

# Region of Peel

## Regional Official Plan

### Regional Official Plan Amendment 26 -

Incentives for Intensification, Petroleum Resources, Human-made Hazards, Special Policy Areas, Compatible Active Recreation, Transportation

**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. On June 24, 2010, Council received a report detailing the 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.

Regional Official Plan Amendment 26 (ROPA 26) 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, natural hazards, compatible active recreation, and transportation 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.

The proposed amendment introduces seven new policies to facilitate the Region's participation in projects 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**

Section 2.4 of the Provincial Policy Statement (PPS), titled "Minerals and Petroleum" requires municipalities to protect petroleum resources from

development and activities that would hinder their expansion or continued use. 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.

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 policy which recognizes that there are no known mineral or petroleum resource operations in Peel Region and provides for protection of significant areas of petroleum potential, should they be identified in future, is proposed.

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

Section 3.2 of the PPS, titled “Human-made Hazards” contains policies requiring municipalities to address human-made hazards by including policies that direct development away from the hazards where there is an unacceptable risk to public health and safety. The PPS also requires municipalities 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.

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 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.

### **Special Policy Areas**

The PPS 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.

Amendments to section 2.4 Natural Hazards of the ROP are being proposed to include 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.

Regional staff held a half-day workshop on July 29, 2010 to provide information to interested stakeholders and discuss proposed 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.

The proposed policies will limit compatible active recreation uses within the Urban System. Only expansions to existing uses within Core valley and stream corridors that demonstrate there will be no negative effects to significant natural heritage features will be permitted. 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, further updates to schedules and figures are needed to support the transportation policies.

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. 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 is an update to the original LRTP prepared in 2005. The LRTP was conducted as a transportation master plan in accordance with the Municipal Class EA. Alternative solutions were identified and assessed and a preliminary preferred solution was recommended to mitigate the traffic congestion while minimizing adverse impacts to the environment, social, culture and economy. The preliminary preferred solution was presented to key stakeholders in a symposium and public members in three open houses in September 2011. The solution comprises identifying the number of road lanes required to mitigate the traffic congestion level expected until 2031, and 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), goods movement initiatives (e.g. improve the road network to ensure safe and efficient movement of truck traffic), and new studies including a road characterization study. .

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 2.3.2.17 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 2.3.2.17 is amended by adding the following to end of the second paragraph:

“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 is amended by deleting the section heading “2.4 Natural Hazards” and replace it with:

“2.4 Natural and Human-Made Hazards”

4. Section 2.4. is amended by adding the following new paragraph after the second paragraph in the introduction:

“Human-made hazards that may potentially be encountered in the Region of Peel include hazards associated with oil and gas wells, mineral aggregate operations and petroleum resource operations. Hazards occur when sites have not been properly rehabilitated.”

5. Chapter 2, section 2.4 is amended by adding a new section and sub-heading “2.4.2 General Policies” after policy 2.4.1.3 and by renumbering all

subsequent sections accordingly.

6. Chapter 2, section 2.4 is amended by adding the following new policies after the new section 2.4.2 General Policies sub-heading:

“It is the policy of the Regional Council to:

2.4.2.1 Direct the area municipalities, in consultation with the conservation authorities, to include policies consistent with the policies of this Plan, and mapping in their official plans in order to:

- a) identify flood plains, hazardous lands, hazardous sites and lands that are regulated under the *Conservation Authorities Act*;
- b) identify permitted uses and minimum setback standards; and
- c) regulate land uses within and adjacent to floodplains, hazardous lands, hazardous sites, human-made hazards and lands that are regulated under the *Conservation Authorities Act*.”

7. Chapter 2, renumbered section 2.4.3 titled Regulatory Shoreline, is amended to read “2.4.3 Lake Ontario Regulatory Shoreline”.

8. Chapter 2, renumbered section 2.4.3.2.3 is deleted and replaced with the following wording:

“2.4.3.2.3 *Support* the City of Mississauga, in conjunction with the conservation authorities, in prohibiting *development and site alterations* within the *regulatory flood standard* and/or erosion hazard limit of *the regulatory shorelines* unless all of the following can be demonstrated:

- a) the *flooding* and erosion hazards can safely be addressed;
- b) new or existing hazards are not created or aggravated;
- c) no adverse environmental effects will result;
- d) vehicles and people have a way of safely entering and exiting the area during times of *flooding* and erosion emergencies; and
- e) *development and site alterations* are carried out in accordance with *established standards and procedures*.”

9. Chapter 2, renumbered section 2.4.4 titled Ravine, Valley and Stream Corridors, is amended to read “2.4.4 Ravine, Valley, Stream Corridors and Erosion Hazards”.

10. Chapter 2, renumbered section 2.4.4.1 is amended by deleting the word “*flooding*”.
11. Chapter 2, renumbered section 2.4.4.2.2 is amended by deleting the words “one hundred year erosion limit” and replacing it with the “erosion hazard limit.”
12. Chapter 2, renumbered section 2.4.4.2.3 is amended by deleting the word “only consider” and replacing it with the word “prohibit” before the words “*development* and *site alterations*”. Section 2.4.4.2.3 is further amended by deleting the words “one hundred year”, and replacing it with “erosion hazard limit” and by deleting “consistent with provincial policy if” and by adding the words “unless all of the following have been met:”.
13. Chapter 2, renumbered section 2.4.4.2.3 d) is amended by deleting the words “flooding and”.
14. Chapter 2, renumbered section 2.4.4.2.5 is amended by adding the words “and erosion hazard areas” after “*valley and stream corridors*”.
15. Chapter 2, renumbered section 2.4.5.1 is deleted and replaced with the following:

“2.4.5.1 Objective

To prevent or minimize the risk to human life and property associated with *development* and *site alterations* which create new or aggravate existing Flood Plain management problems along flood susceptible riverine environments.”
16. Chapter 2, renumbered section 2.4.5.2 is amended by adding the following new section 2.4.5.2.1 and by re-numbering all subsequent sections accordingly:

“2.4.5.2.1 Support the area municipalities, in consultation with the conservation authorities, in directing *development* and *site alterations* to areas outside the regulatory floodplain”
17. Chapter 2, renumbered section 2.4.5.2.2 is amended by deleting renumbered section 2.4.5.2.2 in its entirety and by renumbering all subsequent section accordingly.
18. Chapter 2, renumbered section 2.4.5.2 is amended by adding the following new section 2.4.5.2.4 after the renumbered section 2.4.5.2.3, and renumbering all subsequent sections accordingly:

“2.4.5.2.4 Encourage the area municipalities in collaboration with the conservation authorities to comprehensively review areas of existing *development* that are flood vulnerable and to evaluate and implement flood remediation measures to decrease the level of risk as appropriate.

19. Chapter 2, renumbered section 2.4.5.2 is amended by adding the following new section 2.4.5.2.6 after the renumbered section 2.4.5.2.5, and renumbering all subsequent sections accordingly:

2.4.5.2.6 Recognize that maintaining an up to date policy framework and floodplain information 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*.

2.4.5.2.7 Direct the area municipalities to obtain approvals from the Ministers of Natural Resources and 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*; or
- c) any change or modification to the boundaries of 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.”

20. Chapter 2, renumbered section 2.4.6 is amended by adding the words “and Human-made” after the words “Other Natural”.

21. Chapter 2, renumbered section 2.4.6.1 is amended by adding the words “and human-made hazards” after the words “*natural hazards*”.

22. Chapter 2, renumbered section 2.4.6.2 is amended by deleting the policy in its entirety and replacing it with the following:

“2.4.6.2 Policy

It is the policy of Regional Council to:

2.4.6.2.1 Direct the area municipalities to include policies in their official plans which address other naturally occurring hazards, such as those created by topographic constraints.

2.4.6.2.2 Direct the area 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, in accordance with the objectives and policies in this Plan and provincial policy. This includes directing the area municipalities to ensure that measures to address and



mitigate known hazards are implemented and appropriate setbacks are applied to any proposed development in accordance with the regulations of the *Oil, Gas and Salt Resources Act*, through municipal planning documents.”

**C. Chapter 3: Resources**  
**Section 3.7 Energy Resources**

23. Chapter 3, Section 3.7.2 is amended by adding the following section after section 3.7.2.19:

**“Petroleum Resources**

There are no known mineral or petroleum resource operations in the Region of Peel. Nevertheless, underground petroleum resources may exist.

It is the policy of Regional Council to:

3.7.2.20 Protect significant areas of petroleum potential, petroleum resources, and petroleum resource operations, should these areas and operations be identified in the future, by prohibiting development and activities which would preclude or hinder access to the resource unless:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impacts are addressed.

3.7.2.21 Work jointly with the area municipalities and the Province to review and develop further policies related to petroleum resources consistent with provincial policy, including consultations with the public. The further review and development of policies related to petroleum resources will be undertaken when information or studies have identified significant areas of petroleum potential, petroleum resources, and petroleum resource operations in Peel.”

**D. Chapter 5: Regional Structure**  
**Section 5.9 The Transportation System in Peel**

24. Chapter 5, section 5.9.4 is amended by adding the following new sections after section 5.9.4.2.4 and renumbering all subsequent sections accordingly:

“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.”

25. Chapter 5, section 5.9.10.1.2 is amended by deleting the words “work towards” after the word “To” and replacing it with the words “encourage and *support*”; and by deleting the word “complete” after the words “development of a” and adding the phrase “, attractive, accessible” after the word “safe”.
26. Chapter 5, section 5.9.10.2.1 is amended by adding the words “the Province,” after the words “Work with”.
27. Chapter 5, section 5.9.10.2.1 a) is amended by deleting the word “comfortable” after the words “Provide safe,” and replacing it with the words “attractive and accessible”.
28. Chapter 5, section 5.9.10.2.2 is amended by adding the words “the Province,” after the words “Work with”.
29. Chapter 5, section 5.9.10.2.3 is amended by the deleting of the words “and efficient multi purpose trail network” and replacing it with the phrase “, attractive and accessible active transportation network”.
30. Chapter 5, section 5.9.10.2.6 is amended by adding the words “and other new initiatives” after the word “program”.
31. Chapter 5, section 5.9.10 is amended by adding the following new section:  

“5.9.10.2.8 Work with all levels of government, non-governmental community groups and the 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.”
32. List of Schedules is amended by deleting Schedule E, Major Road Network and replacing it with a new Schedule E.
33. List of Schedules is amended by deleting Schedule F, Regional Road Right-Of-Way Requirements and replacing it with a new Schedule F.
34. List of Schedules is amended by deleting Schedule G, Major Transit Corridors and replacing it with a new Schedule G.
35. List of Schedules is amended by deleting Schedule H, L.B.P.I.A Operating Area and replacing it with a new Schedule H.

- 36. List of Figures is amended by deleting Figure 6, Aircraft Noise Exposure Composite Contours and replacing it with a new Figure 6.
- 37. 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**

- 38. Chapter 7, section 7.6.2 is amended by adding the sub-heading “**Community Improvement Plans**” after section 7.6.2.23.
- 39. Chapter 7, section 7.6.2 is amended by adding the following new sections after 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 and support *affordable housing* in *intensification* areas.
- 7.6.2.33 Consider locating new Regional administration buildings, if feasible, in *intensification* areas.
- 7.6.2.34 Consider the financial implications to the Region including the impact on current and capital budgets when evaluating incentive programs to support or encourage intensification.”

### Section 7.7 Regional Road Widening

- 40. 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
- 41. 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*.”
  - 42. The Glossary definition of “Bicycle route” is deleted.













