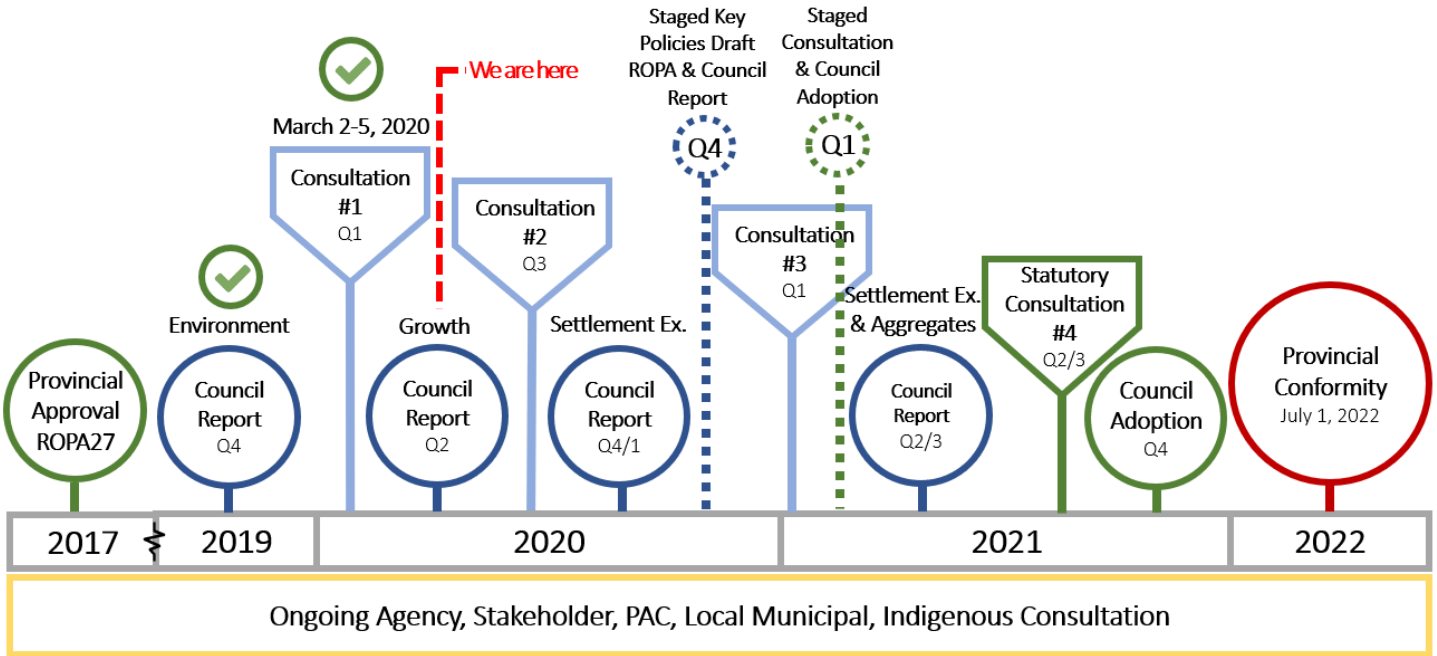
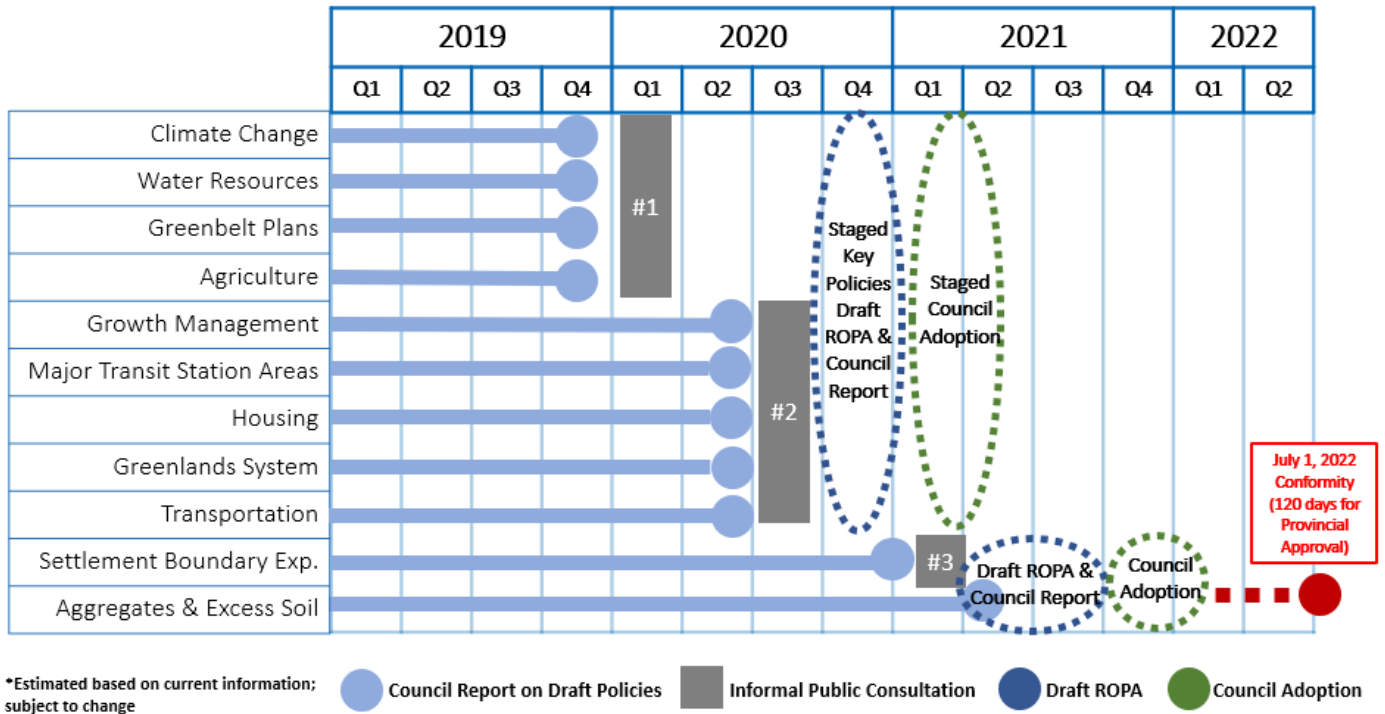


## PEEL 2041 WORK PLAN AND CONSULTATION SCHEDULE

### Peel 2041: Consultation Process



### Peel 2041 Work Plan: MCR Timing\*



Note: Based on correspondence from the Minister dated November 12, 2019, opportunities to begin formal statutory consultations sooner will be considered that would allow for a phased conformity approach.

# Consultation Summary

## Peel2041

Regional Official Plan Review

**March 2020**

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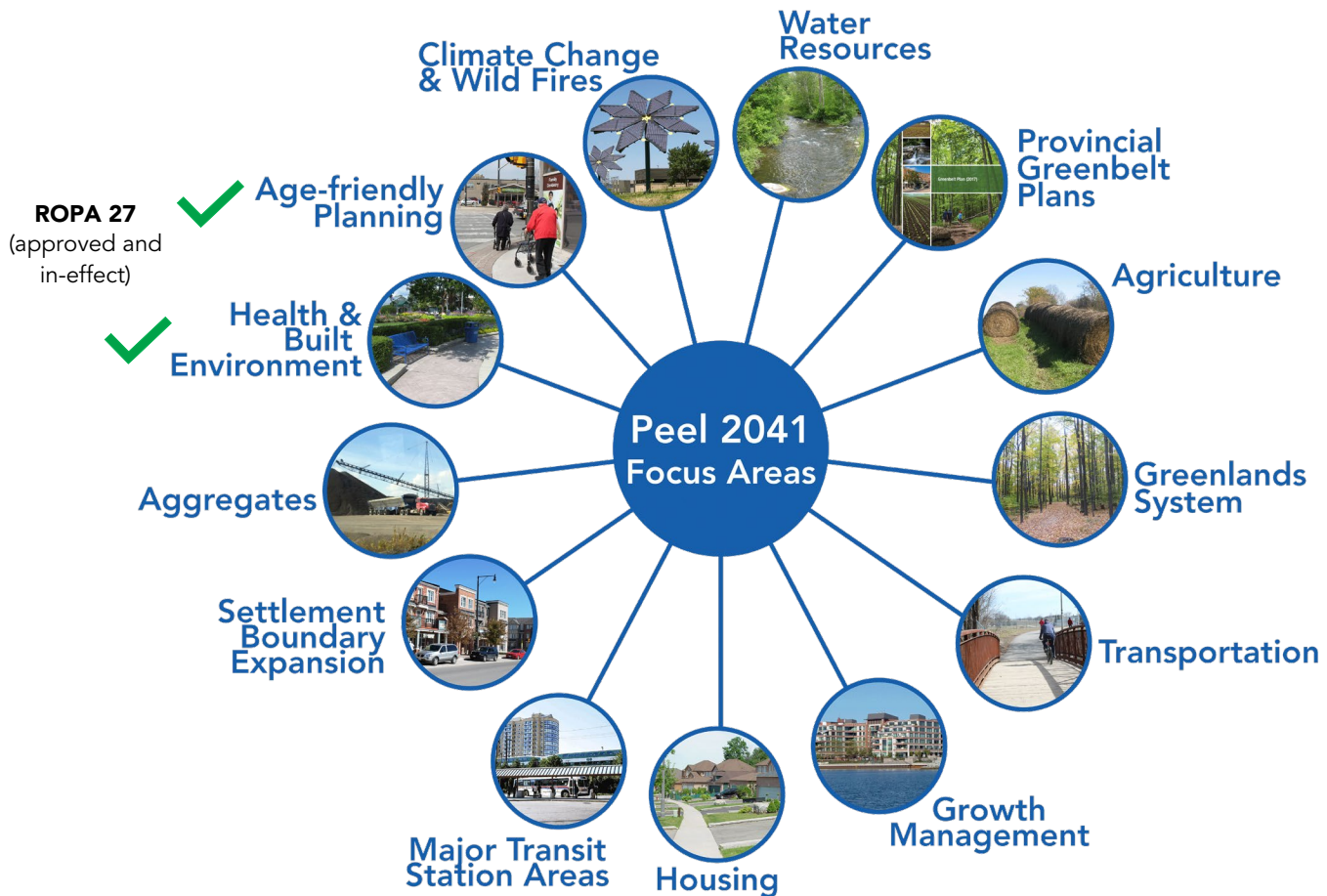
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## Introduction

By 2041, the Region is expected to be home to nearly 2 million residents and 1 million jobs. The Peel 2041: Regional Official Plan Review process will:

- incorporate new Provincial legislation, regulations and policies;
- implement new Regional policy initiatives and plans;
- have a meaningful community engagement process; and,
- guide growth and development within the Region to the year 2041.

Peel 2041, will consider policy changes in the following areas:



This document provides an overview of major changes to Regional Official Plan policies for environment related focus areas and updates on all other focus areas. This document is a summary of comments received from the three early-March 2020 informal open house events, with responses from Regional staff.

## **Public Consultation**

Peel staff organized three drop-in, informal open house sessions to provide an opportunity for members of the public and stakeholders to provide insights on future policies which will guide how communities in Peel will evolve. Regional staff utilized materials including display boards, handouts, studies, comment forms and engaged attendees with the aim of obtaining feedback on the information presented. Local municipal staff were also in attendance to engage residents on their local official plan review.

### **Open House #1: Town of Caledon**

**Monday March 2<sup>nd</sup>, 2020**

The first open house session took place on March 2<sup>nd</sup>, 2020 at the Brampton Fairgrounds from 4:30 – 7:30 p.m. There were 89 participants who attended the open house and a total of 19 participants provided written comments.

### **Open House #2: City of Mississauga**

**Tuesday March 3<sup>rd</sup>, 2020**

The second open house session took place on March 3<sup>rd</sup>, 2020 at the Mississauga Central Library Glass Pavilion from 4:30 – 7:30 p.m. There was a total of 36 participants who attended the open house and 6 participants provided written comments.

### **Open House #3: City of Brampton**

**Thursday March 5<sup>th</sup>, 2020**

The third open house session took place on March 5<sup>th</sup>, 2020 at the Mount Pleasant Village Library from 4:30 – 7:30 p.m. There was a total of 45 participants who attended the open house and 10 participants provided written comments.

## **Draft Policies: Environment related focus areas**

The open house sessions focused on draft policies and mapping for environment themed focus areas, including:

- [Climate change](#)
- [Wildland fire hazards](#)
- [Provincial Greenbelt plans](#) (including Greenbelt Plan, Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan)
- [Water resources](#)
- [Agriculture and rural systems](#)

There was a total of 11 discussion papers, which provided background information on the rationale for the proposed policy amendments. Please visit each of the above noted focus area webpage for additional materials.



## Climate Change

Climate change policies in the Regional Official Plan will:

- Support intensification and density through mixed-use and transit supportive development.
- Reduce GHG emissions and other pollutants through sustainable and active transportation.
- Protect, restore and enhance Peel’s natural systems and water resources.
- Promote energy efficiency and conservation (e.g. green development standards).
- Identify and protect Prime Agricultural Areas.
- Recognize that land-use planning can play a significant role in how the Region can mitigate and adapt to climate change.



### Draft Policy Feedback

Comments received indicated concern for climate change impacts and the importance of implementing policies to address the effects of climate change. Planning for climate change was considered very important among the various focus areas.

- Comments suggested that development and construction provide tree acreage that is equivalent to or greater than the built-over and paved acreage to alleviate numerous climate crisis problems.
- Concerns were expressed for the preservation of Niagara Escarpment areas in Caledon which include an UNESCO World Biosphere Reserve, to help slow the climate crisis.
- Comments were received recommending implementation of climate change indicators.
- Concerns were raised that the issues involving climate change will increase with the lack of public transportation and more commuters.

### Response

The Region recognizes the importance of mitigating and adapting to the anticipated impacts of climate change, and how land use planning can play an important role in increasing the Region’s resilience, as well as creating sustainable and healthy communities. This includes

integrating and embedding climate change policies in key areas of the official plan, such as those related to protecting, maintaining, and enhancing natural heritage systems and the Region's urban forest tree canopy, as well as supporting different modes of transportation to reduce greenhouse gas emissions. As well, new policy direction is being proposed to collaborate with the local municipalities to develop and implement policy, guidelines and tools that comprehensively address sustainable development requirements at the municipal, neighbourhood, site and building scales.

The Regional Official Plan Performance Measurement Program was developed to provide direction to review and update performance indicators on a regular basis and report on progress in meeting the goals and objectives in the Region of Peel Official Plan. The latest report, prepared in 2017, includes indicators related to the Region's community and corporate greenhouse gas emissions, air quality, urban tree canopy, and residents residing near public transit.



## **Wildland Fire**

Wildland fire policies in the Regional Official Plan will:

- require new development to be located, landscaped and designed to prevent or minimize risk.
- propose new mapping identifying potential locations of hazardous forest types for wildland fire.

### **Draft Policy Feedback**

- No major comments were received on this focus area.

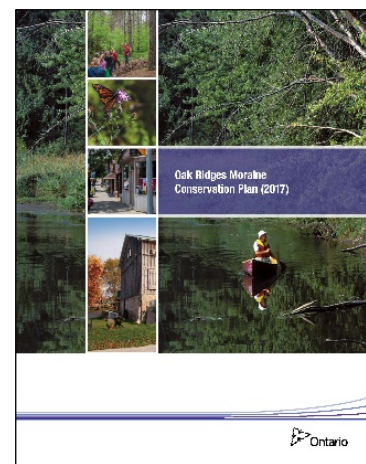
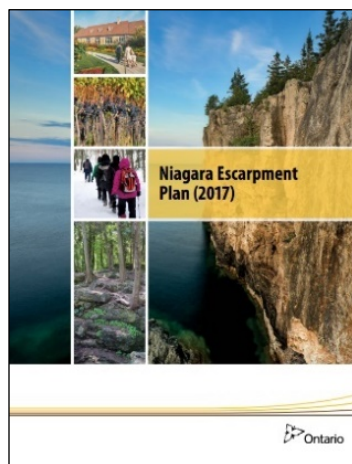
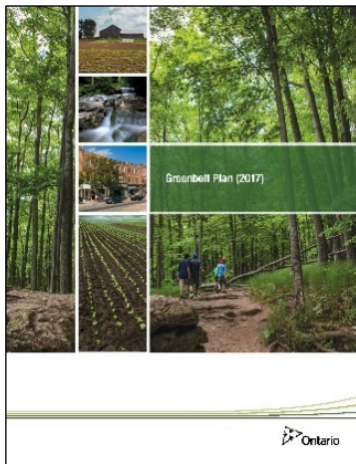




## Provincial Greenbelt Plans

Provincial Greenbelt plans policies in the Regional Official Plan will:

- support agricultural systems planning
- support natural heritage and water resource systems planning
- integrate infrastructure and land use planning
- add Urban River Valley policies and mapping
- direct local municipalities to protect agricultural lands, enhance natural features and areas, preserve cultural heritage and support recreation.



### Draft Policy Feedback

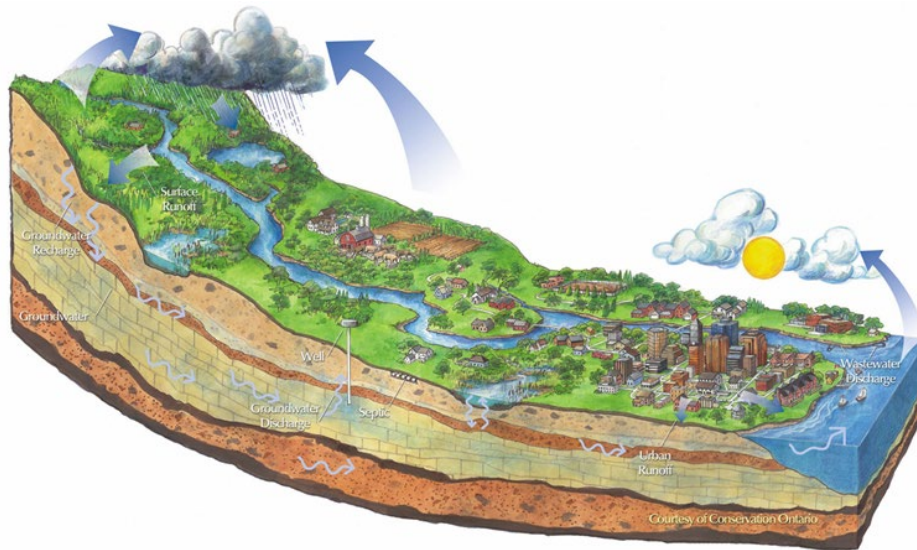
- No major comments received on this focus area.



## Water Resources

Water resource policies in the Regional Official Plan will:

- identify and protect a system of water resource features and areas.
- protect drinking water sources from negative impacts.
- provide direction for integrating watershed planning and growth management
- require stormwater master plans.
- ensure studies are undertaken to protect, improve or restore ground and surface water quantity and quality.



### Draft Policy Feedback

Comments received note the importance of water resources and supported draft source water protection policies.

- Concerns were raised about the impacts of chloride levels in lakes and rivers on the environment.
- Comments noted the importance of protecting water quality and quantity of the West Credit River and watershed.
- Concerns were raised with the lack of public transportation and more commuters, and their impacts on water resources.
- Comments supported the need for stronger policies when protecting watersheds.
- Comments recommended ensuring high levels of protection for groundwater and recharge areas.

### Response

Regional staff recognize the importance of protecting Peel's water resources. Proposed new water resources policies will implement the policy direction provided in the Source Protection Plans, the Provincial Policy Statement, Growth Plan and other best practices. Included are policies intended to reduce chloride levels in sources of municipal drinking water. For example, the policies will encourage the use of salt management plans in certain vulnerable areas.



## Agriculture & Rural Systems

Agriculture and rural systems policies in the Regional Official Plan will:

- protect the character and natural environment of rural Peel.
- protect Prime Agriculture Areas for long-term use for agriculture.
- enhance economic viability and environmental sustainability of the Agricultural System.
- permit a wider range of agriculture, agriculture-related and on-farm diversified uses.
- support urban agriculture and foster access to healthy locally grown food.
- reduce and recover food and organic waste.

### Draft Policy Feedback

Comments noted the importance of maintaining the unique character of rural villages in Caledon as the Region plans for growth.

- Concerns were raised for the preservation of the unique character of rural villages when planning for Caledon.
- Comments highlighted the differences between urban planning and rural planning (i.e. wide sidewalks, paved shoulders, widened, flattened roads, etc. may not be needed in rural areas).
- Comments noted the importance of protecting agricultural lands in Caledon.

### Response

Many of the policies that the Region is proposing represent new approaches and best practices that will support the protection of agricultural lands, the agricultural system and food security.

The proposed policies encourage and support planning by the Town of Caledon, that builds upon rural character, leverages rural amenities and assets and accommodates an appropriate range and mix of housing in rural settlement areas. Proposed policies call for context-sensitive design of roads and other infrastructure addressing impacts on rural settlements and other sensitive areas.

## Updates: Other focus areas

The open house sessions also provided information on ongoing and upcoming studies included in the Peel 2041 work plan, including:

- [Aggregate resources and excess soil](#)
- [Growth management](#)
- [Greenlands system](#)
- [Housing](#)
- [Major transit station areas](#)
- [Settlement area boundary expansion](#)
- [Transportation](#)
- Other policies

Visit each [focus area page](#) for additional materials. Some of the high-level comments received are noted in the following section.



## Greenlands System

Policy direction for the greenlands system in the Regional Official Plan include:

- updating and identifying the Region’s natural heritage system.
- protecting, restoring and enhancing the Greenlands System through land use policies in collaboration with local municipalities and the Conservation Authorities.

### Feedback

Comments generally supported policy directions to protect natural heritage in Peel.

- It was suggested that proposed chainsaw and bulldoze development be banned, which damage the natural slopes of the land, vegetation and other species native habitats, subsurface species and fungus that contribute to ecosystem integrity.
- It was recommended that stronger policies be considered for protecting natural heritage and green spaces.
- Comments noted that trail maps are needed to indicate access points.
- Comments noted the importance of protecting interconnected natural heritage greenlands systems to counteract biodiversity loss in rural and urban areas.

### Response

The Region is proposing new and amended existing objectives and policies with an imperative to protect and enhance natural systems, using an integrated systems approach. The comprehensive, integrated, and long-term approach to planning will support the protection of the Region’s natural heritage and biodiversity. The Region will continue to work with partners such as the Conservation Authorities and local municipalities to implement the Regional Official Plan objectives.



## Growth Management

Policy direction for growth management policies in the Regional Official Plan will:

- identify strategic growth areas, designate employment areas, update forecasts to be used for service and infrastructure planning, support the growth management strategy.
- allocate population and employment growth.

### Feedback

Comments addressed incompatible growth allocations for rural communities in Caledon, and general concern with growth.

- Concerns were raised for communities in Caledon becoming a statistic or an urban growth casualty as a result of meeting Provincial growth targets.
- Concerns were raised with the amount of growth projected for Peel, considering the struggles the Region is having with congestion and affordable housing.

### Response

While some of Peel's expected growth to 2041 will occur in the Town of Caledon, allocation of growth to Caledon must occur in the context of various environmental features including the Greenbelt, Oak Ridges Moraine, and Niagara Escarpment. Regional and Provincial policy encourages intensification and discourages sprawl, in order to better address issues such as climate change, air quality, congestion and efficient use of infrastructure. Because of this, most of the growth will go to areas with existing servicing, with very limited growth in rural villages and hamlets.

Through the Peel 2041 process, we are carefully planning for the projected people and jobs by allocating it to areas that can support the growth through intensification or settlement expansion. For example, planning for growth around transit like the Hurontario LRT, so that people can choose not to drive while meeting everyday needs, or near existing settlements with appropriate street networks and services. Peel also is creating housing policies to ensure there is enough affordable housing in Peel to accommodate our growing population – please refer to our housing focus area for detailed information.



## Housing

Housing policies in the Regional Official Plan will:

- introduce new affordable housing targets.
- increase density in growth areas and support new housing in existing stock.
- encourage a mix of unit sizes in new multi-unit developments and stronger rental demolition and conversion policies.

### Feedback

Comments received related to affordable housing, range of housing mix for first time buyers and environmental considerations for future residential development.

- Concerns were raised for the lack of affordable senior housing and accommodations in Peel.
- It was recommended that planning and building affordable and supportive housing should be done with intentional design to rehabilitate tree canopy in the landscapes.
- It was recommended that more 3-4 storey housing be introduced, similar to Montreal.
- It was recommended that there be more planning and building of affordable rental housing (e.g. purpose-built rental units) for all income groups, instead of permitting the development of small condo units.
- Comments were received on permitting smaller sized housing (not necessarily townhouses for first time buyers and downsizers). It was also suggested that house sizes be capped because large homes consume more energy and as such, are inappropriate for the current state of climate crisis.
- It was requested that a better understanding of the secondary rental market (e.g. condos) be included when describing vacancies/ vacancy rates.
- It was recommended that future development consider Passive House (Passivhaus) standards to make buildings highly energy efficient.

### Response

The Region recognizes affordable housing as one of the major challenges facing Peel. Regional staff are proposing policies that would encourage new models of housing for seniors, including rental development and home sharing. Regional staff are also implementing the Age-friendly Planning recommendations from ROPA 27, which includes a review of seniors' demographics in Peel, including challenges and opportunities related to housing.

The Region has policies that encourages housing development that is sensitive to the impacts of climate change by being energy efficient, and these policies are also reflected in local municipal official plans.

The Region is encouraging higher density forms of housing and a range and mix of housing sizes and types to serve the varied needs of Peel residents. Most of the growth in Peel is expected to be in medium and high-density forms (townhouse and apartment forms) to support efficient use of space and density around amenities such as transit, where appropriate. As housing is developed in the Region, it must conform to Regional and local municipal environmental planning requirements to mitigate the impacts of climate change.



## Major Transit Station Area

Ongoing major transit station area (MTSA) studies for the Regional Official Plan will:

- identify and delineate MTSA boundaries.
- support the prioritization of MTSA.
- provide direction on the density of development within each MTSA.
- guide the development of policies that encourage transit-supportive development.
- support the local municipal policy development processes and other planning initiatives underway with key transportation stakeholders.



## Feedback

Questions about what factors impacts the delineation of prioritized and potential MTSA through Peel.

- Will all MTSA be able to support mixed use development?
- What are the next steps in the process to prioritize stations?
- How will the current conditions of potential stations impact the prioritization of future stations?
- How will infrastructure corridors (i.e. gas pipelines, hydro) impact the development of MTSA?

## Response

Each MTSA has a unique current and future context. Mixed uses do support transit stations and provide services to commuters, though some MTSA will have a varying mix of uses, based on the compatibility of existing activities with others and the surrounding context. For example, an MTSA with existing heavy industrial activity and close access to 400 series highways may not be



able to support as much new residential development as an MTSA with existing residential and community amenities.

The current conditions of each station have informed its station profile, categorization, and what the strengths and challenges are in achieving a complete transit-oriented community for the MTSA and reaching target densities. Following this exercise, staff will prioritize and define the types of transit stations in Peel, considering when and how they may develop. Prioritization will be based on many factors beyond the current conditions, including transit funding, timing of infrastructure, Provincial and municipal planning policy goals, and patterns of growth in Peel.



## Transportation

Ongoing transportation work for the Regional Official Plan will:

- integrate transportation and land use planning to provide a network that accounts for all road users through road improvements, sustainable transportation infrastructure, and transit-supportive development.
- maximize the use of existing transportation infrastructure to ensure financial feasibility whilst keeping people and goods moving safely and efficiently.
- implement a balanced approach that shifts 50 per cent of travel to sustainable modes such as walking, cycling, public transit and carpooling by 2041.

### Feedback

Comments received focused on road safety and pollution as a result of ongoing transportation studies and proposed projects.

- Inquiries were made on how the Region will compensate for the heat, light, noise, and excess carbon pollution from the proposed 413 (GTA West Corridor) and freight village south of Bolton projects.
- Inquiries were also made on how roads will be protected from over-crowding by trailers and commercial trucks that may increase accidents.

### Response

Through the proposed transportation policies, there is a concerted effort to continue supporting the safe and efficient movement of both people and goods, while minimizing and mitigating adverse impacts. The GTA West Transportation Corridor Study is considering measures such as truck-only lanes to increase goods movement capacity while alleviating truck traffic from local roads that would otherwise contribute to increased emissions, vehicle stop-and-go, and congestion. Healthy community design of and around the future highway can help mitigate transportation-related environmental impacts such as pollution, excess carbon form etc.

The Regional transportation policies focus on both the efficient and safe movement of goods and people, informed by various studies and strategic frameworks. The Road Characterization Study (RCS) prioritizes the demands for road functions and the access intended for the road context, including industrial and commercial connector roads. In efforts to increase the safety of all road users, the Region has also adopted the Vision Zero Road Safety Strategic Plan, which focuses on a series of actions to both minimize and mitigate roadway collisions and create safer intersections.



## Settlement Area Boundary Expansion

The Region is undertaking a four-phased settlement area boundary expansion study for the Regional Official Plan to:

- determine the appropriate location(s) to accommodate community (residential) and employment growth to the year 2041 in the Town of Caledon.
- propose policies to guide future detailed secondary planning of these lands.
- undertake broad consultation to receive input from residents, stakeholders and the Indigenous community.



### Feedback

Comments generally expressed support for specific locations for employment lands in Caledon. Other comments addressed specific requests for consideration as the settlement area boundary expansion study advances.

- Various comments were requesting updates on the 2016 Bolton Residential Expansion Study.
- Concerns were raised for communities in Caledon becoming a statistic or an urban growth casualty.
- Comments supported the employment corridor between Mayfield to King Rd. between Innis Lake Rd. to Torbram Rd.
- Comments noted the potential for future employment lands between Torbram Rd. and Bramalea Rd. from Mayfield to Old School Rd for employment.
- Comments supported residential development on the West and East side of Kennedy Road, South of King to Old School Rd.
- It was proposed that greater consideration be given to ensure a full understanding of the Brampton Flight Centre's impact on the surrounding neighbourhood and any future residential development.
- It was recommended that settlement boundaries within the Greenbelt be reduced/ limited as there is little infrastructure to service developments in these areas and few jobs for new residents.

- A request was received for rezoning for Healey Rd and Airport Rd. and another property on King St. and Old School Rd. North Town of Caledon.

### **Response**

The Bolton Residential Expansion Study (ROPA 30) is before the Local Planning Appeal Tribunal as a result of appeals. The areas around Bolton are continuing to be studied as part of the Region's Settlement Boundary Expansion Study, which will recommend settlement boundary expansions to accommodate residential and employment growth to 2041.

The Settlement Area Boundary Expansion Study being undertaken as part of Peel 2041 will recommend the locations for future residential growth, based on the results of a broad range of technical studies. One of the considerations will be impacts from the Brampton Caledon Airport.

Policies in the Greenbelt are limiting and restrictive with respect to expansion of settlement boundaries, however there are no policies that permit reducing settlement boundaries. The policies are aimed at recognizing existing settlements in the Greenbelt and directing growth to areas outside of the Greenbelt.

The Region does not rezone properties through the Official Plan Review process, as rezoning occurs at the local municipal level. These comments have been passed along to the local municipality.



## Aggregate Resources & Excess Soil

Ongoing aggregate policy review for the Regional Official Plan will:

- update policies related to aggregate resources based on direction from various provincial plans and legislation, as well as update mapping to conform with the *Aggregate Resources Inventory Mapping*.
- ensure that modern approaches to aggregates planning are incorporated, including comprehensive rehabilitation planning, conservation of resources, and aggregates recycling.

### Feedback

Comments related to the location of aggregate extraction and recommended utilizing recycled aggregates.

- Concern raised for the proposed pit for aggregate extraction near Charleston Sideroad and Main St. through Alton.
- It was recommended that recycled concrete and asphalt be used, instead of using virgin aggregate. It was suggested that a mandate be implemented to require unnecessary pit lakes to be filled, and the land be restored.

### Response

The mineral aggregate resources policies are being reviewed and updated to ensure consistency with provincial policy direction, including policies to address the use of accessory aggregate recycling facilities within operations and comprehensive rehabilitation.

The Region will be updating its identification of High Potential Mineral Aggregate Resource Areas to reflect the latest data. The policy updates will work towards achieving the balance between resources extraction activity and the protection of Peel's communities, natural environment, cultural heritage and other resources.



## Other Policies

As a result of Provincial plan and policy changes, other policy areas have been identified that require changes to ensure consistency and conformity with Provincial direction. These policy areas include waste management, cultural heritage and Indigenous community engagement. Policy updates to these other areas will:

- implement a policy framework for a circular economy with zero waste from residential sources and zero GHG emissions from residential waste management.
- update definitions and policy linkages between existing policies on the interests of Indigenous communities, cultural heritage conservation and archaeological resource management policies.
- improve acknowledgment and recognition of Indigenous communities, their heritage, treaty rights, and unique relationship to the land and resources in the Regional Official Plan.



## Feedback

Comments inquired about how Regional Official Plan policies would be implemented. Comments were also received seeking to address concerns for excess light pollution.

- It was recommended that additional direction be provided on how Official Plan policies intend to protect Indigenous values.
- It was requested that the community be involved to ensure traditions, customs, and heritage are recognized.
- An inquiry was made on how the plan will be implemented.
- Concerns were raised that excess light pollution from both commercial and private properties that may damage breeding cycles of plants, insects, and wildlife and will affect bird migration. It was recommended that gutter lights and other extreme sources of light should be banned or restricted, and that dark sky lighting across Peel be implemented.

## **Response**

The public can be involved in the development of communities by attending and expressing their thoughts through the various engagement opportunities, online platforms, public meetings, open houses, and connecting with Regional staff.

The historical context on which the Region of Peel lands exist will be added to the Official Plan through updated cultural heritage and Indigenous engagement policies. These policies aim to better recognize the history of Indigenous nations and better acknowledging the value in protecting limited cultural heritage resources. Each Indigenous community has unique perspectives and traditional knowledge, including how cultural heritage is understood and described. Regional staff are involved in ongoing engagement with various Indigenous communities to better understand and incorporate these perspectives.

The Regional Official Plan sets the policy framework for implementation and decision making. It also sets the context for the local municipalities to implement policies through detailed planning work. Various policies in the Regional Official Plan have different strategies, approaches and tools for implementation.

The *Planning Act* gives local municipalities the ability to address matters through site plan approval and urban design policies that can include lighting and other exterior design features. This comment will be sent to the local municipalities. At this time, the Region is not intending on requesting designation or preservation by the Royal Astronomical Society of Canada or International Dark-Sky Association, and not intending on implementing a dark sky preserve area.

## June 25, 2020 Official Plan Review Documentation

### June 25, 2020 Draft Office Consolidation

The December 2018 Regional Official Plan office consolidation has been updated to now show tracked changes illustrating [draft policies as of June 25, 2020](#). These tracked changes show proposed updates to the existing Regional Official Plan including draft deletions and additions for:

- the proposed changes for the growth-themed focus areas in green text (including employment, major transit station areas, housing, transportation, greenlands system, and waste management); and
- the proposed changes for the environment-themed focus areas in red text (including some minor updates to climate change, wildland fire, Provincial Greenbelt plans, agricultural and rural systems, and water resources)



### GROWTH MANAGEMENT

#### Background Paper



#### [Growth Management Policy Directions Report](#)

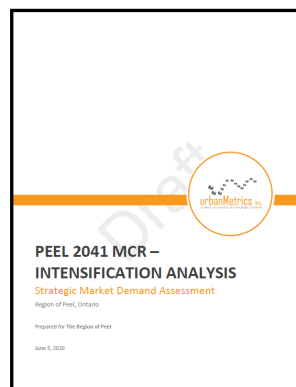
Region of Peel (2020)

#### Technical Studies



#### [Employment Strategy Discussion Paper](#)

Cushman & Wakefield (2017)



#### [Draft Intensification Analysis: Draft Strategic Market Demand Analysis](#)

Urban Metric (2020)

### Official Plan Mapping & Figures

- [Draft Schedule Y6](#) – Employment Areas (New Proposed Schedule)
- [Draft Schedule X12](#) – Prime Agricultural Area (Formerly Schedule B)
  - > Note, this has been updated since December 2019, and is now called Rural System
- Conceptual Strategic Growth Area Mapping in Background Paper
  - > Note, this is not a proposed Official Plan schedule/figure at this time



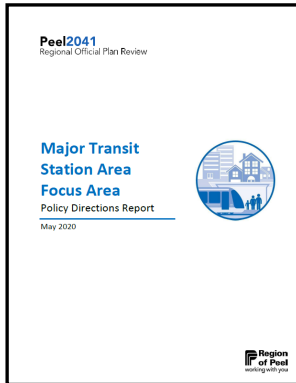
## June 25, 2020 Official Plan Review Documentation



### MAJOR TRANSIT STATION AREAS

NEW

#### Background Paper

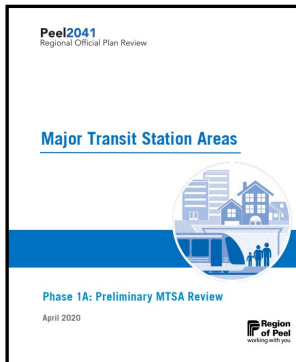


[Major Transit Station Areas Policy Directions Report](#)

Region of Peel (2020)

NEW

#### Technical Studies



[Phase 1A: Preliminary MTSA Review](#)

Perkins & Will (2020)

#### Official Plan Mapping & Figures

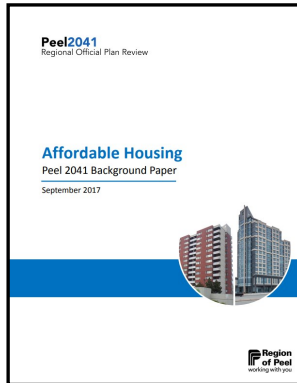
- Conceptual Potential MTSA Locations & Boundaries in Background Paper
  - > Note, this is not a proposed Official Plan schedule/figure at this time

## June 25, 2020 Official Plan Review Documentation



### HOUSING

#### Background Paper



[\*Peel 2041: Affordable Housing Background Paper\*](#)

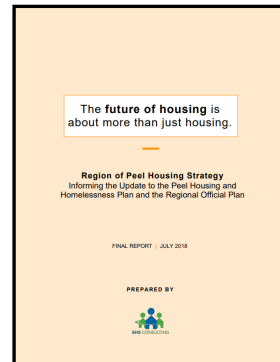
Region of Peel (2017)

#### Technical Studies



[\*Peel Housing and Homelessness Plan 2018—2028 \(PHHP\)\*](#)

Region of Peel (2018)



[\*Region of Peel Housing Strategy\*](#)

SHS Consulting (2018)

#### Official Plan Mapping & Figures

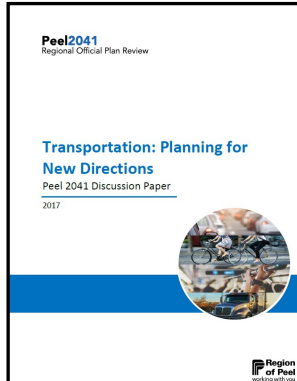
- [Deletion of Figure 17](#) – Annual Minimum Housing Unit Targets by Area Municipality  
> Note, now in Table 4 in the Official Plan Consolidation

**June 25, 2020 Official Plan Review Documentation**



**TRANSPORTATION**

**Background Paper**



[Planning for New Directions: Transportation Discussion Paper](#)

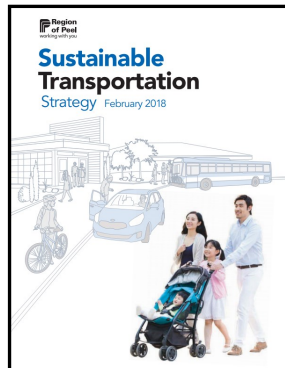
Region of Peel (2017)

**Technical Studies**



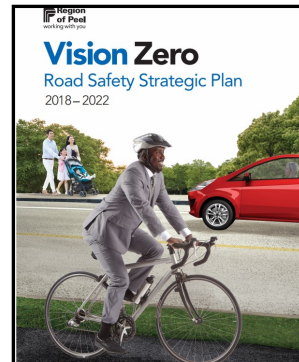
[Let's Move Peel: Long Range Transportation Plan 2019](#)

Region of Peel (2019)



[Sustainable Transportation Strategy](#)

Region of Peel (2018)



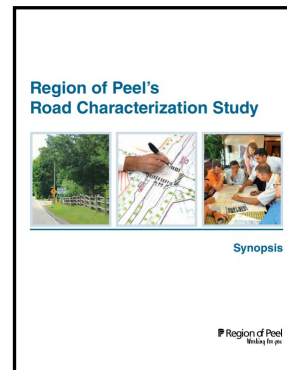
[Vision Zero: Road Safety Strategic Plan, 2018-2022](#)

Region of Peel (2018)



[Peel Region Goods Movement Strategic Plan 2017-2021](#)

Region of Peel (2017)



[Regional Road Characterization Study](#)

Region of Peel (2013)

**Official Plan Mapping & Figures**

- [Draft Figure Y4](#) - Aircraft Noise Exposure Composite Contours (Formerly Figure 6)
- [Draft Figure Y5](#) - Toronto Pearson International Airport Operating Area (Formerly Figure 11)
- [Draft Figure Y6](#) - Strategic Goods Movement Network (New Proposed Figure)
- [Draft Schedule Y2](#) - Major Road Network (Formerly Schedule E)
- [Draft Schedule Y3](#) - Regional Road Mid-Block Right-of-Way Requirements (Formerly Schedule F)
- [Draft Schedule Y4](#) - Rapid Transit Corridors (Long Term Concept) (formerly Schedule G)
- [Draft Schedule Y5](#) - Toronto Pearson International Airport Operating Area (formerly Schedule H)

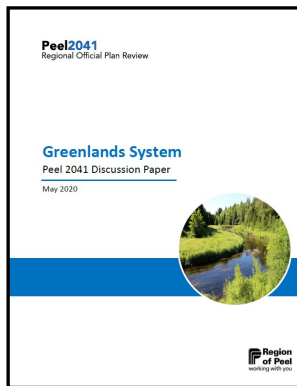
## June 25, 2020 Official Plan Review Documentation



### GREENLANDS SYSTEM

NEW

#### Background Paper

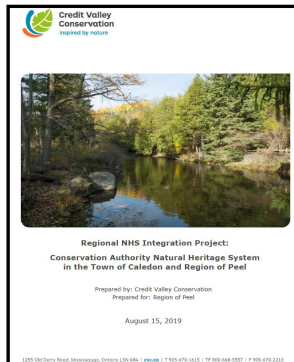


[Greenlands System Discussion Paper](#)

Region of Peel (2020)

NEW

#### Technical Studies



[Regional NHS Integration Project: Conservation Authority Natural Heritage System in the Town of Caledon and Region of Peel](#)

Credit Valley Conservation (2019)

#### Official Plan Mapping & Figures

- [Draft Schedule Y1](#) – Core Areas of the Greenlands System in Peel (Formerly Schedule A)
- [Draft Schedule X11](#) – Greenbelt Plan Area Land Use Designations (Formerly Schedule D3)  
> Note, this has been updated since December 2019
- [Draft Figure Y1](#) – Regional Greenlands System – Provincial Plan Natural Heritage Systems (New Proposed Figure)
- [Draft Figure Y2](#) – Regional Greenlands System – Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors (New Proposed Figure)
- [Draft Figure Y3](#) – Conservation Authority Natural Heritage System (New Proposed Figure)
- [Deleting Figure 5](#) – Criteria and Thresholds for the Identification of Significant Wildlife Habitat

## June 25, 2020 Official Plan Review Documentation



### WASTE MANAGEMENT

NEW

#### Background Paper



[\*Draft Waste Management Discussion Paper\*](#)

Region of Peel (2020)

#### Official Plan Mapping & Figures

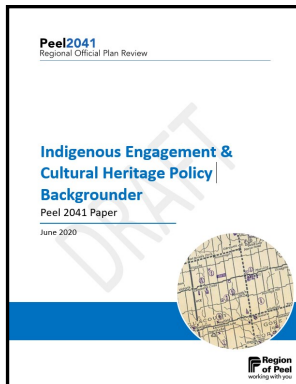
- [Draft Figure Y7](#) - Waste Management Sites (Formerly Figure 10)



### CULTURAL HERITAGE & INDIGENOUS ENGAGEMENT

NEW

#### Background Paper



*Draft Indigenous Engagement & Cultural Heritage Policy Backgrounder*

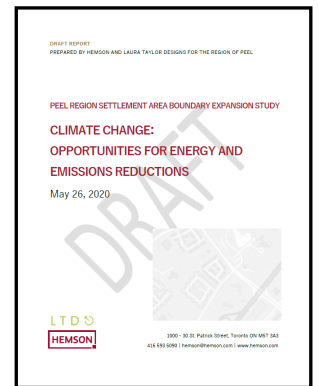
Region of Peel (forthcoming)

June 25, 2020 Official Plan Review Documentation



SETTLEMENT AREA BOUNDARY EXPANSION

Draft Technical Studies

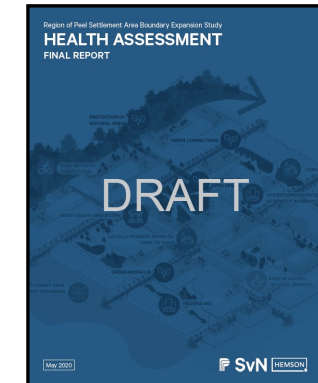
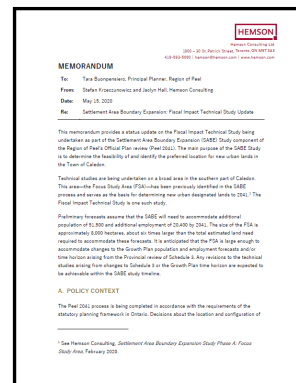
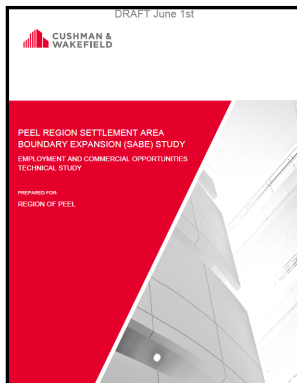
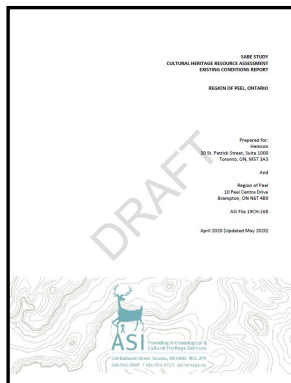


Draft Aggregate Resources (Planscape)

Draft Agricultural Impact Assessment (Planscape)

Draft Archaeological Assessment (ASI)

Draft Climate Change & Energy Study (LTD)

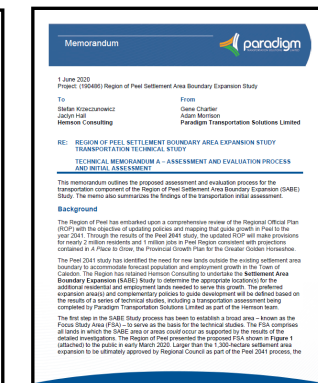
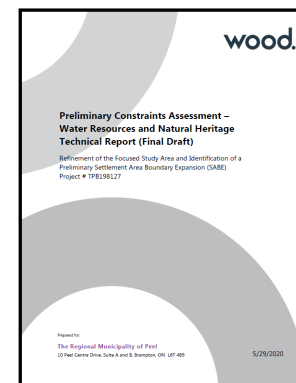
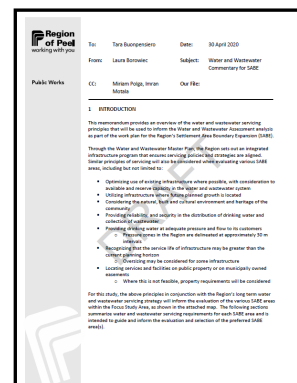
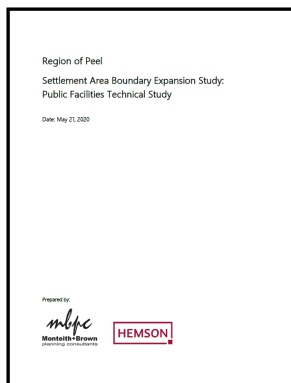


Draft Cultural Heritage Resource Assessment (ASI)

Draft Employment & Commercial Study (Cushman & Wakefield)

Draft Fiscal Impact Study (Hemson)

Draft Health Assessment (SVN)



Draft Public Facilities Study (MBPC)

Draft Water & Wastewater Assessment (Region of Peel)  
10.2- 38

Draft Natural Environmental Screening (Wood)

Transportation Assessment (Paradigm)

## December 19, 2020 Official Plan Review Documentation



### AGRICULTURAL & RURAL SYSTEMS

#### Background Paper

- Region of Peel (2019). [Agricultural and Rural Systems Discussion Paper](#)
- Region of Peel (2019). [Urban Agriculture Discussion Paper](#)
- Region of Peel (2019). [Agricultural Mapping Refinement](#)

#### Technical Studies

- MacNaughton, Hermsen, Britton, Clarkson Planning Limited (MHBC) (2016). [Land Evaluation & Area Review Technical Study](#). Prepared for the Region of Peel & Town of Caledon
- MacNaughton, Hermsen, Britton, Clarkson Planning Limited (MHBC) (2015). [Edge Planning Report: A Review of Implemented Practices to Address Planning on the Urban-Rural Fringe](#). Prepared for the Region of Peel & Town of Caledon
- MacNaughton, Hermsen, Britton, Clarkson Planning Limited (MHBC) (2014). [Review of Minimum Distance Separation Formulae and Implementation Guidelines](#). Prepared for the Region of Peel & Town of Caledon

#### Official Plan Mapping & Figures

- [Draft Schedule X12](#) – Prime Agricultural Area (Formerly Schedule B)  
> Note, this has been updated since December 2019, and is now called Rural System



### CLIMATE CHANGE

#### Background Paper

- Region of Peel (2018). [Climate Change Discussion Paper](#)

#### Technical Studies

- Region of Peel (2019). [Climate Change Master Plan](#)
- Auld, H., Switzman, H., Comer, N., Eng, S., and Milner, G (2016). [Climate Trends and Future Projections in the Region of Peel](#). Ontario Climate Consortium
- Region of Peel (2014). [2006 Community Greenhouse Gas and Criteria Air Contaminant Inventory](#)
- Tu, C., Milner, G., Lawrie, D., Shrestha, N., Hazen, S. (2017). [Natural Systems Vulnerability to Climate Change in Peel Region](#). Technical Report. Toronto and Region Conservation Authority and Ontario Climate Consortium Secretariat
- Harris, S., Hazen, S., Fausto, E., Zhang, J., Kundurpi, A., Saunders-Hastings, P. (2016). [Climate Change Effects on Agricultural Production in the Region of Peel](#). Toronto and Region Conservation Authority and Ontario Climate Consortium Secretariat

## December 19, 2020 Official Plan Review Documentation



### PROVINCIAL GREENBELT PLANS

#### Background Paper

- Region of Peel (2019). [Greenbelt Plan Discussion Paper](#)
- Region of Peel (2019). [Niagara Escarpment Plan Discussion Paper](#)
- Region of Peel (2019). [Oak Ridges Moraine Conservation Plan Discussion Paper](#)

#### Official Plan Mapping & Figures

- [Draft Schedule X9](#) – Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use Designations (Formerly Schedule D1)
- [Draft Schedule X10](#) – Aquifer Vulnerability Area in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Schedule D2)
- [Draft Schedule X11](#) – Greenbelt Plan Area Land Use Designations (Formerly Schedule D3)  
> Note, this has been updated since December 2019
- [Draft Figure X1](#) – Selected Areas of Provincial Interest (Formerly Figure 2)
- [Draft Figure X2](#) – Landform Conservation Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Figure 12)
- [Draft Figure X3](#) – Wellhead Protection Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Figure 13)
- [Draft Figure X4](#) – Oak Ridges Moraine Conservation Plan Area (ORMCPA) Partial Service Areas (Formerly Figure 14)
- [New Draft Schedule X8](#) – Niagara Escarpment Plan Area (NEP) Land Use Designations (New Proposed Schedule)



### WATER RESOURCES

#### Background Paper

- Region of Peel (2018). [Water Resources Discussion Paper 1 - Roles and Responsibility](#)
- Region of Peel (2018). [Water Resources Discussion Paper 2 - Policy Options](#)
- Region of Peel (2019). [Water Resources Discussion Paper 3 – Source Protection Plan Implementation](#)

#### Technical Studies

- Credit Valley-Toronto and Region-Central Lake Ontario Region (CTC) (2015). [Source Water Protection Assessment Report](#)
- South Georgian Bay Lake Simcoe Region (2015). [Source Water Protection Assessment Report](#)
- Halton-Hamilton Source Protection Region (2015). [Source Water Protection Assessment Report](#)

#### Official Plan Mapping & Figures

- [Draft Schedule X1](#) - Water Resources System Features and Areas in Peel (New Proposed Schedule)
- [Draft Schedule X2](#) - Source Protection Plan Areas in Peel (New Proposed Schedule)
- [Draft Schedule X3](#) - Wellhead Protection Areas in Caledon (New Proposed Schedule)
- [Draft Schedule X4](#) - Intake Protection Zones (New Proposed Schedule)
- [Draft Schedule X5](#) - Highly Vulnerable Aquifers (New Proposed Schedule)
- [Draft Schedule X6](#) - Significant Groundwater Recharge Areas (New Proposed Schedule)
- [Draft Schedule X7](#) Lake Simcoe Protection Act Watershed Boundary (New Proposed Schedule)



## December 19, 2020 Official Plan Review Documentation



### WILDLAND FIRE

#### Background Paper

- Region of Peel (2018). [\*Wildland Fire Discussion Paper\*](#)

#### Official Plan Mapping & Figures

- [Draft Figure X5](#) - Potential Locations of Hazardous Forest Types for Wildland Fire (New Proposed Figure)

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

The following provides a quick high-level summary of the key policy and mapping changes proposed through Stage 1 – Environment-themed policies/mapping in December 2019 and through Stage 2 – Growth-themed policies/mapping in June 2020. For full proposed policy and mapping changes contained within and appended to the June 2020 Regional Official Plan Office Consolidation, please visit <https://peelregion.ca/officialplan/review/focus-areas/>

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

**Agricultural and Rural Systems**

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
3.2 The Agricultural System	<p>Formerly Section 3.2 (Agricultural Resources). The objectives of the Agricultural System policies are:</p> <ol style="list-style-type: none"> <li>1. To protect the Prime Agricultural Area for long-term use for agriculture.</li> <li>2. To protect agricultural uses in the Prime Agricultural Area from incompatible activities and land uses that would limit agricultural productivity or efficiency.</li> <li>3. To provide flexibility to farmers to adopt agricultural innovations and new farming practices and to develop agriculture-related uses and other on-farm businesses in the Prime Agricultural Area.</li> <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>
5.4 The Rural system	The Rural System policies are directed at conserving rural character and environmental resources; fostering healthy, sustainable and complete rural communities; providing opportunities for compatible economic development; and supporting the development of the Agricultural System.
<b>Key Policies and Objectives – The Agricultural System</b>	
Section 3.2	<p>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.</p> <p>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.</p>
3.2.2.1	Maintains and enhances the continuity of the agricultural land base and the connections to the agri-food network.
3.2.2.3	Provides greater flexibility to permit agriculture-related uses and on-farm

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

	businesses and occupations in the Prime Agriculture area.
3.2.2.6	Permits an official plan amendment removing lands from a Prime Agricultural Area only for a settlement area boundary expansion.
3.2.2.7	Requires that Agricultural Impact Assessments (AIAs) addressing impacts on agriculture from development be prepared in accordance with Provincial requirements.
3.2.2.10	Permits non-agricultural uses on lands designated Prime Agricultural Area only for extraction of minerals, petroleum resources and mineral aggregate resources and for limited non-residential uses.
3.2.2.11	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.
3.2.2.12	Limits lot creation and lot adjustments in the Prime Agricultural Area in conformity with the Provincial policy and Plans and with Section 7.3.4.2 of this Plan.
3.2.3	A new subsection bringing together policies supporting the Agricultural System and policies supporting access to local food and urban agriculture.
3.2.3.2.1	Supports initiatives to maintain and enhance the economic viability and environmental sustainability of the Agricultural System.
3.2.3.2.2	Supports the collaborative development of regional strategies to support and enhance the Agricultural System.
3.2.3.2.3	Encourages agricultural organizations and public agencies to consult PAAWG.
3.2.3.2.6	Supports the Agricultural System through planning for development and for infrastructure.
3.2.3.2.7	Supports urban agriculture by encouraging the use of vacant and underutilized lands.
3.2.3.2.8	Encourages local municipalities to permit urban agriculture and to plan to facilitate access to affordable, healthy food and locally grown food.
3.2.3.2.9	Collaboration 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>	
Note: Peel 2041 will review whether the Rural Service Centres (i.e., Bolton, Caledon East and Mayfield West) should be removed from the Rural System and included within the Regional Urban Boundary.	
5.4.1.5 (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.
5.4.1.6 (Objective)	To support and enhance the Agricultural System.
5.4.2.3	Encourages and supports planning by the Town of Caledon and City of Brampton for a healthy, integrated and viable Rural System.
5.4.2.7	Where proposed non-agricultural uses interface with agricultural uses, land use compatibility shall be achieved by avoiding or, if avoidance is not

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

	possible, minimizing and mitigating adverse impacts on the Agricultural System.
5.4.2.11	Enhanced requirements to protect water resources where development is proposed in the absence of municipal water and wastewater servicing.
5.4.2.12	Infrastructure planning to assess impacts on the Agricultural System and, where negative impacts cannot be avoided, minimize or mitigate negative impacts. Identify and facilitate infrastructure to support agriculture.
5.4.5.2.4	An expansion to the boundary of an existing rural settlement area may be considered only at the time of a municipal comprehensive review and shall require an amendment to the Caledon Official Plan.
5.4.6.1.3 (Objective)	To maintain the role of rural lands in providing linkages among Prime Agricultural Areas within Peel Region and beyond its borders.
5.4.6.2.1	Designates rural lands.
5.4.6.2.3	Identifies permitted uses on rural lands.
5.4.6.2.4	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.
5.4.6.2.5 b)	Non-agricultural development in rural lands to minimize negative impacts on agricultural operations and the Agricultural System.
5.4.6.2.7	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.
<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 identified as one of the components of the Rural System. The other components shown 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 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.</p>

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

# Climate Change

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
<ul style="list-style-type: none"> <li>• 1.3.5 Themes of the Plan</li> <li>• 2.1 Introduction</li> <li>• 2.2.3 Climate System</li> <li>• 2.2.4 Air Quality</li> <li>• 2.2.5 Water Resource System</li> <li>• 2.2.7 Stormwater Management</li> <li>• 2.3 Greenlands System</li> <li>• 2.4 Natural and Human-made Hazards</li> <li>• 3.2.The Agricultural System</li> <li>• 3.6 Energy Resources</li> <li>• 5.3 The Urban System</li> <li>• 5.9 Housing</li> <li>• 5.10 The Transportation System in Peel</li> <li>• Chapter 6 Regional Services</li> <li>• 7.5 Sustainability</li> <li>• 7.11 Performance Management, Reviewing and Updating</li> </ul>	<p>A new climate change section (2.2.3 – Climate System) has been added to the Regional Official Plan that provides a comprehensive land use planning policy framework to address climate change as well as policy direction for collaborative climate change planning to reduce greenhouse gas emissions, reduce vulnerability, and increase resilience to adapt the Region to a changing climate.</p> <p>In addition to a new climate change section, updated and new climate change policies have been embedded throughout the Regional Official Plan in the theme areas including, but not limited to growth management, transportation, energy, waste, water resources, natural hazards, natural heritage and agriculture.</p> <p>Specific policies have also been developed to provide direction for the local municipalities to develop model policies and guidance to implement sustainability requirements through local official plan policies and tools.</p>
<b>Key Policies and Objectives</b>	
1.3.5 Themes of the Plan	Mitigating and adapting to climate change has been strengthened as part of the Regional Official Plan’s overall sustainable development framework.
2.1 Introduction	Section 2.1 has been updated to recognize the importance of a resilient natural environment which will better enable natural systems to recover from disturbances and to tolerate and adapt to a changing climate. This includes protecting the natural systems in Peel, restoring poorly functioning ecosystems, and promoting clean air, water and land.
2.2.3 Climate System	Section 2.2.3 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

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

	<p>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>○ 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>○ 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>○ promote a culture of conservation through energy, water and soil conservation and integrated waste management.</li> <li>○ support and promoting local food production and procurement, food security, and protect the region’s agricultural land base and rural economy.</li> <li>○ collaborate, support and undertake community sector and infrastructure risk and vulnerability assessments.</li> <li>○ collaborate to undertake community energy and greenhouse gas emissions reduction planning, including greenhouse gas inventories.</li> <li>○ 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>
2.2.4 Air Quality	<p>Updated policy 2.2.4.3.1 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.</p>
2.2.5 Water Resource System	<p>Section 2.2.5 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.</p>
2.2.7 Stormwater Management	<p>Section 2.2.7 includes new policies related to stormwater management. As part of stormwater master planning, examine the environmental impacts of stormwater from existing and planned development, including an assessment of how climate change and extreme weather events will intensify these impacts and the identification of appropriate adaptation strategies.</p>
2.4 Natural and Human-made Hazards	<p>New and updated policies have been added to ensure that the impacts of a changing climate are considered in the management of risks associated with natural hazards (e.g. wildland fire and flooding). New policies including undertaking infrastructure and watershed planning studies and initiatives that consider the potential impacts of climate change and extreme weather.</p>
2.3 Greenlands System	<p>Significant updates to the entirety of Section 2.3 provide a policy framework that protects, restores and enhances the Region’s natural heritage system to mitigate and adapt to climate change. New Section 2.3.3 Urban Forest provide direct policies that support the mitigation of</p>

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

	urban heat island impacts.
3.2. The Agricultural System	Significant updates to the entirety of Section 3.2 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.
3.6 Energy Resources	Significant updates to the entirety of Section 3.6 Energy Resources recognize and support energy conservation and efficiency through land use and development patterns including: <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>
5.3 The Urban System	Updated policies in Section 5.3.1 General 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 5.3.3 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.
5.9 Housing	Updated policies developed in Section 5.7.6 Housing and Climate Change promotes energy efficient housing and sustainable residential building design that is environmentally sensitive and resilient to the impacts of climate change.
5.10 The Transportation System in Peel	Significant updates to the entirety of Section 5.8 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 5.8.3) and Environmental Impact (Section 5.10.8).
Chapter 6 Regional Services	New and updated policies have been added to Section 6.2 Regional Human Services, Section 6.4 Water and Wastewater Services, and Section 6.5 Waste Management to address how Regional services and infrastructure can be designed to reduce greenhouse gases and vulnerability to a changing climate. This includes: <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</li> </ul>

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

	<p>infrastructure.</p> <ul style="list-style-type: none"> <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>
7.5 Sustainability	Section 7.5 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 sustainable transportation, public health, and housing.
7.11 Performance Management, Reviewing and Updating	Through the Regional Official Plan Performance Measurement Program, a new policy 7.11.2.11 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
2.2.11 Niagara Escarpment  2.2.12 Oak Ridges Moraine  2.2.13 Greenbelt Plan	The policies in these three sections of the Regional Official Plan provide direction to facilitate the continued protection of the ecologically and hydrologically significant natural environments and scenic landscapes within the Niagara Escarpment, Oak Ridges Moraine and the Greenbelt Plan areas in Peel in accordance with the Provincial Greenbelt Plans ( <i>Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan, and Greenbelt Plan</i> ). The Regional Official Plan recognizes the requirements and policies of the Provincial Greenbelt Plans and applies them to the Regional and local context, including direction to the local municipalities to develop appropriate policies in their official plans and zoning by-law regulations.
<b>Key Policies and Objectives</b>	
<b>Niagara Escarpment</b>	
2.2.11.3.4	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.
2.2.11.3.5	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



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

	Act.
2.2.11.3.8	Support the Town of Caledon, Niagara Escarpment Commission, conservation authorities and the Bruce Trail Conservancy in the establishment and promotion of the Bruce Trail and the lands of the Niagara Escarpment Parks and Open Space System.
<b>Oak Ridges Moraine</b>	
2.2.12.3.10 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 Plan</i> .
2.2.12.3.11	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 to Regional mapping and the <i>Oak Ridges Moraine Conservation Plan</i> .
2.2.12.3.28	Work with the Town of Caledon and applicable conservation authorities to develop a stormwater master plan for the Caledon East Settlement Area in accordance to 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.
2.2.12.3.35	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.
2.2.12.3.49	Require best practises for the management of excess soil generated and fill received during any development or site alteration, including infrastructure development, in accordance to the <i>Oak Ridges Moraine Conservation Plan</i> .
<b>Greenbelt Plan</b>	
2.2.13.4.1	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> .
2.2.13.4.18	Work with the Town of Caledon as well as other agricultural organizations to support and enhance the Agricultural System through the development and implementation of agri-food strategies, food systems planning and other approaches.
2.2.13.4.26	Undertake watershed planning in accordance with Regional Official Plan and the <i>Greenbelt Plan</i> .
2.2.13.4.44	Expansions of settlement area boundaries are only permitted as part of a municipal comprehensive review in accordance with the policies of the Growth Plan.
2.2.13.6.1	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 Greenbelt Plan policy direction and mapping

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

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 Greenbelt Plan 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
2.2.5 Water Resource System 2.2.6 Watersheds 2.2.7 Stormwater Management 2.2.8 Source Water Protection 2.2.9 Lake Ontario 2.2.10 Lake Simcoe	<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>	
2.2.5.2.1	Protect, improve or restore the quality and quantity of water resources, including water resource system features and areas, key hydrologic areas and key hydrologic features, and their hydrologic functions, and related natural systems, features and areas, including their linkages and related functions, jointly with the area municipalities, conservation authorities and other related agencies.
2.2.6.1.1	Require and participate in watershed planning within Peel Region in order to protect, improve or restore the quality and quantity of water resources.
2.2.6.1.5	Require the area municipalities, in consultation with the Region and conservation authorities to prepare subwatershed plans, or equivalent studies, prior to the development of a new or a major update to an existing secondary plan or local plan, or settlement area boundary expansion.
2.2.7.1.3	To manage stormwater to maintain the natural hydrologic cycle, prevent an increased risk of flooding, prevent stream erosion, replenish ground water

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

	resources and protect, improve or restore water quality.
2.2.7.3.2	To ensure that the management of stormwater does not impede the intended use of Regional road rights-of-way to serve present and future transportation needs.
2.2.8.2.2	Identify and implement the following source protection plans that apply to Peel Region
2.2.10.1.1	Protect, improve and restore the elements that contribute to the ecological health of the Lake Simcoe watershed, including water quality, hydrology, key natural heritage features and their functions and key hydrologic features and their functions.
<b>Mapping Updates</b>	
New Schedule X1	Water resources system features and areas.
New Schedule X2	Source water protection plan areas.
New Schedule X3	Wellhead protection areas.
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 .

# Wildland Fire

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
2.4.6 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>	
2.4.6.2.1	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

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

	and policies. Figure X5 shows the potential location of hazardous forest types for wildland fire in Peel.
2.4.6.2.2	Support the local municipalities in preparing mapping of hazardous forest types for wildland fire and establishing policies in their official plans to ensure that the risk of wildland fire will be addressed through 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)

Existing / New Section #	Proposed New/Revised Policy or Section
5.7 Employment Areas	The Growth Plan recognizes the diversity of land resources in the Greater Golden Horseshoe (GGH) and the <i>GTHA</i> in particular. One of the guiding principles of the Growth Plan, that should assist in the decision-making process of land <i>development</i> , resource management and investment, is to support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime. The Growth Plan encourages planning for <i>development</i> of complete communities and a balance of jobs and housing. Growth management policies of this Plan contribute to the achievement of complete communities within <i>Peel</i> which accommodate both residential and employment opportunities. The employment planning policies in the Regional Official Plan are situated within this larger growth management context and are described as follows.
5.8 Future Strategic Employment Areas	<p>The Region is forecasted to accommodate about 275,000 new jobs and about 540,000 additional residents by 2041, compared to 2016. This will bring the total number of jobs to 970,000 and total population to 1,970,000</p> <p>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</p>

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

	<p>entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy.</p> <p>For 21<sup>st</sup> century employment opportunity to thrive, new infrastructure such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required, while changes in technology will enable employment across a wider variety of land uses and building spaces than ever before. However, employers will continue to need core essentials like affordable electricity, good roads, clean water, and a variety of appropriate spaces in order to create and expand business.</p> <p>Beyond Employment Area designations the regional and local official plans support a mix of uses and major office development in Strategic Growth Areas. On the periphery of <i>Employment Areas</i>, retail and commercial uses serve the workers in the Employment Areas, provide a buffer to sensitive land uses, and benefit from visibility and access to transit.</p>
<b>Key Policies and Objectives</b>	
5.7.1.1 (Objective)	To provide sufficient lands in <i>Employment Areas</i> in <i>Peel</i> to support a vibrant and <i>sustainable</i> 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.
5.7.1.2 (Objective)	To protect <i>Employment Areas</i> for a range of employment uses and encourage a more intensive use of land.
5.7.1.6 (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 <i>Regional Intensification Corridor</i> , and in other areas served by frequent and higher order transit.
5.7.1.8 (Objective)	To align current and planned transit service investments with current and planned employment areas.
5.7.1.11 (Objective)	To provide sufficient land in <i>Employment Areas</i> in <i>Peel</i> to support a vibrant and sustainable regional economy.
5.7.1.12 (Objective)	To support the development, maintenance, and implementation of a coordinated employment strategy between the local area municipalities and Region.
5.7.2.1	Require the local municipalities to delineate <i>Employment Areas</i> in accordance with Schedule Y6 of the Regional Official Plan.
5.7.2.2	Direct the local municipalities to include policies and mapping in their official plan on Provincially Significant Employment Zones in accordance with Figure XX.
5.7.2.3	Direct high-density employment uses such as major office and major institutional development to <i>Strategic Growth Areas</i> , and other areas with existing or planned <i>higher order transit service</i> .
5.7.2.7	Protect existing and future <i>Employment Areas</i> to meet the long-term market demands and locational requirements of a diverse range of employment sectors and uses.
5.7.2.12	Employment Areas are encouraged to be planned to achieve a minimum employment density of:

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

	<ul style="list-style-type: none"> <li>• XX jobs per hectare in Caledon</li> <li>• XX jobs per hectare in Brampton</li> <li>• XX jobs per hectare in Mississauga</li> </ul>
5.7.2.14	Require the local municipalities to include policies in their official plans that prohibit the conversion of lands within <i>Employment Areas</i> to non-employment uses such as retail, commercial, residential, and other sensitive land uses in accordance with Section 5.7.2.16.
5.7.2.15	Ensure retail and commercial uses that are accessory to the primary employment use may be permitted in <i>Employment Areas</i> in accordance with the local municipalities official plan.
5.7.2.16	<p>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:</p> <ul style="list-style-type: none"> <li>i) There is a need for the conversion</li> <li>ii) The lands are not required over the horizon of the plan for the employment use they were designated</li> <li>iii) The Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan</li> <li>iv) The conversion does not affect the overall viability of the <i>Employment Area</i> and the achievement of the Region’s intensification and density targets</li> <li>v) There is existing or planned <i>infrastructure</i> and public service facilities to accommodate the proposed conversion</li> <li>vi) The lands are not required over the long-term for employment purposes</li> <li>vii) The lands do not fulfill the criteria for provincially significant <i>employment lands</i>;</li> <li>viii) The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands</li> <li>ix) Cross-jurisdictional issues have been considered.</li> </ul> <p>For the purposes of this policy, major retail, residential and non-<i>ancillary</i> uses are not considered employment uses unless already permitted by a designation in the <i>Employment Area</i> of the local municipalities official plan.</p>
5.7.2.17	<p>Notwithstanding Section 5.7.2.16, the local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:</p> <ul style="list-style-type: none"> <li>i) the lands to be re-designated are located on the periphery of an Employment Area.</li> <li>ii) the building(s) have direct frontage onto a corridor that is supported by existing or planned higher order transit.</li> <li>iii) the proposed uses are accommodated in a multi-storey mixed-use office building.</li> <li>iv) appropriate transition and buffering are provided to sensitive uses.</li> </ul>

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

	<ul style="list-style-type: none"> <li>v) the planned function and viability of the Employment Area including movement of goods are not adversely impacted.</li> <li>vi) the development exceeds the minimum Employment Area density for the local municipality prescribed in Section 5.7.2.12.</li> </ul>
5.7.2.18	<p>Notwithstanding Section 5.7.2.16, <i>Employment Areas</i> within delineated Major Transit Station Areas on <i>Schedule Y6 – Employment Areas</i> have the potential to support the integration of <i>Employment Areas</i> 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 municipal initiated planning study underway and the implementing local official plan amendment as per <i>Section 16(16) of the Planning Act R.S.O 1990</i> to the satisfaction of the Region.</p> <p>The planning study shall address:</p> <ul style="list-style-type: none"> <li>i) the requirements of Section 5.6.2.4 of this Plan;</li> <li>ii) an overall net increase to the total jobs planned for the <i>Employment Area</i> within the delineated boundary;</li> <li>iii) maintaining an employment land use designation to protect for higher density office uses;</li> <li>iv) how the viability of the <i>Employment Area</i> will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality may also be required to contain an assessment of various environmental considerations such as impact on local airsheds;</li> <li>v) maintain a minimum employment to population ratio across the subject lands;</li> <li>vi) that <i>higher order transit</i> is planned for the Major Transit Station Area within the planning horizon;</li> <li>vii) the development of <i>complete communities</i> and <i>transit supportive</i> densities including employment uses; and</li> <li>viii) demonstrate how <i>transit-supportive</i> employment densities will be achieved.</li> </ul> <p>Additional Major Transit Station Areas shall only be added to Schedule Y6 – Employment Areas through a Municipal Comprehensive Review undertaken by the Region.</p>
5.7.2.22	Encourage new development in existing office parks that enhances transit and active transportation connectivity and provides for an appropriate mix of amenities and open space.
5.7.2.23	Encourage the local municipalities to make provisions in their official plans for

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

	lands outside of Employment Areas to accommodate <i>retail and commercial</i> uses to support complete communities.
5.8 Future Strategic Employment Areas (New Section)	The purpose of the <i>Future Strategic Employment Area</i> policies is to conceptually identify and protect strategically located employment areas adjacent to or in the vicinity of future goods movement transportation and transit infrastructure for employment uses beyond the horizon of this plan.
5.8.1.1 (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 <i>infrastructure</i> .
5.8.2.1	Work in partnership with the Town of Caledon, the City of Brampton, adjacent municipalities, and the Province, to identify and protect the <i>Future Strategic Employment Area</i> to maximize employment growth.
5.8.2.3	Investigate and consider the feasibility and costs to service the Future Strategic Employment Areas and the economic and employment potential.
5.8.2.4	Ensure the Regional Urban Boundary may only be expanded to include Future Strategic Employment Areas 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 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.

## Greenlands System

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
2.3 Greenlands System in Peel	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. 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.



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

<b>Key Policies and Objectives</b>	
2.3.2.26	Direct the local municipalities to include policies in their official plans to prohibit development and site alteration in habitat of endangered and threatened species except in accordance with provincial and federal requirements.
2.3.2.29 (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.
2.3.2.29 (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.
2.3.2.30	Support the appropriate use of ecosystem compensation guidelines by the local municipalities and other agencies in accordance with the policies of this Plan and provincial policy requirements and provided that development or site alteration will not result in negative impacts to the natural features or ecological functions of the Greenlands System.
2.3.2.31	Promote and support collaboratively with the local municipalities, conservation authorities, and other agencies the development and implementation of habitat restoration and enhancement programs.
2.3.3.2.1	Work jointly with the local municipalities and agencies to develop urban forest strategies and encourage and support programs and initiatives that protect, maintain and enhance tree canopy in urban and rural settlement areas.
2.3.3.2.2	Recognize the urban forest as green infrastructure and a natural asset and provide direction to incorporate trees and wooded natural areas into municipal asset management planning.
2.3.4.2.1	Acknowledge and support the role of the local municipalities, conservation authorities, provincial agencies, and conservation organizations in carrying out invasive species management.
<b>Mapping Updates</b>	
New Schedule Y1	Schedule A be deleted and replaced with a new Schedule Y1 Core Areas of the Greenlands System. Mapping changes on Schedule Y1 include: <ul style="list-style-type: none"> <li>o 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>o Updated mapping of Escarpment Natural Areas to reflect the updated criteria and mapping of Escarpment Natural Areas in the 2017 Niagara Escarpment Plan.</li> </ul>
Schedule X11 (formerly D3)	Schedule D3 be deleted and replaced with a new Schedule X11. List of changes include conformity with 2017 Growth Plan and Greenbelt Plan: <ul style="list-style-type: none"> <li>o Addition of Urban River Valley designation</li> <li>o Addition of Natural Heritage System (overlay) for the Growth Plan</li> </ul>
New Figure Y1	Regional Greenlands System – Provincial Plan Natural Heritage System be added to identify the Natural Heritage System designations and overlays to identify: <ul style="list-style-type: none"> <li>o Escarpment Protection Area and Escarpment Natural Area</li> </ul>

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

	<ul style="list-style-type: none"> <li>designations of the Niagara Escarpment Plan</li> <li>o Natural Core Area and Natural Linkage Area designations of the Oak Ridges Moraine Conservation Plan</li> <li>o Natural Heritage System overlay of the Growth Plan</li> <li>o Natural Heritage System overlay of the Greenbelt Plan</li> <li>o Urban River Valley designation of the Greenbelt Plan</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.

# Housing

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
<p>5.9 Housing</p> <p>6.2 Regional Human Services</p>	<p>The purpose of the draft Region of Peel housing policies is to establish a policy framework that supports a range and mix of dwelling sizes, forms, tenure and affordability that meets the needs of all residents, and to address key challenges related to housing in the Region.</p> <p>To further the Region’s objective of improving housing affordability, the draft policies introduce stronger methods for securing affordable housing through the development approvals process and introduce a Regional and local municipal inclusionary zoning framework. New housing unit targets are also created, aligned with housing need as identified in the Regional Housing Strategy (2018) and Peel Housing and Homelessness Plan (2018-2028). Related to affordability challenges, there are also limited rental housing options in Peel, and the rental vacancy rate is 1.2 per cent (2019). As a result, the draft policies will support the creation and maintenance of rental housing, by broadening the additional residential unit (second unit) policies to align with the <i>Planning Act</i>, protecting existing rental housing through stronger rental demolition and conversion policies, and introducing a Pilot Program to incentivize affordable housing.</p> <p>The draft policies also reflect the way the Region is growing – increasingly through intensification, and through higher density development. By encouraging a range and mix of unit sizes in multi-unit residential developments, the Region will support its need for larger family-sized units. Further, by supporting increased heights and densities in strategic growth areas, the policies reflect the need for complete communities in areas with access transit and amenities.</p>

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

Key Policies and Objectives									
5.9.2.2.4	Direct the local municipalities to adopt Official Plan policies that require new multi-unit residential <i>developments</i> to include an appropriate per cent of 1, 2 and 3+ bedroom unit types. The appropriate per cent of unit sizes and types shall align with housing need as identified through Regional and local municipal strategies and planning processes.								
5.9.3.2.3 5.9.3.2.5 5.9.3.2.5	<p>Direct the local municipalities to develop official plan policies with criteria to regulate the demolition of existing residential rental units without replacement of the same or higher number of residential rental units.</p> <p>Direct the local municipalities to establish a local municipal vacancy rate of 3 per cent as a minimum threshold to permit the conversion of residential rental units to ownership tenure or demolish residential rental units.</p> <p>Direct the local municipalities to establish that, if the replacement of rental units is permitted under the local municipal criteria to regulate the demolition of existing residential rental units, replacement rental units must include the same or higher number of units of comparable sizes, types and affordability.</p>								
5.9.4.2.1	Direct the local municipalities to establish a local municipal official plan policy and zoning by-law framework to implement <i>inclusionary zoning</i> in protected major transit station areas and/or applicable development permit system areas, to be addressed at the time of the next local municipal official plan review or earlier.								
5.9.4.2.7	Implement policies and programs that provide incentives to support <i>affordable housing</i> development, including implementing a pilot program that would test the effectiveness of financial incentives in supporting the achievement of the annual minimum new housing unit targets in Table 4.								
5.9.5.2.1	Direct the local municipalities to include policies in local municipal official plans that permit <i>additional residential units</i> in new and existing residential <i>development, redevelopment</i> and <i>intensification</i> , including: a) the use of two residential units in a detached house, semi-detached house or rowhouse; and b) the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse.								
Table 4	<p><b>Table 4: Peel Annual Minimum New Housing Unit Targets</b></p> <table border="1"> <thead> <tr> <th>Target Area</th> <th>Targets</th> </tr> </thead> <tbody> <tr> <td>Affordability</td> <td>That 30% of all new housing units are <i>affordable</i> housing  Encourage 50% of all affordable housing to be <i>affordable</i> to <i>low income</i> residents</td> </tr> <tr> <td>Tenure</td> <td>That 25% of all new housing units are rental tenure</td> </tr> <tr> <td>Density</td> <td>That 50% of all new housing units are in forms other than single-detached and semi-detached houses.</td> </tr> </tbody> </table>	Target Area	Targets	Affordability	That 30% of all new housing units are <i>affordable</i> housing  Encourage 50% of all affordable housing to be <i>affordable</i> to <i>low income</i> residents	Tenure	That 25% of all new housing units are rental tenure	Density	That 50% of all new housing units are in forms other than single-detached and semi-detached houses.
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Tenure	That 25% of all new housing units are rental tenure								
Density	That 50% of all new housing units are in forms other than single-detached and semi-detached houses.								
5.9.10.2.8	Collaborate with the local municipalities and the development industry to provide <i>affordable housing</i> units that contribute to achieving the annual								

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

	minimum new housing unit targets in Table 4, housing targets in the Peel Housing and Homelessness Plan and other Regional and local municipal housing needs through land use planning and development approvals processes.
5.9.10.2.9	Recognizing that large residential developments provide an enhanced opportunity to achieve a mix of housing in terms of affordability and other housing objectives, on large sites that are generally greater than 5 hectares in size or where over 100 units are proposed, the following shall be considered: <ul style="list-style-type: none"> <li>a) Endeavour to provide an <i>affordable housing</i> contribution of at least 10% to 15% of total units in the development;</li> <li>b) Encourage at least 50% of the <i>affordable housing</i> units provided to be affordable to <i>low income</i> households;</li> <li>c) Encourage a mix of affordable units that includes larger family-sized units;</li> <li>d) Encourage partnerships between private, non-profit and supportive housing providers; and</li> <li>e) Recognize that an <i>affordable housing</i> contribution may take the form of <i>affordable housing</i> constructed on-site or the conveyance of land on or near the development site or elsewhere in the local municipality.</li> </ul>
5.9.10.2.10	Where <i>affordable housing</i> is being provided in accordance with the considerations in policy 5.8.10.2.9, and the development is located within a strategic growth area, intensification corridor or local municipal strategic growth area, the development may exceed the residential density maximums that would otherwise apply in the local municipal Official Plan without amendment to the local Official Pan up to the maximum density increase represented by the number of <i>affordable housing</i> units provided.
<b>Mapping Updates</b>	
Figure 17	Deleted

## Major Transit Station Areas

Existing / New Section #	Proposed New/Revised Policy or Section
5.6 Major Transit Station Areas	Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, housing types, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.  These areas are a critical element in the Regions growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs,

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

	<p>housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to serve as vibrant 24-hour destinations. These areas will also contribute to enhancing the Regions attractiveness for new employment opportunities.</p> <p>Each station will be unique and be influenced by its local condition and growth potential. Not all stations will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-oriented development in the short-term but will be protected for future transit-oriented development.</p>
<b>Key Policies and Objectives</b>	
5.6.1.1 (Objective)	Leverage infrastructure investments by planning for transit supportive densities and increased transit ridership within Major Transit Station Areas.
5.6.1.2 (Objective)	Encourage a mix of transit-supportive uses such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.
5.6.1.3 (Objective)	Support a diverse range of station typologies that accommodate increased densities and increased transit ridership.
5.6.1.4 (Objective)	Enhance active transportation connections to transit stations and stops to support complete communities and increased station access.
5.6.1.5 (Objective)	Where appropriate, support a mix of multi-unit housing, including affordable and rental housing and second units.
5.6.1.6 (Objective)	Increase transit-ridership and multi-modal station access to support the Regions modal split target
5.6.2.1	<p>Each Major Transit Station area shall reflect one of the station typologies outlined below to support transit-oriented development and increased ridership based on the form and function of the station to be established in the official plan of the local municipality</p> <p><b>Primary Station</b> – Areas that have existing or planned transit supportive built forms and can meet or exceed the minimum planned transit supportive density target.</p> <p><b>Secondary Station</b> – Areas that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.</p> <p><b>Future Station</b> – Areas identified in the Regional Official Plan as having the potential to become Major Transit Station Areas in the future but are not delineated due to need for significant infrastructure investment and/or land use changes to unlock potential.</p>
5.6.2.2	Direct the local municipalities to delineate the boundaries of Major Transit Station Areas in their official plan in accordance with Schedule

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

	XX of this Plan.
5.6.2.3	Direct the local municipality to plan to achieve the minimum density target for each Major Transit Station Area as prescribed on Table XX. It is recognized that in some cases, planned densities may be achieved beyond the planning horizon of this Plan.
5.6.2.4	Direct the local municipalities to establish policies in their official plan and other implementation documents for each Major Transit Station Area delineated on Schedule XX to the satisfaction of the Region that addresses the following: <ul style="list-style-type: none"> <li>i) identifies the minimum number of people and jobs that will be accommodated within the Major Transit Station Area</li> <li>ii) the land uses in each station that supports complete communities and the minimum density target prescribed on Table XX</li> <li>iii) the station typology and character of the station area or stop</li> <li>iv) the minimum density for each Major Transit Station Area</li> <li>v) minimum and/or maximum heights for land uses within the Major Transit Station Area</li> <li>vi) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum prescribed density</li> <li>vii) protect lands that may be required for future enhancement or expansion of transit infrastructure</li> <li>viii) addresses land use compatibility and the separation or mitigation of sensitive land uses</li> <li>ix) a phasing plan or strategy to ensure soft and hard infrastructure is delivered in a manner that supports complete communities., including open space and accessible public amenities</li> <li>x) strategies to support increased multi-modal assess and connectivity</li> <li>xi) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, Inclusionary Zoning, Community Planning Permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools</li> </ul>
5.6.2.5	Encourage the local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops.
5.6.2.6	Ensure the establishment of new land uses and built forms that would adversely impact the ability to meet the minimum prescribed density target in an MTSA shall be prohibited.
5.6.2.7	Ensure existing land uses within Major Transit Station Areas that do not meet the objectives of this plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.
5.6.2.8	Encourage the local municipalities to establish policies in their official plans that identify future major transit station areas and protect for

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

	transit supportive densities, uses, and active transportation connections.
5.6.2.9	<p>Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act, proposed developments within a Major Transit Station Area identified on Schedule XX shall be reviewed with consideration to the objectives of this plan to ensure the proposed development:</p> <ul style="list-style-type: none"> <li>○ Demonstrates how the development will support transit-oriented densities that recognizes the character and scale of the surrounding community</li> <li>○ Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop</li> <li>○ Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development</li> <li>○ Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods</li> <li>○ Consider the provision of bicycle parking and where applicable passenger transfer and commuter pick up/drop off area</li> <li>○ Prohibits the establishment of uses that would adversely impact the ability to achieve transit orientated densities</li> <li>○ Supports high quality public realm improvements to enhance the Major Transit Station Area</li> </ul>

# Transportation

Existing / New/ Revised Section #s	Purpose/Objectives of the Policies
5.10 The Transportation System	The Region’s transportation network is an important catalyst for economic and community growth, seamless inter- and intra-regional travel as well as the safe and efficient movement of people and goods. By 2041, the Region of Peel is expected to grow by about 500,000 residents and 250,000 jobs to a total of approximately 2 million and 970,000, respectively. Translating this growth onto the transportation network, if current travel trends continue, traffic congestion is expected to increase by 45% in the morning peak period.
7.9 Regional Road Right-of- Way Requirements	The transportation policies in the ROP guide the development and strengthening of a regional network to accommodate the current and projected travel demands of the people who live, work or travel within or through the Region. In light of a rapidly changing planning landscape, the policies draw from both Provincial and Regional Plans and studies such as, the Provincial Policy Statement (PPS), 2020, A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, the Long Range Transportation

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

	<p>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 <i>Peel</i>.</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</b>	
5.10.2.2	<p>Work with the Province, area local municipalities and adjacent municipalities to provide transportation systems that address projected transportation needs and:</p> <p>a) Are safe, <i>sustainable</i> and, energy efficient and accessible;  b) Facilitate the efficient movement of people and goods while reducing fatal and injury collisions;  c) Offer travellers a variety of mobility choices; and  d) Encourage the most financially and environmentally appropriate mode for trip-making.</p>
5.10.2.21	<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>
5.10.3.2.12	<p>Work with Metrolinx, the local municipalities, and adjacent municipalities to improve inter-regional transit connections.</p>
5.10.3.2.20	<p>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.</p>
5.10.4.2.6	<p>Participate in and support the Province’s Environmental Assessment Study for the GTA West Transportation Corridor and work with the Province and affected municipalities to take appropriate actions to ensure the GTA West Corridor and its links to the transportation network is not precluded.</p>
5.10.5.2.6	<p>Investigate a multi-modal <i>Level of Service</i> methodology in consultation with the local municipalities and external agencies, as appropriate.</p>
5.10.5.2.11	<p>Support the development of a connected and accessible network of sustainable transportation facilities on new or improved Regional roads, where feasible.</p>
5.10.7.2.1	<p>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.</p>
5.10.8.2.3	<p>Promote energy-conservation strategies such as <i>Transportation Demand Management</i> and Intelligent Transportation Systems measures to reduce traffic-related emissions and environmental impacts.</p>
5.10.8.2.6	<p>Consider and implement green infrastructure approaches in the planning, design, construction and operations and maintenance of Regional</p>



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

	infrastructure projects, where feasible.
5.10.9.2.1	<i>Support</i> increased coordination of transportation <i>services</i> among TransHelp, the Accessible Transportation Coordination Office, the area local municipalities, <i>community</i> -based agencies and taxi companies to provide a collaborative, integrated and equitable transportation <i>services</i> for persons with <i>disabilities</i> .
<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
6.5 Waste Management	As part of Peel 2041, waste policies were identified as a policy gap in the Official Plan based on changes in waste management legislation and policies that have occurred since 2009 and the introduction in 2018 of the Roadmap to a Circular Economy in the Region of Peel. These changes require the insertion of policies that address the circular economy, resource recovery, waste diversion and food and organic waste source separation. Key proposed changes will designate and protect land used in the recovery and management of waste materials; consider circular economy practices in order to be consistent with Provincial policy and the Regional vision for waste management; improve the development review process to ensure new residential developments allow for waste material diversion; include food and organic waste policies to be consistent with Provincial Food and Organic Waste Policy Statement; amend thermal treatment and alternative resource recovery policies to be consistent with the Province’s Strategy for a Waste-Free Ontario and Made-in-Ontario Environment Plan, which consider anaerobic digestion as a form of diversion and advanced thermal treatment for resource recovery from non-recyclable plastic waste. These changes will bring Waste management in line with various Provincial legislation, regulations and plans, including Environmental Protection Act, 1990, the Waste-Free Ontario Act, 2016, the Food and Organic Waste Policy Statement, 2018, the PPS, 2020, the Made-in-Ontario Environment Plan, 2018, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.

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

<b>Key Policies and Objectives</b>	
6.5.2.1	Locate and design waste management sites and facilities in accordance with local and regional, provincial and federal policies, plan, legislation and standards.
6.5.1.3 (Objective)	To promote and support zero waste and zero greenhouse gas emissions from residential waste management, the integration of the circular economy principle and hierarchy of reduction, reuse, and recycling into the decision making of residents, including consumers, businesses, and governments.
6.5.2.5	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.
6.5.2.12	Promote resource recovery of food and organic waste.
6.5.2.15	Require 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.
6.5.2.16	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 and planned 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”.

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## MEMORANDUM

**To:** Tara Buonpensiero, Principal Planner, Region of Peel  
**From:** Stefan Krzeczunowicz and Jaclyn Hall, Hemson Consulting  
**Date:** June 11, 2020  
**Re:** Settlement Area Boundary Expansion Study: Technical Studies Update

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This memorandum provides a status update on the Settlement Area Boundary Expansion Study (SABE) being undertaken as part of the Region of Peel’s Official Plan review (Peel 2041). Its main purpose is to summarize the preliminary findings of technical studies of a broad area in southern part of the Town of Caledon. This area—the Focus Study Area (FSA)—has been identified in an earlier phase of the SABE process and serves as the basis for determining new urban designated lands to 2041.<sup>1</sup>

The FSA was identified using evaluation criteria based on the current Provincial and Regional land use planning policy framework, the findings of an Evaluation Criteria Workshop held in November 2019, and natural environment constraint screening data prepared by Wood Environment & Infrastructure Solutions (the “Wood Team”).<sup>2</sup>

The technical studies are integral to the SABE process and help inform policy development based on local conditions in the FSA. They ensure that decisions about a preferred SABE are rooted in Provincial planning policy and are evidenced-based.

The results of the technical studies continue to be shared with the Town of Caledon, the Region’s key partner in the SABE process, as well as the Cities of Brampton and Mississauga. Although now ready for release, the results should still be considered as draft for agency, stakeholder, and public review and comment.

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<sup>1</sup> See Hemson Consulting, *Settlement Area Boundary Expansion Study Phase A: Focus Study Area*, February 2020.

<sup>2</sup> The Wood Team is currently preparing a Scoped Subwatershed Study which will provide more detailed input into decisions about the location and configuration the SABE area(s).

A significant portion of the FSA includes an area designated as a Provincially Significant Employment Zone (PSEZ). The technical studies have included the PSEZ in their analysis.

## **A. BACKGROUND**

This section describes the current pattern of land use in the FSA and summarizes the policy context in which the SABE technical studies have been undertaken.

### **i. Provincial Policy Sets Planning Framework**

The Peel 2041 process is being completed in accordance with the requirements of the statutory planning framework in Ontario. Matters of provincial interest identified in section 2 of the *Planning Act*, including policies set out in the Provincial Policy Statement 2020 (PPS), have been applied throughout the process. All planning decisions in Ontario must be consistent with the PPS and official plans are the most important vehicle for implementing its policies.

Of particular importance to Peel 2041 is the provincial plan to manage growth in the Greater Golden Horseshoe (the Growth Plan). The Growth Plan includes detailed policies for settlement area boundary expansions and official plan reviews and Council's decisions made in respect of these matters must conform to these policies. As such, the Growth Plan is a critical policy document in establishing the proposed SABE area in Peel.

The Growth Plan contains policies that are intended to be achieved by a time horizon, currently set at 2041 in the most recent iteration of the Plan. Schedule 3 of the Growth Plan provides population and employment forecasts for the Region that must be used for planning and managing growth to the time horizon. The Province recently initiated a review of the Schedule 3 forecasts.

### **ii. Current Pattern of Settlement in the FSA is Largely Rural and Agricultural**

Under the Growth Plan, settlement areas comprise areas where development is already concentrated with a mix of land uses, as well as lands designated for future development in an official plan. A settlement area boundary expansion greater than 40 hectares may only occur through a municipal comprehensive review (i.e. official plan review).

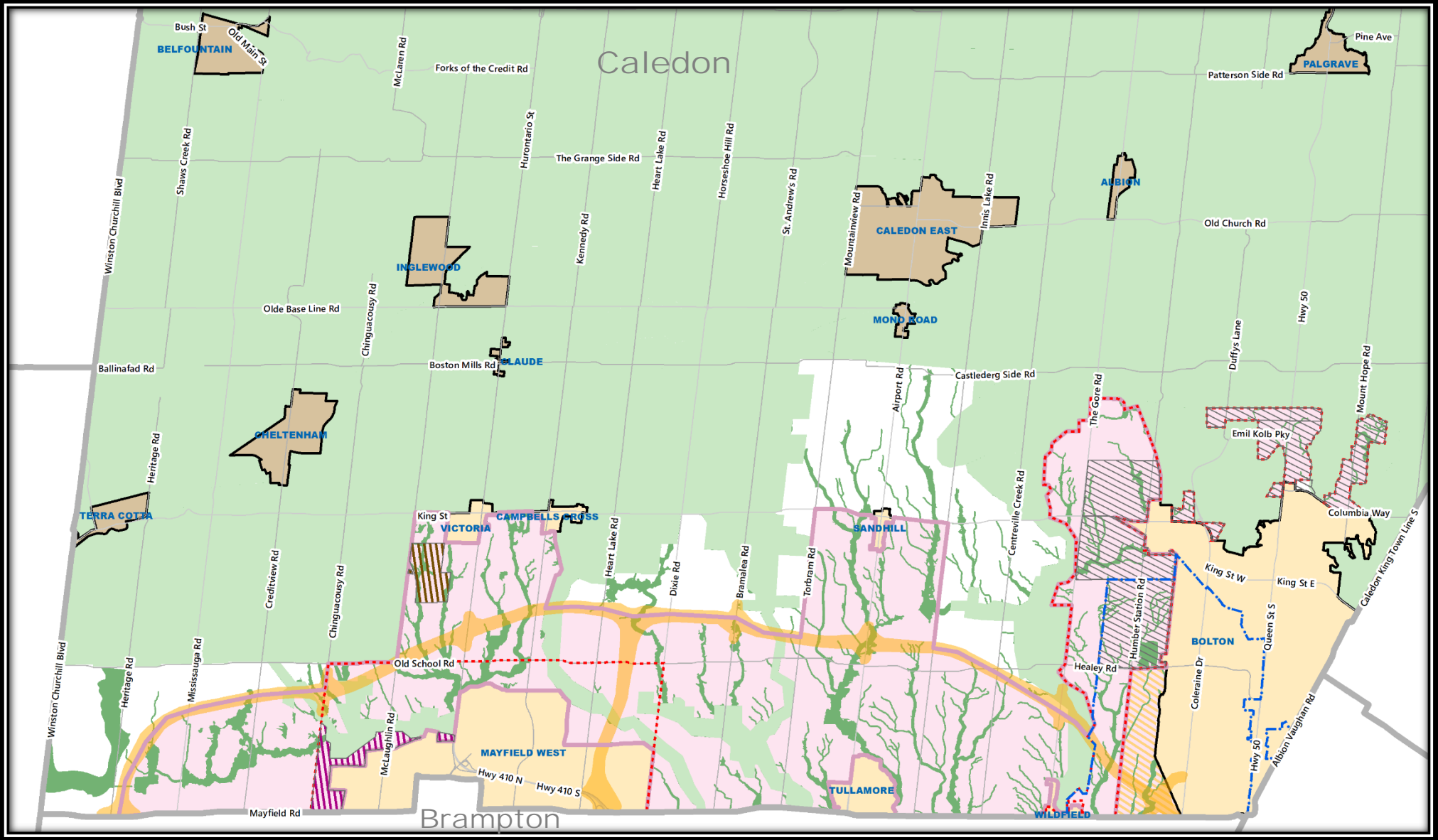
The FSA is currently designated as part of the Rural System under the land use structure set out in the Regional Official Plan. The Rural System consists of lands that fall outside the 2031 Regional Urban Boundary—the urban lands required to accommodate development to 2031—and is described as “a community of communities and should be viewed holistically

as a planning entity”. Within the FSA, the Rural System is a diverse landscape interwoven with settlement areas, agricultural areas, and areas that are to be protected as part of the natural environment.

The FSA contains two urban settlement areas: Bolton and Mayfield West. These areas are designated as Rural Service Centres in the Region’s Official Plan and, as such, are the primary foci for growth in the FSA. Growth in these areas is planned to occur on full municipal water and sewer services, in a phased manner, and subject to the financial capabilities of the Region. A recent amendment to the Regional Official Plan, which established an area for the expansion of Bolton to 2031 (ROPA 30), is currently under appeal at the Local Planning Appeal Tribunal.

There are also several smaller rural settlements in the FSA: Victoria, Campbell’s Cross, Sandhill, Wildfield, and Tullamore. Under the Town of Caledon Official Plan, Victoria, Sandhill, and Tullamore, are designated as Industrial/Commercial Centres: small, mixed-use settlements that provide, at a small scale, a supportive function to Bolton and Mayfield West for industrial and commercial development. Campbell’s Cross and Wildfield are designated as Hamlets: small residential communities with limited services.

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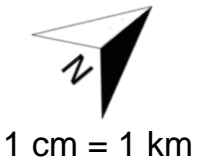
### FOCUS STUDY AREA (FSA) (2041)

- FSA (Area identified for further study)
- Study Areas (ROP Policy 5.4.3.2.7)
- GTA West Corridor (Technically Preferred Route)
- Municipal Boundary
- Settlement Areas (Outside Greenbelt)
- Settlement Areas (Within Greenbelt)
- Greenbelt Area (Protected Countryside) (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS)
- Natural Environment High Constraint (Wood Team Data)
- Bolton Residential Expansion Area (Adopted and Under Appeal)
- Bolton Residential Expansion Area (Other Areas Studied)
- Mayfield West (Phase 2 Stage 2 proposed by ROPA 34)
- Provincially Significant Employment Zone
- Brampton Caledon Airport

Approx. size, to scale, of SABE land requirement (~1,300 ha) to 2041

**Disclaimer:** This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE. For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

- Note:**
- (1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
  - (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
  - (3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
  - (4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.



1 cm = 1 km

Outside the settlement areas, the FSA is comprised almost entirely of what the Growth Plan defines as prime agricultural area. This area contains agricultural lands, generally of high quality, with a wide range of types and intensity of farming activities.

Throughout the FSA a number of natural environmental features, notably valleylands, are subject to varying degrees of protection from development under the PPS, Growth Plan and Regional Official Plan.

Given the current pattern of settlement and land use within the FSA, a careful assessment of the effects of settlement area expansion on agricultural activities and the natural environment is an important element of the SABE technical studies.

### **iii. Main Purpose of Technical Studies**

Policy 2.2.8.3 of the Growth Plan requires that the feasibility and most appropriate location for the proposed SABE be identified based on the comprehensive application of all the policies in the Plan. A number of the policies require completion of specific types of technical background work including master plans, assessments, various studies or other research, and preparation of associated documents. In short, a thorough study of the FSA is essential to achieving Growth Plan conformity when selecting an appropriate SABE area.

The specific Growth Plan policy requirements for each technical study are set out below in Section C. To the extent that study methodologies are prescribed, by the Growth Plan or otherwise, conformity with such methodologies is described in detail in each study.

The Growth Plan provides municipalities with a degree of flexibility when undertaking technical studies. For example, multiple study requirements can be satisfied through a single study, provided the study requirements of each component as provided for in the Growth Plan is appropriately addressed. Moreover, Growth Plan conformity can be achieved by drawing on or updating existing studies provided that these studies achieve or exceed the same Growth Plan policy objectives. The Region and Town have undertaken a number of relevant studies in recent years, for example: the Regional Long-Range Transportation Plan (2019); and the Town of Caledon's ongoing Official Plan review. The technical studies initiated under the SABE process have been coordinated with the results of these other studies.

### **iv. Technical Studies Scale, Structure, and Sequencing**

The technical studies have been undertaken with a view to establishing a preferred SABE location and configuration. The analysis has therefore been done at a Regional scale. It is

anticipated that more detailed analysis will be required when making decisions about small-scale land use designations and zoning, individual development proposals, and local infrastructure needs for any new urban lands that are approved.

The technical studies address provincial interests, as well as PPS, Growth Plan, and other Provincial plan policies that have a direct bearing on the SABE Study: transportation, public health, public facilities, cultural heritage, archaeology, employment and commercial opportunities, agricultural impact, climate change, natural environment, fiscal impact, and mineral aggregate resource impact. They have been prepared by a range of technical experts under the overall coordination of Hemson and Regional staff.

Technical Study	Responsibility
Climate Change: Opportunities Energy and Emissions Reductions	Laura Taylor Designs & Hemson
Archeological Assessment	ASI
Cultural Heritage Assessment	ASI
Mineral Aggregate Resource Impact	Planscape
Health Assessment	SvN & Hemson
Fiscal Impact	Hemson
Public Facilities	Monteith Brown & Hemson
Agricultural Impact Assessment	Planscape
Employment & Commercial Opportunities	Cushman & Wakefield
Transportation	Paradigm
Water and Wastewater Assessment	Region of Peel
Environmental Screening and Scoped Subwatershed Study	Wood Team
Consultation Strategy	SvN

The Environmental Screening Report provided input to advise the conception of the FSA. All other technical studies have analyzed the FSA according to prescribed methodologies or, where not prescribed, methodologies informed by the professional judgement of its authors. Some studies have analyzed the FSA as a whole; others have divided the FSA into conceptual “sub-areas” for evaluation purposes. Where sub-areas have been used, they are delineated in maps in Section C below.

Although the structure of each study is tailored to its subject matter, each is generally organized/structured so that:

- The existing conditions of the FSA, including current land uses, are examined in detail;



- The forces influencing current and future land use in the FSA—whether they be associated with planning policy or real estate markets—are analyzed.
- The principles on which decisions about the location and configuration of the potential SABE area are set out.

The two-phased technical study being undertaken by the Wood team includes Phase 1: Environmental Screening and Phase 2: Scoped Subwatershed Study (SWS). The Phase 1: Environmental Screening assessment was undertaken on agricultural and rural lands in the Town of Caledon (referred to as the Initial Study Area) and identified natural environment and hazard constraints. The study used a hierarchical approach which assessed the potential for development as informed by Provincial and Regional plans and policies. The constraints identified in the Phase 1 report are categorized as high, moderate and low based on various known features and policy provisions on the landscape and each of these categories will be confirmed or refined in Phase 2: Scoped SWS. Data from the Phase 1 study has identified initial natural environment constraints to development which were considered when delineating the FSA and will be further considered as locations for the SABE are identified. A summary of the Phase 1 Report is provided as Appendix A to this memorandum. The more detailed Phase 2: Scoped SWS will involve an assessment of existing conditions and characterization, an impact assessment, and an implementation plan.

Studies of “hard” infrastructure requirements for the SABE—the transportation study and the water and wastewater assessment—will be undertaken in two phases.

- To date, a Phase 1 preliminary assessment of the most suitable location for settlement expansion has been made based on the results of existing conditions in the FSA, available servicing capacity, planned major expansion, knowledge of high-level infrastructure cost impacts, and the provincial policy context.
- In a subsequent Phase 2, more precise infrastructure needs and associated costs of a potential SABE area(s) will be identified through more detailed analysis.

The Fiscal Impact Technical Study will rely heavily on the results of the second phase of the infrastructure studies. As such, this study will be completed during a subsequent phase of the SABE process.

The Agricultural Impact Assessment (AIA) will also be undertaken in two phases. The first phase involves an initial assessment of the FSA to identify areas that will have the least impact from an agricultural systems perspective. The second phase involves a detailed AIA of select areas within the FSA, which will result in specific recommendations for the SABE

area(s). Other studies may require addendums to provide a more detailed review once the SABE is identified.

The Climate Change Technical Study primarily addresses energy management in the FSA. However, the study will be complemented by technical studies that address other aspects of climate change adaptation and mitigation strategies, including: sustainable transportation (Transportation); walkability and transit access (Health Assessment Technical Study); carbon sequestration (AIA); infrastructure redesign and costs (Fiscal Impact); and management of flooding and extreme weather events (Scoped Subwatershed Study).

#### **v. Technical Studies Use Consistent Assumptions**

The FSA is large enough to allow for a number of SABE configurations that would exclude the Greenbelt Area and other natural environment high constraint areas identified by the Wood Team while representing logical extensions of existing settlement areas. The FSA also acknowledges areas that have already been studied and/or approved for development (per Regional Official Plan Policy 5.4.3.2.7) as well as major planned infrastructure such as the GTA West Corridor.

The ultimate SABE area will be determined based on the final land needs assessment. That said, preliminary forecasts assume that the SABE will need to accommodate additional population of 51,500 and additional employment of 20,400 by 2041. The size of the FSA is approximately 8,000 ha, about six times larger than the total estimated land need required to accommodate these forecasts.

It is anticipated that the FSA is large enough to accommodate changes to the Growth Plan population and employment forecasts and/or time horizon arising from the Provincial review of Schedule 3 (see above). Any revisions to the technical studies arising from anticipated changes to Schedule 3 or the Growth Plan time horizon are expected to be achievable within the SABE study timeline.

## **B. SABE STUDY TIMELINE AND CONSULTATION**

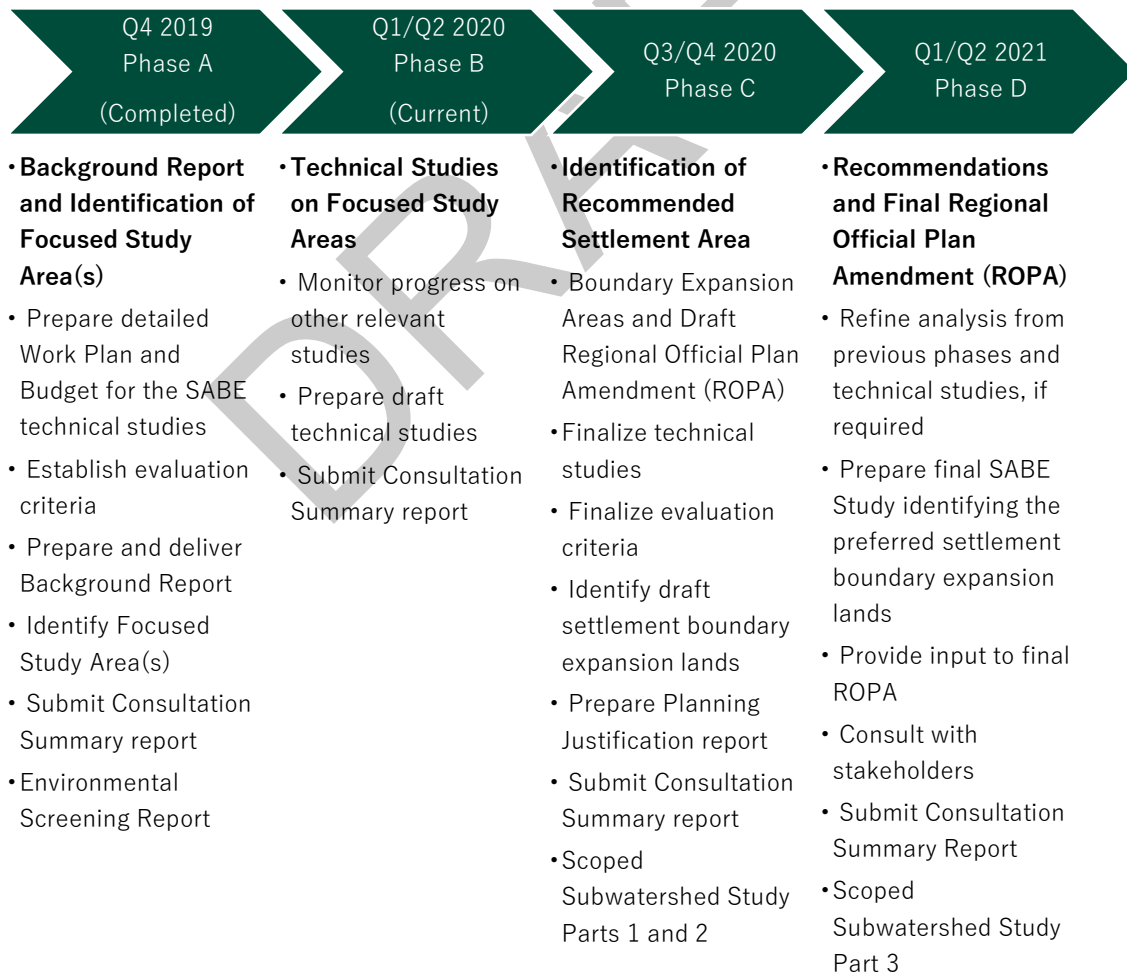
The SABE Study is being undertaken in four phases, which are summarized in the schematic below.

- Phase A provided background on the SABE process and identified the FSA, the area which serves as the basis for the technical studies.

- The draft technical studies form part of Phase B.
- In Phase C, a draft SABE Area will be identified within the FSA based on the technical studies results.
- Final SABE recommendations, as well as an associated Regional Official Plan Amendment, will be prepared in Phase D.

With the SABE technical studies having been made publically available for comment, Phase B is nearly complete. The technical studies will continue to be refined and finalized together with the draft SABE Regional Official Plan Amendment, which is the main deliverable of Phase C.

The two-phase Environmental Screening and Scoped Subwatershed Study will move into Phase 2: Scoped SWS. This second phase consists of three parts which will undertaken concurrently and to inform the SABE Phase C and Phase D.



At the conclusion of the process, the SABE technical studies will be submitted to the Province (the approval authority) along with the Peel 2041 Official Plan amendment.

### **C. TECHNICAL STUDY STATUS UPDATE AND PRELIMINARY FINDINGS**

A brief overview of each technical study, including the main purpose, study approach, policy context, and preliminary principles and conclusions about the location and configuration of the potential SABE area(s) is provided in this section.

DRAFT

**Technical Study: Phase 1 – Agricultural Impact Assessment (AIA)**

**Purpose:** Undertake a scoped analysis to assess the FSA to identify potential SABE areas that will minimize the impact on the Regional agricultural system as defined in the PPS, 2020. The results of this scoped analysis will be considered as part of a comprehensive analysis to identify recommended expansion areas based on a range of parameters. Once this further refinement is completed, a detailed Agricultural Impact Assessment (AIA), as required by Provincial and municipal policy, will be conducted to provide specific recommendations for the SABE that will minimize impact on the Regional agricultural system.

**i. Study Approach**

The methodology used to review the FSA was based on the following steps. To facilitate the analysis, the FSA was divided into eight sub-areas. Background data collection and review included:

- Land use survey
- Consultations with local farmers and farm organizations
- Field investigations
- Aerial photo interpretation
- Identification of properties subject to MDS formulae application
- Confirmation of criteria for refining potential locations for urban expansion
- Locational analysis based on identified criteria
- Identification of potential expansion areas

**ii. Policy Context**

As required in section 2.2.8 of the Growth Plan, the feasibility of a proposed SABE must be assessed from an agricultural perspective. The assessment is intended to minimize the impacts on the Agricultural System and also ensure compliance with minimum distance separation formulae associated with certain farm operations.

The following plans and policies were relied upon to inform the Phase 1 assessment.

Provincial	Region of Peel	Other
PPS, 2020	Region Official Plan, 2018	Minimum distance separation formulae guidelines
Growth Plan, 2019	Peel 2041 Discussions Papers related to agriculture and climate change	Policy papers to address planning on the urban-rural fringe

Provincial	Region of Peel	Other
Greenbelt Plan, 2017	Peel Food Charter, Peel Poverty Reduction Strategy, 2017	Planning principles that contribute to a healthy rural community and support a viable agricultural system
Agricultural Resources Provincial Guidelines, including Minimal Distance Separation Guidelines	Grown in Peel, Buy Local Guide, From our Farm to You, 2019	

### iii. Preliminary Principles & Conclusions

The report includes Peel 2041 policy recommendations informed by the Region’s Agriculture and Rural Area Discussion Paper completed in November, 2019. The following summarizes the preliminary Peel 2041 policy recommendations related to the Agricultural System and Rural System (highlighted terms are defined in the Growth Plan).

Agricultural System Policies	Rural System Policies
Change language from Agricultural Resources to <b>Agricultural System</b> and incorporate Provincial definition	Make support and enhancement of the <b>Agricultural System</b> an objective
Make support and enhancement for the diversity, health and productivity of the <b>Agricultural System</b> a policy objective	identify the <b>Agricultural System</b> as consisting of <b>Prime Agricultural Areas</b> , (...) and <b>rural lands</b> designated in the area municipal official plans and the <b>agri-food network</b> as a component of the <b>Rural System</b>
Adopt policies to maintain a continuous and productive agricultural land base consisting of <b>prime agricultural areas</b> and <b>rural lands</b>	Commit to implementing the <b>Agricultural System</b> policies
Update the Region’s <b>Prime Agricultural Area</b> mapping to ensure that it is consistent with provincial policy and mapping	Clarify that agricultural uses and normal farm practices, agriculture-related uses and on-farm diversified uses are permitted uses in <b>rural lands</b>
Add policies specifying where an agricultural impact assessment (AIA) is required and add definition of AIA	
Modify existing policies to support the development and implementation of regional agri-food strategies, food system planning and other approaches to support and enhance the <b>Agricultural System</b>	
Incorporate policy requiring that integrated planning for growth management, including	

Agricultural System Policies	Rural System Policies
infrastructure planning, will consider opportunities to support and enhance the <b>Agricultural System</b>	

Each agricultural sub-area in the FSA was assessed based on policy related to the maintenance and management of the Regional agricultural resource and the GGH agricultural system as informed by the following principles: Provincial policy, Region structure, land use, soils, fragmentation, constraints, production profile, infrastructure, edge planning, character, and agricultural system.

The conclusions by each sub-area are summarized below. It is important to note that the sub-areas are for analysis purposes only and can be modified to suit the needs of the preferred SABE configuration.

Area	Preliminary Conclusions
Area 1	<ul style="list-style-type: none"> <li>▪ Area forms part of a narrow band of land that links the Peel and York agricultural systems.</li> <li>▪ The area is almost entirely bounded by Protected Countryside and is linked to the surrounding agriculture community, which can support normal farm practices and reflects the rural character of the areas.</li> <li>▪ The property fabric is relatively intact, and the majority of the land is under production.</li> </ul>
Area 2	<ul style="list-style-type: none"> <li>▪ The property fabric is fragmented in areas to the west of the current urban boundary along the east side of Humber Station Road, along Mayfield Road, and on the south side of King Street.</li> <li>▪ Urban designation south of King Street makes it difficult to buffer or provide sufficient separation of to allow normal farm practises to occur.</li> <li>▪ Livestock sector is declining in this area. However, there is active farming occurring in the westerly portion along The Gore Road.</li> <li>▪ Retaining the northern portion of this area as part of the rural system would strengthen the system.</li> <li>▪ Agriculture in the area south of King Street, particularly for the properties fronting on Humber Station Road, is impacted by conflicting uses and shows evidence of decline. The agricultural input services remaining in the FSA are located in this area and in Bolton.</li> </ul>
Area 3	<ul style="list-style-type: none"> <li>▪ Isolated from existing urban development.</li> <li>▪ There are active farming operations in this area.</li> </ul>

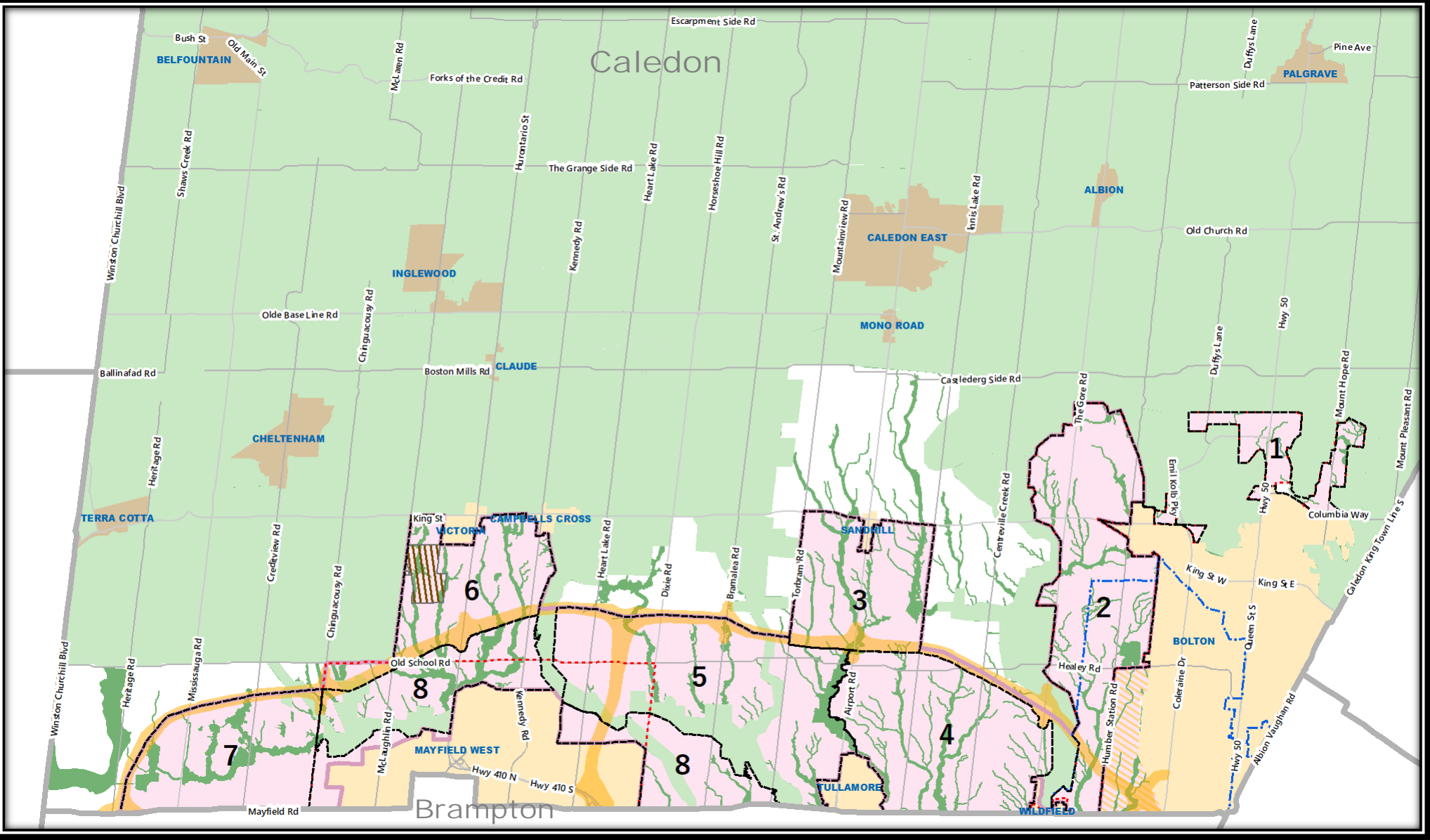
Area	Preliminary Conclusions
	<ul style="list-style-type: none"> <li>▪ Depending on the future function of Airport Road which may be impacted by the proposed GTA West Corridor interchange, this area have the characteristics to sustain viable agriculture.</li> </ul>
Area 4	<ul style="list-style-type: none"> <li>▪ The property fabric in the area between Centreville Road and Airport Road is highly fragmented as is the southern portion along Mayfield Road, the boundary between the Regional Urban and Rural Systems.</li> <li>▪ The property fabric between Centreville Road and the Gore Road is less fragmented but there is a high incidence of non-farm ownership.</li> <li>▪ There is an active livestock operation in that area that will be subject to MDS requirements. Land use along Mayfield Road is non-farm as are areas on the south side of Healy Road and along the west side of Airport Road.</li> <li>▪ Although much of Area 4 is farmed, there is extensive non-farm property ownership, a pattern of fragmentation and a high incidence of potentially conflicting uses.</li> </ul>
Area 5	<ul style="list-style-type: none"> <li>▪ This area contains a significant cluster of active farm operations including large livestock operations. With the exception of two golf courses, one on the west side of Torbram Road and one at the corner of Bramalea and Old School House Roads, the area is under extensive farm ownership and actively farmed.</li> <li>▪ Much of the area has drainage infrastructure and permits have been issued recently for farm related improvements.</li> <li>▪ The Brampton Fair grounds is located on a large parcel of agricultural land at the corner of Heart Lake Road and Old School House Road. The western side between Heart Lake and Dixie Roads, is bisected by the proposed 410 Extension .To the west and south, the Area is bounded by fingers of Greenbelt. To the east, the boundary with Area 4 is a proposed Natural Environment High Constraint area. These features could act as a natural buffer protecting the integrity of this well-established agricultural area.</li> </ul>
Area 6	<ul style="list-style-type: none"> <li>▪ This is the only portion of the FSA bounded on three sides by the Greenbelt.</li> <li>▪ It is potentially buffered from conflicting uses and removed from urban development. However, the area is fragmented with non-agricultural uses.</li> <li>▪ The predominant land use is agricultural but there are non-farm residential uses scattered throughout the area and there is considerable non-farm ownership.</li> <li>▪ Existing farm infrastructure is limited and only three properties at the south end (including two that straddle the boundary with Area 8 and may be</li> </ul>



Area	Preliminary Conclusions
	impacted by the GTA West corridor) exhibit evidence of being able to house livestock.
Area 7	<ul style="list-style-type: none"> <li>▪ Fragmentation in this area is limited and the agricultural character is well established.</li> <li>▪ Many farms have improvements and a number of properties meet the criteria for potential MDS analysis.</li> <li>▪ The area to the south in Brampton, although designated for future urban growth, is still rural.</li> <li>▪ There is a canola research facility on a large parcel of land at the corner of Mississauga and Mayfield Roads. The urban interface with Mayfield West is limited to the area along Chinguacousy Road where fragmentation is apparent and shifts in land use are occurring. There are no properties potentially subject to MDS requirements in that block.</li> <li>▪ The lands to the north of the proposed GTA West Corridor which forms the boundary of the FSA and this area, is a well-established farming area.</li> </ul>
Area 8	<ul style="list-style-type: none"> <li>▪ Area has extensive interface with the Mayfield West boundary and therefore meets many of the criteria for consideration as a location for boundary expansions. However, although there are a number of parcels identified as being in non-farm ownership, the existing land use, with the exception of a school, a parcel of vacant land and a handful of smaller uses, is agricultural.</li> <li>▪ Numerous properties identified as being potentially subject to MDS and fragmentation is not as apparent as in other parts of the FSA.</li> <li>▪ Two areas included in Area 8 are bounded by NHS features which would buffer agricultural uses to the north from further conflict should this be identified as an expansion area.</li> </ul>

#### iv. FSA Map

The following map shows the boundary of each FSA sub-area for the scoped analysis for the Agricultural Impact Assessment.



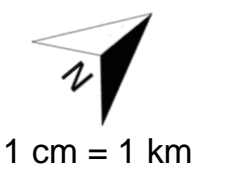
### FOCUS STUDY AREA (FSA) (2041)

- FSA (Area identified for further study)
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- Natural Environment High Constraint (Wood Team Data)
- Bolton Residential Expansion Area (Adopted and Under Appeal)
- Provincially Significant Employment Zone
- Brampton Caledon Airport

Approx. size, to scale, of SABA land requirement (~1,300 ha) to 2041

**Disclaimer:** This map has been developed for the Settlement Area Boundary Expansion (SABA) Study and represents an area to be studied for the purpose of identifying a SABA. For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

- Note:**
- (1) There may be opportunities to expand rural settlements outside the FSA as part of the SABA Study.
  - (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
  - (3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
  - (4) The ~1,300 ha SABA is based on a draft land needs assessment which is under review.



1 cm = 1 km

**Technical Study:** *Transportation Initial Assessment*

**Purpose:** To identify transportation planning principles and network capacity requirements in proximity to the FSA including active transportation and transit infrastructure considerations. The analysis will review existing conditions, planned network expansion, potential growth projections and travel demand forecasts as well as implications and initiatives required to accommodate potential growth.

**i. Study Approach**

Transportation planning principles were established through a policy review and discussions with Regional staff. The transportation assessment involves two steps consistent with the “filtering” approach being used for the broader SABE Study. This process involves:

- **Step 1: Initial Assessment** – of transportation implications of accommodating forecasted growth based on FSA transportation sub-areas. Qualitative screening examines the relative advantages, disadvantages and development constraints of the alternative location(s) for additional residential and employment lands from a transportation perspective.
- **Step 2: Detailed Evaluation** - of the preliminary preferred SABE to help configure and refine the area. Using both qualitative and quantitative criteria, this step will also include sensitivity testing to help assess different configurations of the preliminary preferred area from a transportation perspective. Required infrastructure to support development of the SABE will be identified as well.

**ii. Policy Context**

Section 2.2.8 of the Growth Plan requires that there be sufficient capacity in existing and planning infrastructure, including transit and transportation corridors and facilities, to service new settlement areas. In particular, the policies of the Growth Plan require that transportation infrastructure related to the movement of people and goods are important investments to be considered as part of land use planning process.

The following plans and policies were relied upon to inform the assessment.

Provincial	Region of Peel	Area Municipalities
PPS, 2020	Let’s Move Peel – Long Range Transportation Plan, 2019	Caledon Transportation Master Plan, 2018

Provincial	Region of Peel	Area Municipalities
Growth Plan, 2019		Caledon Bolton Transportation Master Plan
Metrolinx 2041 Regional Transportation Plan		Caledon Transit Feasibility Study
		Brampton Transportation and Transit Master Plan
		Brampton Active Transportation Plan

### iii. Preliminary Principles & Conclusions

The FSA was divided into eight sub-areas and assessed using principles from the Region’s Long Range Transportation Plan framework. These principles included: Transportation, Economic, Natural Environment and Cultural Heritage.<sup>3</sup> Transportation included three sub-categories of sustainable modes of transportation, vehicle traffic, and road network connectivity. The goods flow movement is categorized as an economic transportation principle. The table below presents the preliminary assessment indicating the relative merit of the different expansion options for residential and employment development based on the qualitative assessment.

Area	Sustainable Modes <sup>1</sup>	Vehicle Traffic <sup>1</sup>	Road Network Connectivity <sup>1</sup>	Goods Flow Movement <sup>2</sup>
1. North of Bolton	↓	↓	↓	↓
2. Northwest of Bolton	↑	↓	↑	↓
3. West of Bolton	↑	↓	↓	↑
4. Northeast of Tullamore	↓	↑	↓	↑
5. North of Tullamore	↓	↑	↓	↑
6. Northwest of Tullamore/Northeast of Mayfield West	↑	↑	↑	↑
7. North of Mayfield West	↑	↑	↓	↓
8. Northwest of Mayfield West	↑	↑	↑	↓

<sup>1</sup> Residential measures

<sup>2</sup> Non-residential measure

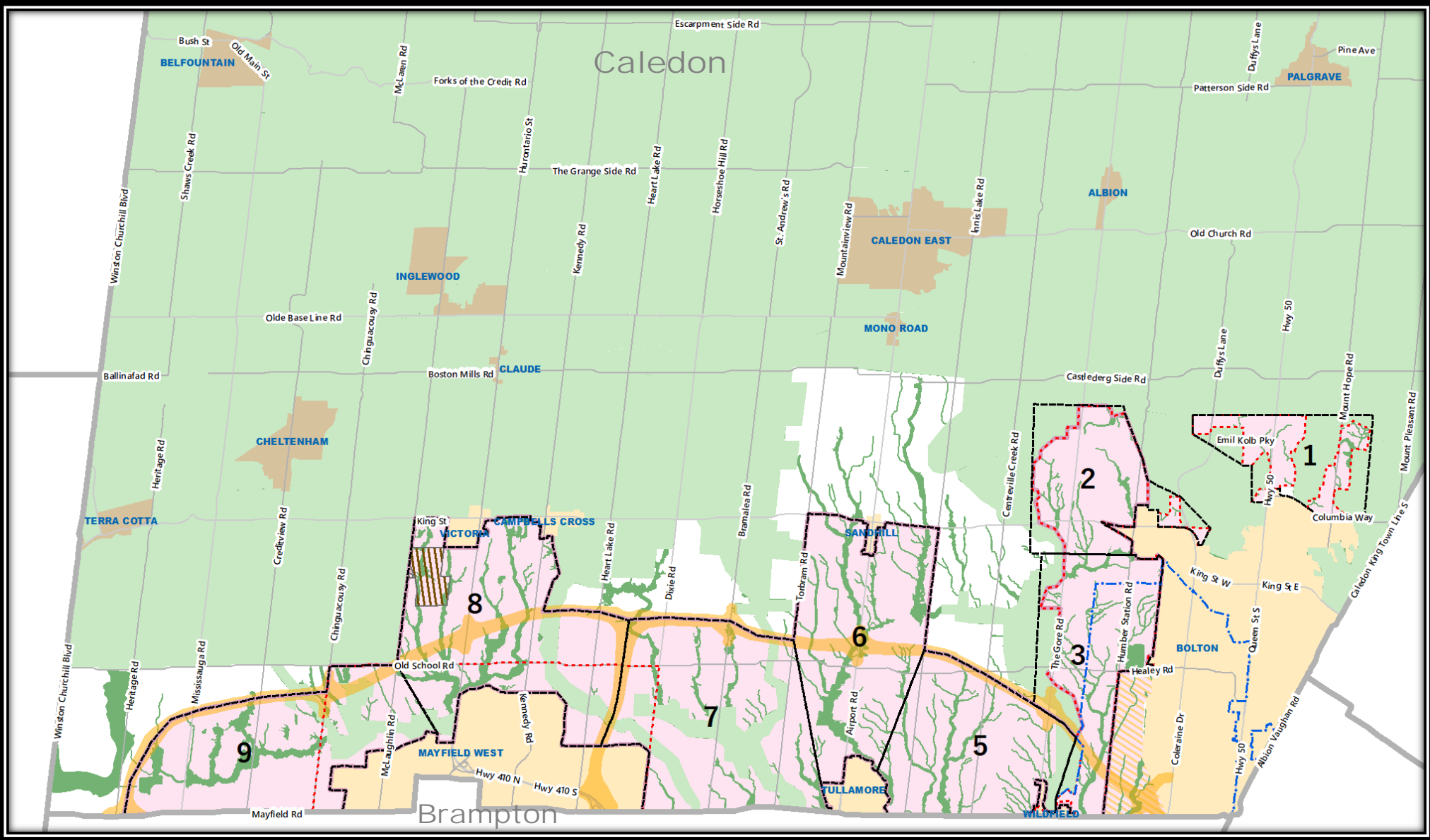
<sup>3</sup> For the purposes of transportation planning, cultural heritage is defined as the encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations.

From a cultural heritage perspective, there are minimal to no cultural heritage sites located within the FSA. The natural environment was assessed from the perspective of newly identified high constraint areas and the potential negative effects caused by construction initiatives, such as road expansion projects. Sub-areas 3, 4, 7 and 8 had moderate to considerable amounts of high constraint areas. In contrast, sub-areas 1, 2, 5 and 6 had minimal constraints.

#### **iv. FSA Map**

The following map shows the boundaries of the eight FSA sub-areas for *Transportation Initial Assessment*.

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**FOCUS STUDY AREA (FSA) (2041)**

- FSA (Area identified for further study)
- Study Areas (ROP Policy 5.4.3.2.7)
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- Provincially Significant Employment Zone
- Brampton Caledon Airport

Approx. size, to scale, of SABE land requirement (~1,300 ha) to 2041

**Disclaimer:** This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE. For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

**Note:**

- (1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
- (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
- (3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- (4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.



1 cm = 1 km

**Technical Study:** *Phase 1- Water & Wastewater Assessment*

**Purpose:** To provide an overview of the water and wastewater servicing principles that will be used to inform the Water and Wastewater Assessment analysis as part of the work plan for the Region's SABE.

**i. Study Approach**

There are two phases to the Water and Wastewater technical study:

- **Phase 1: Initial Assessment (completed)** – establishment of infrastructure planning principles based on relevant master plans used to evaluate the FSA. Includes an assessment of available servicing capacity and high-level infrastructure cost impacts.
- **Phase 2: Detailed Assessment (underway)** – detailed infrastructure assessment associated with SABE.

**ii. Policy Context**

Section 4.2.1 of the Growth Plan requires that watershed planning will be undertaken and water resource systems identified. Watershed planning or equivalent will inform decisions on allocation of growth.

The analysis is embedded within the land use planning framework applicable to the Region's Peel 2041 process. Informed by the Water and Wastewater Master Plan and Region's long-term Water and Wastewater Servicing Strategy.

**iii. Preliminary Principles & Conclusions**

Servicing principles established based on a review of existing master plans and capital infrastructure policies include:

- Optimize the use of existing infrastructure where possible, with consideration to available and reserve capacity in the water and wastewater system
- Utilize infrastructure where future planned growth is located
- Consider the natural, built and cultural environment and heritage of the community
- Provide reliability, and security in the distribution of drinking water and collection of wastewater
- Provide drinking water at adequate pressure and flow to its customers
  - Pressure zones in the Region are delineated at approximately 30 m intervals
- Recognize that the service life of infrastructure may be greater than the current planning horizon
  - Oversizing may be considered for some infrastructure

- Locate services and facilities on public property or on municipally owned easements
  - Where this is not feasible, property requirements will be considered

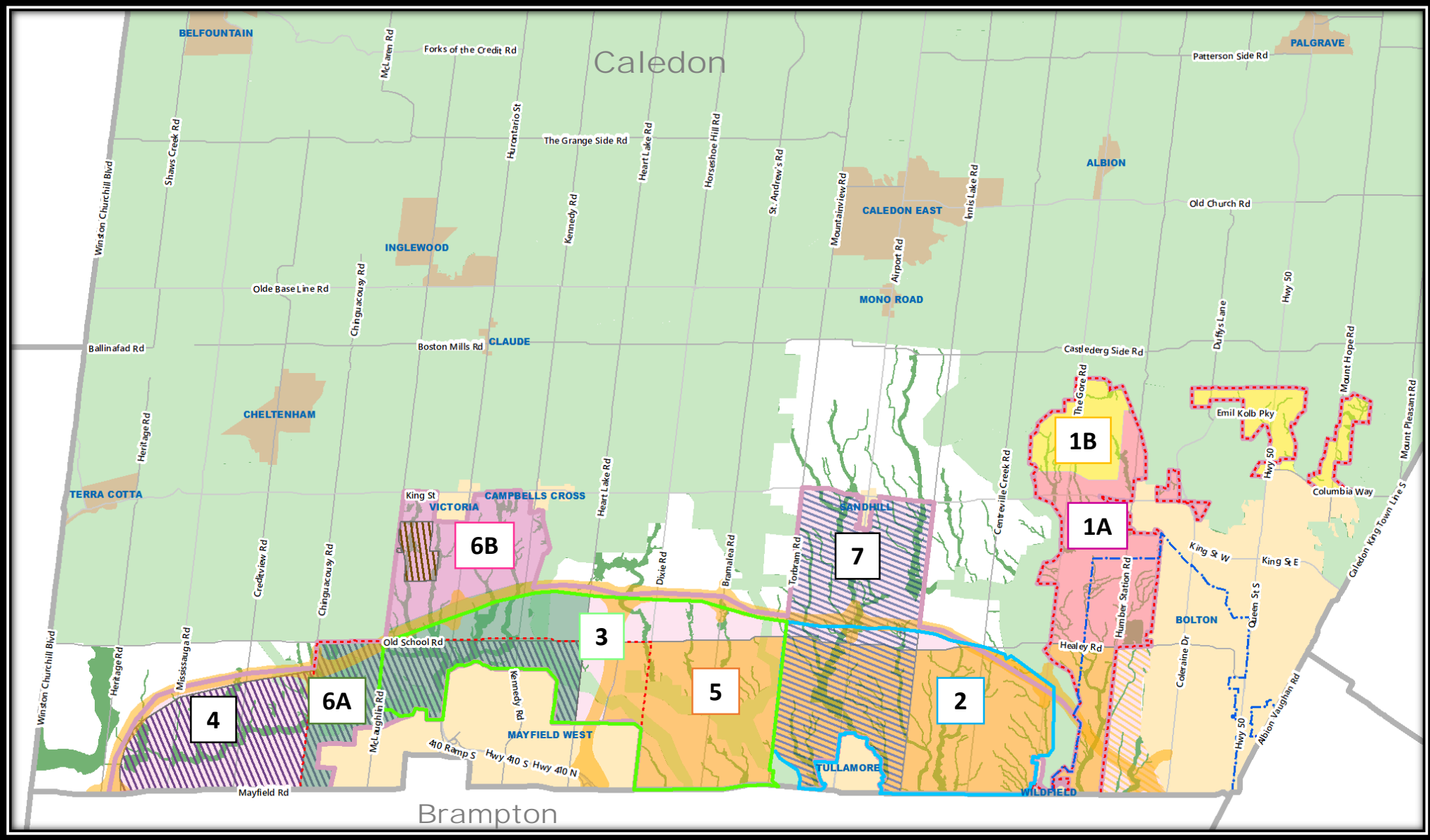
The water and wastewater servicing requirements for each area were assessed. The following summarizes the conclusions of each area.

Area	Summary
1A. Bolton Study Area	Better positioned for future servicing
1B. Bolton Study Area	Less preferred based on complexity and cost of servicing, especially in areas north of Columbia Way.
2. Tullamore – East Extension	Better positioned for future servicing
3. Mayfield West – East Extension	Less preferred based on servicing requirements
4. Alloa / Mayfield West – West Extension	Better positioned for future servicing
5. Wildfield	Better positioned for future servicing
6A. Mayfield West Extension to Victoria/Campbells Cross	Better positioned for future servicing (for lands south of the planned GTA West Corridor)
6B. Mayfield West Extension to Victoria/Campbells Cross	Less preferred based on servicing requirements
7. Tullamore Extension to Sandhill	Less preferred based on servicing requirements

#### iv. FSA Map

The following map shows the boundaries of the eight FSA sub-areas for the Phase 1- Water & Wastewater Assessment.





### FOCUS STUDY AREA (FSA) (2041)

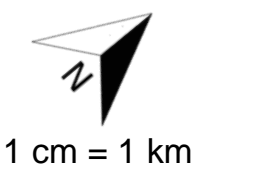
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Approx. size, to scale, of SABE land requirement (~1,300 ha) to 2041

**Disclaimer:** This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE. For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

**Note:**

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- (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
- (3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- (4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.



**Technical Study:** *Commercial and Employment Opportunities*

**Purpose:** To provide real estate market insights to guide future land use planning in accommodating anticipated population and employment growth across the FSA to the 2041 horizon.

**i. Study Approach**

The study includes two distinct components:

- **Part 1: Employment Forecast Allocations by Type** – assessment of employment growth by type (e.g., employment land employment, rural employment, population-related employment, and major office employment); a review of land need by type; and assessment of six sub-areas within the FSA.
- **Part 2: Retail-Commercial Land Needs Analysis** – assessment of retail characteristics of five sub-areas within the FSA; inventory analysis of existing retail-commercial space; and retail space per capita demand assumptions and associated projection.

**ii. Policy Context**

The analysis is embedded within the land use planning framework applicable to the Region’s Peel 2041 process. The analysis will be used to inform policies related to employment related land use planning requirements described in section 2.2.5 of the Growth Plan. The report is predicated on employment sector trends within the Greater Toronto Area (GTA) and Region of Peel.

**iii. Preliminary Principles & Conclusions**

The FSA was divided into sub-areas based on locational characteristics in order to complete the Part 1 and 2 assessments. The significance of each area, including strengths and weaknesses, are summarized below.

Area	Part 1: Employment Forecast	Part 2: Retail-Commercial Needs
Area 1: Bolton’s Provincially Significant Employment Zone (PSEZ)	<ul style="list-style-type: none"> <li>▪ The entirety of the FSA, including the PSEZ, was assessed equally to determine the most appropriate location for employment.</li> <li>▪ This area is preferred for employment due to the presence of existing and well-established employment uses as well as its location in relation to the GTA West Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bolton is home to a considerable retail-commercial inventory (nearly 1.7 million square feet) and will draw from large secondary trade area in Caledon.</li> <li>▪ Scale of residential growth will dictate quantum of retail space demand.</li> </ul>

Area	Part 1: Employment Forecast	Part 2: Retail-Commercial Needs
	<ul style="list-style-type: none"> <li>▪ Areas outside of Area 1 are not optimal due to separation of existing employment uses and comparably long distance from the GTA West Corridor.</li> </ul>	
<p>Area 2: Tullamore</p>	<ul style="list-style-type: none"> <li>▪ Established industrial uses in Tullamore suggests additional employment land demand could emerge in the near to medium term.</li> <li>▪ Completion of the GTA West Corridor and interchange at Airport Road, might be a significant catalyst for future employment demand.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Future development in this area should extend north from Mayfield Road, in recognition of planned, designated retail-commercial uses identified in the Countryside Villages and Vales of Castlemore North Secondary Plans.</li> <li>▪ The area has an existing SmartCentres shopping centre (280,000 sf) located at Mayfield Road and Bramalea Road and planned 190,000 sf shopping centre on the northeast corner of Airport Road and Mayfield Road.</li> </ul>
<p>Area 3: Sandhill</p>	<ul style="list-style-type: none"> <li>▪ Although desirable from a “blank slate” planning perspective, the location is distant from established employment areas, as well as the labour pool needed to fulfil jobs.</li> <li>▪ Opportunity for long-term employment land once better suitable lands are absorbed.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Not considered to be well located for retail-commercial uses.</li> <li>▪ If retail is accommodated, sites should have frontage on Airport Road, in order to take advantage of commuter traffic, in addition to servicing the local population.</li> </ul>
<p>Area 4: Mayfield West</p>	<ul style="list-style-type: none"> <li>▪ Strong potential for near and long-term employment uses due to existing connection with Highway 410 and eventual GTA West Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Planned population in Mayfield West will generate demand for new retail-commercial uses and potentially draw from other settlement areas in Caledon as well as north Brampton.</li> <li>▪ East-west portion of the GTA West Corridor that intersects with Highway 410 has excellent visibility and accessibility and is a good location for major retail-commercial development.</li> <li>▪ A major 1.2 million sf retail-commercial space including an enclosed mall and movie theatres</li> </ul>

Area	Part 1: Employment Forecast	Part 2: Retail-Commercial Needs
		(plus office, apartment, and hotel uses) is proposed in northwest Brampton and should be considered when siting future retail.
Area 5: Brampton Caledon Airport Area	<ul style="list-style-type: none"> <li>▪ Most peripheral location for employment in FSA and therefore is best suited for long-term employment.</li> <li>▪ Brampton Caledon airport may attract related employment uses.</li> </ul>	<ul style="list-style-type: none"> <li>▪ N/A</li> <li>▪ See Area 6</li> </ul>
Area 6: Southwest Caledon <i>*Referred to as Area 5: Southwest Caledon retail- commercial needs</i>	<ul style="list-style-type: none"> <li>▪ Future employment opportunities will be assessed once planning of Mount Pleasant West and Huttonville North Secondary Plan Areas in northwest Brampton is complete.</li> <li>▪ Therefore, unlikely to accommodate employment in the immediate-term.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Limited retail-commercial opportunities due to absence of population growth to the north and west.</li> <li>▪ If future population is allocated to this area, it is likely to necessitate small-scale shopping centre development.</li> </ul>

The assessment of the FSA sub-areas were used to develop employment and retail-commercial needs principles to be considered in selecting the SABE. These include:

Part 1: Employment Allocations	Part 2: Retail-Commercial Needs
Good access to labour	Adjacency and/or proximity to existing Settlement Areas
Proximity to other established employment areas	Population growth within nearby Settlement Areas/rural lands which supports primary and/or secondary trade area potential
Complement planned employment uses nearby	Proximity to other established or planned retail-commercial nodes or developments
Direct and/or proximate access to a GTA West Corridor interchange	Access and visibility to a GTA West Corridor interchange
Proximity to transportation infrastructure such as 400-series highways, intermodal facilities, and Pearson International Airport	Opportunities to access public transit
Visibility to the GTA West Corridor and on arterial roads	Complement planned employment uses nearby in Caledon, and/or to the south in Brampton

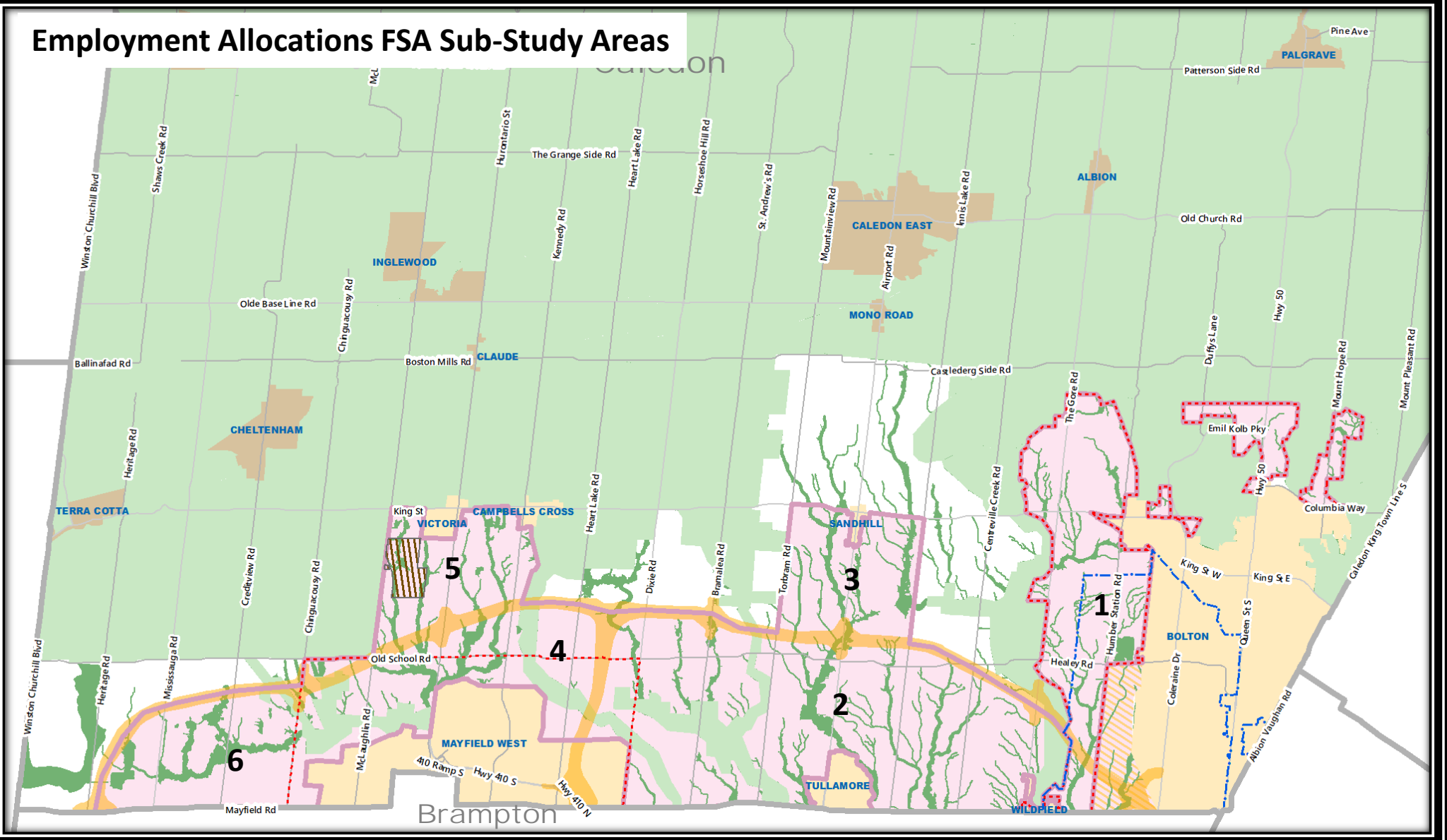
Part 1: Employment Allocations	Part 2: Retail-Commercial Needs
Opportunities to access public transit	Avoid physical features that could limit the scope of the trade area, such as Greenbelt lands, or environmental areas
Opportunities for significant contiguous blocks of land for employment uses	
Accommodate land-extensive users	
Existing land uses that can be leveraged for a spin-off economic effect	
Avoid physical features that could preclude or inhibit development	
Land use conflicts can be managed/avoided	

**iv. FSA Maps**

The following two maps show the boundaries of each sub-area for the Employment Allocation analysis and Retail-Commercial Needs assessment respectively.

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# Employment Allocations FSA Sub-Study Areas



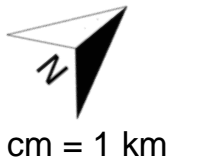
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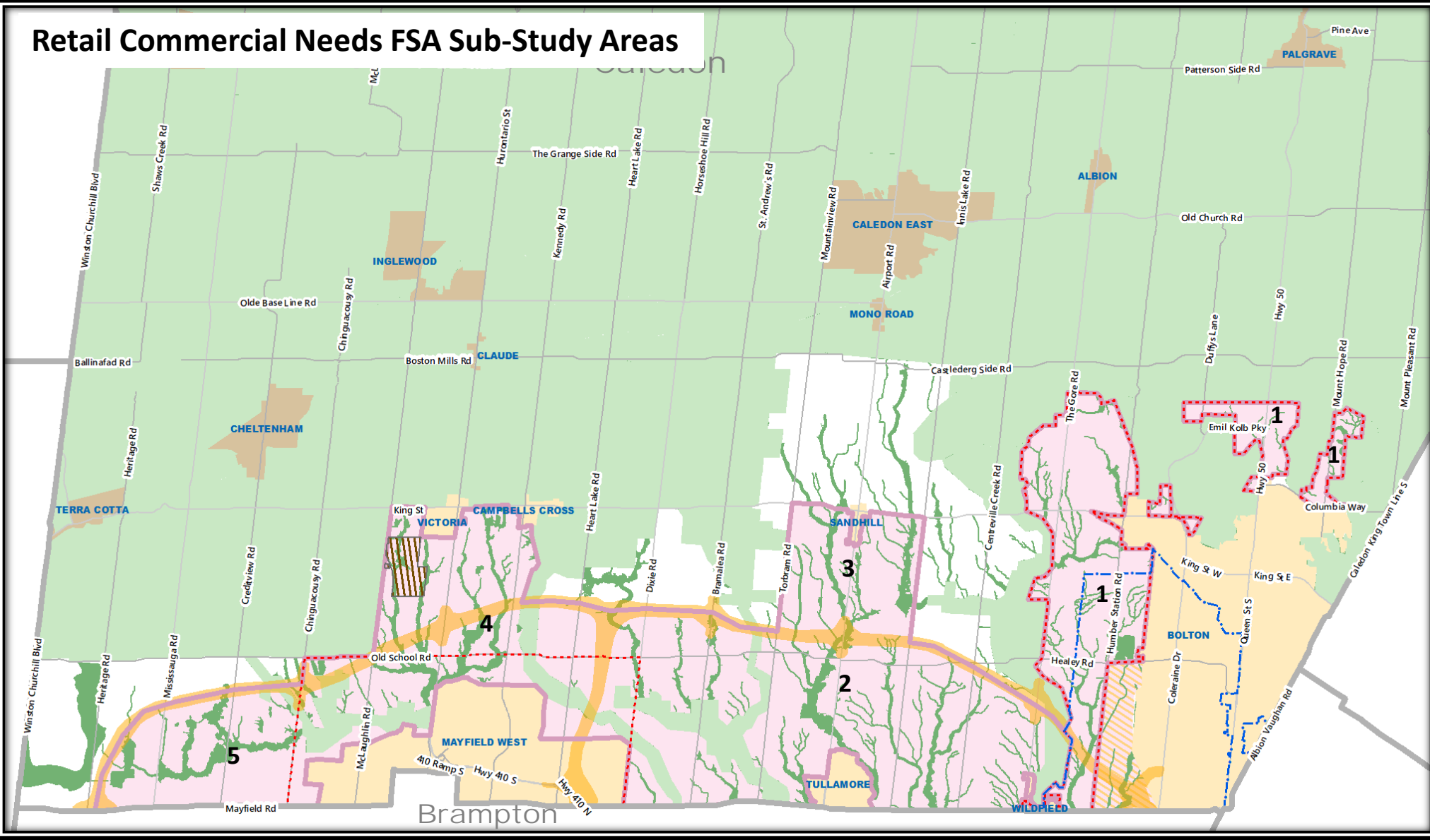
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1 cm = 1 km

# Retail Commercial Needs FSA Sub-Study Areas



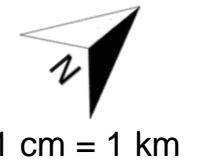
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**Technical Study:** *Climate Change: Opportunities Energy and Emissions Reductions*

**Purpose:** To develop a planning policy framework that supports energy planning in the Region, including the SABE area. The main goal is to minimize new greenhouse gas (GHG) emissions in order to mitigate climate change over the long-term in both the SABE Area and the Region. Policy recommendations to achieve low-carbon emissions in the SAB, which may ultimately transition to net-zero are also identified.

**i. Study Approach**

The study was informed by a systemic review of land use planning policies, including Regional and local official plans as well as supportive master plans and strategies. Lessons learned from a case study review of low-carbon and net-zero emissions communities were used to develop general implementation policies for the SABE to be considered by the Town of Caledon when preparing a Secondary Plan for the new area. As well, the analysis identified principles to apply in determining the ultimate configuration of the SABE.

**ii. Policy Context**

Section 2 of the *Planning Act* states that the mitigation of GHG emissions and adaptation to a changing climate is a matter of Provincial interest, thus requiring municipalities to have regard to such matters when carrying out land use planning responsibilities. Of particular relevance to the analysis, section 4.2.10 of the Growth Plan requires municipal land use policies to facilitate GHG emission reductions and climate change mitigation. The Plan encourages municipalities to design communities and infrastructure to be resilient to the impacts of climate change.

The following provincial legislation, plans, and policies, as well as land use plans and master plans prepared by the Region and Town of Caledon, were referenced in the technical analysis.<sup>4</sup>

Provincial	Region of Peel	Town of Caledon	Other
<i>Planning Act, 1990</i>	Region of Peel Consolidated Official Plan, 2018	Town of Caledon Consolidated Official Plan, 2018	Community Emissions Reduction Planning: A Guide for Municipalities, 2018

<sup>4</sup> In early December 2019, draft Peel 2041 policies for [Environmental, Agricultural and Rural Systems](#) were made publically available. The Region has initiated informal public consultation of these policies, which includes consultation with local municipalities. Policies brought forward as part of Peel 2041 will be informed by the Climate Change Technical Study.



Provincial	Region of Peel	Town of Caledon	Other
PPS, 2020	Climate Change Discussion Paper, 2018	Caledon Community Climate Action Plan, 2011	Mapping Opportunities for Renewable Energy: A Guidebook, 2019
Growth Plan, 2019	Peel Climate Change Master Plan 2020–2030	Residential Energy Use Mapping and Forecasting Study, 2016	GPC Protocol: Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories
Greenbelt Plan, 2019	2011/2012 Peel Community Climate Change Strategy	Corporate GHG Framework 2019–2024	
Green Energy Act, 2009 and Green Energy Repeal Act, 2019	Region of Peel Long Range Transportation Plan	Renewable Energy Potential Study (underway)	
Made-in-Ontario Environment Plan, 2018			

### iii. Principles & Conclusions

The analysis identified SABE selection principles as well as a draft policy framework intended to be applied by the Town as part of a Secondary Plan. A summary of these principles is provided below.

In determining the location and configuration of the SABE, the following principles should be considered:

- **Contiguous expansion of existing settlement areas.**
- **Strong connections** with existing settlement areas.
- Proximity to existing or planned **transit and active transportation infrastructure.**
- **Avoidance of natural areas** that sequester carbon.
- **Ensure access or connection** with planned energy infrastructure.

The following summarizes the recommended options for the Town of Caledon in developing future energy and GHG emissions policies as part of subsequent stages of the planning process (e.g., Secondary Plan) including technical studies that may be required in advance of development.

### **Secondary Plan Policies**

- Future-proof the policy framework to anticipate a net-zero community with the expectation that the transition will take place over the life of the plan.
- Set targets for future energy demand in the SABE to be met by renewable energy and set phased targets for emissions will take place over the life of the plan.
- Ensure a complete streets approach to road (re)design, construction, and maintenance that takes seriously the experience of transit-users, pedestrians and cyclists as daily users and commuters on those roads.
- Identify potential areas for district energy throughout the SABE.
- Add policies with respect to future-proofing by being prepared for shift to electric vehicles and ensuring the built environment is ready with vehicle charging.
- Include policies for community and building design to reduce the resource consumption, energy use, and carbon footprint of the built environment, including the use of zoning permissions.
- Recognize the role of the natural environment in air quality.
- Include energy and emissions in development review and require applications for development in the SABE to include an energy study.

### **Town-wide Official Plan Policies**

Results of the analysis of energy and emissions reduction in the planning framework may apply to the Town of Caledon generally, beyond the secondary planning process.

- Develop a Green Standard for all new development.
- Establish a definition of a net-zero community.
- Investigate the use of development charges and other finance tools, for example through a Community Improvement Plan, to support policy goals.
- Provide direction through the development and regular update of a Community Energy and Emissions Reduction Plan,
- Continue and enhance partnerships with senior, regional and local governments, public agencies, community organizations, businesses and individuals for the efficient and effective coordination of energy and emissions reduction plans, policies and initiatives.
- Provide direction through the development and regular update of an Energy and Emissions Reduction Plan.

**Technical Study: Stage 1 Archeological Assessment**

**Purpose:** To determine the archeological potential of properties in the FSA. This entails a review of previously registered and reviewed archaeological sites and the original environmental setting of properties, along with historical settlement trends.

**i. Study Approach**

The assessment was prepared in accordance with the requirements of the *Ontario Heritage Act, 1990*. The historical context of the FSA was reviewed and registered archeological sites were examined along with previous archeological assessments. This led to the identification of sites with Indigenous, Euro-Canadian, and composite archeological potential within the FSA.

Once finalized, the report will be submitted to the Minister of Heritage, Sport, Tourism and Culture Industries for approval. If the Minister is satisfied that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage, a letter of compliance will be issued. In accordance with statutory requirements, Indigenous Community representatives have been notified of the study and will be able to provide comment.

**ii. Policy Context**

Section 2 of the *Planning Act*, municipalities have regard to the conservation of features of archeological significance when carrying out land use planning responsibilities. Growth Plan policy 4.2.7 encourages municipalities to prepare archaeological management plans and consider them in decision-making.

The following plans and policies were relied upon to inform the assessment.

Provincial	Town of Caledon	Other
<i>Planning Act, 1990</i>	Draft Archeological Potential Model	Previous archeological assessments completed within the FSA
<i>Ontario Heritage Act, 1990</i>		Archeological Assessment Standards and Guidelines for Consultant Archaeologists
<i>Funeral, Burial and Cremation Services Act, 2002</i>		

### iii. Preliminary Principles & Conclusions

The study concluded that approximately 78%, or 6,503 ha, of the FSA exhibits potential for the presence of Indigenous and/or Euro-Canadian archaeological resources. If located in the SABE and slated for development, these areas will require more in-depth archeological assessments (Stage 2, 3 or 4). Some sites will require an assessment of potential burial sites associated with churches located within the FSA.<sup>5</sup>

The need to undertake additional archeological assessments does not preclude development; rather, it requires negative impacts to archeological resources be mitigated prior to development occurring. In rare cases mitigation measures may be so substantial that a developer will choose not to develop all or a portion the site. The archeological potential of sites in the FSA will be further reviewed as part of the Town of Caledon's Archaeological Management Plan, which is currently underway and will inform Town Official Plan policies.

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<sup>5</sup> The Dixon's Union Cemetery, Mayfield United Church Cemetery, and Salem United Church Cemetery.

**Technical Study:** *Cultural Heritage Assessment*

**Purpose:** To describe the existing condition of the FSA by establishing an inventory of known and potential cultural heritage resources. Provide guidance on the implications for existing and potential cultural heritage resources in relation to the potential SABE location and scale.

**i. Study Approach**

The identification of cultural heritage resources within the FSA were informed by a desktop field review using historical mapping of early settlement patterns, Google Streetview, and Google satellite imagery.

**ii. Policy Context**

In accordance with section 2 of the *Planning Act*, municipalities must have regard to the conservation of cultural features when carrying out land use planning matters. Growth Plan policy 4.2.7 requires that cultural heritage resources be conserved and encourages municipalities to prepare cultural plans and consider them in decision-making.

The following plans and policies were relied upon to inform the assessment.

Provincial	Region of Peel	Town of Caledon
<i>Planning Act, 1990</i>	Region’s Official Plan, 2018	Caledon Official Plan, 2018
PPS, 2020		Heritage Register
<i>Ontario Heritage Act, 1990</i>		

**iii. Preliminary Principles & Conclusions**

The analysis identified 139 confirmed or potential cultural heritage resources located within the FSA, including:

- four properties designated under Part IV of the *Ontario Heritage Act*;
- 23 properties listed on the Town of Caledon’s Heritage Register;
- 111 properties identified as potential cultural heritage resources as part of the desktop review; and
- one cultural heritage landscape previously identified by the Town of Caledon.

The assessment concluded there is no preferred location for the SABE from a cultural heritage perspective as cultural heritage resources are distributed evenly throughout the FSA. The identified inventory of cultural heritage resources have good potential for conservation and integration with future land uses associated with the SABE. As such, the

cultural heritage value should be determined and appropriately protected during subsequent planning studies and development applications.

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**Technical Study:** *Mineral Aggregate Resource Impact*

**Purpose:** To map high potential mineral aggregate resource areas (HPMARA) in order to inform the process of identifying areas for accommodating projected growth. If preferred expansion areas overlap with, or are near, an identified or potential HPMARA, the second phase of the work will be to conduct a Mineral Resource Impact Study to address Provincial policy requirements regarding mineral aggregate resources.

**i. Study Approach**

Aggregate extraction is managed by the Ministry of Natural Resources and Forestry (MNRF) and regulated under the *Aggregate Resources Act* for lands designated under the Act, which includes Peel Region. There are four classifications used for mapping aggregate resources in Ontario: primary, secondary, tertiary, and bedrock. The Region of Peel defines HPMARA in its Official Plan as “primary and secondary sand and gravel resource areas and bedrock resources”. Tertiary deposits are not included as HPMARA’s. Those HPMARA’s not impacted by a primary constraint are mapped on Schedule C of the Region’s Official Plan.

The analysis also relied upon the Ontario Geological Survey (OGS) Aggregate Resources Inventory Papers (ARIP), which provide detailed analysis of the physiography of designated aggregate resource areas in Ontario, including the Region of Peel.

**ii. Policy Context**

In accordance with section 2.2.8 of the Growth Plan, settlement boundary expansions must apply policies related to sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS, 2020.

The following plans and policies were relied upon to inform the assessment.

Provincial	Region of Peel	Town of Caledon	Other
PPS, 2020	Region’s Official Plan, 2018	Caledon Official Plan, 2018	Ontario Geologic Survey Aggregate Resources Inventory Papers
<i>Aggregate Resources Act</i>			

**iii. Principles & Conclusions**

The analysis concluded there are no HPMARA’s located in the FSA. This is confirmed by the OGS mapping of Peel, refined mapping in the Region’s Official Plan, and further refined mapping in the Town of Caledon’s Official Plan.

However, the analysis did identify the location of a HPMARA adjacent to the FSA in northwest Bolton, shown on the OGS mapping as a secondary resource area and on Schedule C of the Region's Official Plan. If HPMARA is extracted from this area, setbacks associated with protecting the area of influence around the resource could extend into the FSA and potentially the location of the future SABE. Typically, the area of influence established for pits is roughly 300 metres; for quarries it is 500 metres. However, these setbacks are to be treated as guidelines as the actual dimensions will be confirmed as part of the required application process associated with aggregate extraction.

Although OSG mapping is a good indication of aggregate resource areas, it is not definitive. It is recommended that discussions with MNRF and consultations with potential stakeholders be undertaken to confirm and refine mapping that identifies the full extent of potentially unconstrained, viable resource areas as the SABE process proceeds. Once the resources are confirmed, the area of influence surrounding the HPMARA should be avoided when identifying the location and configuration of the SABE.

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**Technical Study:** *Health Assessment*

**Purpose:** To help identify a recommended SABE by providing a quantitative and qualitative evaluation to determine the health benefits and effects of the potential built environment.

**i. Study Approach**

The study was informed by a detailed policy review of Regional and local municipal plans and policies as well as public health best practices. Policy research was used to establish healthy development themes of density, land use, service proximity, mobility and connectivity, natural environment and sustainability and food systems supported by unique health criteria. The FSA was assessed from quantitative (i.e. measure of health conditions) and qualitative (i.e. quality and future development potential) perspectives.

**ii. Policy Context**

The policies of the Growth Plan directs municipalities towards the achievement of compact built forms, transit-supportive densities and walkable street configurations which support health objectives. In particular, section 2.2.1 of the Plan supports improving overall quality of life, including improved human health for people of all ages, abilities, and incomes.

The following plans and policies were relied upon to inform the assessment.

Provincial	Region of Peel	Area Municipalities	Other
<ul style="list-style-type: none"> <li>▪ PPS, 2020</li> <li>▪ Growth Plan, 2019</li> </ul>	<ul style="list-style-type: none"> <li>▪ Region Official Plan, 1996</li> <li>▪ Region Official Plan Amendment 27, 2017</li> <li>▪ Peel Public Health 2020-2029 Strategic Priorities for the Future, 2019</li> <li>▪ Region of Peel Healthy Development Assessment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Caledon Official Plan, 2018</li> <li>▪ Brampton Official Plan, 2015</li> <li>▪ Mississauga Official Plan, 2019</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community Well-Being: A Framework for the Design Professions, 2018</li> <li>▪ Healthy Communities Practice Guide, 2012</li> <li>▪ Healthy Rural Communities Toolkit: A Guide for Rural Municipalities, 2015</li> <li>▪ Planning By Design: A Healthy Communities Handbook, 2009</li> <li>▪ Healthy Built Environment (HBE)</li> </ul>

Provincial	Region of Peel	Area Municipalities	Other
			Linkages Toolkit, 2018

### iii. Preliminary Principles & Conclusions

Under each theme, the report identified principles to be considered in selecting the location and configuration of the SABE. These principles are summarized below:

Health Theme	SABE Selection Principles
Density	<ul style="list-style-type: none"> <li>▪ Existing and planned densities that support compact built-form</li> <li>▪ Areas within 800 metre of existing areas with density level equal or greater than 25 people and jobs per hectare</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>▪ Areas not within 300 metres of lands occupied by existing, planned and/or designated industrial uses or the Brampton Caledon Airport</li> </ul>
Service Proximity	<ul style="list-style-type: none"> <li>▪ Areas within 800 metres of existing retail establishments (e.g., pharmacies, doctors offices, convenience stores, etc.), schools, library and recreation centres, parks and child care centres</li> <li>▪ Proximity to planned community services and facilities and consideration for any barriers</li> </ul>
Contiguous Expansion	<ul style="list-style-type: none"> <li>▪ Logical contiguous expansion of the existing built-up area</li> <li>▪ Areas within 800 metres of existing and/or planned settlement areas and adopted and/or proposed future residential expansion areas</li> </ul>
Mobility and Connectivity	<ul style="list-style-type: none"> <li>▪ Areas within 800 metres of transit and active transportation networks, including bus stops, bus routes, hiking trails, multi-use paths, signed bicycle routes and separated bicycle lanes, potential Major Transit Station Areas, and major points of entry</li> </ul>
Natural Environment and Sustainability	<ul style="list-style-type: none"> <li>▪ Direct growth away from significant or high constraint natural heritage features and ensure linkages between these features is protected</li> </ul>
Food Systems	<ul style="list-style-type: none"> <li>▪ Areas within 800 metres of existing grocery stores, farmers' markets, local food shops, community gardens, and community food services/programs.</li> <li>▪ Ensure preservation and/or protection of existing productive agricultural lands</li> <li>▪ Opportunities for access to fresh local food sources, connect to existing community gardens, urban agriculture projects, farmers' markets and grocery stores</li> </ul>

**Technical Study:** *Public Facilities*

**Purpose:** To identify community facility infrastructure needs at a Regional scale related to future development including recreation, library, emergency services, and school-related needs. The report is intended to fulfill the Growth Plan requirement that there be sufficient capacity in planned public service facilities to accommodate anticipated growth when establishing future settlement areas.

**i. Study Approach**

Services to be reviewed as part of the public facilities assessment were identified based on discussions with Regional staff. The services examined included library and recreation services, emergency services (fire and paramedics), and public and Catholic schools. Police services was excluded from the analysis as Caledon is serviced through a contract with the Ontario Provincial Police (OPP).

The methodology to undertake the public facilities assessment involved:

- A review of Provincial legislation, relevant master plans and supporting documents;
- Creating a detailed inventory of existing public facilities within Caledon and the FSA;
- Establishing current and planned service level standards; and
- Identifying growth-related public facility needs.

**ii. Policy Context**

Section 2.2.8 of the Growth Plan requires that there be sufficient capacity in existing and planned public service facilities when establishing new settlement areas. Public facilities are defined as lands, buildings or structures for the provision of programs and services provided or subsidized by a government or other body, and includes recreation, police and fire protection, health and educational programs, and cultural services.

The following plans and policies were relied upon to inform the assessment.

Provincial	Region of Peel	Town of Caledon	Other
PPS, 2020	Evaluation and Recommendations for Capital Planning and Development of the Peel Regional Paramedic Service, 2006	Parks & Recreation Masterplan, 2004 and 2010  Parks & Recreation Visioning Plan, 2015	Caledon Public Library Strategic Plan, 2018  Library Service/Facility Review and Master Plan

Provincial	Region of Peel	Town of Caledon	Other
Growth Plan, 2019	Peel Regional Paramedic Services 10 Year Facility Capital Plan, 2008-2017 (updated in 2013)	Facility Needs Assessment Study, 2017	Peel Region School Board and Peel Catholic District School Board accommodation strategies (various)
		Fire Master Plan, 2018	

### iii. Preliminary Principles & Conclusions

The report concluded that generally there is limited capacity in existing infrastructure to service the needs of future population and employment growth associated with the SABE. As such, the SABE will place increased demand on public service facilities in the future.

In selecting the location of the SABE, the following principles should be considered:

Service	SABE Selection Principles
Library and Recreation Services	<ul style="list-style-type: none"> <li>▪ Avoid overlapping of catchment areas associated with similar facilities</li> <li>▪ Leverage existing and planned facilities in existing settlement areas</li> </ul>
Emergency Services (Fire and Paramedics)	<ul style="list-style-type: none"> <li>▪ Ensure good access to the existing/planned road network</li> <li>▪ If possible, ensure SABE is serviced by existing or planned emergency service facilities</li> </ul>
School Boards	<ul style="list-style-type: none"> <li>▪ Consider how SABE will impact the capacity of existing schools and their ability to accommodate growth</li> <li>▪ Ensure sufficient land to accommodate future elementary and secondary school sites</li> <li>▪ Locate SABE near future planned elementary and secondary schools with available capacity</li> </ul>

**Technical Study: Fiscal Impact**

**Purpose:** To analyze Regional costs associated with new infrastructure and anticipated revenues arising from new development associated with the SABE (e.g. assessment growth). Analysis will be used to identify the financial resource needs in order to support sound infrastructure planning objectives identified in the FSA and the eventual determination of the SABE.

**i. Study Approach**

The fiscal impact analysis has been initiated, but is not yet completed. The approach to the fiscal impact assessment will include an assessment of how the size and location of development influences capital costs and revenues, particularly as it relates to water and wastewater liner infrastructure and arterial roads, which are more sensitive to the location of development.

As supported by the transportation and water/wastewater assessment, consideration will be given to existing infrastructure and the available capacity of such infrastructure to meet future servicing needs arising from new development. The rationale being that available capacity should be used first to ensure efficient use of resources. Once a recommended SABE is selected, the fiscal impact analysis will be undertaken and used to determine whether the anticipated infrastructure needs and development is financially sustainable.

The analysis will also consider the initial round of capital infrastructure, operating costs and potential revenue sources related to future development in the preferred SABE. It is important to note that the analysis is high-level and represents an order of magnitude impact.

**ii. Policy Context**

Section 2.2.8 of the Growth Plan states that identified infrastructure and public service facilitates needed to service growth should be financially viable over the full life cycle of these assets.

The following plans and policies will be relied upon to inform the assessment.

Provincial	Region of Peel	Town of Caledon
PPS 2020		
<i>Development Charges Act, 1997</i>	Development Charges Background Study (underway)	2019 Development Charges Background Study
<i>Municipal Act, 2001</i>		

### iii. Preliminary Principles & Conclusions

As the analysis is currently underway, no preliminary conclusions are presented. However, the following municipal finance principles will be applied to the analysis and considered in selection the preliminary SABE configuration.

- To the extent permitted under the legislative requirements of the *Development Charges Act*, growth should pay for growth, meaning that capital costs associated with new infrastructure should be included in the Region and Caledon’s development charge calculations.
- Growth should be located in areas with available servicing capacity in existing infrastructure to reduce capital infrastructure costs.
- Operating and maintenance costs associated with new infrastructure should be considered and appropriately accounted for in the Region and Caledon’s asset management plans.
- The location of residential and non-residential development should be considered in relation to assessment growth potential.

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## D. NEXT STEPS

The immediate next steps required as part of the SABE Study process include:

- Circulate draft technical studies to Regional staff and finalize based on input received.
- Initiate broader consultation on technical studies (e.g. Town of Caledon and other stakeholders) and overall SABE Study process.
- Release technical studies to public by posting on Peel 2041 SABE website.

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## Memo

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**To:** Hemson Consulting / Region of Peel  
**From:** Wood / North-South Environmental / Dougan & Associates  
**Date:** May 27, 2020  
**File:** TPB198127  
**Re:** **Wood Summary for Hemson Technical Study Memo**

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### **Technical Study:** *Phase 1: Environmental Screening Report (Wood Team)*

The Regional Municipality of Peel (Peel Region) has undertaken a study covering two phases: Phase 1: Environmental Screening (ES) and Phase 2: Scoped Subwatershed Study (Scoped SWS). These study phases will provide natural heritage and water resources input to support the Settlement Area Boundary Expansion (SABE) Study to determine where new settlement area growth should be proposed in Peel. The results of the ES and Scoped SWS, and SABE Study, will then be used to develop a Regional Official Plan Amendment (ROPA) for the settlement area boundary. The objective of the ES and Scoped SWS is to ensure that natural heritage features and water resources are protected, restored or improved. These studies will also set the basis for a future local municipal official plan amendment (LOPA), led by the Town of Caledon, supported by a detailed subwatershed study.

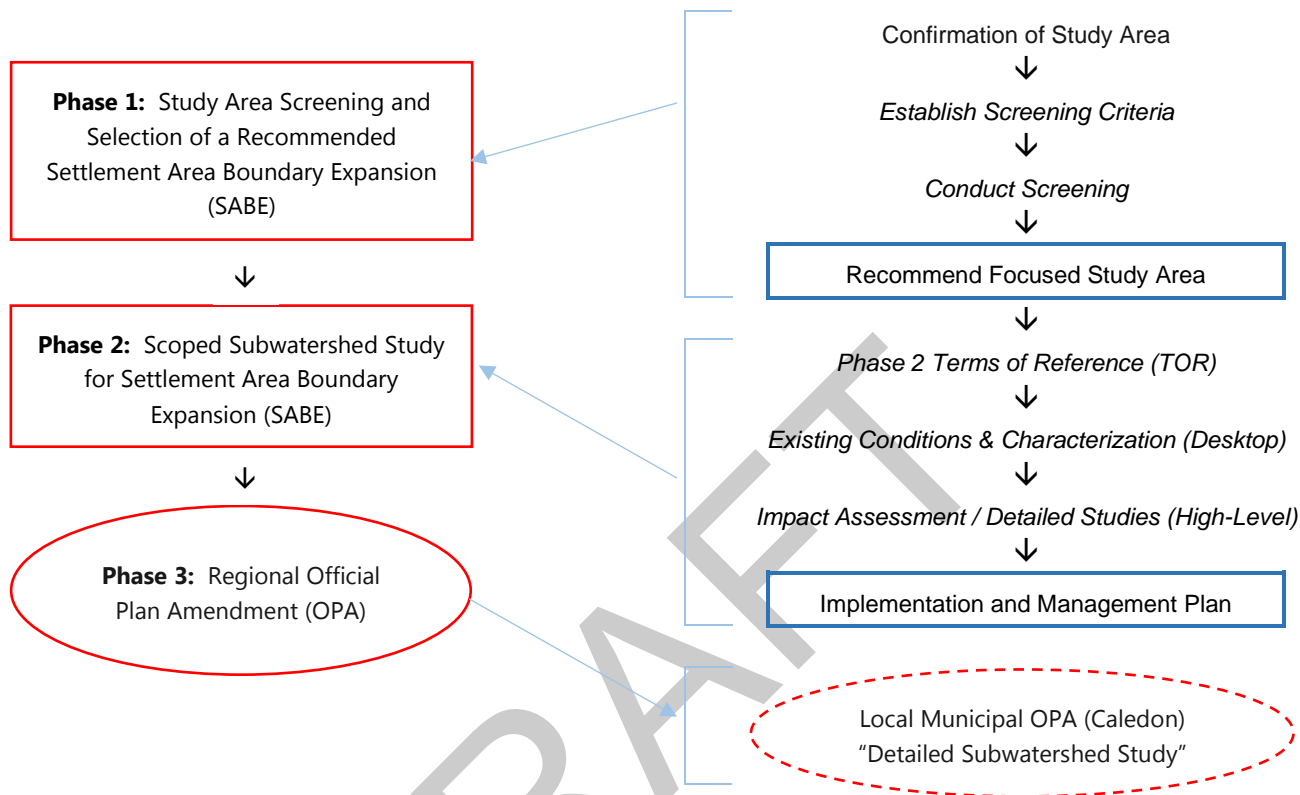
Below is an illustration of the two phases and related steps included as part of the ES, to assess, screen and select a recommended SABE location (based in south Caledon). The Scoped SWS, tailored to the needs of Peel Region's OPA and to provide technical recommendations for the ROPA, will set the ground work for the detailed local study of natural systems and water resources (future detailed Subwatershed Study).





Hemson Consulting / Region of Peel  
May 27, 2020

**Process Flow Diagram**



**1. Phase 1: Environmental Screening (ES)**

The Phase 1: ES has focused on identifying key environmental features and constraints within the overall study area, related to the terrestrial features, aquatic features, hydrogeologic and surface water systems. The environmental features and systems identified through this screening exercise have been integrated with the findings from of the overall planning study led by Hemson. This will identify constraints, needs, and opportunities; and to define a Focus Study Area (FSA) and subsequently a preliminary settlement area boundary expansion (SABE) for further evaluation and refinement in Phase 2 of this study process.

The Phase 1: ES provides information to ensure the FSA, identified for the SABE, has sufficient area and supports the natural heritage and water resource system requirements. This basis will accommodate the Region’s growth requirements and enable one or more settlement area expansions to be further evaluated and identified.

Hemson Consulting / Region of Peel  
May 27, 2020

The Study Area, initially considered in the Phase 1: ES stage, included all lands in Peel outside of settlement areas and outside the Greenbelt, acknowledging that the natural environment and water resources features and functions extend beyond the Study Area. Connections with natural heritage systems beyond the Study Area (e.g., into the Greenbelt) and in adjacent municipalities have been considered, as appropriate, to inform the screening process.

Natural environment features, functions and areas representing known or potential constraints to development have been identified to indicate areas where development may be constrained or precluded due to requirements for natural heritage and water resource system protection, restoration or enhancement. Constraint categories have been assigned based on policy requirements and use of 'best available' secondary source information (e.g., provincial plan and policy requirements, Regional and local official plan policy direction, mapped provincial, regional and conservation authority data).

It should be emphasized that the outcomes of the preliminary screening do not indicate that areas are 'unconstrained' or 'available for development'; rather, the intent of the preliminary screening has been to provide direction for an additional level of assessment to be completed through the upcoming Phase 2: Scoped SWS. The Preliminary constraint categories are high, medium and low; the ES provides details on how these categories have been set and used in the initial screening.

These constraints to-date have been categorized related to various known features and policy provisions on the landscape. For the purposes of this screening assessment, for a SABE at a regional scale, the level of accuracy and types of information available have been considered appropriate. High Constraint areas include mapped natural environment features and areas with existing designations or *significance* that afford them protection under current provincial or municipal plans / policies. High Constraint areas represent features and areas that prohibit development. Presence and limits of features has been prepared using available mapping; confirmation and / or refinement of limits will be required through future planning stages including the Phase 2: Scoped SWS. Medium constraints may be features and areas, where following further investigation, could become high constraint areas.

The Phase 1: ES report presents the findings and recommendations for determining the FSA based upon the environmental features and constraints within the system; this has involved a multi-disciplinary review and compilation of the area's known terrestrial and aquatic features, hydrogeologic systems, erosion and flood hazards. As the project is Regional, Regional level policies have been used as the driver for categorization (i.e. Provincial and Regional policies and legislation). Only those features, functions and areas for which geospatial data were available and suitable for use, have been categorized to provide a clear summary of the features included in the preliminary constraints assessment.

Hemson Consulting / Region of Peel  
May 27, 2020

### 1.1 Phase 2: Scoped Subwatershed Study (Scoped SWS)

The Phase 2: Scoped SWS will be undertaken as part of the next phase of the planning study to further refine the FSA and ultimately establish the SABE. The Scoped SWS will be largely based on desktop data and “scoped” windshield/roadside assessments, with no detailed field investigations. The Scoped SWS will provide direction for future detailed Subwatershed Studies, to be completed as part of subsequent Secondary Plans conducted at the local level.

Work completed for the Phase 2: Scoped SWS for Settlement Boundary expansion, as it relates to water resources and ecological systems will:

- (a) characterize the broader subwatershed areas associated with the urban expansion areas identified in Phase 1;
- (b) conduct an impact assessment based on land-use change and infrastructure scenarios; and,
- (c) prepare an implementation plan focused on the protection, enhancement, and implementation of the Water Resource System and Natural Heritage System (NHS) and associated environmental management strategies.

Key outcomes of the Phase 2 work, as related to water resources and ecological systems, will be to:

- support the identification of a preferred urban boundary expansion; and,
- ensure the approach and outcomes conform to Regional policy requirements for the proposed boundary expansion.

Furthermore, the regional level Scoped SWS will identify and recommend a scope for a detailed SWS within the Town of Caledon, and also identify other detailed studies and scope that may be required to complement the planning approvals process, including establishing a preliminary environmental management strategy for the preferred urban expansion area, and a long-term monitoring strategy.

# Peel 2041: Status Update & Draft Polices

Regional Council

Adrian Smith

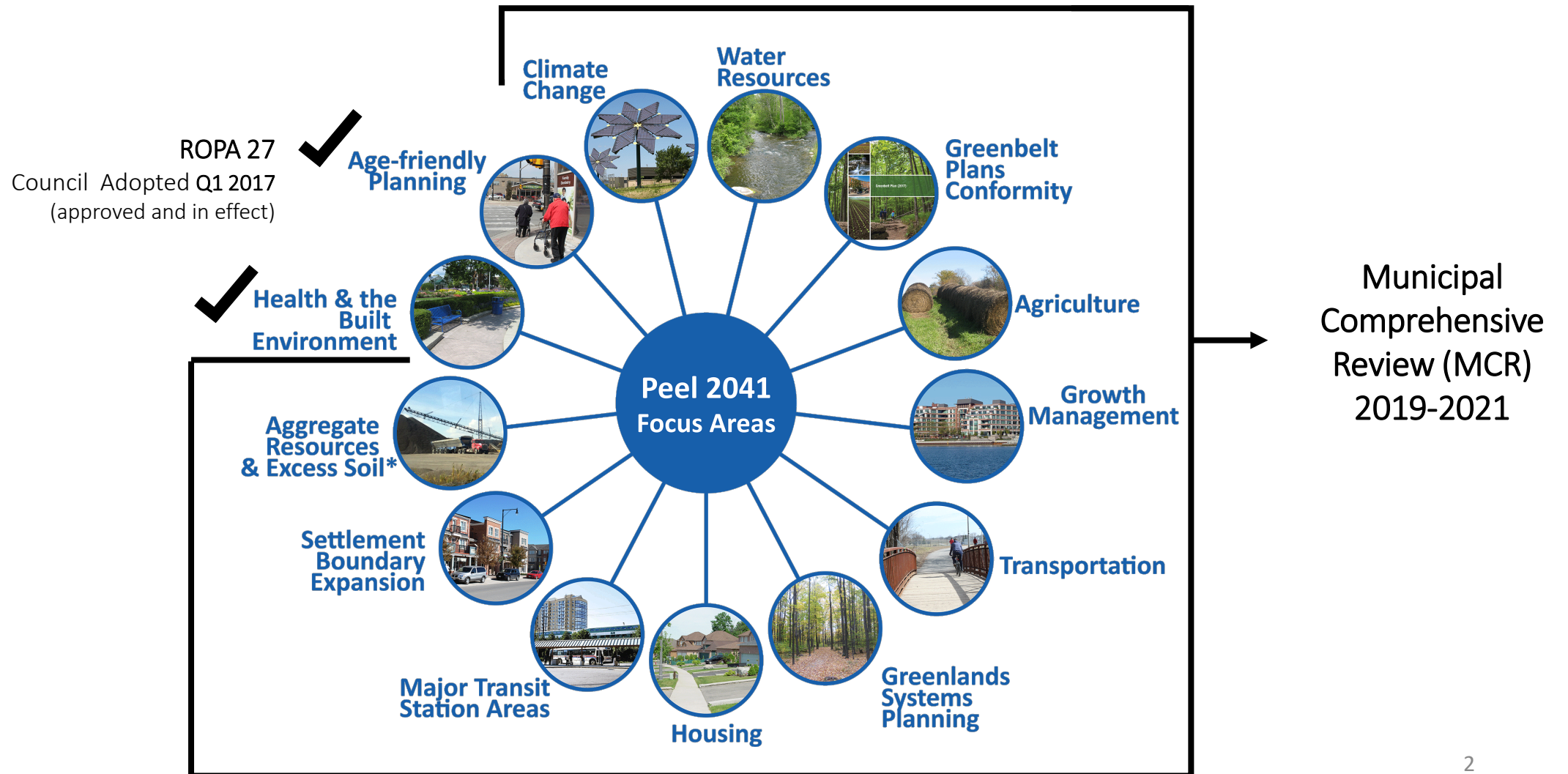
Interim Chief Planner and Director

Naheeda Jamal, Acting Manager, Policy Development,  
Regional Planning and Growth Management

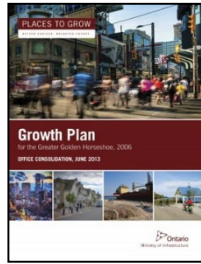
June 25, 2020

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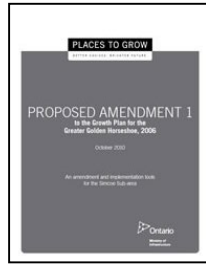
# Peel 2041: Focus Areas



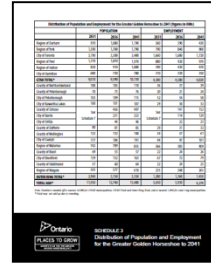
# Provincial Planning Framework Changes



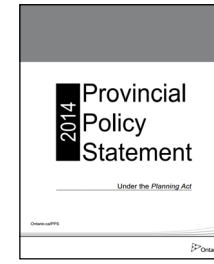
Growth Plan, 2006



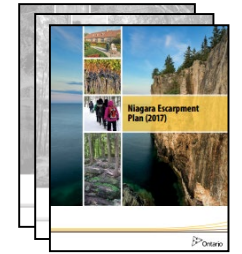
GP Amendment 1: 2010  
2031A targets (ROPA 24)



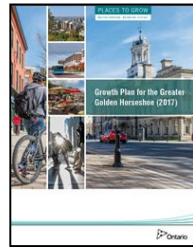
GP Amendment 2: 2013  
2031B + 2041 targets  
(January 10, 2013)



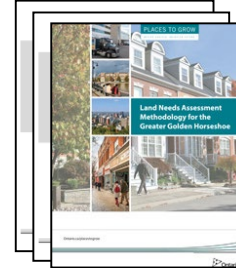
Provincial Policy  
Statement: 2014  
(April 10, 2014)



Coordinated Plans Review: 2016  
& Planning Act Changes  
(July 21, 2016)



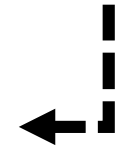
Proposed Amendment 1 to  
the Growth Plan, 2017  
(February 28, 2019)



Some Provincial Guidance  
Documents: 2018+



Growth Plan, 2017  
+ Other Provincial Plans  
(July 6, 2017)

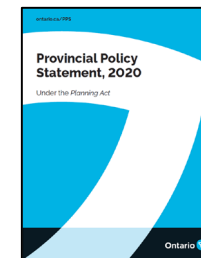


Growth Plan, 2019  
(May 16, 2019 pending Provincial  
Guidance, PSEZ, LNA & Schedule 3 update)



Housing Supply Action Plan (Bill 108)  
(Planning Act, LPAT, DCs, PPS, EA, etc.)  
(June 13, 2019, pending CBC regs.)

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Provincial Policy Statement, 2020  
(May 1, 2020)



Proposed Amendment 1 &  
Land Needs Assessment Methodology  
to the Growth Plan, 2019  
(June 16, 2020)

...

# Proposed Amendments to the Growth Plan, 2019

**Proposed Amendment #1 to A Place to Grow:  
Growth Plan for the Greater Golden Horseshoe  
Schedule 3 Population and Employment  
Forecasts  
(ERO 019-1680)**

**Proposed Land Needs Assessment Methodology  
(ERO 019-1679)**

**Comment deadline July 31, 2020  
(45-day comment period)**

The following key changes are proposed:

- Extend the planning horizon from 2041 to 2051
- 3 Growth Scenarios for consideration (low, reference, medium)
- Upper-tier municipalities may use higher growth forecasts
- Simplify the approach to calculating the amount of land needed to accommodate new growth
- Permit conversion of Provincially Significant Employment Zones outside of an MCR if the lands are within an MTSA
- No extension to existing July 1, 2022 conformity deadline

# Growth Scenarios

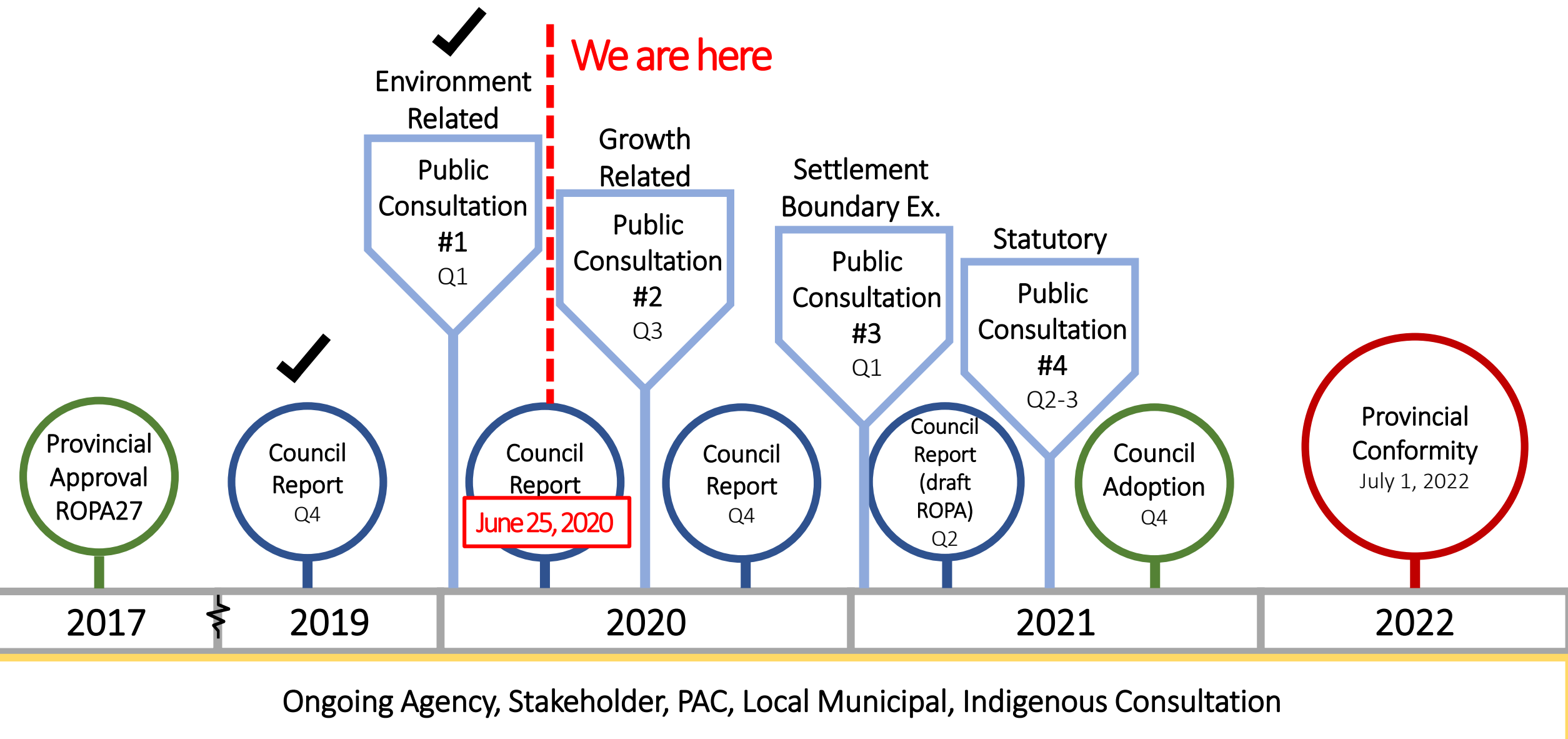
Population and Employment Forecasts to 2051 for consideration (low, reference, high)

<b>Comparison of Growth Scenarios in Peel based on updated Provincial Forecasts</b>								
	<b>2041 (Current)</b>		<b>2041 (Hemson)*</b>		<b>2051</b>		<b>2041(C) to 2051 Difference</b>	
	Pop	Emp	Pop	Emp	Pop	Emp	Pop	Emp
Low	1,970,000	970,000	1,936,000	906,000	2,140,000	1,000,000	170,000	30,000
Reference			2,048,000	962,000	2,280,000	1,070,000	310,000	100,000
High			2,126,000	997,000	2,430,000	1,140,000	460,000	170,000

\*The Hemson forecast is based on the technical analysis used to support the Provincial forecast updates



# Peel 2041: Consultations



# Environment Related Draft Policies (March):



Water Resources



Provincial Greenbelt Plans



Climate Change



Agriculture & Rural System



Wildland Fire

# Growth Related Draft Policies/Directions:



Growth Management\*



Transportation



Major Transit Station Areas



Greenlands System



Housing



Other: Waste Management, Indigenous Engagement & Cultural Heritage\*

\*Note: these include only policy directions at this time



# Growth Management: Desired Outcomes

- Sets the framework to guide how Peel will accommodate new population and employment growth to 2041
- Supports transportation and transit investment by directing new growth to areas with increased mobility
- Builds upon the need to respond to the changing nature of employment
- Create healthy and complete communities for people to live, work and play in Peel

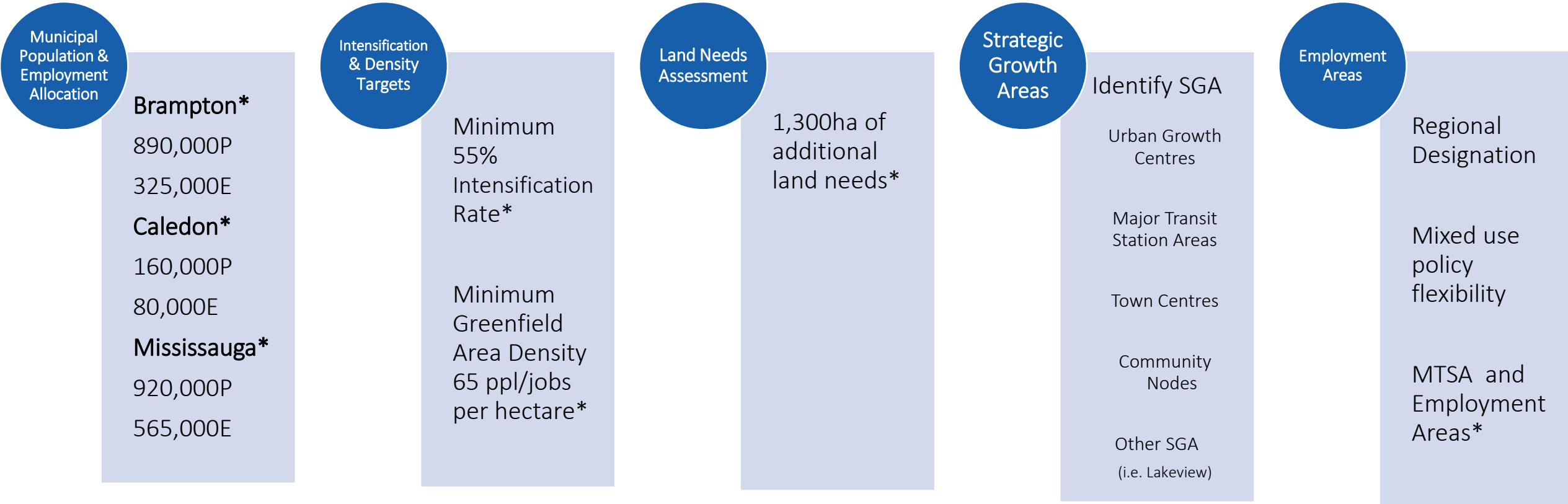
**500,000 New People**

**250,000 New Jobs**





# Growth Management: Policy Directions

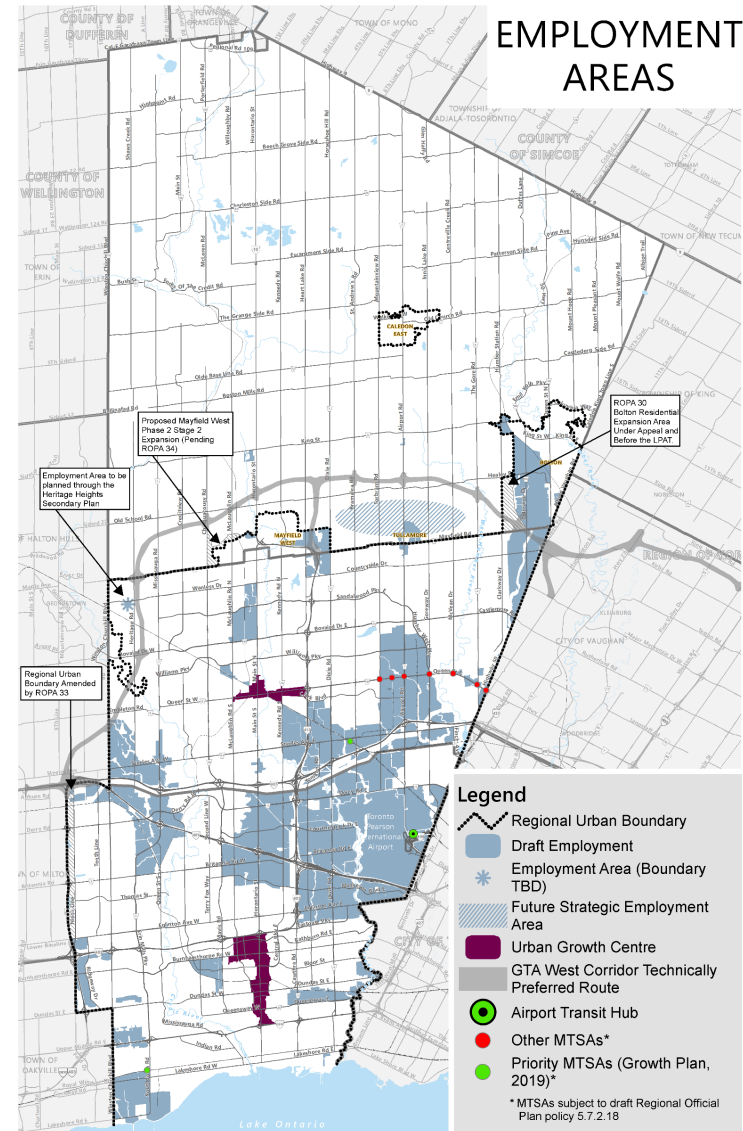
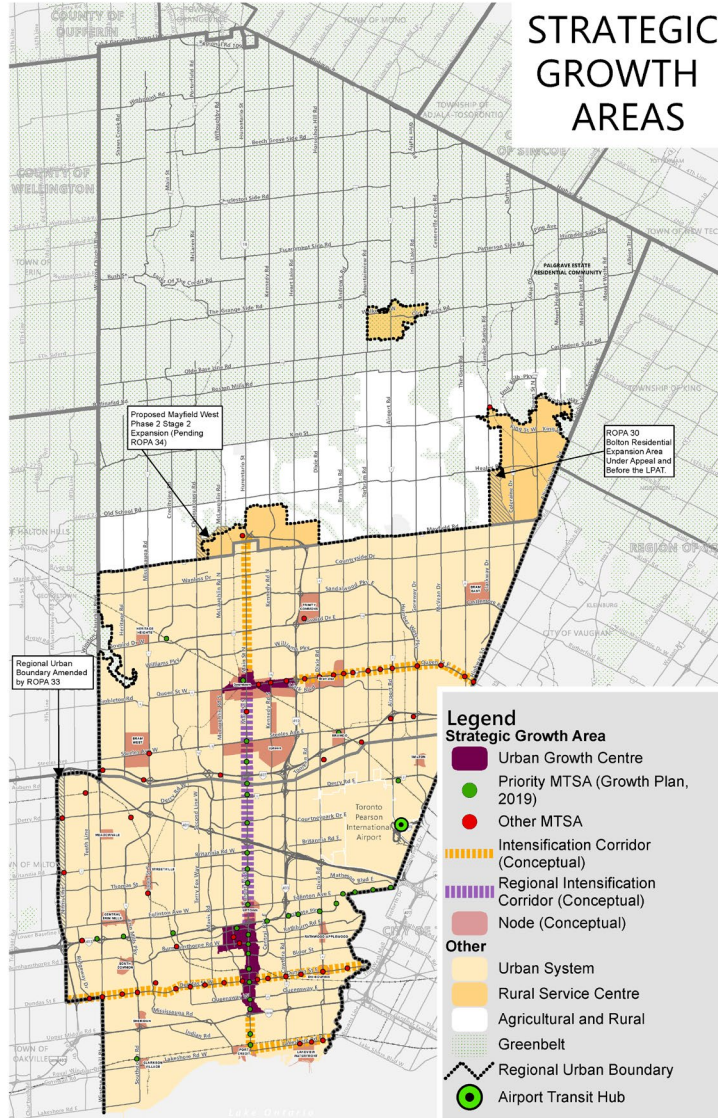


## Provincial Impacts

- Growth Plan Schedule 3 review and update (Summer 2020)
- Provincially Significant Employment Zones (Summer 2020)
- New Land Needs Assessment Methodology (Summer 2020)



# Growth Management: Mapping

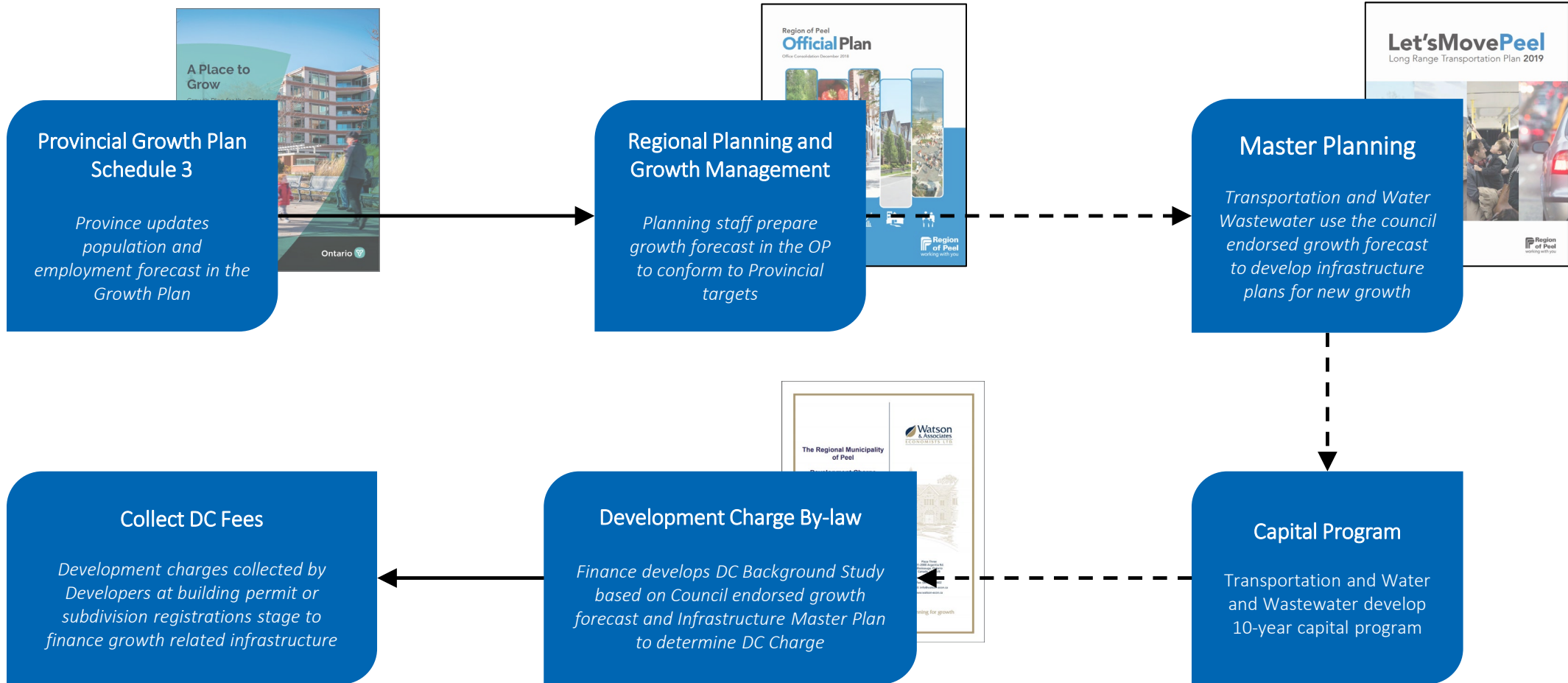


# Employment: Draft Policies

- **Designate Employment Areas:** Identify lands within the Region for protection from employment conversions
- **Higher Density Employment in Strategic Growth Areas:** Direct major office development to areas supported by a mix of uses and transit
- **Flexibility in Major Transit Station Areas:** introducing policy flexibility for the consideration of mixed use development on employment lands within strategic Major Transit Station Areas
- **Mixed use in employment:** Provide a broader consideration for retail and commercial uses within employment areas, where appropriate
- **Strategic Employment Area:** Include policy consideration for the protection of future Employment Area beyond the planning horizon that is supported by existing or planned transportation infrastructure



# Growth Management Program Update



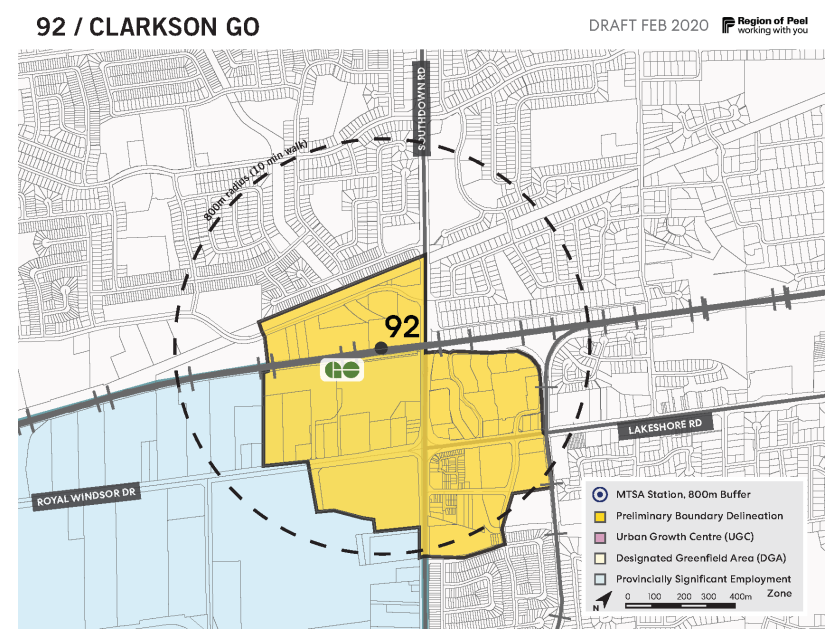
-----> Requires Council endorsement and consultation to proceed





# MTSA: Draft Policies

- **Establish a framework:** to guide implementation by local municipalities, including:
  - delineating boundaries (e.g. 800m radius) (mapped)
  - minimum densities for each MTSA (people and jobs planned for an area)
- **Station typology:** prioritize and define the types of transit stations in the Region, considering when and how they may develop
- **Other policies:**
  - to protect potential MTSA's for future transit oriented development
  - criteria based flexibility for Employment Areas within MTSA's
- **Preliminary MTSA boundaries :** mapped and available on website for review

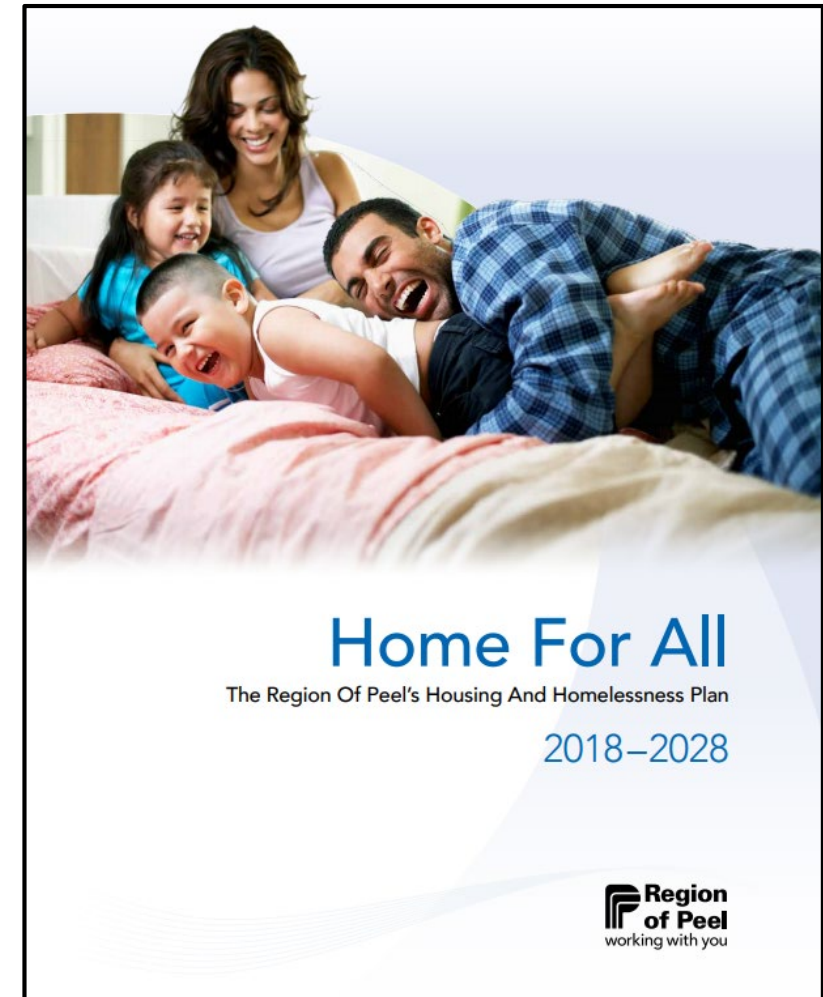




# Housing: Draft Policies

- **Support sustainable, compact complete communities:** encourage higher density development and range and mix of unit sizes
- **New affordable housing targets:** new annual affordable housing unit targets to align with PHHP (2018-2028)
- **Updating process, tools and standards:** introducing new tools including processes and standards for engaging with local municipalities and development industry, use inventory of Region-owned lands for opportunities to land bank in support of affordable housing
- **Rental protection:** regulate rental demolition and conversion to protect existing rental stock
- **Ongoing refinements:** Inclusionary zoning framework being developed with local municipalities

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# Transportation: Draft Policies

- **Network optimization:** maximizing the use of existing transportation infrastructure to ensure financial feasibility whilst keeping people and goods moving efficiently through approaches such as:
  - An integrated and multi-modal transportation system
  - Financial sustainability
- **Integrating transportation and land use planning:** providing a network that accounts for the needs of all road users through a complete streets approach including roadway design, reconstruction, or refurbishment
- **Balanced approach:** achieve a 50 per cent sustainable mode share in the Region of Peel by 2041, through interventions to ensure needs of pedestrians, cyclists, transit-users and motorists is balanced such as:
  - transportation demand management strategies
  - Sustainable transportation infrastructure
  - transit supportive development



# Greenlands System Policies

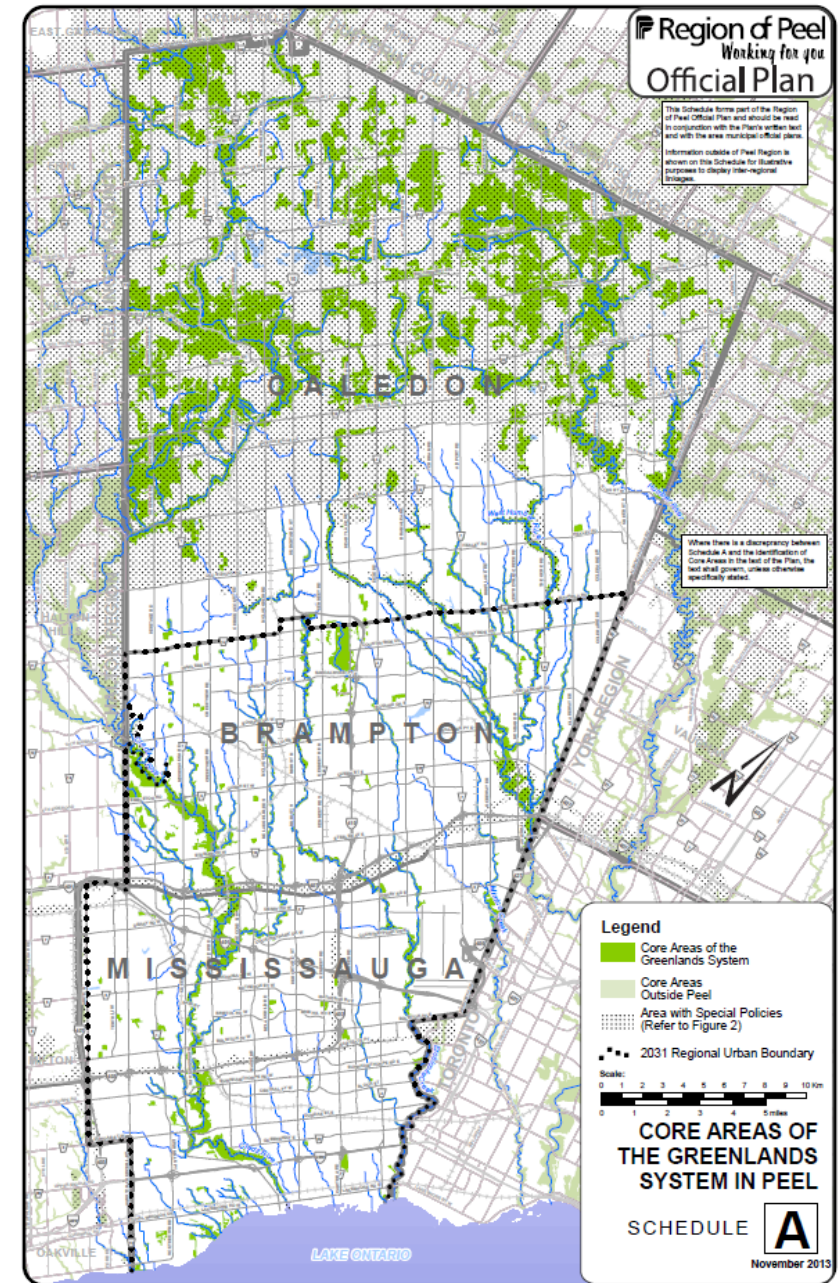
## What are Greenlands Systems?

- Greenlands systems, also referred to as natural heritage systems, are broadly 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

## Policy Review Approach:

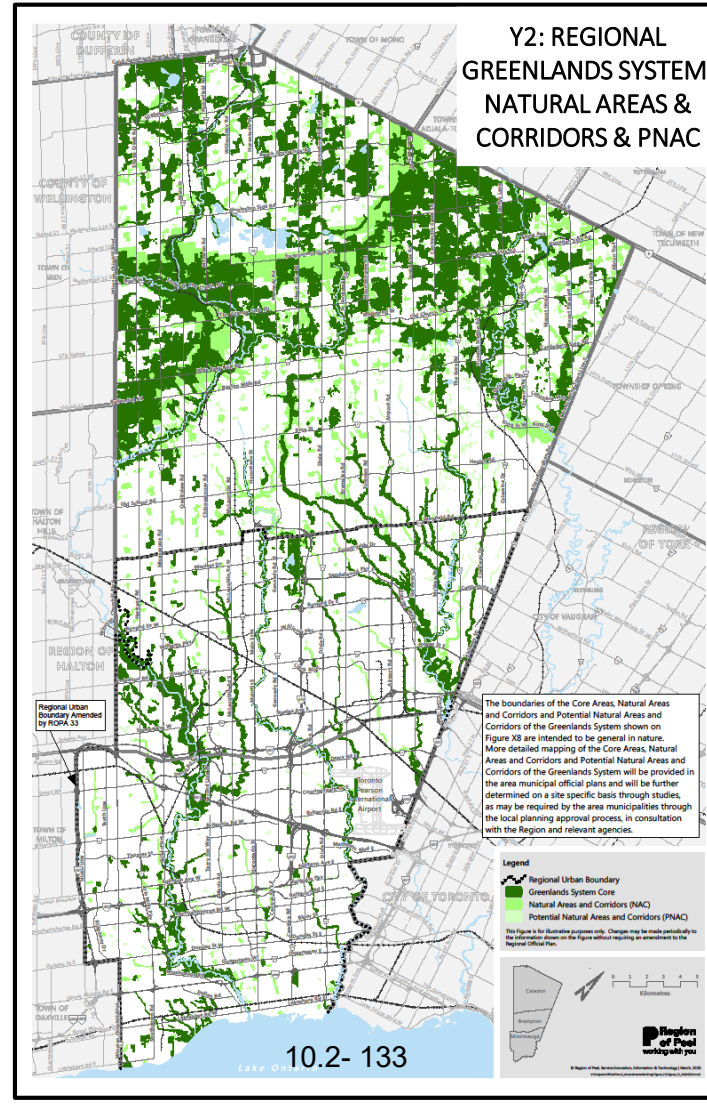
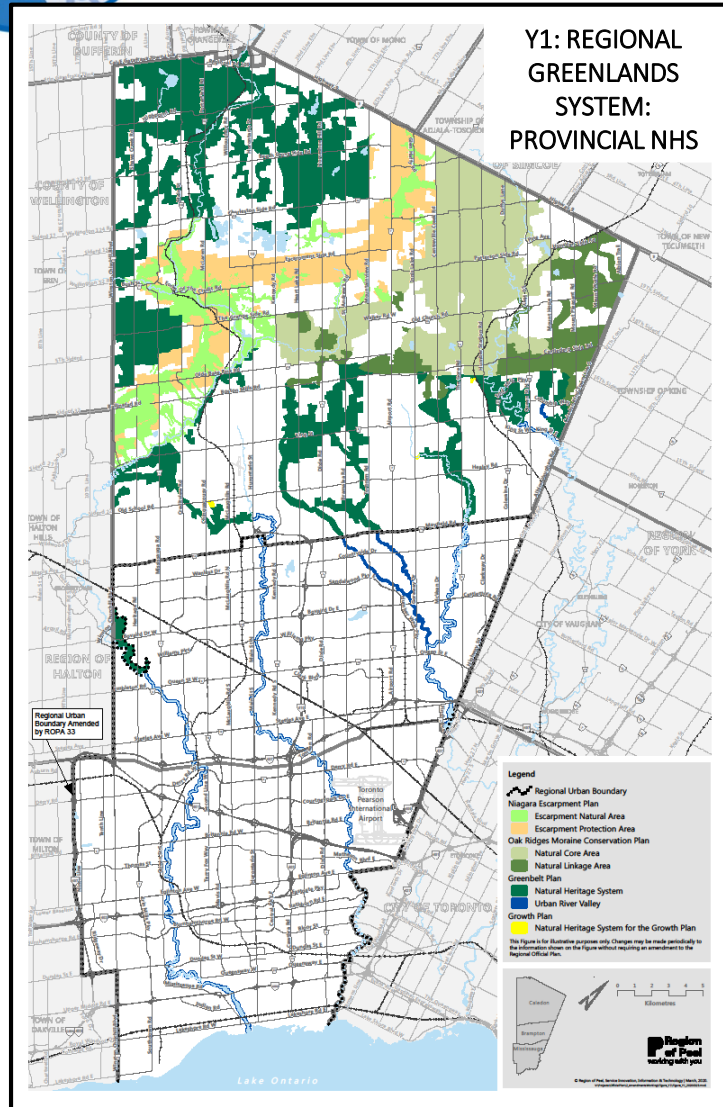
- Provincial Policy Conformity
- Review of Natural Heritage System (NHS) planning policies
- Transitioning from feature-based to system-based NHS
- Evaluate and integrate recent area municipal and conservation authority NHS policies and studies
- Update existing mapping:
  - Provincial Plan NHS System designations
  - Core Areas of the Greenlands System mapping layers

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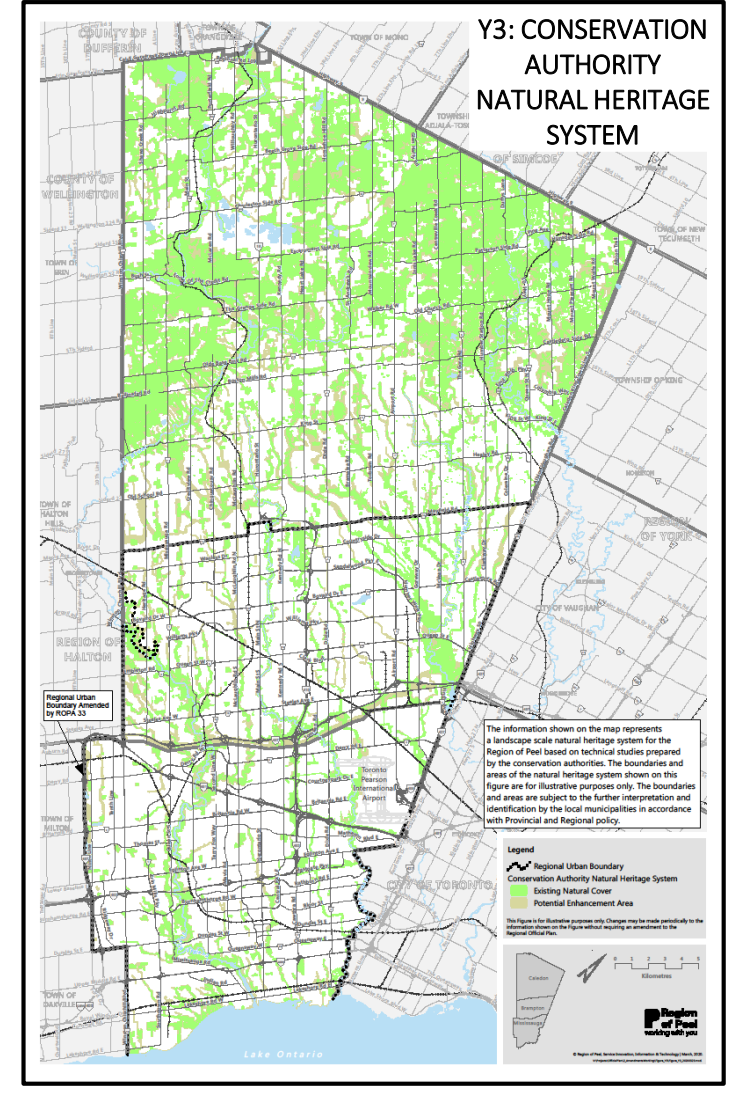




# Greenlands System: Draft Figures



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# Other Focus Areas

## Waste Management

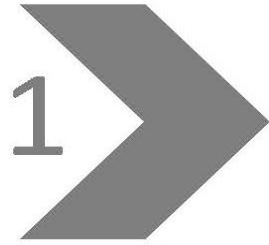
- **Significant regulatory and policy changes**
- **Circular economy and climate change:** binding the principles of circular economy and climate change into traditional waste management policies
- **Waste management treatment processes:** an update to waste management processes (e.g. anaerobic digestion; alternative resource recovery)
- **Food and organic waste:** draft policies that promote the resource recovery of food and organic waste

## Cultural Heritage & Indigenous Engagement

- **Improve recognition of Indigenous Communities:** treaty mapping, land acknowledgement, history
- **Engagement policies:** stronger direction in Provincial Plans
- **Additional work:** with Indigenous communities, local municipalities and stakeholders will take place over the summer months

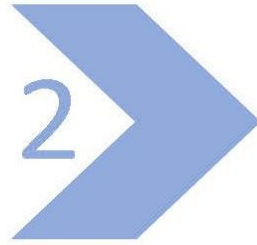


# Settlement Area Boundary Expansion



## BACKGROUND

- Data Collection
- Criteria Setting
- Consultation Strategy
- Identify Focused Study Areas



## TECHNICAL STUDIES

- Water/Wastewater
- Transportation
- Health/Public Facilities
- Heritage/Archaeology
- Comm./Employment
- Environment
- Agriculture
- Fiscal
- Mineral Aggregates
- Climate Change



## DRAFT POLICIES AND MAPPING

- Planning Justification
- Identify Expansion Areas
- Refine Tech. Studies
- Draft Policies and Mapping



## FINAL OFFICIAL PLAN AMENDMENT

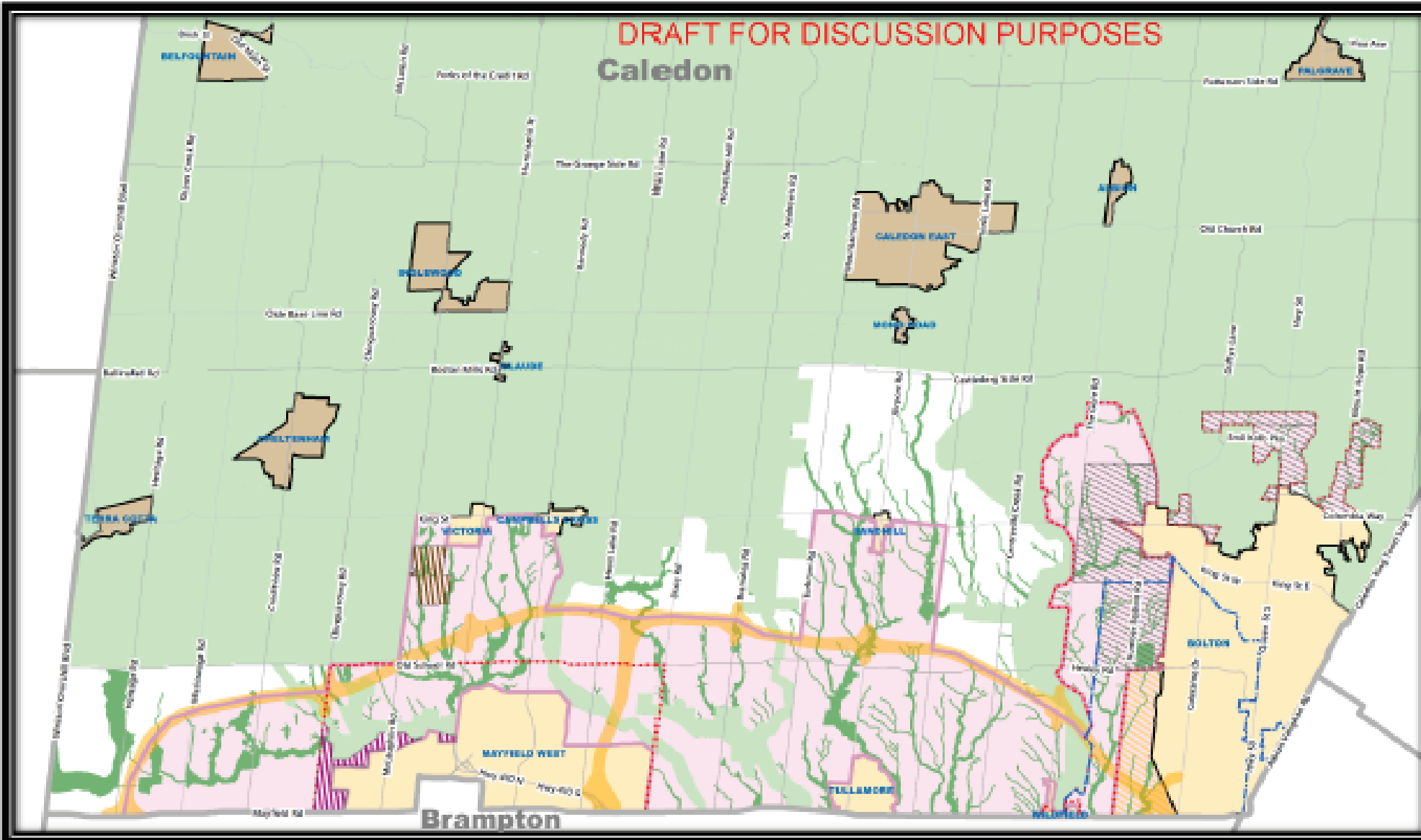
- Recommendation Report
- Final Mapping and Policies
- Council Adoption



**We are here**

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Public Consultation



**DRAFT FOR DISCUSSION PURPOSES**

**FOCUS STUDY AREA (FSA) (2041)**

- FSA**  
(Area Identified for further study)
- Study Areas**  
(RCP Policy 5.4.3.2.7)
- GTA West Corridor**  
(Technically Preferred Route)
- Municipal Boundary**
- Settlement Areas**  
(Outside Greenbelt)
- Settlement Areas**  
(Within Greenbelt)
- Greenbelt Area**  
(Protected Countryside)  
(Ruralia Escarpment)  
(Oak Ridges Moraine)  
(Growth Plan MHS)
- Natural Environment**  
**High Constraint**  
(Wood Type Data)
- Bolton Residential**  
**Expansion Area**  
(Adopted and Under Appeal)
- Bolton Residential**  
**Expansion Area**  
(Other Areas Studied)
- Mayfield West**  
(Phase 2 Stage 2  
proposed by ROPA 34)
- Provincially Significant**  
**Employment Zone**
- Brampton Caledon Airport**

Approx. size, to scale, of SABE land requirement (~1,300 ha) to 2041

**Disclaimer:** This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE. For additional information, please refer to the Settlement Area Boundary Expansion Study Phase A: Focus Study Area report.

**Note:**

- (1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
- (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
- (3) RCP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- (4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.







# Settlement Area Boundary Expansion: Environmental Screening and Scoped Subwatershed Study

Phases

1

## Phase 1: Environmental Screening

- Environmental characterization, criteria, screening and evaluation input for overall settlement expansion study

2

## Phase 2: Scoped Subwatershed Study

- Part A Report – Existing Conditions & Characterization
- Part B Report – Impact Assessment and Detailed Studies
- Part C Report – Implementation Plan
- Final Report – Compilation of Parts A, B and C

# Next Steps



## Informal Public & Stakeholder Consultation

### Fall 2020\*

Informal consultation on growth and other related focus areas\*\*

- Aggregate Resources
- Greenlands System
- Growth Management
- Housing
- Major Transit Station Areas
- Other
- Settlement Area Boundary Expansion
- Transportation

\*\* Updates on the status of all Peel 2041 focus areas will be provided at consultations



## Statutory Consultation

**Winter 2021\*** Statutory consultation on all focus areas

**2021\*** Council adoption of Regional Official Plan Amendment

**July 1, 2022** Provincial conformity required by this date

Thank you!

