

### New Region of Peel Official Plan – Provincial Modifications Table

Mod. No.	Policy No.	Original Policy	Provincially-Modified Policy	Implication(s)
1	2.6.13	Exempt new or expansions to buildings or structures for <i>agricultural uses, agriculture related uses or on-farm diversified uses</i> from the requirement of a hydrological or hydrogeological study where the total impervious surface does not exceed 10 percent of the lot if a minimum 30 metre <i>vegetation protection zone</i> is provided from a <i>key hydrologic feature</i> .	Exempt new or expansions to buildings or structures for <i>agricultural uses, agriculture related uses or on-farm diversified uses</i> from the requirement of a hydrological or hydrogeological study where the total impervious surface does not exceed 10 percent of the lot <b>in key hydrologic areas or on lands within 120 metres of a key hydrologic feature</b> if a minimum 30 metre <i>vegetation protection zone</i> is provided from <b>a the key hydrologic feature</b> .	Modifications make minor corrections to the environmental study exemptions for agricultural, agriculture-related, on farm diversified uses, and building or structures adjacent to key features in order to conform to the Growth Plan. The modifications clarify where the policy applies, consistent with the intent of policy. No implication.
2	2.7.13 h)	Storage of wastes described in clauses (p), (q), (r), (s), (t) or (u) of the definition of "hazardous waste", or in clause (d) of the definition of "liquid industrial waste" as large facilities such as landfills and transfer stations in Section 1 of Regulation 347 (General - Waste Management) R.R.O. made under the Environmental Protection Act.	Storage of wastes described in clauses (p), (q), (r), (s), (t) or (u) of the definition of "hazardous waste", or in clause (d) of the definition of "liquid industrial waste" <b>as at</b> large facilities such as landfills and transfer stations in Section 1 of Regulation 347 (General - Waste Management) R.R.O. made under the Environmental Protection Act.	Minor housekeeping modification. No implication.
3**	2.14.13	For the purposes of defining the Core Areas of the Greenlands System for mineral aggregate resource extraction uses within the Rural System, define Core Area <i>woodlands</i> as all <i>woodlands</i> that are a minimum of 30 hectares in size and exclude as Core Area <i>valley and stream corridors</i> all <i>valley and stream corridors</i> that have a drainage area of less than 125 hectares.	For the purposes of defining the Core Areas of the Greenlands System for mineral aggregate resource extraction uses within the Rural System <b>of the Greenbelt Plan</b> , define Core Area <i>woodlands</i> as all <i>woodlands</i> that are a minimum of 30 hectares in size and exclude as Core Area <i>valley and stream corridors</i> all <i>valley and stream corridors</i> that have a drainage area of less than 125 hectares, <b>subject to policy 4.3.2.10 of the Greenbelt Plan</b> .	The modification limits the area where the policy defining "Greenlands System Core woodlands" and "Core valley and stream corridors" applies for the purposes of mineral aggregate resource extraction uses. The definition is linked to a policy that prohibits new or expanding mineral aggregate extraction uses in the Core Areas of the Greenlands System. The modification will now limit the application of the definition of "Core Area woodlands" and "Core Area valley and stream corridor" within the Rural System to lands within the Greenbelt Plan.  Further clarification of the modification by the Province is being requested to confirm if the limitation is intended to apply to the entirety of the Greenbelt Area, which includes portions covered by the Greenbelt Plan, Oak Ridges Moraine Conservation Plan (ORMCP) and Niagara Escarpment Plan

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				(NEP), or just the Protected Countryside of the Greenbelt Plan.  The implications for the Regional Greenlands System are not significant as the majority of the significant deposits of mineral aggregate resources in Peel are located in the Greenbelt Plan, NEP and ORMCP areas. Both the NEP and ORMCP policies are very restrictive with respect to aggregate extraction uses.
4	3.7.15	Work <i>jointly</i> with the local municipalities and the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local low-carbon, renewable and alternative energy generation, where appropriate.	Work <i>jointly</i> with the local municipalities and the Province to investigate the need, feasibility, implications and suitable locations for solar, wind, and bio-energy projects and to promote local low-carbon, <del>renewable and alternative energy generation</del> <b>renewable and alternative energy systems and generation</b> , where appropriate.	Minor housekeeping modification to indicate "alternative and renewable energy systems" is a defined term in the Glossary and align terminology to provincial definitions. No implication.
5	5.3.3	Plan for <i>major facilities</i> and <i>sensitive land uses</i> to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of <i>major facilities</i> in accordance with the applicable provincial guidelines, standards and procedures.	Plan for <i>major facilities</i> and <i>sensitive land uses</i> to be appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, <b>in accordance with the PPS</b> , and to ensure the long-term operational and economic viability of <i>major facilities</i> in accordance with the applicable provincial guidelines, standards and procedures.	Minor clarification linking the policy to the Provincial Policy Statement (PPS). Intent of policy remains. No implication.
6	5.4.18.16	Direct the local municipalities to delineate and establish minimum density targets for <i>Strategic Growth Areas</i> which include Urban Growth Centres, intensification corridors, nodes/centres and <i>Major Transit Station Areas</i> .	Direct the local municipalities to delineate <del>and establish minimum density targets for</del> <i>Strategic Growth Areas</i> which include Urban Growth Centres, intensification corridors, nodes/centres and <i>Major Transit Station Areas</i> .	Minor implication. Major Transit Station Areas already have established minimum target density requirements; however, the local municipalities are now only encouraged to establish minimum densities to Urban Growth Centres Regional and local intensification corridors in addition to local nodes and centres.
7**	5.6.16	Encourage the local municipalities to develop employment and industrial uses near and adjacent to <i>major goods movement facilities and corridors</i> , including highways, rail facilities, airports, haul routes, and major truck terminals.	<del>Encourage</del> <b>Require</b> the local municipalities to <b>plan for and</b> develop employment and industrial uses near and adjacent to <i>major goods movement facilities and corridors</i> , including highways, rail facilities, airports, haul routes, and major truck terminals, <b>and use major facilities to serve as a transition buffer with sensitive uses</b> .	Staff are seeking clarification from MMAH regarding the use of major facilities as a transition buffer to sensitive uses.

Mod. No.	Policy No.	Original Policy	Provincially-Modified Policy	Implication(s)
8	5.6.17.9 e)	considers land use compatibility in accordance with the requirements of provincial standards, guidelines and procedures;	<del>considers</del> addresses land use compatibility, in accordance with the requirements of <b>PPS and</b> provincial standards, guidelines and procedures. <b>No sensitive land uses shall be permitted within Strategic Growth Areas, unless the PPS land use compatibility policies have been satisfied, including reviewing alternative locations;</b>	Policy modified to reference the PPS. Intent of policy remains. No implication.
9	5.6.19.10 a)	the minimum density for each <i>Major Transit Station Area</i> as prescribed on Table 5, maximum densities may also be established at the discretion of the local municipality;	the minimum density for each <i>Major Transit Station Area</i> as prescribed on Table 5, <del>maximum densities may also be established at the discretion of the local municipality;</del>	Policy modification does not prohibit local municipalities from establishing maximum densities in Major Transit Station Areas. Local municipalities must still meet the minimum density targets outlined in “Table 5: Minimum Densities of Major Transit Station Areas” of the RPOP.  The modification may have implications by increasing demands for additional servicing capacity.
10	5.6.19.10 e)	the minimum height for land uses within the <i>Major Transit Station Area</i> , maximum heights <i>may</i> be established at the discretion of the local municipality;	the minimum height for land uses within the <i>Major Transit Station Area</i> , <del>maximum heights may be established at the discretion of the local municipality;</del>	Policy modification does not prohibit local municipalities from establishing maximum heights in Major Transit Station Areas. Local municipalities must still meet the minimum density targets outlined in “Table 5: Minimum Densities of Major Transit Station Areas” of the RPOP.  The modification may have implications by increasing demands for additional servicing capacity.
11	5.6.19.10 h)	land use compatibility and the separation or mitigation of <i>sensitive land uses</i> in accordance with provincial guidelines, standards, and procedures;	land use compatibility and the separation or mitigation of <i>sensitive land uses</i> in accordance with <b>requirements of the PPS and</b> provincial guidelines, standards, and procedures. <b>This shall include an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;</b>	Policy modified to reference the PPS policy. Intent of policy remains. No implication.
12	5.6.19.10 n)	land use in <i>Major Transit Station Areas</i> that overlap with <i>Employment Areas</i> which are identified on Schedule E-4, and subject to Policy 5.8.36;	land use in <i>Major Transit Station Areas</i> that overlap with <i>Employment Areas</i> which are identified on Schedule E-4, <b>within an Area of Influence of major goods movement facilities and corridors</b> , and subject to Policy 5.8.36;	Policy now references “Area of Influence” to align with Land Use Compatibility Guidelines. No implication.

Appendix II  
 Provincial Decision on the New Region of Peel Official Plan  
 New Region of Peel Official Plan - Provincial Modifications Table



Public Works

Mod. No.	Policy No.	Original Policy	Provincially-Modified Policy	Implication(s)
13	5.6.19.10 p)	alternative development standards to support development within all <i>Major Transit Station Areas</i> , such as reduced parking standards.	alternative development standards to support development within all <i>Major Transit Station Areas</i> , such as reduced parking standards <b>and built forms</b> .	Minor policy modification further clarifying that alternative development standards are permitted within Major Transit Station Areas. Intent of policy remains. No implication.
14	5.6.19.18 i)	Addresses land use compatibility in accordance with the provincial guidelines and standards, and	<b>Avoids potential adverse effects to major facilities and sensitive land uses, and</b> addresses land use compatibility in accordance with the <b>PPS</b> , provincial <b>policies</b> , guidelines, <b>and standards, and procedures;</b> and	Policy modified to reference the PPS. Intent of policy remains. No implication.
15	5.6.20.14	The 2051 New Urban Area identifies new <i>Designated Greenfield Areas</i> to accommodate growth to 2051. The New Community Area include "Community Areas" for accommodating approximately 175,000 people and 19,000 supporting jobs as the focus for new residential communities and Employment Areas accommodating approximately 38,000 jobs as the focus for new clusters of business and economic activities.	The 2051 New Urban Area identifies new <i>Designated Greenfield Areas</i> to accommodate growth to 2051. The <del>New Community Area</del> <b>2051 New Urban Area will</b> include "Community Areas" for accommodating approximately 175,000 people and 19,000 supporting jobs as the focus for new residential communities and Employment Areas accommodating approximately 38,000 jobs as the focus for new clusters of business and economic activities.	Minor housekeeping modification. No implication.
16	5.7.18.9	Notwithstanding Policy 5.7.18.8, permit an expansion to the Caledon Village Settlement Area for '0' Charleston Side Road (legally known as Part Lot 15, Concession 1 West of Hurontario Street as in CA25689; Part Lot 15, Concession 1 West of Hurontario Street as in RO1026452, Town of Caledon) and 2785 Charleston Side Road (legally known as Part of Lot 15 Concession 1 West of Hurontario Street, formerly Township of Caledon as in CA25689 and RO1026452; Town of Caledon), without the need for a Region of Peel Official Plan Amendment, subject to the results of a local official plan amendment undertaken as part of a mineral aggregates rehabilitation plan in	This policy is deleted.	Policy was proposed to provide the option for the Town of Caledon to consider a modest settlement expansion to Caledon Village in keeping with the Growth Plan and Greenbelt Plan (i.e., up to a maximum size of 10 hectares (ha)) subject to further studies and a local official plan amendment. The policy was included in the RPOP to facilitate the rehabilitation of a depleted mineral aggregate extraction operation.  The deletion of the policy does not have implications for the Region's growth allocations to 2051. This was an area to be studied to confirm if the area would be suitable for development, but it was not required to accommodate 2051 growth. Growth allocations to the Rural System to 2051 can be accommodated in the existing rural settlement areas.



Public Works

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		accordance with provincial policy and the policies of this Plan including the rural settlement expansion requirements as outlined in the Greenbelt Plan and Growth Plan. Reports and studies supporting the local official plan amendment must demonstrate that the proposed expansion would not preclude or hinder the expansion or continued use of adjacent mineral aggregate operations or the establishment of new operations within adjacent High Potential Mineral Aggregate Resource Area and would not be incompatible for reasons of public health, public safety or environmental impact.		
<p><b>17</b></p>	<p>5.7.18.10</p>	<p>Notwithstanding Policy 5.7.18.8, permit an expansion to the Inglewood Settlement Area for the specific properties listed in this policy, without the need for a Region of Peel Official Plan Amendment, subject to the results of a local official plan amendment undertaken in accordance with provincial policy and the policies of this Plan including the rural settlement expansion requirements as outlined in the Greenbelt Plan and Growth Plan. Reports and studies supporting the local official plan amendment must demonstrate the tests of this Plan and provincial plans have been met. The properties this policy applies to are as follows:</p> <ul style="list-style-type: none"> <li>• 15344 Hurontario St (legally known as Part Lot 34, Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO908656,</li> </ul>	<p>This policy is deleted.</p>	<p>Lands were not required to accommodate growth to 2051. Policy allowed flexibility to include the specific properties into the Urban Area subject to meeting all policy requirements. No implication.</p>



Public Works

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		Town of Caledon) <ul style="list-style-type: none"> <li>• 2949 Olde Base Line Rd (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO1060998, Town of Caledon)</li> <li>• 15400 Hurontario St (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO709483, Town of Caledon)</li> <li>• 2939 Olde Base Line Rd (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO1073912, Town of Caledon)</li> <li>• 15352 Hurontario St (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO780618, Town of Caledon)</li> <li>• 15380 Hurontario St (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO581288, Town of Caledon)</li> <li>• 2973 Olde Base Line Rd (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO1128687,</li> </ul>		

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		Town of Caledon)		
18	5.7.18.11	Notwithstanding Policy 5.7.18.8, permit an expansion to the Palgrave Village Settlement Area for 8575 Patterson Sideroad (legally known as Part of Lot 25, Concession 6, formerly Township of Albion, Town of Caledon designated as Parts 1 and 2 on Plan 43R-5882), without the need for a Regional Official Plan Amendment, subject to approval of an amendment to the Oak Ridges Moraine Conservation Plan Land Use Designation Map in Ontario Regulation 140/02 by the Province and a local official plan amendment which demonstrates that: <ul style="list-style-type: none"> <li>a) the proposed expansion will be for the purpose of providing affordable housing or supportive housing, geared towards seniors; and</li> <li>b) the requirements for settlement expansion as outlined in the Oak Ridges Moraine Conservation Plan and Growth Plan have been met.</li> </ul>	This policy is deleted.	Lands were not required to accommodate growth to 2051. Policy allowed flexibility to include the site into the Palgrave Village Settlement Area subject to meeting all policy requirements. No implication.
19a	5.8.39 -> 5.8.40	Policy 5.8.39 is renumbered to Policy 5.8.40.	Policy 5.8.39 is renumbered to 5.8.40.	Minor housekeeping modification. No implication.
19b	5.8.39	N/A	A new policy is added as 5.8.39, which reads as follows:  <b>Retail, residential, commercial, and non-ancillary uses may be permitted on lands municipally known as 33 Pillsworth Road, Caledon, subject to the completion of a planning study that addresses the following to the satisfaction of the Region:</b> <ul style="list-style-type: none"> <li>a) Identify the area where residential uses would be permitted;</li> <li>b) Land use compatibility in accordance with</li> </ul>	Addition of a new policy to allow non-employment uses on the property located at 33 Pillsworth Road, Caledon, subject to the completion of a planning study that addresses certain criteria. Minor implication for employment land supply and servicing.

Mod. No.	Policy No.	Original Policy	Provincially-Modified Policy	Implication(s)
			<p>provincial standards, guidelines, and procedures;</p> <p>c) An overall net increase to the total jobs planned for the <i>Employment Area</i> within the delineated boundary;</p> <p>d) How the viability of adjacent <i>Employment Areas</i> will be protected from the impacts of <i>sensitive land uses</i>, including mitigation measures and at the direction of the local municipality; and</p> <p>e) The mix and ratio of jobs by type (e.g., office, manufacturing, institutional).</p> <p>Residential uses identified in accordance with the requirements of Policy 5.8.39 a) through e) to the satisfaction of the Region shall be removed from the <i>Employment Area</i> designation on Schedule E-4 without the requirement of an amendment to this Plan.</p>	
20	5.8.51.3	Direct the local municipalities to identify and protect Future Strategic <i>Employment Areas</i> in their local municipal official plans in accordance with Schedule E-4.	Direct the local municipalities to identify and protect Future Strategic <i>Employment Areas</i> in their local municipal official plans in accordance with Schedule E-4. <b>Future Strategic <i>Employment Areas</i> are not land use designations and confer no permitted uses.</b>	Already implied in the Future Strategic Employment Areas preamble. No implication.
21	5.8.51.6	<p>Recognize that as part of a regional <i>municipal comprehensive review</i> the lands around Sandhill were identified as having long-term potential to support employment uses as per the Future Strategic <i>Employment Area</i> on Schedule E-4.</p> <p>Notwithstanding Policy 5.8.51.5 and Growth Plan Policy 2.2.8.5.c and in keeping with the long term strategic intent of these lands for employment uses, permit expansion of the Sandhill <i>Rural Settlement Area</i> in the Rural System for interim dry</p>	<p>Recognize that as part of a regional <i>municipal comprehensive review</i> the lands around Sandhill were identified as having long-term potential to support employment uses as per the Future Strategic <i>Employment Area</i> on Schedule E-4.</p> <p><b>Notwithstanding Policy 5.8.51.5 and Growth Plan Policy 2.2.8.5.c and in keeping with the long term strategic intent of these lands for employment uses, permit expansion of the Sandhill <i>Rural Settlement Area</i> in the Rural System for interim dry industrial uses that do not require extension of municipal services or any significant new infrastructure in</b></p>	Policy was recommended to be included in the RPOP to permit the expansion of Sandhill for dry industrial uses in strategic locations within the Future Strategic Employment Area based on the results of an assessment undertaken by the Town of Caledon and in accordance with applicable policies of the Growth Plan. The policies would have permitted less than 40 ha settlement expansions to Sandhill to be considered subject to further assessment, justification, and studies. The policy responded to a number of submissions received during the Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review (MCR) addressing the demand for this type of use to be accommodated in the Town and specifically within the Future Strategic Employment Area identified along



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		<p>industrial uses that do not require extension of municipal services or any significant new <i>infrastructure</i> in strategic locations within the Future Strategic Employment Area based on the results of an assessment undertaken by the local municipality in consultation with the Region. The assessment will address the requirements of Policy 5.5.9 excluding those related to servicing, and other technical matters as may be determined by the Region and the Town including a demonstration of the need for additional land to be designated and the assessment of environmental, transportation, financial and agricultural impacts. If necessary, based on the results of the assessment, multiple expansions of the <i>Rural Settlement Area</i> may be permitted in accordance with Policy 5.5.9.a and Growth Plan Policy 2.2.8.6.</p>	<p><del>strategic locations within the Future Strategic Employment Area based on the results of an assessment undertaken by the local municipality in consultation with the Region. The assessment will address the requirements of Policy 5.5.9 excluding those related to servicing, and other technical matters as may be determined by the Region and the Town including a demonstration of the need for additional land to be designated and the assessment of environmental, transportation, financial and agricultural impacts. If necessary, based on the results of the assessment, multiple expansions of the Rural Settlement Area may be permitted in accordance with Policy 5.5.9.a and Growth Plan Policy 2.2.8.6.</del></p>	<p>Airport Road between King Street and Old School Road. The deletion of the policy will no longer permit settlement expansions of Sandhill, which is defined as a rural settlement area in the Growth Plan, in advance of an MCR in accordance with the Growth Plan and RPOP. Less than 40 ha settlement expansions may be permitted in advance of a MCR provided the settlement area is not a rural settlement.</p> <p>Policy 5.8.50 which permits dry industrial uses, such as truck parking on lands designated as an Employment Area within the 2051 New Urban Area was not modified by the Province. This policy would continue to permit dry industrial uses that do not require the extension of municipal services on an interim basis within the 2051 New Urban Area in advance of full municipal services being provided, subject to enabling local official plan policies. This policy would continue to provide direction to accommodate demand for this type of use in the Town of Caledon.</p>
22	5.1 (second paragraph)	<p>The transportation policies guide the development and strengthening of a regional network to accommodate current and projected travel demands of the people who live, work or travel within or through the Region. In light of a rapidly changing planning landscape, the policies draw from both provincial and regional Plans and studies such as, the Provincial Policy Statement, the Growth Plan, and the Long Range Transportation Plan, the Sustainable Transportation Strategy, the Vision Zero Road Safety Strategic Plan, and the Goods Movement Strategic Plan to foster increased resilience of the transportation system in Peel.</p>	<p>The transportation policies guide the development and strengthening of a regional network to accommodate current and projected travel demands of the people who live, work or travel within or through the Region. In light of a rapidly changing planning landscape, the policies draw from both provincial and regional Plans and studies such as, the Provincial Policy Statement, the Growth Plan, <b>Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (the GGH Transportation Plan)</b>, and the Long Range Transportation Plan, the Sustainable Transportation Strategy, the Vision Zero Road Safety Strategic Plan, and the Goods Movement Strategic Plan to foster increased resilience of the transportation system in Peel.</p>	<p>No implications to the inclusion of references to the policies from the Connecting the Greater Golden Horseshoe (the GGH Transportation Plan) as the intent of the policy framework as adopted and modified does not change the protection of Highway 413 corridor. A Place to Grow: Growth plan for the Greater Golden Horseshoe already protects for the highway and that is reflected in the RPOP policies.</p>

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23	5.10.34.32	Work with the Province, local municipalities, and other regions and municipalities in the Greater Golden Horseshoe to implement the <b>d</b> Metrolinx Regional Transportation Plan and contribute to future updates of the Regional Transportation Plan.	Work with the Province, local municipalities, and other regions and municipalities in the Greater Golden Horseshoe to implement the <b>GGH Transportation Plan and Metrolinx Regional Transportation Plan</b> and contribute to future updates of <b>both plans the Regional Transportation Plan.</b>	No implications to the inclusion of references to the policies from the Connecting the Greater Golden Horseshoe (the GGH Transportation Plan) as the intent of the policy framework as adopted and modified does not change the protection of Highway 413 corridor. A Place to Grow: Growth plan for the Greater Golden Horseshoe already protects for the highway and that is reflected in the RPOP policies.
24	5.10.35.4	Work with the Province and other GTA and Greater Golden Horseshoe municipalities in planning and implementing <i>freeway</i> and <i>higher order transit</i> improvements identified in the Growth Plan for the Greater Golden Horseshoe, and the Metrolinx Regional Transportation Plan.	Work with the Province and other GTA and Greater Golden Horseshoe municipalities in planning and implementing <i>freeway</i> and <i>higher order transit</i> improvements identified in the Growth Plan for the Greater Golden Horseshoe, <b>the GGH Transportation Plan</b> and the Metrolinx Regional Transportation Plan.	Added reference to the GGH Transportation Plan. No implication.
25	5.10.38.4	Work with the Province, local municipalities, adjacent municipalities, relevant agencies, and stakeholders to regularly update the Goods Movement Strategic Plan for Peel.	Work with the Province, local municipalities, adjacent municipalities, relevant agencies, and stakeholders to regularly update the Goods Movement Strategic Plan for Peel, <b>in accordance with the GGH Transportation Plan.</b>	Added reference to the GGH Transportation Plan. No implication.
26	5.10.38.6	Work with other orders of government and agencies to develop and implement a multi-modal goods movement transportation system for the <i>GTHA</i> , building on the strategic framework found in Schedule 6 of the Growth Plan.	Work with other orders of government and agencies to develop and implement a multi-modal goods movement transportation system for the <i>GTHA</i> , building on the strategic framework found in Schedule 6 of the Growth Plan, <b>and in accordance with the GGH Transportation Plan.</b>	Added reference to the GGH Transportation Plan. No implication.
27	5.10.38.8	<i>Support</i> a safe and efficient railway network by:  a) Evaluating, prioritizing and securing grade separation of railways and <i>major roads</i> , in cooperation with Transport Canada and the railways;-and b) Ensuring that noise, odour, vibration and safety issues are addressed for <i>development</i> adjacent to railway corridors and terminal facilities.	<i>Support</i> a safe and efficient railway network by:  a) Evaluating, prioritizing and securing grade separation of railways and <i>major roads</i> , in cooperation with Transport Canada and the railways;- <b>and</b> b) <b>Requiring that the planning and development of a sensitive land use near or adjacent to a major facility be developed in accordance with the PPS and provincial guidelines, standards and procedures; and</b> c) <del>b)</del> Ensuring that noise, odour, vibration and	Policy revision adds PPS compatibility requirements for major facilities or sensitive land uses. No implication.

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			safety issues are addressed for <i>development</i> adjacent to railway corridors and terminal facilities.	
<b>28a</b>	6.5.11	N/A	A new policy is added as 6.5.11, which reads as follows:  <b>In order to address potential cumulative impacts to existing private well supplies adjacent to areas undergoing development, the Region will require private well inspection, monitoring, and mitigation to be implemented as a condition of subdivision approval.</b>	Policy modification is consistent with the Region's practice of requiring private well monitoring and mitigation adjacent to areas undergoing development. No implication.
<b>28b</b>	6.5.11 -> 6.5.12	Policy 6.5.11 is renumbered to 6.5.12.	Policy 6.5.11 is renumbered to 6.5.12.	Minor housekeeping modification. No implication.
<b>29</b>	7.4.11.4	The third bullet point under the second paragraph of policy 7.4.11.4 is modified so that it reads:  The following list includes studies that may be required to evaluate an application to amend the Region of Peel Official Plan:  • agricultural impact study	The third bullet point under the second paragraph of policy 7.4.11.4 is modified so that it reads:  The following list includes studies that may be required to evaluate an application to amend the Region of Peel Official Plan:  • agricultural impact <del>study</del> <b>assessment</b>	Housekeeping clarification of the term agricultural impact assessment. No implication.
<b>30</b>	Schedule A-5*	Please refer to Schedule A-5.	"Schedule A-5 - Wellhead Protection Areas in Caledon (April 2022)" is deleted in its entirety and replaced with a new "Schedule A-5 - Wellhead Protection Areas in Caledon", attached hereto in Appendix A.	The modification to the wellhead protection areas mapping on Schedule A-5 reflects the recent approval by the Ministry of Environment, Conservation and Parks under the <i>Clean Water Act</i> to remove Inglewood Well #2, which was recently decommissioned.

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31	Schedule E-1*	Please refer to Schedule E-1.	"Schedule E-1 - Regional Structure (April 2022)" is modified by adding the lands shown in Appendices B and C, attached hereto, to the Regional Urban Boundary as Urban System lands.	<p>Significant implication. The Urban System is modified by adding approximately 246 ha of net developable land into the Regional Urban Boundary between the GTA West Corridor and Old School Road in the Town of Caledon. Within this 246 ha, 130 ha of the additional lands are Employment, and 116 ha of the additional lands are Community (residential and other population-related employment and services). Additionally, of the 4,400 ha of land adopted by Council, 76 ha were modified from Employment to Community. Having more land to accommodate the employment and population forecasts may affect the way growth is distributed in Caledon. Staff are assessing any impacts to infrastructure servicing, but the areas were looked at through the SABE study and did not present extensive challenges at that time.</p> <p>For consistency, a technical modification is required to Schedule E-1 to add the "2051 New Urban Area" hatching and policy layer, and the "Regional Urban Boundary" dotted line to these additional "Urban System" lands north of Old School Road, to ensure the corresponding policies of the RPOP apply.</p>
32	Schedule B-2*	Please refer to Schedule B-2.	"Schedule B-2 - Niagara Escarpment Plan Area (NEP) Land Use Designations (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.	Technical modification related to Modification 31 to reflect the changes to Schedule E-1 modifying the Urban System.
33	Schedule B-3*	Please refer to Schedule B-3.	"Schedule B-3 - Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use Designations (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.	Technical modification related to Modification 31 to reflect the changes to Schedule E-1 modifying the Urban System.
34	Schedule B-5*	Please refer to Schedule B-5.	"Schedule B-5 - Greenbelt Plan Area Land Use Designations (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.	Technical modification related to Modification 31 to reflect the changes to Schedule E-1 modifying the Urban System.
35	Schedule D-1*	Please refer to Schedule D-1.	"Schedule D-1 - Rural System (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.	Technical modification related to Modification 31 to reflect the changes to Schedule E-1 modifying the Urban System.

Mod. No.	Policy No.	Original Policy	Provincially-Modified Policy	Implication(s)
36	Schedule D-1*	Please refer to Schedule D-1.	"Schedule D-1 - Rural System (April 2022)" is further modified by removing the lands shown in Appendix D, attached hereto, from the Prime Agricultural Area and designating them as Rural Land.	<p>The modification removes two areas on Schedule D-1 Rural System map from the Prime Agricultural Area designation and redesignates them to Rural Land. The redesignations are located within the Greenbelt Plan Area along narrow valley corridors associated with the Etobicoke Creek and West Humber River Valleys. The valley corridors include Greenlands System features and areas as well as active farmland and existing non-farm uses (i.e., golf course uses). The lands are designated Protected Countryside in the Greenbelt Plan with a Natural Heritage System overlay.</p> <p>The Prime Agricultural Area was originally recommended and adopted on the basis of the Region's Agricultural System Mapping Methodology and refinement of the Province's Prime Agricultural Area in accordance with provincial implementation procedures. The redesignation to Rural Land will now permit a wider range of non-agricultural rural uses subject to the policies of the Greenbelt Plan and RPOP. Permitted uses may now include a range of resource-based commercial, tourism, institutional and recreational uses, such as trails, parks, and golf courses. Permitted uses would also be subject to the Greenbelt Plan's Natural Heritage System policies and the Regional and Town Official Plan policies for the Greenlands System. Normal farm practices, and a full range of agricultural uses, agriculture-related and on-farm diversified uses will continue to be supported and permitted in the Rural Lands designation in accordance with the Greenbelt Plan and RPOP policies.</p> <p>The change reduces the Prime Agricultural Area protection within the narrow Greenbelt valley corridors in Caledon's New Urban Area. This revision is not consequential to the planning for the Greenbelt valleys or adjacent New Urban Area; however, it does create an inconsistent approach to the designation of the Rural System as not all of the Greenbelt valleys were redesignated to Rural Land.</p>
37	Schedule E-	Please refer to Schedule E-2.	"Schedule E-2 - Strategic Growth Areas (April 2022)" is	Technical modification relates to Modification 31 to reflect the

Appendix II  
 Provincial Decision on the New Region of Peel Official Plan  
 New Region of Peel Official Plan - Provincial Modifications Table



Public Works

Mod. No.	Policy No.	Original Policy	Provincially-Modified Policy	Implication(s)
	2*		modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.	changes to Schedule E-1 modifying the Urban System and Regional Urban Boundary.  For consistency, a technical modification to Schedule E-2 is required to reflect Modification 42 that removed the KIT-5 (Heritage Heights GO) Major Transit Station Area stop.
38	Schedule E-3*	Please refer to Schedule E-3.	"Schedule E-3 - The Growth Plan Policy Areas in Peel (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.	Technical modification relates to Modification 31 to reflect the changes to Schedule E-1 modifying the Urban System and Regional Urban Boundary.
39	Schedule E-4*	Please refer to Schedule E-4.	"Schedule E-4 - Employment Areas (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary, by adding the lands shown in Appendices C and E, attached hereto, to the Employment Area designation.	The modification added Employment Area lands to the 2051 New Urban Area. For consistency, a technical modification is required to Schedule E-4 in relation to Modification 31.
40	Schedule E-4*	Please refer to Schedule E-4.	"Schedule E-4 - Employment Areas (April 2022)" is further modified by removing lands shown in Appendix F, attached hereto, from the Employment Area designation.	The modification removes Employment Area lands already in the 2051 New Urban Area and thus turns them into community area. For consistency, a technical modification is required to Schedule E-4 in relation to Modification 31.
41	Figure 5*	Please refer to Figure 5.	Figure 5 - Wellhead Protection Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (April 2022)" is deleted in its entirety and replaced with a new "Figure 5 - Wellhead Protection Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA)", attached hereto in Appendix G.	The modification to the wellhead protection areas mapping on Schedule A-5 reflects recent approvals issued by the Ministry of Environment, Conservation and Parks under the <i>Clean Water Act</i> that removed Inglewood Well #2, which was recently decommissioned.
42**	Schedule E-5*	Please refer to Schedule E-5.	Schedule E-5 Major - Transit Station Areas (April 2022)" is modified by deleting the KIT- 5 (Heritage Heights GO Station) stop location and radius.	Modification removing KIT-5 (Heritage Heights Go Station) Major Transit Station Area from Schedule E-5. No impact on population allocation as KIT-5 (Heritage Heights GO) was a Planned Major Transit Station Area. Modification may have implications on City of Brampton's draft Official Plan in regard to the Heritage Heights Secondary Plan area.  For consistency, technical modifications to Schedule E-2 and Figure 11 are also required to reflect removal of the KIT-5 (Heritage Heights GO) Major Transit Station Area stop.

Mod. No.	Policy No.	Original Policy	Provincially-Modified Policy	Implication(s)
43**	Table 5*	Please refer to Table 5.	Table 5 - Minimum Densities of Major Transit Station Areas" is modified by deleting the row KIT - 5 (Heritage Heights GO Station).	<p>Modification to reflect the removal of KIT-5 (Heritage Heights Go Station) Major Transit Station Area from Table 5 in RPOP Policy 5.6.19. No impact on growth allocation as KIT-5 (Heritage Heights GO) was a Planned Major Transit Station Area.</p> <p>For consistency, technical modifications to Schedule E-2 and Figure 11 are also required to reflect removal of the KIT-5 (Heritage Heights GO) Major Transit Station Area stop.</p>
44	Figure 11*	Footnote 2: 2) Mississauga has applied for Investing in Canada Infrastructure Program (ICIP) funding for this 7.2km section of the Dundas BRT.	Footnote 2: 2) Mississauga has <del>applied</del> <b>received</b> for Investing in Canada Infrastructure Program (ICIP) funding for this 7.2km section of the Dundas BRT.	<p>No implication. Minor wording revision on the application status change. A further housekeeping modification is recommended to remove the word "for":</p> <p>"2) Mississauga has <del>applied</del> <b>received for</b> Investing in Canada Infrastructure Program (ICIP) funding for this 7.2km section of the Dundas BRT."</p>

\*Refer to decision and appropriate schedule, table, or figure referenced.

\*\* Region seeking further clarification from MMAH.