policy of Regional Council to:



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

2.5 RESTORATION OF THE NATURAL ENVIRONMENT

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

2.5.1 Objective

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

2.5.2 Policies

It is the policy of *Regional Council* to:

- 2.5.2.1 Promote a wide range of environmental *enhancement* and *restoration* opportunities.
- 2.5.2.2 Encourage the City of Mississauga, conservation authorities, and other appropriate agencies to consider opportunities for natural habitat *restoration* along the shoreline and within the *littoral zone* of Lake Ontario.



- 2.5.2.3 Encourage and promote *jointly* with conservation authorities, the area municipalities and other agencies, habitat *restoration* and *enhancement* programs through the planning approvals process.
- 2.5.2.4 Encourage and promote *jointly* with the Niagara Escarpment Commission, the Town of Caledon and the conservation authority, the maintenance and *enhancement* of the natural environment, the open landscape and the natural scenery within the area of the Niagara Escarpment Plan in accordance with the objectives of the Niagara Escarpment Planning and Development Act and the Niagara Escarpment Plan.
- 2.5.2.5 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

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 GREENLANDS MANAGEMENT AND STEWARDSHIP

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

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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CHAPTER 3: RESOURCES

3.1 INTRODUCTION

3.1.1 Purpose

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

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

Energy efficiency and improved air quality through land use and development patterns 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 and functions, and the character of rural *Peel* including its agricultural, social, cultural heritage, *community* and economic aspects.



3.2 AGRICULTURAL RESOURCES

Agriculture represents one of the more important sectors of Ontario's economy and continues to play a significant role in *Peel*. The *Prime Agricultural Area* in *Peel Region* generally has a Canada Land Inventory (CLI) Soil Capability for Agriculture rating of Class 1, 2, or 3, meaning they have few constraints for agricultural production. Currently the majority of lands in the southern part of the Town of Caledon and on the east and west side of the City of Brampton 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.

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 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, Ministry of the Environment, 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 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;

- i) 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 siting Regional Municipal Wells.
- 3.4.2.8 *Support* initiatives of the Ministry of Agriculture, Food and Rural Affairs, other Provincial ministries, farming organizations, area municipalities, conservation authorities and other agencies, which encourage sound agricultural land management and soil conservation practices, and other measures that minimize or eliminate the amount of pesticides, nutrients, silt and other contaminants which have the potential to enter ground and surface water systems of *the region*.
- 3.4.2.9 Work *jointly* with the Ministry of the Environment, area municipalities, conservation authorities and other relevant agencies to establish coordinated procedures with respect to water taking permits to ensure that water resources in *Peel* are *protected*, maintained and where possible enhanced, and that the concerns of *the Region* and area municipalities are addressed.

3.5 RECREATION

Natural features, open spaces and parklands contribute to the overall structure of *the region* and can provide opportunities for active and passive *recreation*, contributing to overall quality of life. Portions of natural features such as the Lake Ontario waterfront, river valleys, conservation areas, Niagara Escarpment Parks and Open Space System, provincial parks, 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 Objectives

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



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

3.5.2 Policies

It is the policy of *Regional Council* to:

- 3.5.2.1 Acknowledge and *support, as appropriate*, the role of the area municipalities, conservation authorities, provincial agencies and the Niagara Escarpment Commission, as the primary agencies responsible for coordinating the provision of recreational facilities and *services* (including parkland, open space trails and water-based activities) within *Peel*.
- 3.5.2.2 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 *Support* the Niagara Escarpment Parks and Open Space System within *Peel*, and recognize the Bruce Trail as an essential component of the *recreation system* of the *Niagara Escarpment*, which is recognized internationally as a World Biosphere Reserve.
- 3.5.2.4 *Support* the conservation authorities which own and maintain conservation areas on a region-wide basis.
- 3.5.2.5 *Support* initiatives of the Waterfront Regeneration Trust including the Lake Ontario Waterfront Trail connecting Burlington Bay to the Trent River.
- 3.5.2.6 *Support* initiatives to establish trail systems on the *Oak Ridges Moraine* 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 CULTURAL HERITAGE

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

The *Region of Peel* encourages and *supports* heritage preservation, and recognizes the *significant* role of heritage in developing the overall quality of life for residents and visitors to *Peel*. *The Region supports* identification, preservation and interpretation of the cultural heritage features, structures, *archaeological resources*, and *cultural heritage landscapes* in *Peel* (including properties owned by *the Region*), according to the criteria and guidelines established by the Province. One of the main purposes of this section of the Plan is to implement provincial policies related to cultural heritage. *The Region* will encourage the development and operation of heritage facilities under area municipal jurisdiction and *support* cooperative programming, when appropriate.

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

3.6.1 Objectives

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

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

3.6.2 Policies

It is the policy of *Regional Council* to:



- 3.6.2.1 Direct the area municipalities to include in their official plans policies for the definition, identification, 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 *Support* the designation of Heritage Conservation Districts in *area municipal official plans*.
- 3.6.2.3 Ensure that there is adequate assessment, preservation, interpretation and/or rescue excavation of *cultural heritage resources* in *Peel*, as prescribed by the Ministry of Citizenship, Culture and Recreation's archaeological assessment and mitigation guidelines, in cooperation with the area municipalities.
- 3.6.2.4 Require and *support* cultural heritage resource impact assessments, where appropriate, for *infrastructure* projects, including *Region of Peel* projects.
- 3.6.2.5 Direct the area municipalities to require, in their official plans, that the proponents of *development* proposals affecting heritage resources provide for sufficient documentation to meet Provincial requirements and address *the Region's* objectives with respect to *cultural heritage resources*.
- 3.6.2.6 Encourage and *support* the area municipalities in preparing, as part of any *area municipal official plan*, an inventory of *cultural heritage resources* and provision of guidelines for identification, evaluation and impact mitigation activities.
- 3.6.2.7 Direct the area municipalities to only permit *development* and *site alteration* on lands containing *archaeological resources* or areas of archaeological potential if the *significant archaeological resources* have been conserved by removal and documentation, or by preservation on site. 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 Direct the area 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 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 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 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 municipalities to promote environmental sustainability by investing in sustainable technologies for energy efficiency and programs for reducing waste and 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 appealing living environment that is in harmony with nature.

The policies of this Plan must be viewed within the sustainability development framework to address measures, such as, to mitigate and adapt the effects of climate change through greater energy efficiency including, reducing the need to travel, and improving access to sustainable modes of transport thus reducing greenhouse gas emissions, 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 would support measures by the area 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 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 Objectives

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



- 3.7.1.2 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 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 Policies

Energy Conservation

It is the policy of *Regional Council* to:

- 3.7.2.1 Support 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 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 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 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 Support policies that promote water conservation measures and stormwater best management practices to ensure energy conservation.

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 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 Promote individual generating systems as accessory structures in appropriate locations, in consultation with area municipalities and the Niagara Escarpment Commission.
- 3.7.2.14 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 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 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 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 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 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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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 Peel¹

Municipality	2021			2031		
	Population ²	Households	Employment	Population ²	Households	Employment
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
Peel	1,490,000	465,000	820,000	1,640,000	518,000	870,000

Notes:

¹ 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.

² Population figures include the 2001 Census undercount of 4.2%.

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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.

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* 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.
- 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* 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.

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 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 Energy and Infrastructure 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.

5.3.4.2 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;
- f) Provide for the protection of the shale resource in advance of urban development, recognizing that the population, household and employment forecasts that are the basis of the Regional Official Plan will ultimately require the utilization of all the North West Brampton lands to accommodate growth. In the meantime, the City of Brampton shall designate all lands in North West Brampton, west of Mississauga Road as a policy area to be known as the “North West Brampton Policy Area” (NWBPA). The NWBPA is to provide for the protection and potential use of the shale resource, while recognizing that the long term use of these lands will be for urban purposes. The following principles shall be reflected in the Brampton Official Plan to apply to the lands in the NWBPA:
 - i. The extraction of shale shall be permitted to occur without an amendment to the Brampton Official Plan, subject to policies to be included in the Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City’s zoning by-law, and subject to the issuance of a License under the Aggregate Resources Act;
 - ii. The City shall ensure that any shale extraction operation will not unduly restrict alternatives for the planning of a potential North-South Higher Order Transportation Corridor in North West Brampton;
 - iii. Notwithstanding the protection of the shale resource that is provided by the provisions of the NWBPA and the Regional Official Plan, and policy



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

- iv. With the exception of policies 3.3.2.2 and 3.3.2.5, the policies of section 3.3 and Schedule "C" of the Regional Official Plan shall continue to apply to the area identified as HPMARA on Schedule "C" of this Plan that are within the NWBPA designation in the Brampton Official Plan;
- v. No amendment to the areal extent of the NWBPA or to the associated policy framework may be made for at least 10 years from the date of approval of this policy. Following the expiry of this 10 year time period, the Region of Peel, in consultation with the Province and the City of Brampton, shall undertake a review to determine whether it is in the public interest to replace the NWBPA with general urban land use designations. The factors to be considered in the review will be limited to a review of the following:
 - Whether any Licence under the Aggregate Resources Act has been issued for the extraction of shale on any lands in the NWBPA or whether any application has been made and is pending for such a Licence; and,



- An assessment of population and employment forecasts in the City of Brampton and the Region of Peel; and,
- Any relevant provincial policies then in effect.

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

- vi. Notwithstanding the references throughout this section to the 10 year time frame, if the Region receives a written request for an earlier 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.
- g) Notwithstanding the fact that the Greenbelt Plan Area is not within the North West Brampton Urban Development Area, the provisions of objective 5.3.4.1.6 and the provisions of policy 5.3.4.2.2 f) continue to apply.
- h) Provide measures to minimize the financial impact of major infrastructure development on the Region and member area municipalities.

5.4 THE RURAL SYSTEM

The Rural System has diverse natural and rural *landscapes*, contains attractive and dynamic rural communities, and contributes toward the overall social qualities and economic viability of *the region*. The Rural System in Peel consists of lands that are outside of the 2031 Regional Urban

Boundary, and includes 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.

5.4.1 General Objectives

- 5.4.1.1 To conserve the environmental and resource attributes of *the region*.
- 5.4.1.2 To recognize the *integrity* and characteristics of existing communities in *Peel*.
- 5.4.1.3 To promote healthy rural communities that 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 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 achieve *sustainable development* within the Rural System.
- 5.4.1.7 To provide for the needs of *Peel's* changing age structure and allow opportunities for residents to live in their own communities as they age.

5.4.2 General Policies

It is the policy of *Regional Council* to:

- 5.4.2.1 Define the Rural System, as shown on Schedule D, to include all lands outside the 2031 Regional Urban Boundary. 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.
- 5.4.2.3 Address the *Prime Agricultural Area* consistent with the policies in Section 3.2.
- 5.4.2.4 Address the Brampton Flying Club consistent with the policies in Section 5.9.6.
- 5.4.2.5 Direct the area municipalities to include more detailed objectives and policies for the Rural System in the *area municipal official plans*.
- 5.4.2.6 Ensure *development* proposals within the Rural System are consistent with the objectives and policies in this Plan and the applicable policies in the *area municipal official plans*, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.
- 5.4.2.7 Direct the area municipalities to require, *as appropriate*, proponents of *development*, in the absence of municipal servicing, to provide a comprehensive assessment of alternative methods of providing water and sewer servicing for the proposed *development*. The preferred servicing option will ensure that groundwater quality and quantity is *protected*, is financially feasible for *the Region* and is most suitable to the characteristics of the site and existing communities.
- 5.4.2.8 Direct the Town of Caledon to include in its official plan policies for lot creation consistent with the policies of this Plan.

- 5.4.2.9 Direct the area municipalities to consider incorporating policies with respect to minimum distance separation formulae, *as appropriate*, within the Rural System.

5.4.3 Rural Service Centres

The 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.

5.4.3.2 Policies

It is the policy of *Regional Council* to:



5.4.3.2.1 Designate three Rural Service Centres, as shown on Schedule D, as locations for growth outside of *Peel's* Urban System, providing a range and mix of residential, commercial, recreational and institutional land uses and community *services* to those living and working in the Rural System.

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. The 2031 boundaries for the Mayfield West and Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will be consistent with Sections 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 boundaries of the Mayfield West and Bolton Rural Service Centres. (Adopted ROPA 28)

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 beyond the 2031 population target is anticipated to occur.

West

Any settlement boundary expansion for the Mayfield Rural Service Centre will be designated on the basis of a *municipal comprehensive review* and will require an amendment to this plan.

5.4.3.2.8 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 Healthy Communities and the Built Environment



The *Region of Peel* is committed to creating *healthy communities*. A *healthy community* includes, but is not limited to, pedestrian-friendly and transit-supportive *infrastructure* that enables and encourages physical activity through *active transportation*.

Active transportation is greatly impacted by the following interconnected elements of the built environment: Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics, and Parking. Standards for these elements are further defined in the *Health Background Study Framework*. In partnership, the Region and area municipalities will:

- Incorporate health considerations into the planning and *development* review processes through the integration of the *Health Background Study Framework* elements and subsequent *health assessments*.
- Develop and apply the *Health Background Study Framework* implementation plan to operationalize in the local context.
- Create built environments that facilitate physical activity and optimize the health promoting potential of communities.

It is the policy of Regional Council to:

- a) Direct the Town of Caledon to include a policy in the Mayfield West Phase 2 Secondary Plan to require the completion of a *health assessment* as part of a complete application for any *development*, to the satisfaction of the Town of Caledon. The *health assessment* must be completed in accordance with the Region of Peel's *Health Background Study Framework*.
- b) Direct the Town of Caledon to integrate the *Region of Peel's Health Background Study Framework* elements into the secondary plan for Mayfield West Phase 2 Settlement Area, to optimize its health promoting potential.
- c) Ensure *the Region* and the Town of Caledon conduct *health assessments* on Regionally or municipally developed, owned and operated public buildings, public squares and open space project applications within the Mayfield West Phase 2 Settlement area.

5.4.3.2.8.2 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.

5.4.3.2.8.3 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.



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 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 Settlements

Rural settlements as identified on Schedule D4 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 settlements do not include Rural Service Centres.

5.4.5.1 Objectives

- 5.4.5.1.1 To preserve and enhance the distinct character, cultural attributes and historical heritage of rural settlements.
- 5.4.5.1.2 To add to the diversity of lifestyle choices in the Rural System.
- 5.4.5.1.3 To provide appropriate opportunities for economic development in rural 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 settlements and boundaries in its Official Plan.
- 5.4.5.2.2 Direct the Town of Caledon to plan for rural settlements consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the Growth Plan.
- 5.4.5.2.3 Consider *development* in rural settlements, as designated in the Town of Caledon Official Plan, consistent with the policies in this Plan and, if applicable, the Niagara Escarpment Plan, 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.

5.4.6 Rural Area

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

5.4.6.1 Objectives

- 5.4.6.1.1 To preserve and enhance the distinct character, cultural attributes and historical heritage of the rural area.
- 5.4.6.1.2 To *support* the continued health and viability of agricultural operations, forestry and conservation in the rural area.



- 5.4.6.1.3 To provide opportunities for appropriate economic development in the rural area.

5.4.6.2 Policies

It is the policy of *Regional Council* to:

- 5.4.6.2.1 Direct the Town of Caledon and the City of Brampton to:
- a) identify the boundaries of the rural area in its Official Plan;
 - b) plan for the rural area in a manner consistent with the policies in this Plan, and where applicable, the Niagara Escarpment Plan 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.

5.4.7 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: 77 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 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.

5.6.1 Objectives

- 5.6.1.1 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 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.
- 5.6.1.2 To provide *infrastructure* and *services* that are required for the *development of employment areas* to facilitate economic development.
- 5.6.1.3 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 To attract and retain a range of employment types in *Peel*.



- 5.6.1.5 To concentrate higher density employment uses in appropriate locations such as urban growth centres, the *Regional Intensification Corridor, mobility hubs*, nodes and corridors and in other areas served by transit.
- 5.6.1.6 To plan for, protect and preserve, *employment areas* for employment uses.

5.6.2 Policies

It is the policy of *Regional Council* to:

- 5.6.2.1 Direct area municipalities to designate in the *area municipal official plans*, an adequate supply of *employment land* within the Urban System and Rural Service Centres and Industrial/Commercial Centres in the Rural System to achieve the forecasts in Table 3.
- 5.6.2.2 Require the area 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 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 Use the employment forecasts in Table 3 for employment land use planning in *the Region*.
- 5.6.2.4 Monitor, in cooperation with the area 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 Assist area 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 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.

- 5.6.2.7 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.
- 5.6.2.8 Permit conversion of lands within *employment areas*, to non-employment uses, only through a *municipal comprehensive review* that demonstrates:
- i. There is a need for the conversion;
 - ii. *The Region* and area municipality will 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* 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 the designations identified in Section 5.6.2.6.

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.
- 5.6.2.10 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, *mobility hubs* and areas with existing frequent transit service or existing or planned higher order transit service.
- 5.6.2.11 Support area municipalities in discouraging retail uses on *employment land* except for retail uses servicing the employment area and retail accessory to a permitted employment use, as defined in *area 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 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 STRATEGIC INFRASTRUCTURE STUDY AREA (Adopted ROPA 24)

Appealed 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 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.

Appealed

- 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

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 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.*

5.8.1 General Objectives

- 5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of *Peel*.
- 5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.
- 5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.
- 5.8.1.4 To achieve annual minimum new housing unit targets for the Region by tenure, including *affordable housing*.

5.8.2 General Policies

It is the policy of *Regional Council* to:

- 5.8.2.1 Maintain *jointly*, with the area 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 Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which *support*:
- a) residential *redevelopment* in appropriate areas that have sufficient existing or planned *infrastructure*; and
 - b) cost-effective *development* standards for new residential *development, redevelopment, and intensification*.
- 5.8.2.3 Encourage and *support* the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.
- 5.8.2.4 Assist public agencies at the federal, provincial, regional and area municipal levels in identifying and maintaining an inventory of available public lands and buildings suitable for housing for low and moderate income households in *Peel Region*.
- 5.8.2.5 *Support* the initiatives of the area municipalities in the construction and retention of rental housing.
- 5.8.2.6 Collaborate with the area 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* policies promoting *compact forms of development* and residential *intensification*.
- 5.8.2.7 Develop an implementation plan, in collaboration with human services stakeholders, for the *Regional Housing Strategy* 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 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 Evaluate the need to update the *Regional Housing Strategy* in conjunction with future Regional Official Plan reviews.



- 5.8.2.10 Encourage the area municipalities to establish minimum new housing unit targets that are affordable in secondary plans where appropriate, to ensure a diverse mix of housing type and tenure.
- 5.8.2.11 Work with area municipalities to educate the general public about the need for and benefits of compact housing *development* and residential *intensification*.
- 5.8.2.12 Collaborate with the area 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, annual minimum new housing unit targets as shown in Table 4 and Figure 17 of Appendix – List of Figures based on most recent Census of Canada results and other relevant sources

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%

5.8.3 Supply of Affordable Housing

5.8.3.1 Objective

- 5.8.3.1.1 To increase the supply of affordable rental and affordable ownership housing.

5.8.3.2 Policies

It is the policy of *Regional Council* to:

- 5.8.3.2.1 Explore, in collaboration with the area 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 property taxes to promote the *development of affordable housing*.



- 5.8.3.2.2 Work with the area municipalities to explore opportunities to coordinate the fast-tracking of planning approvals for affordable housing projects.
- 5.8.3.2.3 Encourage the area 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.
- 5.8.3.2.5 Advocate to the Province to explicitly provide municipalities the authority to use *inclusionary zoning* as a tool to require *affordable housing*.
- 5.8.3.2.6 Encourage and support the *area municipal official plans* to permit *secondary suites* in new and existing residential *development, redevelopment* and *intensification* while ensuring compliance with provincial legislation, plans and municipal standards.
- 5.8.3.2.7 Encourage the area municipalities to explore the legalization of existing *secondary suites* to ensure compliance with health and safety standards.
- 5.8.3.2.8 Work with the area municipalities to promote *secondary suites* through the development of educational brochures and information.
- 5.8.3.2.9 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* are adhered to.
- 5.8.3.2.10 Encourage the area 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* 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.
- 5.8.3.2.12 Encourage *community* agencies and landowners of suitably sized sites to develop *affordable housing*.

5.8.4 Retention of Existing Rental Housing Stock

5.8.4.1 Objective

- 5.8.4.1.1 To ensure an adequate supply of rental housing stock to meet the existing and projected needs of all households in Peel

5.8.4.2 Policies

It is the policy of *Regional Council* to:

- 5.8.4.2.1 Encourage the area municipalities to develop official plan policies with criteria to regulate the conversion of residential rental to ownership units.
- 5.8.4.2.2 Encourage the area municipalities to develop official plan policies with criteria to prohibit the demolition of existing residential rental units without replacement of the same or higher number of residential rental units.

5.8.5 Energy Efficient Housing

5.8.5.1 Objective

- 5.8.5.1.1 To promote energy conservation and technologies that lead to energy efficient housing in existing homes and new residential *development*.

5.8.5.2 Policies

It is the policy of *Regional Council* to:

- 5.8.5.2.1 Identify and promote, in collaboration with the area municipalities, energy and water efficient technologies in new



residential *development, redevelopment, and intensification* to the development industry.

- 5.8.5.2.2 Promote and advocate for sustained Federal, Provincial, and Municipal incentives and programs that improve energy efficiency and design for housing to Peel residents.
- 5.8.5.2.3 Encourage the area municipalities to offer incentives to developers and contractors through planning approvals to implement additional green standards beyond the minimum Ontario Building Code provisions that make homes more energy efficient.
- 5.8.5.2.4 Promote and pursue Federal and Provincial incentives for Regionally funded housing projects to help *support* the Region's sustainability goals.
- 5.8.5.2.5 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.

5.8.6 Housing Options for Persons with Special Needs and Diverse Populations

5.8.6.1 Objective

- 5.8.6.1.1 To make available housing for Peel's *diverse populations* and residents with special needs including provision of accessible housing and appropriate support services.

5.8.6.2 Policies

It is the policy of *Regional Council* to:

- 5.8.6.2.1 Encourage the area municipalities to develop policies in their official plans to support the development of *special needs housing* in locations with convenient access to existing or planned *infrastructure* (e.g. transit), amenities and support services.
- 5.8.6.2.2 Encourage the area municipalities to explicitly identify *special needs housing* as permitted uses in residential or other suitably



- zoned lands where appropriate in area municipal zoning by-laws.
- 5.8.6.2.3 Encourage the area 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 Encourage the area municipalities to identify additional areas where *special needs 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 Explore, *jointly* with the area municipalities, strategies to encourage the incorporation of *universal accessibility* features in existing residential *development*.
- 5.8.6.2.6 Work with the area municipalities, building industry and regional and area 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 Implement Regional guidelines requiring the incorporation of *universal accessible* features in existing and new Regionally funded or managed *affordable housing development*.
- 5.8.6.2.8 Encourage and facilitate the development of partnerships among housing providers, service providers, community organizations and other stakeholders to provide *special needs housing* and related services.
- 5.8.6.2.9 Develop, in collaboration with the area municipalities, measures to provide opportunities to meet the housing needs of *diverse populations*.
- 5.8.6.2.10 Consider preferences and values of *diverse populations* in the design and construction of *social housing*.

5.8.7 Barriers to Access Housing



5.8.7.1 Objective

- 5.8.7.1.1 Address issues related to socio-economic and other barriers to housing for Peel households, such as discrimination, language, transportation, and poverty.

5.8.7.2 Policies

It is the policy of *Regional Council* to:

- 5.8.7.2.1 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.
- 5.8.7.2.2 Ensure that future development of Regionally funded *affordable housing* be located in support of developing compact, complete communities throughout Peel to allow for more transportation options with improved access to services and amenities.
- 5.8.7.2.3 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 Facilitate the development of new and improved income supports for households affected by economic housing barriers.
- 5.8.7.2.5 Encourage and facilitate a greater community awareness of key issues related to socio-economic housing barriers.

5.9 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 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 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* must also be coordinated, 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.

5.9.1 General Objectives

- 5.9.1.1 To achieve the safe, convenient and efficient movement of people and goods in *the Region* and *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.
- 5.9.1.5 To optimize the use of *the Region's* transportation *infrastructure* and *services*.



- 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*.
- 5.9.1.8 To *support* a transportation system that enhances economic vitality and growth in *the Region*.
- 5.9.1.9 To ensure that practices and performance measures are in place to maintain a safe and efficient *Regional* transportation network.
- 5.9.1.10 To *support* the integration of transportation planning, transportation investment and land use planning.

5.9.2 General Policies

It is the policy of *Regional Council* to:

- 5.9.2.1 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 Work with the Province, area municipalities and adjacent municipalities to provide transportation systems that:
 - a) Are safe, *sustainable* and energy efficient;
 - b) Facilitate the movement of people and goods;
 - c) Offer travellers a variety of mobility choices;
 - d) Address projected needs; and
 - e) Encourage the most financially and environmentally appropriate mode for trip-making.
- 5.9.2.3 Work with the Province and area municipalities to *support* the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process.
- 5.9.2.4 Provide policy direction, where appropriate and in consultation with the area municipalities, on matters that cross municipal boundaries.



- 5.9.2.5 Optimize the use of existing and new *Regional* transportation *infrastructure* to *support* growth in an efficient, *compact form*, and encourage the area municipalities to do the same for *infrastructure* under their jurisdiction.
- 5.9.2.6 Work with provincial and federal agencies and ministries to identify and secure *sustainable*, 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 In planning for the development, optimization and/or expansion of new or existing *Regional* transportation corridors:
- a) *Support* opportunities for 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.
- 5.9.2.8 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 cumulative transportation effects, on *Regional* facilities.
- 5.9.2.9 Work with the area 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 Identify, in cooperation with the area municipalities and the Province, transportation improvements to the provincial, regional and area municipal systems required to *support* future *development* or *redevelopment*, and determine region-wide impacts through comprehensive transportation studies.
- 5.9.2.11 Ensure, in accordance with the requirements of *the Region* and the area municipalities, that *development* only proceed with adequate existing or committed improvements to regional *transportation capacity* and, if necessary, *development* be phased until that capacity is or will be available.



- 5.9.2.12 Work with the area municipalities, adjacent municipalities, other levels of government and non-governmental agencies to develop and implement *Transportation Demand Management* programs to reduce trip distance and time and increase the *modal share* of alternatives to single-occupant automobiles.
- 5.9.2.13 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 Work with Metrolinx, other Provincial agencies and ministries, area municipalities, and other regions and municipalities in the *Greater Toronto and Hamilton Area* to implement the Metrolinx Regional Transportation Plan (RTP) and contribute to the ongoing development of the RTP.
- 5.9.2.16 Work with the Province, area municipalities and adjacent regions and municipalities to ensure that road linkages across municipal boundaries will accommodate the intra- and inter-regional movement of people and goods.
- 5.9.2.17 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 Work with the area 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 Work with the Province and area municipalities to *support* long-term economic prosperity by optimizing the long-term availability and use of transportation *infrastructure*.



- 5.9.2.21 Where appropriate, examine the feasibility of using hydro corridors, and of preserving and reusing abandoned corridors, as future transportation facilities.
- 5.9.2.22 Promote the use of innovative technologies (e.g. Intelligent Transportation Systems) to improve the efficiency, reliability and safety of *the Regional* transportation system. (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.

5.9.3 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.

5.9.3.1 Objective

- 5.9.3.1.1 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*.
- 5.9.3.1.2 To continue to implement the transportation and related infrastructure objectives and policies of the Parkway Belt West Plan.

5.9.3.2 Policies

It is the policy of *Regional Council* to:

- 5.9.3.2.1 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*.

Appealed

5.9.3.2.2

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

Work cooperatively with the Province and other GTA and Golden Horseshoe municipalities in planning and implementing *freeway* and *higher order transit* improvements identified in the Growth Plan for the Greater Golden Horseshoe. (Adopted ROPA 16 and 22)

Appealed

5.9.3.2.4

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 Corridor* and the *Mid-Peninsula (Niagara to GTA) Corridor*; and
- b) The further extension of *Highway 427 to Highway 9 and beyond*. (Adopted ROPA 22) (Provincial Modification in bold)

Appealed

5.9.3.2.5

Encourage the study and protection of a north-south transportation corridor and related Bram West Parkway facility along the boundary of Brampton and Halton Hills, until such time as the need for and long term role of one or both of these major transportation facilities can be evaluated and approved through the completion of one or more *Environmental Assessment studies*. (Adopted ROPA 16)

Appealed

5.9.3.2.6

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)

5.9.3.2.7

Encourage and *support* the planning, corridor protection and the early construction of the following facilities:



- a) The widening of Highway 410 from Highway 401 to Mayfield Road;
 - b) The widening of Highway 401 between Highway 403/410 and Trafalgar Road in Halton Region;
 - c) The extension of Highway 427 to Major Mackenzie Drive in York Region;
 - d) The completion of the Courtney Drive/Highway 410 interchange; and
 - e) The completion of the Bramalea Road/Highway 407 interchange.
- 5.9.3.2.8 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 Encourage the Ontario Ministry of Transportation to continue to study and implement the 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 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 municipalities. *The Regional* roads are designed to provide a high level of inter-municipal *transportation capacity*. *The Region* works with the area 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 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 Objectives

- 5.9.4.1.1 To work with the area municipalities and the Province to provide, 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 To achieve a *Major Road* Network as shown on Schedule E.

5.9.4.2 Policies

It is the policy of *Regional Council* to:

- 5.9.4.2.1 *Support* the provision, in conjunction with the Province and the local municipalities, of the *Major Road* Network shown on Schedule E, regardless of road jurisdiction. A jurisdictional transfer between area municipal and *Regional* roads will not require an amendment to Schedule E of this Plan.
- 5.9.4.2.2 Work with the Province, 407 ETR and the area 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.
- 5.9.4.2.3 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 Ensure that, where possible, adequate *transportation capacity* on *Regional* roads is based on a "*Level of Service Policy*" adopted and periodically reviewed by *Regional Council*.
- 5.9.4.2.5 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 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 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 *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.

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 Control frontage *development* and vehicular access onto *Regional* roads consistent with relevant *Regional* By-laws.
- 5.9.4.2.12 Control access to *Regional* roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with *Regional* roads in consultation with the affected area municipality.
- 5.9.4.2.13 Protect residential *development* adjacent to *Regional* roads from vehicular noise through appropriate noise mitigation, planning and design, and by ensuring the provision of noise attenuation measures at the time of *development*.
- 5.9.4.2.14 Determine the priority for improvements to *the Regional* road system periodically in the context of monitoring reports, system status reports, studies on growth and other indicators related to *the Regional Structure*, in consultation with the area municipalities.
- 5.9.4.2.15 *Support* the efforts by Metrolinx 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 Work with the area 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 Develop and utilize asset management systems and practices including regular inspections, testing and condition surveys to accurately and effectively assess, plan and budget for necessary road rehabilitation works.
- 5.9.4.2.18 Ensure that new or improved *Regional* roads support the viability of existing or planned *rapid transit services* and encourage the area municipalities to do the same for roads under their jurisdiction.

5.9.5 The Inter and Intra-Regional Transit Network

The transit network provides for intra- and inter-municipal travel within *Peel* and the *Greater Toronto and Hamilton Area (GTHA)*. Inter-municipal transit for the *GTHA* is provided by the Government of Ontario's GO Transit service (*commuter rail* and bus), augmented by limited private carrier service. Intra-municipal transit within *Peel* is provided by the City of Brampton (Brampton Transit) and the City of Mississauga (Mississauga Transit). These *services* provide connections to each other, to the Toronto Transit Commission's subways and buses, to other neighbouring municipal transit *services* and to the GO Transit system.

The existing road network, even with additions and expansions, will not accommodate the long-term travel demands of *Peel's* projected residents and workers at acceptable levels of service. A considerable portion of trips will have to be accommodated by alternative modes of transportation, including transit. The implementation of *transit-supportive* measures and the enhancement of transit *services* will be needed in order for this to occur.

The increased use of transit contributes to the increased *sustainability* of the transportation system and helps to maximize the use of existing transportation *infrastructure*. Transit is strongly linked with both *transportation demand management (TDM)* and *active transportation* (the promotion of *sustainable* modes of transportation such as transit is a common *TDM* measure as most transit trips start and end with walking).

5.9.5.1 Objectives

- 5.9.5.1.1 To *support* and encourage a higher use of *public transit* and an increase in *transit modal share* within *the region*.
- 5.9.5.1.2 To *support* and encourage the development of an economically feasible, effective, efficient, *sustainable* and safe inter- and intra-regional transit network and encourage connectivity and coordination between transit *services*.



- 5.9.5.1.3 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 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 and *mobility hubs*.

5.9.5.2 Policies

It is the policy of *Regional Council* to:

- 5.9.5.2.1 *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 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 *Support* the provision of transit services to rural communities by the Province, area municipalities and/or privately run transit *services* where feasible.
- 5.9.5.2.4 *Support* the coordination of inter-municipal and inter-regional transit *services*.
- 5.9.5.2.5 Encourage *transit-supportive* measures on *major roads* and highway corridors in *Peel* through the use of *HOV* lanes, Bus Rapid Transit (BRT) and granting preferential treatment to transit, when and where necessary and justified.
- 5.9.5.2.6 *Support* Metrolinx and the area municipalities in the expeditious planning, and implementation of, and *support* Metrolinx and the federal government in the expeditious funding of, a *GTHA-wide rapid transit* network and, in particular, of:



- a) *Rapid transit* projects in *Peel* included in the Metrolinx Regional Transportation Plan; and
 - b) *Rapid transit* projects in the City of Mississauga and the City of Brampton not included in the Metrolinx Regional Transportation Plan.
- 5.9.5.2.7 Work with Metrolinx and the area municipalities to implement the GO Transit rail and bus service improvements described in the Metrolinx Regional Transportation Plan, and in particular:
- 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*.
- 5.9.5.2.8 *Support* the efforts by Metrolinx to study 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 Encourage the *intensification* of residential and non-residential *development* at nodes and *mobility hubs* and along corridors to *support* a higher level of transit service and other *sustainable* modes.
- 5.9.5.2.11 Encourage the area municipalities, in cooperation with *the Region* and having regard for the Provincial Guidelines for Transit Supportive Land Uses, to plan for intra-regional transit connections, 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 *Support* Metrolinx and the area 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 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*; and
 - c) The integration of transportation modes at these hubs.
- 5.9.5.2.13 *Support* gateways and interconnections between the local bus network and future *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.
- 5.9.5.2.15 *Support* the efforts by Metrolinx to implement a *GTHA*-wide integrated transit fare system.
- 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 *Support* the use of innovative transit technologies by area municipalities, such as transit signal priority and the provision of real-time information to transit riders, and *support* the identification by area municipalities of transit priority zones where transit priority measures will be put in place.
- 5.9.5.2.18 Encourage the area municipalities and Metrolinx to work with the health and human *services* sectors when developing transit *services*.
- 5.9.5.2.19 Encourage the area municipalities and Metrolinx to provide transit vehicles that can efficiently and easily carry bicycles.



5.9.6 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 Objectives

- 5.9.6.1.1 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 To *support* the *recreational* opportunities of airports in *Peel* where appropriate.

5.9.6.2 Policies

It is the policy of *Regional Council* to:

- 5.9.6.2.1 *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 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 Work with the Greater Toronto Airports Authority and the area 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 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 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;
 - 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.
- 5.9.6.2.6 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 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 uses or infilling of residential and other sensitive land uses;



- b) such exceptions prohibit, above the 35 NEF/NEP contour, redevelopment or infilling which increases the number of dwelling units, and redevelopment and infill for new sensitive land uses, specifically hospitals, nursing homes, daycare facilities and public and private schools;
- c) 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 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 Update Figure 6 in the Appendix with the latest Provincially issued Aircraft Noise Exposure Contours, as they become available.

5.9.7 Goods Movement

The safe and efficient movement of goods is important 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 advanced in balance with the system requirements of the entire *GTHA*.

5.9.7.1 Objectives

5.9.7.1.1 To facilitate the development of a safe and efficient goods movement network within *Peel* and between *Peel* and adjacent municipalities that *supports the regional* economy and that minimizes impact to the environment.



- 5.9.7.1.2 To optimize the use of existing goods movement *infrastructure* and capacity.

5.9.7.2 Policies

It is the policy of *Regional Council* to:

- 5.9.7.2.1 Work with other levels of government, agencies and the private sector to develop a comprehensive, integrated and effective multimodal goods movement system that encourages the safe and efficient movement of goods by road, rail or air in *the Region*.)
- 5.9.7.2.2 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 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 Define a strategic goods movement network in *Peel*, in consultation with the Province, 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 and update of the existing transportation network to ensure the safe and efficient movement of goods throughout *Peel*. As a part of this effort, work with the Province and the area municipalities to identify priority goods movement routes in *Peel*;
 - b) Acknowledge the importance of and promote inter-modal facilities, airports, rail corridors and terminals (and of linkages to these facilities) as key components of an efficient goods movement system;
 - c) Encourage the development of air, pipeline and marine transport in *support* of the efficient movement of goods;



- 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)

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

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

Work with the railways, the trucking industry, the Greater Toronto Airports Authority, the Province, Metrolinx and the area 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 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 Promote better coordination and improved efficiency of truck-rail 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 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 Encourage the location, where possible, of activities generating substantial goods movement traffic 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 Work with the Province to facilitate the efficient movement of goods by making goods movement the first priority of highway investment.
- 5.9.7.2.16 Work with the Province to develop a program of transportation supply and demand management measures to facilitate goods movement.



5.9.8 Environmental Impact

The transportation system interacts with, and impacts, the environment. The transportation sector accounts for approximately 25% 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.

Strong population and employment growth in *Peel* has led to a rapid increase in the number of vehicle trips made on the highways and roads in *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 in number of vehicle trips include higher noise levels and adverse impact on water quality.

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 Objectives

- 5.9.8.1.1 To improve air quality and reduce the greenhouse gas emissions produced by vehicles using *Peel's* transportation system.
- 5.9.8.1.2 promote a transportation system that encourages energy conservation.

5.9.8.2 Policies

It is the policy of *Regional Council* to:

- 5.9.8.2.1 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 Promote strategies intended to reduce and prevent impacts on the environment through appropriate design of the transportation system and, specific to water pollution, the treatment of urban runoff.
- 5.9.8.2.4 Encourage efficient fuel use and conservation by promoting *Transportation Demand Management* programs, linked trips, the use of Intelligent Transportation Systems and the use of *public transit and active transportation*.
- 5.9.8.2.5 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.

5.9.9 Transportation Demand Management

Growth in population and employment in *Peel Region* has led, and will continue to lead, to increased travel demand. Until recently, it has been possible to meet much of the increasing travel demand through the construction of new roads and the widening of existing roads. Such “supply side” solutions, however, will not be enough in the future. Exclusive dependence on roads is neither *sustainable* nor desirable. It is necessary to also consider “demand side” solutions, such as *Transportation Demand Management (TDM)* measures. (*TDM* is actions or programs designed to improve the efficiency of the transportation system or to reduce or modify the demand for travel to make optimum use of existing and future transportation facilities and *services*.) While *TDM* alone cannot be expected to meet the future growth in demand, it is an important component of the range of solutions that will be needed to meet forecast travel demand.

5.9.9.1 Objectives

- 5.9.9.1.1 To reduce auto dependency by promoting *sustainable* modes of transportation.
- 5.9.9.1.2 To provide a range of transportation *services* to meet the diverse needs of the population.
- 5.9.9.1.3 To maximize the capacity of the transportation system to move both people and goods.

5.9.9.2 Policies

It is the policy of *Regional Council* to:



- 5.9.9.2.1 Encourage area municipalities to:
- a) Promote land uses and site design which foster the use of *sustainable* modes of transportation;
 - b) Promote *infrastructure* to encourage teleworking;
 - c) Promote a balance of jobs and housing in *communities* to reduce the need for long distance commuting; and
 - d) For new *development* in designated greenfield areas, create street configurations, densities and an urban form that *support* walking, cycling and the early integration and sustained viability of transit *services* and 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 Work with the Province, Metrolinx, area municipalities and the private sector to plan and implement a network of *carpool* parking lots in *Peel Region*.
- 5.9.9.2.3 Work with all levels of the public and private sectors 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 Work with the area municipalities, 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 Work with the public and private sectors to develop and *support* outreach and marketing programs that promote *sustainable transportation* alternatives, such as *active transportation* and transit, to affect changes in peoples' travel behaviour and to encourage increased use of these alternatives.
- 5.9.9.2.6 Work with the area municipalities to promote and *support* the development and implementation of *TDM* strategies and programs within *the Regional* and area municipal governments.

- 5.9.9.2.7 Encourage area municipalities, 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 Encourage area municipalities to update their parking and zoning by-laws to *support* and facilitate *transportation demand management* measures.
- 5.9.9.2.9 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. (Adopted and approved ROPA 22)

5.9.10 Active Transportation

The promotion of *active transportation* and the provision of *infrastructure* dedicated to it are *core transportation demand management* strategies. Multi-purpose trails and bicycle lanes are provided by the City of Brampton, the Town of Caledon, the City of Mississauga and *the Region* and efforts are underway to expand the network of *active transportation* routes.

Active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. *Active transportation*, in the form of walking, is a component of most trips made using transit. Increased reliance on *active transportation*, by itself or in combination with other *sustainable* modes, would therefore help reduce the strain on the transportation system. In addition, increasing the share of trips made by *active transportation* would help increase the *sustainability* of the transportation system, reduce transportation-related pollutant emissions, provide health benefits and increase peoples' connection to their *communities*.

5.9.10.1 Objectives

- 5.9.10.1.1 To increase the share of trips made using *active transportation*.
- 5.9.10.1.2 To encourage and *support* the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of *Peel* residents.

5.9.10.2 Policies

It is the policy of *Regional Council* to:



- 5.9.10.2.1 Work with the Province, Metrolinx, the area municipalities and adjacent municipalities to integrate pedestrian and bicycle networks into transportation planning to:
- a) Provide safe, attractive and accessible travel for pedestrians and bicyclists within *unities* and new *development*; and
 - b) Provide linkages between *intensification* areas, adjacent neighbourhoods and transit stations.
- 5.9.10.2.2 Work with the Province, Metrolinx, the area municipalities, adjacent municipalities and the private sector to develop and implement an Active Transportation Plan for *Peel* that builds on area municipal pedestrian and cycling plans. (Adopted ROPA 26)
- 5.9.10.2.3 *Support* the use of *Regional* roads and other *Regional* land as part of a safe attractive and accessible active transportation network.
- 5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and *support* the use of *active transportation*.
- 5.9.10.2.5 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.
- 5.9.10.2.6 Work with 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.
- 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 Work with all levels of government, non-governmental community groups and the private sector to increase the active transportation modal share through educational programs that target the needs of residents and employees in the Region of Peel.

5.9.11 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 *public transit* service for persons who, due to functional mobility problems, cannot use conventional transit *services*. 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 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 roughly double (from approximately 525,000 to 1,020,000) between 2001 and 2021.

5.9.11.1 Objective

- 5.9.11.1.1 To provide accessible and affordable transportation services for persons with *disabilities*.

5.9.11.2 Policies

It is the policy of *Regional Council* to:

- 5.9.11.2.1 Support increased coordination of transportation *services* among TransHelp, the Accessible Transportation Coordination Office, the area 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 Work with the Province, Local Health Integration Networks, human *services* agencies and transit providers to coordinate and facilitate inter-regional transportation for persons with *disabilities*.



- 5.9.11.2.3 *Support* the coordination of eligibility criteria between and among all providers of transportation *services* for persons with *disabilities*.
- 5.9.11.2.4 Encourage *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 Encourage area municipalities and GO Transit to introduce a great number of accessible low floor bus routes and other transit accessibility improvements to accommodate the travel needs of persons with *disabilities* in *Peel Region*.
- 5.9.11.2.6 Ensure that TransHelp eligibility criteria are designed to accommodate the mobility needs of those unable to use conventional transit.
- 5.9.11.2.7 Develop and implement programs and *services* that meet the transportation needs of persons with *disabilities* who do not qualify for TransHelp.
- 5.9.11.2.8 *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 Work with the area 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 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 Work with Metrolinx 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)

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, identifies a conceptual Future Transportation Corridor in Peel between the urban areas of the northwest GTA and the western Greater Golden Horseshoe. The Ministry of Transportation (MTO) has initiated an Environmental Assessment which will more specifically define the need, location and details of the GTA West Transportation Corridor.

5.9.12.1 Objective

Appealed

5.9.12.1.1 To plan for and protect a Future GTA West Transportation Corridor in Peel.

5.9.12.2 Policies

It is the policy of *Regional Council* to:

Appealed

5.9.12.2.1 Plan for and protect the Future GTA West Corridor and rights-of-way for transportation and transit facilities to meet current and projected needs and not permit 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 Ensure transportation and land use considerations be integrated and coordinated at all stages of the planning and Environmental Assessment process.

Appealed

5.9.12.2.3 Work with the Province and area municipalities to plan for and protect for the GTA West Corridor and its connections to the existing highway network including Highway 410 in the Mayfield West area (as identified on Schedule E).

Appealed

5.9.12.2.4 Direct the area municipalities, in consultation with and to the satisfaction of the Province, to develop official plan policies that provide corridor protection to ensure that development applications will not predetermine or



preclude the planning and/or implementation of the GTA West Transportation Corridor.

Appealed

5.9.12.2.5

Recognize that as the Environmental Assessment Act process progresses, any related Official Plan or Secondary Plan may, in consultation with the proponent, include provisions for the phased release of lands that are appropriate to the environmental assessment process.

(Provincial modification to Adopted ROPA 26 in bold)

5.10 Ninth Line Lands

On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the *Region of Peel*. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the *Region of Peel* Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the *Region of Peel* Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes.

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CHAPTER 6: REGIONAL SERVICES



6.1 INTRODUCTION

6.1.1 Purpose

This chapter of the Plan deals with the wide range of *services the Region* provides, either directly or through funding under the authority of various provincial statutes.

Regional services currently include:

Ambulance and Emergency Programs

- Land Ambulance Services
- 9-1-1 emergency number services
- Emergency measures planning
- Regional fire co-ordination

Health Services

- Health protection
- Health promotion
- Disease prevention
- Long-term care facilities

Public Works

- Water supply and distribution
- Sewage collection and treatment
- Waste management
- Regional road construction and maintenance

Police Services

- Emergency and call response
- Investigation
- Highway Traffic Act enforcement
- Community partnerships and problem solving
- Community education
- Funding OPP in Caledon

Financial contributions to:

- Conservation authorities
- Hospitals

- Children's aid societies
- GO Transit
- Assessment Services
- GTA Pooling

Social Services

- Social assistance and employment programs
- Management of child care system, including child care subsidies
- TransHelp for people unable to access regular transit
- Homelessness outreach program
- Intake screening services for Ontario Works in Centre West Ontario
- Special needs resourcing for children
- Community programs funding

Regional Planning

- Planning policy
- Planning research
- Development review
- Transportation planning

Housing and Property Services:

- Social Housing funding/administration
- Social Housing development and property management
- Promotion and support of Affordable Housing
- Homelessness and housing initiatives
- Peel Heritage Complex program

Other Services

- Capital borrowing and financial services

Changes to update this list of *services* will be made as part of Regional Official Plan reviews. An amendment to this Plan will not be required for *the Region* to add or delete responsibility to a change in *services*. There are certain other *services* allowed for in legislation which *the Region* does not currently provide.

A growing population with a changing age structure (see Figure 7 in the Appendix) and a diverse multicultural composition (see Figure 8 in the Appendix) necessitates careful planning to ensure that public *services* will be able to meet the needs of future residents and workers at an acceptable cost. *Infrastructure* elements such as roads, treatment plants, water and sewer mains, police stations, and hospitals, serve the regional structure established in Chapter 5, and require careful planning in terms of timing, location and capital cost. The financial implications of population growth and change for the operating budgets of health, police and social services are also compelling reasons for long-term planning.

6.1.2 Goal

To have an adequate, efficient, planned and cost-effective system of Regional services which ensures that services, service levels and service delivery are consistent with public needs and financial realities.

6.2 REGIONAL HUMAN SERVICES

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

The Region is responsible for planning, delivering and/or contributing to the funding of a wide range of human *services*, including health services, social services, housing, ambulance and emergency programs and police.

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

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



6.2.1 Objectives

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

6.2.2 Policies

It is the policy of *Regional Council* to:

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



- 6.2.2.5 Ensure that Regional human services facilities are located and designed to be accessible to all people in Peel and are supportive of the Regional Structure policies of this plan.
- 6.2.2.6 Advance health promotion and disease prevention as the primary means of achieving people's best health status.
- 6.2.2.7 Close the significant gap between the current Public Health service levels and the health needs of Peel residents.
- 6.2.2.8 Encourage the area municipalities, as part of their site plan and subdivision plan approval process, to consult with Peel Regional Police to promote safety and security.
- 6.2.2.9 Encourage the area municipalities to develop appropriate accessibility policies and regulations in their Official Plans, Zoning By-laws, Urban Design Guidelines, and Site Plan Manuals, in accordance with the Ontarians with Disabilities Act.
- 6.2.2.10 Prepare a Regional Accessibility Plan and review the plan, as required by the Ontarians with Disabilities Act, and make the plan available to the public.
- 6.2.2.11 Maintain, monitor, evaluate and refine the centralized waiting list for all social housing units in Peel Region.
- 6.2.2.12 Request developers of affordable housing, including social and special needs housing, and their funding partners to consult with the Region and area municipalities when making locational decisions, to ensure an appropriate and equitable distribution of affordable housing throughout Peel.
- 6.2.2.13 Encourage and support the area municipalities in creating and maintaining appropriate opportunities for the provision of affordable housing, including social and special needs housing.
- 6.2.2.14 Develop a Peel Housing Strategy, including affordable housing, social housing and special needs housing components, in collaboration with appropriate stakeholders, including the area municipalities. This strategy should include a component on advocacy to promote housing issues and to address housing needs.
- 6.2.2.15 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 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 municipalities and the private and non-profit housing sectors to develop new 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 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 components within housing program initiatives and develop a plan for the allocation of rent-geared-to income 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.
- 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.



6.3 WATER AND WASTEWATER SERVICES

The Region is responsible for the supply and distribution of water and the collection and disposal of sanitary sewage (see Figure 9 in the Appendix). In the southern urban areas of *Peel*, water and sanitary sewer *services* are provided in cooperation with the Province through the South Peel Servicing Agreement. The Province builds and operates major facilities upon three years notification of need from *Regional Council*. *The Region* covers the construction and operation costs of all major water and sanitary sewage facilities under the South Peel Servicing Agreement. Outside the area covered by the South Peel Servicing Agreement, *the Region* operates and maintains a number of independent municipal water systems serving smaller communities as well as certain areas in the Rural System.

6.3.1 Objective

To provide water supply and sanitary sewer *services* to appropriate areas of *the region* in an adequate, efficient, planned and cost-effective manner consistent with public needs and financial realities.

6.3.2 Policies

It is the policy of *Regional Council* to:

- 6.3.2.1 Require and provide full municipal sewage and water *services* to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021. The provision of full municipal sewage and water *services* in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities.
- 6.3.2.2 Ensure that no *development* requiring additional or new water supply and/or sanitary sewer *services* proceeds prior to the finalization of a Servicing Agreement with *the Region*, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision, confirmation will be required prior to draft approval, that servicing is or will be available.
- 6.3.2.3 Provide municipal water *services* to accommodate growth in the Palgrave Estate Residential Community, the rural settlements and the rural area, *as appropriate*, consistent with the policies of this Plan. Communal sewage disposal systems will be the preferred means of servicing multiple new lots where site conditions are suitable over the long term. If a communal sewage disposal system is not feasible, individual on-site sewage disposal facilities may be considered, where site conditions are suitable over the long term.



- 6.3.2.4 Continue to have water and/or sewer *services* provided by private or communal systems where appropriate, for existing and committed development as designated in the *area municipal official plans*.
- 6.3.2.5 Consider the financial, operational and environmental impacts and long-term suitability of communal wastewater systems.
- 6.3.2.6 Pursue, in cooperation with the area municipalities, the public and businesses, water conservation strategies designed to improve the efficiency of *the Region's* systems.
- 6.3.2.7 Ensure that the planning, construction, expansion, extension, operation and maintenance of water and sanitary sewer *services* protects the environmental systems and natural resources of Peel in a manner consistent with the objectives and policies in this Plan, the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the Greenbelt Plan.
- 6.3.2.8 Reduce loads to the sanitary sewers and sewage treatment plants through *the Region's* sewer use by-law, education and the proper disposal of household hazardous *waste*.
- 6.3.2.9 Pursue a water efficiency strategy with a goal to reducing per capita consumption by 10-15% over the next 20 years.

6.4 WASTE MANAGEMENT

The municipal *waste* generated in *Peel* is managed by means of reuse, recycling, composting, incineration and landfill. In keeping with the sustainability theme of this Plan (environmental, social, economic, and cultural imperatives) *the Region* promotes reductions in material 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 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* management in Peel and is committed to maintaining the Long Term Waste Resource Management 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 in the Appendix. The Caledon landfill site is the only active public landfill site in *Peel*. The establishment and operation of any new landfill site at another location will require an amendment to this Plan. The expansion of an existing landfill site will require an amendment to a local official plan.

6.4.1 Objectives

- 6.4.1.1 To recognize the need for sustainability in the use of the earth's resources and the essential role *the Region* plays in reducing the impact that *waste* management activities have on the environment.
- 6.4.1.2 To promote the integration of the principle and hierarchy of reduction, reuse, and recycling into the decision making of residents, including consumers, businesses, and governments.
- 6.4.1.3 To maximize the recovery of resources from residential and non-residential residual *waste* prior to landfill.
- 6.4.1.4 To establish and maintain an environmentally responsible and cost-effective system for managing municipal solid *waste*, including *municipal hazardous or special waste*, generated within *Peel Region*.

6.4.2 Policies

It is the policy of *Regional Council* to:

- 6.4.2.1 Locate and design *waste* management sites and facilities in accordance with provincial legislation and standards.
- 6.4.2.2 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.
- 6.4.2.3 Maintain, in cooperation with the area municipalities, the Long Term Waste Resource Management Strategy to achieve the *waste* management objectives by focusing on reduction, reuse, and recycling programs, and recovering resources of residual waste prior to landfill.
- 6.4.2.4 Actively encourage, promote and *support* the efforts of government, the area municipalities the private sector and the general public which reduce *waste*, or emphasize reuse, recycling, (3Rs), composting and



other minimization options including extended producer responsibility.

- 6.4.2.5 Require new *development* to comply with the Peel Waste Collection Design Standards Manual to ensure safe and efficient *waste* collection and diversion through consultation with the area municipalities and applicants.
- 6.4.2.6 Require the area municipalities to 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 development of *waste* management sites and facilities.
- 6.4.2.7 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*.
- 6.4.2.8 In partnership with the area municipalities, use *procurement* as a method to promote *source reduction* through the significant purchasing power of the Region and the area municipalities.
- 6.4.2.9 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.
- 6.4.2.10 Encourage the area municipalities to require developers and contractors to incorporate materials from *waste* diversion programs into construction projects where practical.

Energy from Waste

- 6.4.2.11 Recognize energy from *waste* facilities and other technologies as options for recovering resources from residual *waste* generated within *Peel Region* prior to landfill.
- 6.4.2.12 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.
- 6.4.2.13 Monitor and evaluate technology developments and consider options for recovering energy from *waste* on an on-going basis.



- 6.4.2.14 The *Region* and the area municipalities will consult with the Ministry of Environment's 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.
- 6.4.2.15 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.
- 6.4.2.16 Encourage the area municipalities to develop guidelines to permit energy from waste facilities where appropriate.

Industrial, Commercial & Institutional Waste and Construction & Demolition Waste

- 6.4.2.17 Encourage the area 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.
- 6.4.2.18 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 of construction materials through economic and other incentives.
- 6.4.2.19 Encourage the area 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 municipalities fund. Economic and other incentives should be considered to encourage high reuse of construction and demolition *waste*.
- 6.4.2.20 Explore and consider options to address industrial, commercial and institutional waste diversion such as mandatory recycling plans, pay-as-you-throw, and waste hauler reporting programs.

Intensification

- 6.4.2.21 Consider economic and policy tools for all multi-residential buildings to encourage *waste* diversion.



Partnerships and Collaboration

- 6.4.2.22 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

- 6.4.2.23 Recognize the Caledon landfill site, as shown on Figure 10 of the Appendix, as the only active landfill site in *Peel Region*.
- 6.4.2.24 Maintain the operating landfill site in a manner which protects the environment, public health and adjacent land uses.
- 6.4.2.25 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 and *Regional Council* to be closed and the land is suitable for other uses.
- 6.4.2.26 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.
- 6.4.2.27 Carefully manage those closed landfill sites which *the Region* owns and rehabilitate them to appropriate uses, determined *jointly* with the area municipalities.
- 6.4.2.28 Direct the area municipalities to develop policies for development including land use compatibility within or on lands in close proximity to active and closed waste management facilities including landfills.

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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 7.2.2.7, will require an amendment to this Plan.
- 7.2.2.3 The exact lines and boundaries for the information contained in the generalized schedules will be defined in the *area municipal official plans*, where applicable. The boundaries of the Core Areas of the Greenlands System shown on Schedule A are intended to be general in nature. More detailed mapping of the Core Areas of the Greenlands 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 on Schedule A, an amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands 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 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.

7.3 THE PLANNING PROCESS

The Planning Act, the Regional Municipality of Peel Act, the Regional Municipalities Act and the Municipal Act establish in general terms, the division of planning responsibilities.

The *Region of Peel* Official Plan provides *Regional Council* with a policy framework for decision making and sets the regional context for more detailed planning and implementation by the area municipalities. Within this framework, an effective planning process is established within which *the Region* and the area municipalities can achieve autonomous but mutually supportive roles.

7.3.1 General Objectives

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

7.3.2 General Policies

It is the policy of *Regional Council* to:

- 7.3.2.1 Continue to be involved in:
 - a) matters in which *the Region* has a direct legislated or delegated responsibility as established by Provincial Acts and policies; and
 - b) issues which have been identified in provincial policy requiring Regional involvement.
- 7.3.2.2 *Support*, during the transition period in which *area municipal official plans* are brought into conformity with this Plan, those *development proposals*, official plan and zoning by-law amendments that are in general conformity with the objectives and policies in this Plan.
- 7.3.2.3 Encourage the Federal and Provincial governments to consult with *the Region* and the area municipalities, and to have consideration for this Plan when initiating programs or undertaking projects within *Peel Region*.

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

7.3.3 Conformity of Area Municipal Official Plans

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

7.3.3.1 Objective

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

7.3.3.2 Policy

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

7.3.4 Planning Approvals

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

7.3.4.1 Objective

To establish an effective and efficient planning process.

7.3.4.2 Policies

It is the policy of *Regional Council* to:

- 7.3.4.2.1 Ensure consistency with this Plan through the exercise of its delegated approval powers under the Planning Act and in review of, and when providing comments on, *development* proposals and policy and planning initiatives.
- 7.3.4.2.2 Facilitate and streamline *jointly*, with the area municipalities and commenting agencies, the *development* approval process so that procedures are complementary, avoid duplication and provide for timely notification and response measures.

- 7.3.4.2.3 Delegate to the area municipalities subdivision and condominium approval authority.

7.3.5 Public Consultation

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

7.3.5.1 Objective

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

7.3.5.2 Policies

It is the policy of *Regional Council* to:

- 7.3.5.2.1 Provide opportunities for public consultation on regional issues.
- 7.3.5.2.2 Coordinate public meetings on regional matters with area municipal public meetings if opportunities arise.
- 7.3.5.2.3 Investigate more effective ways to consult with the public on planning matters.
- 7.3.5.2.4 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:

- planning justification;
- environmental impact statement;
- natural heritage evaluation;
- hydrogeological evaluation;
- geotechnical and hydrologic/flood studies;
- agricultural impact study;
- landform conservation area study;
- earth science heritage evaluation;
- archaeological assessment;
- municipal comprehensive review
- transportation study;
- natural hazard land studies including the delineation of hazard lands;
- human-made hazards including oil, gas and salt hazards;

- minerals and petroleum resources study;
- noise and/or vibration study;
- Oak Ridges Moraine Conservation Plan Conformity Study;
- Niagara Escarpment Plan Conformity Study;
- community infrastructure needs evaluations;
- public health impact studies;
- mineral aggregate resource impact; and
- functional servicing report
- affordable housing report;
- environmental site assessment;
- servicing feasibility report;
- water and wastewater servicing study;
- stormwater management report;
- traffic impact study;
- cultural heritage impact assessment;
- Greenbelt Conformity Study; and
- Lake Simcoe Protection Plan Conformity Study.

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 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life. Crime Prevention Through Environmental Design (CPTED) principles provide one such conceptual framework to create a better designed physical environment that reduces the possibility of a crime. This approach will be implemented through the *area municipal official plans*.

7.4.1 Objective

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

7.4.2 Policies

It is the policy of *Regional Council* to:

- 7.4.2.1 Direct the area municipalities to include policies in their official plans that *support* the design of communities to minimize crime by the use of such approaches as CPTED principles.
- 7.4.2.2 Encourage the area municipalities to achieve improved design and effective use of the built environment for crime reduction.
- 7.4.2.3 Encourage the area municipalities, *as appropriate*, to implement the CPTED principles.

7.5 EMERGENCY MEASURES

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

7.5.1 Objective

To ensure that the resources and *infrastructure of the Region* and the area municipalities are fully coordinated to permit the rapid deployment of emergency assistance to those in need within *the region* and to avoid unnecessary duplication of emergency *services*.

7.5.2 Policies

It is the policy of *Regional Council* to:

- 7.5.2.1 Maintain a Regional Emergency Measures Plan and Program which ensures the provision and coordination of necessary *services* in the event of a major emergency or disaster, and coordinate such efforts with the area municipalities and emergency response agencies.
- 7.5.2.2 Foster consistency with the requirements of Provincial and Federal legislation regarding emergency measures.
- 7.5.2.3 Review all existing and planned *infrastructure* to ensure coordination in the rapid deployment of emergency assistance.

7.6 REGIONAL PLANNING INITIATIVES

Specific regional planning initiatives that need to be in place to achieve the goals, objectives and policies in this Plan are described below.

7.6.1 Objective

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

7.6.2 Policies

It is the policy of *Regional Council* to:

Sustainability

- 7.6.2.1 Apply best corporate *sustainability* practices in its own operations and corporate decision-making that embodies *sustainability* values and principles.
- 7.6.2.2 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.
- 7.6.2.3 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.
- 7.6.2.4 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.
- 7.6.2.5 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.

- 7.6.2.6 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

- 7.6.2.7 Prepare and adopt guidelines *as appropriate* for evaluating selected climatic and air quality impacts of this Plan, *jointly* with area municipalities and other agencies.
- 7.6.2.8 *Support* the preparation and implementation of *watershed* management strategies.
- 7.6.2.9 Encourage *jointly*, with the area municipalities and applicable government agencies, the exploration of funding options to finance *watershed* and *subwatershed plans*.
- 7.6.2.10 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*.

- 7.6.2.11 Direct the area municipalities, in consultation with the conservation authorities, to develop measures and procedures to address risks associated with *flood*, erosion and slope instability.
- 7.6.2.12 *Support* the *joint* efforts of the conservation authorities and area municipalities to continue to refine mapping with respect to *Environmentally Sensitive or Significant Areas* and ravine, valley and stream corridors, including *headwater* areas and setbacks from the water course and/or valley walls and the other components of the natural environment in *Peel*, *as appropriate*.
- 7.6.2.13 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

- 7.6.2.14 Prepare, in cooperation with the area municipalities, the Ministry of the Environment and other relevant agencies, a groundwater protection strategy.
- 7.6.2.15 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.
- 7.6.2.16 Promote and *support* measures to restore or enhance, *as appropriate*, degraded water resources *jointly* with the area municipalities, the Province and conservation authorities.
- 7.6.2.17 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

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

Transportation

- 7.6.2.19 Coordinate, when appropriate, one or more *joint* planning studies in cooperation with the Region of York, City of Brampton, Town of Caledon and City of Vaughan, to establish mutual long term transportation and transit implementation strategies and servicing *infrastructure* requirements respecting designated and proposed *development* in the vicinity of Regional Road 50 in Brampton and Vaughan.

Waste Management

- 7.6.2.20 Prepare, in cooperation with the area municipalities, a Waste Management Strategy which may include, but is not limited to, the following measures:
- a) reducing adverse impacts of *waste* to the natural environment;
 - b) integrating the principle and hierarchy of the 3Rs into the decision making of consumers, businesses and governments;
 - c) establishing and maintaining an environmentally responsible and cost-effective system for managing *waste*;
 - d) establishing targets for the diversion, reduction and potential elimination from landfill of *waste* within *the region*, and recommending programs and plans, including financial considerations, for achieving such targets; and
 - e) establishing public education and promotion programs on various concepts of *waste* management.

Public Consultation

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

Land Division

- 7.6.2.22 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.

- 7.6.2.23 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

- 7.6.2.24 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*.
- 7.6.2.25 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.
- 7.6.2.26 Adopt community improvement strategies/programs to guide and facilitate *the Region's* participation in implementing area municipal Community Improvement Plans.
- 7.6.2.27 *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

- 7.6.2.28 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.
- 7.6.2.29 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.
- 7.6.2.30 Work in collaboration with different levels of government, to raise awareness and showcase the different ways in which *intensification* can occur.
- 7.6.2.31 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.
- 7.6.2.32 Work in collaboration with the area municipalities to encourage and support *affordable housing* in *intensification* areas.
- 7.6.2.33 Consider locating new Regional administration buildings, if feasible, in *intensification* areas.
- 7.6.2.34 Consider the financial implications to the Region including the impact on current and capital budgets when evaluating incentive programs to support or encourage intensification.

7.7 REGIONAL ROAD WIDENING

Consistent with relevant sections of the Planning Act, *the Region* may require a gratuitous dedication of land for road widening purposes where the *development* and *redevelopment* abuts a

Regional road. The Planning Act also requires that roads to be widened be described and identified in this Plan in order to require the land owner to convey part of the land to *the Region* for road widening purposes.

7.7.1 Objective

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

7.7.2 Policies

It is the policy of *Regional Council* to:

- 7.7.2.1 Require, as a condition of approval, the proponent of a *development* application to convey to *the Region*, land for Regional road widening, consistent with Schedule F in this Plan.
- 7.7.2.2 Identify land for future purchase by *the Region* for Regional road widening where dedication is not a condition of approval.
- 7.7.2.3 Require the gratuitous dedication to *the Region* of land for Regional road widening equally from the centre line of the roadway, subject to Policy 7.7.2.4.
- 7.7.2.4 Require the gratuitous dedication to *the Region* of land for unequal Regional road widening or widening in excess of that shown on Schedule F where necessitated by unique conditions .
- 7.7.2.5 Require the gratuitous dedication to *the Region* of additional land, if needed, where an existing at-grade railway crossing of a Regional road or an active transportation facility is anticipated to be grade-separated in the future.
- 7.7.2.6 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 lanes are required.
- 7.7.2.7 Reduce the right-of-way requirements, as shown on Schedule F, for a specific road section where special circumstances warrant and long-term requirements are not compromised.

- 7.7.2.8 Allow an interim use for landscaping or other purposes, of land conveyed to *the Region* or identified for future purchase by *the Region* for Regional road widening, upon application and, where appropriate, through an agreement between *the Region* and the applicant, provided that the future road widening is not compromised and the area municipality is in agreement.

7.8 REGIONAL FINANCES

The successful implementation of this Plan requires careful financial planning and decision making on the part of *the Region*. It is essential that long-term financial management strategies be implemented and that financial implications be monitored on an ongoing basis.

As stated in the Strategic Plan, *the Region* has a role in coordinating and streamlining service delivery, maintaining adequate service levels, ensuring duplication does not occur and seeking innovative and efficient approaches to Plan implementation.

Funding for Regional *infrastructure*, programs and *services* will reflect *the Region's* commitment to maintaining, or preferably improving, the standard of living and quality of life for those living and working in *Peel*. This will be accomplished through efficiently using existing Regional facilities and resources, efficient delivery of Regional *services*, provision of funds to implement the policies in this Plan and a long-term commitment to minimizing the tax burden on *Peel* residents and businesses.

Policies and objectives in this Plan including, but not limited to, those which ensure improved or at least *sustainable* employment to population ratios, efficient use and provision of *infrastructure* and human services, protection of agriculture, mineral aggregate and water resources, air quality enhancement/protection, efficient use of land and the protection of the environment, establish the foundation for a strong economic base. However, it is recognized that the economic and financial health of *Peel* depends on the economic development efforts of each area municipality to encourage a diversity of economic activities and employment opportunities.

7.8.1 Objectives

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

- 7.8.1.4 To maintain and if possible improve the standard of living and the quality of life for those living and working in *Peel*.
- 7.8.1.5 To identify *significant* negative financial trends and to determine those measures needed to correct or modify such trends.
- 7.8.1.6 To promote the philosophy that new *development* should be self supporting.

7.8.2 Policies

It is the policy of *Regional Council* to:

- 7.8.2.1 Ensure that *Regional services* and capital works are provided, consistent with the objectives and policies in this Plan.
- 7.8.2.2 Ensure that public works are undertaken in a manner that is consistent with the objectives and policies in this Plan.
- 7.8.2.3 Work *jointly* with the area municipalities to coordinate the provision and timing of capital works.
- 7.8.2.4 Encourage the area municipalities' school boards, appropriate agencies, boards and commissions to plan their capital expenditures consistent with the objectives and policies in this Plan.
- 7.8.2.5 Review and coordinate the delivery of *Regional services* with the area municipalities, neighbouring municipalities and appropriate stakeholders, such as school boards, appropriate agencies and commissions to ensure capital and operational efficiencies.
- 7.8.2.6 Establish growth management strategies *jointly* with the area municipalities and other appropriate agencies to enhance or at least maintain the fiscal health of *the region* including, but not limited to, phasing strategies and alternative financing mechanisms.
- 7.8.2.7 Direct the area municipalities to establish economic development policies in the *area municipal official plans*.
- 7.8.2.8 Prepare, in cooperation with the area municipalities, a long-term Master Plan for water and wastewater *services*, including communal sewage treatment facilities, and integrate this information with *the Region's* budgeting process.

- 7.8.2.9 Use financial mechanisms available to *the Region*, such as the Regional Development Charges By-Law, to offset the financial impact of *development* and *redevelopment* so as not to create a financial burden on *the Region*.
- 7.8.2.10 Consider innovative *infrastructure* financing initiatives such as public/private partnerships and front-end financing to ensure that *development* proceeds in a fiscally responsible manner.
- 7.8.2.11 Prepare and maintain, in consultation with the area municipalities and other agencies, a Regional financial model to analyze the fiscal impact of proposals to:
- expand the 2031 Regional Urban Boundary as shown on Schedule D;
 - expand the 2021 Rural Service Centres boundary;
 - substantially change from non-residential land uses to residential land uses as designated in an *area municipal official plan*;
 - substantially change land use densities from those currently envisaged by each area municipality; and
 - substantially expand or change Regional *infrastructure* and human services systems.
- This financial analysis will include:
- a) an assessment of Regional servicing costs including transportation, water, wastewater, and community and human services;
 - b) the impact on Regional operating and capital budgets and Regional financing implications; and
 - c) other relevant Regional issues.
- 7.8.2.12 Put in place agreements, where appropriate, including front-end financing agreements, financial agreements and *development* agreements, to provide for the Regional *infrastructure* needed to accommodate the additional growth before any *development* proceeds.

7.9 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.

7.9.1 Objectives

- 7.9.1.1 To continue the Regional Official Plan Performance Measurement Program (ROPPMP) for measuring and evaluating the effectiveness of the policies in this Plan.
- 7.9.1.2 To provide a context for the review of this Plan and *area municipal official plans* and amendments.
- 7.9.1.3 To develop objectives and indicators, measure performance and outcomes, and related metrics to support the *Region of Peel's* programs and *services*.

7.9.2 Policies

It is the policy of *Regional Council* to:

- 7.9.2.1 Develop a strategy for *Region of Peel* programs and *services* that reflects corporate objectives, and measures, evaluates, and reports on progress and successes.
- 7.9.2.2 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.

- 7.9.2.3 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:

- 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

- 7.9.2.4 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.

- 7.9.2.5 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*.
- 7.9.2.6 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.
- 7.9.2.7 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.
- 7.9.2.8 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)
- 7.9.2.9 Prepare, *jointly* with the area municipalities, an assessment tool that will allow evaluating the public health impacts of proposed plans or development as part of the approval process.
- 7.9.2.10 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.
- 7.9.2.11 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*.
- 7.9.2.12 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.

7.9.2.13 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.

7.9.2.14 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.

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GLOSSARY

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.

Adjacent lands: those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a *negative impact* on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.

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.

Agri-food sector: sector of the economy involved in the production, processing, assembly and sale of agriculture goods and services.

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 sources of energy or energy conversion processes 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 has identified as having provincial and regional significance, possessing values related to natural heritage appreciation, scientific study or education:

- Life Science *Areas of Natural and Scientific Interest* are those areas identified by the Ministry of Natural Resources for their high quality representation of important provincial biotic attributes.
- Earth Science *Areas of Natural and Scientific Interest* are those areas identified by the Ministry of Natural Resources for their high quality representation of important provincial geological attributes.

As appropriate: this term is used in the Plan to allow some flexibility in the approach used to successfully meet the objectives and implement the policies in the Regional Official Plan.

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

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

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.

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

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

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

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

Contaminated sites: property or lands that have not been rehabilitated and which, for reasons of public health and safety or environmental quality, are unsafe for use as a result of human activities that have left a chemical or radioactive residue. Such sites include some industrial lands, some transportation facilities, electrical facilities and some abandoned mine hazards.

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 population that require different levels of services and needs which may include and are not limited to older adults, children, youth, diverse ethnic populations, Aboriginal persons, and recent immigrants.

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 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’ official species at risk 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*.

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.

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 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 nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Flood: for rivers and streams, a temporary rise in the water level resulting in the inundation of areas adjacent to a watercourse not ordinarily covered by water.

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

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

Floodway (for river and stream systems): the portion of the *Flood Plain* where *development* (other than uses which by their nature must be located within the *floodway*, *flood* and/or erosion control works, or where appropriate, minor additions or passive, non-structural uses which do not affect *flood* flows) and *site alteration* would cause a danger to public health and safety or property damage. Where the *one zone concept* is applied, the *floodway* is the entire *Flood Plain*. Where the *two zone concept* is applied, the *floodway* is the inner portion of the *Flood Plain*, representing that area required for the safe passage of *flood* flow and/or that area where *flood* depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the *two zone concept* applies, the outer portion of the *Flood Plain* is called the *flood* fringe.

Freeway: a road whose function is the movement of vehicular traffic over medium to long distances at high speed, access to which is available only by means of a limited number of grade-separated interchanges.

Greater Toronto 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.

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.

Greenlands Securement: the protection of natural heritage features and areas through a range of tools including, but not limited to planning policy, *stewardship*, monitoring and *land acquisition*.

Groundwater discharge area: an area where there is a *significant* contribution by groundwater to surface water, including streams, lakes and *wetlands*.

Groundwater recharge area: an area in which there is *significant* addition of water by natural processes to groundwater.

Hazard land: an area in a water course's *Flood Plain*, on steep slopes or along *shorelines* that presents a danger to human life and property.

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

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

Health Assessment: screening criteria to assess how *development* applications achieve healthy community design elements, as per the Health Background Study Framework.

Health Background Study Framework- a tool for municipalities to integrate considerations of health impacts into the land use *development* approvals process.

Healthy communities: a broad and inclusive definition of health which refers to not merely the absence of disease, but also complete physical, mental and social well-being. This is a pro-active model of wellness incorporating a person's perceptions of their quality of life, their chances for optimal social interaction, the availability of *community* activities and resources, and a monitoring of the link between daily stress and health. A *healthy community* is characterized by:

- a clean, safe, high quality physical environment;
- a stable *ecosystem* that is moving towards sustainability;
- a strong, mutually supportive and non-exploitative *community*;
- a high degree of participation and control by the public over decisions affecting their lives, health and well being;
- the meeting of basic needs for food, water, shelter, income, security and work for all the people of the *community*;
- access to a wide variety of experiences and resources, with the chance for a wide variety of contact, interaction and communication;
- a diverse, vital and innovative economy;
- connectedness with the past and with the cultural and biological heritage of the *community*, groups and individuals;
- a form that is compatible with and enhances the preceding characteristics;
- an optimum level of appropriate health and sick care *services* available to all; and
- high levels of positive health and low levels of disease.

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

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.

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.

Infrastructure: physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, stormwater management works, septage 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.

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.

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.

Landscapes: the character and morphology of the land surface which has resulted from an interaction of physical processes and human activity.

Level of service: a qualitative measure describing operational conditions of a road section within a traffic stream, and the perceived condition by motorists and passengers, using such factors as travel time, average speed, freedom to manoeuvre, traffic interruptions, comfort and convenience, and safety. In general practice, six *levels-of-service* are defined. These are given letter designations, from "A" to "F", with *level-of-service* "A" representing the best operating conditions.

Littoral zone: the area along the shore of a lake from the water's edge into the water to a depth where there is a 2% loss of light at the bottom.

Major 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 (relative to its urban or rural context) between *significant* activity nodes or more localized elements of the overall road network.

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 developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Minor development: *development*, which due to its scale or intensity, can demonstrate no *significant* incremental or cumulative impacts on the landform, features or ecological functions of the Greenlands System 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*.

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).

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

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 Act, 2002, Ontario Regulation **542/06** 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*, 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 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) 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) 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.

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.

One zone concept: for *development* in a *Flood Plain*, the *one zone concept* is described in the Provincial Policy Statement definition of *Floodway* (for river and stream systems). For ease of reference, the definition of *Floodway* is included in this Glossary.

Parkway Belt West Plan: A provincial plan 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 identified through provincial plans or preferred alignment(s) determined through the Environmental Assessment Act process which are required to meet projected needs. (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*. 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 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.

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 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*.

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

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) means the approved standards involving the combined influence of *flooding* and a dynamic beach allowance to define the shoreline dynamic beach limits for regulatory purposes.

Regulatory flood standard: the approved standards involving the combined influence of lake levels, wave uprush (the rush of water up onto a beach, bluff or structure following the breaking of a wave; the limit of wave uprush is the point of farthest landward rush of water onto the shoreline) and other water related hazards used to define the shoreline *flood* limits for regulatory purposes.

Regulatory shoreline: the land, including that covered by water, between the international boundary, where applicable, and the farthest landward limit of the *regulatory flood standard*, *regulatory erosion standard*, or the *regulatory dynamic beach standard*.

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

Remediation: corrective action taken to clean-up or remedy a spill, an uncontrolled discharge of a contaminant, or a breach in a facility or its operations, in order to minimize the consequent threat to public health and the environment.

Renewable energy systems: 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*.

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

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

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

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.

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

Shorelines: include bluffs and lands in immediate contact with, or in seasonally inundated areas adjacent to, lakes, rivers and streams. The *littoral zone* is the area along the shore of a lake from the water's edge into the water to a depth where there is a 2% loss of light at the bottom. Both the *shoreline* and *littoral zone* are important habitats at the boundary between terrestrial and aquatic *ecosystems*. Due to height and location, *shorelines* may in some instances also be associated with slope and/or erosion hazards.

Significant: 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 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, 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;

- c) 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;
- d) 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;
- e) 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;
- 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) in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

Criteria for determining significance for the resources identified in clauses (c) to (g) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.

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

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.

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 and site alteration, if a community has feasible opportunities for development outside the *flood plain*.

Stewardship: the voluntary actions and cooperative planning by organizations, governments, landowners and residents to protect, restore and enhance land, air and water for long-term ecological sustainability.

Strategic 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 and the Ministry of Natural Resources in June 1993, that examine environmental issues in greater detail over a smaller area than *watershed plans*. *Subwatershed plans* are specifically tailored to address the unique considerations of each *subwatershed*.

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

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.)

Threatened species: a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' official species at risk 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.

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

Transportation capacity: the maximum number of vehicles (vehicular capacity) or persons (person capacity) that can pass over a given section of roadway or transit line in one of both directions during a given period of time under prevailing roadway and traffic conditions, usually expressed as vehicles per hour or persons per hour.

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

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.

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 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.

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, the Ministry of the Environment and the conservation authorities have been advocating *watersheds/subwatersheds* as the appropriate units for ensuring proper hydrologic functioning and water related features, functions and landforms. Other water cycle considerations include *groundwater recharge and discharge areas*, depth to water table, aquifers and *headwaters*.

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

Wayside pit or quarry: a temporary pit or quarry, not located on Crown land, and opened and used by a public authority, or a person who has a contract with a public authority, solely for the purpose of a particular project of road construction or road maintenance, from outside the limits of the road right of way; or for an urgent project of a public authority for which no alternative source of aggregate under licence or permit is readily available in the vicinity.

Wetlands: lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils (soils in which there is an abundance of moisture) and has favoured the dominance of either hydrophytic or water tolerant plants. The four main categories of *wetland* are swamps, marshes, bogs and fens. 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 at a vulnerable time in their annual 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)

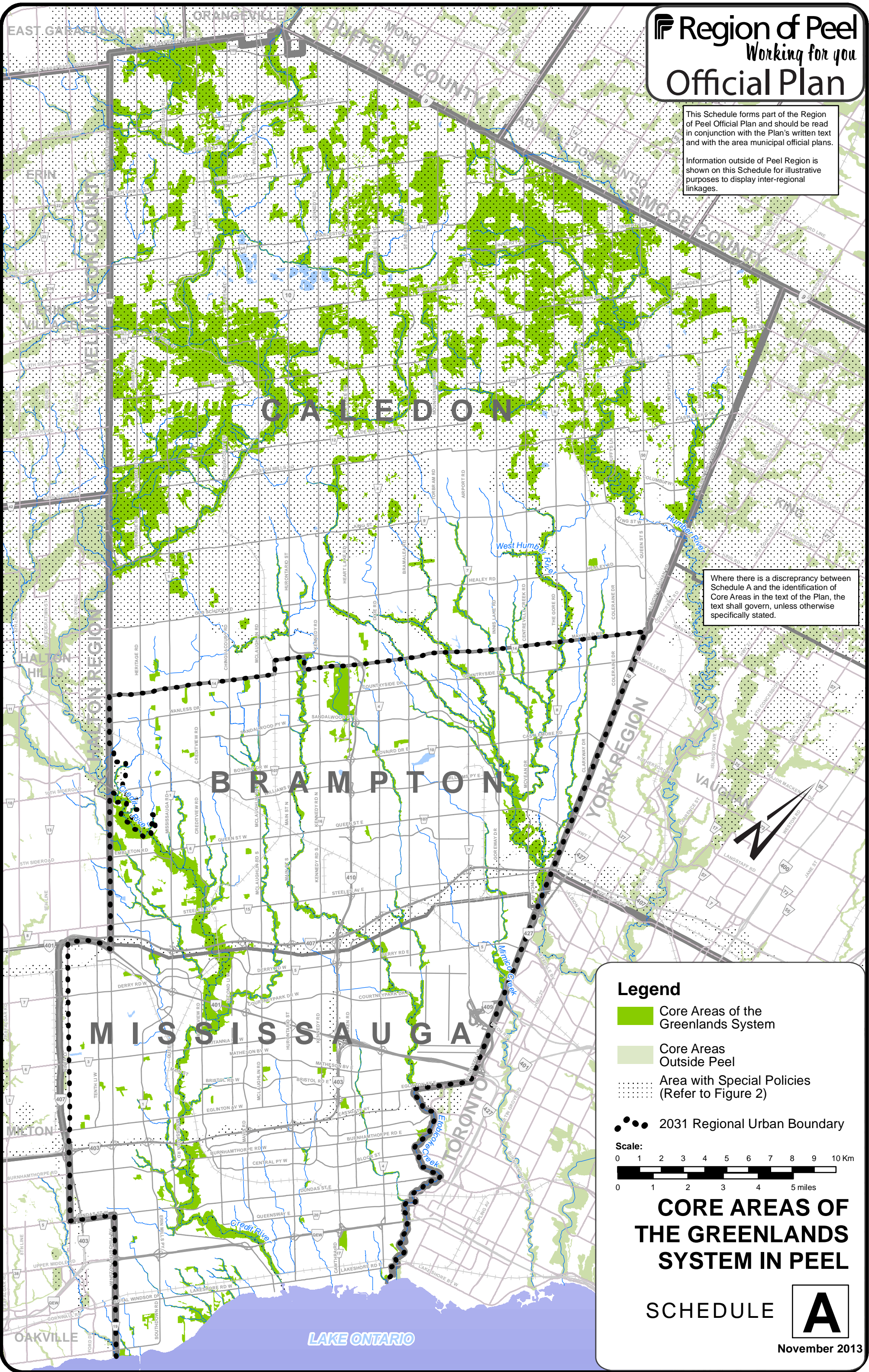
and, which have a minimum average width of 40 metres or more measured to crown edges.

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.

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

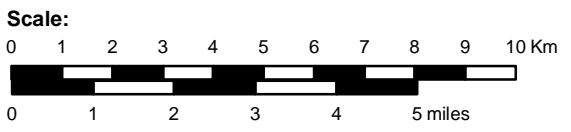
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

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.



Legend

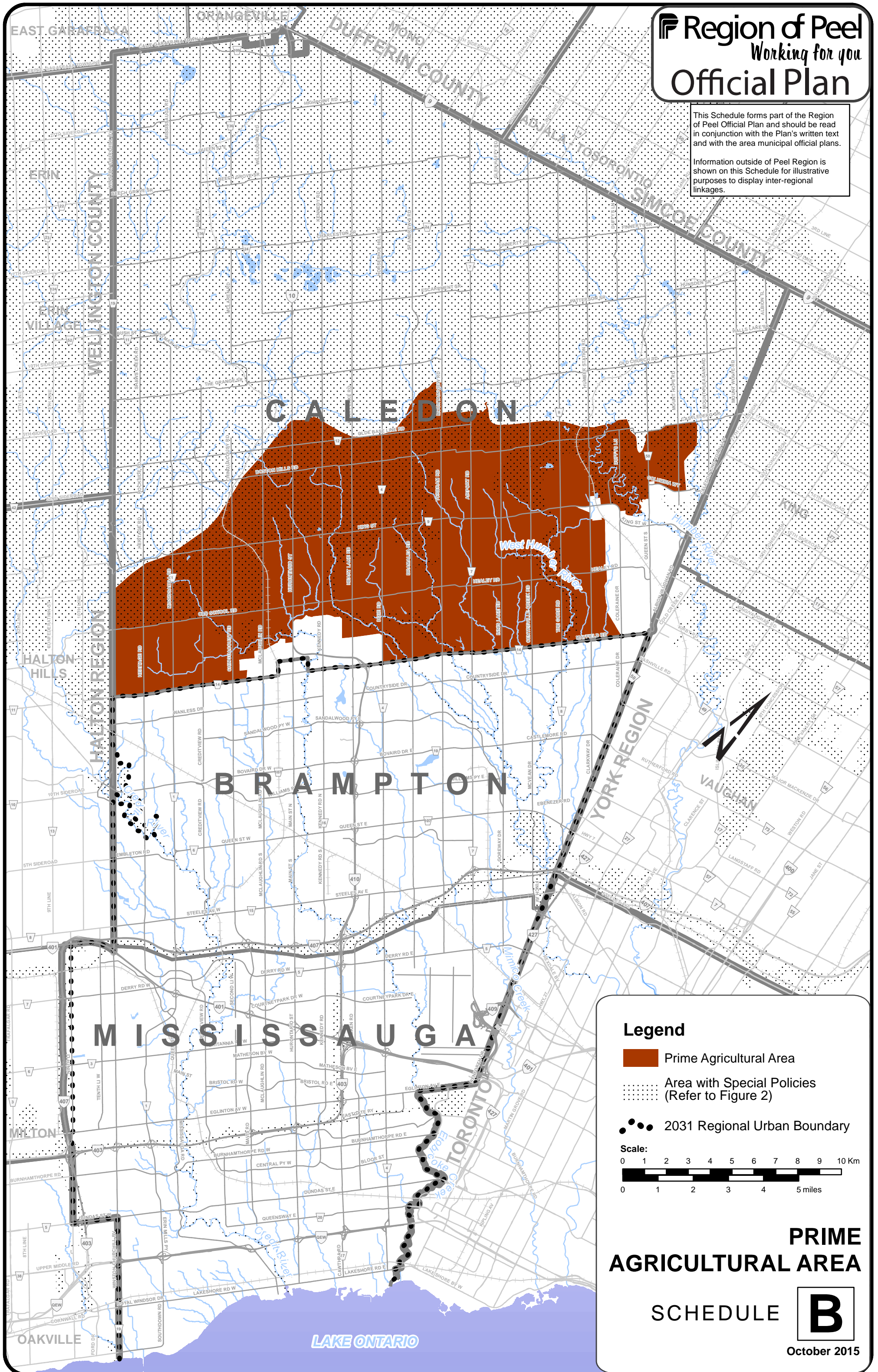
- Core Areas of the Greenlands System
- Core Areas Outside Peel
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary



CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL

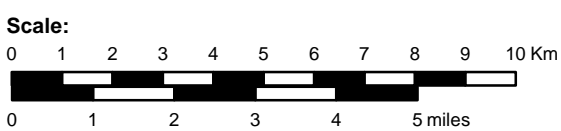
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Legend

- Prime Agricultural Area
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary



PRIME AGRICULTURAL AREA




SCHEDULE **B**
October 2015

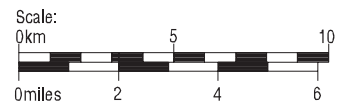
This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

High Potential Mineral Aggregate Resource Area within the 2031 Urban Boundary is subject to policy in section 5.3.4.2.2f.

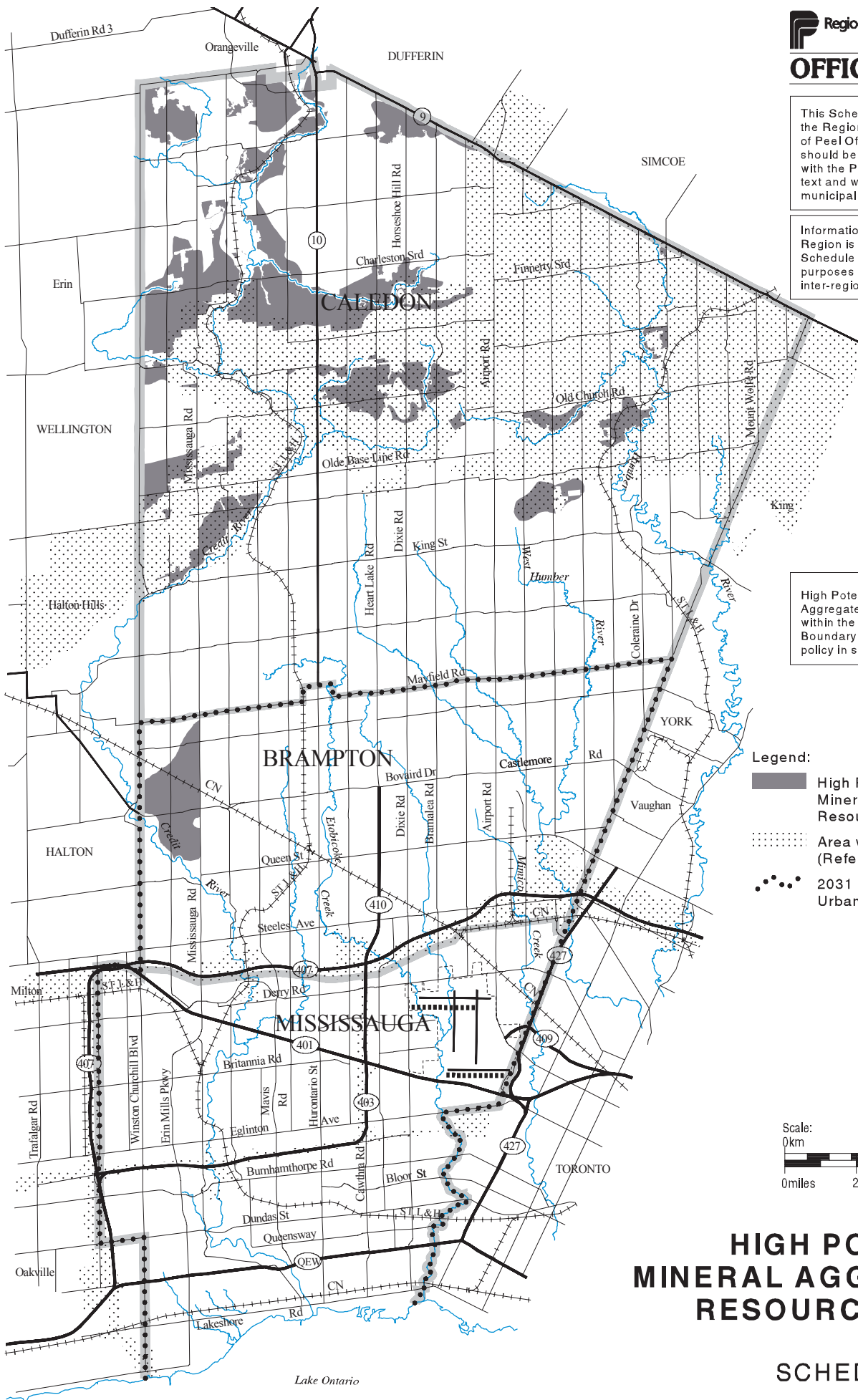
Legend:

-  High Potential Mineral Aggregate Resource Area
-  Area with Special Policies (Refer to Figure 2)
-  2031 Regional Urban Boundary



HIGH POTENTIAL MINERAL AGGREGATE RESOURCE AREAS

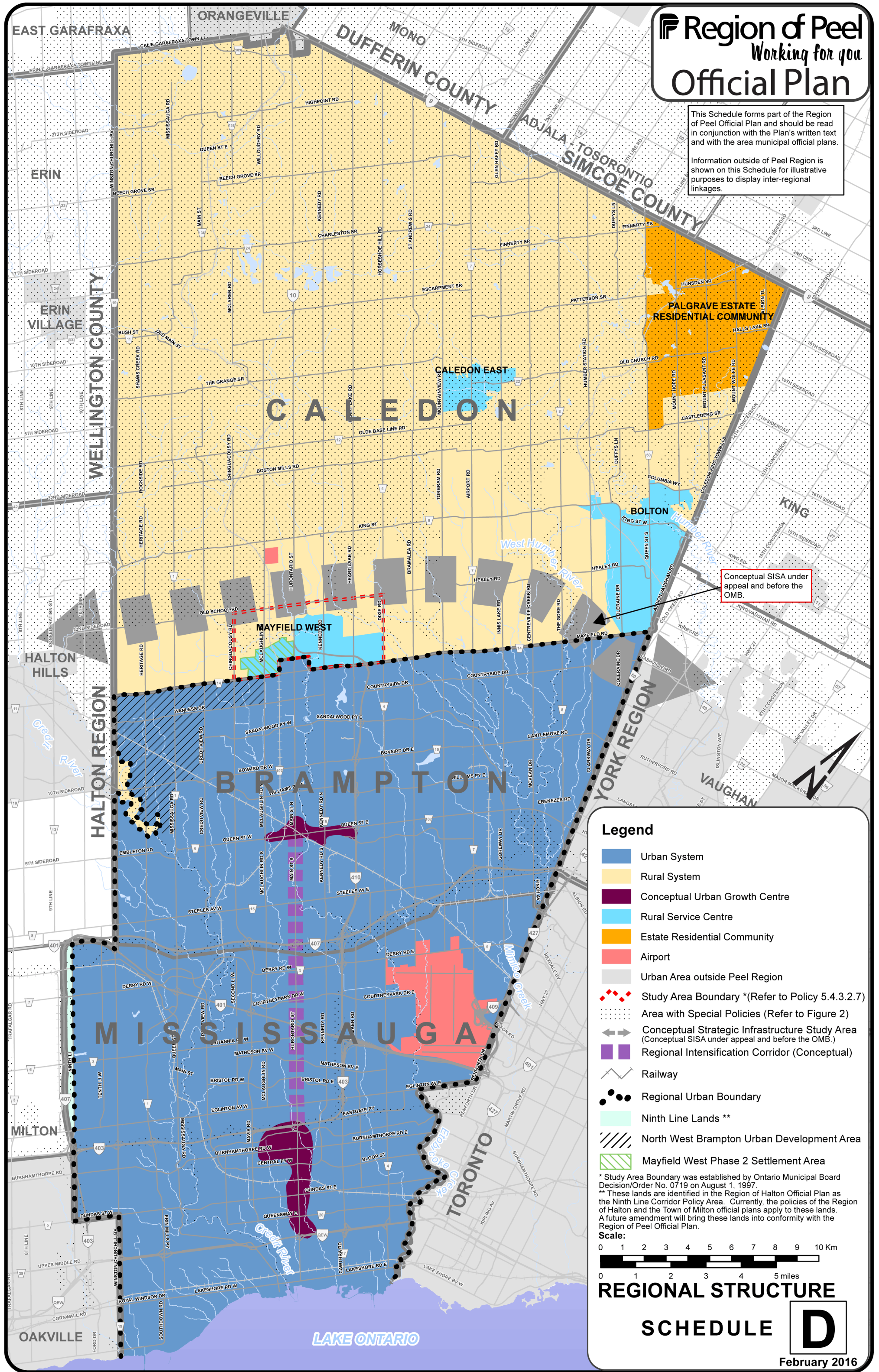
SCHEDULE



This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Conceptual SISA under appeal and before the OMB.



Legend

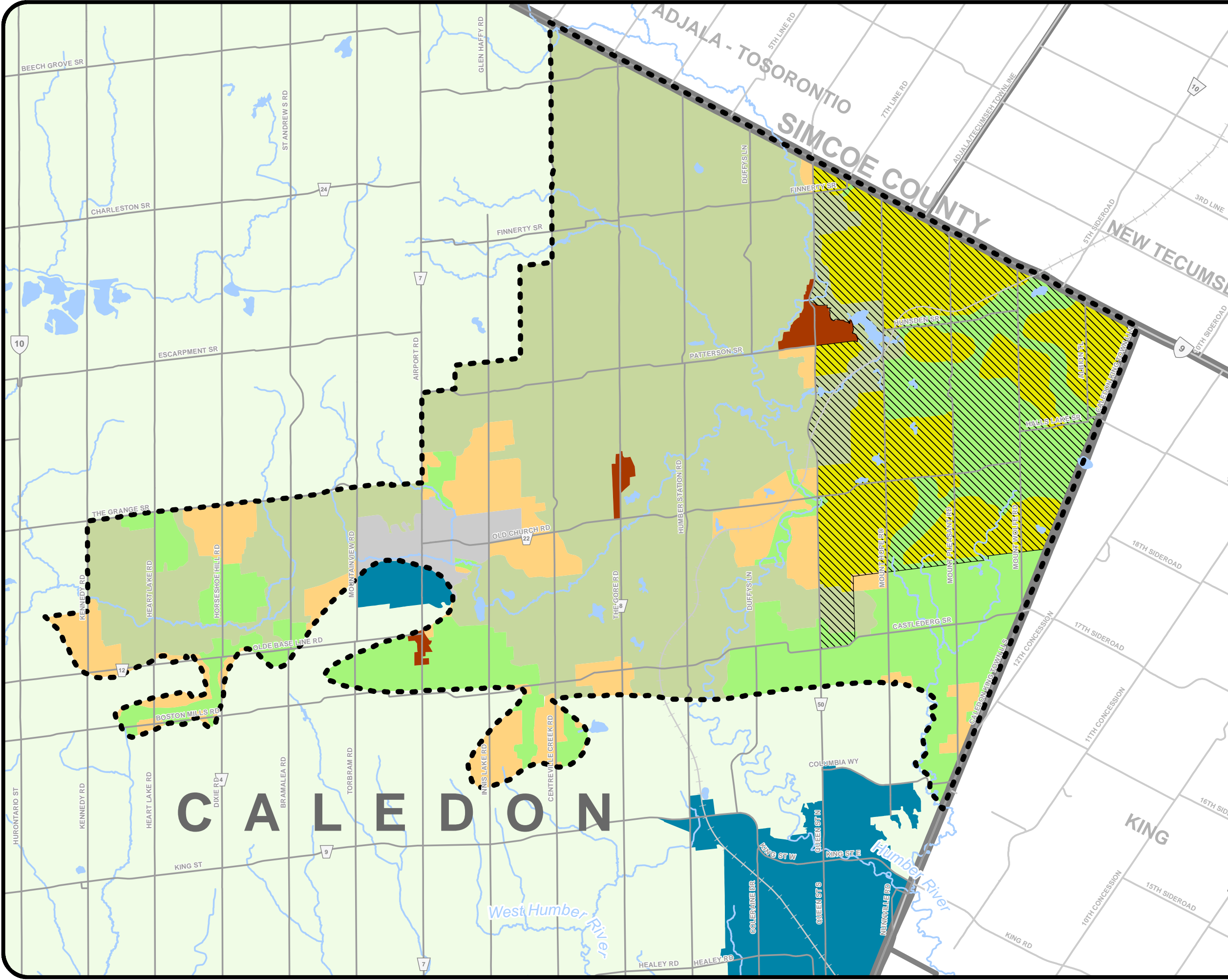
- Urban System
- Rural System
- Conceptual Urban Growth Centre
- Rural Service Centre
- Estate Residential Community
- Airport
- Urban Area outside Peel Region
- Study Area Boundary *(Refer to Policy 5.4.3.2.7)
- Area with Special Policies (Refer to Figure 2)
- Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)
- Regional Intensification Corridor (Conceptual)
- Railway
- Regional Urban Boundary
- Ninth Line Lands **
- North West Brampton Urban Development Area
- Mayfield West Phase 2 Settlement Area

* Study Area Boundary was established by Ontario Municipal Board Decision/Order No. 0719 on August 1, 1997.
 ** These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.



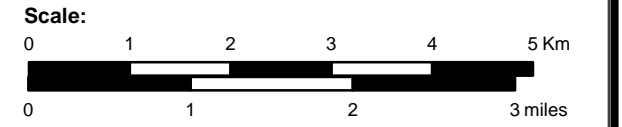
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Legend

- Natural Core Area
- Natural Linkage Area
- Countryside Area
- Rural Settlement
(Component of Countryside Area)
- Palgrave Estates Residential Community
(Component of Countryside Area)
- Settlement Area
- Rural System Outside ORMCPA
- Rural Service Centre outside ORMCPA
- Palgrave Estates Residential Community
(Refer to Town of Caledon Official Plan)
- External boundary of ORMCPA



**OAK RIDGES MORaine
CONSERVATION
PLAN AREA (ORMCPA)
LAND USE DESIGNATIONS**

SCHEDULE **D1**
October 2015

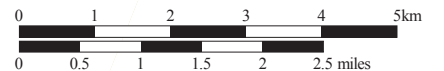


This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the Town of Caledon Official Plan.

TOWN OF CALEDON

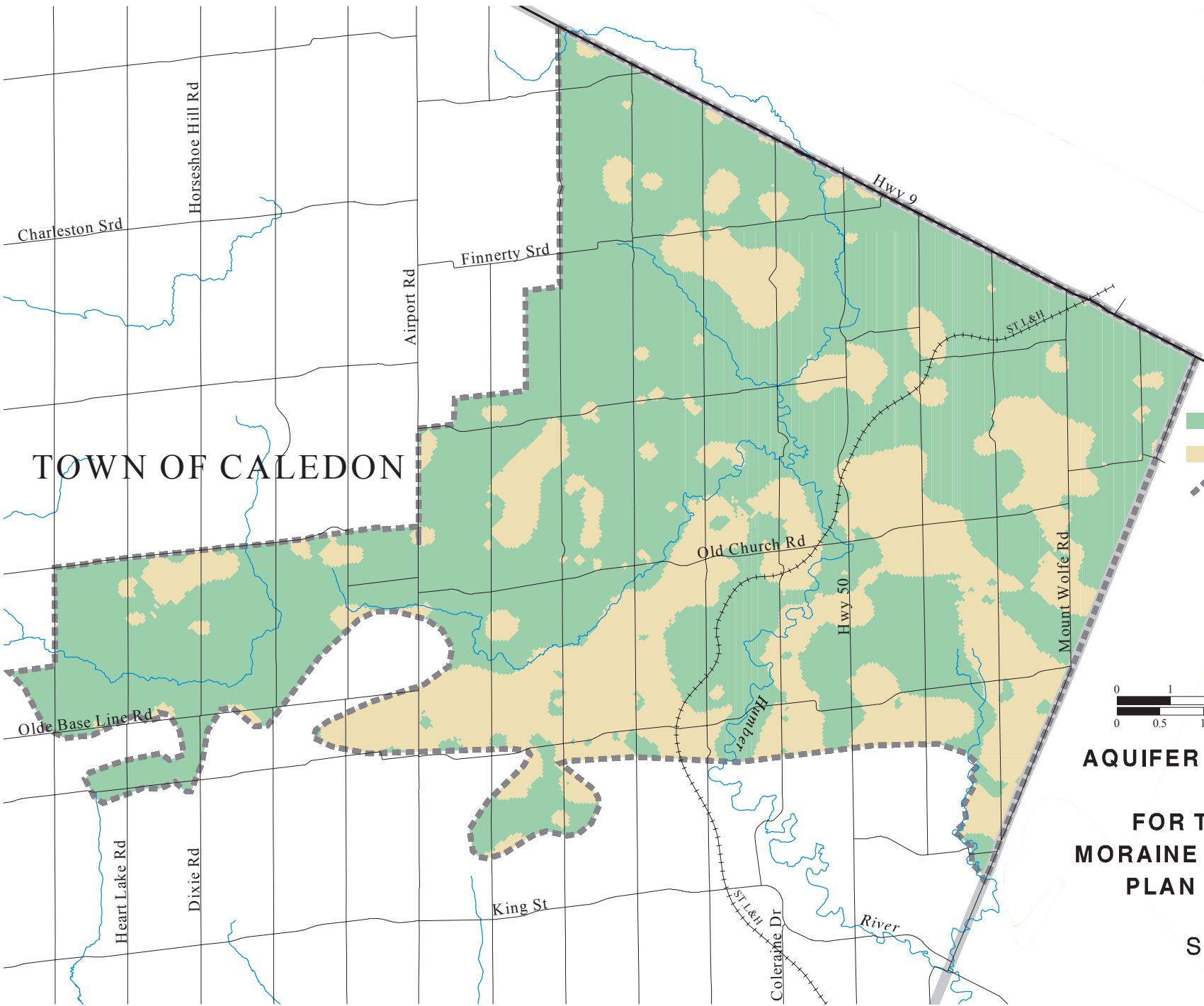
Legend:

- High Aquifer Vulnerability
- Low Aquifer Vulnerability
- Boundary of ORMCPA



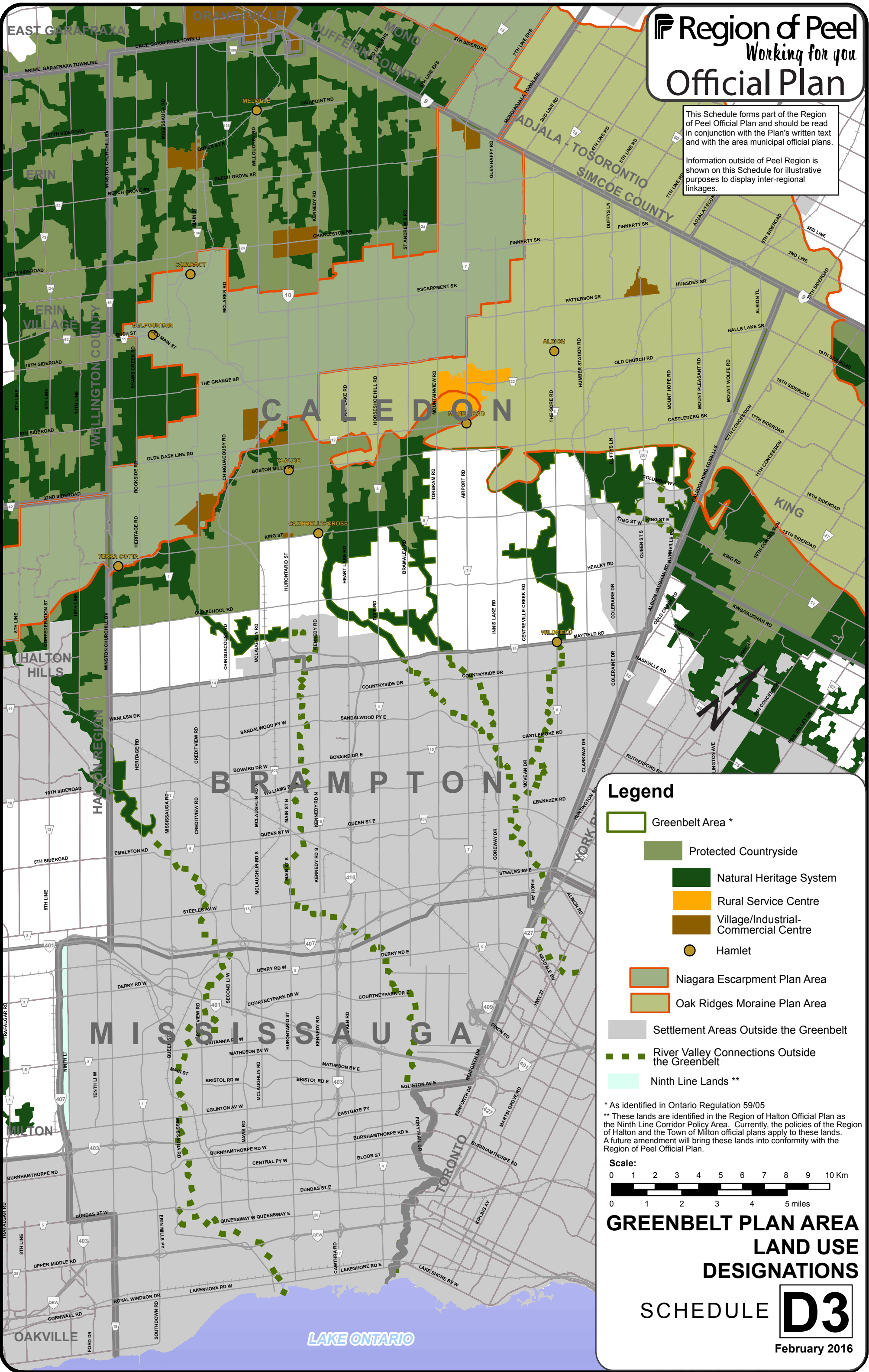
**AQUIFER VULNERABILITY
 AREAS IN PEEL
 FOR THE OAK RIDGES
 MORaine CONSERVATION
 PLAN AREA (ORMCPA)**

SCHEDULE **D2**
 July 2007



This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

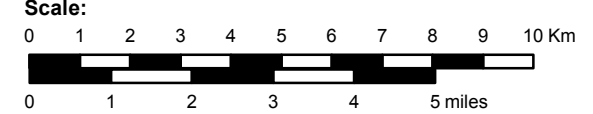
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Legend

- Greenbelt Area *
- Protected Countryside
- Natural Heritage System
- Rural Service Centre
- Village/Industrial-Commercial Centre
- Hamlet
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Plan Area
- Settlement Areas Outside the Greenbelt
- River Valley Connections Outside the Greenbelt
- Ninth Line Lands **

* As identified in Ontario Regulation 59/05
 ** These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.

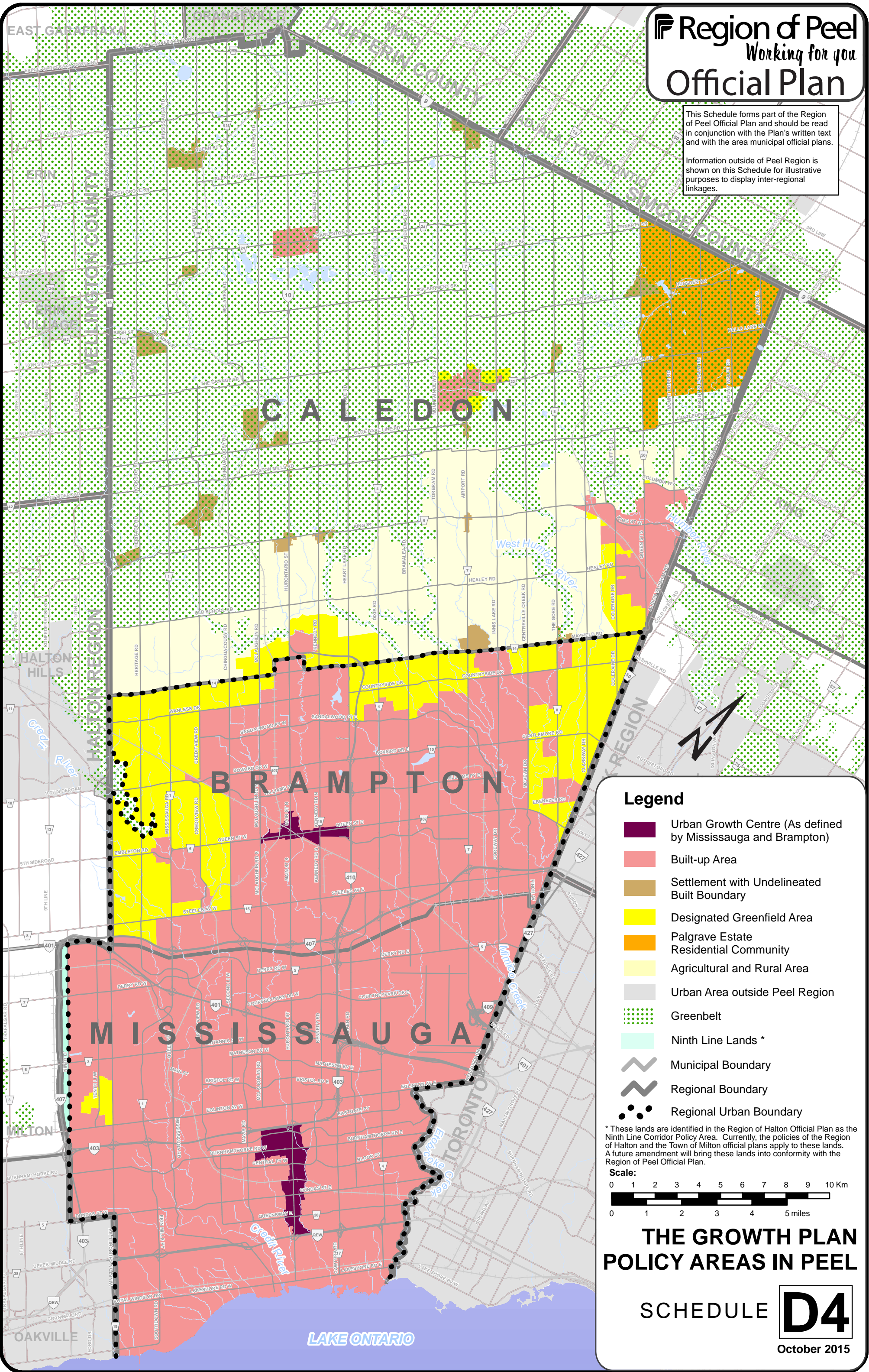


**GREENBELT PLAN AREA
LAND USE
DESIGNATIONS**

SCHEDULE **D3**
February 2016

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

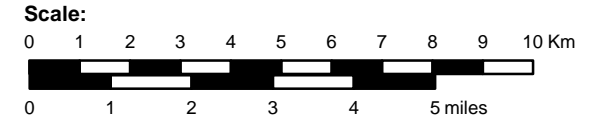
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Legend

- Urban Growth Centre (As defined by Mississauga and Brampton)
- Built-up Area
- Settlement with Undelineated Built Boundary
- Designated Greenfield Area
- Palgrave Estate Residential Community
- Agricultural and Rural Area
- Urban Area outside Peel Region
- Greenbelt
- Ninth Line Lands *
- Municipal Boundary
- Regional Boundary
- Regional Urban Boundary

* These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.



**THE GROWTH PLAN
POLICY AREAS IN PEEL**

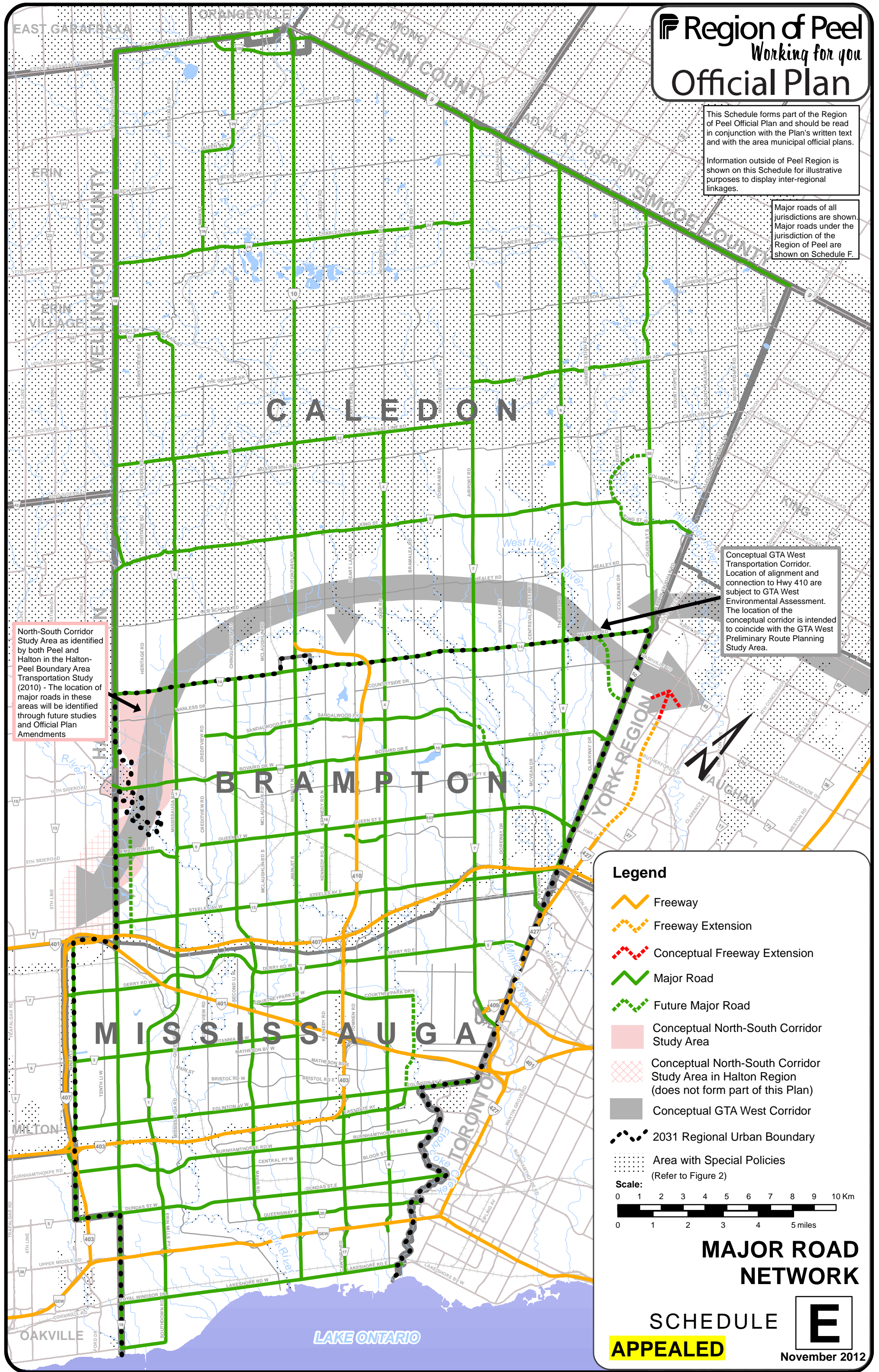
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Major roads of all jurisdictions are shown. Major roads under the jurisdiction of the Region of Peel are shown on Schedule F.

North-South Corridor Study Area as identified by both Peel and Halton in the Halton-Peel Boundary Area Transportation Study (2010) - The location of major roads in these areas will be identified through future studies and Official Plan Amendments

Conceptual GTA West Transportation Corridor. Location of alignment and connection to Hwy 410 are subject to GTA West Environmental Assessment. The location of the conceptual corridor is intended to coincide with the GTA West Preliminary Route Planning Study Area.



Legend

- Freeway
 - Freeway Extension
 - Conceptual Freeway Extension
 - Major Road
 - Future Major Road
 - Conceptual North-South Corridor Study Area
 - Conceptual North-South Corridor Study Area in Halton Region (does not form part of this Plan)
 - Conceptual GTA West Corridor
 - 2031 Regional Urban Boundary
 - Area with Special Policies (Refer to Figure 2)
- Scale:**
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

MAJOR ROAD NETWORK

SCHEDULE

E

APPEALED

November 2012

This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

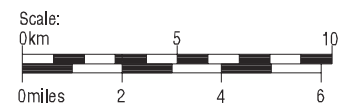
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

East-West connections to Highway 427 will be determined through future studies and Official Plan Amendment.

North-South Corridor/Bramwest Parkway Study Area - Precise major roads in these areas will be determined through future studies and Official Plan Amendments.

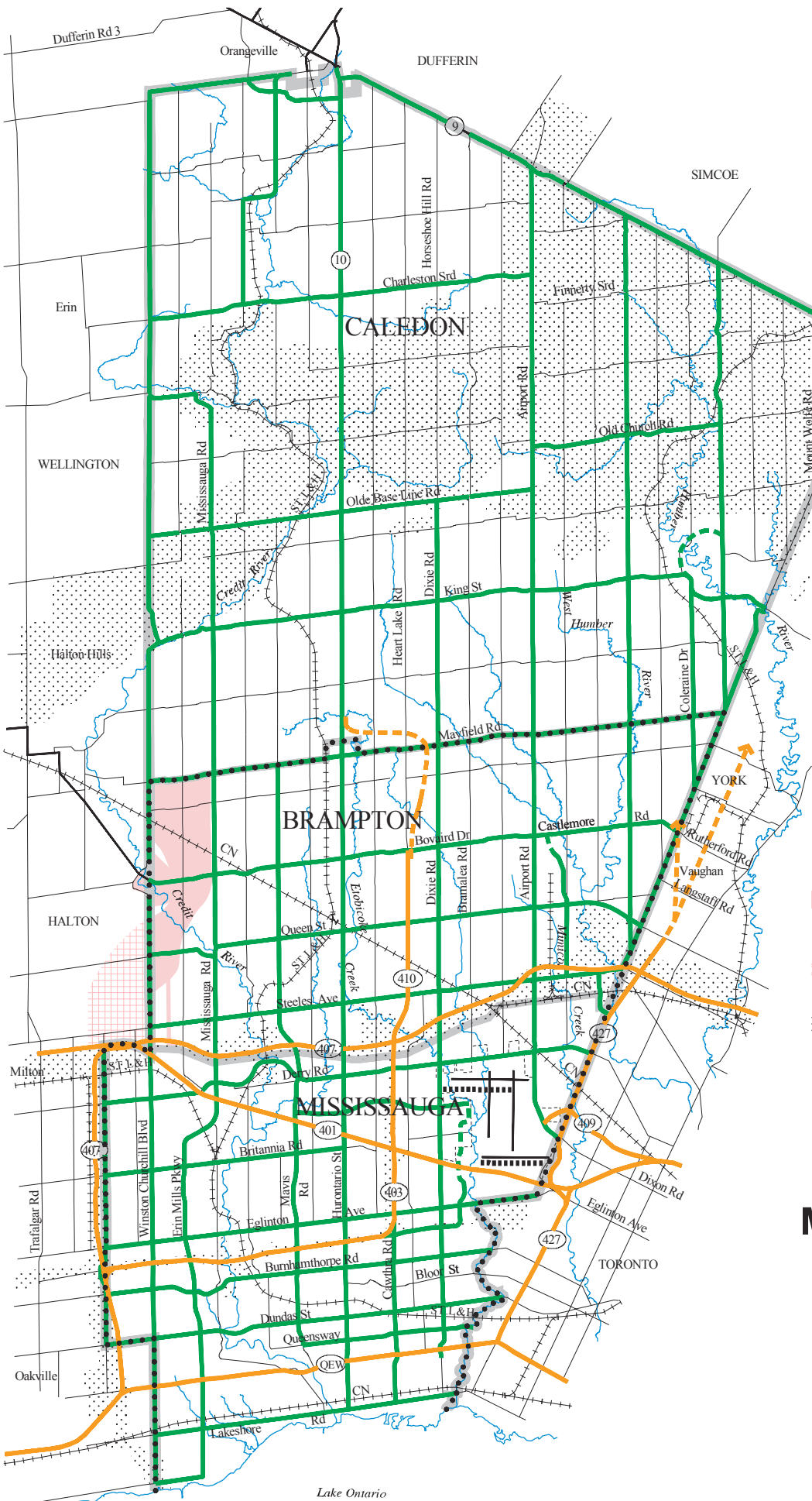
Legend:

- Freeway
- Freeway Extension
- Major Road
- Future Major Road
- Conceptual North-South/East-West Corridor/Bramwest Pkwy Study Area
- Conceptual North-South Corridor Study Area shown in Halton Region does not form part of this Plan
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary



MAJOR ROAD NETWORK

Major roads of all jurisdictions are shown. Major roads under the jurisdiction of the Region of Peel are shown on Schedule F.



See section 120 for description on amendments.

In Effect

E

SCHEDULE

August 2005

Modified

November 2010

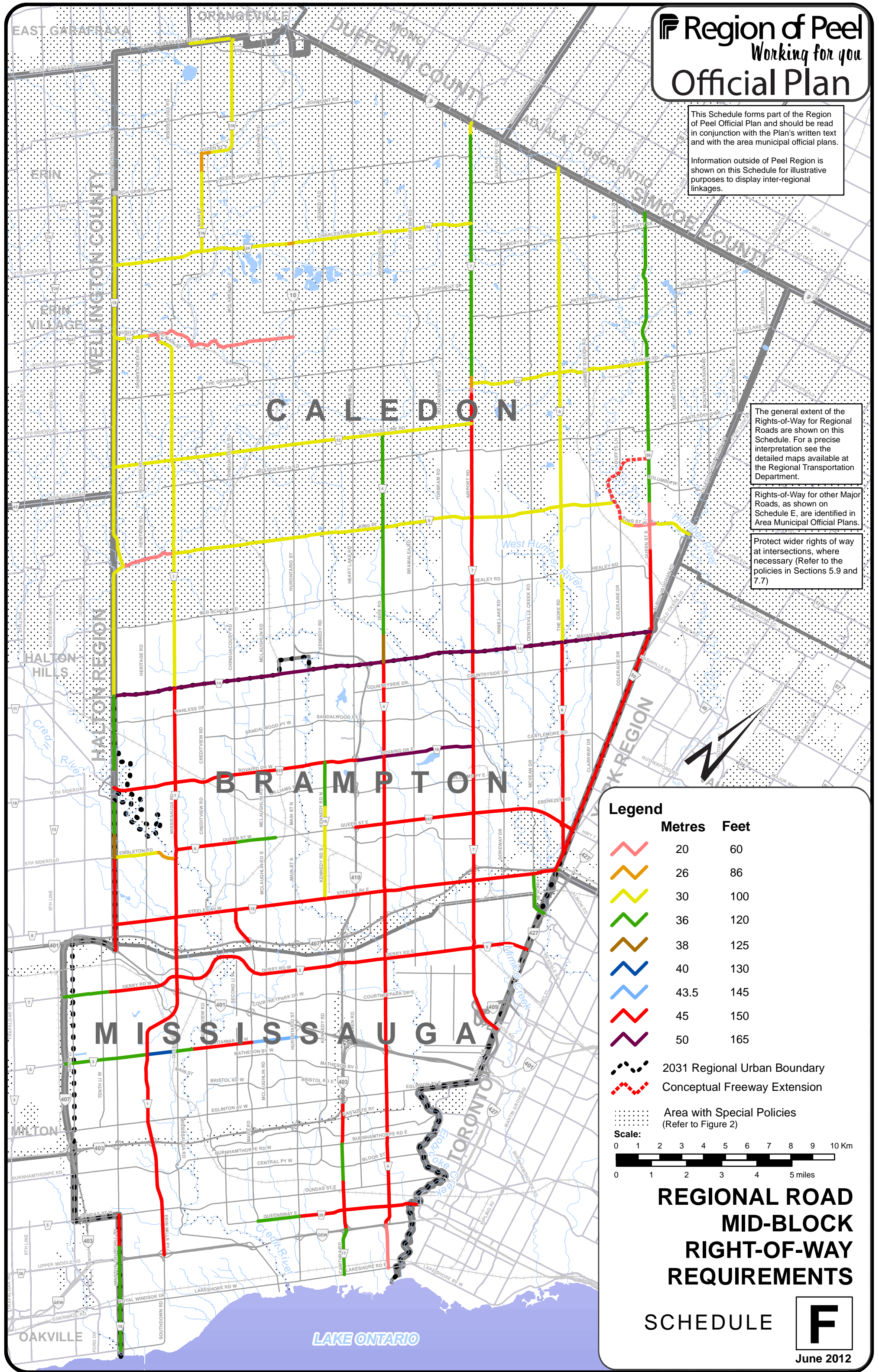
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

The general extent of the Rights-of-Way for Regional Roads are shown on this Schedule. For a precise interpretation see the detailed maps available at the Regional Transportation Department.

Rights-of-Way for other Major Roads, as shown on Schedule E, are identified in Area Municipal Official Plans.

Protect wider rights of way at intersections, where necessary (Refer to the policies in Sections 5.9 and 7.7)



Legend

Line Style	Metres	Feet
Red line	20	60
Orange line	26	86
Yellow line	30	100
Light Green line	36	120
Dark Green line	38	125
Blue line	40	130
Light Blue line	43.5	145
Red line	45	150
Purple line	50	165
Dashed black line	2031 Regional Urban Boundary	
Dashed red line	Conceptual Freeway Extension	
Dotted pattern	Area with Special Policies (Refer to Figure 2)	

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

**REGIONAL ROAD
MID-BLOCK
RIGHT-OF-WAY
REQUIREMENTS**

SCHEDULE

F

June 2012

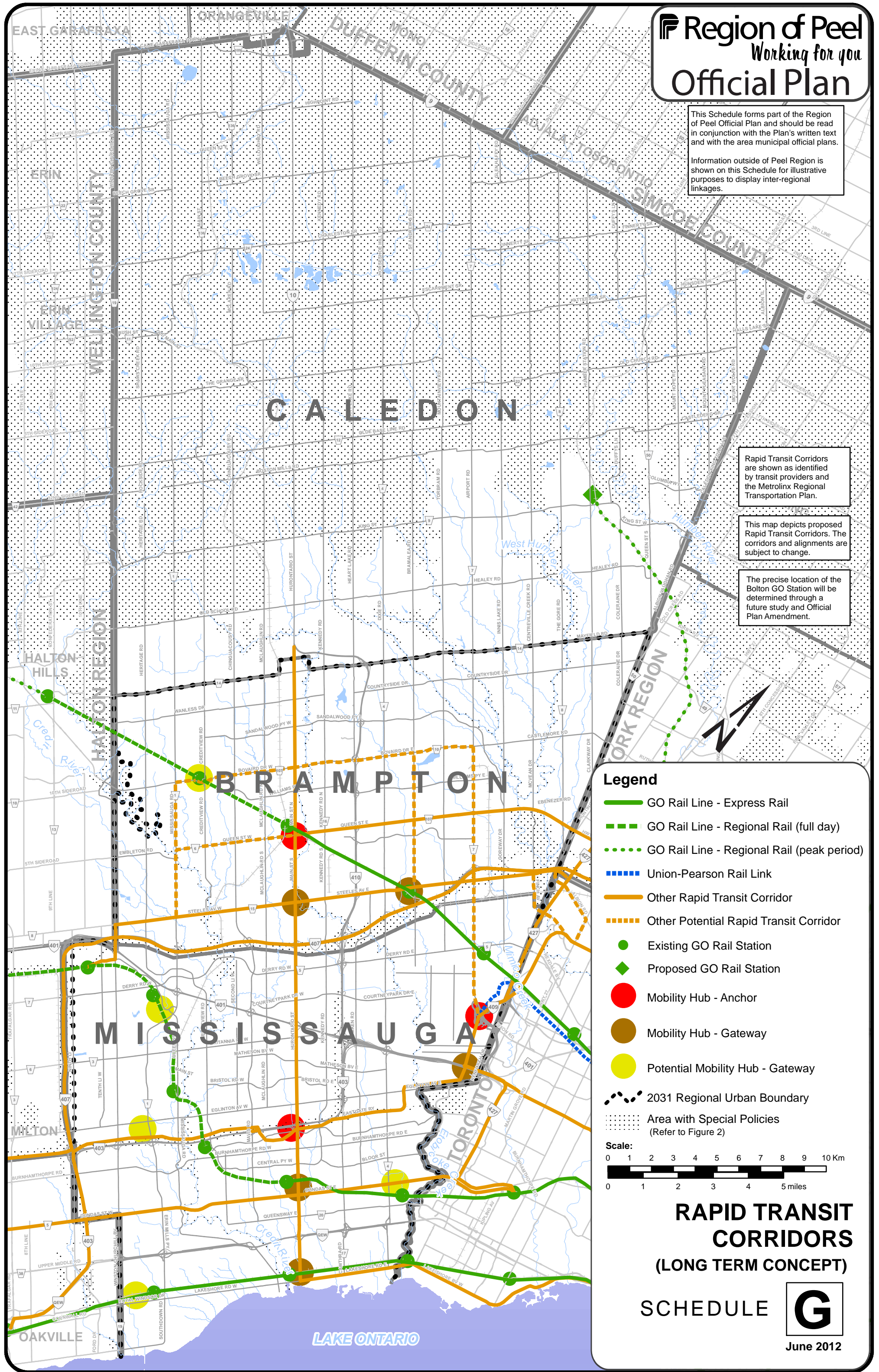
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

Rapid Transit Corridors are shown as identified by transit providers and the Metrolinx Regional Transportation Plan.

This map depicts proposed Rapid Transit Corridors. The corridors and alignments are subject to change.

The precise location of the Bolton GO Station will be determined through a future study and Official Plan Amendment.



Legend

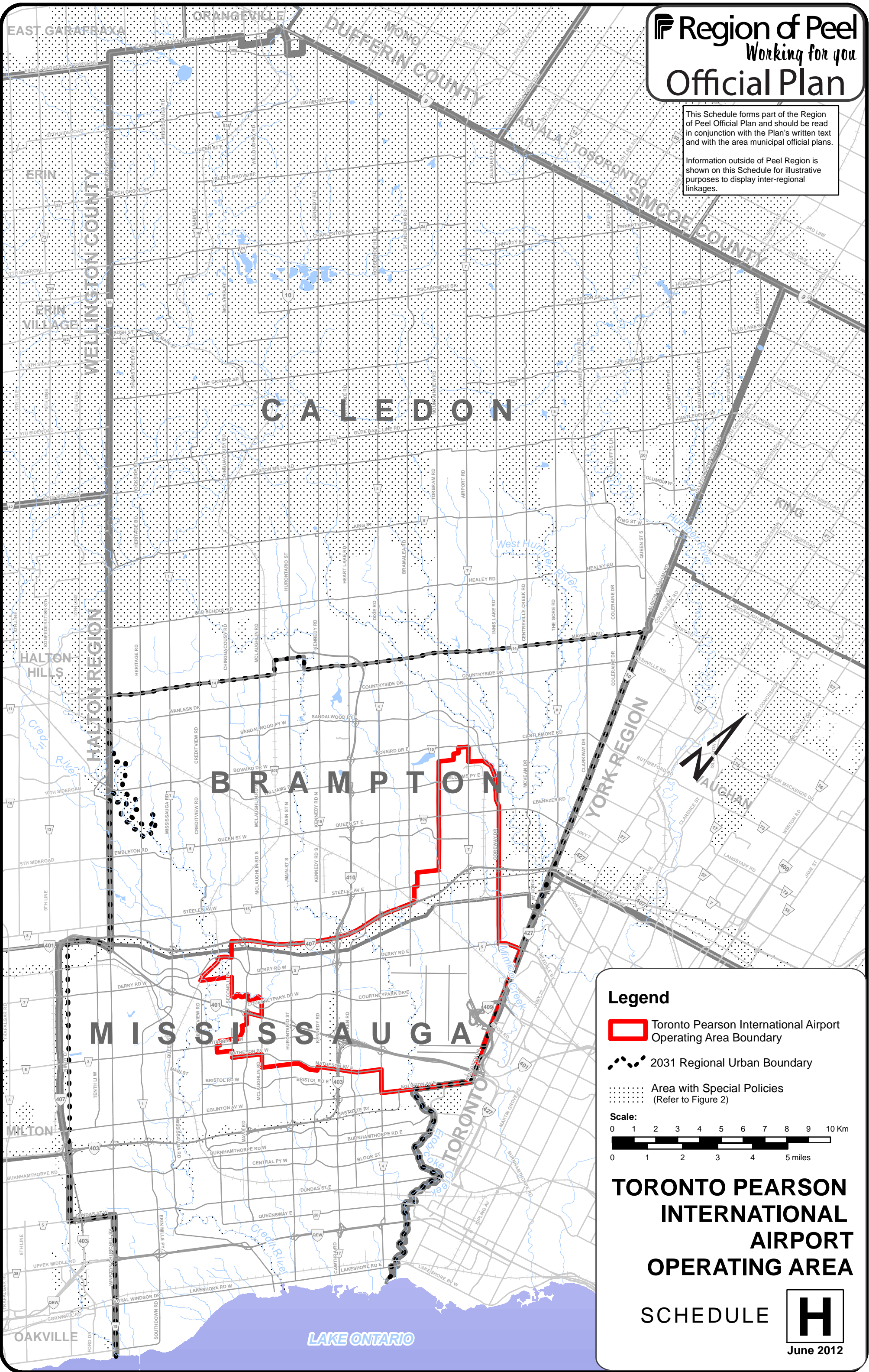
- GO Rail Line - Express Rail
- - - GO Rail Line - Regional Rail (full day)
- . . . GO Rail Line - Regional Rail (peak period)
- - - Union-Pearson Rail Link
- Other Rapid Transit Corridor
- - - Other Potential Rapid Transit Corridor
- Existing GO Rail Station
- ◆ Proposed GO Rail Station
- Mobility Hub - Anchor
- Mobility Hub - Gateway
- Potential Mobility Hub - Gateway
- ⋯ 2031 Regional Urban Boundary
- ⋯ Area with Special Policies (Refer to Figure 2)

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

RAPID TRANSIT CORRIDORS
(LONG TERM CONCEPT)

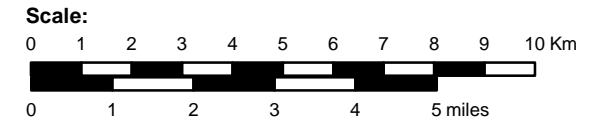
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

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Legend

- Toronto Pearson International Airport Operating Area Boundary
- 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)

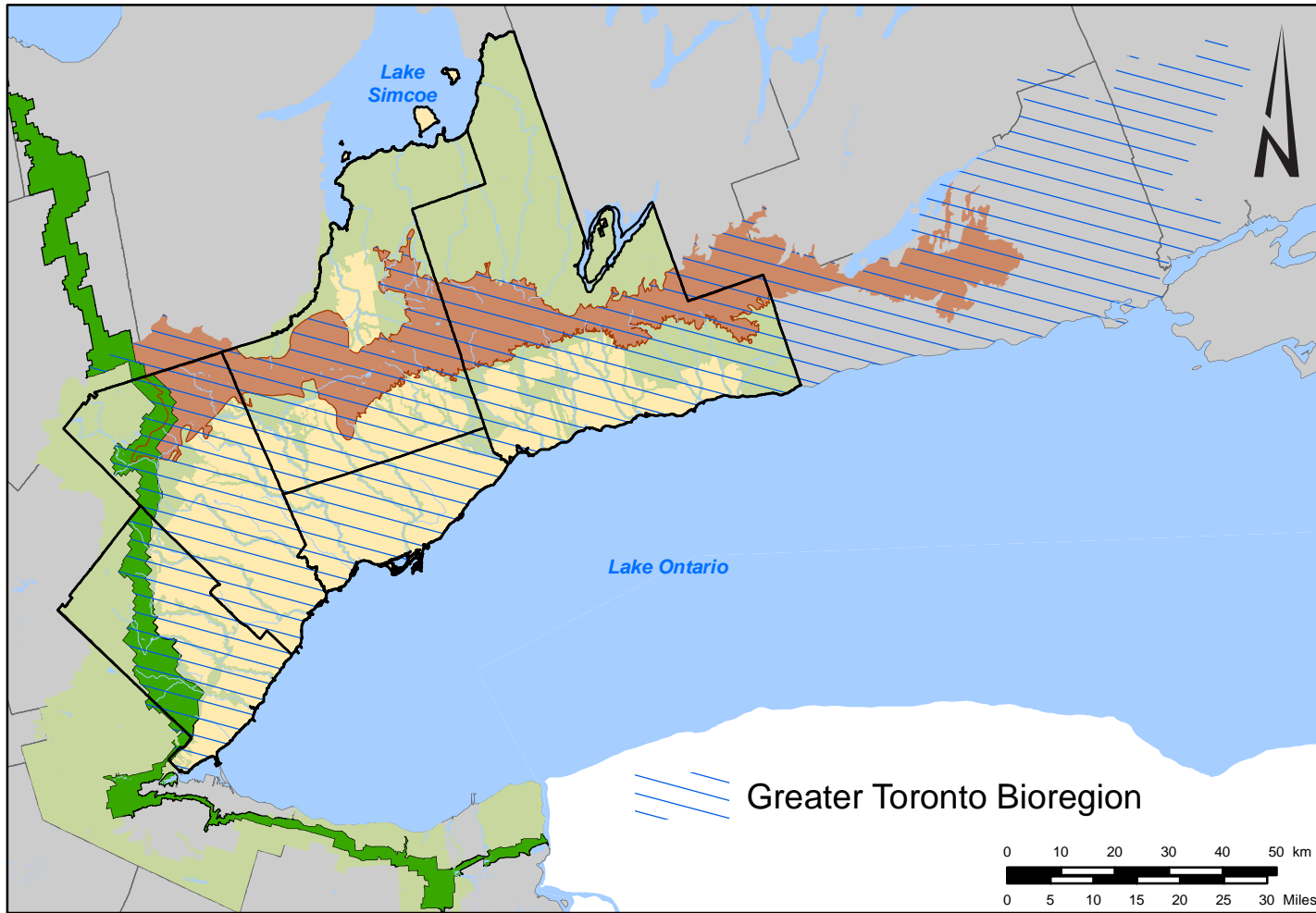


TORONTO PEARSON INTERNATIONAL AIRPORT OPERATING AREA

SCHEDULE



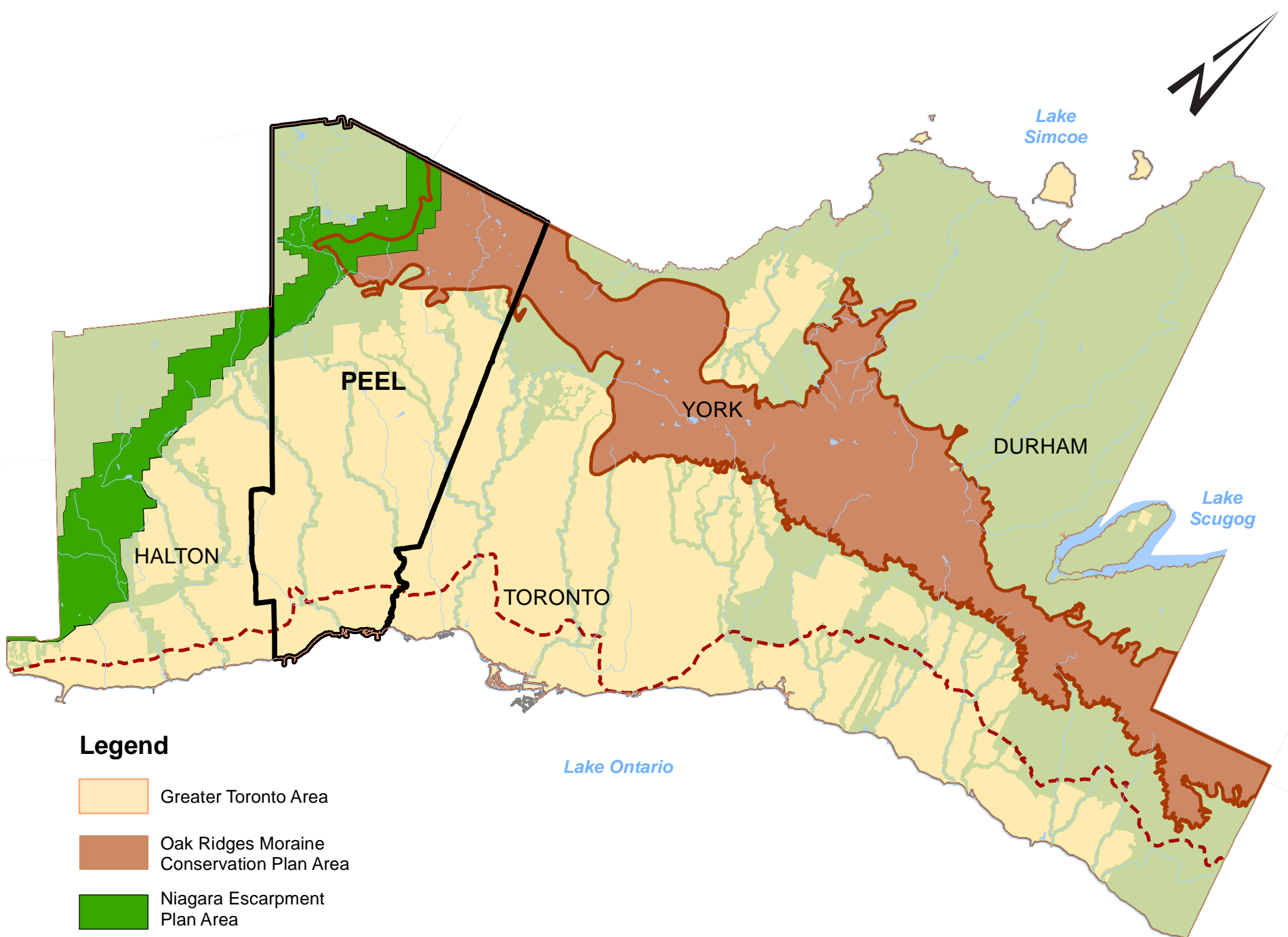
June 2012



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Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.

Context Map



Legend

- Greater Toronto Area
- Oak Ridges Moraine Conservation Plan Area
- Niagara Escarpment Plan Area
- Greenbelt Plan Area Protected Countryside & River Valley Connections
- Oak Ridges Moraine (geographic extent within GTA)
- Watercourses & Waterbodies
- Lake Iroquois Shoreline

0 10 20 30 km
0 6 12 18 miles

**PEEL REGION
WITHIN THE GREATER
TORONTO AREA**

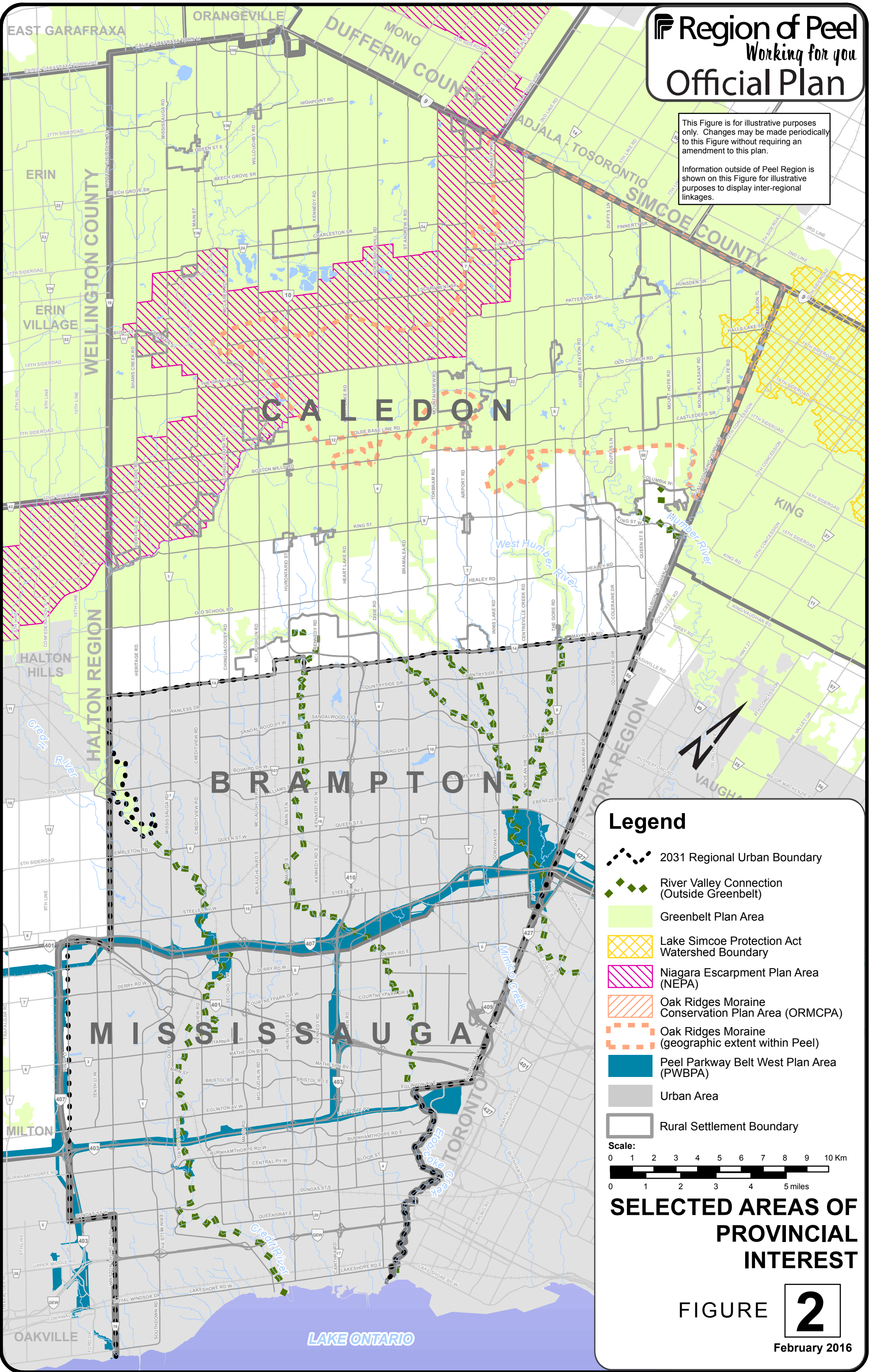
FIGURE

1

October 2012

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



Legend

- 2031 Regional Urban Boundary
- River Valley Connection (Outside Greenbelt)
- Greenbelt Plan Area
- Lake Simcoe Protection Act Watershed Boundary
- Niagara Escarpment Plan Area (NEPA)
- Oak Ridges Moraine Conservation Plan Area (ORMCPA)
- Oak Ridges Moraine (geographic extent within Peel)
- Peel Parkway Belt West Plan Area (PWBPA)
- Urban Area
- Rural Settlement Boundary

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

SELECTED AREAS OF PROVINCIAL INTEREST

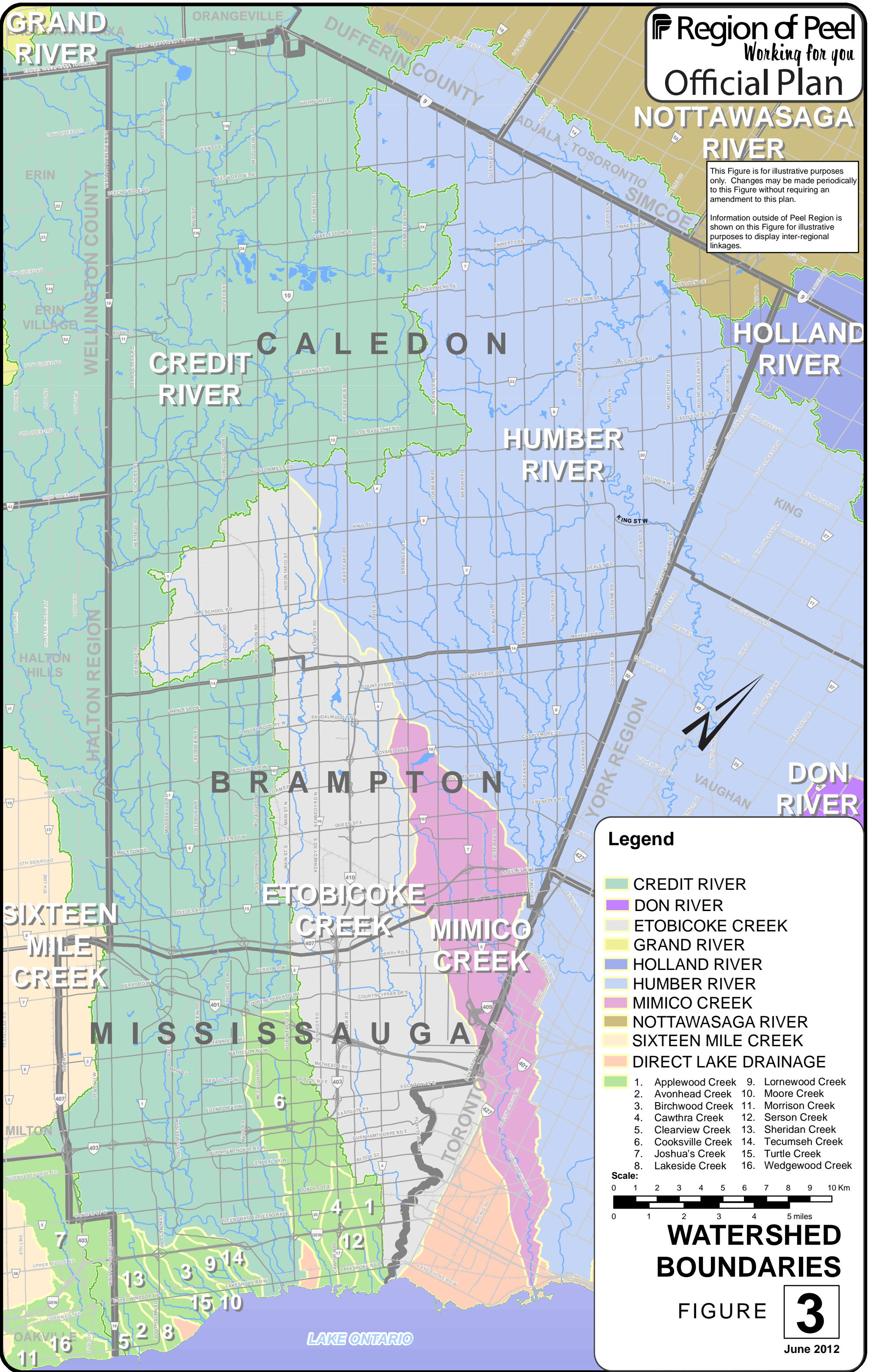
FIGURE **2**

GRAND RIVER

Region of Peel
Working for you

Official Plan NOTTAWASAGA RIVER

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Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



Legend

- CREDIT RIVER
- DON RIVER
- ETOBICOKE CREEK
- GRAND RIVER
- HOLLAND RIVER
- HUMBER RIVER
- MIMICO CREEK
- NOTTAWASAGA RIVER
- SIXTEEN MILE CREEK
- DIRECT LAKE DRAINAGE

1. Applewood Creek	9. Lornewood Creek
2. Avonhead Creek	10. Moore Creek
3. Birchwood Creek	11. Morrison Creek
4. Cawthra Creek	12. Serson Creek
5. Clearview Creek	13. Sheridan Creek
6. Cookville Creek	14. Tecumseh Creek
7. Joshua's Creek	15. Turtle Creek
8. Lakeside Creek	16. Wedgewood Creek

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

WATERSHED BOUNDARIES

FIGURE **3**

June 2012

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Year	Measure	Brampton	Caledon	Mississauga	Peel Total
1971	Population	72,000	17,300	175,000	264,300
	Households	18,500	4,600	46,900	70,000
	Employment	32,000	3,000	70,000	105,000
	Activity Rate	44.44%	17.34%	40.00%	39.73%
1981	Population	152,000	27,200	321,300	500,500
	Households	44,000	7,800	99,000	150,800
	Employment	58,600	6,400	164,900	229,900
	Activity Rate	38.55%	23.53%	51.32%	45.93%
1991	Population	242,700	36,200	479,600	758,500
	Households	70,700	10,800	148,200	229,700
	Employment	92,600	11,500	274,100	378,200
	Activity Rate	38.15%	31.77%	57.15%	49.86%
1996	Population	276,500	41,100	561,200	878,800
	Households	81,100	12,600	172,300	266,000
	Employment	105,800	15,200	300,300	421,300
	Activity Rate	38.26%	36.98%	53.51%	47.94%
2001	Population	339,700	52,800	639,800	1,032,300
	Households	97,600	16,100	195,200	308,900
	Employment	133,600	18,400	382,300	534,300
	Activity Rate	39.33%	34.85%	59.75%	51.76%
2006	Population	452,800	59,500	697,900	1,210,200
	Households	125,900	18,200	214,900	359,000
	Employment	155,900	21,400	430,600	607,900
	Activity Rate	34.43%	35.97%	61.70%	50.23%
2021	Population	635,000	87,000	768,000	1,490,000
	Households	184,000	28,000	253,000	465,000
	Employment	280,000	40,000	500,000	820,000
	Activity Rate	44.09%	45.98%	65.10%	55.03%
2031	Population	727,000	108,000	805,000	1,640,000
	Households	214,500	33,500	270,000	518,000
	Employment	314,000	46,000	510,000	870,000
	Activity Rate	43.19%	42.59	63.35%	53.05%

Note: This figure provides historical information for the specified period. 1971-2006 population, household, and employment figures are rounded to the nearest hundred. 2021-2031 forecasts are rounded to the nearest thousand.

1971 and 1981 population figures include Ontario gross census undercoverage rates of 1.68% and 1.94% respectively. 1991-2001 population figures include Peel Region net census undercoverage rates (1991=3.39%, 1996=2.99%, 2001=4.2%). To be consistent with Places to Grow forecasts, the 2001 net undercoverage rate for Peel Region was applied to 2006, 2021 and 2031 population figures.

1971 and 1981 employment figures do not take into account "no fixed place of work". 1991-2006 employment figures include "no fixed place of work" as per a formula created by Hemson Consulting.

Regional staff, in cooperation with area municipal staff, adjusted the area municipal forecasts. Adjustments are described in the discussion paper titled "Places to Prosper".

Source: Statistics Canada Censuses; Hemson Consulting; Region of Peel forecast data and archives; Places to Grow-Growth Plan for the Greater Golden Horseshoe, 2006.

POPULATION AND EMPLOYMENT GROWTH IN PEEL REGION

FIGURE

4

June 2012

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Figure 5 Recommended Criteria and Thresholds for the Identification of Significant Wildlife Habitat*	recommended with a threshold	recommended without a threshold
A1. Deer wintering area	√	
A2. Colonial bird nesting sites (e.g., heronry, gull colony)	√	
A3. Waterfowl nesting habitat	√	
A4i. Migratory landbird stopover areas – Criteria applies within Cities of Brampton and Mississauga	√	
A4ii. Migratory bat stopover areas		√
A4iii. Migratory butterfly stopover areas – Criteria applies within Cities of Brampton and Mississauga		√
A4iv. Migratory waterfowl stopover and/or staging (Terrestrial)	√	
A4v. Migratory waterfowl stopover and/or staging (Aquatic)	√	
A4vi. Migratory shorebird stopover areas	√	
A5. Raptor wintering areas (i.e., used for feeding and/or roosting)		√
A6. Snake hibernacula	√	
A7. Bat maternal roosts and hibernacula		√
A8. Bullfrog concentration areas (see details under B8ii)	√	
A10. Turkey Vulture summer roosting areas		√
B1. Rare vegetation communities	√	
B2. Forests providing a high diversity of habitats (captured by significant woodlands)	√	
B3. Old-growth or mature forest stands (captured by significant woodlands)	√	
B4. Foraging areas with abundant mast (i.e., nut bearing trees)	√	
B6. Cliffs and caves	√	
B7. Seeps and springs	√	
B8i. Amphibian breeding habitat - Forested sites (e.g., vernal pools)	√	
B8ii. Amphibian breeding habitat - Non-forested sites (e.g., marshes)	√	
B9. Turtle nesting habitat and turtle overwintering areas	√	
B10. Habitat for area-sensitive forest interior breeding bird species	√	
B11. Habitat for open country and early successional breeding bird species	√	
B12. Habitat for wetland breeding bird species	√	
B13i. Raptor nesting habitat - wetlands, ponds, and rivers	√	
B13ii. Raptor nesting habitat - woodland habitats	√	
B14. Mink, River Otter, Marten, and Fisher denning sites	√	
C1. Species identified as nationally Endangered or Threatened by COSEWIC which are not protected in regulation under Ontario's Endangered Species Act.	√	
C2. Species identified as Special Concern based on Species at Risk in Ontario List that is periodically updated by OMNR.	√	
C3. Species that are listed as rare (S1–S3) or historical in Ontario based on records kept by the Natural Heritage Information Centre in Peterborough.	√	
C4. Species whose populations appear to be experiencing substantial declines in Ontario.		√
C5. Species that have a high percentage of their global population in Ontario and are rare or uncommon in the Regional Municipality of Peel / Town of Caledon.		√
C6. Species that are rare within the Regional Municipality of Peel/Town of Caledon, even though they may not be provincially rare		√
C7. Species that are subjects of recovery programs.		√
C8. Species accepted by the Regional Municipality of Peel / Town of Caledon, based on recommendations from a local Conservation Advisory Committee.		√
D. Animal movement corridors		√

* The Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study (June 2009) provided a methodology for identifying and evaluating criteria and thresholds for the identification of significant wildlife habitat. Thresholds have been recommended for criteria where they could be based on sufficient data, available research and/or expert opinion to be considered defensible. Where this information did not exist, criteria were recommended without a threshold. Criteria that were not relevant or applicable to the Region of Peel or Town of Caledon are not included in Figure 5. It is recognized that thresholds identified in the Study may need to be developed, refined or revised through further study, including through the planning approval process as further detailed comprehensive or site specific studies are completed. As a result of the further potential for refinements or revisions, the thresholds have not been adopted as policy in the Region of Peel Official Plan.

**CRITERIA & THRESHOLDS
FOR THE IDENTIFICATION
OF SIGNIFICANT WILDLIFE
HABITAT***

FIGURE

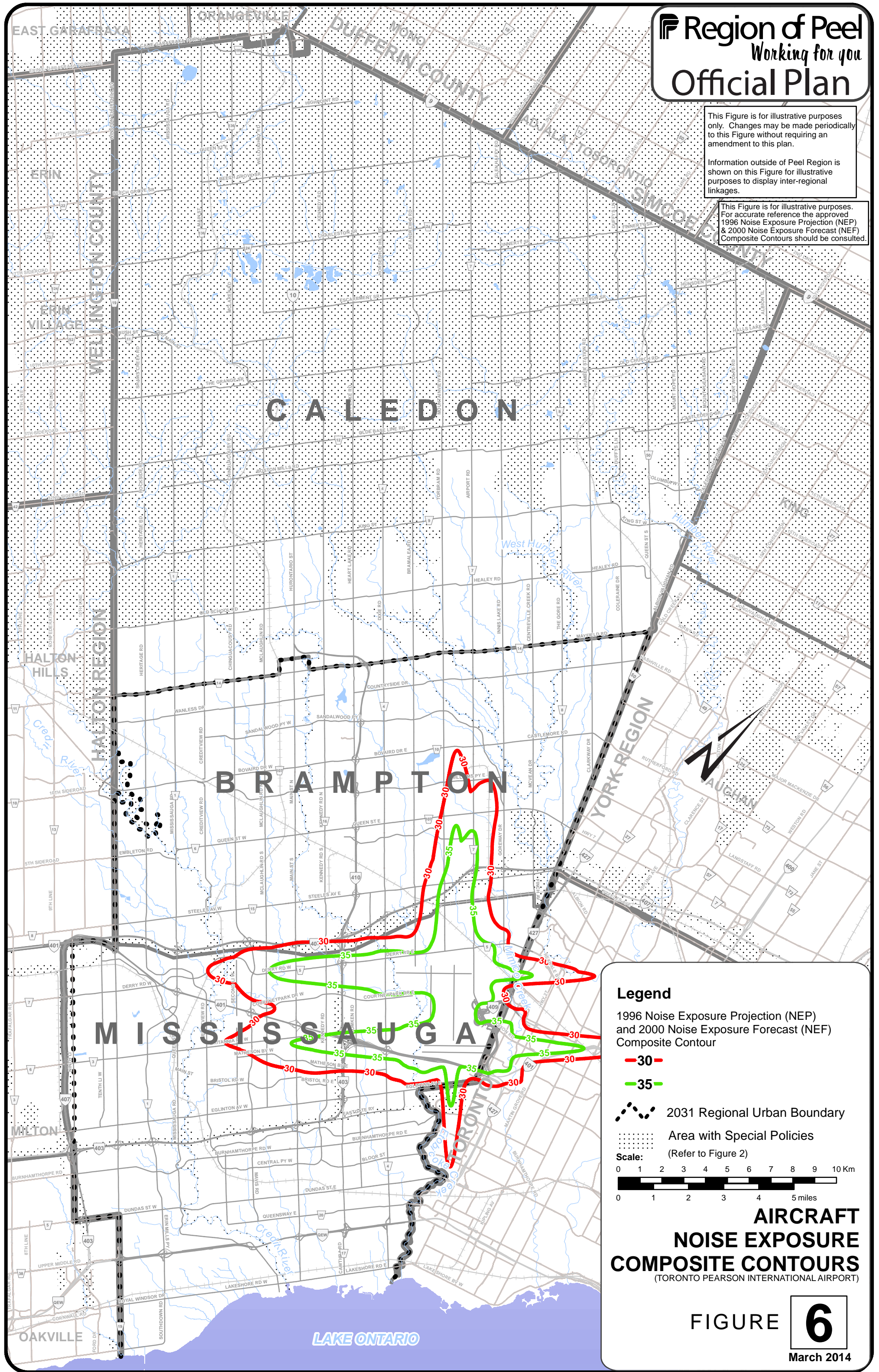
5

May 2014

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This Figure is for illustrative purposes. For accurate reference the approved 1996 Noise Exposure Projection (NEP) & 2000 Noise Exposure Forecast (NEF) Composite Contours should be consulted.



Legend

1996 Noise Exposure Projection (NEP) and 2000 Noise Exposure Forecast (NEF) Composite Contour

- 30 —
- 35 —

- 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)

Scale:

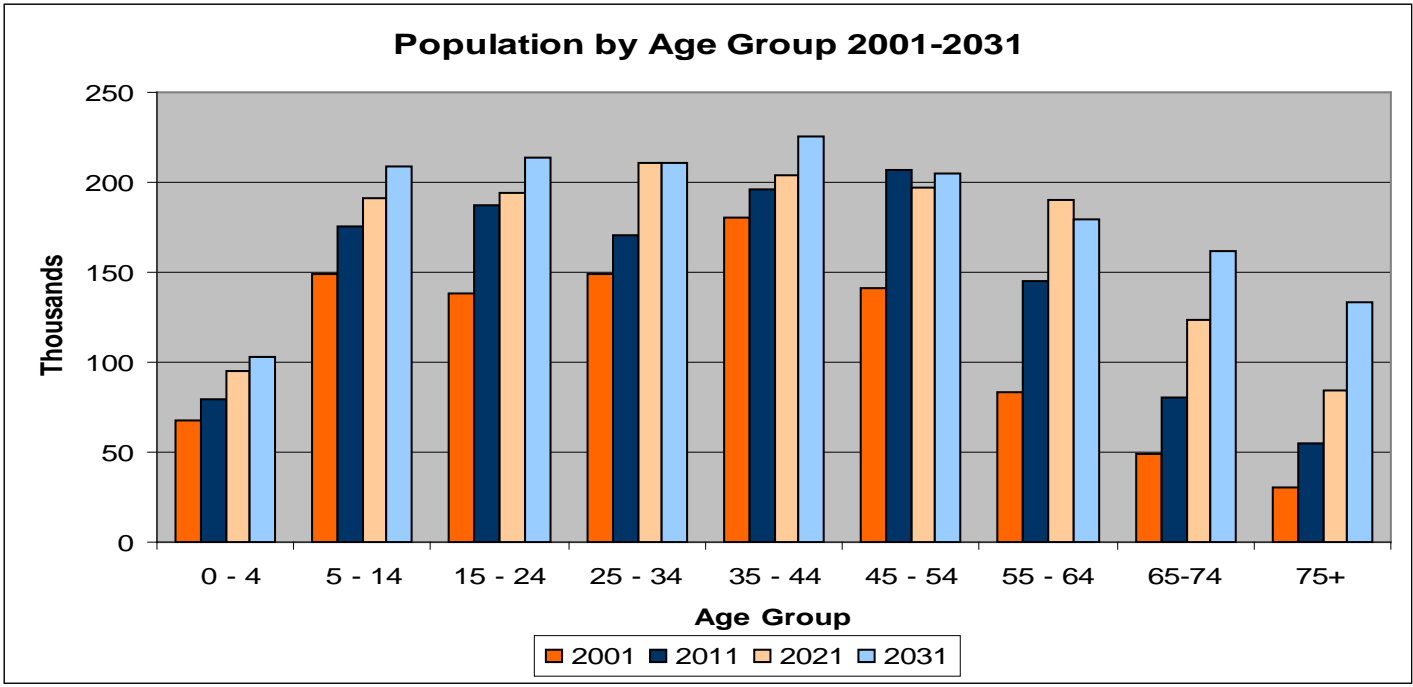
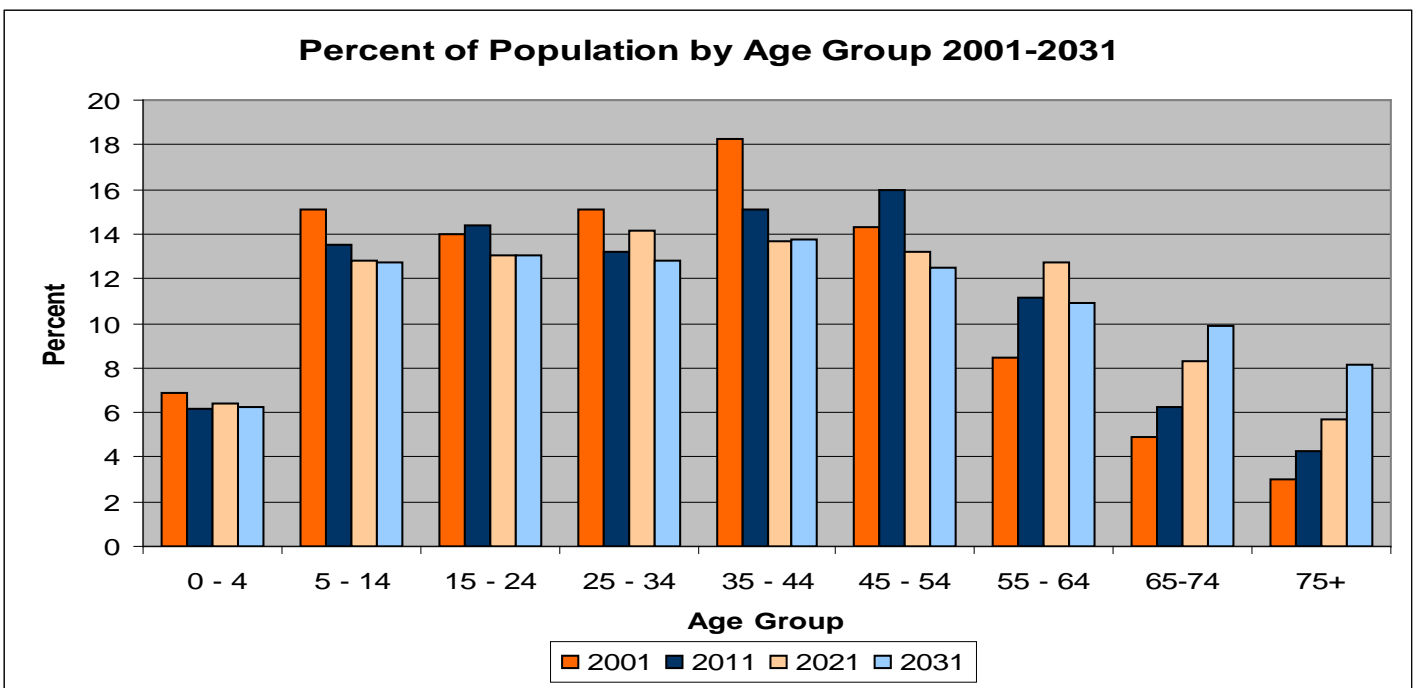
0 1 2 3 4 5 6 7 8 9 10 Km

0 1 2 3 4 5 miles

AIRCRAFT NOISE EXPOSURE COMPOSITE CONTOURS
(TORONTO PEARSON INTERNATIONAL AIRPORT)

FIGURE **6**
March 2014

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this Plan.



POPULATION AGE STRUCTURE IN PEEL REGION

FIGURE 7

Source: Statistics Canada 2001 Census & 2011 Census; Hemson Consulting; Region of Peel forecast data and archives.

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Non-institutional Population by Home Language	Ontario	Percentage of Ontario	Peel	Percentage of Peel
Total Population	12,160,282	100.00%	1,159,405	100.00%
Institutional Population	131,387	1.08%	5,335	0.46%
Non-institutional Population	12,028,895	98.92%	1,154,070	99.54%
1. Single responses	11,756,485	97.74%	1,101,650	95.46%
a. Official Languages	9,944,865	82.67%	787,040	68.20%
English	9,655,830	80.27%	781,855	67.75%
French	289,035	2.40%	5,185	0.45%
b. Non-official languages	1,811,620	15.06%	314,610	27.26%
Punjabi (Punjabi)	117,445	0.98%	75,320	6.53%
Urdu	81,380	0.68%	29,615	2.57%
Polish	72,850	0.61%	22,590	1.96%
Spanish	97,895	0.81%	14,800	1.28%
Tagalog (Pilipino, Filipino)	60,610	0.50%	13,580	1.18%
Chinese, n.o.s.	161,815	1.35%	13,370	1.16%
Portuguese	77,010	0.64%	13,165	1.14%
Cantonese	154,315	1.28%	12,440	1.08%
Tamil	79,070	0.66%	12,120	1.05%
Arabic	67,495	0.56%	11,195	0.97%
Vietnamese	53,755	0.45%	11,030	0.96%
Gujarati	40,830	0.34%	9,715	0.84%
Hindi	23,540	0.20%	9,005	0.78%
Italian	107,170	0.89%	8,390	0.73%
Mandarin	63,220	0.53%	6,755	0.59%
Other languages	41,880	0.35%	5,345	0.46%
Korean	46,845	0.39%	4,875	0.42%
Persian (Farsi)	58,525	0.49%	4,150	0.36%
Croatian	15,625	0.13%	3,730	0.32%
Ukrainian	17,980	0.15%	3,465	0.30%
Russian	59,165	0.49%	2,975	0.26%
Bengali	22,020	0.18%	2,880	0.25%
Serbian	26,190	0.22%	2,560	0.22%
Akan (Twi)	6,050	0.05%	1,830	0.16%
Romanian	23,415	0.19%	1,680	0.15%
Greek	26,000	0.22%	1,335	0.12%
Bosnian	4,520	0.04%	1,160	0.10%
Malayalam	4,325	0.04%	1,135	0.10%
Telugu	3,160	0.03%	955	0.08%
Turkish	9,320	0.08%	925	0.08%
German	42,525	0.35%	895	0.08%
Macedonian	8,185	0.07%	805	0.07%
Sinhala (Sinhalese)	3,460	0.03%	795	0.07%
Bulgarian	5,835	0.05%	750	0.06%
Pashto	4,495	0.04%	710	0.06%
Hungarian	13,860	0.12%	690	0.06%
Malay	1,880	0.02%	670	0.06%
Japanese	5,800	0.05%	640	0.06%
Somali	13,535	0.11%	625	0.05%
Creoles	3,195	0.03%	625	0.05%
Sindhi	3,330	0.03%	610	0.05%
Bisayan languages	2,605	0.02%	500	0.04%
Serbo-Croatian	3,135	0.03%	405	0.04%
Slovak	3,375	0.03%	380	0.03%
Lao	3,600	0.03%	355	0.03%
Armenian	8,795	0.07%	330	0.03%
Slovenian	2,100	0.02%	295	0.03%
Lithuanian	2,225	0.02%	295	0.03%
Czech	3,445	0.03%	290	0.03%
Maltese	1,090	0.01%	280	0.02%
Dutch	6,310	0.05%	215	0.02%
Ilocano	2,785	0.02%	200	0.02%
Tigrigna	2,435	0.02%	160	0.01%
Khmer (Cambodian)	4,330	0.04%	160	0.01%
Amharic	4,285	0.04%	155	0.01%
Taiwanese	1,040	0.01%	150	0.01%
Swahili	1,650	0.01%	140	0.01%
Kurdish	2,615	0.02%	105	0.01%
Estonian	1,810	0.02%	80	0.01%
2. Multiple responses	272,410	2.26%	52,415	4.54%

Note: Excludes census undercount.

Sum of individual variables may not add up to totals due to rounding.

HOME LANGUAGES: PEEL REGION AND ONTARIO

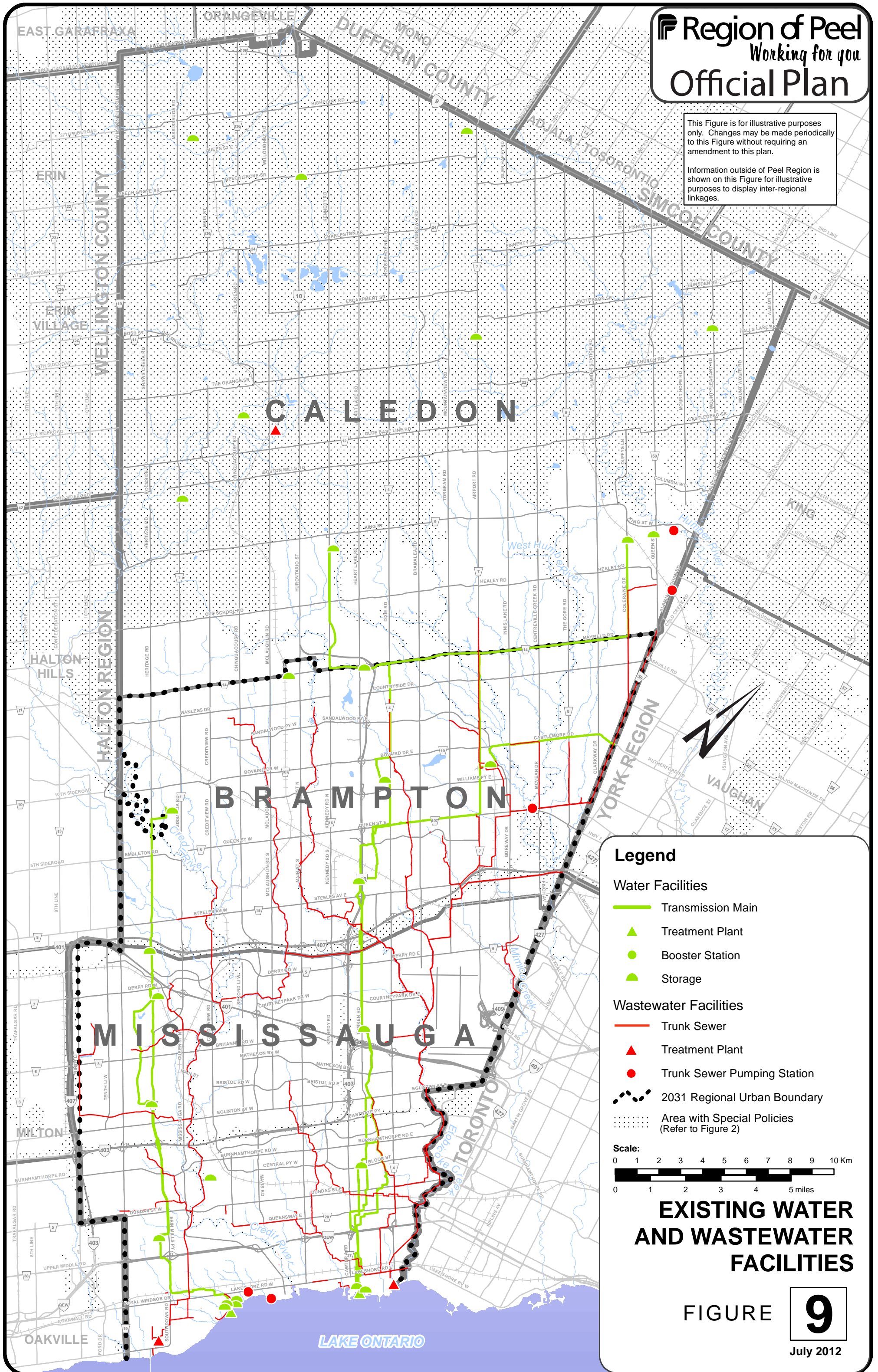
FIGURE

8

June 2012

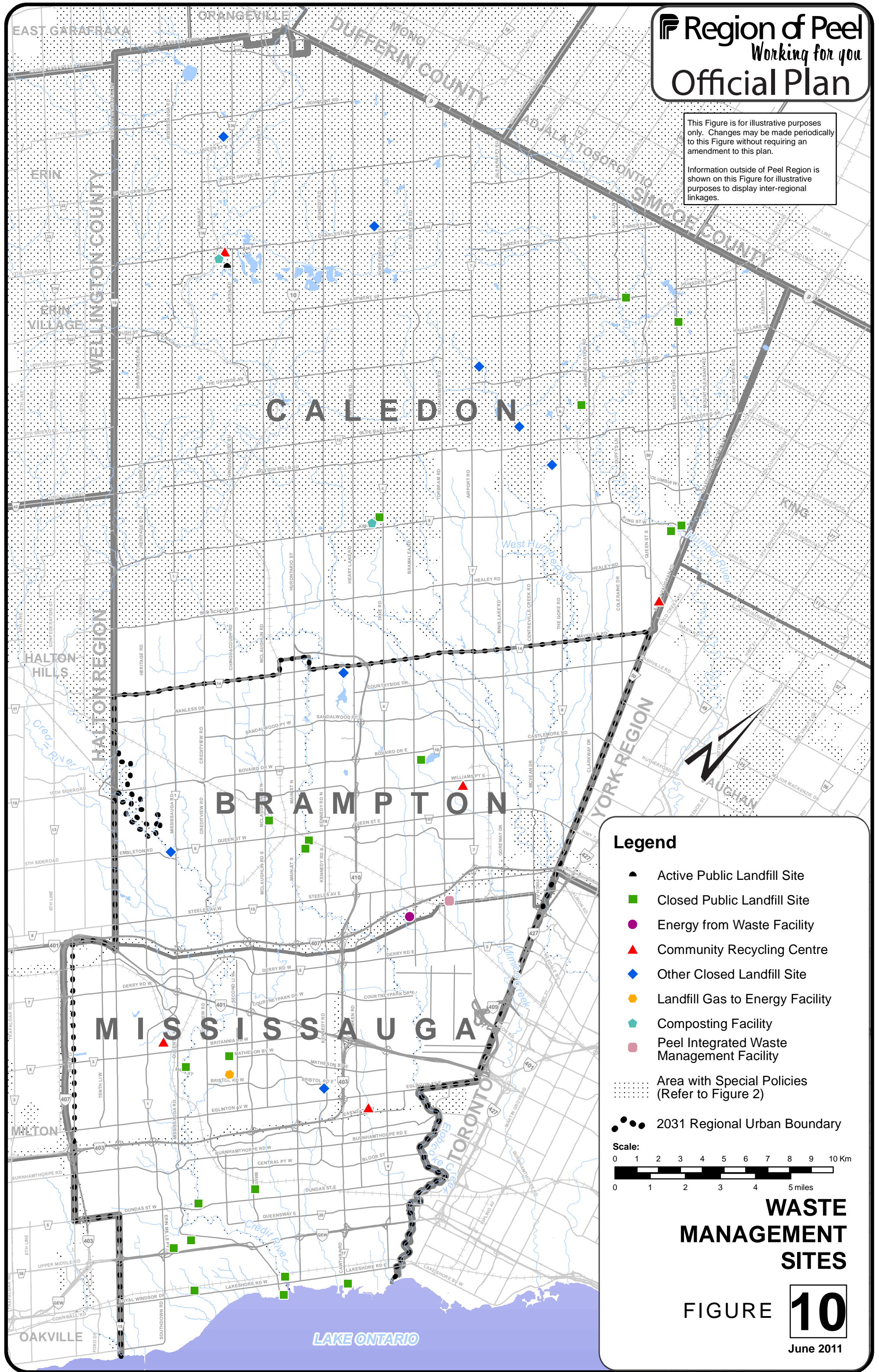
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Legend

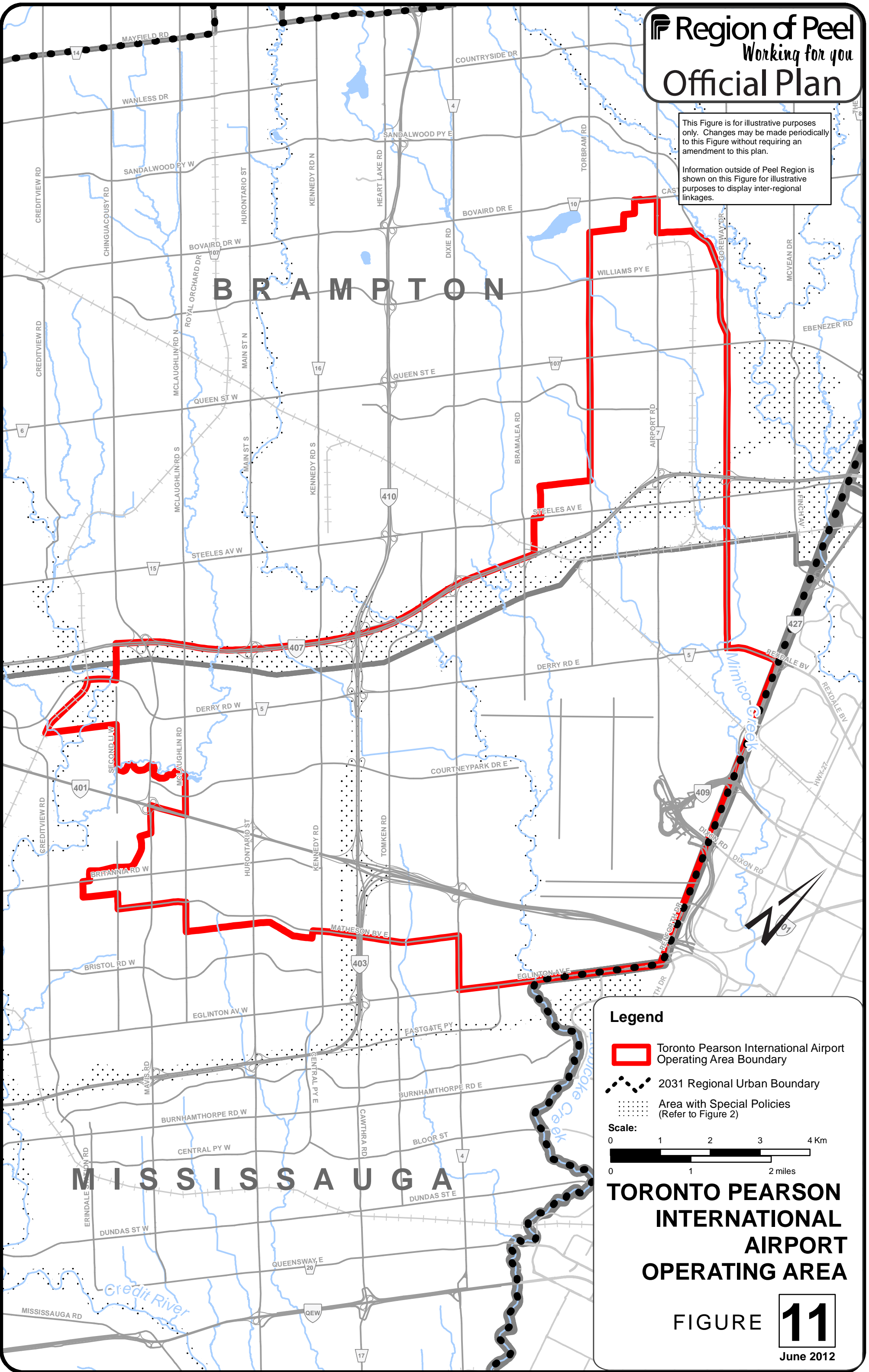
- ▲ Active Public Landfill Site
- Closed Public Landfill Site
- Energy from Waste Facility
- ▲ Community Recycling Centre
- ◆ Other Closed Landfill Site
- Landfill Gas to Energy Facility
- ◆ Composting Facility
- Peel Integrated Waste Management Facility
- ⋯ Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

WASTE MANAGEMENT SITES

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Legend

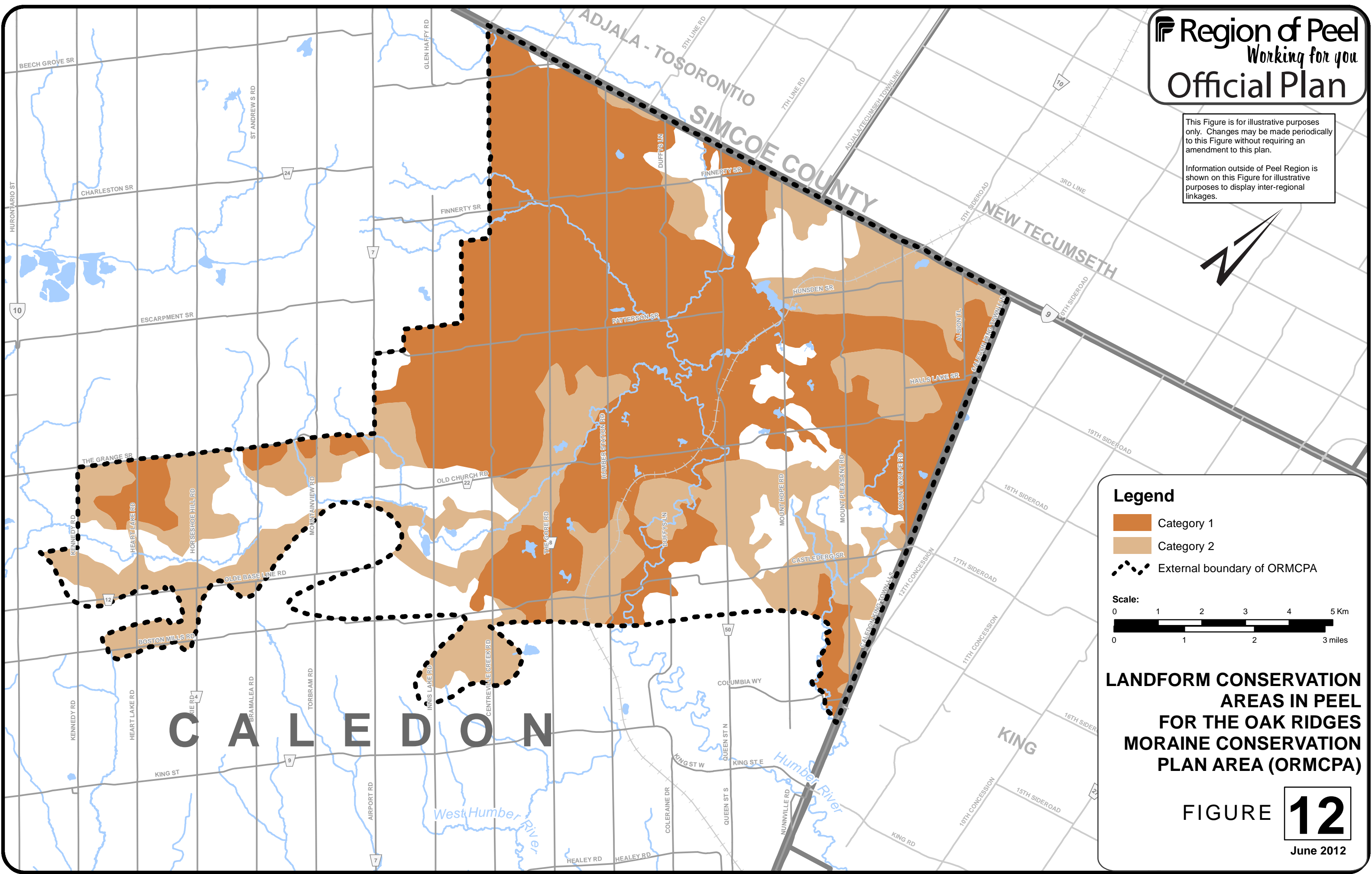
- Toronto Pearson International Airport Operating Area Boundary
- 2031 Regional Urban Boundary
- Area with Special Policies (Refer to Figure 2)

Scale:
0 1 2 3 4 Km
0 1 2 miles

TORONTO PEARSON INTERNATIONAL AIRPORT OPERATING AREA

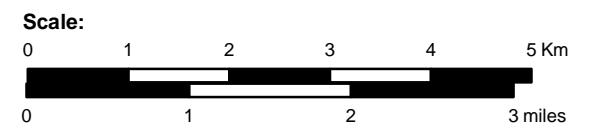
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Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



Legend

- Category 1
- Category 2
- External boundary of ORMCPA

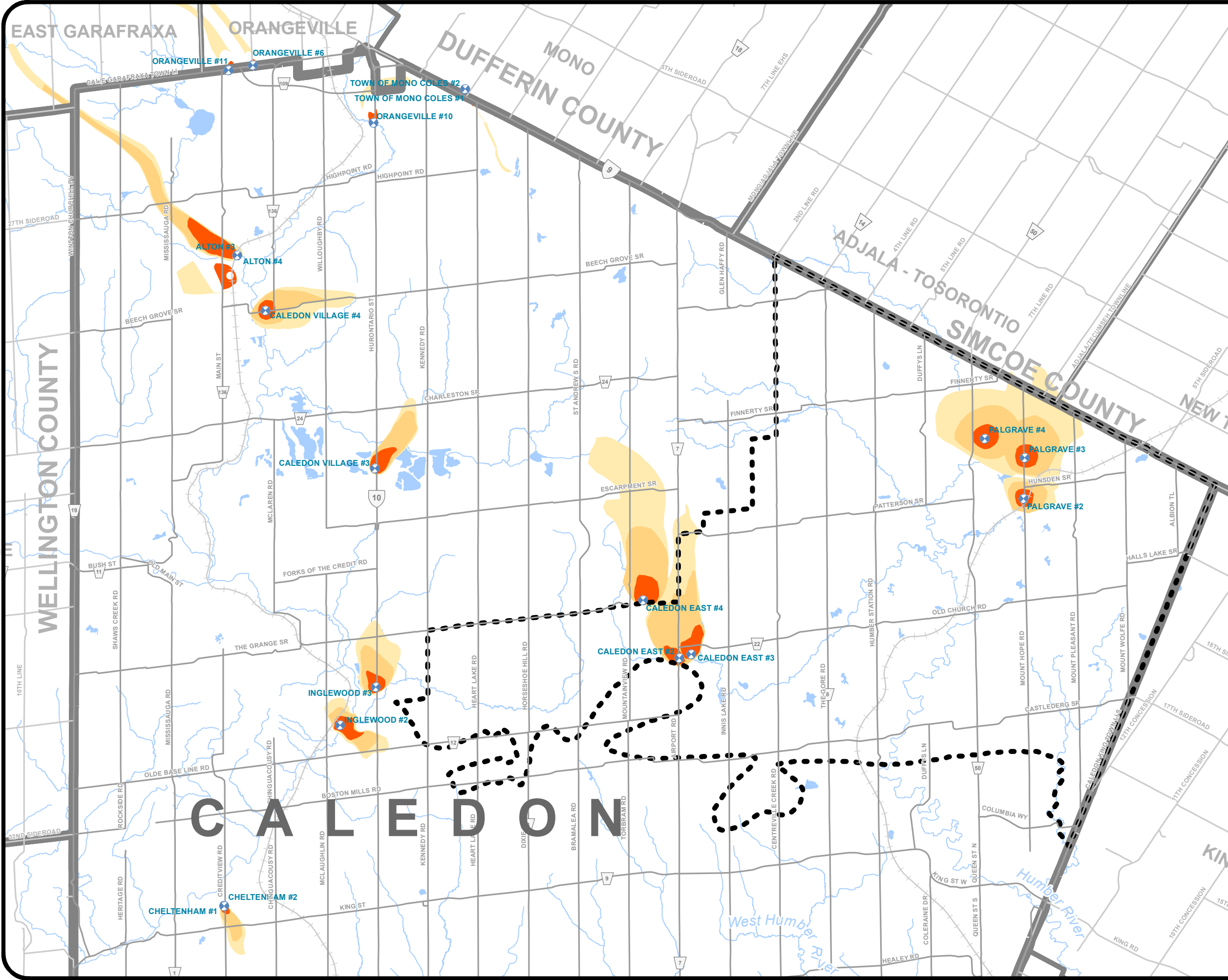


**LANDFORM CONSERVATION
AREAS IN PEEL
FOR THE OAK RIDGES
MORaine CONSERVATION
PLAN AREA (ORMCPA)**

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

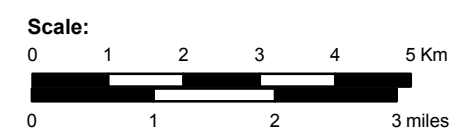
Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.

NOTE:
(1) Within the Oak Ridges Moraine Conservation Plan Area, 2 year, 10 year, & 25 year wellhead protection areas are designated. Off the Oak Ridges Moraine, 5 year & 10 year wellhead protection areas are designated for all other active municipal wells.



Legend

- 2 Year Time of Travel Zone (Pathogen Management Zone)
- 10 Year Time of Travel Zone (Secondary Protection Zone)
- 25 Year Time of Travel Zone (Secondary Protection Zone)
- External boundary of ORMCPA

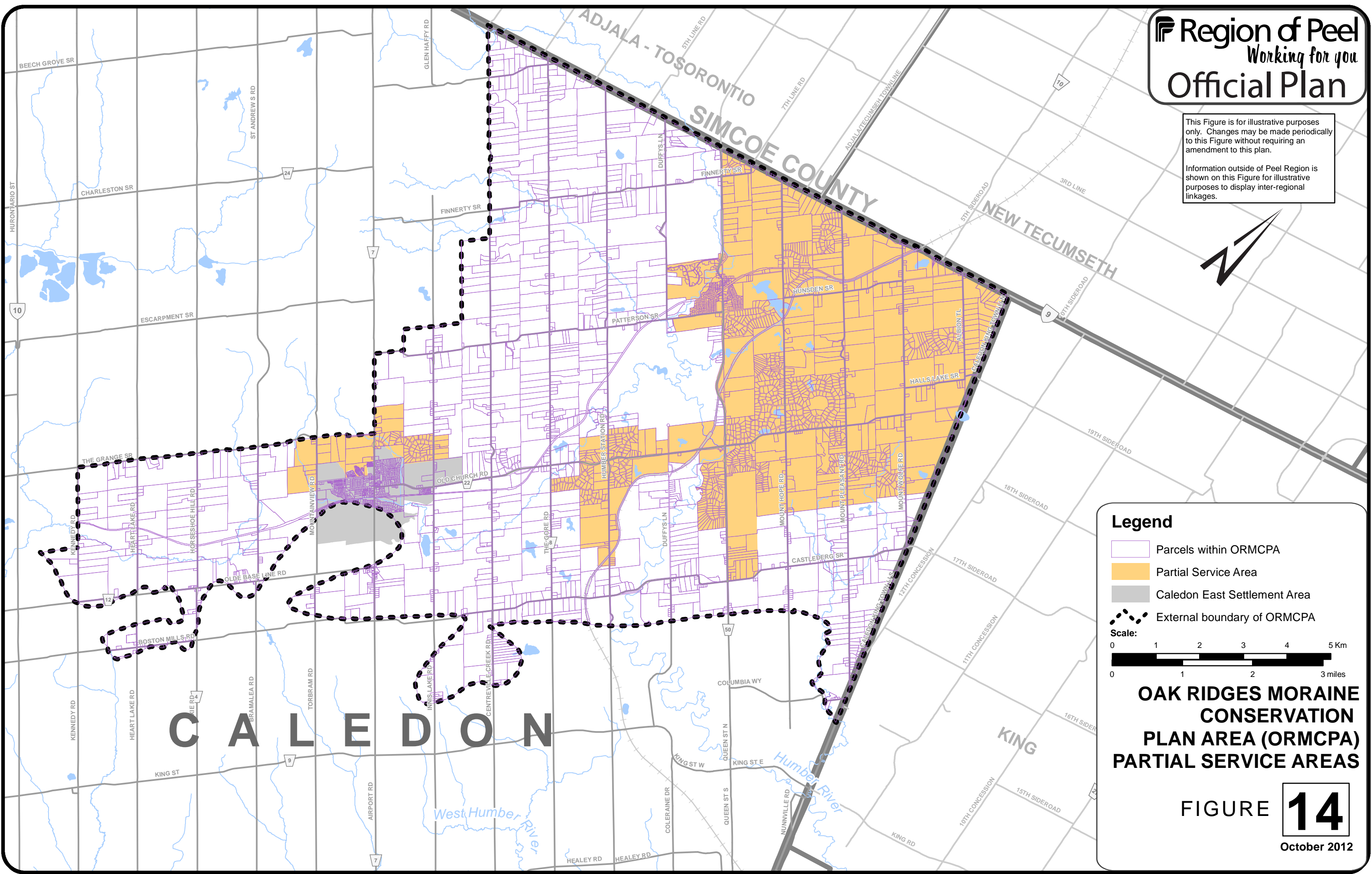


WELLHEAD PROTECTION AREAS IN PEEL FOR THE OAK RIDGES MORaine CONSERVATION PLAN AREA (ORMCPA)

FIGURE **13**
June 2012

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

Information outside of Peel Region is shown on this Figure for illustrative purposes to display inter-regional linkages.



Legend

- Parcels within ORMCPA
- Partial Service Area
- Caledon East Settlement Area
- External boundary of ORMCPA

Scale:

0 1 2 3 4 5 Km

0 1 2 3 miles

**OAK RIDGES MORaine
CONSERVATION
PLAN AREA (ORMCPA)
PARTIAL SERVICE AREAS**

FIGURE **14**
October 2012

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this plan.

	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Brampton	16%	3%	37%	44%
Mississauga	18%	3%	34%	45%
Caledon	11%	2%	28%	59%

**ANNUAL MINIMUM
 NEW HOUSING UNIT TARGETS
 BY AREA MUNICIPALITY**

FIGURE **17**