

Region of Peel Official Plan Provincial Modifications Table – Province Winding Back Changes to Official Plan Modifications Review

Mod. No.	Policy No.	Original Policy (April 2022)	Provincially-Modified Policy (Nov 2022)	Staff Recommendation
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 in key hydrologic areas or on lands within 120 metres of a key hydrologic feature if a minimum 30 metre <i>vegetation protection zone</i> is provided from a the key hydrologic feature .	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022.
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" as at 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.	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022.
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 of the Greenbelt Plan , 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, subject to policy 4.3.2.10 of the Greenbelt Plan .	Support reverting to Peel adopted Official Plan. Bill 150 includes this modification.

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, renewable and alternative energy generation renewable and alternative energy systems and generation , where appropriate.	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022.
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, in accordance with the PPS , 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.	Support modification.
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 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> .	Support reverting to Peel adopted Official Plan.
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.	Encourage Require the local municipalities to plan for and 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, and major facilities, to serve as a transition buffer with sensitive uses.	Support reverting to Peel adopted Official Plan.

8	5.6.17.9 e)	considers land use compatibility in accordance with the requirements of provincial standards, guidelines and procedures;	considers addresses land use compatibility, in accordance with the requirements of PPS and provincial standards, guidelines and procedures. 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;	Support reverting to Peel adopted Official Plan.
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, maximum densities may also be established at the discretion of the local municipality;	Support reverting to Peel adopted Official Plan.
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> , maximum heights may be established at the discretion of the local municipality;	Support reverting to Peel adopted Official Plan.
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 requirements of the PPS and provincial guidelines, standards, and procedures. This shall include an assessment of the need for proposed sensitive land uses and alternative locations in the municipality;	Support reverting to Peel adopted Official Plan.
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, within an Area of Influence of major goods movement facilities and corridors , and subject to Policy 5.8.36;	Support reverting to Peel adopted Official Plan.

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 and built forms .	Support reverting to Peel adopted Official Plan.
14	5.6.19.18 i)	Addresses land use compatibility in accordance with the provincial guidelines and standards, and	Avoids potential adverse effects to major facilities and sensitive land uses, and Addresses land use compatibility in accordance with the PPS , provincial policies , guidelines, and standards, and procedures ; and	Support reverting to Peel adopted Official Plan.
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 New Community Area 2051 New Urban Area will 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.	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022.
16	5.7.18.9	Notwithstanding Policy 5.7.18.8, permit an expansion to the Caledon Village Settlement Area for 'O' 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	This policy is deleted.	Support reverting to Peel adopted Official Plan. This policy deletion is included in Bill 150.

		<p>a local official plan amendment undertaken as part of a mineral aggregates rehabilitation plan 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 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>		
17	5.7.18.10	<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</p>	This policy is deleted.	<p>Support reverting to Peel adopted Official Plan.</p> <p>This policy deletion is included in Bill 150.</p>

		<p>properties this policy applies to are as follows:</p> <ul style="list-style-type: none"> • 15344 Hurontario St (legally known as Part Lot 34, Concession 1 West of Hurontario Street, formerly Township of Chinguacousy as in RO908656, Town of Caledon) • 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) • 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) • 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) • 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) • 15380 Hurontario St (legally known as Part of Lot 34 Concession 1 West of Hurontario Street, formerly Township of 		
--	--	---	--	--

		<p>Chinguacousy as in RO581288, Town of Caledon)</p> <ul style="list-style-type: none"> • 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, Town of Caledon) 		
18	5.7.18.11	<p>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:</p> <ul style="list-style-type: none"> a) the proposed expansion will be for the purpose of providing affordable housing or supportive housing, geared towards seniors; and b) the requirements for settlement expansion as outlined in the Oak Ridges Moraine Conservation Plan and Growth Plan have been met. 	This policy is deleted.	<p>Support reverting to Peel adopted Official Plan.</p> <p>This policy deletion is included in Bill 150.</p>

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.	Support modification.
19b	5.8.39	N/A	<p>A new policy is added as 5.8.39, which reads as follows:</p> <p>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:</p> <ul style="list-style-type: none"> a) Identify the area where residential uses would be permitted; b) Land use compatibility in accordance with provincial standards, guidelines, and procedures; c) An overall net increase to the total jobs planned for the <i>Employment Area</i> within the delineated boundary; 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 e) The mix and ratio of jobs by type (e.g., office, manufacturing, institutional). <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</i></p>	<p>Support modification.</p> <p>This modification was recommended by Town staff and is now the basis for a component of the Bolton Secondary Plans Review, now underway.</p>

			Area designation on Schedule E-4 without the requirement of an amendment to this Plan.	
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. Future Strategic <i>Employment Areas</i> are not land use designations and confer no permitted uses.	Support reverting to Peel adopted Official Plan.
21	5.8.51.6	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. 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 <i>infrastructure</i> in strategic locations within the Future Strategic <i>Employment Area</i> 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	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. 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 <i>infrastructure</i> in strategic locations within the Future Strategic <i>Employment Area</i> 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	Support reverting to Peel adopted Official Plan. Bill 150 includes only the first paragraph of the policy.

		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.	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.	
22	5.1 (second paragraph)	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.	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, Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (the GGH Transportation 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.	Support modification.
23	5.10.34.32	Work with the Province, local municipalities, and other regions and municipalities in the Greater Golden Horseshoe to implement the 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 GGH Transportation Plan and Metrolinx Regional Transportation Plan and contribute to future updates of both plans the Regional Transportation Plan.	Support modification.

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, the GGH Transportation Plan and the Metrolinx Regional Transportation Plan.	Support modification.
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, in accordance with the GGH Transportation Plan.	Support modification.
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, and in accordance with the GGH Transportation Plan.	Support modification.
27	5.10.38.8	<p><i>Support</i> a safe and efficient railway network by:</p> <ul style="list-style-type: none"> 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. 	<p><i>Support</i> a safe and efficient railway network by:</p> <ul style="list-style-type: none"> a) Evaluating, prioritizing and securing grade separation of railways and <i>major roads</i>, in cooperation with Transport Canada and the railways; and 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 c) b) Ensuring that noise, odour, vibration and safety issues are addressed for <i>development</i> adjacent 	Support reverting to Peel adopted Official Plan.

			to railway corridors and terminal facilities.	
28a	6.5.11	N/A	A new policy is added as 6.5.11, which reads as follows: 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.	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022.
28b	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.	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022.
29	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 study assessment	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022.
30	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.	Support modification. Minor housekeeping amendment requested by Peel staff in July 2022. Bill 150 includes this modification.

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>Support modification.</p> <p>The modification to Schedule E-1 to add lands on the north side of Old School Road, between the future Highway 410 extension, west of Dixie Road, and the future Highway 413 at Centreville Creek Road, to the 2051 Urban Area, is consistent with Caledon's (Council endorsed) Growth Concept. See TR2 on attached map.</p> <p>Support reverting to Peel adopted Official Plan.</p> <p>The modification to add the property at 13285/13291 Airport Road, north of the future Highway 413 is not consistent with Caledon's Growth Concept. See NTR2 on attached map.</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.	See above response.
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.	See above response.
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.	See above response.

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 Band C to the Regional Urban Boundary.	See above response.
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.	Support reverting to Peel adopted Official Plan.
37	Schedule E-2*	Please refer to Schedule E-2.	"Schedule E-2 - Strategic Growth Areas (April 2022)" is modified to reflect the addition of lands shown in Appendices B and C to the Regional Urban Boundary.	See response to Mod #31.
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 Band C to the Regional Urban Boundary.	See above response.
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.	See above response.
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.	Support modification. See TR1 on attached map Support reverting to Peel adopted Official Plan. See NTR1 on attached map.
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	Support modification. Bill 150 includes this modification.

			Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA)", attached hereto in Appendix G.	
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.	N/A
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).	N/A
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 applied received for Investing in Canada Infrastructure Program (ICIP) funding for this 7.2km section of the Dundas BRT.	N/A

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