

Strategic Infrastructure Study Area (SISA) Policies to be Adjourned pursuant to SISA Minutes of Settlement

ROPA 20 Policies for adjournment

1. Policy 3.7.2.18 as follows:

“3.7.2.18 Identify jointly with the area municipalities, the Province and relevant agencies, strategic infrastructure study areas well in advance of development to accommodate load growth resulting from projected growth in the population and the economy.”

ROPA 22 Policies for adjournment

1. Policy 5.9.2.19 as follows:

“5.9.2.19 Work with the area municipalities to ensure that *development* in *planned transportation corridors* does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.”

2. Policy 5.9.3.2.2 as follows:

“5.9.3.2.2 Work with the Province and affected municipalities to take appropriate actions to ensure that *planned transportation corridors* are not precluded.”

3. Policy 5.9.3.2.3 as follows:

“5.9.3.2.3 Work cooperatively with the Province and other GTA and Golden Horseshoe municipalities in planning and implementing *freeway* and *higher order transit* improvements to be identified in the Growth Plan for the Greater Golden Horseshoe (e.g. East-West Transportation Corridor).”

4. Policy 5.9.3.2.4 as follows:

“5.9.3.2.4 Encourage and work with the Province and affected municipalities to identify and plan for the following future multi-modal transportation corridors and to take appropriate actions to ensure that these corridors are not precluded:

Proposed Strategic Infrastructure Study Area Policies for Adjournment

- a) A transportation corridor linking the *GTA West Corridor* and the *Mid-Peninsula (Niagara to GTA) Corridor*; and
- a) The further extension of Highway 427 ~~to Highway 9 and beyond.~~ (Proposed Modification from Government Settlement in bold)

5. Policy 5.9.3.2.6 as follows:

“5.9.3.2.6 Participate in and *support*, in consultation with the affected municipalities, the Province’s environmental assessment study for the *GTA West* transportation corridor and its links to the transportation network, and encourage and work with the Province and affected municipalities to take appropriate actions to ensure that the corridor is not precluded.”

6. Policy 5.9.7.2.4f as follows:

“5.9.7.2.4 f) Participate in and encourage the Province’s study of the *GTA West Transportation Corridor*, in recognition of the potential role of this transportation corridor for the movement of goods.

7. Definition of “Planned Transportation Corridors” as follows:

“**Planned transportation corridors**: Corridors identified through provincial plans or preferred alignment(s) determined through the Environmental Assessment Act process which are required to meet projected needs.”

ROPA 24 Policies for adjournment

1 . Policy 5.6.2.12 as follows:

“5.6.2.12

Support the study and protection of the *Strategic Infrastructure Study Area* for potential *infrastructure and employment areas*—needs in consultation with the Province, area municipalities, other applicable regions, municipalities and agencies. “ (Proposed Modification from Government Settlement in bold)

2. Section 5.7 as follows:

“5.7 STRATEGIC INFRASTRUCTURE STUDY AREA

In order to plan, protect and provide for potential long term strategic *infrastructure* needs, *the Region* is establishing policies for a study area that is conceptually shown as the *Strategic Infrastructure Study Area (SISA)* on Schedule D. The purpose of this conceptual study area is to provide protection for long-term planning and *infrastructure* studies in advance of future development. Since the uses for the *SISA* have not been defined, it is possible for this study area to have a planning horizon that extends beyond 2031. The population and employment

forecasts in Chapter 4 of this Plan indicate that significant residential and employment growth will occur in *Peel Region* to 2031. This growth will produce increased demands for travel, electricity, utilities and *employment land*. This growth will also create a demand for urban development that has the potential to encroach on lands that contain the optimal lands for a route that could support transportation facilities, utilities and/or *employment land*. In conclusion, the population and employment growth forecast for *Peel Region* to 2031 will generate land development that could begin to limit the availability of options for meeting strategic infrastructure planning needs.

The provincial Growth Plan, June 2006, identifies a conceptual Transportation Corridor between the urban areas of the northwest GTA and the western Greater Golden Horseshoe. The Ministry of Transportation (MTO) has initiated the first phase of an Environmental Assessment study which will more specifically define the need, location and details of the "GTA-West" "Future Transportation Corridor". This "GTA-West" "Future Transportation Corridor" has provided a basis for the *SISA* section of this Plan and the identification of the conceptual *SISA* on Schedule D.

It is acknowledged that any future infrastructure project approved must consider a range of impacts and studies, including the mitigation of environmental impacts.

5.7.1 Objectives

- 5.7.1.1 To identify and protect areas that require comprehensive study and assessment with respect to long term strategic planning and *infrastructure* needs such as transportation facilities, utilities and electricity transmission *infrastructure*.

5.7.2 Policies

It is the policy of *Regional Council* to:

- 5.7.2.1 Work in partnership with the Province, area municipalities and adjacent Regions, to further define and refine the location of the conceptual *Strategic Infrastructure Study Area (SISA)* based on the outcomes of the MTO's GTA West Corridor Environmental Assessment and identify and implement tools, policies and other measures to protect lands within the *SISA* from land uses that would predetermine or preclude the potential outcomes of the MTO's GTA West Corridor Environmental Assessment.
- 5.7.2.2 Direct the area municipalities to review the *area municipal official plans* and revise policies as necessary to restrict land uses within the *SISA* that would predetermine or preclude the potential outcomes of the MTO's GTA West Corridor Environmental Assessment and to identify and implement other implementation tools. All land uses

Proposed Strategic Infrastructure Study Area Policies for Adjournment

currently permitted within the *Prime Agricultural Area* of the Rural System will continue to be permitted.

- 5.7.2.3 Only consider approving ROPAs for *development* applications within the *SISA* requiring Regional approval if a satisfactory assessment has been made and has determined that the application will not predetermine or preclude the outcomes of the MTO's GTA West Corridor Environmental Assessment.
 - 5.7.2.4 Direct the area municipalities to only consider approving *development* applications within the *SISA* where there has been a satisfactory assessment that has concluded that the proposal would not predetermine or preclude the outcomes of the MTO's GTA West Corridor Environmental Assessment.
 - 5.7.2.5 Acknowledge and comply with the Province's requirement for their review of official plan amendments and secondary plans submitted to *the Region* within the Province's permit control areas."
3. The definition of Strategic Infrastructure Study Area (SISA) as follows:
"Strategic Infrastructure Study Area (SISA): an area under protection for long-term planning and *infrastructure* studies in advance of future *development*."
 4. The depiction of the "Conceptual Strategic Infrastructure Study Area" shown on Schedule D. (See Appendix I to the "*Proposed Modifications to ROPA 24 with Tracked Changes from Adopted Version*" document, Tab B2)