THE CONSTITUTIONAL STATEMENT

Part A, THE PREAMBLE, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendment to the Text and Schedules of the Region of Peel, constitutes Amendment Number ___ to the Region of Peel Official Plan.
PART A – THE PREAMBLE

1. Purpose of the Amendment

To revise and add policies in the Region of Peel Official Plan (ROP) for the purposes of conformity to Provincial policy and implementing regional initiatives in growth management.

2. Location

This Amendment applies throughout the Regional Municipality of Peel.

3. Basis

The ROP was initially adopted by Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The ROP was subsequently reviewed through the ROP Strategic Update (ROPSU) process that was initiated in 2002, as a scoped review of the Official Plan. This scoped review included three major amendments to the ROP related to regional forecasts and structure – ROP Amendment 8 (updated population and employment forecasts reflecting the 2001 Census), ROP Amendment 15 (North West Brampton urban boundary expansion), and ROP Amendment 17 (established the 2021 Mayfield West Rural Service Centre Boundary). The next major updates were introduced to the ROP through the Peel Regional Official Plan Review (PROPR) that consisted of six amendments including Regional Official Plan Amendments (ROPA): 21A, 21B, 22, 23, 24 and 25. The PROPR process brought the ROP into conformity with relevant legislation, plans and policies including the Provincial Policy Statement, 2005 (PPS), the Greenbelt Plan (2005) and the Growth Plan for the Greater Golden Horseshoe, 2006 (2006 Growth Plan). Finally, ROPA 26 introduced policies that were supplemental to those established by the PROPR process. The 1996 ROP, as amended by the above-noted amendments, constitute the current version of the ROP pertaining to growth management and regional forecasts.

The Peel 2041 Regional Official Plan Review (Peel 2041) is being completed through several policy review projects that will result in ROPAs. These amendments will bring the ROP in conformity with provisions of the Growth Plan 2017, the Provincial Policy Statement 2014, Affordable Housing Act, 2011 (Bill 140) and other Provincial policy initiatives. The Peel 2041 is a municipal comprehensive review of the Regional Official Plan.

On February 23, 2017, Regional Council adopted Regional Official Plan Amendment 27 (ROPA 27), the first amendment of the Peel 2041 review, that addressed the Health and the Built Environment, Age-Friendly Planning, and Technical and Administrative updates. ROPA 27 is currently awaiting Provincial review and approval.

ROPA ___ is the second amendment of Peel 2041. It reflects a number of the Municipal Comprehensive Review (MCR) elements related to growth management. including: allocation of growth the local municipalities and policy areas, establishing density and intensification targets, revising the planning horizon, designating or identifying
employment areas, strategic growth areas and major transit station areas. Additional studies and subsequent ROPA (or ROPAs) will implement further growth management details such as delineation of major transit station area boundaries and additional settlement expansions required to accommodate growth to 2041.

This amendment supports the Region’s 20-Year Strategic Plan and 4-Year Term of Council Priorities which were approved by Regional Council on November 12, 2015. The following, specific components of the Strategic Plan and Term of Council Priorities are being supported by this ROPA:

<table>
<thead>
<tr>
<th>Area of Focus</th>
<th>Living</th>
<th>Thriving</th>
<th>Leading</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outcome</td>
<td>People’s lives are improved in their time of need</td>
<td>Communities are integrated, safe and complete</td>
<td>Government is future-oriented and accountable</td>
</tr>
<tr>
<td>Strategic Objectives</td>
<td>I have affordable housing options. I have access to services that meet my needs at all stages of life.</td>
<td>We live in a community where the built environment promotes healthy living. We live in a community that promotes mobility, walkability and various modes of transportation. We live in a community where growth is well managed.</td>
<td>I trust that sustainability and long-term benefits to future generations are considered.</td>
</tr>
<tr>
<td>Term of Council Priorities</td>
<td>Increase affordable housing</td>
<td>Promote healthy and age-friendly built environments Plan and manage growth</td>
<td></td>
</tr>
</tbody>
</table>

ROPA __ includes additions and/or updates of the growth management, growth forecasts, employment, servicing and municipal comprehensive review areas of the Plan. Revisions to the Plan’s text, tables and schedules ensure that the ROP is up-to-date, conforms to provincial policy requirements and addresses the Strategic Plan and Term of Council Priorities.

**Allocation of the Growth Forecasts**

Peel 2041 brings the ROP into conformity with the 2017 Growth Plan by updating the Population, Household and Employment Forecasts for Peel contained in Table 3 of the ROP. Residential growth between 2006 and 2016 in Peel was higher than originally projected by the 2006 Growth Plan. As a result of the 5-year review of the 2006 Growth Plan forecasts, the Province released Amendment 2 to the Growth Plan in June of 2013 which provided updated forecasts for 2031 and new forecasts to 2041. The Province has also completed its 10-year review of all Provincial plans including the Growth Plan released in May 2017 (2017 Growth Plan). The 2017 Growth Plan includes Amendment 2 Forecasts and a number of policy changes.
The allocation of growth forecasts within Peel addresses a fundamental growth management policy of the 2017 Growth Plan which requires the co-ordination of infrastructure planning, land use planning and infrastructure investment. This requirement is reflected in many Regional growth management initiatives that started in 2013 and have resulted in new co-ordinated approach to managing growth.

The updated Regional forecasts and the distribution to the area municipalities were undertaken in close co-operation with the area municipalities and the development industry, and followed directions from the Growth Management Committee. The process involved forecasting, servicing, transportation and employment consultants. A number of different scenarios of distribution were developed and tested for planning, servicing and financial implications. Comments received during these consultations were used in formulating the distribution. Details of the distribution and compliance with Regional and Provincial policy are documented in a Land Budget Report.

The key Regional Official Plan revisions related to allocation of growth, are changes to Table 3 in chapter 4 of the Plan. The 2021 planning horizon is removed while the 2031 forecasts are increased by 130,000 residents and 10,000 jobs to bring the Regional figures into conformity with the 2017 Growth Plan. The ROPA also introduces the 2041 forecasts reflecting 1,970,000 residents and 970,000 jobs. There are also policy changes reflecting a new planning horizon. Specific population, employment and housing allocations are provided to Brampton, Caledon and Mississauga. The 2041 forecasts are to be used for planning for Regional services and establishing land and housing requirements as directed in the 2014 PPS and the 2017 Growth Plan.

Growth Management Related Policies

The 2017 Growth Plan includes many policy revisions related to growth management in the Greater Golden Horseshoe. The amendment incorporates these policy directions into the Regional Official Plan. In addition, the polices reflect the Region’s Strategic Plan objective regarding living in a community where growth is well managed and the Term of Council Priority to plan and manage growth.

Most of the growth management policy revisions introduced by this ROPA are contained in Chapter 5 “Regional Structure” of the Regional Official Plan. The Regional Structure shown on Schedule D is modified by introducing a key urban element in the form of major transit station areas. In accordance with the 2017 Growth Plan, the major transit station areas in combination with other significant growth areas (e.g. urban growth centres, intensification corridors) are identified as strategic growth areas and shown on new Schedule D6. These areas area required to be a key focus for development supported by infrastructure investment.

To fulfil the requirement of the 2017 Growth Plan, a new Schedule D5 is added. This schedule designates employment areas and identifies future strategic employment areas within Peel. These designations are accompanied by corresponding policy revisions included in section 5.6. (Employment Areas) and a new section 5.8 (Future Strategic Employment Areas).
The Regional, residential minimum intensification target for the period ending in 2030 is revised to 50% for the entire period. This ROPA also introduces a new minimum residential intensification target of 60% for the post-2030 period.

This amendment includes revisions to policies related to density targets. In particular, there are two sets of greenfield density targets that:

i) reflect a new methodology that excludes employment areas from calculations of greenfield densities; and

ii) are different for designations occurred before (60 residents and jobs per hectare) and after (80 residents and jobs per hectare) July 1, 2017.

This ROPA also includes a number of policy revisions that are of a housekeeping nature resulting from the introduction of the new 2041 planning horizon. These changes affect mainly policies in chapters 4 and 5 but also can be found in other sections of the Regional Official Plan.

Figure 4 Population and Employment Growth in Peel Region is proposed to be amended by including information for 2016 and 2041, updating 2031, removing 2021, and including only ten year intervals between 1971 and 2001 as shown in the attachment in this Appendix PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figure 4 will be approved by Regional Council and take effect when the ROPA is in effect.

Employment

The PPS 2014 permits planning beyond 20 years for the long-term protection of employment areas. With the enabling provision in the PPS and the possibility of the future GTA West Transportation Corridor this presents an opportunity to identify and protect lands strategically located for employment uses. Several policies are introduced to identify and protect the Future Strategic Employment Areas by working with the Town of Caledon, City of Brampton, and the Province. These policies reflect the findings of research undertaken for the Region of Peel through the growth management strategy. In particular, they reflect the need for larger sites to be preserved for industrial land uses such as logistics and heavy manufacturing with strong access to major transportation corridors that are often incompatible with residential or other non-residential land uses. These uses requiring large sites are distinct from increasingly higher-density office employment uses that seek strong transit connections, ‘urban’ amenities, and are generally compatible with residential uses. In addition, they are also distinct from population-related land uses such as institutions, which may need significant site sizes nevertheless seek to be embedded within a population or the urban fabric.

In addition to future strategic employment areas, additional policies are introduced to address the Growth Plan requirement of developing an employment strategy. These policies, within the framework of the employment strategy support local municipalities in their efforts to recognize and effectively support the increasingly greater variety, complexity, and adaptability of employment land uses and employers as technology progresses rapidly, driven by exponential advances in computing and telecommunications. These policies can be leverage by area municipalities to work towards encouraging a greater variety of lot sizes, improving transportation connectivity, increasing density and urban amenities where appropriate, supporting opportunities to
locate light industrial uses alongside residential and mixed uses, encouraging the further development of special employment districts airport employment area.

**Municipal Comprehensive Review**

The definition of a Municipal Comprehensive Review (MCR) is updated as a result of the 2017 Growth Plan and the 2014 Provincial Policy Statement. Revisions to MCR policies under proposed renumbered section 7.10.2.12 incorporate the new planning horizon of 2041 and the Region’s role in initiating an MCR. Revisions to MCR policies for conversions of employment uses to non-employment uses under proposed renumbered section 5.6.2.10 reflect the Region’s role in initiating an MCR.

**Employment Conversions**

The Cities of Mississauga and Brampton have recently undertaken a review of their employment lands and considered the conversion of certain lands to other uses. In June 2015 the City of Mississauga through its City-wide municipal comprehensive review of Employment Lands, approved three areas for employment land conversion. The conversions would further involve identifying the extent of lands to be converted, focusing on the Lakeview Employment Area, portions of the Dixie Employment Area, and the Northeast Employment Area in immediate proximity to the Malton Neighbourhood Character Area.

In the City of Brampton, through its most recent municipal comprehensive review processes (approved in April 2017) where the City of Brampton assessed a total of 13 sites for conversion from employment uses. Of these, seven sites were approved by Brampton. The areas for employment conversion identified by the Cities of Mississauga and Brampton have been reflected in Schedule D5 as being no longer a part of the employment area designation.

**Mayfield West Phase 2 Stage 2**

Regional staff has received a planning justification report and updated technical studies to support an expansion to the Mayfield West settlement area to implement the 2031 and 2041 Growth Plan population and employment forecast as part of the Region’s current Growth Plan conformity amendment process.

Through ROPA 29, Mayfield West Phase 2 the planning work contemplated a larger community consistent with more logical neighbourhood planning boundaries. However, the original expansion was limited by specific density and allocation targets associated with Provincial Growth Plan compliance at that time.

Based on the review of the work to date, continued expansion of Mayfield West through the proposed settlement expansion appears to represent a logical and integrated approach to support the Region in meeting the 2017 Provincial growth plan targets. The expansion would also be consistent with achieving greenfield area density targets of 80 people and jobs per hectare and minimum intensification targets set out in the Growth Plan.
As such, expansion of the Mayfield West Rural Service Centre by approximately 105 hectares and 8500 people and jobs is recommended to be included as part of this draft Growth Management ROPA for the next stages of consultation on the draft ROPA. Regional staff will continue to review the planning justification, MCR requirements and technical matters.

This ROPA provides a policy framework for the Stage 2 expansion lands while addressing a range of matters including natural heritage and affordable housing. This draft ROPA also includes proposed Schedule amendments to include the subject lands to be part of the Mayfield West Rural Service Centre on Schedule D and new Schedules D5 and D6. Other Schedules proposed to be amended include Schedule B (remove the subject lands from the Prime Agricultural Area), Schedule D3 (include the subject lands in the Settlement Areas Outside the Greenbelt), and Schedule D4 (include the subject lands in the Designated Greenfield Areas, in effect after July 1, 2017).

Figure 2 Selected Areas of Provincial Interest is proposed to be amended by including the subject lands in the Rural Settlement Boundary as shown in the attachment in this Appendix PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figure 2 will be approved by Regional Council and take effect when the ROPA is in effect.
APPENDIX II
PEEL 2041 GROWTH ALLOCATION AND GROWTH MANAGEMENT REGIONAL OFFICIAL PLAN AMENDMENT - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

### Figure 4

**POPULATION AND EMPLOYMENT GROWTH IN PEEL REGION**

September 2017

<table>
<thead>
<tr>
<th>Year</th>
<th>Measure</th>
<th>Brampton</th>
<th>Caledon</th>
<th>Mississauga</th>
<th>Peel Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1971</td>
<td>Population</td>
<td>72,000</td>
<td>17,300</td>
<td>175,000</td>
<td>264,300</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>18,800</td>
<td>4,600</td>
<td>66,900</td>
<td>76,300</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>32,000</td>
<td>3,000</td>
<td>70,000</td>
<td>105,000</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>44.4%</td>
<td>17.3%</td>
<td>40.0%</td>
<td>39.7%</td>
</tr>
<tr>
<td>1981</td>
<td>Population</td>
<td>152,000</td>
<td>27,200</td>
<td>321,300</td>
<td>500,500</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>44,000</td>
<td>7,800</td>
<td>99,000</td>
<td>150,800</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>58,600</td>
<td>6,400</td>
<td>164,900</td>
<td>229,900</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>38.5%</td>
<td>23.5%</td>
<td>51.3%</td>
<td>45.9%</td>
</tr>
<tr>
<td>1991</td>
<td>Population</td>
<td>242,700</td>
<td>36,200</td>
<td>479,600</td>
<td>758,500</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>70,700</td>
<td>10,600</td>
<td>140,200</td>
<td>229,500</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>92,900</td>
<td>11,500</td>
<td>274,100</td>
<td>378,500</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>38.1%</td>
<td>31.7%</td>
<td>57.1%</td>
<td>49.0%</td>
</tr>
<tr>
<td>2001</td>
<td>Population</td>
<td>339,700</td>
<td>52,800</td>
<td>689,800</td>
<td>1,052,300</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>97,600</td>
<td>15,200</td>
<td>195,200</td>
<td>308,000</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>193,000</td>
<td>28,400</td>
<td>382,300</td>
<td>584,900</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>39.3%</td>
<td>34.8%</td>
<td>59.7%</td>
<td>51.7%</td>
</tr>
<tr>
<td>2011</td>
<td>Population</td>
<td>541,500</td>
<td>62,000</td>
<td>742,500</td>
<td>1,346,000</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>149,200</td>
<td>19,000</td>
<td>236,600</td>
<td>420,800</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>183,000</td>
<td>23,000</td>
<td>440,000</td>
<td>646,000</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>38.8%</td>
<td>37.3%</td>
<td>59.2%</td>
<td>47.9%</td>
</tr>
<tr>
<td>2016</td>
<td>Population</td>
<td>617,000</td>
<td>69,100</td>
<td>750,000</td>
<td>1,436,000</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>169,800</td>
<td>21,300</td>
<td>240,900</td>
<td>431,200</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>202,800</td>
<td>27,700</td>
<td>474,100</td>
<td>704,600</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>38.5%</td>
<td>40.1%</td>
<td>62.2%</td>
<td>49.0%</td>
</tr>
<tr>
<td>2021</td>
<td>Population</td>
<td>812,000</td>
<td>115,000</td>
<td>842,000</td>
<td>1,770,000</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>228,000</td>
<td>36,000</td>
<td>279,000</td>
<td>543,000</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>285,000</td>
<td>51,000</td>
<td>584,000</td>
<td>870,000</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>35.3%</td>
<td>43.9%</td>
<td>63.4%</td>
<td>49.1%</td>
</tr>
<tr>
<td>2041</td>
<td>Population</td>
<td>890,000</td>
<td>160,000</td>
<td>920,000</td>
<td>1,970,000</td>
</tr>
<tr>
<td></td>
<td>Households</td>
<td>250,000</td>
<td>50,000</td>
<td>308,000</td>
<td>608,000</td>
</tr>
<tr>
<td></td>
<td>Employment</td>
<td>325,000</td>
<td>80,000</td>
<td>565,000</td>
<td>970,000</td>
</tr>
<tr>
<td></td>
<td>Activity Rate</td>
<td>35.2%</td>
<td>50.0%</td>
<td>61.4%</td>
<td>49.2%</td>
</tr>
</tbody>
</table>

**Source:** Statistics Canada, Censuses; Henson Consulting; Region of Peel forecast data and archives; Places to Grow-Growth Plan for the Greater Golden Horseshoe, 2017.

**Note:** This figure provides historical information for the specified period. 1971-2016 population, household, and employment figures and estimates are rounded to the nearest hundred. 2017 and 2018 estimates are rounded to the nearest thousand.

1971 and 1981 population figures include Ontario gross census undercount of 1.88% and 1.64% respectively. 1991 and 2001 population figures include Peel Region net census undercount rates (1.52% and 1.43%, 2001-2011). To be consistent with Places to Grow forecasts, the undercount of 0.94% from Henson's background study, Greater Golden Horseshoe Growth Forecasts to 2041, Technical Report November 2011 was applied to 2011 and 2016 population. The same undercount is used.

1971 and 1981 employment figures do not take into account "no fixed place of work". 1991 and 2001 employment figures include "no fixed place of work" as per a formula created by Henson Consulting. 2011 employment figures from MHS including "no fixed place of work". 2016 employment figures are estimates from Henson's Draft October 2017 Allocation.

1971-2016 Household figures are sourced from census Occupied Private Dwelling counts.

All 2011 and 2017 values are forecasted by Henson in cooperation with regional and area municipal staff and sourced from the Draft October 2017 Allocation.
PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and Schedules constitutes Regional Official Plan Amendment __ to the Region of Peel Official Plan.

a. Amendments to Text and Schedules – Growth Management

1. TABLE OF CONTENTS, 5.2 THE 2031 REGIONAL URBAN BOUNDARY is amended by deleting “2031”.

“THE 2031 REGIONAL URBAN BOUNDARY”

1. INTRODUCTION

2. Chapter 1, Introduction, Section 1.2, paragraph one is amended by replacing “1,225” with “about 1,250” and “473” with “about 480” in the second sentence and by adding a new sentence “In 2017, Peel had a population of 1,440,000 people.” At the end of the paragraph.

“Peel Region is situated in the west-central portion of the Greater Toronto Area (GTA), the largest urban agglomeration in Canada (see Figure 1 in the Appendix). Covering 1,225 about 1,250 square kilometres (473 about 480 square miles) and stretching from Lake Ontario in the south, to the Oak Ridges Moraine and above the Niagara Escarpment in the north, Peel includes a diverse mixture of urban, suburban, rural, agricultural and natural landscapes. At the beginning of 1995, Peel had an estimated population of 853,000 persons. In 2017, Peel had a population of about 1,440,000 people.”

3. Chapter 1, Introduction, Section 1.3, paragraph one is amended by deleting it:

“This Plan outlines strategies to guide growth and development in Peel Region for the period 2005 to 2031 for the Urban System and 2005 to 2021 for the Rural System. The reference year for the Plan is 2001, which was a Federal Census year.”

and replacing it with the following:

“This Plan outlines strategies to guide growth and development in Peel Region to 2041. The reference year for the Plan is 2016, which was a Federal Census year.”

4. Chapter 1, Introduction, Section 1.3.3, paragraph two is amended by replacing “3” with “4” in the first sentence.

“Chapters 1 to 7, Tables 1 to 3 4, Schedules A to H, and the Glossary, constitute the Region of Peel Official Plan.”
5. Chapter 1, Introduction, Section 1.3.4, paragraph three is amended by replacing “2031” with “2041” in the second sentence.

“Recognizing the importance of the environment and resources, Peel must plan carefully to accommodate anticipated growth. Chapter 4 contains growth forecasts to the year 2031 2041 for Peel, allocates the forecasted population, household and employment growth among the three area municipalities, and contains policies regarding population, household and employment growth.”

6. Chapter 1, Introduction, Section 1.3.6 is amended by adding a new section 1.3.6.5 as follows:

“To support growth and development which makes efficient use of land and infrastructure, supports transit viability, integrates land use planning with planning for infrastructure and public facilities, and results in achievement of complete communities in Peel.”

3. RESOURCES

7. Chapter 3, Resources, Section 3.2.2.4 is amended by deleting “2031”.

“Encourage, where appropriate, the phasing of development in accordance with the area municipal plans so that agricultural activities and related uses continue for as long as practical in the area that lies within the 2031 Regional Urban Boundary but outside the Greenbelt in the City of Brampton, and within the approved boundaries of the Rural Service Centres in the Town of Caledon.”

8. Chapter 3, Resources, Section 3.2.2.11 paragraph two is amended by deleting “2031” and “2031 boundary for the Caledon East Rural Service Centre, or the 2021”, and by adding “Caledon East,” after “boundaries for the”.

“…This Policy may not be used to address a proposal that has the effect of adjusting the 2031 Regional Urban Boundary, or the 2031 boundary for the Caledon East Rural Service Centre, or the 2021 boundaries for the Caledon East, Mayfield West and Bolton Rural Service Centres. Such applications must continue to be addressed in the context of Section 7.9 of this Plan.”
4. REGIONAL FORECASTS

9. Chapter 4, Regional Forecasts, Section 4.1.1 is amended by replacing “2031” with “2041” in the second sentence of paragraph one; by replacing “1971-2006” with “1971-2016” in the first sentence and replacing “2021 and 2031” with “2031 and 2041” in the second sentence of paragraph two; and replacing paragraph 3 as follows:

“The population and employment forecasts, contained in this chapter of the Plan in Table 3, provide a framework for future growth in Peel. The forecasts serve as the basis for determining Regional services and establishing land requirements to accommodate growth to the year 2031. In addition, the forecasts will assist the Region, other levels of government and the private sector when making growth related investment decisions.

Figure 4 in the Appendix provides an indication of the past growth in population, employment and activity rates (the ratio of employment/population expressed as a percentage) for the period 1971-2006 1971-2016 in Peel by area municipality. The Population, Household, and Employment forecasts for the years 2021 and 2031 2031 and 2041 are shown in Table 3. The forecasts provide an indication of how population, household and employment growth are expected to proceed by area municipality. The regional forecasts are also consistent with Schedule 3 of the Growth Plan forecasts.

The population, household and employment forecasts shown in Table 3 were developed in close collaboration with the area municipalities. Area municipal forecasts were used as the basis for the Regional forecasts reflected in Table 3. Adjustments were made to the area municipal forecasts in order to meet Schedule 3 of the Growth Plan. During the planning horizon of the Growth Plan various factors such as market trends and planning initiatives will influence the Region’s ability to meet the intensification and greenfield density targets and these influences will change over time.

The population, household and employment forecasts shown in Table 3 were developed through an approach to the allocation of growth within the Region that has been based on the following principles:

- an integration of land use planning, infrastructure planning and infrastructure investment;
- collaboration of the Region, the local municipalities and the development industry;
- mitigation of risks associated with managing growth in Peel;
- Manage Growth Term of Council Priority (TOCP): to reduce the projected cost-revenue gap in order to increase the ability for growth to pay for growth infrastructure; and
- the directions of the Growth Management Committee.

During the planning horizon of the Growth Plan various factors such as market trends and planning initiatives will influence the Region’s ability to meet the forecasts in Table 3.
as well as the intensification and density targets in this Plan, and these influences will change over time.

This chapter of the Plan also recognizes that the population, household and employment forecasts and related provincial policy directions need to be monitored, reviewed and evaluated at least every five years, based on the most recent allocations of the Growth Plan and changing provincial policy framework."

10. Chapter 4, Regional Forecasts, Section 4.2.2.3 is amended by replacing “2031” with “2041” in the first and second sentences:

“Use, in cooperation with the area municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional services and establishing requirements to accommodate growth to the year 2041. Forecasts beyond the 2041 planning horizon may be used for long-term infrastructure planning, as well as community planning within the urban boundary, undertaken by the Region and/or Area Municipalities, as long as they maintain consistency with the objectives and intent of the provincial Growth Plan and the Regional Official Plan.”

11. Chapter 4, Regional Forecasts, is amended by adding a new section 4.2.2.4 and renumbering subsequent sections accordingly:

“Forecasts beyond the 2041 planning horizon may be used when planning for strategic growth areas delineated on Schedule D6 of the Regional Official Plan and subject minimum density targets, provided that:

a) integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacities;
b) the type and scale of built form for the development would be contextually appropriate; and
c) the development would support the achievement of complete communities, including a diverse mix of land uses and sufficient open space.”

12. Chapter 4, Regional Forecasts, Section 4.2.2 is amended by adding a new Section 4.2.2.9 as follows:

“Work with the local municipalities to achieve a broad range of long term growth management objectives including an employment activity rate in Brampton’s of 40%, an ultimate population capacity of over a million residents in Mississauga and balanced growth in Caledon focused on the continued development of Bolton and Mayfield West as complete communities as well as an increased non-residential tax base.”

13. Chapter 4, Regional Forecasts, Section Table 3: Population, Household and Employment Forecasts for Peel is amended by deleting it:
Table 3: Population, Household and Employment Forecasts for Peel¹

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Brampton</td>
<td>635,000</td>
<td>184,000</td>
<td>280,000</td>
<td>727,000</td>
<td>214,500</td>
<td>314,000</td>
</tr>
<tr>
<td>Caledon</td>
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<td>28,000</td>
<td>40,000</td>
<td>108,000</td>
<td>33,500</td>
<td>46,000</td>
</tr>
<tr>
<td>Mississauga</td>
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<td>253,000</td>
<td>500,000</td>
<td>805,000</td>
<td>270,000</td>
<td>510,000</td>
</tr>
<tr>
<td>Peel</td>
<td>1,490,000</td>
<td>465,000</td>
<td>820,000</td>
<td>1,640,000</td>
<td>518,000</td>
<td>870,000</td>
</tr>
</tbody>
</table>

Notes:
¹ The Province is reviewing the forecasts included in Schedule 3 of the Growth Plan. After Schedule 3 is amended, Table 3 will also need to be amended.
² Population figures include the 2001 Census undercount of 4.2%.

and replacing it with the following:

Table 3: Population, Household and Employment Forecasts for Peel

<table>
<thead>
<tr>
<th>Municipality</th>
<th>2031 Population¹</th>
<th>2031 Households</th>
<th>2031 Employment</th>
<th>2041 Population¹</th>
<th>2041 Households</th>
<th>2041 Employment</th>
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<tr>
<td>Brampton</td>
<td>812,000</td>
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<td>285,000</td>
<td>890,000</td>
<td>251,000</td>
<td>325,000</td>
</tr>
<tr>
<td>Caledon</td>
<td>116,000</td>
<td>36,000</td>
<td>51,000</td>
<td>160,000</td>
<td>50,000</td>
<td>80,000</td>
</tr>
<tr>
<td>Mississauga</td>
<td>842,000</td>
<td>279,000</td>
<td>534,000</td>
<td>920,000</td>
<td>308,000</td>
<td>565,000</td>
</tr>
<tr>
<td>Peel</td>
<td>1,770,000</td>
<td>543,000</td>
<td>870,000</td>
<td>1,970,000</td>
<td>609,000</td>
<td>970,000</td>
</tr>
</tbody>
</table>

Note:
¹ - Population figures include the undercount of 3.26%.

5. REGIONAL STRUCTURE

14. Chapter 5, Regional Structure, Section 5.1.1 paragraph three is amended by replacing “2006” with “2017”.

“This chapter also includes many of the growth management policy directions and policies of the Provincial Policy Statement and the Places to Grow: Growth Plan for the
Greater Golden Horseshoe (2006 2017) (Growth Plan) that are required to be implemented."

5.2 THE REGIONAL URBAN BOUNDARY

15. Chapter 5, Regional Structure, Section 5.2 is amended by deleting “2031” from the title.

“THE 2031 REGIONAL URBAN BOUNDARY”

16. Chapter 5, Regional Structure, Section 5.2 is amended by replacing “2031” with “2041” and inserting “to be” after “Regional Urban Boundary is” in paragraph one; by deleting “2031” from the first and second sentences of paragraph two; and by deleting “2031” and inserting “to be” after “and are” in paragraph three.

“In order to provide certainty as to which lands are being proposed for urban purposes and which lands will remain agricultural or rural within the timeframe of this Plan, a Regional Urban Boundary is to be established that will accommodate urban growth to the year 2034 2041.

The 2031-Regional Urban Boundary indicates where urban growth is planned to occur in a phased manner over the longer term, subject to the financial capabilities of the Region, area municipalities, Province and other government agencies. Development and redevelopment within this 2031-Regional Urban Boundary will take place in a timely, orderly and sequential manner, making the most efficient use of available services, and prolonging existing agricultural uses.

Lands within the 2031-Regional Urban Boundary are identified in this section of the Plan as “the Urban System”, and lands outside of the 2031-Regional Urban Boundary as “the Rural System” and are to be appropriately designated on Schedule D.”

17. Chapter 5, Regional Structure, Section 5.2.1.1 is amended by replacing “2031” with “2041”.

“To provide for an appropriate amount of land to accommodate urban growth to 2034 2041.”

18. Chapter 5, Regional Structure, Section 5.2.1.3 is amended by deleting “2031”.

“To phase urban development within the 2031-Regional Urban Boundary to ensure development occurs in a well-planned and cost-effective manner and contributes to achieving the goals, objectives and targets of this Plan.”

19. Chapter 5, Regional Structure, Section 5.2.1.4 is amended by deleting “2031”.

15
“To maintain and enhance the Rural System outside of the 2031-Regional Urban Boundary.”

20. Chapter 5, Regional Structure, Section 5.2.2.1 is amended by deleting “2031” from the first sentence.

“Direct the area municipalities, in cooperation with the Region, to prepare growth management and phasing strategies for lands within the 2031-Regional Urban Boundary.”

21. Chapter 5, Regional Structure, Section 5.2.2.2 is amended by deleting “2031”.

“Require an amendment to this Plan for changes to the 2031-Regional Urban Boundary, as shown on Schedule D, except for minor adjustments as specified in Section 7.2 of this Plan.”

22. Chapter 5, Regional Structure, Section 5.2.2.3 is amended by deleting “2031”.

“An expansion to the 2031-Regional Urban Boundary will only be undertaken by the Region once a municipal comprehensive review has been completed, as identified in Section 7.9 of this Plan.”

23. Chapter 5, Regional Structure, Section 5.2.2.4 is amended by deleting “2031”.

“Encourage the continuance of agricultural activities on lands within the 2031-Regional Urban Boundary in Brampton consistent with the Agricultural policies in this Plan and the Brampton Official Plan.”

5.3 THE URBAN SYSTEM

24. Chapter 5, Regional Structure, Section 5.3, paragraph one is amended by deleting “2031” from the second sentence and adding “, major transit station areas” after “urban growth centres” in the last sentence.

“The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in Peel consists of lands within the 2031-Regional Urban Boundary as shown on Schedule D of this Plan. It includes: lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto - Lester B. Pearson International Airport, urban growth centres, major transit station areas and Regional Intensification Corridors.”
25. Chapter 5, Regional Structure, Section 5.3.2.1 is amended by deleting “2031” and adding “, major transit station areas” after “urban growth centres”.

“Define the Urban System, as shown on Schedule D, to include: all lands within the 2034 Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto - Lester B. Pearson International Airport, urban growth centres, major transit station areas and Regional Intensification Corridors.”

26. Chapter 5, Regional Structure, Section 5.3.2.2 is amended by deleting “2031”.

“Direct urban development and redevelopment to the Urban System within the 2034 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.”

27. Chapter 5, Regional Structure, Section 5.3.3 is amended by adding “, Major Transit Station Areas” after “Urban Growth Centres” in the title.

“Urban Growth Centres, Major Transit Station Areas and Regional Intensification Corridor”

28. Chapter 5, Regional Structure, Section 5.3.3 is amended by adding “, major transit station areas” after “Urban growth centres” in the first sentence of paragraph one; by adding “, major transit station areas” after “The urban growth centres” in the last sentence of paragraph one; by adding “, major transit station areas” after “the urban growth centres” and by deleting “and Metrolinx has also identified a series of mobility hubs in Peel and throughout the GTHA in the Regional Transportation Plan” in the first sentence of paragraph two.

“Urban growth centres, major transit station areas and the Regional Intensification Corridor, as shown on Schedule D, are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the Greater Toronto Area and Hamilton (GTHA). The urban growth centres, major transit station areas and the Regional Intensification Corridor are also focal areas for investment in region-wide public services and infrastructure, including major transit infrastructure.

In addition to the urban growth centres, major transit station areas and the Regional Intensification Corridor that are identified in this Plan, there are also urban nodes and corridors in Peel that are identified in the area municipal official plans and Metrolinx has also identified a series of mobility hubs in Peel and throughout the GTHA in the Regional Transportation Plan. All of these urban forms support intensification and public transit.”
29. Chapter 5, Regional Structure, Section 5.3.3.1 is amended by adding a new section 5.3.3.1.1 and re-numbering subsequent sections as follows:

“5.3.3.1.1 To recognize urban growth centres, major transit station areas and the Regional Intensification Corridor as key elements of the Urban System.”

30. Chapter 5, Regional Structure, re-numbered Section 5.3.3.1.2 (formerly section 5.3.3.1.1) is amended by adding “and major transit station areas on priority transit corridors” after “Urban Growth Centres”.

“To achieve Urban Growth Centres and major transit station areas on priority transit corridors that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.”

31. Chapter 5, Regional Structure, re-numbered Section 5.3.3.1.3 (formerly Section 5.3.3.1.2) is amended by adding “and major transit station areas” after “Urban Growth Centres” and replacing “walking and cycling” with “and active transportation”.

“To achieve Urban Growth Centres and major transit station areas that support safe and secure communities, public transit, walking and cycling and active transportation.”

32. Chapter 5, Regional Structure, re-numbered Section 5.3.3.1.4 (formerly Section 5.3.3.1.3) is amended by adding “and major transit station areas” after “Urban Growth Centres” and by adding “, including office, commercial, recreational, cultural and entertainment uses” after “and employment opportunities”.

“To achieve Urban Growth Centres and major transit station areas that incorporate a range and mix of residential and employment opportunities, including office, commercial, recreational, cultural and entertainment uses.”

33. Chapter 5, Regional Structure, Section 5.3.3.1 is amended by adding a new objective 5.3.3.1.6.

“5.3.3.1.6 To achieve a minimum gross density target of 150 residents and jobs combined per hectare within major transit station areas served by the GO Transit rail network; and 160 residents and jobs combined per hectare within major transit station areas served by light rail transit or bus rapid transit.”
34. Chapter 5, Regional Structure, Section 5.3.3.2 is amended by adding a new policy 5.3.3.2.2 and by re-numbering the subsequent sections accordingly.

“5.3.3.2.2 Delineate, in consultations with the local municipalities, the boundaries of the major transit station areas shown conceptually on Schedule D.”

35. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.3 (formerly Section 5.3.3.2.2) is amended by adding “and a major transit station area” after “an urban growth centre”; by replacing "Ministry of Energy and Infrastructure 2008 report "Size and Location of Urban Growth Centres in the Greater Golden Horseshoe" with "Growth Plan" in the first sentence; and by adding a new sentence after the last sentence:

“Require an amendment to this Plan to change the location of an urban growth centre and a major transit station area, as shown conceptually on Schedule D, consistent with Section 7.9 of this Plan and the Ministry of Energy and Infrastructure 2008 report "Size and Location of Urban Growth Centres in the Greater Golden Horseshoe" Growth Plan. Minor boundary adjustments approved through the area municipal official plan amendments are permitted without an amendment to this Plan providing that the achievement of planned density targets is not negatively affected and consistency with the other policies of this Plan is maintained. The Region will, in collaboration with the local municipalities, undertake comprehensive study and further amendment to this Plan to establish boundaries for each of the major transit station areas in accordance with Section 2.2.4 of the Growth Plan 2017.”

36. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4 (formerly Section 5.3.3.2.3) is amended by adding “and major transit station areas” after “Urban Growth Centres”.

“Examine jointly, with the area municipalities, Urban Growth Centres and major transit station areas; and address the following: …”

37. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4.a (formerly Section 5.3.3.2.3.a) is amended by adding “and major transit station area” after “urban growth centre”.

“the specific role of each urban growth centre and major transit station area in the context of the Region and the Greater Toronto Area and Hamilton;”

38. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4.b (formerly Section 5.3.3.2.3.b) is amended by adding “and major transit station areas” after “urban growth centre”.

“the provision of opportunities for residents to live and work within the urban growth centre and major transit station areas;”
39. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4.c (formerly Section 5.3.3.2.3.c) is amended by adding ", including second units and affordable housing" after "mix of land uses".

"the establishment of a higher intensity compact form, with a wide range and mix of land uses, including second units and affordable housing;"

40. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.5 (formerly Section 5.3.3.2.4) is amended by replacing “Encourage” with “Require” and by adding "and major transit station areas" after “urban growth centres”.

“Encourage Require the area municipalities to prepare policies for the urban growth centres and major transit station areas that are identified in this Plan and consistent with the Growth Plan, address the following:"

41. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.5.g (formerly Section 5.3.3.2.4.g) is amended by inserting ", with priority given to public transit and active transportation" after “the centre”.

“Encourage Require the area municipalities to prepare policies for the urban growth centres and major transit station areas that are identified in this Plan and consistent with the Growth Plan, which address the following:

...g) the transportation system to and within the centre, with priority given to public transit and active transportation;...

42. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.5 (formerly Section 5.3.3.2.4) is amended by replacing “Encourage” with “Require”, adding “and major transit station areas” after “urban growth centres”, adding “which” after “the Growth Plan,”, and adding new section 5.3.3.2.5.j, 5.3.3.2.5.k and 5.3.3.2.5.l as follows:

“Encourage Require the area municipalities to prepare policies for the urban growth centres and major transit station areas that are identified in this Plan and consistent with the Growth Plan, which address the following:

...

5.3.3.2.5.j) the achievement of a minimum gross density target of 150 residents and jobs combined per hectare for the stations served by GO Transit rail network;

5.3.3.2.5.k) the achievement of a minimum gross density target of 160 residents and jobs combined per hectare for the stations served by light rail transit or bus rapid transit;
5.3.3.2.5.l) prohibition of land uses and built forms that would adversely affect the achievement of the minimum density targets in this Plan."

43. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.7.e (formerly Section 5.3.3.2.6.e) is amended by inserting "and improved active transportation" after "transit".

“Identify the Hurontario corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:

... e) opportunities for higher order transit and improved active transportation; and ...

44. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.9.e (formerly Section 5.3.3.2.8.e) is amended by deleting “and” after “urban form;”.

“Examine, jointly with the area and neighbouring municipalities, the possibility and feasibility of identifying other Regional Intensification Corridors in Peel, addressing the following:

... e) the provision of a transit-supportive and pedestrian-oriented urban form; and ...

45. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.9 (formerly Section 5.3.3.2.8) is amended by adding new sub-section 5.3.3.2.9.g as follows:

“Examine, jointly with the area and neighbouring municipalities, the possibility and feasibility of identifying other Regional Intensification Corridors in Peel, addressing the following:

... g) the provision of active transportation networks which enable and encourage physical activity;

...

5.4 THE RURAL SYSTEM

46. Chapter 5, Regional Structure, Section 5.4, paragraph one is amended by italicizing “Peel” and deleting “2031” from the second sentence.

“The Rural System in Peel consists of lands that are outside of the 2031 Regional Urban Boundary, and includes the Protected Countryside as identified in the Greenbelt Plan and lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan. ..."
47. Chapter 5, Regional Structure, Section 5.4.2.1 is amended by deleting “2031” from the first sentence.

“Define the Rural System, as shown on Schedule D, to include all lands outside the 2034 Regional Urban Boundary. …”

48. Chapter 5, Regional Structure, Section 5.4.3 is amended by adding a new sentence “However, over the planning horizon of this Plan, Bolton and Mayfield West will be evolving as complete urban communities in Peel while Caledon East will maintain a character of the Rural Service Centre.”; by replacing “The settlement area boundaries for the Rural Service Centres” with “Future settlement area boundary expansions of the Bolton and Mayfield West Rural Service Centres”; and by splitting this section into two paragraphs as follows:

“The Rural Service Centres in the Rural System designated in this Plan are Mayfield West, Bolton and Caledon East in the Town of Caledon. These three Rural Service Centres serve as the primary foci for growth within the Rural System. However, over the planning horizon of this Plan, Bolton and Mayfield West will be evolving as complete urban communities in Peel while Caledon East will maintain a character of the Rural Service Centre.

The settlement area boundaries for the Caledon East, Mayfield West and Bolton Rural Service Centres are designated in this Plan as shown on Schedule D, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of the Region. Future settlement area boundary expansions of the Bolton and Mayfield West Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this Plan. Local official plan policies will be required to implement the settlement area boundaries of the Region’s Official Plan and consider the applicable policies in the Plan including Section 5.4 The Rural System, 5.5 Growth Management, and all other relevant policies.”

49. Chapter 5, Regional Structure, Section 5.4.3.1.3 is amended by replacing “To foster a distinct character and village atmosphere for Mayfield West” with “To support a continued evolution of Bolton and Mayfield West as complete communities”.

“To foster a distinct character and village atmosphere for Mayfield West-To support a continued evolution of Bolton and Mayfield West as complete communities.”

50. Chapter 5, Regional Structure, Section 5.4.3.2.2 is amended by deleting “2031” from the first, fourth and fifth sentences; by deleting the second and third sentences; by deleting “Bolton” from the fourth and fifth sentences; by replacing “boundary” with “boundaries” in
the fourth and fifth sentences and by replacing “Centre” with “Centres” in the fourth and fifth sentences.

“Show on Schedule D the 2031 settlement boundaries for each of the Caledon East, Mayfield West and Bolton Rural Service Centres. The 2031 boundaries for Caledon East and Mayfield West have been established. The 2031 boundary for Bolton has been partially established and remains to be completed. The 2031 settlement boundary boundaries for the Bolton Rural Service Centres will be designated on the basis of a municipal comprehensive review and will be consistent with s. 5.4.7, 5.5 and 7.9 of this Plan and will require an amendment to this Plan. Accordingly, the Region, working with the Town of Caledon, will designate the 2031 settlement boundary boundaries of the Bolton Rural Service Centres.”

51. Chapter 5, Regional Structure, Section 5.4.3.2.4.b is amended by replacing “year 2031” with “years 2031 and 2041”.

“Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, addressing the following:

... b) the population and employment forecasts for the year 2031 years 2031 and 2041; ...

”

52. Chapter 5, Regional Structure, Section 5.4.3.2.8 paragraph one and two is amended by replacing it with the following:

“The Mayfield West Phase 2 Settlement Area within the Rural Service Centre comprises approximately 207.5 hectares (of developable lands) west of Highway 10, north of Mayfield Road and east of Chinguacousy Road, as identified on Schedule D.

The following special policies shall apply to the Mayfield West Phase 2 Settlement Area:

The Mayfield West Phase 2 Settlement Area within the Rural Service Centre is comprised of lands bounded by Highway 10 to the east, Mayfield Road/municipal boundary to the south, Chinguacousy Road to the west and the Greenbelt to the north, as identified on Schedule D.

The following special policies shall apply to the Mayfield West Phase 2 Settlement Area, except for 5.4.3.2.8.4 Natural Heritage and 5.4.3.2.8.5 Affordable Housing Assessment which shall apply only to Mayfield West Phase Stage 2 Settlement Area:”

53. Chapter 5, Regional Structure, is amended by inserting the following Subsection 5.4.3.2.8.4 “Natural Heritage” and Subsection 5.4.3.2.8.5 “Affordable Housing Assessment”.
“5.4.3.2.8.4 Natural Heritage

a. Prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority, the Credit Valley Conservation and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to the Region, the Town of Caledon, the Toronto and Region Conservation Authority, the Credit Valley Conservation, and in consultation with relevant agencies.

b. The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.

c. Minor refinements to the boundary of the community may be incorporated in local official plan amendment and secondary plan to reflect the designation of the natural heritage system such that approximately 107 hectares of developable lands are included.

5.4.3.2.8.5 Affordable Housing Assessment

a. Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will prepare an affordable housing assessment in consultation with the Region in order to include policies for the provision of affordable housing. The affordable housing assessment shall address:

   i. Contribution towards the achievement of Regional new housing unit targets;

   ii. The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of affordable housing; and

   iii. Identification and conveyance strategy for affordable housing, in consultation with the Region of Peel.”

54. Chapter 5, Regional Structure, Section 5.4.4.2.2 is amended by deleting “2031” in the first, second and third sentence and replacing “greenfield density” with “greenfield density targets” and italicizing “intensification” in the third sentence.

“The 2031-boundary for the Palgrave Estate Residential Community is designated in this Plan on Schedule D. The need to change the 2031-boundary will be considered consistent with Section 7.9 of this Plan. Any change to the 2031-boundary will require an
amendment to this Plan and shall not compromise the ability of the Region to achieve the minimum greenfield density **greenfield density targets** and intensification **intensification targets**, and other objectives of this Plan.”

55. Chapter 5, Regional Structure, Section 5.4.7 is amended by replacing “2031” with “2041”.

“To study areas for settlement expansion to accommodate the population, household and employment forecasts shown in Table 3 to 2034 2041 recognizing a settlement area boundary expansion may only occur as part of a **municipal comprehensive review**.”

5.5. GROWTH MANAGEMENT

56. Chapter 5, Regional Structure, Section 5.5 paragraph one is amended by deleting “build compact, vibrant and complete communities” from the second sentence and replacing it with “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 recognizes the diversity of land resources in the Greater Golden Horseshoe (GGH) and the **GTHA** in particular. One of the guiding principles of the Growth Plan, that should assist in the decision-making process of land **development**, resource management and investment, is to “build compact, vibrant and complete communities support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime. The Growth Plan encourages planning for **development** of complete communities and a balance of jobs and housing. Growth management policies of this Plan contribute to the achievement of complete communities within Peel.

…”

57. Chapter 5, Regional Structure, Section 5.5 paragraph two is amended by inserting “, **major transit station areas**” after “urban growth centres” in the first sentence.

“To ensure that growth management objectives are achieved while achieving the **sustainability** objectives, this Plan identifies specific growth management policy areas such as urban growth centres, **major transit station areas**, built-up areas and designated greenfield areas.”

58. Chapter 5, Regional Structure, Section 5.5.3 paragraph one is amended by replacing the fifth sentence with the following; and by replacing the sixth sentence with a new paragraph two as follows:
“…. For the purpose of measuring intensification, the Growth Plan requires that by the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within the Region will be within the built-up area. For the purpose of measuring intensification, the Growth Plan requires that by the year 2031 and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within the Region will be within the built-up area. It is further required that for each year until the beginning of 2031, a minimum of 50 per cent of all residential development occurring annually within the Region will be within the built-up area. This Plan recognizes the importance and advantages of intensification in Peel and implements the intensification policies of the Growth Plan.

To support achievement of the intensification targets, the Growth Plan requires identifying strategic growth areas as key focus for intensification development. This Plan recognizes the importance and advantages of intensification in Peel and implements the intensification policies of the Growth Plan.

59. Chapter 5, Regional Structure, Section 5.5.3.1.6 is amended by adding “and maximize development within the strategic growth areas”.

“To optimize all intensification opportunities across the Region and maximize development within the strategic growth areas.”

60. Chapter 5, Regional Structure, Section 5.5.3.2.1 is amended by inserting “, strategic growth areas” after “the built-up area”.

“Identify the built-up area, strategic growth areas and the designated greenfield area, in accordance with provincial criteria, on Schedule D6.”

61. Chapter 5, Regional Structure, Section 5.5.3.2.4 is amended by replacing “by 2015 and for each year until 2025, a minimum of 40 per cent” with “for each year until 2031, a minimum of 50 per cent”; and by adding two new paragraphs as follows:

“Require that by 2015 and for each year until 2025, a minimum of 40 per cent for each year until 2031, a minimum of 50 per cent of the Region’s residential development occurring annually to be located within the built-up area.

Require that until 2031, the following minimum residential intensification targets will be planned to be achieved within the built-up area of each local municipality.”

City of Brampton: a minimum of 35 per cent;
Town of Caledon: a minimum of 10 per cent; and
City of Mississauga: a minimum of 91 per cent.”

62. Chapter 5, Regional Structure, Section 5.5.3.2.5 is amended by replacing “2026” with “2031” and “50” with “60” in paragraph one; by replacing paragraph two and three with new paragraphs as follows:

“Require that by 2026-2031 and for each year thereafter, a minimum of 50-60 per cent of the Region’s residential development occurring annually will be within the built-up area.

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Brampton: 26,500 units;
Town of Caledon: 1,500 units; and
City of Mississauga: 52,000 units.

Require that by 2031 and for each year thereafter, the following minimum residential intensification targets will be planned to be achieved within the built-up area of each local municipality.”

City of Brampton: a minimum of 38 per cent;
Town of Caledon: a minimum of 17 per cent; and
City of Mississauga: a minimum of 98 per cent.”

63. Chapter 5, Regional Structure, Section 5.5.4 is amended by splitting it into two paragraphs and by replacing fourth and fifth sentences with two new sentences as follows:

“Part of Peel’s growth will occur through greenfield development. The policy direction of the Growth Plan includes greenfield development that contributes to “complete communities” to support sustainable transportation and provide public open space that supports these activities. Greenfield communities must also provide for a diversity of land uses as well as efficiently use available lands and infrastructure.

In order to achieve complete communities, the Growth Plan imposes a minimum density target that is not less than 50 residents and jobs combined per hectare on greenfield development. This measure is established to contribute to the creation of more compact, efficient and complete communities. In order to achieve complete communities, the Growth Plan establishes a minimum density target that is not less than 60 residents and jobs combined per hectare on the designated greenfield areas that are approved and in effect by July 1, 2017 or not less than 80 residents and jobs combined per hectare on the designated greenfield areas that are approved after July 1, 2017. These measures are established to contribute to the creation of more compact, efficient and complete communities. This Plan adopts this approach including the density target to
development of greenfield within Peel. Greenfield development in the Region will be in conformity with the Growth Plan. Conformity with the Growth Plan will be determined by the Region as an overall calculation of the future development of all greenfield areas across the Region, and will be monitored regularly.

The designated greenfield areas in Peel are shown on Schedule D4."

64. Chapter 5, Regional Structure, Section 5.5.4.2.1 is amended by replacing it with the following:

“Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.

Plan to achieve a minimum greenfield density target of 60 people and jobs combined per hectare by 2041, to be measured over Peel's designated greenfield area approved and in effect as of July 1, 2017, and 80 people and jobs combined per hectare by 2041, to be measured over Peel's designated greenfield area approved after July 1, 2017, excluding the following:

a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;

b) right-of-way for:
   i. electricity transmission line;
   ii. energy transmission pipelines;
   iii. freeways, as defined by and mapped as part of the Ontario Road Network; and
   iv. railways;

c) employment areas; and

d) cemeteries.”

65. Chapter 5, Regional Structure, Section 5.5.4.2.2 is amended by deleting it:

“Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:

City of Mississauga: 77 residents and jobs combined per hectare (applicable to existing designated greenfield area as shown on Schedule D4);

Should additional designated greenfield areas be added to Mississauga, the combined density for all designated greenfield areas in Mississauga shall be revised;

City of Brampton: 51 residents and jobs combined per hectare; and

Town of Caledon: 42 residents and jobs combined per hectare.”
and replacing it with the following:

“Development within the designated greenfield areas approved and in effect as of July 1, 2017 of the local municipalities shall be planned to meet or exceed the following minimum targets:

City of Brampton: 65 residents and jobs combined per hectare;  
Town of Caledon: 60 residents and jobs combined per hectare; and  
City of Mississauga: 80 residents and jobs combined per hectare.

Development within the designated greenfield areas approved after July 1, 2017 of the local municipalities shall be planned to meet or exceed 80 residents and jobs combined per hectare.”

66. Chapter 5, Regional Structure, Section 5.5.4.2.3 is amended by deleting “2031” and italicizing “intensification”.

“Not support the expansion of the 2031 Urban Boundary or the Rural Service Centres or any other settlement area unless a municipal comprehensive review as set out in section 7.9.2.12 demonstrates the ability to meet the density and intensification targets established in this Plan.”

5.6 EMPLOYMENT AREAS

67. Chapter 5, Regional Structure, Section 5.6, paragraph one is amended by deleting it:

“The Region is forecasted to accommodate 340,000 new jobs and 610,000 additional residents by 2031, compared to 2001. This will bring the total number of jobs to 870,000 and total population to 1,640,000.”

and replacing it with the following:

“The Region is forecasted to accommodate about 270,000 new jobs and about 530,000 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.”

68. Chapter 5, Regional Structure, Section 5.6, paragraph two is amended by deleting it:

“The need to study employment and employment lands arose in response to national, provincial and regional changes in population and labour; driven by population increases and employment industry shifts. To ensure the viability of employment areas is maintained, the Region, in collaboration with area municipalities and expert consultants, reviewed and analyzed current trends and future demand for employment and
employment land in Peel to develop policies for the Section 5.6, Employment Areas, in the Plan consistent with the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement."

and replacing it with the following:

“The need to study employment and employment lands arose in response to national, provincial and regional changes in population and labour; driven by population increases and employment industry shifts. The 21st century has seen the continuation of unprecedented technological change creating new employment opportunities while disrupting others through the effects of automation, globalization and deregulation.

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.

To ensure that the viability of employment areas is maintained, the Region, in collaboration with area municipalities and expert consultants, reviewed and analyzed current trends and future demand for employment and employment land in Peel to develop policies for the Section 5.6, Employment Areas, in the Plan consistent with the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement.”

69. Chapter 5, Regional Structure, Section 5.6, paragraph three is amended by adding “across various geographies ranging from individual sites, to nodes, to corridors, and entire districts” after “ancillary facilities” in the last sentence.

“Employment areas are key centres of economic activity designated in area municipal official plans. These lands will remain important for the Region to maintain a healthy economy and will accommodate uses such as manufacturing, warehousing, offices, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, to corridors, and entire districts.”

70. Chapter 5, Regional Structure, Section 5.6.1.5 is amended by inserting “major transit station areas” after “nodes and corridors,”.

“To concentrate higher density employment uses in appropriate locations such as urban growth centres, the Regional Intensification Corridor, mobility hubs, nodes and corridors, major transit station areas, and in other areas served by transit”
71. Chapter 5, Regional Structure, Section 5.6.1.6 is amended by inserting “, prioritize” after “To plan for”.

“To plan for, prioritize, protect and preserve employment areas for employment uses.”

72. Chapter 5, Regional Structure, Section 5.6.1 is amended by adding the following new sections:

“5.6.1.7 To align current and planned transit service investments with current and planned employment areas.

5.6.1.8 To encourage the availability of industry-leading affordable, symmetrical, broadband internet infrastructure in employment areas.

5.6.1.9 To support innovative approaches to employment uses.

5.6.1.10 To support the development, maintenance, and implementation of a coordinated employment strategy between the local area municipalities and Region.

5.6.1.11 To support employment areas in mitigating and adapting to climate change.”

73. Chapter 5, Regional Structure, Section 5.6.2.1 is amended by inserting “in accordance with the employment areas designated on Schedule D5 of this Plan, ensuring” after “the area municipal official plans” and inserting a new sentence after the first sentence “Area municipalities are further encouraged to identify and designate specialized employment uses within employment areas through supportive policies in their Official Plans”.

“Direct area municipalities to designate, identify land use permissions and establish appropriate policies in the area municipal official plans in accordance with the employment areas designated on Schedule D5 of this Plan, ensuring an adequate supply of employment land within the Urban System and Rural Service Centres and Industrial/Commercial Centres in the Rural System to achieve the forecasts in Table 3. Area municipalities are further encouraged to identify and designate specialized employment uses within employment areas through supportive policies in their Official Plans.”

74. Chapter 5, Regional Structure, Section 5.6.2 is amended by inserting the following new sections after Section 5.6.2.5 and re-numbering the subsequent sections accordingly:

“5.6.2.6 The Region, in collaboration with area municipalities will support strategies and programs that provide access to industry-leading affordable symmetrical broadband in employment areas.”
5.6.2.7 Assist area municipalities in maximizing their economic development objectives through supporting the development and maintenance of a coordinated inter-municipal employment strategy to realize forecast employment growth in employment areas.”

75. Chapter 5, Regional Structure, re-numbered Section 5.6.2.8 (formerly Section 5.6.2.6) is amended by deleting it and replacing with the following:

“Protect and support employment areas for employment uses, as defined and designated in area municipal official plans.

For the purposes of this policy, employment areas are those that contain lands designated:

- In Brampton: Office, Industrial and certain Business Corridor lands, as further defined in the Brampton Official Plan.
- In Caledon: Prestige Industrial, General Industrial and Dry Industrial.
- In Mississauga: Any of the following designations: Business Employment; Industrial; Institutional; Mixed Use; or Office; within any of the following Corporate Centres or Employment Areas: Airport Corporate Centre; Gateway Corporate Centre; Meadowvale Business Park Corporate Centre; Sheridan Park Corporate Centre; Churchill Meadows Employment Area; Clarkson Employment Area; Dixie Employment Area; Gateway Employment Area; Lakeview Employment Area; Mavis-Erindale Employment Area; Northeast Employment Area; Southdown Employment Area; and Western Business Park Employment Area.”

“Protect and support employment areas defined and designated in Schedule D5.”

76. Chapter 5, Regional Structure, re-numbered Section 5.6.2.9 (formerly Section 5.6.2.7) is amended by inserting “designated” after “existing and future “.

“Protect and support existing and future designated employment areas in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and ancillary facilities where appropriate.”

77. Chapter 5, Regional Structure, Section 5.6.2.10 (formerly Section 5.6.2.8) is amended by adding “designated” after “of lands with “, adding “on Schedule D5” after “employment areas “, adding “Regionally-led” after “only through a “, adding “and public service facilities” after “existing or planned infrastructure “, deleting “unless already permitted by the designations identified in Section 5.6.2.8”, and replacing “Employment land conversions may be defined in area municipal official plans” with “Lands designated as
employment areas, on Schedule D that are also designated as major transit station areas may allow major retail, residential, and non-ancillary uses without the requirement for an amendment to this plan subject to specific local official plan policies and a major transit station area boundary study that demonstrates the employment focus of the area is retained, the total number of jobs planned is not reduced, and the density requirements of the growth plan are achieved.”.

“Permit conversion of lands within designated employment areas on Schedule D5, to non-employment uses, only through a Regionally-led municipal comprehensive review that demonstrates:

i. There is a need for the conversion;
ii. The Region and area municipality will continue to meet the employment forecasts of this Plan;
iii. The conversion does not affect the overall viability of the employment area and the achievement of intensification and density targets;
iv. There is existing or planned infrastructure and public service facilities to accommodate the proposed conversion;
v. The lands are not required over the long-term for employment purposes;
vi. The lands do not fulfill the criteria for provincially significant employment lands;
vii. The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
viii Cross-jurisdictional issues have been considered.

For the purposes of this policy, major retail, residential and non-ancillary uses are not considered employment uses unless already permitted by the designations identified in Section 5.6.2.6.

Employment land conversions may be defined in area municipal official plans. Lands designated as employment areas, on Schedule D that are also designated as major transit station areas may allow major retail, residential, and non-ancillary uses without the requirement for an amendment to this plan subject to specific local official plan policies and a Major Transit Station Area boundary study that demonstrates the employment focus of the area is retained, the total number of jobs planned is not reduced, and the density requirements of the growth plan are achieved.”.

78. Chapter 5, Regional Structure, renumbered Section 5.6.2.11 (formerly Section 5.6.2.9) is amended by replacing “5.6.2.8” with “5.6.2.10”.

“Require the area municipalities to include policies in their official plans that only permit the conversion of employment land to non-employment uses in accordance with Section 5.6.2.8.”

79. Chapter 5, Regional Structure, re-numbered Section 5.6.2.13 (formerly Section 5.6.2.11) is amended by replacing “Support area municipalities in discouraging retail” with “Retail” and add “, are not permitted except through a Regional-led municipal comprehensive review” after “area municipal official plans”.

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“Support area municipalities in discouraging retail uses on employment land, except for retail uses servicing the employment area and retail accessory to a permitted employment use as defined in area municipal official plans, are not permitted except through a Regional-led municipal comprehensive review.”

80. Chapter 5, Regional Structure, Section 5.6.2 is amended by adding the following new sections after re-numbered Section 5.6.2.15 (formerly Section 5.6.2.13):

5.6.2.16 The Region will work with the local area municipalities to encourage a variety of appropriate employment spaces across the Region that are responsive to the needs of employers of all scales, including start-up, small, and medium goods and knowledge production employers, in order to support business, and employment, growth and sustainability.

5.6.2.17 The Region will work with local area municipalities to identify, protect, and enhance as appropriate, specialized employment areas such as prime employment areas, the employment megazone centred on the Toronto Lester B. Pearson International Airport, suburban knowledge intensive districts, and others, with specific policies, programs, and investments.

81. Chapter 5, Regional Structure, is amended by inserting the following new Section 5.8 entitled “Future Strategic Employment Areas within the GTA West Transportation Corridor” with the following preamble, objectives and policies; and by renumbering the existing Section 5.8 Housing as 5.9, existing Section 5.9 The Transportation System in Peel as 5.10, existing 5.10 Ninth Line Lands as 5.11.

5.8 Future Strategic Employment Area

The purpose of the Future Strategic Employment Area policies is to identify and protect lands strategically located adjacent to or in the vicinity of the future goods movement transportation infrastructure for employment uses.

5.8.1 Objectives

5.8.1.1 To protect the area, conceptually identified on Schedule D5 of this Plan, that requires comprehensive study and assessment with respect to long term planning for employment needs adjacent to or in the vicinity of the future transportation infrastructure.

5.8.2 Policies
It is the policy of Regional Council to:

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 Future Strategic Employment Area based to maximize employment growth, including potential recommendations of the GTA West Corridor Environmental Assessment.

5.8.2.2 Direct the area municipalities to identify and protect the Future Strategic Employment Area in area municipal Official Plans.

5.8.2.3 Investigate and consider the feasibility and costs to service the Future Strategic Employment Areas as well the economic and employment potential.

5.8.2.4 Consider inclusion of any of the Future Strategic Employment Areas into the Urban Boundary or Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a municipal comprehensive review.

5.8.2.5 Encourage the Province to recognize the Future Strategic Employment Areas as provincially significant employment areas through future Provincial initiatives.”

6.3 6.4 WATER AND WASTEWATER SERVICES

82. Chapter 6, Regional Services, re-numbered Section 6.4.2.1 (formerly Section 6.3.2.1 that was re-numbered as a result of new Section 6.3 Age-friendly Planning) is amended by deleting “to the year 2031,” and “to the year 2021”.

“Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2024. The provision of full municipal sewage and water services in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities.”

7.2. INTERPRETATION

83. Chapter 7, Implementation, Section 7.2.2.7 is amended by deleting “2031”.

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“The 2031-Regional Urban Boundary and the boundary of a Rural Service Centre, as shown on Schedule D, may be adjusted without an amendment to this Plan only if the adjustment is coincident with a minor realignment to a road or other linear infrastructure that defines the location of a boundary, or is coincident with more detailed environmental mapping of an environmental feature that defines the location of a boundary provided such mapping is derived from approved studies or site investigations/inspections and that such a refinement in mapping is satisfactory to the area municipality and other relevant agencies.”

7.8 7.9 REGIONAL FINANCES

84. Chapter 7, Implementation, re-numbered Section 7.9.2.11 (formerly Section 7.8.2.11 re-numbered as a result of new Section 7.4 Healthy Communities and the Built Environment) is amended by deleting “2031” and “2021”.

“Prepare and maintain, in consultation with the area municipalities and other agencies, a Regional financial model to analyze the fiscal impact of proposals to:

- expand the 2031-Regional Urban Boundary as shown on Schedule D;
- expand the 2021-Rural Service Centres boundary;

…”

85. Chapter 7, Implementation, is amended by adding new Section 7.9.2.13 as follows:

“Consider the approval of proposed development that requires substantive changes to approved Regional budgets and strategies, infrastructure phasing, staging and financing plans as premature. Regional Council may determine that the approval of such a proposal is not premature upon considering its merit in accordance with the overall policies of this Plan, the local official plans, and provided that budget and strategy matters as well as infrastructure phasing, staging and financing plans are addressed to the Region’s satisfaction and appropriate agreements are in place in accordance with Policy 7.9.2.12.”

7.9 7.10. PERFORMANCE MEASUREMENT, REVIEWING AND UPDATING

86. Chapter 7, Implementation, re-numbered Section 7.10 (formerly Section 7.9 as a result of new Section Healthy Communities and the Built Environment) is amended by deleting “2031” and replacing it with “2041”.

“The objectives and policies contained in this Plan set the direction for Peel for the planning horizon to the year 2031-2041.”

87. Chapter 7, Implementation, re-numbered Section 7.10.2.12 (formerly Section 7.9.2.12 re-numbered as a result of a new “Section Healthy Communities and the Built
Environment” introduced through ROPA 27) is amended by deleting it and replacing with the following revised section:

“Consider an expansion to the 2031 Urban Boundary, 2021 or 2031 Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a Regionally-led municipal comprehensive review which follows a collaborative and phased approach that meets the requirement of the municipal comprehensive review framework and demonstrates the following:

a) that the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3;

b) that sufficient opportunities, as determined by the Region through its land budget, are not available in the area municipality to accommodate forecasted growth for the area municipality contained in Table 3, through intensification and in designated greenfield areas;

c) the timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this Plan;

d) that the proposed expansion makes available sufficient lands for a time horizon not exceeding 2031–2041;

e) conformity with the Regional Official Plan;

f) there are existing or planned infrastructure and public service facilities to support the achievement of complete communities;

fg) environmental and resource protection and enhancement including the identification of a natural heritage system, in accordance with the policies of this Plan;

gh) that there are no reasonable alternative locations which avoid the Prime Agricultural Areas;

hij) Impacts of a proposed settlement area boundary expansion on agricultural operations which are adjacent or close to the settlement area, and if impacts are identified, the analysis is to identify mitigation of the impacts to the greatest extent feasible;

ij) within the Prime Agricultural Area there are no reasonable alternative locations on lower priority agricultural lands;

jk) impacts from expanding settlement areas on agricultural operations are mitigated to the greatest extent feasible as determined through an Agricultural Impact Assessment;
k) compliance with the *minimum distance separation formulae*;

l)m) a fiscal impact analysis which demonstrate that infrastructure and public service facilities needed will be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue generation analysis;

m)n) the ability to provide the necessary Regional infrastructure and services, including Regional and local transportation infrastructure, water and wastewater servicing, in a financially and environmentally sustainable manner;

o) watershed planning or equivalent has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including the quality and quantity of water;

p) the proposed expansion would align with a stormwater master plan or equivalent that has been completed in accordance with Growth Plan 2017, policy subsection 3.2.7;

q) for settlement areas that receive their water from or discharge their sewage to inland lakes, rivers, or groundwater, a completed environmental assessment for new or expanded services has identified how expanded water and wastewater treatment capacity would be addressed in a manner that is fiscally and environmentally sustainable;

r)t) the sustainable development imperatives in Section 1.3.5 have been addressed;

s) other relevant Regional interests as may be confirmed through pre-consultation;

u) proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan; and

v) in determining the most appropriate location for expansions to the boundaries of settlement areas the policies of Sections 2 and 3 of the *Provincial Policy Statement, 2005-2014* are applied.”

**GLOSSARY**

88. Glossary is amended by revising the following definitions:

*Municipal Comprehensive Review*: A new official plan, or an official plan amendment, initiated by a municipality the Region under section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe, 2006-2017, and other Provincial policies as required.

89. Glossary is amended by inserting the following new addition:
**Built-up Area:** the lands within the delineated built boundary that defines the limits of the developed urban area as defined by the Minister in consultations with affected municipalities for the purpose of measuring the minimum intensification targets in this Plan. The built-up area does not include any lands within rural villages and hamlets that do not have the delineated built boundary.”

“**Employment Area:** Areas designated in an official plan and protected over the long-term for clusters of business and economic activities including manufacturing, warehousing, offices, and associated retail and ancillary facilities.

**Future Strategic Employment Areas:** areas for future growth along the proposed GTA West Transportation Corridor to be protected for future employment uses that require large lots of land and depend upon efficient movement of goods and access to the future GTA West Highway.

“**Major Transit Station Areas:** the area including any existing or planned higher order transit station or stop within a settlement area; or the area including and around major bus depot in an urban core. Major transit station areas generally are defined as the area within 500 metre radius of a transit station, representing about a 10-minute walk.”

“**Priority Transit Corridors:** Transit corridors shown in Schedule 5 of the Growth Plan 2017 or as further identified by the Province for the purpose of implementing of the Growth Plan 2017.”

**SCHEDULES**

90. Schedule B Prime Agricultural Area is amended by deleting the subject lands from the Prime Agricultural Area, updating base map and map template information, and deleting “2031” in the Legend as shown in the attachment in this Appendix PART B – THE AMENDMENT.

91. Schedule D Regional Structure is amended by updating base map and map template information, including the subject lands in the Mayfield West Phase 2 Stage 2 area to be part of the Mayfield West Rural Service Centre, including the Primary Transit Corridor (LRT/BRT Line), including the Primary Transit Corridor, including the Existing Higher Order Transit, and including the Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.

92. Schedule D3 Greenbelt Plan Area Land Use Designations is amended by updating base map and map template information and including the subject lands in the Settlement Areas Outside the Greenbelt as shown in the attachment in this Appendix PART B – THE AMENDMENT.

93. List of Schedules is amended by deleting Schedule D4, Growth Plan Policy Areas and replacing it with a new Schedule D4 as shown in the attachment in this Appendix PART B – THE AMENDMENT. Schedule D4 Growth Plan Policy Areas is amended by updating base map and map template information, including Designated Greenfield Areas (In
Effect as of July 1, 2017), and including Designated Greenfield Areas (In Effect after July 1, 2017) as shown in the attachment in this Appendix PART B – THE AMENDMENT.

94. List of Schedules is amended by adding a new Schedule D5 Employment Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.

95. List of Schedules is amended by adding a new Schedule D6 Strategic Growth Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.