

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

The following provides a summary of the key policy and mapping changes proposed through Stage 1 – Environment-themed policies/mapping in December 2019, Stage 2 – Growth-themed policies/mapping in June 2020, and Stage 3 – Settlement Area Boundary Expansion (SABE) themed policies in June 2021. Stage 2 policies have also been updated related to the Growth-themed policies related to Growth Management, Housing including Inclusionary Zoning, Transportation and Cultural Heritage & Indigenous Engagement. All proposed policy and mapping changes will be included in a version of the Regional Official Plan showing changes, available on the Region’s website [www.peelregion.ca/officialplan/review/draft-polices/](http://www.peelregion.ca/officialplan/review/draft-polices/).

### Stage 1 – Environment-Themed Policies and Mapping

# Agricultural and Rural Systems

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
3.3 The Agricultural System	Formerly Section 3.2 (Agricultural Resources). The objectives of the Agricultural System policies are: <ol style="list-style-type: none"> <li>1. To protect the Prime Agricultural Area for long-term use for agriculture and maintain a continuous agricultural land base, minimizing fragmentation.</li> <li>2. To protect agricultural uses in the Prime Agricultural Area from incompatible activities and land uses that would limit agricultural productivity or efficiency.</li> <li>3. To provide flexibility to farmers to adopt agricultural innovations and new farming practices and to develop agriculture-related uses and other on-farm businesses in the Prime Agricultural Area.</li> <li>4. To support and enhance the Agricultural System by addressing the impacts of development on the System by planning for local food and near-urban agriculture.</li> </ol>
5.7 The Rural system	The Rural System policies are directed at conserving rural character and environmental resources; fostering healthy, sustainable and complete rural communities; providing opportunities for compatible economic development; and supporting the development of the Agricultural System.
<b>Key Policies and Objectives – The Agricultural System</b>	
Section 3.3	The agricultural policies have been revised to incorporate and implement the Agricultural System concept. The Agricultural System is composed of: the agricultural land base, comprised of Prime Agricultural Areas and Rural Lands, and the Agri-Food System, the network of infrastructure, services and other elements that support agriculture.

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	Throughout this Section, in order to satisfy Provincial conformity requirements, policies directing local municipalities to undertake certain actions have been revised to make those actions policies of the Region that apply to Regional as well as local decisions.
3.3.5	Maintains and enhances the continuity of the agricultural land base and the connections to the agri-food network.
3.3.7	Provides greater flexibility to permit agriculture-related uses and on-farm businesses and occupations in the Prime Agriculture area.
3.3.10	Permits an official plan amendment removing lands from a Prime Agricultural Area only for a settlement area boundary expansion.
3.3.11	Require that agricultural impact assessments (AIAs) addressing impacts on agriculture from development be prepared in accordance with Provincial and municipal requirements.
3.3.12	Require, where appropriate, the phasing of development within the Regional Urban Boundary to allow agricultural activities and related uses to continue for as long as practical.
3.3.13	Require that agricultural-related uses and on-farm diversified uses in Prime Agricultural Area: minimize land taken out of agricultural production; be compatible with surrounding agricultural uses; and comply with applicable Provincial policy and Plans.
3.3.14	Permits non-agricultural uses on lands designated Prime Agricultural Area, without requiring a Regional Official Plan amendment, only for extraction of minerals, petroleum resources and mineral aggregate resources and for limited non-residential uses meeting specified requirements.
3.3.15	Requires an AIA for non-agricultural development in the Prime Agricultural Area and requires that adverse impacts on agricultural operations be avoided or, if avoidance is not possible, be minimized and mitigated.
3.3.16	Limits lot creation and lot adjustments in the Prime Agricultural Area to specified uses subject to, applicable criteria and Section 7.4.9.
3.3.17	Creation of new lots in the Prime Agricultural Area, not permitted except in accordance with policy 3.3.16 c). Lot adjustments in Prime Agricultural Area may be permitted for legal or technical reasons.
3.3.20	Refinements to Prime Agriculture Area or Rural Lands designations may only occur through a municipal comprehensive review.
3.3.21	A new subsection bringing together policies supporting the Agricultural System and supporting access to local food and urban agriculture.
3.3.21.5	Supports initiatives to maintain and enhance the economic viability and environmental sustainability of the Agricultural System.

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3.3.21.6	Supports the collaborative development of regional strategies to support and enhance the Agricultural System.
3.3.21.7	Encourages agricultural organizations and public agencies to consult Peel Agricultural Advisory Working Group.
3.3.21.10	Supports the Agricultural System through planning for development and for infrastructure.
3.3.21.11	Supports urban agriculture by encouraging the use of vacant and underutilized lands.
3.3.21.12	Encourages local municipalities to permit urban agriculture and to plan to facilitate access to affordable, healthy food and locally grown food.
3.3.21.13	Collaborate to develop and implement initiatives to improve access to healthy food and locally grown food and to foster the development of urban agriculture.
<b>Key Policies and Objectives – The Rural System</b>	
5.7.5 (Objective)	To provide opportunities for economic development that are compatible with the rural character and natural environment of the area and with the other objectives of this Plan.
5.7.6 (Objective)	To support and enhance the Agricultural System.
5.7.7 (Objective)	Direct growth in the Rural System to Palgrave Estate Residential Community and Rural Settlement Areas where permitted and appropriate.
5.7.8 and 5.7.9	The Rural System is now defined to include Rural Lands, Prime Agricultural Areas, the Palgrave Estates Residential Community, and Rural Settlement Areas, all of which are designated on Schedule X12. It also includes components of the Agricultural System, the Greenlands System, Water Resource System and other natural resources identified and protected by the policies of the Plan. The Rural Service Centres of Bolton, Caledon East and Mayfield West are not defined as part of the Rural System are now included in the Urban System.
5.7.10	Encourages and supports planning by the Town of Caledon and City of Brampton for a healthy, integrated and viable Rural System.
5.7.12	Implement the policies of Section 3.3 to support and enhance the Agricultural System.
5.7.13	Where proposed non-agricultural uses interface with agricultural uses land use, compatibility shall be achieved by avoiding or, if avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System.
5.7.16	Infrastructure planning to assess impacts on the Agricultural System and, where negative impacts cannot be avoided, minimize or mitigate

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	negative impacts where they can not be avoided. Identify and facilitate infrastructure to support agriculture.
5.7.18.8	An expansion to the boundary of an existing rural settlement area may only be considered in accordance with Section 5.5 and, applicable Provincial policy and Plans.
5.7.19.3 (Objective)	To maintain the role of Rural Lands in providing linkages among Prime Agricultural Areas within Peel Region and beyond its borders.
5.7.19.5	Designate Rural Lands on Schedule X12.
5.7.19.7	Identifies permitted uses on Rural Lands, including cemeteries.
5.7.19.8	Not permit new multiple lots or units for residential development except in site-specific locations that permitted this type of development as of June 16, 2006.
5.7.19.9 b)	Non-agricultural development in rural lands may require an agricultural impact assessment to minimize negative impacts on agricultural operations and the Agricultural System.
5.7.19.11	Resource-based recreational uses on Rural Lands to be compatible with the scale, character, and capacity of the resource and the surrounding rural landscape and may include commercial uses serving visitors and seasonal accommodation.
6.5.5	Identifies municipal water and sewer as the preferred form of servicing in Rural Settlement Areas and promoting intensification and redevelopment where municipal services are available.
6.5.6 - 6.5.7	Establishes requirements for a comprehensive assessment of servicing options for proposed development in the Rural System where municipal services are not available. Sets out requirements to be met by private communal servicing.
7.4.9	Introduces new lot creation policies setting out conditions to be met for creation of lots be consent, including special provisions for lot creation enabling greenlands securement.
<b>Mapping Updates</b>	
Schedule X12 (formerly Schedule B)	<p>A new Schedule X12 replaces Schedule B (Prime Agricultural Area). Schedule X12 identifies the Rural System and its components. The Prime Agricultural Area is designated as one of the components of the Rural System. The other components designated on the Schedule are: Rural Lands, Rural Settlement Areas, the Palgrave Estate Residential Community, and the Brampton Flying Club. *this update to show the Rural System has occurred since the December 12, 2019 Council Report, refer to the website for the latest Schedule X12.</p> <p>The Prime Agriculture Area mapping was refined to be in accordance with Provincial Prime Agricultural Area mapping released pursuant to the</p>

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	Provincial Growth Plan. In making these refinements Regional staff drew on the Land Evaluation and Area Review (LEAR) study prepared jointly by the Town of Caledon and Region of Peel.
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# Climate Change

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Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
<ul style="list-style-type: none"> <li>• 1.6 Overarching Themes</li> <li>• 2.1 Purpose</li> <li>• 2.4 Climate System</li> <li>• 2.5 Air Quality</li> <li>• 2.6 Water Resource System</li> <li>• 2.6.20 Stormwater Management</li> <li>• 2.14 Greenlands System</li> <li>• 2.16 Natural and Human-made Hazards</li> <li>• 3.3. The Agricultural System</li> <li>• 3.7 Energy Resources</li> <li>• 5.6 The Urban System</li> <li>• 5.9 Housing</li> <li>• 5.10 Transportation System</li> <li>• Chapter 6: Services</li> <li>• 7.6 Sustainability</li> <li>• 7.12 Performance Management, Reviewing and Updating</li> </ul>	<p>A new climate change section (2.4 – Climate System) has been added to the Regional Official Plan that provides a comprehensive land use planning policy framework to address climate change as well as policy direction for collaborative climate change planning to reduce greenhouse gas emissions, reduce vulnerability, and increase resilience to adapt the Region to a changing climate.</p> <p>In addition to a new climate change section, updated and new climate change policies have been embedded throughout the Regional Official Plan in the theme areas including, but not limited to growth management, transportation, energy, waste, water resources, natural hazards, natural heritage and agriculture.</p> <p>Specific policies have also been developed to provide direction for the local municipalities to develop model policies and guidance to implement sustainability requirements through local official plan policies and tools.</p>
Key Policies and Objectives	
1.6 Overarching Themes	Mitigating and adapting to climate change has been strengthened as part of the Regional Official Plan’s overall sustainable development framework.
2.1	Section 2.1 has been updated to recognize the importance of a resilient

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Purpose	natural environment which will better enable natural systems to recover from disturbances and to tolerate and adapt to a changing climate. This includes protecting the natural systems in Peel, restoring poorly functioning ecosystems, and promoting clean air, water and land.
2.4 Climate System	<p>Section 2.4 has been developed and added to the Regional Official Plan to recognize and address the impacts of climate change through land use planning by reducing greenhouse gas emissions through mitigation and reducing the vulnerability of the region to climate change impacts through adaptation to create a more resilient and low-carbon community. This includes new policies that:</p> <ul style="list-style-type: none"> <li>a) support the development of sustainable, low-carbon, compact, mixed-use, and transit supportive communities, protecting natural systems, features and functions, and promoting renewable energy, energy conservation and efficient design.</li> <li>b) assess the potential impacts and associated risks of climate change to infrastructure and incorporate appropriate measures to reduce or mitigate vulnerabilities, impacts and risks.</li> <li>c) promote a culture of conservation through energy, water and soil conservation and integrated waste management.</li> <li>d) support and promoting local food production and procurement, food security, and protect the region’s agricultural land base and rural economy.</li> <li>e) collaborate, support and undertake community sector and infrastructure risk and vulnerability assessments.</li> <li>f) collaborate to undertake community energy and greenhouse gas emissions reduction planning, including greenhouse gas inventories.</li> <li>g) establish Regional corporate greenhouse gas emission reduction targets that support provincial targets and that work towards the goal of creating low-carbon communities.</li> </ul>
2.5 Air Quality	Updated policy 2.5.4 to develop strategies and tools to assess the air quality implications of development that support the reduction in emissions from municipal, transportation, commercial, industrial and residential sources that can public health impacts.
2.6 Water Resource System	Section 2.6 recognizes that the water resource system is adversely affected by climate change but is also essential for the adaptation and mitigation of climate change impacts. New policies have been included requiring the appropriate use of low impact development and green infrastructure approaches to mitigate and adapt to climate change impacts, as well as supporting the efficient and sustainable use of water resources and to manage stormwater.

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<p>2.6.20 Stormwater Management</p>	<p>Section 2.6.20 includes new policies related to stormwater management. As part of stormwater master planning, examine the environmental impacts of stormwater from existing and planned infrastructure or development, including an assessment of how climate change and extreme weather events will intensify these impacts and the identification of appropriate adaptation strategies.</p>
<p>2.14 Greenlands System</p>	<p>Significant updates to Section 2.14 (formerly Section 3.2 Greenlands System) provide a policy framework that protects, restores and enhances the Region’s natural heritage system to mitigate and adapt to climate change. The Greenlands System components are now defined to include the Provincial Greenbelt Plans natural heritage system designations and overlays, key natural heritage features and key hydrologic features. A new Section 2.14.39 Urban Forest is added to provide direct policies that support the mitigation of urban heat island impacts.</p>
<p>2.16 Natural and Human-made Hazards</p>	<p>New and updated policies have been added for consistency with provincial policy and to ensure that the impacts of a changing climate are considered in the management of risks associated with natural hazards (e.g. wildland fire, flooding and erosion hazards). New policies including undertaking infrastructure and watershed planning studies and initiatives that consider the potential impacts of climate change and extreme weather.</p>
<p>3.3 The Agricultural System</p>	<p>Significant updates to the entirety of Section 3.3 supports the Regional food system and improved access to healthy and locally grown food, promotes urban agriculture, reduces food and organic waste, mitigates climate change and strengthens the Regional economy. The policies supporting the Region’s agricultural system promotes resilience and sustainability.</p>
<p>3.7 Energy Resources</p>	<p>Significant updates to the entirety of Section 3.7 Energy Resources recognize and support energy conservation and efficiency through land use and development patterns including:</p> <ul style="list-style-type: none"> <li>• promoting compact form and sustainable modes of transportation.</li> <li>• collaborating to develop sustainable site and building design standards and guidelines for buildings and planned development, including the implementation of alternative and renewable energy systems and district energy.</li> <li>• supporting the promotion and creation of innovative green spaces such as green roofs, white roofs, and the use of urban tree canopy to mitigate urban heat island effects.</li> <li>• encouraging the increased use of electric, hybrid and alternative fuel vehicles and associated infrastructure for Regional operations.</li> </ul>



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<p>5.6 The Urban System</p>	<p>Updated policies in Section 5.6 Objectives includes the reduction of greenhouse gas emissions and adapting to a changing climate as part of the achievement of sustainable development in the Urban System. Section 5.16.18 Urban Growth Centres and Regional Intensification Corridors includes updated support for development of land use patterns that protects and enhances natural heritage, reduces greenhouse gas emissions, supports transit and considers the impacts of a changing climate.</p>
<p>5.9 Housing</p>	<p>Policies developed in the Housing and Climate Change Section promotes energy efficient housing and sustainable residential building design that is environmentally sensitive and resilient to the impacts of climate change.</p>
<p>5.10 Transportation System</p>	<p>Significant updates to the entirety of Section 5.10 recognize how the Regional transportation system has a direct role in reducing greenhouse gas emissions to address the impacts of climate change. This includes new and updated sections and related policies to Sustainable Transportation (Section 5.10.32) and Environmental Impact (Section 5.10.37).</p>
<p>Chapter 6: Services</p>	<p>New and updated policies have been added to Section 6.3 Human Services, Section 6.5 Water and Wastewater Services, and Section 6.6 Waste Management to address how Regional services and infrastructure can be designed to reduce greenhouse gases and vulnerability to a changing climate. This includes:</p> <ul style="list-style-type: none"> <li>• minimizing vulnerabilities when locating, designing, and constructing Regional human services facilities including those related to communications, energy, and water infrastructure.</li> <li>• assessing and addressing climate change risks and vulnerabilities when developing new and replacing existing infrastructure.</li> <li>• considering opportunities when designing, planning, and implementing water and wastewater services to reduce greenhouse gas emissions.</li> <li>• achieving waste management objectives by focusing on reduction, reuse, and recycling (which includes, but is not limited to, anaerobic digestion, composting, and mixed waste processing) programs, and recovering resources of residual waste prior to landfill disposal.</li> <li>• promoting resource recovery of food and organic waste.</li> </ul>
<p>7.6 Sustainability</p>	<p>Section 7.6 has been developed and added to work collaboratively and coordinate at the municipal, neighbourhood, site and building scales local municipal implementation of policy, tools and guidelines that support Regional interests associated with sustainable development including water efficiency, waste management, climate change, air quality, natural environment, energy efficiency, renewable energy</p>



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	sustainable transportation, public health, and housing.
7.12 Performance Management, Reviewing and Updating	Through the Regional Official Plan Performance Measurement Program, a new policy 7.12.14 has been added to work jointly with the local municipalities, conservation authorities and other agencies to raise awareness of the local impacts of climate change and plans to adapt to and mitigate impacts.

# Provincial Greenbelt Plans

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
2.10 Niagara Escarpment  2.11 Oak Ridges Moraine  2.12 Greenbelt Plan	The policies in these three sections of the Regional Official Plan provide direction to facilitate the continued protection of the ecologically and hydrologically significant natural environments and scenic landscapes within the Niagara Escarpment, Oak Ridges Moraine and the Greenbelt Plan areas in Peel in accordance with the Provincial Greenbelt Plans ( <i>Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, and Greenbelt Plan</i> ). The Regional Official Plan recognizes the requirements and policies of the Provincial Greenbelt Plans and applies them to the Regional and local context, including direction to the local municipalities to develop appropriate policies in their official plans and zoning by-law regulations.
<b>Key Policies and Objectives</b>	
<b>Niagara Escarpment</b>	
2.10.8	Recognize that the Niagara Escarpment Commission is responsible for administering the <i>Niagara Escarpment Plan</i> and the issuing of development approvals within the Development Control Area.
2.10.9	Designate Belfountain, Cataract, Cheltenham, Inglewood, Mono Mills and Terra Cotta as minor urban centres in accordance with the <i>Niagara Escarpment Plan</i> and the Niagara Escarpment Planning and Development Act.
2.10.12	Support the Town of Caledon, Niagara Escarpment Commission, conservation authorities and the Bruce Trail Conservancy in the establishment and promotion of the Bruce Trail and the lands of the Niagara Escarpment Parks and Open Space System.
<b>Oak Ridges Moraine</b>	
2.11.14 a) & b)	Within Prime Agricultural Areas of the designated Natural Core Areas and Natural Linkage Areas of the <i>Oak Ridges Moraine Conservation Plan</i> , on-farm diversified uses and agriculture-related uses are permitted subject to other provisions of the <i>Oak Ridges Moraine Conservation</i>

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	<i>Plan.</i>
2.11.15	Identify Prime Agricultural Areas and rural lands designations in the Town of Caledon official plan to provide a continuous productive land base for agriculture in accordance with Regional mapping and the <i>Oak Ridges Moraine Conservation Plan</i> .
2.11.24	Require the Town of Caledon to include official plan policy exempting new buildings or structures for agricultural uses, agriculture-related uses or on-farm diversified uses from the natural heritage evaluation and/or a hydrological evaluation provided buildings or structures are located a minimum of 30 metres from a key natural heritage feature or key hydrological feature.
2.11.25	Require the Town of Caledon to include an official plan policy requiring that agricultural uses, agricultural-related uses or on-farm diversified uses, within a minimum area of influence, employ best management practices to protect and restore key natural heritage features and ecological and hydrological features.
2.11.33	Work with the Town of Caledon and applicable conservation authorities to develop a stormwater master plan for the Caledon East Settlement Area in accordance with the <i>Oak Ridges Moraine Conservation Plan</i> and to require stormwater management plans for all major development within the <i>Oak Ridges Moraine Conservation Plan</i> area.
2.11.40	Prohibit the approval of major development unless the relevant requirements outlined in the <i>Oak Ridges Moraine Conservation Plan</i> , including the capacity to adapt to climate change, have been satisfied.
2.11.56	Require best practises for the management of excess soil generated and fill received during any development or site alteration, including infrastructure development, in accordance with the <i>Oak Ridges Moraine Conservation Plan</i> .
<b>Greenbelt Plan</b>	
2.12.12.1.1	Promote and protect all types, sizes and intensities of agricultural uses and normal farm practices, and permit a full range of agricultural uses, agricultural-related uses and on-farm diversified uses within the Prime Agricultural Area of the Protected Countryside designation in accordance with the <i>Greenbelt Plan</i> .
2.12.12.1.2	Prohibit the redesignation of Prime Agricultural Areas for non-agricultural uses except for refinements to Prime Agricultural Area and rural lands, or settlement area boundary expansion subject to Regional Official Plan settlement area boundary policies and the <i>Greenbelt Plan</i> .
2.12.12.3.2	Work with the Town of Caledon as well as other agricultural organizations to support and enhance the Agricultural System through the development and implementation of agri-food strategies, food systems planning and other approaches.
2.12.13.2.2	Undertake watershed planning in accordance with Regional Official Plan and the <i>Greenbelt Plan</i> .

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2.12.15.7	Expansions of settlement area boundaries are only permitted as part of a municipal comprehensive review in accordance with the policies of the Growth Plan.
2.12.17.1	Identify Urban River Valleys on Schedule X11 to this Plan in accordance with the <i>Greenbelt Plan</i> .
<b>Mapping Updates</b>	
New Schedule X8	New Schedule to identify the <i>Niagara Escapement Plan</i> land use designations
Schedule X11 (formerly Schedule D3)	Existing “River Valley Connections Outside the Greenbelt” designation is deleted and replaced with a new “Urban River Valley” designation to reflect updated Provincial <i>Greenbelt Plan</i> policy direction and mapping
Figure X1 (formerly Figure 2)	Existing “River Valley Connection (Outside Greenbelt)” designation is deleted and replaced with a new “Urban River Valley” designation to reflect updated Provincial <i>Greenbelt Plan</i> policy direction and mapping
Figure X3 (formerly Figure 13)	Existing Wellhead Protection Areas deleted and replaced with new Wellhead Protection Areas to identify areas around a municipal well where protection measures are implemented.

# Water Resources

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
2.6 Water Resource System 2.6.19 Watersheds 2.2.20 Stormwater Management 2.7 Source Water Protection 2.8 Lake Ontario 2.9 Lake Simcoe	<p>The objectives of the water resources policies are to protect, improve or restore the quantity and quality of water resources for the supply of potable water and maintenance of ecosystem integrity in Peel.</p> <p>It is also an objective of the policies to protect, improve and restore the elements that contribute to the ecological health of the Lake Ontario and Lake Simcoe watersheds. The policies serve to eliminate or minimize potential negative land use impacts on vulnerable surface and ground water, sensitive ground water features and sensitive surface water features, and their hydrologic functions.</p> <p>The policies recognize stormwater as a resource to be managed and provide for stormwater management within the Regional Road rights-of-way.</p>
<b>Key Policies and Objectives</b>	
2.6.5	Protect, improve or restore the quality and quantity of water resources, including water resource system features and areas, key hydrologic areas

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	and key hydrologic features, and their hydrologic functions, and related natural systems, features and areas, including their linkages and related functions, jointly with the area municipalities, conservation authorities and other related agencies.
2.6.19.1	Require and participate in watershed planning within Peel Region in order to protect, improve or restore the quality and quantity of water resources.
2.6.19.5	Require the area municipalities, in consultation with the Region and conservation authorities to prepare subwatershed plans, or equivalent studies, prior to the development of a new or a major update to an existing secondary plan or local plan, or settlement area boundary expansion.
2.6.20.3 (objective)	To manage stormwater to maintain the natural hydrologic cycle, prevent an increased risk of flooding, prevent stream erosion, replenish ground water resources and protect, improve or restore water quality.
2.6.20.5 (objective)	To ensure that the management of stormwater does not impede the intended use of Regional road rights-of-way to serve present and future transportation needs.
2.7	New Section 2.7 is added to conform to source water protection plans approved under the Clean Water Act.
2.7.5	Identify and implement the following source protection plans that apply to Peel Region: <ul style="list-style-type: none"> <li>• CTC Source Protection Plan</li> <li>• South Georgian Bay Lake Simcoe Protection Plan</li> <li>• Halton Hamilton Source Protection Plan</li> </ul>
2.9.1	Protect, improve and restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including water quality, hydrology, key natural heritage features and their functions and key hydrologic features and their functions.
<b>Mapping Updates</b>	
New Schedule X1	Water Resources System Features and Areas in Peel
New Schedule X2	Source Water Protection Plan Areas in Peel
New Schedule X3	Wellhead Protection Areas in Caledon
New Schedule X4	Intake Protection Zones
New Schedule X5	Highly Vulnerable Aquifers
New Schedule X6	Significant Groundwater Recharge Areas
New Schedule X7	Lake Simcoe Protection Act Watershed Boundary

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# Wildland Fire

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Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
2.16.12 Wildland Fire Hazards	<p>The natural hazards or potential hazards in the Region include lands with hazardous forest types for wildland fire that are susceptible to wildland fire.</p> <p>This section of the Regional Official Plan provides policies to prevent or minimize the risk to human life and property associated with development and site alteration on or adjacent to lands with hazardous forest types for wildland fire.</p>
<b>Key Policies and Objectives</b>	
2.16.12.2	Work with the local municipalities to include policies in their official plans to generally direct development outside of lands that are unsafe due to the presence of hazardous forest types for wildland fire, unless mitigation can be achieved based on mitigation standards as well as provincial objectives and policies. Figure X5 shows the potential location of hazardous forest types for wildland fire in Peel.
2.16.12.3	Support the local municipalities in preparing mapping of hazardous forest types for wildland fire and establishing policies in their official plans to ensure that the risk of wildland fire will be addressed through the local development review processes.
<b>Mapping Updates</b>	
New Figure X5	New Figure to identify hazardous forest types for wildland fire in Peel.

## Stage 2 – Growth-Themed Policies and Mapping

# Employment and Future Strategic Employment Areas (Growth Management)

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Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
	The Growth Plan recognizes the diversity of land resources in the Greater Golden Horseshoe (GGH) and the GTHA in particular. One of the guiding

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<p>5.8 Employment Areas</p>	<p>principles of the Growth Plan, that should assist in the decision-making process of land development, resource management and investment, is to support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime. The Growth Plan encourages planning for 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 which accommodate both residential and employment opportunities. The employment planning policies in the Regional Official Plan are situated within this larger growth management context and are described as follows.</p> <p>The Region is forecasted to accommodate about 335,000 new jobs and about 700,000 additional residents by 2051, compared to 2021. This will bring the total number of jobs to 1,070,000 and total population to 2,280,000. Employment Areas are places of business and economic activity in the Region that are vital for the Region to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Regions employment forecast.</p> <p>These areas accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy.</p> <p>For 21st century employment opportunity to thrive, new infrastructure such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required, while changes in technology will enable employment across a wider variety of land uses and building spaces than ever before. However, employers will continue to need core essentials like affordable electricity, good roads, clean water, and a variety of appropriate spaces in order to create and expand business.</p>
<p>5.8.44 Future Strategic Employment Areas</p>	<p>Beyond Employment Area designations the regional and local official plans support a mix of uses and major office development in Strategic Growth Areas. On the periphery of Employment Areas, retail and commercial uses serve the workers in the Employment Areas, provide a buffer to sensitive land uses, and benefit from visibility and access to transit.</p>
<p><b>Key Policies and Objectives</b></p>	
<p>5.8.1 (Objective)</p>	<p>To provide sufficient lands in Employment Areas in Peel to support a vibrant and sustainable regional economy, to further the economic development goals of the local municipalities and to contribute to complete communities, in accordance with the policies in the provincial Growth Plan and in accordance with the policies of this Plan including the forecasts set out in Table 3.</p>



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5.8.2 (Objective)	To protect Employment Areas for a range of employment uses and encourage a more intensive use of land.
5.8.6 (Objective)	To concentrate higher density employment uses such as Major Office in Strategic Growth Areas such as urban growth centres, Major Transit Station Areas, the Regional Intensification Corridor, and in other areas served by frequent and higher order transit.
5.8.8 (Objective)	To align current and planned transit service investments with current and planned Employment Areas.
5.8.11 (Objective)	To provide sufficient land in Employment Areas in Peel to support a vibrant and sustainable regional economy
5.8.12 (Objective)	To support the development, maintenance, and implementation of a coordinated employment strategy between the local area municipalities and Region.
5.8.15	Require the local municipalities to delineate Employment Areas in accordance with Schedule Y6 of the Regional Official Plan.
5.8.16	The local municipalities shall include policies and mapping in their official plan on Provincially Significant Employment Zones in accordance with Figure Z4.
5.8.20	Direct high-density employment uses such as major office and major institutional development to Strategic Growth Areas, and other areas with existing or planned higher order transit service.
5.8.21	Protect existing and future Employment Areas to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses.
5.8.26	Employment Areas are encouraged to be planned to achieve a minimum employment density of: <ul style="list-style-type: none"> <li>• 26 jobs per hectare in Caledon</li> <li>• 30 jobs per hectare in Brampton</li> <li>• 45 jobs per hectare in Mississauga</li> </ul>
5.8.28	Require the local municipalities to include policies in their official plans that prohibit the conversion of lands within Employment Areas to non-employment uses such as retail, commercial, residential, and other sensitive land uses in accordance with Section 5.8.30
5.8.29	Ensure retail and commercial uses that are accessory to the primary employment use may be permitted in Employment Areas in accordance with the local municipalities official plan.
5.8.30	Permit the conversion of lands within Employment Areas identified on Schedule Y6 to non-employment uses, only through a municipal comprehensive review undertaken by the Region that demonstrates: <ol style="list-style-type: none"> <li>a) There is a need for the conversion;</li> <li>b) The lands are not required over the horizon of the Plan for the employment use they were designated;</li> <li>c) The Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;</li> <li>d) The conversion does not affect the overall viability of the Employment</li> </ol>

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	<p>Area and the achievement of the Region’s intensification and density targets;</p> <ul style="list-style-type: none"> <li>e) There is existing or planned infrastructure and public service facilities to accommodate the proposed conversion;</li> <li>f) The lands are not required over the long-term for employment purposes;</li> <li>g) The lands do not fulfill the criteria for provincially significant employment lands;</li> <li>h) The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and</li> <li>i) Cross-jurisdictional issues have been considered.</li> </ul> <p>For the purposes of this policy, major retail, residential and non-ancillary uses are not considered employment uses unless already permitted by a designation in the Employment Area of the local municipalities official plan.</p>
<p>5.8.31</p>	<p>Notwithstanding Section 5.8.30, the local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:</p> <ul style="list-style-type: none"> <li>a) the lands to be re-designated are located on the periphery of an Employment Area;</li> <li>b) the building(s) have direct frontage onto a corridor that is supported by existing or planned higher order transit;</li> <li>c) the proposed uses are accommodated in a multi-storey mixed-use office building;</li> <li>d) appropriate transition and buffering are provided to sensitive uses;</li> <li>e) the planned function and viability of the Employment Area including movement of goods are not adversely impacted; and</li> <li>f) the development exceeds the minimum Employment Area density for the local municipality prescribed in Section 5.8.26.</li> </ul>
<p>5.8.32</p>	<p>Notwithstanding Section 5.8.31, Employment Areas within delineated Major Transit Station Areas identified on Schedule Y6 have the potential to support the integration of Employment Areas with non-employment uses to develop vibrant, mixed use areas, and innovation hubs.</p> <p>Retail, residential, commercial, and non-ancillary uses may be permitted without the requirement of an amendment to this Plan, subject to the completion of a municipally initiated planning study and local official plan amendment to implement the requirements of Section 16(16) of the <i>Planning Act</i> R.S.O 1990 to the satisfaction of the Region.</p> <p>The planning study shall address:</p>

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	<ul style="list-style-type: none"> <li>a) the requirements of Section 5.6.19.9 of this Plan;</li> <li>b) an overall net increase to the total jobs planned for the Employment Area within the delineated boundary;</li> <li>c) maintaining an employment land use designation to protect for higher density office uses;</li> <li>d) how the viability of the Employment Area will be protected from the impacts of sensitive land uses, including mitigation measures;</li> <li>e) maintain a minimum employment to population ratio across the subject lands;</li> <li>f) that higher order transit is planned for Major Transit Station Area within the planning horizon;</li> <li>g) the development of complete communities and transit supportive densities including employment uses; and</li> <li>h) demonstrate how transit-supportive employment densities will be achieved.</li> </ul>
5.8.33	Additional Major Transit Station Areas shall only be added to Schedule Y6 – Employment Areas in accordance with Section 5.7.2.18 through a municipal comprehensive review undertaken by the Region.
5.8.37	New development in existing office parks should enhance transit and active transportation connectivity and provide for an appropriate mix of amenities and open space.
5.8.38	Local municipalities are encouraged to make provisions in their official plans for lands outside of Employment Areas to accommodate retail and commercial uses to support complete communities.
5.8.44 Future Strategic Employment Areas	The purpose of the Future Strategic Employment Area policies is to conceptually identify and protect strategically located employment areas adjacent to or in the vicinity of future goods movement transportation and transit infrastructure for employment uses beyond the horizon of this Plan.
5.8.44.1 (Objective)	To identify and protect future Employment Area beyond the horizon of this Plan that require comprehensive study and assessment with respect to long term planning for employment needs adjacent to or in the vicinity of future transportation infrastructure.
5.8.44.2	Work in partnership with the Town of Caledon, the City of Brampton, adjacent municipalities, and the Province, to identify and protect the Future Strategic Employment Area to maximize employment growth.
5.8.44.4	Investigate and consider the feasibility and costs to service the Future Strategic Employment Areas and the economic and employment potential.
5.8.44.5	The Regional Urban Boundary may be expanded to include Future Strategic Employment Areas only through a Regional Official Plan Amendment and municipal comprehensive review initiated by the Region.
<b>Mapping Updates</b>	
New Schedule Y6	A new schedule Y6 presents the draft regional employment areas land use designation. Regional employment areas are now mapped to be in

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	accordance with Provincial requirements for Regional municipalities' representation of employment areas in Regional Official Plans for protection from conversion. The locations (but not delineation) of potential major transit station areas are also identified on the schedule for reference.
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## Greenlands System

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Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
2.14 Greenlands System	<p>Greenlands System are defined as systems made up of natural heritage features and areas, and linkages that provide connectivity between natural heritage features and areas for the movement of plants and animals.</p> <p>The objectives of the policies are to help the Region adapt to climate change and ensure that Peel's natural heritage features and their functions will be preserved over time. Further, policy direction for natural heritage system planning will be updated and policies for urban forest, greenlands system management and invasive species will be added or revised. Mapping of the Greenlands System will be revised and updated.</p>
<b>Key Policies and Objectives</b>	
2.14.32	Direct the local municipalities to include policies in their official plans to prohibit development and site alteration in habitat of endangered and threatened species except in accordance with provincial and federal requirements.
2.14.35 (a)	Apply a systems approach to implementing the Greenlands System by Directing the local municipalities to identify, protect, restore and enhance natural heritage systems in their official plans in accordance with provincial policy and the Greenlands System policy framework of this Plan.
2.14.35 (d)	Directing the local municipalities to require proponents of development or site alteration within and on adjacent lands to the Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors to prepare an environmental impact study.
2.14.36	Support the appropriate use of ecosystem compensation guidelines by the local municipalities and other agencies in accordance with the policies of this Plan and provincial policy requirements and provided that development or site alteration will not result in negative impacts to the natural features or ecological functions of the Greenlands System.

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

2.14.37	Promote and support collaboratively with the local municipalities, conservation authorities, and other agencies the development and implementation of habitat restoration and enhancement programs.
2.3.3.2.1	Work jointly with the local municipalities and agencies to develop urban forest strategies and encourage and support programs and initiatives that protect, maintain and enhance tree canopy in urban and rural settlement areas.
2.14.39.3	Recognize the urban forest as green infrastructure and a natural asset and provide direction to incorporate trees and wooded natural areas into municipal asset management planning.
2.14.40.2	Acknowledge and support the role of the local municipalities, conservation authorities, provincial agencies, and conservation organizations in carrying out invasive species management.
<b>Mapping Updates</b>	
New Schedule Y1	<p>Schedule A be deleted and replaced with a new Schedule Y1 Core Areas of the Greenlands System. Mapping changes on Schedule Y1 include:</p> <ul style="list-style-type: none"> <li>Updated mapping of provincially significant wetlands which are an element of the Core Areas of the Greenlands System to reflect provincial mapping information.</li> <li>Updated mapping of Escarpment Natural Areas to reflect the updated criteria and mapping of Escarpment Natural Areas in the 2017 <i>Niagara Escarpment Plan</i>.</li> </ul>
Schedule X11 (formerly D3)	<p>Schedule D3 be deleted and replaced with a new Schedule X11. List of changes include conformity with 2017 Growth Plan and <i>Greenbelt Plan</i>:</p> <ul style="list-style-type: none"> <li>Addition of Urban River Valley designation</li> <li>Addition of Natural Heritage System (overlay) for the Growth Plan</li> </ul>
New Figure Y1	<p>Regional Greenlands System – Provincial Plan Natural Heritage System be added to identify the Natural Heritage System designations and overlays to identify:</p> <ul style="list-style-type: none"> <li>Escarpment Protection Area and Escarpment Natural Area designations of the <i>Niagara Escarpment Plan</i></li> <li>Natural Core Area and Natural Linkage Area designations of the <i>Oak Ridges Moraine Conservation Plan</i></li> <li>Natural Heritage System overlay of the Growth Plan</li> <li>Natural Heritage System overlay of the <i>Greenbelt Plan</i></li> <li>Urban River Valley designation of the <i>Greenbelt Plan</i></li> </ul>
New Figure Y2	Regional Greenlands System Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors be added
New Figure Y3	Conservation Authority Natural Heritage System be added to conceptually show a regional scale natural heritage system of existing natural cover and potential enhancement areas

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

# Major Transit Station Areas

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
5.6.19 Major Transit Station Areas	<p>Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, housing types, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.</p> <p>These areas are a critical element in the Regions growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Regions attractiveness for new employment opportunities.</p> <p>Each station will be unique and be influenced by its local condition and growth potential and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit supportive development in the short term but will protect for future transit supportive development.</p>
<b>Key Policies and Objectives</b>	
5.6.19.1 (Objective)	Leverage infrastructure investments by planning for transit supportive densities and increased transit ridership within Major Transit Station Areas.
5.6.19.2 (Objective)	Encourage a mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.
5.6.19.3 (Objective)	Support a diverse range of station typologies that accommodate increased densities and increased transit ridership.
5.6.19.4 (Objective)	Enhance active transportation connections to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Regions modal split target by increasing transit ridership in Peel.
5.6.19.5 (Objective)	Support a mix of multi-unit housing, including affordable and rental housing and second units.
5.6.19.6 (Objective)	Each Major Transit Station Area shall reflect one of the station classifications outlined below and on Schedule Y7 to support transit-



**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	<p>supportive development and increased ridership based on the form and function of the station to be established in the official plan of the local municipality.</p> <p><b>Primary Major Transit Station Area</b> – Areas delineated that are constrained that have existing or planned transit supportive built forms and can meet or exceed the minimum transit supportive density target.</p> <p><b>Secondary Major Transit Station Area</b> – Areas delineated that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.</p> <p><b>Planned Major Transit Station Area</b> – Areas identified in the Regional Official Plan which are intended to become Major Transit Station Areas that are not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential.</p>
<p>5.6.19.7</p>	<p>Local municipalities shall delineate the boundaries of Protected Major Transit Station Areas in their official plan in accordance with Schedule Y7 of this Plan.</p>
<p>5.6.19.8</p>	<p>The local municipality shall plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum densities may be achieved beyond the planning horizon of this Plan.</p>
<p>5.6.19.9</p>	<p>Local municipalities shall establish policies in their official plan and other implementation documents for each Major Transit Station Area delineated on Schedule Y7 to the satisfaction of the Region that addresses the following:</p> <ul style="list-style-type: none"> <li>a) identifies the minimum number of people and jobs that will be accommodated within the Major Transit Station Area;</li> <li>b) the land uses in each station that supports complete communities and the minimum density target prescribed on Table 5;</li> <li>c) the character of the station area or stop;</li> <li>d) the minimum density for each Major Transit Station Area as prescribed on Table 5, maximum densities can be established at the discretion of the local municipality;</li> <li>e) the minimum and/or maximum heights for land uses within the Major Transit Station Area;</li> <li>f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum prescribed density prescribed on Table 5;</li> <li>g) protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipal and provincial transit authorities;</li> </ul>

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	<ul style="list-style-type: none"> <li>h) addresses land use compatibility and the separation or mitigation of sensitive land uses;</li> <li>i) protect and mitigate against natural and human-made hazards in accordance with Section 2.16 of this Plan;</li> <li>j) a phasing plan or strategy to ensure infrastructure and services are delivered in a manner that supports complete communities, including open space and accessible public amenities;</li> <li>k) strategies to support increased multi-modal access and connectivity;</li> <li>l) implementation of the Healthy Development Framework in accordance with Section 7.5 of this Plan;</li> <li>m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, inclusionary zoning, community planning permit systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools; and</li> <li>n) land use in Major Transit Station Areas that overlap with Employment Areas which are defined on Schedule Y6 and subject to policy 5.8.32.</li> </ul>
5.6.19.10	<p>The local municipalities are encouraged to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops.</p>
5.6.19.11	<p>Existing land uses within Major Transit Station Areas that do not meet the objectives of this plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.</p>
5.6.19.12	<p>Require local municipalities to establish policies in their official plan that identify planned major transit station areas and protects them for transit supportive densities, uses, and active transportation connections.</p>
5.6.19.13	<p>Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16 (16) of the <i>Planning Act</i>, proposed developments within a Major Transit Station Area identified on Schedule Y7 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:</p> <ul style="list-style-type: none"> <li>a) Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;</li> <li>b) Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop;</li> <li>c) Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development;</li> <li>d) Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods;</li> <li>e) Considers the provision of bicycle parking and where applicable passenger transfer and commuter pick up/drop off area;</li> </ul>

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	<p>f) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and</p> <p>g) Supports high quality public realm improvements to enhance the Major Transit Station Area.</p>
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# Transportation

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Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
<p>5.10 Transportation System</p> <p>7.10 Regional Road Right- of-Way Requirements</p>	<p>Transportation policies in the ROP guide the development and strengthening of a regional network to accommodate the current and projected travel demands of the people who live, work or travel within or through Peel. In light of a rapidly changing planning landscape, the policies draw from both Provincial and Regional Plans and studies such as, the Provincial Policy Statement, 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, the Long-Range Transportation Plan, the Sustainable Transportation Strategy, the Vision Zero Road Safety Strategic Plan, and the Goods Movement Strategic Plan to foster increased resilience of the transportation system in Peel.</p> <p>Through this ROP update, transportation policies establish a framework that manages anticipated growth through a balanced approach that shifts 50 per cent of travel to sustainable modes, while optimizing the use of existing transportation infrastructure.</p>
<b>Key Policies and Objectives</b>	
5.10.10	<p>Work with the Province, area local municipalities and adjacent municipalities to provide transportation systems that address projected transportation needs and:</p> <ul style="list-style-type: none"> <li>a) Are safe, sustainable, accessible, and equitable;</li> <li>b) Facilitate the efficient movement of people and goods while reducing fatal and injury collisions;</li> <li>c) Offer travellers a variety of mobility choices; and</li> <li>d) Encourage the most financially and environmentally appropriate mode for trip-making.</li> </ul>
5.10.30	<p>Identify, plan and implement improvements for first and last mile connections across the transportation network, including infrastructure, innovative technologies, in collaboration with the local municipalities, other levels of government and non-government agencies.</p>
5.10.32.20	<p>Work with Metrolinx, other Provincial agencies and ministries, local municipalities, and other regions and municipalities in the Greater</p>

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

	Golden Horseshoe to implement the Metrolinx Regional Transportation Plan and contribute to future updates of the Regional Transportation Plan.
5.10.32.29	Work with the local municipalities and all relevant agencies to achieve a balanced approach that reduces reliance upon the automobile and increases use of transit and active transportation through a complete streets approach in the design, refurbishment, or reconstruction of the planned or existing network.
5.10.33.8 Provincial Freeway Network	Participate in the Province’s Environmental Assessment Study for the GTA West Transportation Corridor and work with the Province and affected municipalities to ensure links between the GTA West Corridor and the transportation network are not precluded.
5.10.33.9	Encourage the Ministry of Transportation to undertake detailed analysis of the impacts of Provincial freeway planning on the Region of Peel, including but not limited to a Transportation Network Assessment, a Health Impact Assessment and agricultural impact assessment.
5.10.33.16	Encourage the Province to explore alternative transportation solutions to a freeway that would support complete communities and sustainable transportation through the GTA West Transportation Corridor Environment Assessment process.
5.10.33.17	Plan and protect for a potential future Northwest GTA Transmission Corridor and rights-of-way for electricity generation facilities and transmission systems to meet current and projected needs, and prohibit development in such planned corridors for the purpose(s) for which it was identified or actively being planned.
5.10.34.10	Investigate a multi-modal Level of Service methodology in consultation with the local municipalities and external agencies, as appropriate.
5.10.34.22	Support the development of a connected and accessible network of sustainable transportation facilities on new or improved Regional roads, where feasible.
5.10.36.3	Work with other levels of government, agencies and ministries, the private sector and local municipalities to develop, maintain and implement a comprehensive, integrated and effective goods movement system that encourages the safe and efficient movement of goods by road, rail or air within and through the Region.
5.10.37.5	Promote energy-conservation strategies such as transportation demand management and Intelligent Transportation Systems measures to reduce traffic-related emissions and environmental impacts.
5.10.37.8	Implement green infrastructure approaches in the planning, design, construction and operations and maintenance of Regional infrastructure projects, where feasible.
5.10.38.2	Support increased coordination of transportation services among TransHelp, local municipalities, community-based agencies and for

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	hire companies to provide a collaborative, integrated and equitable transportation for persons with disabilities.
<b>Mapping Updates</b>	
New Figure Y6	Strategic Goods Movement Network
Schedule Y2 (formerly Schedule E)	Conversion of “Future Major Roadways” to “Major Road” where projects are completed. Conversion from “Freeway Extension” to “Freeway” where projects are completed. Include proposed “Future Major Road”
Schedule Y3 (formerly Schedule F)	Updated Regional Right-of-Ways to reflect 2019 Long Range Transportation Plan network recommendations
Schedule Y4 (formerly Schedule G)	Updated to reflect long-term rapid transit corridors as identified by both transit providers and the 2041 Metrolinx Regional Transportation Plan. Update includes both proposed and conceptual Freeway Transitways

# Waste Management

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
6.6 Waste Management	<p>As part of Peel 2051, waste policies were identified as a policy gap in the Official Plan based on changes in waste management legislation and policies that have occurred since 2009 and the introduction in 2018 of the Roadmap to a Circular Economy in the Region of Peel. These changes require the insertion of policies that address the circular economy, resource recovery, waste diversion and food and organic waste source separation.</p> <p>Key proposed changes will designate and protect land used in the recovery and management of waste materials; consider circular economy practices in order to be consistent with Provincial policy and the Regional vision for waste management; improve the development review process to ensure new residential developments allow for waste material diversion; include food and organic waste policies to be consistent with <i>Provincial Food and Organic Waste Policy Statement</i>, amend thermal treatment and alternative resource recovery policies to be consistent with the <i>Province’s Strategy for a Waste-Free Ontario</i> and <i>Made-in-Ontario Environment Plan</i>, which consider anaerobic digestion as a form of diversion and advanced thermal treatment for resource recovery from non-recyclable plastic waste. These changes will bring Waste management in line with various Provincial legislation, regulations and plans, including <i>Environmental Protection Act, 1990</i>, the <i>Waste-Free Ontario Act, 2016</i>, the <i>Food and Organic Waste Policy</i></p>

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

	<i>Statement, 2018, the PPS, 2020, the Made-in-Ontario Environment Plan, 2018, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.</i>
<b>Key Policies and Objectives</b>	
6.6.3 (Objective)	To promote and support zero waste from residential sources and climate initiatives from residential waste management, and the integration of circular economy and the waste management hierarchy into purchases and decisions made by residents, consumers, businesses, and government.
6.6.6	Locate and design waste management sites and facilities in accordance with local and regional, provincial and federal policies, plan, legislation and standards.
6.6.10	Work with local municipalities to require that new developments provide infrastructure to facilitate participation in waste diversion programs and convenient source separation of blue box, food and organic waste, and other divertible materials.
6.6.17	Promote resource recovery of food and organic waste.
6.6.20	Encourage local municipalities to include policies in their official plans supporting the resource recovery and recycling of food and organic waste by requiring eligible new developments and redevelopments including but not limited to residential buildings, retail establishments, institutions, to include facilities for the collection and source separation of food and organic waste that provide convenient access to waste collection vehicles.
6.6.21	Recognize thermal treatment and other technologies as options for recovering resources from residual waste generated within Peel Region prior to landfill.
<b>Mapping Updates</b>	
Figure Y7 (formerly Figure 10)	Updated to include new Waste Management infrastructure which supports circular economy waste management policies. Updated to remove decommissioned infrastructure. Update to revise status of Caledon Landfill Site from “Open” to “Closed”.



**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

**Stage 3 – Settlement Area Boundary Expansion and Update Growth-Themed Policies**

# Growth Management

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies																																									
Chapter 4 – Growth Management Forecasts  5.1 Regional Structure  5.4 Growth Management  5.5 Regional Urban Boundary  5.6 Urban System	<p>The Growth Plan, 2019 directs upper-tier municipalities to plan and manage growth in conformity with the policies of the plan by accommodating forecasted population and employment growth to 2051 and achieving minimum density and intensification targets.</p> <p>The objectives of the growth management policies are to establish a Regional framework inclusive of intensification and density targets that determines where and how forecasted population and employment growth will be accommodated. This includes existing areas that should be intensified and criteria to determining when settlement area boundary expansion is needed to accommodate forecasted growth to the horizon of the plan.</p>																																									
<b>Key Policies and Objectives</b>																																										
4.3.13	The population and employment forecasts will be utilized to support the review of development applications where infrastructure upgrades and capital investments are required.																																									
4.3.14	Monitor, in cooperation with the local municipalities the supply of land to ensure there is sufficient capacity to accommodate the population and employment forecasts shown in Table 3 within the horizon of the Plan.																																									
Table 3	<b>Table 3 – Population, Household and Employment Forecasts for Peel</b>																																									
	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left;">Municipality</th> <th colspan="3">2041</th> <th colspan="3">2051</th> </tr> <tr> <th>Population<sup>1</sup></th> <th>Households</th> <th>Employment</th> <th>Population<sup>1</sup></th> <th>Households</th> <th>Employment</th> </tr> </thead> <tbody> <tr> <td>Brampton</td> <td style="text-align: right;">931,000</td> <td style="text-align: right;">273,000</td> <td style="text-align: right;">315,000</td> <td style="text-align: right;">985,000</td> <td style="text-align: right;">292,000</td> <td style="text-align: right;">355,000</td> </tr> <tr> <td>Caledon</td> <td style="text-align: right;">203,000</td> <td style="text-align: right;">63,000</td> <td style="text-align: right;">81,000</td> <td style="text-align: right;">300,000</td> <td style="text-align: right;">92,000</td> <td style="text-align: right;">125,000</td> </tr> <tr> <td>Mississauga</td> <td style="text-align: right;">916,000</td> <td style="text-align: right;">314,000</td> <td style="text-align: right;">563,000</td> <td style="text-align: right;">995,000</td> <td style="text-align: right;">344,000</td> <td style="text-align: right;">590,000</td> </tr> <tr> <td><b>Peel</b></td> <td style="text-align: right;"><b>2,050,000</b></td> <td style="text-align: right;"><b>650,000</b></td> <td style="text-align: right;"><b>959,000</b></td> <td style="text-align: right;"><b>2,280,000</b></td> <td style="text-align: right;"><b>727,000</b></td> <td style="text-align: right;"><b>1,070,000</b></td> </tr> </tbody> </table>	Municipality	2041			2051			Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	Households	Employment	Brampton	931,000	273,000	315,000	985,000	292,000	355,000	Caledon	203,000	63,000	81,000	300,000	92,000	125,000	Mississauga	916,000	314,000	563,000	995,000	344,000	590,000	<b>Peel</b>	<b>2,050,000</b>	<b>650,000</b>	<b>959,000</b>	<b>2,280,000</b>	<b>727,000</b>	<b>1,070,000</b>
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Notes: <sup>1</sup> Population figures include a Census undercount of 3.5%.																																										

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

5.3.1	Direct the majority of new population and employment growth to the Urban System with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.
5.3.2	Limit the amount of population and employment growth directed to areas that are: a part of the Rural System; not serviced by existing or planned municipal water and wastewater systems; and within the Greenbelt Area.
5.4.13	<p>A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that:</p> <ol style="list-style-type: none"> <li>a) based on the minimum intensification and density targets in this Plan and a land needs assessment undertaken by the Region of Peel, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan is not available through intensification and in the Designated Greenfield Area with the Region of Peel and applicable lower-tier municipality;</li> <li>b) the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan based on the analysis provided in the land needs assessment, while minimizing land consumption; and</li> <li>c) the timing of the proposed expansion and the phasing of development within the Designated Greenfield Area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.</li> </ol>
5.4.14	Coordinate growth-related infrastructure in the Region of Peel with long-term broadband communication Public Sector Network improvements.
5.4.16	<p>Ensure that planning for the development, optimization, or expansion of infrastructure, including infrastructure corridors and supporting facilities will, where applicable:</p> <ol style="list-style-type: none"> <li>a) demonstrate through an agricultural impact assessment or equivalent analysis as part of an environmental assessment, that negative impacts on the Agricultural System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated; and</li> <li>b) demonstrate through an environmental impact study or equivalent analysis as part of an environmental assessment, that negative impacts on the Greenlands System and the Water Resource System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated.</li> </ol>
5.4.17 Intensification	Support the achievement of the minimum intensification targets, the Growth Plan requires identifying Strategic Growth Areas as key focus for intensification development.
5.4.17.12	Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.
5.4.17.13	<p>To 2051, the minimum amount of residential development within the Delineated Built Boundary shall be as follows:</p> <ul style="list-style-type: none"> <li>• City of Brampton: a minimum of 50 per cent;</li> </ul>

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	<ul style="list-style-type: none"> <li>• Town of Caledon: a minimum of 5 per cent; and</li> <li>• City of Mississauga: minimum of 96 per cent.</li> </ul>
5.4.18.8 Greenfield Density Section	<p>Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:</p> <ul style="list-style-type: none"> <li>• City of Mississauga: 87 residents and jobs combined per hectare;</li> <li>• City of Brampton: 71 residents and jobs combined per hectare; and</li> <li>• Town of Caledon: 65 residents and jobs combined per hectare.</li> </ul>
5.5.7 Regional Urban Boundary	<p>Where the need for an expansion to settlement areas such as the Regional Urban Boundary and Rural Settlement Areas is demonstrated in accordance with Policy 5.4.13, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the comprehensive application of all the policies of the Growth Plan and this Plan.</p>
5.5.8	<p>The Region may adjust or expand the Regional Urban Boundary through a Regional Official Plan Amendment, outside of a municipal comprehensive review, provided the requirements of the Growth Plan are addressed.</p>
5.6.6 Urban System (Objective)	<p>Protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.</p>
5.6.17 Strategic Growth Areas	<p>The Strategic Growth Areas are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Directing new development to these areas provides a focus for investment in transit as well as infrastructure and public service facilities to support growth in a compact urban form with a range and mix of employment opportunities and housing options. The Strategic Growth Areas identified in the Regional Official Plan establish a hierarchy for which the highest densities and scale of development will be directed:</p> <ol style="list-style-type: none"> <li>1. Urban Growth Centres</li> <li>2. Major Transit Station Areas</li> <li>3. Nodes/Centres</li> <li>4. Intensification Corridors</li> </ol> <p>The policies of this plan and the local official plan will recognize that different approaches to managing growth will be required to support the diverse character of Strategic Growth Areas and their role and function within the Regional Urban Boundary and local context.</p>
5.6.17.7	<p>Direct the local municipalities to establish boundaries and minimum transit-supportive densities in their official plans for Strategic Growth Areas identified on Schedule Z2 of this Plan.</p>
5.6.17.8	<p>Direct the local municipalities to establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas that support the appropriate type, scale, and transition for development.</p>
5.6.17.10	<p>Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans</p>

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.
5.6.17.11	Encourage local municipalities to consider implementation strategies for Strategic Growth Areas that include as-of-right zoning, streamlined approvals of development, community planning permit system, affordable housing, inclusionary zoning, and other applicable tools.
5.6.17.12	Encourage the establishment of new nodes and corridors in the Delineated Built-up Area and Designated Greenfield Areas to support compact urban forms and transit-supportive development where frequent and higher order transit service is planned.
5.6.17.13	Direct the local municipalities to establish policies that encourage Strategic Growth Areas as the primary locations for public facilities and services such as government offices, educational institutions, community hubs, and hospitals.
5.6.17.14	Encourage the local municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.
<b>Mapping Updates</b>	
Schedule Z1: Regional Structure (formally Schedule D)	Formally Schedule D, Schedule Z1 identifies all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources, the Toronto Pearson International Airport, the Brampton Flying Club Airport Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.
New Schedule Z2	New schedule to identify the Growth Plan Strategic Growth Areas in Peel.
New Schedule Z3	Formally Schedule D4, Schedule Z3 identifies Delineated Built-up Area, Strategic Growth Areas, and the Designated Greenfield Areas.

## Designated Greenfield Areas (including Settlement Area Boundary Expansion policies referred to as New Community Areas)

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
5.6.20 Designated	Existing Designated Greenfield Area policies have been moved to bring all Designated Greenfield Area special policy areas into one section.

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

<p>Greenfield Areas</p>	<p>A new section for “2051 New Community Area” has been added to provide direction related to the new Settlement Area Boundary Expansion (SABE) and includes policies to:</p> <ul style="list-style-type: none"> <li>• Ensure protection of natural heritage and water resource management systems—to maintain and enhance the natural environment.</li> <li>• Require staging and sequencing of growth to support orderly development and the effective delivery of services.</li> <li>• Guide subsequent community and neighbourhood planning to be thorough, detailed and well coordinated—to ensure complete, healthy and sustainable communities.</li> <li>• Implement the recommendations of technical studies undertaken through the SABE study.</li> </ul>
<p><b>Key Policies and Objectives</b></p>	
<p>5.6.20.1 (Objective)</p>	<p>To develop the Designated Greenfield Areas in a logical manner in accordance with approved phasing and sequencing within delineated secondary planning areas.</p>
<p>5.6.20.2 (Objective)</p>	<p>Establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres.</p>
<p>5.6.20.3 (Objective)</p>	<p>Phase urban development within the Designated Greenfield Areas to ensure the efficient use of infrastructure and fiscal responsibility.</p>
<p>5.6.20.4 (Objective)</p>	<p>Ensure that planning for Designated Greenfield Areas is undertaken in a manner that provides direction for a natural heritage and water resource management system, and recognizes the importance of protecting and conserving the archaeological resources, cultural heritage resources, built heritage and agricultural resources of Peel.</p>
<p>5.6.20.5 (Objective)</p>	<p>Ensure that planning for Designated Greenfield Areas incorporate plans to mitigate and adapt to climate change and facilitate energy and emission reductions.</p>
<p>5.6.20.6 (Objective)</p>	<p>Ensure that development of the Designated Greenfield Area is supported by a well-connected transportation structure and planned approach for the provision of transit and active transportation that coordinates the location of residential, retail and employment uses to a multi-modal transportation system.</p>
<p>5.6.20.10</p>	<p>Direct the local municipalities to designate and delineate the Designated Greenfield Areas in their official plans and provide a policy framework to guide secondary planning in accordance with the policies of this Plan.</p>
<p>5.6.20.11</p>	<p>Where an approved Secondary Plan is not already in place, require local municipalities to develop staging and sequencing plans, utilizing for new Secondary Plans that make best and most efficient use of Regional Infrastructure and minimize fiscal impacts.</p>
<p>5.6.20.12</p>	<p>Direct local municipalities to include official plan policies that require community</p>

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

	or neighbourhood block plans to implement the policies of any new Secondary Plans and the recommendations of the subwatershed study on a sub area basis in order to co-ordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, valley lands, woodlands and other natural features, linkages and enhancement areas, including storm water management.
5.6.14.13	Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options, including affordable housing, walkable communities, transit supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, and respecting natural and cultural heritage.
5.6.20.14 2051 New Community Area	The 2051 New Community Area section is added to address new Designated Greenfield Areas for accommodating growth up to 2051. Development of new 2051 New Community Areas will address the protection of cultural heritage and archaeological resources, support energy and emission reductions, develop healthy communities with neighbourhood centres and high-quality urban form and coordinate the location of retail and Employment Areas to multi-modal transportation options.
5.6.20.14.1 (Objective)	Establish a framework for comprehensive planning at the community and neighbourhood scale to ensure complete, coordinated, healthy, high quality and sustainable communities with strong neighbourhood centres.
5.6.20.14.2 (Objective)	Develop the 2051 New Community Areas in a logical manner in accordance with approved phasing and sequencing, within delineated secondary plans.
5.6.20.14.3 (Objective)	Ensure that planning for 2051 New Community Areas is undertaken in a manner that provides for the robust protection and management of natural heritage and water resources, and recognizes the importance of conserving and enriching the cultural heritage resources, archaeological resources and built heritage and agricultural resources of Peel.
5.6.20.14.4 (Objective)	Require staging and sequencing of development within the 2051 New Community Areas to support orderly development of new communities, ensure the efficient delivery of infrastructure and the protection of the financial and economic well-being of the Region and its local municipalities.
5.6.20.14.8 (Objective)	Ensure development in the 2051 New Community Areas supports a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
5.6.20.14.9	New policies direct the local municipalities to designate the 2051 New Community Planning Areas in their official plans and provide a policy framework to: <ul style="list-style-type: none"> <li>a) establish an overall community structure for the 2051 New Community Areas including identification of Employment Areas;</li> </ul>



## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

	<ul style="list-style-type: none"> <li>b) provide direction to establish the identified land area, population and employment targets to be planned and density for each secondary plan area;</li> <li>c) establish staging and sequencing to guide secondary plan area and block planning, to the satisfaction of the Region, and in accordance with Regional requirements including the feasibility of public infrastructure required for the development of the urban expansion area lands; and</li> <li>d) require development of compact, mixed-use, sustainable, transit-oriented communities including requirements for the provision of transportation, transit and servicing networks.</li> </ul>
5.6.20.14.10	Permit approval of Secondary Plans by local municipalities only after the jurisdiction and financing mechanism of local transit service is determined to the Region's satisfaction including the alignment of an East – West higher order transit corridor and the conceptual alignment of other higher order transit corridors.
5.6.20.14.11	<p>Require that the local municipalities delineate or provide criteria for the delineation of secondary plan areas for the 2051 New Community Areas, based on a number of criteria, some of which include consideration of:</p> <ul style="list-style-type: none"> <li>a) providing a local progression of growth;</li> <li>b) watershed boundaries and the natural heritage system;</li> <li>c) subwatershed study requirements;</li> <li>d) coordinated and efficient water and wastewater services, and sustainable transportation and transit infrastructure;</li> <li>e) providing community/ neighbourhood centres that provide various land use and public services;</li> <li>f) providing education, recreation, parks and open space, cultural and community facilities;</li> <li>g) providing affordable housing;</li> <li>h) staging of development to allow continued agriculture and agricultural activities;</li> <li>i) planning for alternative and renewable energy systems.</li> </ul>
5.6.20.14.12	Permit approval of secondary plans by local municipalities within the 2051 New Community Area to proceed only in accordance with staging and sequencing plans to the satisfaction of the Region.
5.6.20.14.13	Require that the local municipalities' secondary plan areas be advanced, approved, sequenced and prioritized on the basis of a staging and sequencing plan, approved by the Region, and in accordance with planning-related criteria.
5.6.20.14.14	Require that the local municipalities' secondary plans be undertaken on the basis that various studies and technical analysis are completed to the satisfaction of the local municipality (i.e. agricultural impact assessment, aggregate resource impact assessment, community energy and emissions reduction plan, climate change adaptation plan, detailed subwatershed study, area-specific environmental implementation reports, identify a natural heritage system, etc.).



## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

Mapping Updates	
Schedule Z1: Regional Structure (formally Schedule D)	Formally Schedule D, Schedule Z1 identifies all lands within the updated Regional Urban Boundary including lands identified and protected as part of the natural environment and resources, the Toronto Pearson International Airport, the Brampton Flying Club Airport Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.
New Schedule Z2	New schedule to identify the Growth Plan Strategic Growth Areas in Peel, including Conceptual 2051 New Community Ares.
Schedule Z3 (formally Schedule D4)	Formally Schedule D4, Schedule Z3 identifies the updated Designated Greenfield Area and expanded Regional Urban Boundary.

# Housing

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
5.9 Housing  Chapter 6: Services	<p>The purpose of draft Region of Peel housing policies is to establish a policy framework that supports a range and mix of dwelling sizes, forms, tenure, and affordability that meets the needs of all residents and responds to key challenges related to housing in the Region.</p> <p>To further the Region’s objective of improving housing affordability, stronger policies are proposed to secure affordable housing through the development approvals process and introduce a Regional and local municipal inclusionary zoning framework. New housing unit targets are provided and align with housing need as identified in the Regional Housing Strategy and Peel Housing and Homelessness Plan.</p> <p>There are limited rental housing options in Peel which creates affordability challenges. As a result, draft policies support the creation and maintenance of rental housing by broadening additional residential unit (second unit) policies to align with the <i>Planning Act</i> and protecting existing rental housing through stronger rental demolition and conversion policies.</p> <p>Draft policies reflect how Peel is increasingly growing through intensification and higher density development. By encouraging a range and mix of unit sizes in multi-unit residential developments, policies support the need for larger family-sized units. By supporting increased heights and densities in Strategic Growth Areas, policies reflect the need for complete communities in areas with access to transit and amenities.</p>
<b>Key Policies and Objectives</b>	

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

5.9.15	Direct local municipalities to include policies in their official plans to require that an affordable housing assessment be undertaken to evaluate how both local and Regional affordable housing policies are met and how contributions towards housing unit targets (Table 4) are being considered for large development applications.								
Table 4	<p><b>Table 4: Peel Annual Minimum New Housing Unit Targets</b></p> <table border="1"> <thead> <tr> <th data-bbox="488 457 716 495">Target Area</th> <th data-bbox="716 457 1458 495">Targets</th> </tr> </thead> <tbody> <tr> <td data-bbox="488 495 716 688">Affordability</td> <td data-bbox="716 495 1458 688">That 30 per cent of all new housing units are <i>affordable</i> housing  Encourage 50 per cent of all affordable housing to be <i>affordable</i> to <i>low-income</i> residents</td> </tr> <tr> <td data-bbox="488 688 716 768">Tenure</td> <td data-bbox="716 688 1458 768">That 25 per cent of all new housing units are rental tenure</td> </tr> <tr> <td data-bbox="488 768 716 848">Density</td> <td data-bbox="716 768 1458 848">That 50 per cent of all new housing units are in forms other than detached and semi-detached houses.</td> </tr> </tbody> </table>	Target Area	Targets	Affordability	That 30 per cent of all new housing units are <i>affordable</i> housing  Encourage 50 per cent of all affordable housing to be <i>affordable</i> to <i>low-income</i> residents	Tenure	That 25 per cent of all new housing units are rental tenure	Density	That 50 per cent of all new housing units are in forms other than detached and semi-detached houses.
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Tenure	That 25 per cent of all new housing units are rental tenure								
Density	That 50 per cent of all new housing units are in forms other than detached and semi-detached houses.								
5.9.20	In collaboration with local municipalities, consider available planning tools to support the inclusion of an appropriate proportion of 1, 2 and 3+ bedroom unit types in new multi-unit residential developments. The appropriate proportion of unit types shall align with housing need as identified through Regional and local municipal strategies, planning processes, needs assessments and market studies, and may vary over time.								
5.9.23	Direct local municipalities to include policies in local municipal official plans that permit additional residential units in new and existing residential development, redevelopment and intensification, including: <ul style="list-style-type: none"> <li>a) minimum of two residential units in a detached house, semi-detached house or rowhouse; and</li> <li>b) the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse.</li> </ul>								
5.9.29	Direct local municipalities to develop official plan policies and by-laws as applicable with criteria to regulate the demolition of existing residential rental units in properties with six or more dwelling units.								
5.9.30	Direct local municipalities to establish a local municipal rental vacancy rate, or if data is not available, utilize the Regional rental vacancy rate of 3 per cent for the preceding 3 years as reported by the Canada Mortgage and Housing Corporation shall be used as a minimum threshold to permit the conversion of residential rental units to ownership tenure or demolish residential rental units, unless replacement units are provided.								

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

<p>5.9.31</p>	<p>Encourage local municipalities to establish that, if the replacement of rental units is permitted under the local municipal criteria to regulate rental demolition and conversion, replacement rental units should include the same or higher number of units of comparable sizes, types and affordability, and tenant relocation and assistance should be considered.</p>
<p>5.9.43</p>	<p>Direct local municipalities to establish an official plan policy framework to implement inclusionary zoning through zoning by-laws in applicable Major Transit Station Areas and community planning permit system areas on or before the next local municipal official plan review that address the following:</p> <ul style="list-style-type: none"> <li>a) establish minimum unit thresholds for inclusionary zoning to apply and a percentage of the gross floor area to be provided as affordable housing considering the unique characteristics and objectives of the Major Transit Station Areas recognizing that the market conditions of some Major Transit Station Areas are stronger than others;</li> <li>b) endeavor to achieve a minimum of 10 per cent of the gross floor area or an equivalent percentage of units to be provided as affordable housing where market conditions demonstrate viability, while considering other potential factors to increase land value such as higher height and density and existing or planned infrastructure without need for additional financial incentives;</li> <li>c) ensure rental rates or sale prices of units provided through inclusionary zoning are no greater than what is affordable to moderate income households and consistent with measuring and monitoring undertaken for the Peel regional market area;</li> <li>d) establish 2 and 3+ bedroom units as the predominant units provided through inclusionary zoning;</li> <li>e) exempt or require reduced inclusionary zoning requirements for purpose built rental developments;</li> <li>f) prioritize affordable units provided through inclusionary zoning to be provided on-site; and</li> <li>g) consider transition and phasing when implementing inclusionary zoning when appropriate based on market and other local conditions.</li> </ul>
<p>5.9.44</p>	<p>In order to support local municipalities in establishing and implementing inclusionary zoning, the Region will:</p> <ul style="list-style-type: none"> <li>a) collaborate with local municipalities to monitor and report on affordable housing acquired through inclusionary zoning and update Market Assessments in accordance with Provincial requirements;</li> <li>b) collaborate with local municipalities, developers and non-profit organizations on administration to support long term affordability of</li> </ul>

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

	<p>units; and</p> <p>c) work with local municipalities to establish a framework to ensure collection of any proceeds from the sale of units above the affordability threshold for moderate income households obtained through inclusionary zoning prior to the determined affordability period are returned to local or regional affordable housing initiatives.</p>
5.9.68	Direct local municipalities to prepare an affordable housing assessment in consultation with the Region in order to include policies in new or revised secondary plans, block plans and area specific neighbourhood plans to ensure a diverse mix of housing types and tenure, and the provision of affordable housing.
5.9.73	Encourage local municipalities to develop alternative development and design standards for affordable housing development including reduced setbacks, narrower lot sizes, reduced parking standards, and on street parking.
5.9.74	Collaborate with local municipalities and the development industry to provide affordable housing units that contribute to achieving the annual minimum new housing unit targets in Table 4, housing targets in the Peel Housing and Homelessness Plan, and other Regional and local municipal housing needs through land use planning and development approvals processes.
Chapter 6: Services 6.3.16	Utilize the Regional Housing Strategy and Housing and Homelessness Plan to plan for housing, including affordable, special needs, subsidized housing and supportive housing components, in collaboration with appropriate stakeholders and local municipalities.

## Cultural Heritage & Indigenous Engagement

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Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
1.2 Geographic Scope & Land Acknowledgement  3.6	Policies align with Provincial direction on working with Indigenous communities when developing and implementing strategies for the identification and management of cultural heritage resources. Updated policies encourage the coordination of planning matters, the building of relationships to facilitate knowledge sharing, and engagement with Indigenous communities.

**HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES**

<p>Cultural Heritage</p> <p>7.4.10 Public Consultation &amp; Indigenous Engagement</p>	<p>Various definitions related to cultural heritage policies, such as built heritage resources and areas of archaeological potential are updated.</p> <p>Policy connections between Indigenous communities, cultural heritage and archaeological resources have been clarified.</p>
<p><b>Key Policies and Objectives</b></p>	
<p>1.2 Geographic Scope &amp; Land Acknowledgement</p>	<p>It is important to recognize that historically, lands in Peel were used for hunting, gathering and foraging by Indigenous communities, and their unique relationship to the land continues to shape the history and economy of Ontario today. A land acknowledgement is added to the recognize the various treaty lands and territory of Indigenous communities.</p>
<p>3.6 Cultural Heritage</p>	<p>The Region will aim to ensure that cultural heritage resources are conserved and promoted where possible to support the social, economic, and cultural well-being of all communities, including Indigenous communities. Of significance are cultural heritage resources and archaeological resources in treaty lands, and the conservation of these resources help ensure Indigenous history, and culture are protected.</p>
<p>3.6.5</p>	<p>Work with local municipalities, stakeholders and Indigenous communities in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.</p>
<p>3.6.6</p>	<p>Direct the local municipalities to include in their official plans policies for the identification, conservation and protection of significant cultural heritage resources, including significant built heritage resources and significant cultural heritage landscapes as required in cooperation with the Region, the conservation authorities, other agencies and Indigenous communities, as appropriate.</p>
<p>3.6.9</p>	<p>Encourage local municipalities to consult with the Indigenous communities when commemorating cultural heritage resources and archaeological resources.</p>
<p>3.6.13</p>	<p>Encourage and support the local municipalities to prepare and maintain a Cultural Heritage Master Plan and an archaeological management plan that provides, but is not limited to, inventory of cultural heritage resources, and guidelines for the identification, evaluation, conservation and direct/indirect impact mitigation activities to consider in decision making on cultural heritage resources and archaeological resources.</p>
<p>7.4.10 Public Consultation &amp; Indigenous Engagement</p>	<p>Public involvement is a vital part of the planning process and decision making. Consultation occurs across a spectrum, with varying levels of engagement, and can be employed at various stages in the planning process.</p> <p>The Region supports ongoing and sustained efforts to hear diverse perspectives and foster greater inclusion and equity through the Region's planning process, in an aim to create more liveable communities for all residents.</p>

## HIGH-LEVEL SUMMARY OF KEY DRAFT POLICY AND MAPPING CHANGES

	<p>The Region supports creating opportunities for meaningful consultation and engagement of people with various lived experiences and building and nurturing partnerships for ongoing dialogue and feedback from community members.</p> <p>Another important aspect of consultation is the rights of Indigenous communities. Aboriginal and treaty rights are recognized and affirmed by Section 35 of the Constitution Act. Consultation requirements with Indigenous communities differ from public consultation and arise because of Section 35 of the Constitution Act. The Region aims to maintain an ongoing respectful relationship with Indigenous communities throughout the planning process.</p>
7.4.10.2	Provide opportunities for public engagement and consultation on regional issues to ensure informed, purposeful and meaningful involvement.
7.4.10.4	Support the Region’s long-term commitment to ensure engagement of diverse populations, by examining opportunities for more effective and inclusive consultations.
7.4.10.5	Conduct research on equity and inclusivity related to public engagement and consultation, land use policy and infrastructure distribution to inform decision making in the planning process.
7.4.10.6	Engage with Indigenous communities and consider their interests on land use planning matters at a Regional and local municipal level when protecting and managing cultural heritage resources or archaeological resources in territory that may affect Section 35 Aboriginal and treaty rights.
7.4.10.7	Encourage opportunities to build relationships and knowledge sharing with interested Indigenous communities in the planning and infrastructure development processes.
7.4.10.8	Develop internal guidelines or training for matters requiring engagement with Indigenous communities, informed by Indigenous community protocols that may exist.