



Corporate Report

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DATE: October 25, 2011

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 14, 2011

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Comments on Regional Official Plan Amendment 26 – Public Consultations - Future Updates to the Region of Peel Official Plan and Employment Conversion Policies**

- RECOMMENDATION:**
1. That the proposed Regional Official Plan Amendment 26 – Public Consultations be supported subject to the comments and modifications identified in the report titled “*Comments on Regional Official Plan Amendment 26 – Public Consultations - Future Updates to the Region of Peel Official Plan and Employment Conversion Policies*” dated October 25, 2011 from the Commissioner of Planning and Building.
 2. That staff be directed to pursue a revision to the employment conversion policies in the Region of Peel Official Plan and the new Mississauga Official Plan to:
 - a. include lands designated Mixed Use in Corporate Centres and Employment Areas as being subject to a municipal comprehensive review, and
 - b. exempt redesignations to Greenbelt or Open Space in Corporate Centres and Employment Areas from a municipal comprehensive review.

3. That the report titled “*Comments on Regional Official Plan Amendment 26 – Public Consultations - Future Updates to the Region of Peel Official Plan and Employment Conversion Policies*” dated October 25, 2011 from the Commissioner of Planning and Building, be forwarded by the City Clerk, to the Region of Peel, the City of Brampton and the Town of Caledon.

BACKGROUND:

The Peel Region Official Plan Review (PROPR) has been undertaken to bring the Regional Official Plan (ROP) into conformity with the *Provincial Policy Statement (2005) (PPS)*, the *Greenbelt Plan (2005)*, *Places to Grow: the Growth Plan for the Greater Golden Horseshoe (2006) (Growth Plan)* and the *Planning and Conservation Land Statute Amendment Act (2006)*. It is also the mandatory five-year review required by the *Planning Act*. The PROPR work program consisted of 15 focus areas and resulted in seven amendments to the ROP as summarized in Appendix 1.

Mississauga staff participated in PROPR through the Region’s Technical Advisory Committee (TAC), project-specific working committees, workshops and reviews of draft discussion papers and policies. Mississauga staff provided comments on the amendments to City Council through a series of corporate reports.

During PROPR, a number of matters arose through studies that were underway, direction for conformity to the *Provincial Policy Statement (PPS)*, comments from public agencies, other interests and deferred items. These were not originally included in the review and were to be addressed in subsequent amendments. Regional Official Plan Amendment 26 – Public Consultations (ROPA 26) consolidates these matters and brings forward supplemental and revised policies, schedules and figures to the ROP (Appendix 2).

The purpose of this report is to provide an overview and comments on the policies in ROPA 26. (Appendix 3) This report also includes some additional comments regarding updating the Regional Official Plan and the employment conversion policies included in ROPA 24 – Places to Prosper - An Amendment to Update Growth Management, Employment Lands and Greenbelt Policies.

PRESENT STATUS: Public consultation and statutory public meetings for this amendment were held in September and October 2011. The Region of Peel is requesting comments on ROPA 26.

COMMENTS: **1. ROPA 26**

ROPA 26 includes policies on:

- Incentives to intensification;
- Petroleum resources;
- Human-made hazards;
- Special policy areas;
- Compatible active recreation; and
- Transportation schedules, figures and policies.

Incentives to Intensification

Regional Community Improvement Plan (CIP) policies were introduced through Regional Official Plan Amendment 25 and modified by the Province. These policies enable the Region to designate, Community Improvement Project Areas (CIPA) and prepare CIPs to further the goals, objectives and policies of the ROP.

The Region may prepare a CIP for Regional infrastructure, land and buildings within and adjacent to existing or planned transit corridors that have the potential to provide a focus for higher density mixed-use development and redevelopment; affordable housing; and, other matters as the Province may prescribe in accordance with the *Planning Act* (7.6.2.24). In addition, they allow the Region, either on its own or in collaboration with area municipalities, to offer incentive programs to further the goals and objectives of the ROP.

The proposed incentives to intensification policies in ROPA 26 supplement the ROPA 25 policy and conform with Provincial policy and legislative requirements. The Region, in collaboration with the area municipalities, could:

- provide upgrades of Regional infrastructure and services in urban growth centres, intensification corridors, urban nodes, major transit station areas, mobility hubs, and other intensification areas

identified in Regional and area municipal official plans, and the Metrolinx Regional Transportation Plan;

- provide incentives to attract high-density employment uses such as government and office buildings, and institutional, cultural, and entertainment facilities to urban growth centres, intensification corridors, urban nodes, major transit station areas, mobility hubs, and other intensification areas identified in Regional and area municipal official plans, and the Metrolinx Regional Transportation Plan; and
- encourage affordable housing in intensification areas.

The Region will work with the area municipalities when designating a CIPA. Through this process, jurisdictional roles (Regional versus area municipal) and responsibilities will be coordinated.

The Region's position has not identified if financial incentives could be included in loan programs (7.6.2.25).

Staff has no concerns with the ROPA 26 CIP and incentives to intensification policies subject to the comments above.

Petroleum Resources

Based on comments from the Province and the requirements in the *PPS*, municipalities are being directed to include policies in their official plans to protect known areas of petroleum resources and minimize land use conflicts with these resources. The Province is in the process of developing implementation guidelines for municipalities related to the PPS policy direction for petroleum resources.

The Region was asked to consider a policy that would permit petroleum resource exploration and production in rural areas and restrict exploration and production in settlement areas and areas with significant natural heritage features. At this time, there are no active petroleum operations in Peel and no significant areas of potential that warrant protection.

ROPA 26 proposes a policy which recommends further study related to petroleum resources (3.7.2.20). This policy would act as a placeholder until further work is conducted and the implementation guide of the PPS policy is finalized.

Staff has no concerns with the proposed policy.

Human-made Hazards

Policies on human-made hazards are the result of the policy direction in the PPS. These may include hazards associated with oil and gas wells, petroleum resource operations, mineral aggregate operations and salt. Not all of these hazards would be a threat nor are all of these found in every region. Former oil and gas well sites that are properly abandoned or rehabilitated in accordance with provincial standards, for example, do not pose a hazard. Peel has no known salt mining operations.

A review of information at the Ontario Oil, Gas and Salt Resources Library indicates 11 former exploration and production wells in Mississauga. (Appendix 4 illustrates the sites.) This compares with the 27,000 former exploration and production wells in Ontario. Although this may not be a substantial issue for the Region, the Province advises that their information does not include all potential well locations and, therefore, is requiring policy changes to address this issue.

The proposals included modifications to the ROP objective and the policy to include human-made hazards (2.4.5.2). The policy directs municipalities to include policies in their official plans which address human-made hazards such as oil, gas and salt hazards or former mineral aggregate operations or petroleum resource operations. Mississauga Official Plan will need to be amended to include policies on human-made hazards.

The ROP policy is broad and the report *Draft Regional Official Plan Amendment Number 26 – Public Consultation* states that duplication will be avoided by leaving the implementation of rehabilitation measures, development setbacks and well abandonment to area municipalities.

Staff has no concerns with this policy.

Special Policy Areas

A new policy on floodplain *special policy areas* (SPA) is included in ROPA 26. The proposed policy (2.4.2.2.6) directs municipalities to obtain approvals from the Minister of Natural Resources and Minister of Municipal Affairs and Housing for the designation of a new floodplain *special policy are* (SPA), any change or modification to the site-specific policies in the SPA, and any change to the boundaries of an existing SPA (2.4.2.2.6). This would be a new policy direction in the ROP in accordance with the requirements of the PPS.

The policy is supported, however, clarification is sought regarding the specific approvals that are required from the Province for a change in use or density within a SPA. For example, would a change from residential to greenbelt or park require such an approval? This change in land use would be more consistent with the Natural Hazard policies in the PPS. Also, if a larger culvert or other remedial work was undertaken that resulted in a smaller area being subject to flooding - would the change in boundaries of the SPA require approval as well?

Mississauga's Official Plan includes information on SPAs in Appendix J as well as Special Site Policies for the two SPAs in the City. One is along the Dundas Street Corridor at Dundas Street and Dixie Road (Special Site 2) in the vicinity of the proposed Community Node. The location of the community node will need to consider the extent of the SPA. The second SPA is at Dundas Street and the Etobicoke Creek.

Staff have no concerns with this policy.

Compatible Active Recreation

Policies on compatible active recreation were deferred from ROPA 21B –Natural Heritage and Agriculture Policies for further consideration by selected stakeholders. The proposed policy (2.3.2.16) limits permissions for compatible active recreation uses to expansions of existing uses within Core valley and stream corridors within the

Urban System. A municipal official plan can be more restrictive than the ROP.

Expansions shall not be permitted unless it has been demonstrated that there are no negative impacts on the natural features or ecological functions and restorations and enhancements are addressed.

Expansions to existing compatible active recreation uses shall also be designed and implemented to provide net environmental benefits to the Regional Greenlands System.

Staff has no concerns with this policy.

Transportation Policies, Schedules and Figures

Amendments to the transportation policies in the ROP were revised to bring them into conformity with Provincial policy as part of PROPR through Regional Official Plan Amendment 22 (ROPA 22). ROPA 22 did not include updated transportation figures and schedules.

Consultation on PROPR resulted in the need to clarify right-of-way requirements. As well, the Peel Active Transportation Study led to a need to modify policies in the active transportation section. These represent the major proposals in the ROPA 26 transportation policies, schedules and figures. Staff has no concerns with these figures, schedules and policies and offer the following comments.

The updated Transportation Schedules in ROPA 26 results in some inconsistencies with the Mississauga Official Plan. (The revisions to the ROP Schedules are detailed in Appendix 3.) A future amendment will include revisions to Mississauga Official Plan to bring it into conformity.

The ROPA 26 active transportation policies are generally consistent with the Region's role regarding active transportation as outlined in the Region of Peel Active Transportation Plan (currently under review). It is recommended that the Region's role with regard to monitoring and reporting on active transportation modal split be articulated as a policy in ROPA 26.

Mississauga Official Plan included a cycling schedule (Schedule 7). While identifying the City's cycling routes, this schedule also illustrates the locations where connections are required. It would be of assistance for the Region to include a schedule to be compatible with the City's schedule and to address these connection issues.

Schedule G of ROPA 26 includes "Future Mobility Hubs" in Northwest Brampton yet the "Potential Mobility Hubs" on Schedule 6 of Mississauga Official Plan are not included. These hubs do not have Provincial endorsement. While it is our understanding that the Province does not intent to identify additional mobility hubs in their next review of the Regional Transportation Plan, if ROPA 26 includes "Future Mobility Hubs" as shown in the Brampton official plan, Schedule G should be amended to include potential mobility hubs as identified in Mississauga's official plan. Further, these hubs should be referred to as "Potential Mobility Hubs" until endorsed by the Province.

2. Additional Comments

Updates to the Regional Official Plan

As described in the Background of this report, the PROPR process has resulted in seven amendments to the ROP to which the area municipal official plans must conform. PROPR has been concluded as stated in *Peel Region Official Plan Review - Close-Out Report* and considered at General Committee of Regional Council on June 17, 2010.

Although ROPA 25 addresses monitoring through a performance measurement framework and indicators to evaluate the level of progress at meeting the goals, objectives and policies of the ROP, there is no reference to how policy matters and issues will be addressed. Regional staff has indicated in discussions that the next five-year review is intended to address any matters that arise. However, issues may arise that require a more timely response, particularly given the more detailed nature of the revised ROP. Regular amendments to the ROP prior to the five-year timeframe should occur as needed.

Employment Conversion Policies

There is one revision to the proposed ROP policies regarding employment land conversions currently under discussion.

Both the ROP and new Mississauga Official Plan (MOP) employment conversion policies identify lands in Mississauga that are designated Employment, Industrial, Institutional or Office in Corporate Centres and Employment Areas as being subject to a municipal comprehensive review prior to redesignation to non-employment uses. Upon further review, lands designated Mixed Use should be added to this list and redesignation to permit greenbelt or open space uses should be exempted.

To protect Mississauga's Corporate Centres and Employment Areas for employment uses, Mississauga Official Plan should be amended to make lands designated Mixed Use (Appendix 5) subject to a municipal comprehensive review if non-employment uses (e.g. residential) are being proposed. However, Mixed Use lands should be exempt from a municipal comprehensive review if major retail uses are being proposed as these uses are permitted by the designation. Further, it should be clarified that the redesignation of lands to permit greenbelt or open space uses would not require a municipal comprehensive review. The ROP should be similarly amended.

The employment conversion policies are contained in ROPA 24 Places to Prosper - An Amendment to Update Growth Management, Employment Lands and Greenbelt Policies. This amendment has been appealed to the Ontario Municipal Board and a settlement agreement among the Province, the Region and area municipalities has been prepared. It may be possible to revise the policy as it is being considered at the OMB. Alternatively, an amendment to the ROP and MOP could be brought forward at a later date.

STRATEGIC PLAN:

The Peel Region Official Plan, as amended through PROPR, supports many of the principles in Mississauga's Strategic Plan. The policies introduced in ROPA 26, in their specific nature, continue to support these principles.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: ROPA 26 addresses policy matters that arose through studies that were underway, direction for conformity to the *Provincial Policy Statement (PPS)*, comments from public agencies, other interests and deferred items. The policies are supported, however, the City has selected questions which have been raised in this report.

A mechanism to update the ROP is proposed to address issues that arise prior to the five-year legislative review. One such issue is a refinement to the employment conversion policies which should be revised to address lands designated for mix uses in employment areas and to exempt redesignations for greenbelt or open space uses from a municipal comprehensive review.

ATTACHMENTS: APPENDIX 1:Region of Peel Official Plan Review, Status of Amendments
APPENDIX 2:Region of Peel, Regional Official Plan, Regional Official Plan Amendment 26 - Public Consultations
APPENDIX 3:Summary of Comments
APPENDIX 4:Oil and Gas Wells in Peel Region
APPENDIX 5:Lands Designated Mixed Use in Corporate Centres and Employment Areas

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Commissioner of Planning and Building
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Appendix 1:
Region of Peel Official Plan Review
Status of Amendments

	ROPA	Report to Mississauga Planning and Development Committee	Report to Regional Council (Public Meeting)	Report on Comments & Adoption of Final Recommendations	Provincial Approval	Appeal	Current Status
1.	ROPA 20 – Sustainability and Energy Policies	March 30, 2009	Jan. 22, 2009 (Feb. 26, 2009)	May 7, 2009 (GC*) May 14, 2009 (RC**)	Nov. 26, 2009	Appeal from Solmar Dec. 15, 2009 Appeal scoped	In effect April 19, 2011 except for 1 policy under appeal
2.	ROPA 21 – Natural Heritage, Agriculture, Air Quality and Integrated Waste Management Policies (adopted as ROPA 21A – Air Quality and Integrated Waste Management Policies)	May 4, 2009	Feb. 26, 2009 (Apr. 23, 2009)	Nov. 12, 2009 (GC) Nov 19, 2009 (RC)	May 25, 2010	No appeals	In effect
3.	ROPA 21B*** – Natural Heritage and Agriculture Policies	Sept. 6, 2011	Part of ROPA 21 Feb. 26, 2009 (April 23, 2009) ROPA 21B Sept. 22, 2011, October 27, 2011	May 6, 2010 (GC) May 13, 2010 (RC)	Required by Nov. 27, 2010 (Draft Decision Nov. 15, 2010)	No appeals to date	No decision to-date
4.	ROPA 22 – Transportation Policies	June 29, 2009	Mar. 26, 2009 (May 7, 2009)	Nov. 12, 2009 (GC) Nov 19, 2009 (RC)	Aug. 27, 2010	Appeal from Solmar Sep. 3, 2010 Appeal scoped	In effect April 19, 2011 except for 6 policies and one definition under appeal

Appendix 1: Region of Peel Official Plan Review Status of Amendments							
	ROPA	Report to Mississauga Planning and Development Committee	Report to Regional Council (Public Meeting)	Report on Comments & Adoption of Final Recommendations	Provincial Approval	Appeal	Current Status
5.	ROPA 23 – Housing Policies	Sep. 21, 2009	Jun. 18, 2009 (Sep. 17, 2009)	Nov. 12, 2009 (GC) Nov 19, 2009 (RC)	May 27, 2010	Appeal from Solmar July 5, 2010 Appeal withdrawn	In effect April 19, 2011
6.	ROPA 24 – Places to Prosper An Amendment to Update Growth Management, Employment Lands and Greenbelt Policies	Nov. 16, 2009	Jul. 9, 2009 (Oct. 8, 2009)	April 15, 2010 (GC) April 22, 2010 (RC)	Required by Nov 23, 2010 (Draft Decision Oct. 27, 2010) No decision to-date. Settlement agreement in place. (OMB is approval authority)	Appeal from Solmar Nov. 25, 2010 based on non-decision	Under appeal
7.	ROPA 25 – An Amendment to Update Monitoring Policies and Planning and Conservation Land Amendment Act Conformity Policies	Nov. 30, 2009	Sep. 10, 2009 (Oct. 29, 2009)	Feb. 4, 2010 (GC) Feb. 11, 2010 (RC)	Aug. 6, 2010	Appeal from Solmar Aug. 23, 2010 Appeal withdrawn	In effect April 19, 2011
8.	ROPA 26 – Public Consultation (Human-Made Hazards, Petroleum Resources, Special Policy Areas, Active Recreation, Incentives for Intensification Policies and Transportation Schedules)	October 31, 2011	July 7, 2011	To be determined	To be determined	n/a	n/a

* Regional Council - General Committee

** Regional Council

*** ROPA 21B policies were split from ROPA 21 at the Nov 19, 2009 Regional Council Meeting. Further stakeholder meetings were held in February 2010. An open house on mapping was held February 22, 2010. A second staff report and final recommendations were brought to Regional Council in May 2010. Mississauga staff comments were provided for these policies to City Council at the May 4, 2009 Planning and Development Committee in the report which commented on ROPA 21.

Region of Peel
Regional Official Plan
Regional Official Plan Amendment 26 -
Public Consultations

PART A - THE PREAMBLE

1. **Purpose of the Amendment**

To revise and add policies related to incentives for intensification, petroleum resources, human-made hazards, special policy areas, and compatible active recreation to the Region of Peel Official Plan.

2. **Location**

This amendment applies throughout the Regional Municipality of Peel.

3. **Basis**

In September 2007, Regional Council endorsed a work program to proceed with a five-year review of the Regional Official Plan (ROP) through the Peel Region Official Plan Review (PROPR) process. The review considered amendments that were necessary to bring 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 Places to Grow). Regional staff collaborated closely with area municipal staff and stakeholders to bring the ROP into conformity.

On June 24, 2010, Council received a report detailing the successful completion of PROPR (received under Resolution 2010-628). PROPR led to various Council adopted ROPAs and resulted in a significant update to the ROP by adding and strengthening policies for guiding growth and development in Peel while protecting the environment, and managing resources.

This draft amendment to the ROP addresses policies that build on the various PROPR amendments, that have required further consultation after completion of PROPR as directed by Council, and that have been requested by the Province. Specifically the policy areas address incentives for intensification, petroleum resources, human-made hazards, special policy areas, and compatible active recreation amendments to the ROP.

Incentives for Intensification

To achieve the required intensification targets from Places to Grow and as set out in ROPA 24, the Region and area municipalities will explore approaches to promote intensification and possible incentives that encourage builders and developers to build in intensification areas.

Two discussion papers were prepared on Phase 1 - Issues and Opportunities (policy, market, and development issues driving medium and high-density developments) and Phase 2 – Policy Options (impact of current incentive programs in Peel, strategies for promoting intensification, and suggested policy direction). Regional staff collaborated with area municipal staff on the preparation of the discussion papers and related ROP policies. Members of Regional Council were consulted in September 2009 and presentations were

provided to various Committees, Boards, and Industry Groups such as the City of Brampton's Downtown and Queen Street corridor Development Committee.

The draft Regional Official Plan policies related to incentives for intensification propose supplementary policies to an existing policy related to community improvement plans and introduce six new policies to facilitate the Region to promote intensification in urban growth centres, intensification corridors, major transit station areas and other intensification areas. The proposed policies will allow the Region, in collaboration with the area municipal staff to ensure that necessary infrastructure and service capacities are available to accommodate future residential and employment growth. The policies will also guide future collaborations with different levels of government to explore the development of planning and financial tools and incentives to attract residential and employment uses to intensification areas.

Petroleum Resources

During consultations on ROPA 21, Provincial staff requested that the Region include policies in the ROP related to petroleum resources, and oil, gas and salt hazards in accordance with Section 2.4 of the PPS, titled "Minerals and Petroleum". In response, Regional staff has included draft policy in ROPA 26 in order to allow further consultation with area municipal staff, Provincial staff and the public.

Regional staff completed preliminary consultation with area municipal staff on the draft policies and held discussions with staff from the Petroleum Resources Centre of the Ministry of Natural Resources and Ministry of Municipal Affairs and Housing to obtain clarification of the provincial policy direction for petroleum resources. During this consultation it determined that the Province will be issuing a technical guidance document for municipalities related to implementing the PPS policies for petroleum resources. The guidance document is not finalized and is not available for formal use or reference by Regional staff. Until such document has been released, a placeholder policy is recommended to direct staff to develop policies for petroleum resources through a separate future process when the provincial guidance material has been finalized and made available.

At this time, there are no known active petroleum operations in Peel Region and no significant areas of petroleum potential (e.g. oil and gas pools) that warrant identification and protection in the ROP.

Human-made Hazards (Oil, Gas and Salt Hazards)

Human-made hazards that potentially may be encountered in the Region of Peel, and which require policy direction in accordance with the PPS, include hazards associated with oil and gas wells, mineral aggregate operations and petroleum resource operations.

Section 3.2 of the PPS contains policies requiring municipalities to address human-made hazards through land use policy. The PPS requires municipalities consider policies that direct development away from human-made hazards where there is an unacceptable risk to public health and safety, and to permit new development on or abutting lands affected

by a human-made hazard only if rehabilitation measures to address and mitigate known or suspected hazards have been completed.

Peel Region has experienced very little oil and gas exploration activity historically; has relatively few abandoned wells as compared to other oil and gas producing areas in Ontario; and currently has no active oil or gas well operations.

Despite the relatively few expected locations in Peel where human-made hazards may be present, the Ministry advises that the Region include policies in the ROP to address these hazards including requirements to provide policy direction to the area municipalities. Policy direction in the ROP is recommended at a broad level, but would generally give direction to the area municipalities to implement rehabilitation measures, development setbacks and well abandonment in order to mitigate hazards when new development is proposed.

The natural hazards policies of the ROP in section 2.4.5 are being expanded to include appropriate references to “human-made hazards” as directed by the PPS. These revisions will provide policy direction to the area municipalities to include appropriate policies in their official plans.

Special Policy Areas

Special policy areas are areas within a community that have historically existed in a flood plain and where site specific policies are intended to provide for the continued viability of existing uses by allowing relaxed standards for floodproofing under regulated conditions.

The Regional Official Plan contains policy direction for flood plain planning including policies that enable the area municipalities to adopt special policy areas in accordance with provincial policy. The Provincial Policy Statement has been updated to require that the designation of a new special policy area or adoption of any change to the site specific policies or boundaries of an existing special policy area are to be approved by both the Ministers of Natural Resources and Municipal Affairs and Housing.

Draft amendments to section 2.4 Natural Hazards of the ROP are being proposed to indicate the requirement for approvals from the Province before designating a new special policy area or modifying an existing special policy area.

Compatible Active Recreation

A policy for active recreation was initially included in ROPA 21B as part of the natural heritage component of PROPR. The recommended policy in ROPA 21B for compatible active recreation uses was considered and deferred by Regional Council on May 13, 2010 for further consultation with interested stakeholders. The deferred policy proposed to allow expansions to existing compatible active recreation within Core valley and stream corridors within the Urban System (Brampton and Mississauga), subject to conditions that

there be no negative impacts to natural heritage features and requirements for restoration and enhancement to the Greenlands System.

Regional staff held a half-day workshop on July 29, 2010 to provide information to interested stakeholders and discuss draft policy related to compatible active recreation within Core Areas of the Greenlands System. Stakeholders provided comments, ideas and opinions that reflected the range of interests represented in the workshop including environmental, parks and recreation, policy planning, conservation and natural heritage planning interests.

Draft policies are being proposed to limit permissions for compatible active recreation uses within the Urban System to expansions of existing uses only within Core valley and stream corridors and that require expansions demonstrate there are no negative effects to significant natural heritage features. The proposed policies also add clarification that expansions will need to be designed and implemented to provide net ecological benefits to the Regional Greenlands System consistent with input received through consultations.

Transportation schedules, figures and policies

As part of the objective to bring the ROP into conformity with Provincial policies, plans and legislation, Regional council updated the transportation policies through Regional Official Plan Amendment 22 (ROPA 22). In conjunction with the transportation policies in ROPA 22, updated schedules and figures are needed to support the transportation policies in the ROP.

Regional staff has incorporated information from various studies to update the transportation maps as shown in the ROP Schedule E - Major Road Network, Schedule F - Regional Road Right-Of-Way Requirements, Schedule G - Major Transit Corridors, Schedule H - Airport Operating Area, Figure 6 - Aircraft Noise Exposure Composite Contours and Figure 11 - Airport Operating Area. The Region of Peel Long Range Transportation Plan Update (LRTP Update) has been prepared to serve as technical support for ROPA 22 and the transportation portion of ROPA 26. The LRTP Update is an update to the original LRTP prepared in 2005. It includes updated information from the new studies, transportation challenges and issues, and technical analyses. It also provides an overview of options for creating a more sustainable and multimodal transportation system in Peel including solutions related to planning and transportation. Travel Demand Management (e.g. encourage taking transit, and carpooling), and goods movement initiatives (e.g. improve the road network to ensure safe and efficient movement of truck traffic).

The LRTP Update identified current and future transportation issues and developed a number of strategies to mitigate traffic congestion. One of them is to identify the number of road lanes required to mitigate the traffic congestion levels that would be expected until 2031 horizon year. After the number of lanes were identified through the technical process, a series of meetings were held, since 2010, to refine the road right-of-way requirements at the mainline roadway and at intersections. The meetings involved staff from the Region and area municipalities, and representatives from a number of stakeholders such as the Building Industry and Land Development Association. The outcome of these initial discussions resulted in identification of generic right of way

requirements for most mainline roadways and at intersections on Regional Roads that accommodate all modes of traffic (automobiles, buses, heavy trucks, pedestrian and cyclists) and the necessary facilities (utilities). These discussions are reflected in the current draft revision of Schedule F Regional Road Right-Of-Way Requirements and the addition of two new policies that outlines the right-of-way required for a single left turn and a double left turn intersection. Regional and area municipal staff continue to refine the draft revisions to ensure that they are consistent with the visions developed in Regional and Area Municipal Official Plans (e.g. providing active transportation friendly communities). Further consultations with stakeholders are planned in September 2011.

Moreover, research was done as part of the ongoing Peel Active Transportation Study to review the policies in the Active Transportation section in the ROP (5.9.10). Two workshops were held in June and October 2010 to seek input from stakeholders such as government agencies, cycling clubs, accessible advisory committees, and school boards in Peel. The proposed policies in ROPA 26 are intended to clarify the term used in the current policies (e.g. "a bicycle route" is replaced by "an active transportation facility"), and to add a policy to outline the Region's role in working with all government and non government agencies to increase the active transportation modal share through educational programs.

PART B – THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the attached text, constitute Regional Official Plan Amendment 26 to the Region of Peel Official Plan.

a. Amendments to Text

A. Chapter 2: The Natural Environment Section 2.3 Greenlands System in Peel

1. Section 2.3.2.16 is amended by adding the following new clause before Clause b):

 "a) expansions to existing compatible active *recreation* within the Urban System as shown on Schedule D;"
2. Section 2.3.2.16 is amended by adding to the second paragraph the following:

 "Expansions to existing compatible active *recreation* uses shall be designed and implemented to provide net environmental benefits to the Greenlands System."

B. Chapter 2: The Natural Environment Section 2.4 Natural Hazards

3. Section 2.4.4.2 is amended by adding the following sections:

 "2.4.4.2.5 Recognize that maintaining an up to date policy framework for Special Policy Areas (SPAs) is a valuable mechanism for managing flood plains to allow for continued viability of existing uses and address the significant

social and economic hardships to a community that would result from strict adherence to provincial policies concerning *development*.

2.4.4.2.6 Direct the area municipalities to obtain approvals from the Ministers of Natural Resources or Municipal Affairs and Housing prior to the following:

- a) designation of a new *special policy area*;
- b) any change or modification to the site-specific policies of an existing *special policy area* that would have the effect of increasing *development* that is vulnerable to flooding; or
- c) any change or modification to the boundaries applying to an existing *special policy area*.

The designation of a new *special policy area* and any proposed revisions to the boundaries or policies of an existing *special policy area* shall be developed in accordance with all applicable provincial procedures and guidelines.”

- 4. Section 2.4.5 is amended by adding the words “and Human-made” after the words “Other Natural”.
- 5. Section 2.4.5.1 is amended by adding the words “and human-made hazards” after the words “*natural hazards*”.
- 6. Section 2.4.5.2 is amended by adding the words “or human-made hazards such as oil, gas and salt hazards, or former mineral aggregate operations or petroleum resource operations,” after the words “topographic constraints,”

C. Chapter 3: Resources

Section 3.7 Energy Resources

- 7. Section 3.7.2 is amended by adding the following sub-heading and section after Section 3.7.2.19:

“Petroleum Resources

It is the policy of Regional Council to:

- 3.7.2.20 Work jointly with the area municipalities and the Province to review and develop policies related to petroleum resources consistent with provincial policy, including consultation with the public.”

D. Chapter 5: Regional Structure

Section 5.9 The Transportation System in Peel

8. Section 5.9.4 is amended by renumbering Section 5.9.4.2.5 to 5.9.4.2.7.
9. Section 5.9.4 is amended by renumbering Section 5.9.4.2.6 to 5.9.4.2.8.
10. Section 5.9.4 is amended by adding the following sections:
 - "5.9.4.2.5 Within 245 metres (804 feet) of a Regional Road intersection, protect an additional 5.5 metres (18 feet) over that identified on Schedule F for a single left turn configuration, right turn lanes, multi-purpose pathways or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Traffic Impact Study and/or functional design acceptable to the Region.
 - 5.9.4.2.6 Within 245 metres (804 feet) of a Regional Road intersection, protect an additional 9 metres (30 feet) over that identified on Schedule F for a dual left turn configuration, right turn lanes, multi-purpose pathways or transit-related improvements. Intersection right-of-way requirements shall be confirmed by a Traffic Impact Study and/or functional design acceptable the Region."
11. Section 5.9.4 is amended by renumbering Section 5.9.4.2.7 to 5.9.4.2.9.
12. Section 5.9.4 is amended by renumbering Section 5.9.4.2.8 to 5.9.4.2.10.
13. Section 5.9.4 is amended by renumbering Section 5.9.4.2.9 to 5.9.4.2.11.
14. Section 5.9.4 is amended by renumbering Section 5.9.4.2.10 to 5.9.4.2.12.
15. Section 5.9.4 is amended by renumbering Section 5.9.4.2.11 to 5.9.4.2.13.
16. Section 5.9.4 is amended by renumbering Section 5.9.4.2.12 to 5.9.4.2.14.
17. Section 5.9.4 is amended by renumbering Section 5.9.4.2.13 to 5.9.4.2.15.
18. Section 5.9.4 is amended by renumbering Section 5.9.4.2.14 to 5.9.4.2.16.
19. Section 5.9.4 is amended by renumbering Section 5.9.4.2.15 to 5.9.4.2.17.
20. Section 5.9.4 is amended by renumbering Section 5.9.4.2.16 to 5.9.4.2.18.
21. Section 5.9.10.1.2 is amended by the deletion of the words "work towards" to be replaced by the words "encourage and support"; the deletion of the word "complete" and the addition of the phrase ", attractive, accessible" after the word "safe".
22. Section 5.9.10.2.1 is amended by:
 - the addition of the words "the Province" after the words "Work with"
 - section (a) is amended by deletion of the word "comfortable" to be replaced by the words "attractive and accessible".

Appendix I

Draft Regional Official Plan Amendment Number 26 - Public Consultations

June 1, 2011

23. Section 5.9.10.2.2 is amended by the addition of the words “the Province” after the words “Work with”.
24. Section 5.9.10.2.3 is amended by the deletion of the words “and efficient multi purpose trail network” to be replaced by the phrase “, attractive and accessible active transportation network”.
25. Section 5.9.10.2.6 is amended by the addition of the words “and other new initiatives” after the word “program”.
26. Section 5.9.10 is amended by adding the following section:

“5.9.10.2.8 Work with all levels of government, non-governmental community groups and then private sector to increase the active transportation modal share through educational programs that target the needs of residents and employees in the Region of Peel.”
27. List of Schedules is amended by deleting Schedule E, Major Road Network and replacing it with a new Schedule E.
28. List of Schedules is amended by deleting Schedule F, Regional Road Right-Of-Way Requirements and replacing it with a new Schedule F.
29. List of Schedules is amended by deleting Schedule G, Major Transit Corridors and replacing it with a new Schedule G.
30. List of Schedules is amended by deleting Schedule H, L.B.P.I.A Operating Area and replacing it with a new Schedule H.
31. List of Figures is amended by deleting Figure 6, Aircraft Noise Exposure Composite Contours and replacing it with a new Figure 6.
32. List of Figures is amended by deleting Figure 11, L.B.P.I.A Operating Area and replacing it with a new Figure 11.

E. Chapter 7: Implementation

Section 7.6 Regional Planning Initiatives

33. Section 7.6.2 is amended by renumbering Section 7.6.2.23 to 7.6.2.24 and renumbering previous Section 7.6.2.24 to 7.6.2.23.
34. Section 7.6.2 is amended by adding the sub-heading “**Community Improvement Plans**” between renumbered Sections 7.6.2.23 and 7.6.2.24.
35. Section 7.6.2 is amended by adding the following new sections and sub-heading after renumbered Section 7.6.2.24:

“7.6.2.25 Designate the entire or any part of *the region* as a Community Improvement Project Area and enact a Regional Community Improvement Plan, which

may include incentive programs that provide grant based and/or reduced fee incentives to registered property owners within the Project Area.

7.6.2.26 Adopt community improvement strategies/programs to guide and facilitate *the Region's* participation in implementing area municipal Community Improvement Plans.

7.6.2.27 *Support the Region's* participation in an area municipal Community Improvement Plan subject to *the Region's* community improvement strategies/programs and current and capital budgets.

Intensification Incentives

7.6.2.28 Provide and *support*, where feasible, new, required improvements to, and upgrades of Regional *infrastructure* and *services* in urban growth centres, *intensification* corridors, *urban nodes*, *major transit station areas*, *mobility hubs*, and other *intensification* areas identified in Regional and *area municipal official plans*, and the Metrolinx Regional Transportation Plan.

7.6.2.29 Develop and implement, in collaboration with the area municipalities, planning and financial tools, incentives and arrangements to promote and *support intensification* in urban growth centres, *intensification* corridors, *urban nodes*, *major transit station areas*, *mobility hubs*, and other *intensification* areas identified in Regional and *area municipal official plans*, and the Metrolinx Regional Transportation Plan.

7.6.2.30 Work in collaboration with different levels of government, to raise awareness and showcase the different ways in which *intensification* can occur.

7.6.2.31 Work in collaboration with different levels of government to provide incentives to attract high-density employment uses such as government and office buildings, and institutional, cultural, and entertainment facilities to urban growth centres, *intensification* corridors, *urban nodes*, *major transit station areas*, *mobility hubs*, and other *intensification* areas identified in Regional and *area municipal official plans*, and the Metrolinx Regional Transportation Plan.

7.6.2.32 Work in collaboration with the area municipalities to encourage *affordable housing* in *intensification* areas.

7.6.2.33 Consider locating new Regional administration buildings, if feasible, in *intensification* areas."

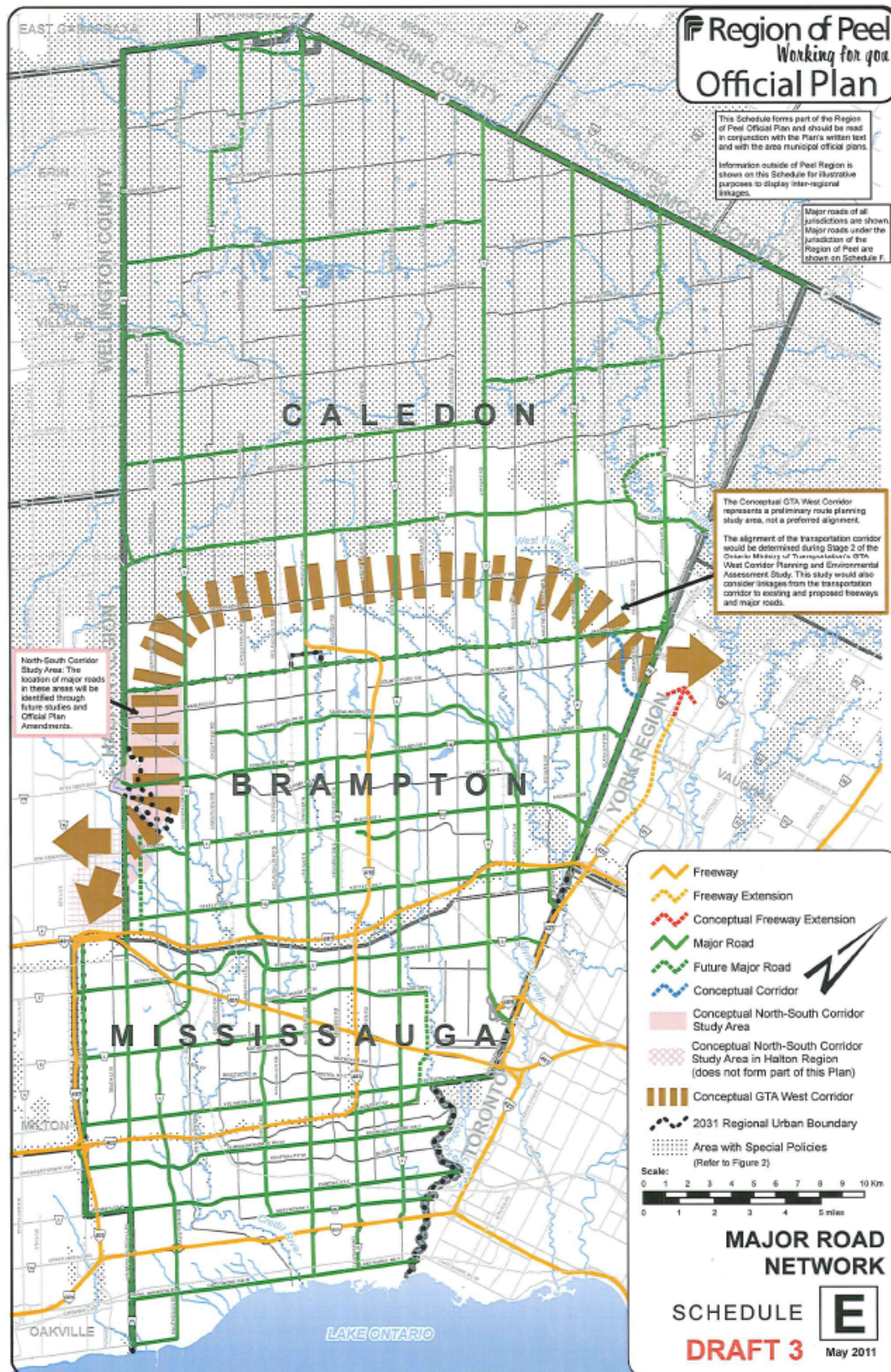
Section 7.7 Regional Road Widening

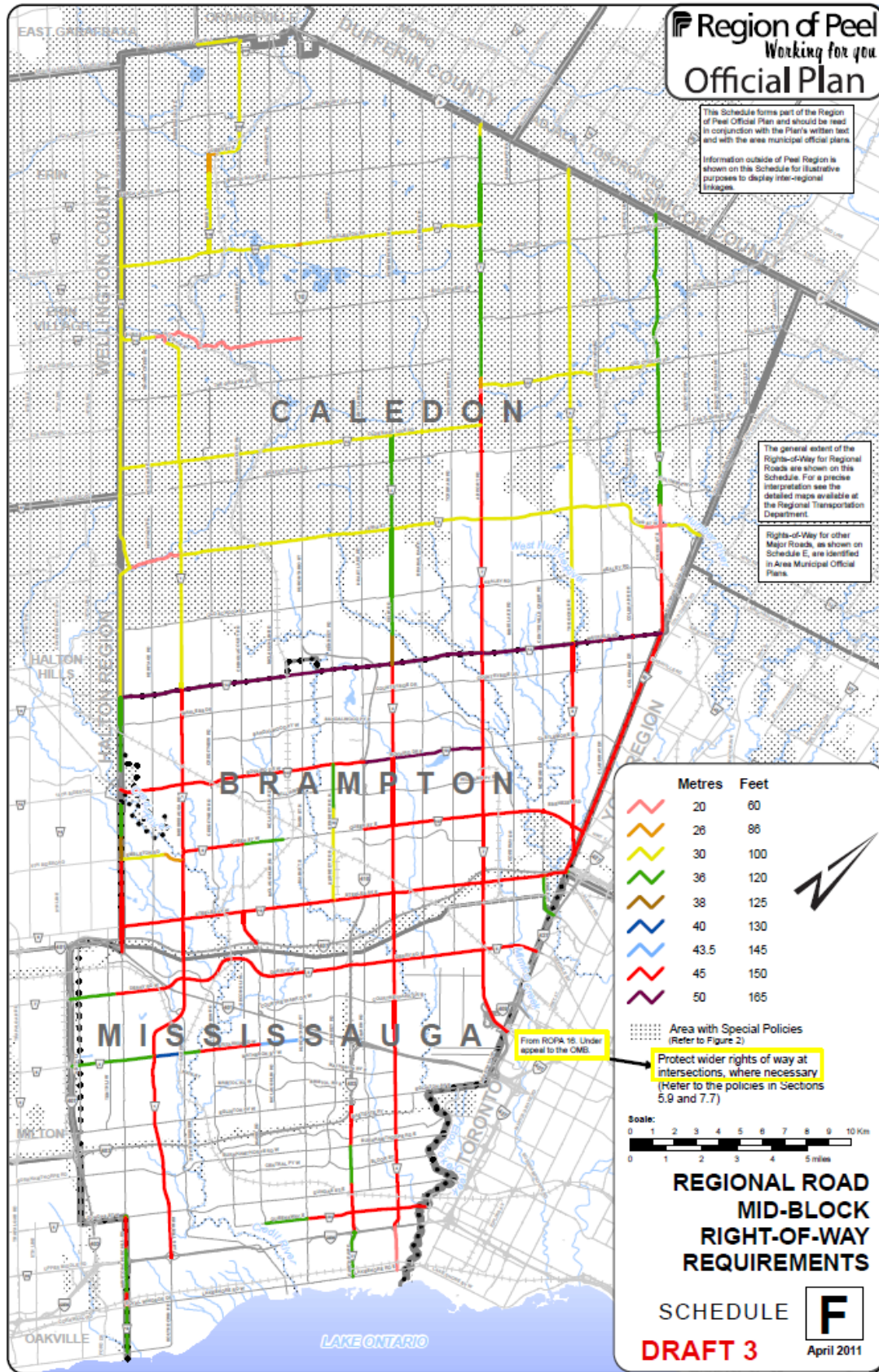
36. Section 7.7.2.5 is amended by deletion of the words "a bicycle route" to be replaced by the words "an active transportation facility".

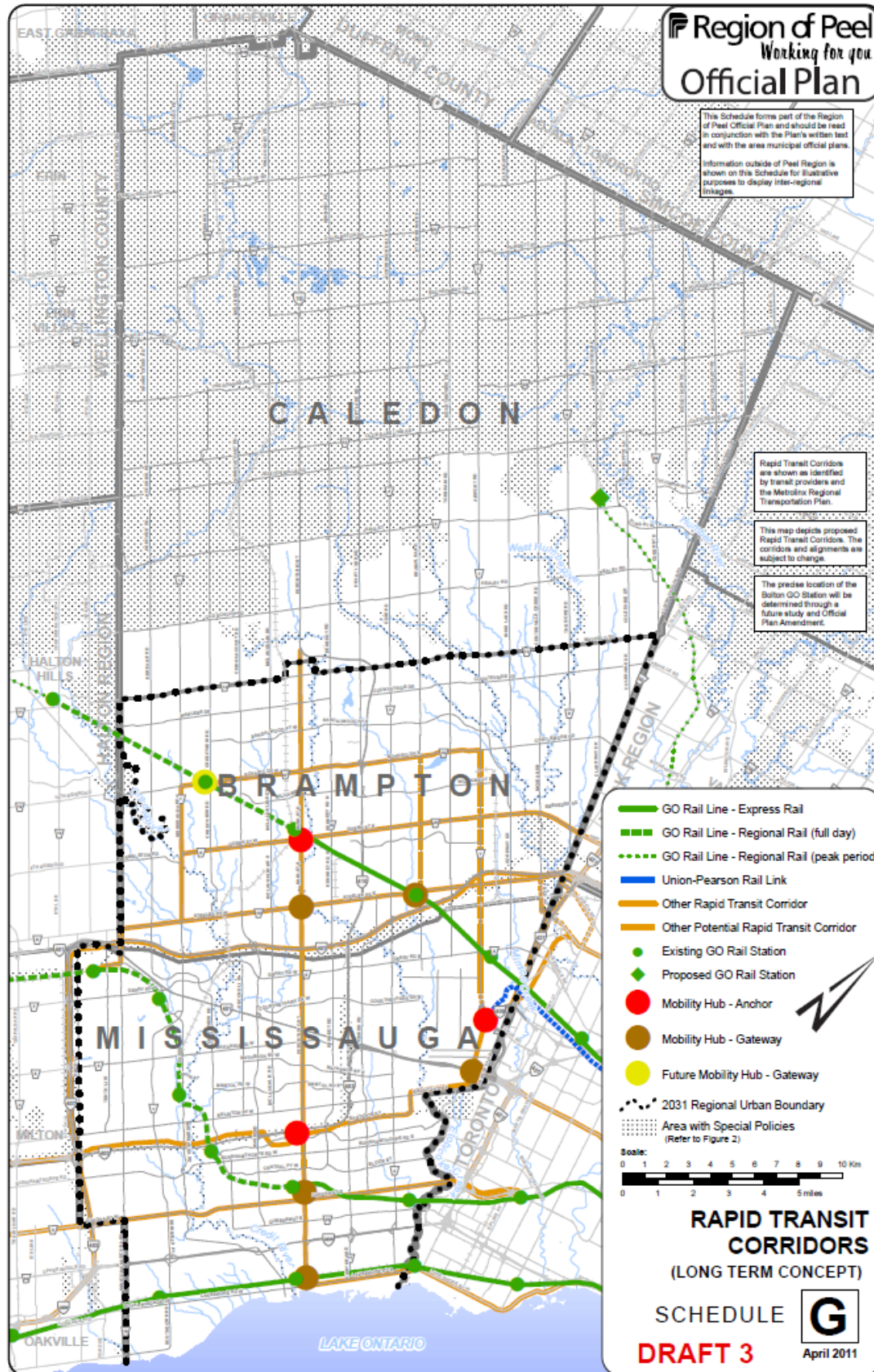
b. Amendments to Glossary

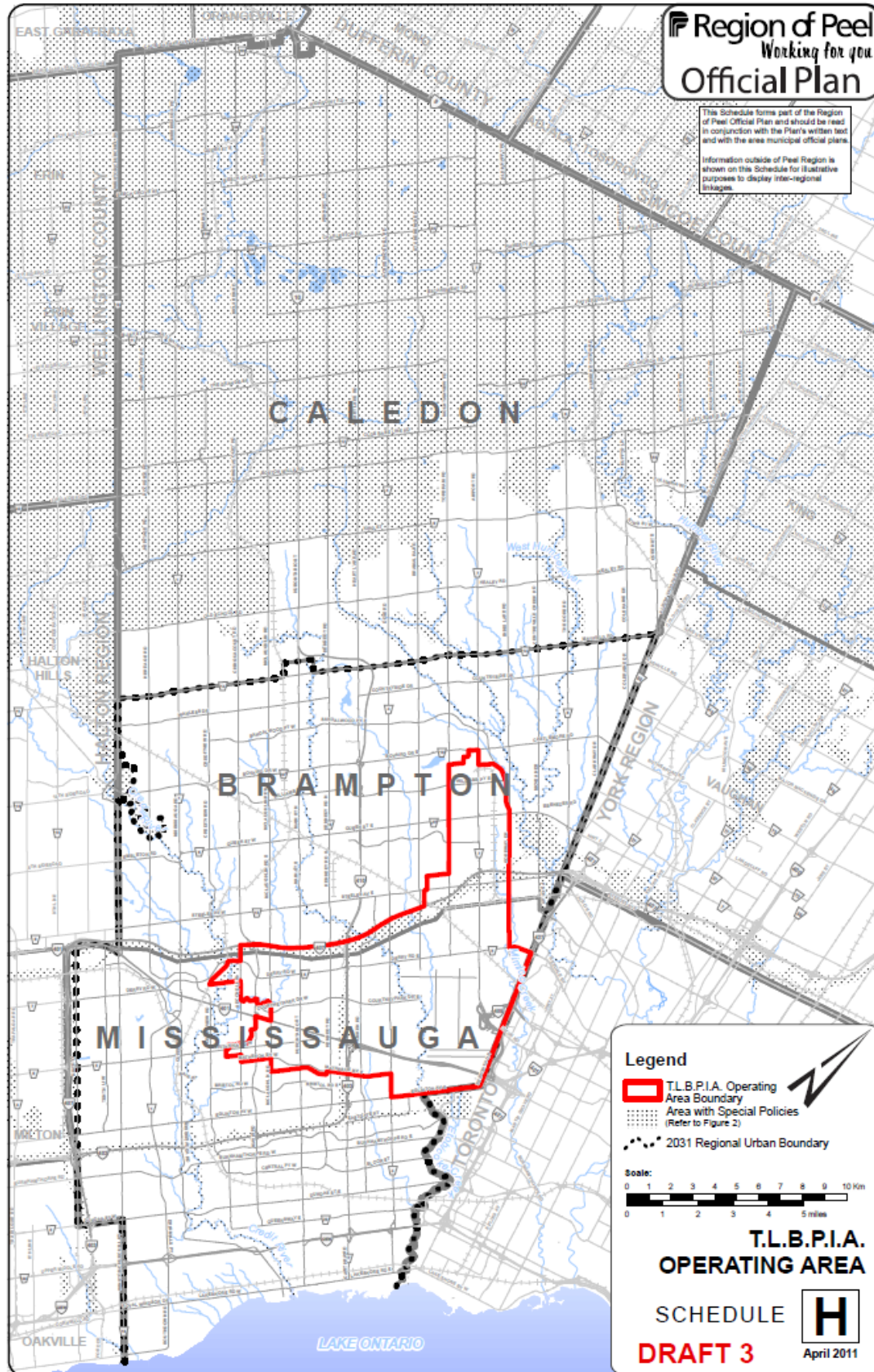
37. The Glossary definition of “special policy area” is amended by deleting it and replacing it with the following”

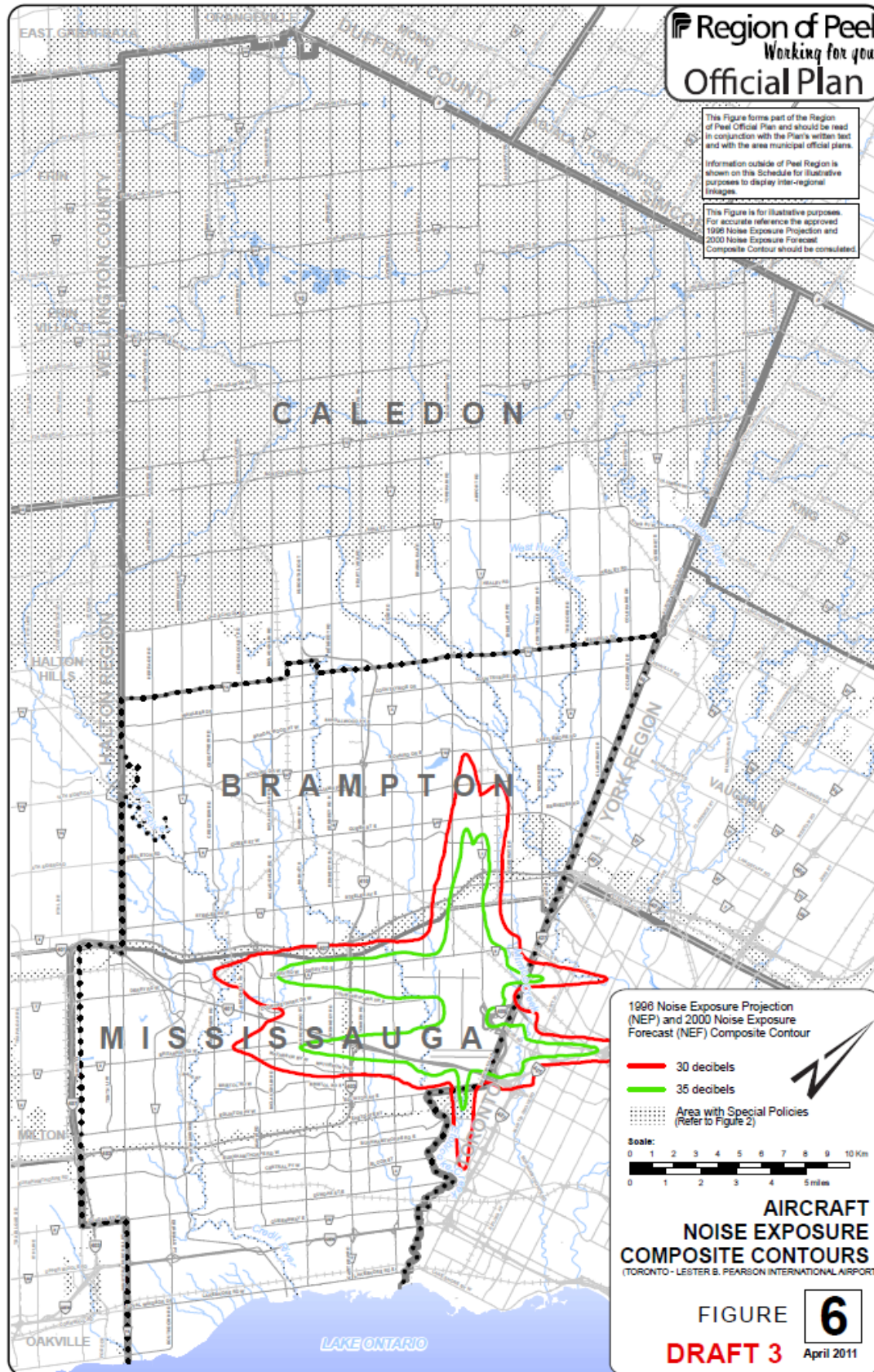
“an area within a *community* that has historically existed in the *flood plain* and where site specific policies, approved by the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the *community* that would result from strict adherence to provincial policies concerning *development*. A *special policy area* is not intended to allow for new or intensified development and site alteration, if a community has feasible opportunities for development outside the *flood plain*.”

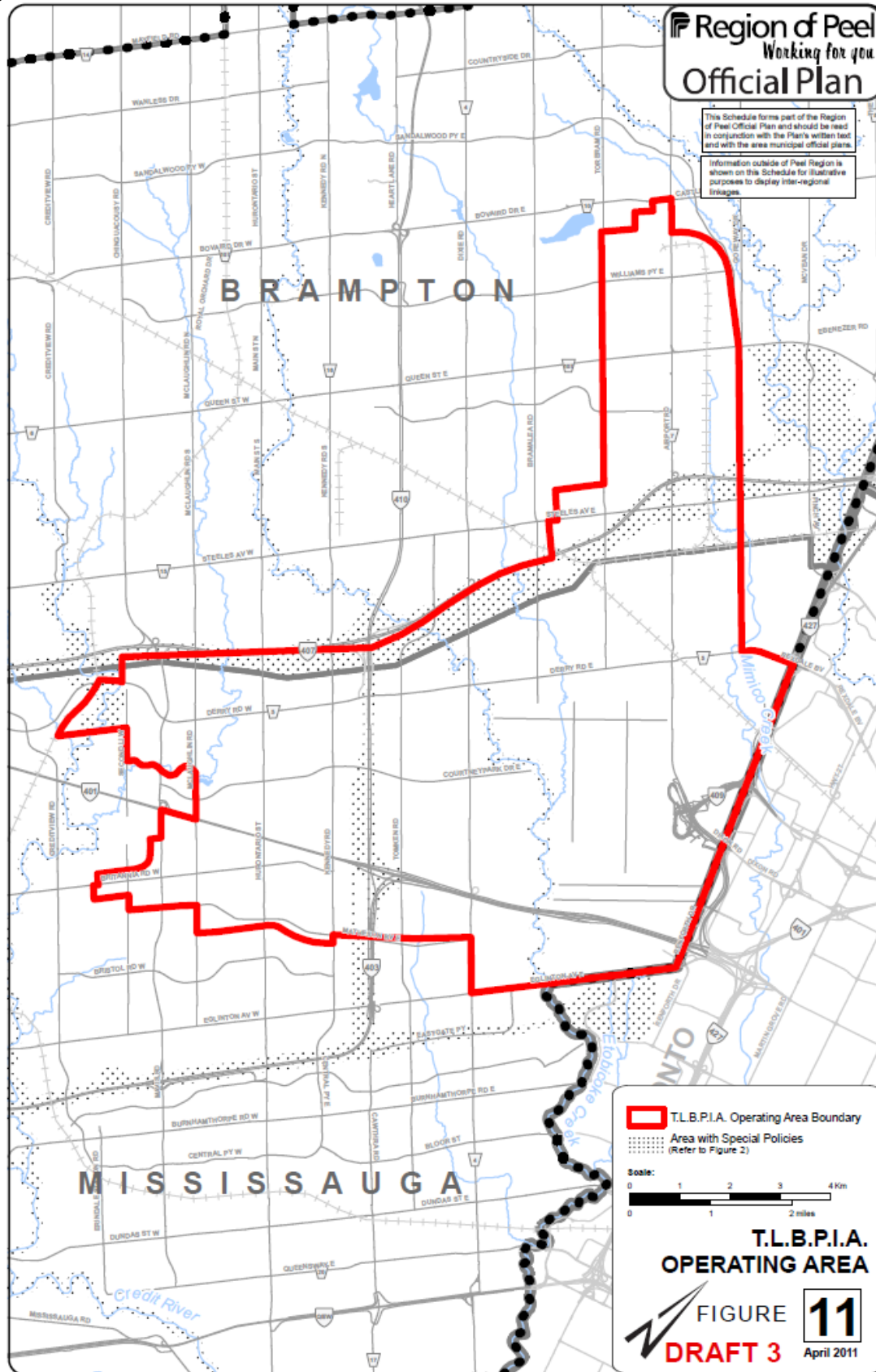












APPENDIX 3: SUMMARY OF COMMENTS

ROPA 26 Policy	Comments	Recommendation
Incentives to Intensification		
<p>7.6.2.25 Designate the entire or any part of <i>the region</i> as a Community Improvement Project Area and enact a Regional Community Improvement Plan, which may include incentive programs that provide grant based and/or reduced fee incentives to registered property owners within the Project Area.</p>	<p>Could the financial incentives include loan programs as these are not identified in the policies?</p>	
<p>2.4.4.2.6 Direct the area municipalities to obtain approvals from the Ministers of Natural Resources or Municipal Affairs and Housing prior to the following:</p> <ul style="list-style-type: none"> a) designation of a new <i>special policy area</i>; b) any change or modification to the site-specific policies of an existing <i>special policy area</i> that would have the effect of increasing <i>development</i> that is vulnerable to flooding; or c) any change or modification to the boundaries applying to an existing <i>special policy area</i>. <p>The designation of a new <i>special policy area</i> and any proposed revisions to the boundaries or policies of an existing <i>special policy area</i> shall be developed in accordance with all applicable provincial procedures and guidelines."</p>	<p>Clarification is sought regarding the specific approvals that are required from the Province for a change in use or density within a SPA. Would a change to a less intensive use or a smaller area being subject to flooding require this approval?</p>	
<p>Schedule E, Major Road Network (April 2011)</p>	<p>Schedule E, Major Road Network (April 2011)</p> <p>The 'Conceptual GTA West Corridor' has</p>	

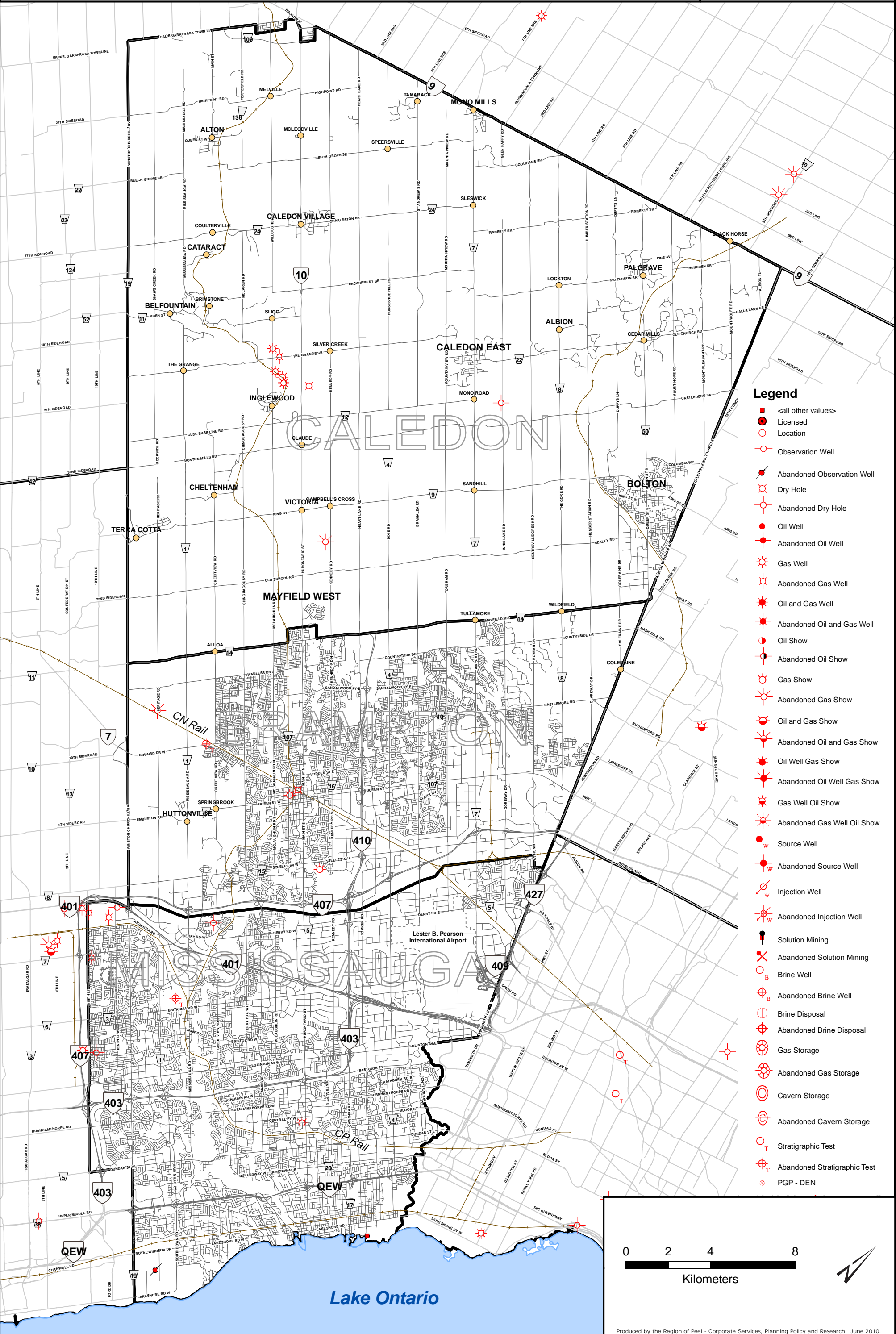
APPENDIX 3: SUMMARY OF COMMENTS

ROPA 26 Policy	Comments	Recommendation
	been revised to show a connection to the Highway 401/407 interchange. This should be identified on Schedule 5, Long Term Road Network.	
Schedule F, Regional Road Mid-Block Right-of-Way Requirements (April 2011)	Revisions to Regional Official Plan Schedules require amendments to Mississauga's Official Plan Schedules.	<p>Schedule F, Regional Road Mid-Block Right-of-Way Requirements (April 2011)</p> <p>Revised rights-of-way should be identified in Mississauga Official Plan Chapter 8, Create A Multi-Modal City, Table 8-1: Road Classification - Arterials and on Schedule 8, Designated Right-of-Way Widths as follows:</p> <ul style="list-style-type: none"> • Derry Road, between Tenth Line and Winston Churchill Boulevard, where the r-o-w transitions from 36 m to 45 m is at the intersection of Danton Promenade and Derry Road. The west limits of the 36 m r-o-w should be shown to the Highway 407 centreline. • Britannia Road, between Erin Mills Parkway and Queen Street, where the r-o-w transitions from 40 m to 36 m is approximately 280 m west of Queen Street. The west limits of the 36 m r-o-w should be shown to the Highway 407 centreline. • Winston Churchill Boulevard, between Royal Windsor Drive northerly, where the r-o-w transitions from 45 m to 36 m is at the intersection of Bromsgrove Road / Sheridan Garden Drive. • Winston Churchill Boulevard, between the

APPENDIX 3: SUMMARY OF COMMENTS

ROPA 26 Policy	Comments	Recommendation
		<p>QEW and Dundas Street, where the r-o-w transitions from 36 m to 45 m is at the intersection of North Sheridan Way / Upper Middle Road East.</p> <ul style="list-style-type: none"> • Cawthra Road, between Dundas Street and Bloor Street, where the r-o-w transitions from 45 m to 36 m is at the intersection of Cawthra Road and the service ramp connecting to/from Dundas Street (approximately 200 m north of Dundas Street).
	Is it the Region's intention to include an Active Transportation Route Network Schedule in the ROP to demonstrate its support for the development of an integrated regional active transportation network?	
	The Region's role with regard to monitoring and reporting on active transportation modal split should be articulated as a policy in ROPA 26.	
Schedule G	Schedule G of ROPA 26 includes "Future Mobility Hubs" in Northwest Brampton yet "Potential Mobility Hubs" on Schedule 6 of Mississauga Official Plan are not included. Schedule G should be amended to include potential mobility hubs in Mississauga and all of these hubs should be referred to as "Potential Mobility Hubs."	Schedule G can be supported with the suggested modification.

OIL AND GAS WELLS IN PEEL REGION



- Legend**
- <all other values>
 - Licensed
 - Location
 - Observation Well
 - Abandoned Observation Well
 - Dry Hole
 - Abandoned Dry Hole
 - Oil Well
 - Abandoned Oil Well
 - Gas Well
 - Abandoned Gas Well
 - Oil and Gas Well
 - Abandoned Oil and Gas Well
 - Oil Show
 - Abandoned Oil Show
 - Gas Show
 - Abandoned Gas Show
 - Oil and Gas Show
 - Abandoned Oil and Gas Show
 - Oil Well Gas Show
 - Abandoned Oil Well Gas Show
 - Gas Well Oil Show
 - Abandoned Gas Well Oil Show
 - Source Well
 - Abandoned Source Well
 - Injection Well
 - Abandoned Injection Well
 - Solution Mining
 - Abandoned Solution Mining
 - Brine Well
 - Abandoned Brine Well
 - Brine Disposal
 - Abandoned Brine Disposal
 - Gas Storage
 - Abandoned Gas Storage
 - Cavern Storage
 - Abandoned Cavern Storage
 - Stratigraphic Test
 - Abandoned Stratigraphic Test
 - PGP - DEN

