

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"> 1. To protect the Prime Agricultural Area for long-term use for agriculture. 2. To protect agricultural uses in the Prime Agricultural Area from incompatible activities and land uses that would limit agricultural productivity or efficiency. 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. 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.
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.
Key Policies and Objectives – The Agricultural System	
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

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	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.
Key Policies and Objectives – The Rural System	
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

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	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.
Mapping Updates	
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>

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Climate Change

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

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	<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"> ○ 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. ○ assess the potential impacts and associated risks of climate change to infrastructure and incorporate appropriate measures to reduce or mitigate vulnerabilities, impacts and risks. ○ promote a culture of conservation through energy, water and soil conservation and integrated waste management. ○ support and promoting local food production and procurement, food security, and protect the region’s agricultural land base and rural economy. ○ collaborate, support and undertake community sector and infrastructure risk and vulnerability assessments. ○ collaborate to undertake community energy and greenhouse gas emissions reduction planning, including greenhouse gas inventories. ○ establish Regional corporate greenhouse gas emission reduction targets that support provincial targets and that work towards the goal of creating low-carbon communities.
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>

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	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"> ○ promoting compact form and sustainable modes of transportation. ○ 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. ○ 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. ○ encouraging the increased use of electric, hybrid and alternative fuel vehicles and associated infrastructure for Regional operations.
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"> ○ minimizing vulnerabilities when locating, designing, and constructing Regional human services facilities including those related to communications, energy, and water infrastructure. ○ assessing and addressing climate change risks and vulnerabilities when developing new, and replacing existing

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	<p>infrastructure.</p> <ul style="list-style-type: none"> ○ considering opportunities when designing, planning, and implementing water and wastewater services to reduce greenhouse gas emissions. ○ 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. ○ promoting resource recovery of food and organic waste.
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.
Key Policies and Objectives	
Niagara Escarpment	
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

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	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.
Oak Ridges Moraine	
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> .
Greenbelt Plan	
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> .
Mapping Updates	
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

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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>
Key Policies and Objectives	
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

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	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.
Mapping Updates	
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>
Key Policies and Objectives	
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

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	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.
Mapping Updates	
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>

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	<p>entire districts. The lands will remain important for the Region to maintain a healthy and diverse economy.</p> <p>For 21st century employment opportunity to thrive, new infrastructure such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required, while changes in technology will enable employment across a wider variety of land uses and building spaces than ever before. However, employers will continue to need core essentials like affordable electricity, good roads, clean water, and a variety of appropriate spaces in order to create and expand business.</p> <p>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>
Key Policies and Objectives	
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:

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	<ul style="list-style-type: none"> • XX jobs per hectare in Caledon • XX jobs per hectare in Brampton • XX jobs per hectare in Mississauga
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"> i) There is a need for the conversion ii) The lands are not required over the horizon of the plan for the employment use they were designated iii) The Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan 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 v) There is existing or planned <i>infrastructure</i> and public service facilities to accommodate the proposed conversion vi) The lands are not required over the long-term for employment purposes vii) The lands do not fulfill the criteria for provincially significant <i>employment lands</i>; viii) The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands ix) Cross-jurisdictional issues have been considered. <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"> i) the lands to be re-designated are located on the periphery of an Employment Area. ii) the building(s) have direct frontage onto a corridor that is supported by existing or planned higher order transit. iii) the proposed uses are accommodated in a multi-storey mixed-use office building. iv) appropriate transition and buffering are provided to sensitive uses.

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	<ul style="list-style-type: none"> v) the planned function and viability of the Employment Area including movement of goods are not adversely impacted. vi) the development exceeds the minimum Employment Area density for the local municipality prescribed in Section 5.7.2.12.
5.7.2.18	<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"> i) the requirements of Section 5.6.2.4 of this Plan; ii) an overall net increase to the total jobs planned for the <i>Employment Area</i> within the delineated boundary; iii) maintaining an employment land use designation to protect for higher density office uses; 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; v) maintain a minimum employment to population ratio across the subject lands; vi) that <i>higher order transit</i> is planned for the Major Transit Station Area within the planning horizon; vii) the development of <i>complete communities</i> and <i>transit supportive</i> densities including employment uses; and viii) demonstrate how <i>transit-supportive</i> employment densities will be achieved. <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.
Mapping Updates	
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.

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Key Policies and Objectives	
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.
Mapping Updates	
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"> o Updated mapping of provincially significant wetlands which are an element of the Core Areas of the Greenlands System to reflect provincial mapping information. o Updated mapping of Escarpment Natural Areas to reflect the updated criteria and mapping of Escarpment Natural Areas in the 2017 Niagara Escarpment Plan.
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"> o Addition of Urban River Valley designation o Addition of Natural Heritage System (overlay) for the Growth Plan
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"> o Escarpment Protection Area and Escarpment Natural Area

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	<ul style="list-style-type: none"> designations of the Niagara Escarpment Plan ○ Natural Core Area and Natural Linkage Area designations of the Oak Ridges Moraine Conservation Plan ○ Natural Heritage System overlay of the Growth Plan ○ Natural Heritage System overlay of the Greenbelt Plan ○ Urban River Valley designation of the Greenbelt Plan
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>Table 4: Peel Annual Minimum New Housing Unit Targets</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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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								

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	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"> a) Endeavour to provide an <i>affordable housing</i> contribution of at least 10% to 15% of total units in the development; b) Encourage at least 50% of the <i>affordable housing</i> units provided to be affordable to <i>low income</i> households; c) Encourage a mix of affordable units that includes larger family-sized units; d) Encourage partnerships between private, non-profit and supportive housing providers; and e) Recognize that an <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.
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.
Mapping Updates	
Figure 17	Deleted

Major Transit Station Areas

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

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	<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>
Key Policies and Objectives	
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>Primary Station – Areas that have existing or planned transit supportive built forms and can meet or exceed the minimum planned transit supportive density target.</p> <p>Secondary Station – Areas that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.</p> <p>Future Station – Areas identified in the Regional Official Plan as having the potential to become Major Transit Station Areas in the future but are not delineated due to need for significant infrastructure investment and/or land use changes to unlock potential.</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

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	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"> i) identifies the minimum number of people and jobs that will be accommodated within the Major Transit Station Area ii) the land uses in each station that supports complete communities and the minimum density target prescribed on Table XX iii) the station typology and character of the station area or stop iv) the minimum density for each Major Transit Station Area v) minimum and/or maximum heights for land uses within the Major Transit Station Area vi) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum prescribed density vii) protect lands that may be required for future enhancement or expansion of transit infrastructure viii) addresses land use compatibility and the separation or mitigation of sensitive land uses ix) a phasing plan or strategy to ensure soft and hard infrastructure is delivered in a manner that supports complete communities., including open space and accessible public amenities x) strategies to support increased multi-modal assess and connectivity xi) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, Inclusionary Zoning, Community Planning Permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools
5.6.2.5	Encourage the local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops.
5.6.2.6	Ensure the establishment of new land uses and built forms that would adversely impact the ability to meet the minimum prescribed density target in an 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

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	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"> ○ Demonstrates how the development will support transit-oriented densities that recognizes the character and scale of the surrounding community ○ Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop ○ Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development ○ Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods ○ Consider the provision of bicycle parking and where applicable passenger transfer and commuter pick up/drop off area ○ Prohibits the establishment of uses that would adversely impact the ability to achieve transit orientated densities ○ Supports high quality public realm improvements to enhance the Major Transit Station Area

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

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	<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>
Key Policies	
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> <ul style="list-style-type: none"> 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.
5.10.2.21	Identify, plan and implement improvements for first and last mile connections across the transportation network, including infrastructure, innovative technologies, in collaboration with the local municipalities, other levels of government and non-government agencies.
5.10.3.2.12	Work with Metrolinx, the local municipalities, and adjacent municipalities to improve inter-regional transit connections.
5.10.3.2.20	Work with the local municipalities and all relevant agencies to achieve a balanced approach that reduces reliance upon the automobile and increases use of transit and active transportation through a complete streets approach in the design, refurbishment, or reconstruction of the planned or existing network.
5.10.4.2.6	Participate in and support the Province’s Environmental Assessment Study for the GTA West Transportation Corridor and work with the Province and affected municipalities to take appropriate actions to ensure the GTA West Corridor and its links to the transportation network is not precluded.
5.10.5.2.6	Investigate a multi-modal <i>Level of Service</i> methodology in consultation with the local municipalities and external agencies, as appropriate.
5.10.5.2.11	Support the development of a connected and accessible network of sustainable transportation facilities on new or improved Regional roads, where feasible.
5.10.7.2.1	Work with other levels of government, agencies and ministries, the private sector and local municipalities to develop, maintain and implement a comprehensive, integrated and effective goods movement system that encourages the safe and efficient movement of goods by road, rail or air within and through the Region.
5.10.8.2.3	Promote energy-conservation strategies such as <i>Transportation Demand Management</i> and Intelligent Transportation Systems measures to reduce traffic-related emissions and environmental impacts.
5.10.8.2.6	Consider and implement green infrastructure approaches in the planning, design, construction and operations and maintenance of Regional

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	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> .
Mapping Updates	
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.

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Key Policies and Objectives	
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.
Mapping Updates	
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”.