

PLANNING JUSTIFICATION REPORT – PART 2
PREPARED BY HEMSON FOR THE REGION OF PEEL

SETTLEMENT AREA BOUNDARY EXPANSION STUDY: FINAL CONCEPT MAP AND FISCAL IMPACT ANALYSIS

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CONTENTS

EXECUTIVE SUMMARY	1
1. BACKGROUND	2
A. Previous Planning Reports and Technical Studies Used to Establish Draft SABE Concept Map	2
B. Phase 2 Technical Studies Have Been Completed	9
C. Growth Scenarios Have Been Tested	11
D. SABE Planning for Rural Settlements	17
E. SABE Study Timeline and Consultation	17
2. PHASE 2 TECHNICAL STUDY FINDINGS: DRAFT SABE CONCEPT AREA	19
A. Phase 2 - Agricultural Impact Assessment (AIA)	19
B. Phase 2 - Transportation Infrastructure Costs	24
C. Phase 2 - Water & Wastewater Infrastructure Costs	26
3. NO GTA WEST SCENARIO	29
A. Approach to Revising SABE Boundaries Under no GTA West Scenario	29
B. Technical Studies of no GTA West Scenario	30
4. FISCAL IMPACT ANALYSIS	37
A. Growth Forecasts	37
B. Assessment Growth Under Each Scenario	40
C. Additional Infrastructure Capital Costs	41
D. Conclusions	44
5. RECOMMENDED SABE CONCEPTS	47
A. Land for SABE Includes ~3,000 ha for Community & ~1,400 ha for Employment	48
B. Proposed Employment Area Distribution	52
C. Proposed Community Area Distribution – Bolton	54
D. Proposed Community Area Distribution – Mayfield West	56
E. Final SABE Concept Map Under No GTA West Scenario	57
F. Final Recommended SABE Concepts With and Without Highway Conform to Growth Plan	59

APPENDIX A – MAPS SHOWING SABLE CONFIGURATION UNDER GROWTH SCENARIOS 1 - 4	63
APPENDIX B – SUMMARY OF FISCAL IMPACT ANALYSIS ASSESSMENT ASSUMPTIONS	68

EXECUTIVE SUMMARY

This report presents the final results of the Settlement Area Boundary Expansion (SABE) Study being undertaken as part of the Region of Peel’s municipal comprehensive review (MCR) or Official Plan review (Peel 2051). The main purpose of the study is to assess the appropriate location for new urban lands based on the findings of technical studies of a broad area in the southern part of the Town of Caledon.

The area covered by the technical studies—the Focus Study Area (FSA)—was identified in an earlier phase of the SABE process using evaluation criteria based on the current Provincial and Regional land use planning policy framework, the findings of an Evaluation Criteria Workshop held in November 2019, and natural environment constraint screening data prepared by Wood Environment & Infrastructure Solutions (the “Wood Team”).¹

The technical studies are integral to the SABE process and help inform policy development based on local conditions in the FSA. They ensure that decisions about a preferred SABE area are rooted in Provincial planning policy and are evidenced-based.

The first draft of a SABE concept map, which set out the preferred SABE area based on the initial technical study results, was released on 10 December 2020.² The SABE area shown in the map has since been subject to more detailed analysis of water, wastewater, and transportation infrastructure needs and an Agricultural Impact Assessment. A Fiscal Impact Analysis comparing different SABE growth scenarios was also undertaken. This report presents a final recommended SABE concept map based on this later technical work.

The report also discusses the implications of proceeding with a SABE in the absence of construction of the proposed GTA West 413 Highway, including the northerly extension of Highway 410. A separate SABE concept map under this scenario is included in this report.

Both final SABE concept maps present a significantly different pattern of settlement for Caledon in 2051 from what exists today. It shows how the SABE area builds on existing settlement areas and existing and planned infrastructure and the critical role the area plays in the Region’s comprehensive plan to accommodate 30 years’ of rapid growth in Peel.

¹ See Hemson Consulting, *Settlement Area Boundary Expansion Study Phase A: Focus Study Area*, February 2020, and *Settlement Area Boundary Expansion Study: Technical Studies Update*, June 2020.

² See Hemson Consulting, *Planning Justification Report, Settlement Area Boundary Expansion Study: Concept Map and Technical Study Findings*, December 10, 2020.

1. BACKGROUND

This report presents the final results of the Settlement Area Boundary Expansion (SABE) Study being undertaken as part of the Region of Peel's Official Plan review (Peel 2051). The main purpose of the SABE study is to assess the appropriate location for new urban lands based on the findings of technical studies of a broad area in the southern part of the Town of Caledon.

This introductory section of the report summarizes the planning analysis and technical studies that were undertaken to establish a draft SABE concept map released on December 10, 2020, as well as the technical work that has subsequently been completed to assess the feasibility of the draft SABE concept.

A. PREVIOUS PLANNING REPORTS AND TECHNICAL STUDIES USED TO ESTABLISH DRAFT SABE CONCEPT MAP

The Peel 2051 process is being completed in accordance with the requirements of the statutory planning framework in Ontario. Matters of provincial interest identified in section 2 of the *Planning Act*, including policies set out in the Provincial Policy Statement 2020 (PPS), have been applied throughout the process. All planning decisions in Ontario must be consistent with the PPS and official plans are the most important vehicle for implementing its policies.

Of particular importance to Peel 2051 is the provincial plan to manage growth in the Greater Golden Horseshoe (the Growth Plan).³ The Growth Plan includes detailed policies for settlement area boundary expansions and official plan reviews and Regional Council decisions made in respect of these matters must conform to these policies. It is a critical policy document in establishing the proposed SABE area in Peel.

Policy 2.2.8.3 of the Growth Plan requires that the feasibility and most appropriate location for the proposed SABE be identified based on the comprehensive application of all the policies in the Plan. A number of the policies require completion of specific types of technical background work including master plans, assessments, various studies or other research, and preparation of associated documents. In short, a thorough study of the land base is essential to achieving Growth Plan conformity when selecting an appropriate SABE area.

³ *A Place to Grow, Growth Plan for the Greater Golden Horseshoe*, 2019.

The Growth Plan provides municipalities with a degree of flexibility when undertaking technical studies. For example, multiple study requirements can be satisfied through a single study, provided the study requirements of each component as provided for in the Growth Plan is appropriately addressed. Moreover, Growth Plan conformity can be achieved by drawing on or updating existing studies provided that these studies achieve or exceed the same Growth Plan policy objectives. The Region and Town have undertaken a number of relevant studies in recent years: a Regional Long-Range Transportation Plan (2019); and studies completed through the Town of Caledon’s ongoing Official Plan review. The technical studies initiated under the SABE process have been coordinated with these other studies.

i. Focus Study Area (FSA)

The area covered by the technical studies—the Focus Study Area (FSA)—was identified in an earlier phase of the SABE process using evaluation criteria based on the current Provincial and Regional land use planning policy framework, the findings of an Evaluation Criteria Workshop held in November 2019, and natural environment constraint screening data prepared by Wood Environment & Infrastructure Solutions (the “Wood Team”).⁴ The FSA is shown in Map 1.

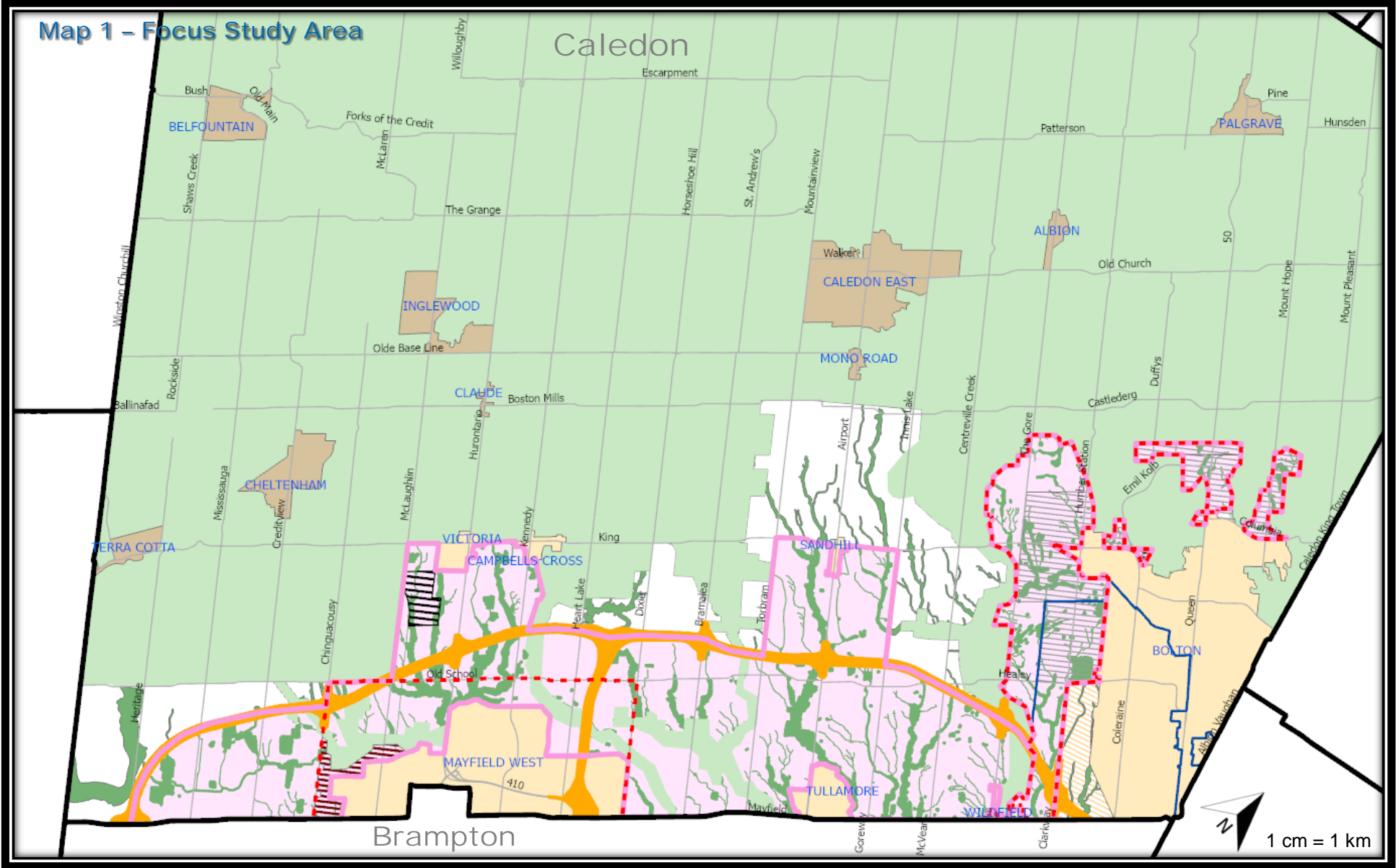
The FSA is large enough to allow for a number of SABE configurations that would exclude the Greenbelt Area and other natural environment high constraint areas identified by the Wood Team while representing logical extensions of existing settlement areas. The FSA also acknowledges areas that have already been studied and/or approved for development (per Regional Official Plan Policy 5.4.3.2.7) as well as major planned infrastructure such as the GTA West Corridor, a proposed highway and transit corridor that runs through southern Caledon.

A significant portion of the FSA includes an area designated as a Provincially Significant Employment Zone (PSEZ). The technical studies have considered the implications of the PSEZ in their analysis.

Many of the technical studies of the FSA were undertaken in two phases:

- In Phase 1, a preliminary assessment of the most suitable location for settlement expansion was undertaken.

⁴ See Hemson Consulting, *Settlement Area Boundary Expansion Study Phase A: Focus Study Area*, February 2020.



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study. For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

- (1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development
- (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton was under appeal at the time the FSA was established. The policy has since been changed with the subsequent approval of ROPA 30.



- A more detailed assessment of the physical character of the lands identified in the draft SABE concept map, as well as associated infrastructure needs and agricultural and financial impacts, was undertaken in Phase 2.

It is noted that all of the technical study work was undertaken at a Regional scale. As such, it is anticipated that more detailed analysis will be required when undertaking subsequent secondary plans and making decisions about small-scale land use designations and zoning, individual development proposals, and local infrastructure needs for any new urban lands that are approved.

ii. Phase 1 Technical Studies of FSA

The Phase 1 technical studies addressed provincial interests, as well as PPS, Growth Plan, and other Provincial plan policies that have a direct bearing on the SABE Study: transportation, public health, public facilities, cultural heritage, archaeology, employment and commercial opportunities, agricultural impact, climate change, natural environment, fiscal impact, and mineral aggregate resource impact. They were prepared by a range of technical experts under the overall coordination of Hemson and Regional staff.

PHASE 1 – TECHNICAL STUDY	RESPONSIBILITY
Opportunities for Climate Change Mitigation, Energy and Emissions Reductions	Laura Taylor Designs & Hemson
Archeological Assessment	ASI
Cultural Heritage Assessment	ASI
Mineral Aggregate Resource Impact	Planscape
Community Health Assessment	SvN & Hemson
Fiscal Impact	Hemson
Public Facilities	Monteith Brown & Hemson
Agricultural Impact Assessment (AIA)	Planscape
Employment & Commercial Opportunities	Cushman & Wakefield
Transportation Assessment	Paradigm
Water & Wastewater Assessment	Region of Peel
Environmental Screening & Scoped Subwatershed Study	Wood Team
Consultation Strategy	SvN

The Phase 1 technical studies analyzed the FSA according to prescribed methodologies or, where not prescribed, methodologies informed by the professional judgement of its authors. Some studies analyzed the FSA as a whole; others divided the FSA into conceptual “sub-areas” for evaluation purposes.

Although the structure of each study was tailored to its subject matter, each was generally organized/structured so that:

- the existing conditions of the FSA, including current land uses, were examined in detail;
- the forces influencing current and future land use in the FSA—whether they be associated with planning policy or real estate markets—were analyzed; and
- the principles on which decisions about the location and configuration of the potential SABE area were set out.

The Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study primarily addressed greenhouse gas emissions reduction and energy management in the FSA. However, the study is complemented by technical studies that address other aspects of climate change adaptation and mitigation, including: sustainable transportation (Transportation); walkability and transit access (Health Assessment Technical Study); food security, soils and indirectly carbon sequestration (AIA); infrastructure redesign and costs (Fiscal Impact); and management of flooding and extreme weather events (Scoped Subwatershed Study). The Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study is also closely integrated with technical background work being undertaken as part of the Climate Change Focus Area under Peel 2051.

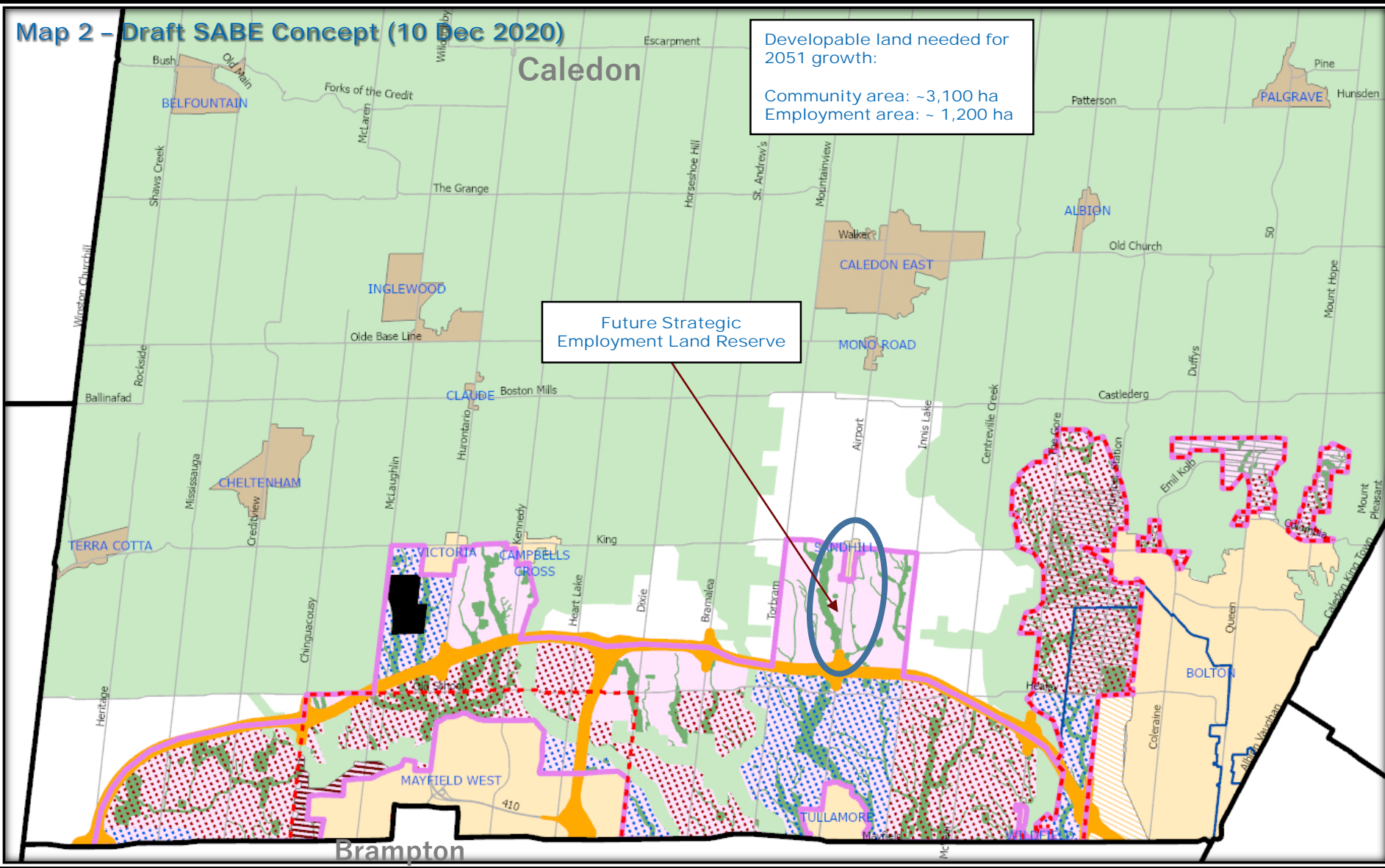
iii. Draft SABE Concept Map and Planning Justification Report

The first draft of a SABE concept map was released on 10 December 2020.⁵ The map presents the general layout of the preferred SABE area based on the Phase 1 technical study results and is shown as Map 2. A Planning Justification Report, summarizing the results of the technical studies of the FSA, together with a planning rationale for the preferred SABE area, accompanied the draft SABE concept map.

The size of the draft conceptual SABE was determined based on a preliminary analysis of the lands needed to accommodate the forecast growth in the SABE area. At the time, preliminary results showed that the SABE would need to accommodate additional population of 183,000 and additional employment of 67,700 by 2051. This translates into land needs of about 3,100 hectares to support Community Areas focussed around residential development and about 1,200 hectares to support Employment Areas. The total area of the FSA is approximately 8,100 hectares.

⁵ See Hemson Consulting, *Planning Justification Report, Settlement Area Boundary Expansion Study: Concept Map and Technical Study Findings*, December 10, 2020.
















Map 2 – Draft SABE Concept (10 Dec 2020)



Developable land needed for 2051 growth:
 Community area: ~3,100 ha
 Employment area: ~ 1,200 ha

Future Strategic Employment Land Reserve

FOCUS STUDY AREA (FSA) (2051)

-  FSA
-  Study Areas (ROP Policy 5.4.3.2.7)
-  GTA West Corridor (Technically Preferred Route)
-  Municipal Boundary
-  Settlement Areas (Outside Greenbelt)
-  Settlement Areas (Within Greenbelt)
-  Greenbelt Area (Protected Countryside (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS))
-  Natural Environment Takeouts
-  Bolton Residential Expansion Area (Adopted and Under Appeal)
-  Bolton Residential Expansion Area (Other Areas Studied)
-  Mayfield West (Phase 2 Stage 2 proposed by ROPA 34)
-  Provincially Significant Employment Zone
-  Brampton Caledon Airport
-  SABE Community Area
-  SABE Employment Area

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents a conceptual area for the SABE based on technical studies. For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

- Notes:**
- Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development.
 - ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
 - The ~4,300 ha SABE is based on a draft land needs assessment which is under review.



1 cm = 1 km

The land needs assessment (LNA) for the SABE has since been finalized. The final assessment is that the SABE area requires 3,000 hectares to support Community Areas and 1,400 hectares to support Employment Areas. More details about the final LNA are provided in Chapter 5.

iv. Engagement with Public Bodies and Private Interests

The results of the Phase 1 technical studies were shared with the Town of Caledon, the Region's key partner in the SABE process, as well as the Cities of Brampton and Mississauga, school boards, conservation authorities, and other public bodies.

Broader public consultation on the results was undertaken in September 2020 and August 2021. A detailed discussion of the consultation process, including a summary of the feedback received, is provided in the *Peel2041+ Regional Official Plan Review Settlement Area Boundary Expansion Technical Study Public Consultation Sessions Summary and Public Comments Response Table*, October 2020, by SVN Consultants.

The Region has also received more than 50 requests from private landowners to expand settlement area boundaries as part of the MCR. Details on the nature and location of these requests are available on the Region's SABE webpage.⁶

v. SABE Policies in Updated Regional Official Plan

Based in part on the Phase 1 and Phase 2 technical studies and SABE concept map included in this report, a set of draft Regional Official Plan policies for managing growth in the SABE area has been prepared and released for public consultation.

The draft policies are contained in a proposed new section of the Regional Official Plan called "2051 New Community Areas". Among other matters, the policies would ensure that comprehensive plans are implemented in accordance with the Region of Peel and Town of Caledon Official Plans through secondary plans and detailed block plans at the local level. The policies will also support the development of complete communities in a way that protects, restores or improves valuable resources, including natural heritage and water resource systems, agricultural, and aggregate resources. However, the draft policies require more detailed assessments of agricultural impacts to be undertaken in subsequent planning stages for the SABE to mitigate impacts and address compatibility along settlement boundaries.

⁶ <https://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Detailed subwatershed studies and planning for climate change adaptation and emissions reduction would be requirements of the secondary plan process within the SABE. The Region's Scoped Subwatershed Study undertaken as part of the SABE will provide a good starting point for these studies and will overlap with the first phases of subwatershed studies that will be required.

As well, the policies provide for the appropriate phasing and staging of development in order to preserve the financial well-being of the Region and its local municipalities and ensure the orderly development of safe and healthy communities.

B. PHASE 2 TECHNICAL STUDIES HAVE BEEN COMPLETED

The SABE area shown in the December 10 draft concept map has since been subject to more detailed analysis of water, wastewater, and transportation infrastructure needs, an Agricultural Impact Assessment, a Fiscal Impact Analysis, and a Scoped Sub-Watershed Study. This report presents a final recommended SABE concept map based on this Phase 2 technical work.

A summary of the results of the Phase 2 technical studies is provided in Chapter 2.

i. Phase 2 – Scoped Sub-Watershed Study

A key policy requirement and deliverable of the Scoped Subwatershed Study is the identification of a natural heritage system and water resource system with recommendations to protect, restore and enhance the diversity and connectivity of features and functions. Throughout the FSA a number of natural environmental features, notably valleylands, warrant varying degrees of protection from development under the PPS, Growth Plan and Regional Official Plan. Notable among the environmental features are “fingers” of the Greenbelt Area (or Greenbelt), where urbanization is effectively prohibited by provincial Greenbelt Plans in order to protect the agricultural land base and the ecological features and functions that occur within this landscape.

The Phase 1: Environmental Screening and Phase 2: Scoped Subwatershed Study (Scoped SWS) was undertaken on agricultural and rural lands in Caledon (referred to as the Initial Study Area and roughly corresponding to the FSA) and identified these natural environment and hazard constraints. The study used a hierarchical approach which assessed the constraints on development as informed by Provincial and Regional plans and policies. The constraints identified in the Phase 1 report were categorized as high, moderate and low based on various known features and policy provisions on the landscape and each of these categories is being confirmed or refined in Phase 2. Data from the Phase 1 study identified

initial natural environment constraints to development which were considered when delineating the FSA.

The more detailed Phase 2: Scoped SWS is a three-part study: an assessment of existing conditions and characterization; an impact assessment; and an implementation plan outlining recommendations, strategies and measures to address environmental planning and management requirements for the SABE, including providing water management recommendations and identifying a preliminary natural heritage system. The Scoped SWS provides a basis and foundation for more detailed SWS studies to be prepared prior to the preparation of secondary plans at the local level.

ii. Phase 2 – Infrastructure Studies

The Phase 1 studies of “hard” infrastructure requirements for the SABE—the transportation study and the water and wastewater assessment—involved a preliminary assessment of the most suitable location for settlement expansion based on the results of existing conditions in the FSA, available servicing capacity, planned major expansion, knowledge of high-level infrastructure cost impacts, and the provincial policy context.

The Phase 2 infrastructure studies for transportation and water/wastewater identify high-level solutions and associated costs that are required to servicing the five growth scenarios noted below in Section 1-C of this report.

iii. Phase 2 – Fiscal Impact Analysis

The Phase 2 Fiscal Impact Technical Study analyses the infrastructure capital costs and assessment growth of the SABE under different SABE growth scenarios with a view to comparing the fiscal impact of scenarios and, ultimately, preserving the financial well-being of the Region and its lower-tier municipalities.

iv. Phase 2 - Agricultural Impact Assessment (AIA)

Given the current pattern of settlement and land use within the FSA, a careful assessment of the effects of settlement area expansion on agricultural activities and the natural environment was an important element of the SABE technical studies.

The Phase 1 Agricultural Impact Assessment (AIA) involved an initial assessment of the FSA to identify areas that will have the least impact from an agricultural systems perspective. Phase 2 involves a detailed AIA of the draft conceptual SABE area(s).

C. GROWTH SCENARIOS HAVE BEEN TESTED

To the extent that the amount, type and location of residential development in the SABE area can be influenced by Regional planning policy, and can have a significant bearing on infrastructure costs, growth scenarios that test different residential intensification rates across the Region and housing densities within the designated greenfield areas (DGA) within the SABE area have been tested as part of the Phase 2 technical work (see Table 1 below).

- The **intensification rate** adopted by the Region will influence how much housing growth takes place, and how much corresponding Community Area is required in the SABE area to 2051.
- The **density of housing** in the DGA will also influence the land need for Community Area in the SABE area to 2051.

Residential property assessment differences across the SABE area have also been examined as part of the Phase 2 Fiscal Impact Analysis. As well, the effects of a lower density of jobs in Employment Areas has been tested for one of the growth scenarios.

The following growth scenarios are being tested as part of the analysis:

- **Scenario 0 – LNA Base Scenario:** This scenario reflects the distribution of Community Area and Employment Area set out in the SABE Concept Map released on December 10 last. The distribution is based on an assumed intensification rate of 55% and a DGA density of 65 persons and jobs per hectare in the SABE area.
- **Scenario 1 – Updated LNA Base Scenario:** This scenario updates the amount and configuration of SABE lands in the 0 – LNA Base Scenario based on the final LNA. The assumed intensification rate of 55% and DGA density of 65 persons and jobs per hectare remains the same as the 0 – LNA Base Scenario. An additional ~200 hectares of Employment Area have been added to the SABE area, mostly north of the GTA West Highway Corridor just south of the hamlet of Sandhill.⁷ As well, Community Area north-west of Mayfield West has been reconfigured in part to accommodate this additional Employment Area and to recognize recent approvals of ROPA 30 and ROPA 34 settlement areas.

⁷ The increased Employment Area land need arises from Employment Area reductions in Brampton: in the Heritage Heights Secondary Plan area; and in constrained lands around the Maple Lodge facility.

- **Scenario 2 – Higher DGA Density:** This scenario is the same as the 1 – Updated LNA Base Scenario except that the housing density in the DGA has been increased from 65 persons and jobs per hectare to 75 persons and jobs per hectare. This reduces the overall Community Area land need to 2051. Community Area has been removed from the SABE area south of the GTA West Corridor and north-east of Mayfield West.
- **Scenario 3 – Lower DGA Density:** This scenario is exactly the same as the 1 – Updated LNA Base Scenario except that the housing density in the DGA has been reduced from 65 persons and jobs per hectare to 55 persons and jobs per hectare. This increases the overall Community Area land need to 2051. Community Area has been added to areas north of the GTA West Corridor between Highway 10 and Airport Road and in the Bolton “fingers”.
- **Scenario 4 – Minimum Intensification:** This scenario modifies the 1 – LNA Base Scenario—Updated in two ways:
 - the intensification rate has been reduced from 55% to 50%. This results in a shift in population growth to Caledon from other parts of Peel. It also results in a similar shift in population-related employment to Caledon. There is a corresponding increase in the overall Community Area land need to 2051; indeed, of all the scenarios this scenario requires the most SABE area. Community Area has been added to areas north of the GTA West Highway Corridor between Highway 10 and Airport Road as well as north and west of the GTA West Highway Corridor west of Chinguacousy Road.
 - An additional 200 hectares of employment land has been added to the SABE area in order to test the impact of a more extensive employment land base. This assumption is based on the amount of employment in Caledon remaining the same as Scenarios 1-3; only the density of jobs on employment land has been changed (i.e. reduced). Employment Area has been added north of the GTA West Highway Corridor around Sandhill and around the intersection of the Highway Corridor with the extension of Highway 410.

i. **Scenario 5 – No GTA West Scenario**

Consistent with Provincial policies and plans, as well as the Region’s own Long-Range Transportation Plan, the draft SABE concept released on 10 December 2020 was predicated on the construction of the GTA West 413 Highway within a Provincially defined highway corridor by 2031. However, in April 2021 Regional Council passed resolutions 2021-291,

2021-292, 2021-293 and 2021-294 which, amongst other things, express “Strong opposition in principle to construction of any transportation corridor traversing the Region of Peel, but specifically the currently proposed GTA West 413 highway and Transmission corridor...”.

In order to respond to these resolutions, a separate SABE growth scenario was prepared based on revised technical studies and assuming that construction of the GTA West Highway, including the northerly extension of Highway 410, does not proceed. The “No GTA West Scenario” reflects the same assumptions as Scenario 1, the Updated Base Case, absent the GTA West Highway. The approach to the No GTA West Scenario SABE concept and its technical study results are set out in Chapter 3 below. Chapter 4 sets out the associated financial impacts and Chapter 5 provides the planning rationale for a No GTA West Scenario SABE concept map.

Scenario	Intensification Rate	DGA Density (persons and jobs per ha)
0 – LNA Base Scenario	55%	65
1 – Updated LNA Base Scenario	55%	65
2 – Higher DGA Density	55%	75
3 – Lower DGA Density	55%	55
4 – Minimum Intensification	50%	65
5 – No GTA West	55%	65

ii. Population and Employment Forecasts

Population and employment forecasts by small geographic unit (SGU) for the years 2021, 2031, 2041, and 2051 have been developed for each growth scenario. A summary of the forecasts by scenario and municipality for the years 2041 and 2051 is provided in Table 2. Detailed maps setting out the local distribution of population and employment by SGU are provided in Appendix A.

Table 2 – Summary of Growth Scenario Forecasts

Scenario	Type	Municipality	Year	Total
0 – Base Scenario (LNA)	Population	Caledon	2041	203,000
			2051	300,000
		Brampton	2041	930,000
			2051	984,000
		Mississauga	2041	916,000
			2051	995,000
		Peel (Total)	2041	2,049,000
			2051	2,279,000
	Employment	Caledon	2041	81,000
			2051	125,000
		Brampton	2041	314,000
			2051	353,000
		Mississauga	2041	563,000
			2051	590,000
Peel (Total)		2041	958,000	
		2051	1,069,000	
1 – Updated Base Scenario (LNA)	Population	Caledon	2041	203,000
			2051	300,000
		Brampton	2041	931,000
			2051	985,000
		Mississauga	2041	917,000
			2051	995,000
		Peel (Total)	2041	2,050,000
			2051	2,280,000
	Employment	Caledon	2041	83,000
			2051	126,000
		Brampton	2041	315,000
			2051	356,000
		Mississauga	2041	562,000
			2051	590,000
Peel (Total)		2041	960,000	
		2051	1,071,000	

Table 2 – Summary of Growth Scenario Forecasts

Scenario	Type	Municipality	Year	Total
2 – Higher DGA Density	Population	Caledon	2041	203,000
			2051	300,000
		Brampton	2041	931,000
			2051	985,000
		Mississauga	2041	917,000
			2051	995,000
		Peel (Total)	2041	2,050,000
			2051	2,280,000
	Employment	Caledon	2041	83,000
			2051	125,000
		Brampton	2041	315,000
			2051	356,000
		Mississauga	2041	562,000
			2051	590,000
Peel (Total)		2041	960,000	
		2051	1,071,000	
3 – Lower DGA Density	Population	Caledon	2041	203,000
			2051	300,000
		Brampton	2041	931,000
			2051	985,000
		Mississauga	2041	917,000
			2051	995,000
		Peel (Total)	2041	2,050,000
			2051	2,280,000
	Employment	Caledon	2041	83,000
			2051	126,000
		Brampton	2041	315,000
			2051	356,000
		Mississauga	2041	562,000
			2051	590,000
Peel (Total)		2041	960,000	
		2051	1,072,000	

Scenario	Type	Municipality	Year	Total
4 – Minimum Intensification	Population	Caledon	2041	237,000
			2051	360,000
		Brampton	2041	920,000
			2051	960,000
		Mississauga	2041	893,000
			2051	960,000
		Peel (Total)	2041	2,050,000
			2051	2,280,000
	Employment	Caledon	2041	86,000
			2051	131,000
		Brampton	2041	313,000
			2051	355,000
		Mississauga	2041	560,000
			2051	586,000
		Peel (Total)	2041	959,000
			2051	1,073,000

It is noted that:

- 2041 forecasts for all municipalities under all scenarios differ from forecasts prepared for recent infrastructure plans (for water, wastewater, and transportation) and the Region’s 2020 *Development Charges Background Study*.
- The 4 – Minimum Intensification scenario shifts population growth from Mississauga (35,000 people) and Brampton (25,000 people) to Caledon as a result of a lower Regional intensification rate to 2051. Less intensification also results in slightly more population-related employment in Caledon over the period. However, the higher population-related employment contributes only to an increase in need for Community Area.

iii. Land Needs for Each Growth Scenario

The land needs associated with each growth scenario are set out in Table 3 and shown in the maps in Appendix A.

Scenario	Community Area (ha)	Employment Area (ha)
0 – LNA Base Scenario	3,100	1,200
1 – Updated LNA Base Scenario	3,000	1,400
2 – Higher DGA Density	2,500	1,400
3 – Lower DGA Density	3,200	1,400
4 – Minimum Intensification	4,200	1,600
5 – No GTA West	3,000	1,400

D. SABE PLANNING FOR RURAL SETTLEMENTS

The extent to which rural settlements outside the FSA are suitable for expansion is addressed through a separate technical study. This study assesses the growth potential of rural settlements in the context of provincial and municipal planning policy, the demand for housing and non-residential development, the supply of vacant land, and the capacity of infrastructure to support growth. Overall, the study concludes that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051. Moreover, with the exception of two properties that may be considered for expansion in the future subject to further analysis, there is little justification for expanding settlement area boundaries in the Greenbelt Area at this time.⁸

E. SABE STUDY TIMELINE AND CONSULTATION

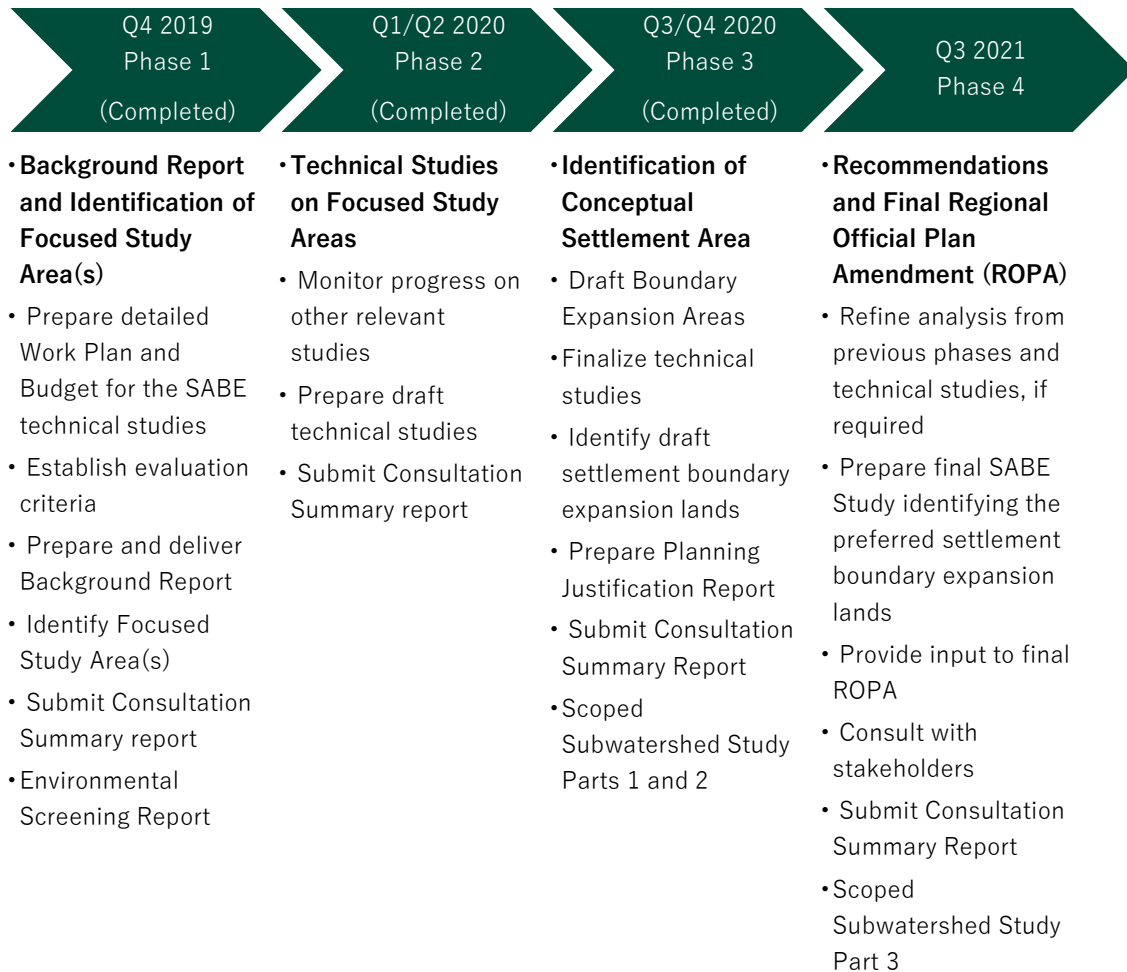
The SABE Study was being undertaken in four phases, which are summarized in the schematic below.

- Phase 1 provided background on the SABE process and identified the FSA, the area which serves as the basis for the technical studies.
- The draft technical studies, including related public consultation, were undertaken during Phase 2. A detailed discussion of the consultation process, including a summary of the feedback received, is provided in the *Peel 2041+ Regional Official Plan Review*

⁸ See Hemson Consulting, *Region of Peel Settlement Area Boundary Expansion: Rural Settlements Final Report and Recommendations*, August 6, 2021.

Settlement Area Boundary Expansion Technical Study Public Consultation Sessions Summary and Public Comments Response Table, October 2020, by SVN Consultants.

- In Phase 3, a draft and conceptual SABE Area was identified within the FSA based on the first phase technical studies results.
- Final SABE recommendations, as well as an associated Regional Official Plan Amendment, have been prepared in Phase 4.



At the conclusion of the process, the SABE technical studies will be submitted to the Province (the approval authority) along with the Peel 2051 Official Plan Amendment.

2. PHASE 2 TECHNICAL STUDY FINDINGS: DRAFT SABE CONCEPT AREA

A brief overview of each Phase 2 technical study, including the main purpose, study approach, policy context, and preliminary principles and conclusions about the location and configuration of the draft SABE concept area released on 10 December 2020 is provided in this section.

A. PHASE 2 - AGRICULTURAL IMPACT ASSESSMENT (AIA)

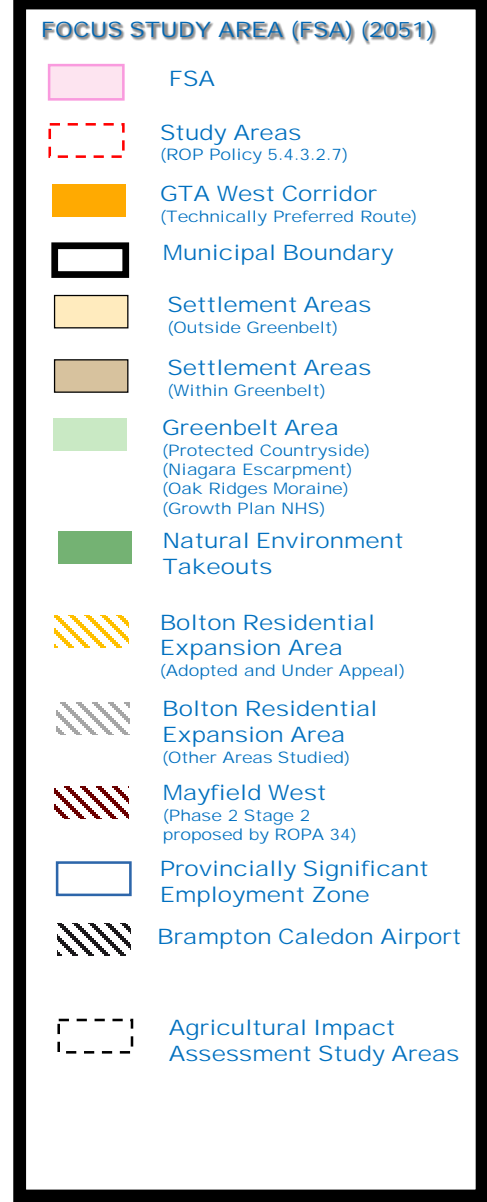
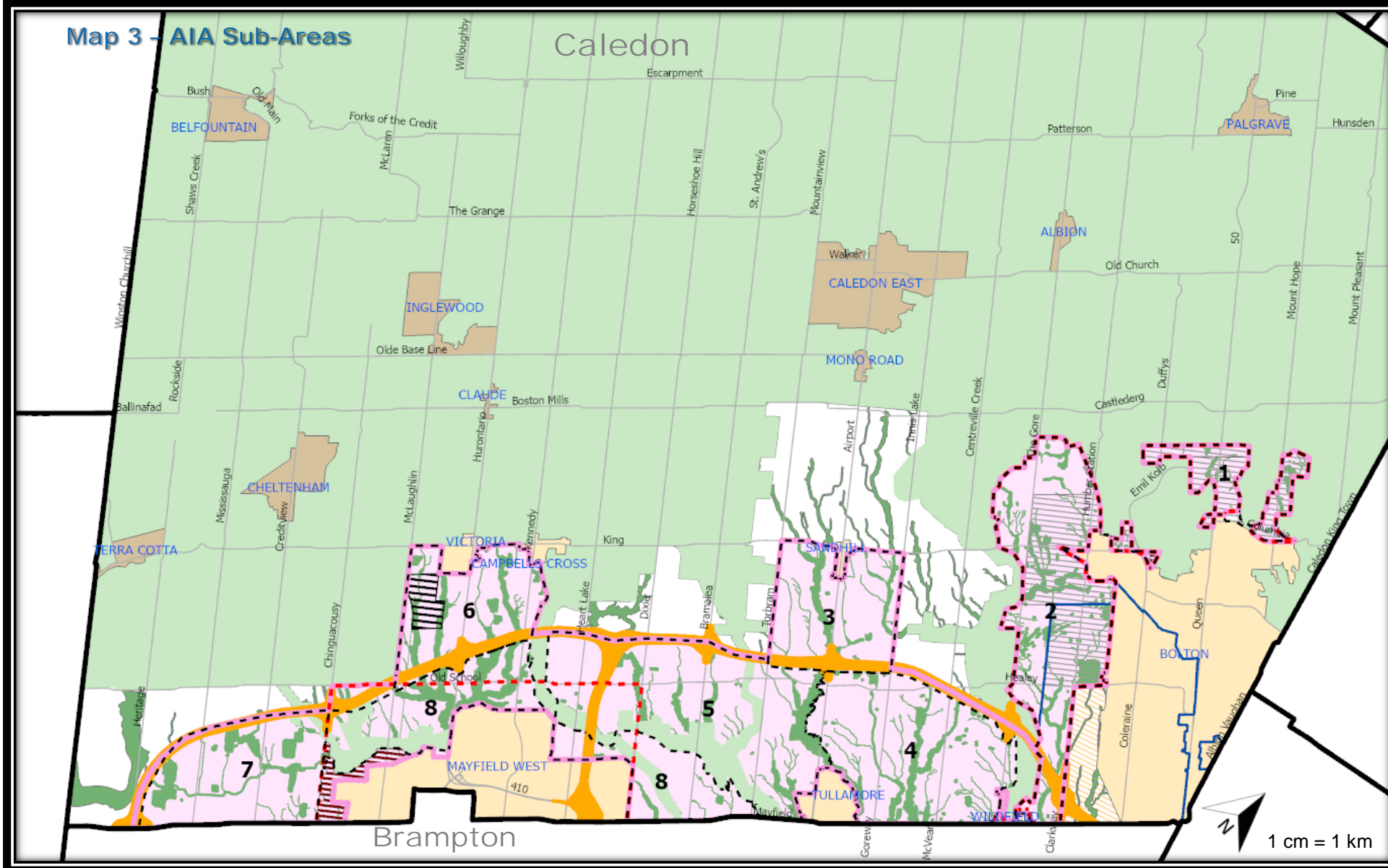
Purpose: The focus of this report is how to manage the impact of the preliminary conceptual SABE being re-designated to accommodate urban development. Given the 30-year time frame over which growth will occur, the progression of development in the SABE will be phased. Although it is acknowledged that the designation of a future growth area will ultimately remove land from the agricultural designation, phasing and timelines for development can assist in maximizing ongoing agricultural production in the interim. Consideration of appropriate phasing and sequencing of development will be addressed with respect to this phasing.

Study Area: The study area comprises: a Primary Study Area, covering the preliminary conceptual SABE area and additional SABE employment and community areas tested under the growth scenarios (see Appendix A); and a Secondary Study Area, incorporation a 1.5 km buffer zone around the Primary Study Area.

i. Study Approach

For continuity, the eight sub-areas (assessment units) established in the Phase 1 AIA are maintained for the Phase 2 AIA evaluation (see Map 3). The eight areas have been expanded where necessary to include the Secondary Study Area. The Primary Study Area is labeled as A and the Secondary Study Area as B on all mapping. The methodology used to assess the proposed SABE from an agricultural perspective was based on the following steps:

- Confirmation of the primary study area (the FSA with particular focus on the SABE) and identification of the secondary study area within 1.5 km of the primary study boundary
- Background data collection and review



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study. For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:
 (1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development
 (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.



- Land use survey, based on based on drive-by site inspections, zoning information, parcel data and consultation with local residents
- Consultations with local farmers and farm organizations
- Windshield surveys
- Aerial photo interpretation
- Identification of properties subject to MDS formulae application within the Primary Study Area and Secondary Study Area
- Confirmation of criteria for refining potential locations for urban expansion
- Locational analysis based on identified criteria
- Confirmation of proposed and potential expansion areas

ii. Policy Context

The policy analysis completed in the Phase 1 AIA remains the context for the Phase 2 AIA. This detailed analysis is summarized in Section 2 of the Phase 1 AIA.

iii. Assessment Process

Three elements were addressed as part of the assessment process:

1. Management and mitigation of impacts on farming operations as development progresses in the Primary Study Area.
2. Management and mitigation of impact on farming operations in the Secondary Study Area with particular focus on the interface between the SABE and the rural area.
3. A description and assessment of the net impact on the agricultural system addressing the agricultural land base, agri-food system and connectivity of the system.

iv. Conclusions and Recommendations

Assessment	Conclusions and Recommendations
Primary Study Area	Conceptual SABE represents reasonable option for managing the impact on the Regional Prime Agricultural Area (PAA). If additional or alternative lands are considered for SABE, the area along Airport Road and additional lands associated with sub-area 6 or the eastern portion of sub-area 1 would have the least impact on the PAA.

Assessment	Conclusions and Recommendations
	<p>Implement policies to: use natural and man-made buffers for defining designated areas; address buffers, separation, and implementation of MDS requirements; and avoid isolating agricultural lands by maintaining an agricultural “system” that is linked and continuous.</p> <p>Sequence and phase development in response to MDS analyses and to provide certainty amongst farmers who may wish to work the land in the interim.</p> <p>Require detailed AIAs and updated MDS analysis for secondary plans to address detailed land use and mitigation and management of impacts on agricultural areas. Use natural features, recreational facilities, greenspace and infrastructure corridors to ensure adequate buffering and separation.</p>
Secondary Study Area	<p>Implement edge planning “best practises” to protect the integrity of the agricultural area and the right to farm.</p> <p>Minimize the length of the direct urban/rural interface and implement significant and effective buffers between urban and rural uses.</p> <p>Establish the boundary between Primary and Secondary Study Areas based on an understanding of farm layouts and a focus on protecting integrity of farm operations.</p> <p>The onus for addressing impacts must be shared between rural and urban. New non rural residents in proximity to agriculture must be aware of and accepting of normal farm practises. Developers must use best practises to reduce the impact of their work on farm operations.</p> <p>The provisions of the <i>Food and Farming Protection Act</i> should be addressed through best practises.</p> <p>Within the Secondary Study Area, municipal infrastructure must address the needs of agriculture by supporting high speed broadband, access to natural gas and appropriate electrical facilities, and roads conducive to moving farm equipment and services to service the farm sector.</p>

Assessment	Conclusions and Recommendations
<p>Agricultural System</p>	<p>The integrity of the physical land base of the agricultural system, including the inter-regional links, must be protected.</p> <p>The agri-food system is broader than the physical land base. It includes all elements of the agri-food sector, production, inputs, outputs, service, and retail. The health of the sector must be monitored on an ongoing basis.</p> <p>As part of the systems approach, a Region-specific agri-food strategy to manage, support and enhance the agri-food component of the agricultural system should be developed and implemented to support the farming sector.</p>
<p>Measures of Success</p>	<p>Ongoing health of the agricultural sector after SABE approval to be monitored using metrics such as land under production, rental land rates, production profile, age of operators, and gross farm receipts. Work with PAAG and maintain close contact and communication with agriculture organizations to assess effectiveness of SABE policies. Support a Peel agricultural advisory committee that works with the agri-food sector in Peel to provide a conduit into the state of the sector.</p> <p>Flexibility in understanding and responding to the changing state of agriculture and evolving trends will assist the sector to thrive. The land in Peel is amongst the best in the country. The sector has a broad and diverse market at its doorstep with the resources to respond. Creative policies to blend urban and rural and allow the agricultural sector to serve the changing needs of a rapidly evolving urban area can ensure an ongoing agricultural presence if properly managed.</p> <p>Finally, implement a Regional agri-food strategy. To be successful, the local network providing inputs to and managing outputs from primary production is key.</p>

While the 4,300 ha of prime agricultural area will be a loss to the Regional agricultural land base, identification of the preliminary conceptual SABE responds to the provincial growth forecasts and direction to accommodate a specified amount of growth to 2051. Care has been taken to implement a detailed growth management strategy with rigorous intensification targets to minimize the re-designation of prime agricultural land. The result will be retention of a vigorous agricultural sector based on a Regional Rural System of in excess of 66,000 hectares, a significant portion of which will continue to support ongoing agricultural production.

B. PHASE 2 - TRANSPORTATION INFRASTRUCTURE COSTS

Purpose: To identify transportation infrastructure and associated initial capital costs required to accommodate SABE growth under each growth scenario in order to refine the SABE area.

i. Study Approach

The analysis process for the detailed transportation assessment involved the following steps:

1. Assign 2051 population and employment growth forecasts to traffic analysis zones (TAZ).
2. Forecast future 2051 vehicle traffic volumes using the Peel Travel Demand Forecasting Model assuming:
 - a. Future 2041 road network recommended in the 2019 Long Range Transportation Plan;
 - b. 2018 Sustainable Transportation Strategy mode splits; and
 - c. Factored 2041 population and employment forecasts and 2041 road networks for other Greater Toronto and Hamilton Area regions.
3. Identify and assess screenline and link capacity deficiencies on the road network based on forecast volume to capacity (v/c) ratios. A v/c ratio of 0.9 or higher was considered the threshold for congestion and practical capacity for the purpose of identifying deficiencies.
4. Determine and cost potential road expansion projects needed to address forecast capacity deficiencies.

ii. Summary of Costs

Table 4 summarizes the high-level cost analysis for road transportation infrastructure to service growth in the SABE study area to 2051. These represent costs over and above the Region's 2019 Long Range Transportation Plan to satisfy the 2051 SABE growth.

Table 4: Cost Estimates For Potential Road Expansion Programs By Scenario						
Scenario	0 – LNA Base	1 – Updated LNA Base	2 – Higher DGA Density	3 – Lower DGA Density	4 – Minimum Intensification	5 – No GTA West
TOTAL (\$000,000)	\$380.8	\$270.6	\$403.3	\$436.3	\$458.9	\$597.6
Regional Roads (\$000,000)	\$157.3	\$166.5	\$179.9	\$191.2	\$214.7	\$257.6
Town of Caledon Roads (\$000,000)	\$66.5	\$22.4	\$66.5	\$87.2	\$87.2	\$183.0
# of Projects in Potential Road Expansion Program	15	11	16	17	18	23
Projects Added from Scenario 0	-	2	1	2	3	9
Projects Removed from Scenario 0	-	6	-	-	-	1

Source: Paradigm Transportation Solutions, *Region of Peel Settlement Area Boundary Expansion (SABE), Transportation Technical Study – Phase 2 Detailed Assessment*, August 2021.

C. PHASE 2 - WATER & WASTEWATER INFRASTRUCTURE COSTS

Purpose: To identify high level water and wastewater infrastructure requirements and cost impacts, and understand potential cost sensitivities, of SABE growth under each growth scenario.

i. Study Approach

The analysis consisted of the following steps:

1. Undertake a background review of the preliminary planning projections (SABE Baseline Scenario 0 and Scenarios 1-4) within the Small Geographic Units (SGUs) provided by the Region.
2. Calculate the water demands and wastewater flow estimates for the SABE focus study area subdivided by pressure zone and drainage area.
3. Determine high level, localized water and wastewater servicing needs along with associated costs to service the SABE focus study area. Desktop analysis of the servicing needs was undertaken (i.e. no hydraulic modelling was completed). The servicing needs reviewed: water pumping and storage; trunk water transmission and sub-trunk water distribution; wastewater pumping; and trunk and sub-trunk wastewater conveyance.
4. Complete a sensitivity analysis of servicing needs and associated costs for SABE Scenarios 1 to 4.

Water or Wastewater Treatment needs as well as Operating and Maintenance Costs were not reviewed as part of this analysis; these costs were considered to be approximately equivalent across all scenarios. Infrastructure recommendations are considered high level, and are subject to change.

ii. Study Area

The SABE growth area covers Pressure Districts 6 and 7 (West, Central, East, & Bolton) for a total of eight service areas. These service areas are the focus of the water system analysis. The wastewater analysis was divided into four areas:

- Area 1 – Winston Churchill Boulevard to McLaughlin Road
- Area 2 – McLaughlin Road to Airport Road
- Area 3 – Airport Road to The Gore Road
- Area 4 – The Gore Road to Albion-Vaughan Road

iii. Summary of Water and Wastewater Costs

Table 5A summarizes the high-level cost analysis for water infrastructure to service growth in the SABE study area to 2051. These are additional costs over and above the Region’s 2041 Master Plan Scenario to satisfy the 2051 SABE growth.

Table 5A – Summary of SABE Water Infrastructure Costs						
System	Upgrade	Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4
West	Storage	-	-	-	-	-
	Pumping	+\$1M	+\$1M	+\$1M	+\$1M	+\$10M
	Transmission	-	-	-	-	-
	Sub-Trans. & Distribution	+\$18M	+\$18M	+\$18M	+\$18M	+\$53M
Central	Storage	-	-	-	-	-
	Pumping	+\$13M	+\$13M	+\$10M	+\$13M	+\$16M
	Transmission	-	-	-	-	-
	Sub-Trans. & Distribution	+\$26M	+\$46M	+\$13M	+\$59M	+\$59M
East & Bolton	Storage	+\$58M	+\$64M	+\$64M	+\$64M	+\$64M
	Pumping	+\$67M	+\$67M	+\$67M	+\$68M	+\$71M
	Transmission	+\$81M	+\$81M	+\$81M	+\$81M	+\$81M
	Sub-Trans. & Distribution	+\$58M	+\$65M	+\$65M	+\$75M	+\$75M
Total		+\$321M	+\$355M	+\$319M	+\$379M	+\$429M

Source: GM Blueplan, *Settlement Area Boundary Expansion (SABE) Water & Wastewater Servicing Analysis*.

Table 5B summarizes the high-level cost analysis for wastewater infrastructure to service growth in the SABE study area to 2051. These are additional costs over and above the Region’s 2041 Master Plan Scenario to satisfy the 2051 SABE growth. The high-level cost analysis shows a range of cost for wastewater infrastructure between \$398 million and \$576 million.

Table 5B – Summary of SABE Wastewater Infrastructure Costs

Area	Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Area 1	+\$40 M	+\$40 M	+\$40 M	+\$40 M	+\$68 M
Area 2	+\$199 M	+\$206 M	+\$175 M	+\$235 M	+\$235 M
Area 3	+\$104 M	+\$213 M	+\$213 M	+\$213 M	+\$213 M
Area 4	+\$55 M	+\$55 M	+\$55 M	+\$58 M	+\$60 M
Total	+\$398M	+\$514M	+\$483M	+\$546M	+\$576M

Source: GM Blueplan, *Settlement Area Boundary Expansion (SABE) Water & Wastewater Servicing Analysis*.

iv. Conclusions

For all SABE growth Scenarios (Scenarios 0 through 4), the cost estimates for required infrastructure to service the 2041 to 2051 growth were largely driven by geographical distribution of growth and the need for large trunk infrastructure. That is, as growth is more spread out and shifts further north, more linear infrastructure as well as facilities are required for servicing.

Detailed costing of the “No GTA West” Scenario has not been completed at this time. However, in general it is anticipated that there would be negligible water and wastewater infrastructure cost savings for the No GTA West Scenario.

3. No GTA West Scenario

Consistent with Provincial policies and plans, as well as the Region's own Long-Range Transportation Plan, the SABE work to date has been predicated on the construction of the GTA West 413 Highway within a Provincially defined highway corridor by 2031. However, Regional Council recently passed resolutions 2021-291, 2021-292, 2021-293 and 2021-294 which, amongst other things, expresses "Strong opposition in principle to construction of any transportation corridor traversing the Region of Peel, but specifically the currently proposed GTA West 413 highway and Transmission corridor...".

In order to respond to these resolutions, a separate SABE growth scenario and concept map have been prepared based on revised technical studies and assuming that construction of the GTA West Highway, including the northerly extension of Highway 410, does not proceed. The revised technical study results are set out below. Detailed analysis of the transportation infrastructure needs and associated financial impacts are provided in Chapter 4. A map and the supporting planning rationale for the "No GTA West Scenario" SABE concept is provided in Chapter 5.

A. APPROACH TO REVISING SABE BOUNDARIES UNDER NO GTA WEST SCENARIO

The GTA West Highway and Corridor were important considerations in establishing the FSA to be analyzed by the SABE Phase 1 technical studies and in delineating the December 2020 SABE Concept Map. Access to the highway was recognized as particularly important for the location of Employment Area. Moreover, the corridor itself was used to delineate the parts of the FSA and SABE areas.

That said, while the recent Council resolution seeks to plan the SABE without the *highway*, the GTA West *corridor* remains a feature that, according to PPS policy 1.6.8, must be planned for. As such, the corridor provides a boundary for both the FSA and the SABE lands and no change to the FSA was considered to be required to accommodate the resolution.

The absence of the highway was not considered to affect the allocation of population and employment growth to Caledon to 2051 or the associated SABE land needs.

The various approaches to the Phase 1 SABE technical studies were also considered to be unaffected by the absence of the highway. Nevertheless, four of the Phase 1 technical studies were updated to assess the impact of the Council resolution:

- Community Health Assessment
- Employment and Commercial Opportunities Study
- Phase 1 Agricultural Impact Assessment
- Phase 1 Transportation Assessment

The findings of these revised studies, including the impacts on the configuration of the SABE, are summarized below.

It is noted that water and wastewater infrastructure needs are not considered to be greatly affected under the No GTA West Scenario as the absence of “highway crossing costs” for linear infrastructure are minor, amounting to approximately 2%-5% of the overall SABE-related capital costs.

B. TECHNICAL STUDIES OF NO GTA WEST SCENARIO

Generally, the revised technical studies conclude that the distribution of Community Area within the 10 December 2020 SABE Concept Map is relatively unaffected by the presence or absence of the GTA West Highway. Community Area lands should continue to be planned so that they build on existing urban settlements in a phased manner. Some redistribution of Community Area will be required in order to accommodate the reconfiguration of Employment Areas.

i. Revised Community Health Assessment

The revised Community Health Assessment study concludes that the absence of the GTA West Highway does not alter the Phase 1 study principles and conclusions. That is, areas most appropriate for SABE—based on healthy development criteria of density, land use, service proximity, mobility and connectivity, natural environment and sustainability and food systems—remain those areas that represent the logical extension of existing urban areas in the FSA (see Map 4).

ii. Revised Employment and Commercial Opportunities Study

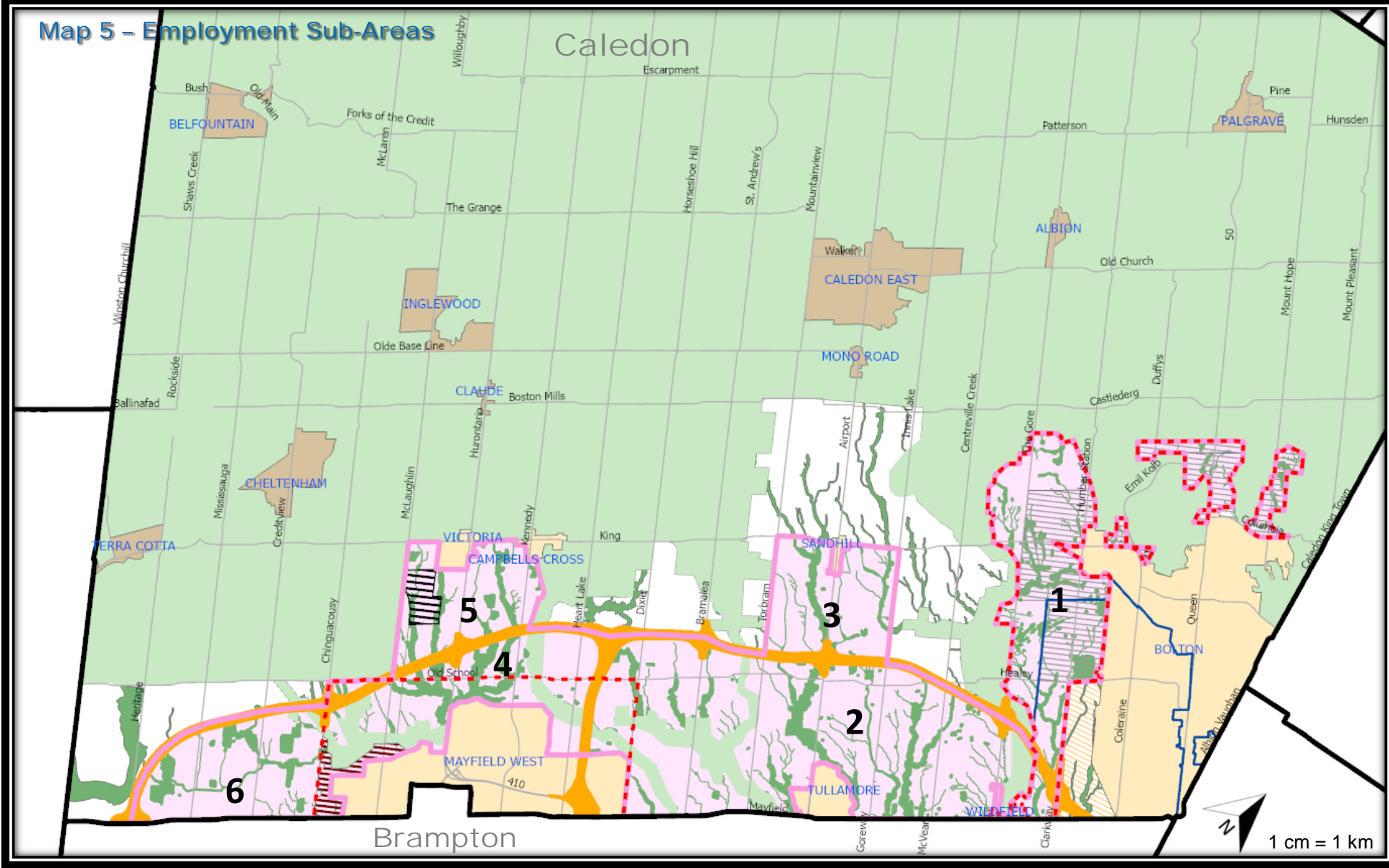
Without an east/west GTA West Highway, including the Highway 410 extension, access to the existing highway network in Peel and the broader GTA, and proximity to existing employment areas and labour force concentrations, take on a heightened role in planning for Employment Areas. As such, the Employment Areas in the SABE should be reoriented to ensure they can be accessed through the existing Highway 410 and existing employment lands in Caledon and to the south (see Map 5). In this respect:

- The appeal of Employment Areas to the north of Mayfield West, along Highway 10 and between Heart Lake Road and Dixie Road, are enhanced due to their proximity to Highway 410.
- The appeal of the Employment Area in the south-west of the SABE, just north of the Heritage Heights Secondary Plan Area, is somewhat reduced. However, this remains a small area in the SABE context and would still provide good linkages with employment areas to the immediate south (in Brampton).
- The appeal of the Employment Area east of Mayfield West remains unchanged: it builds on existing employment lands and is close to the existing Highway 410.
- The appeal of the Employment Area extending north of Tullamore is somewhat reduced, because of its new distance from existing highways. Nevertheless an employment hub, building on existing industrial uses in Tullamore, remains an opportunity for the Region.
- The appeal of the Employment Area centred around the GTA West Highway interchange in Bolton is relatively unaffected by the absence of the highway although the absence of a 400 series interchange at Humber Station Road will reduce the locational advantages of lands north of the highway corridor for employment uses. Connectivity with employment lands to the south, as well as proximity to labour, remain important factors in locating employment lands in this part of the FSA.
- The need for a Future Strategic Employment Land Reserve south of Sandhill is uncertain. It may be premature to consider this area for long-term employment uses without the GTA West Highway.

Map 4 – Revised Community Health Assessment Results Based on No GTA West



Map 5 - Employment Sub-Areas



FOCUS STUDY AREA (FSA) (2051)

-  FSA
-  Study Areas (ROP Policy 5.4.3.2.7)
-  GTA West Corridor (Technically Preferred Route)
-  Municipal Boundary
-  Settlement Areas (Outside Greenbelt)
-  Settlement Areas (Within Greenbelt)
-  Greenbelt Area (Protected Countryside) (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS)
-  Natural Environment Takeouts
-  Bolton Residential Expansion Area (Adopted and Under Appeal)
-  Bolton Residential Expansion Area (Other Areas Studied)
-  Mayfield West (Phase 2 Stage 2 proposed by ROPA 34)
-  Provincially Significant Employment Zone
-  Brampton Caledon Airport

1 cm = 1 km

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study. For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:
 (1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development
 (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton was under appeal at the time the FSA was established. The policy has since been changed with the subsequent approval of ROPA 30.



iii. Revised Phase 1 Agricultural Impact Assessment (AIA)

The revised Phase 1 AIA indicates that if SABE boundaries were adjusted in the absence of the GTA West Highway they should avoid fragmenting agricultural parcels, where possible. The revised AIA concluded that the core principles to minimize impact to the Agricultural System remain valid (i.e. directing growth close to existing settlement areas, considering agricultural needs when planning transportation infrastructure, and implementing edge planning to support the viability of the agricultural sector).

The table below summarizes the effects of the absence of the GTA West Corridor on the suitability of each sub-area analyzed under the Phase 1 AIA for SABE land uses (see Map 3).

Sub-Area	Impact of No GTA West
Area 1	No impact.
Area 2	No impact.
Area 3	If the GTA West is not built, and the area remains part of the rural system, additional buffering should be addressed to replace the buffering function of the corridor. However, there are other factors in this area that may impact the future of agriculture more significantly than the presence of the GTA West. The Industrial/Commercial Centre of Sandhill is located at the north end of this area at the intersection of Airport Road and King Street. Airport Road running north from Tullamore, already an active transportation corridor, bisects this area. The Region has flagged this area as a potential employment area. Once decisions regarding the status of this area and the GTA West are finalized, if it is no longer part of the rural system, buffering of adjacent agricultural areas will need to be addressed.
Area 4	The analysis in the Phase 1 AIA concluded that this area was already highly compromised for agriculture by fragmentation and a high incidence of non-farm ownership. If the GTA West is not built, buffering between the SABE and agricultural activities will need to be strengthened. In doing so the boundary of the SABE should be revisited as the corridor as proposed split many properties. A more appropriate boundary would be one that is based on existing road infrastructure, maximizes separation of uses, aligns to property lines, does not bisect farm parcels to the greatest extent possible, and factors in MDS requirements.

Sub-Area	Impact of No GTA West
Area 5	The integrity of this area as a farming cluster should be reconsidered. The SABE boundary should be repositioned based on property lines and existing road infrastructure to maximize separation from urban areas. MDS requirements should be factored in and the MDS analysis in the Phase 2 AIA must be addressed.
Area 6	The SABE boundary should be repositioned based on property lines and existing road infrastructure to maximize separation from urban areas and factor in MDS requirements. There are 3 properties at the south end that exhibit evidence of being able to house livestock which may create MDS setbacks in that area. Interfaces with the Greenbelt should be considered as per the recommendations in the Phase 2 AIA.
Area 7	If the GTA West does not proceed the SABE boundary should be repositioned based on property lines and existing road infrastructure to maximize separation from urban areas. Adjustments should consider the established agricultural character of the area where farm fragmentation is limited. MDS requirements should be factored and avoid impacts to existing established livestock operations where possible. The integrity of the remnant farming cluster should be maintained by maximizing linkages to the Greenbelt.
Area 8	Issues to be considered in adjusting the SABE boundary are addressed in reference to Areas 5 and 6.

The absence of the GTA West Corridor has positive and negative implications:

- There would be an opportunity to adjust the SABE boundary that could work to the benefit of the agricultural sector as the Corridor does not respect property lines or follow existing infrastructure; it will divide agricultural properties.
- That said, the Corridor would act as a significant separator between urban and rural communities and as the Peel Federation of Agriculture (PFA), which support the highway, has indicated the Corridor could reduce the congestion on local roads making it easier for farmers to move equipment and product. If this easing of local congestion is coupled with provision of access under and over the expressway for farm equipment, the benefits could increase.

iv. Revised Phase 1 Transportation Assessment

The Phase 1 Transportation Assessment divided the FSA into eight sub-areas which were assessed using principles from the Region’s Long Range Transportation Plan framework. The revised assessment identified no material change to the Phase 1 Transportation Assessment results, except for:

- The area north of Tullamore, which becomes less preferred for Employment Area uses because of less opportunity for goods flow movement from Airport Road to the GTA West Highway.
- The area north of Mayfield West, which become more preferred for Employment Area uses because of its relative proximity to Highway 410, the only highway which would extend into the SABE area.

The table below present the revised Phase 1 assessment results, with changes arising from the No GTA West highlighted in red.

AREA	SUSTAINABLE MODES ¹	VEHICLE TRAFFIC ¹	ROAD NETWORK CONNECTIVITY ¹	GOODS FLOW MOVEMENT ²
1. North of Bolton	↓	↓	↓	↓
2. Northwest of Bolton	↑	↓	↑	↓
3. West of Bolton	↑	↓	↓	↑
4. Northeast of Tullamore	↓	↑	↓	↑
5. North of Tullamore	↓	↑	↓	↑↓
6. Northwest of Tullamore/Northeast of Mayfield West	↑	↑	↑	↑
7. North of Mayfield West	↑	↑	↓	↓↑
8. Northwest of Mayfield West	↑	↑	↑	↓

¹ Residential measures

² Non-residential measure

4. FISCAL IMPACT ANALYSIS

This chapter compares the potential assessed value of lands to be developed under each growth scenario, as well as the initial capital cost to construct the infrastructure required to support the growth. These measures allow the potential financial impact of scenarios to be compared.

A. GROWTH FORECASTS

The first step in the fiscal impact analysis is to translate the population forecast for each growth scenario into a forecast of households and housing. Household formation rates are applied to the population forecast by age group to determine housing need, which is then broken down by type of dwelling and grouped into the following categories:

- low density housing, comprising mostly single and semi-detached units;
- medium density housing, comprising townhouses; and
- high density housing, comprising apartment housing forms.

The forecast unit mix is further categorized based on its location: near Bolton; near Mayfield West; and elsewhere within the SABE area.

Tables 6 to 11 below set out the housing forecast by type and location under each growth scenario. The total number of units remains consistent across all scenarios with the exception of Scenario 4, which involves a shift in population growth to Caledon from other parts of the Region. As well:

- The number of low density units ranges from 55% to 59% for all scenarios, except for Scenario 4 where the number of low density units increases to 69%.
- The distribution of housing across the SABE area varies according the amount of land required to accommodate the unit mix.

Table 6 – Scenario 0: LNA Base					
	Low Density	Med. Density	High Density	Total	
Bolton	5,992	4,162	980	11,134	22%
Mayfield West	15,133	9,905	2,476	27,515	54%
Other	6,865	4,493	1,123	12,482	24%
Total	27,989	18,560	4,580	51,130	100%
	55%	36%	9%	100%	

Table 7 – Scenario 1: Updated LNA Base					
	Low Density	Med. Density	High Density	Total	
Bolton	5,857	4,039	840	10,735	26%
Mayfield West	14,792	9,596	2,121	26,509	51%
Other	6,710	4,353	962	12,026	23%
Total	27,359	17,989	3,922	49,270	100%
	56%	36%	8%	100%	

Table 8 – Scenario 2: High DGA Density					
	Low Density	Med. Density	High Density	Total	
Bolton	8,417	5,721	491	14,629	30%
Mayfield West	12,558	8,113	956	21,627	44%
Other	7,631	4,949	510	13,090	27%
Total	28,806	18,784	1,957	49,346	100%
	58%	38%	4%	100%	

Table 9 – Scenario 3: Low DGA Density					
	Low Density	Med. Density	High Density	Total	
Bolton	7,320	5,044	534	12,898	26%
Mayfield West	16,240	10,523	955	27,718	55%
Other	5,624	3,576	496	9,696	19%
Total	29,184	19,143	1,985	50,313	100%
	58%	38%	4%	100%	

Table 10 – Scenario 4: Minimum Intensification					
	Low Density	Med. Density	High Density	Total	
Bolton	9,562	5,604	347	15,512	23%
Mayfield West	24,365	8,992	547	33,903	51%
Other	11,737	4,914	302	16,953	26%
Total	45,663	19,510	1,195	66,368	100%
	69%	29%	2%	100%	

Table 11 – Scenario 5: No GTA West					
	Low Density	Med. Density	High Density	Total	
Bolton	10,554	6,294	1,250	18,098	25%
Mayfield West	12,830	7,359	1,520	21,708	42%
Other	7,001	4,016	829	11,847	23%
Total	30,385	17,669	3,599	51,653	100%
	59%	34%	7%	100%	

The non-residential development forecast is based upon the forecast of employment for each growth scenario. Employment in Employment Areas is translated into a net land need assuming a net to gross factor of 0.8. Community Area employment is translated into a forecast of new building space assuming a floor space per worker of 36 square metres per employee.⁹

Table 12 summarizes the net land need for Employment Area and new building space for Community Area employment under each growth scenario.

Table 12 – Non-Residential Growth Forecast By Scenario						
	Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Employment Area Land (ha)	964	1,129	1,129	1,129	1,251	1,182
Employment Area Jobs	39,838	46,966	48,053	47,215	48,190	47,327
Community Area Space (sq.m.)	580,947	527,037	564,616	449,128	673,142	655,179
Community Area Jobs	16,137	14,640	15,684	12,476	18,698	18,199

⁹ Consistent with the assumptions used in the Region of Peel's, *Development Charges Background Study, 2020*.

B. ASSESSMENT GROWTH UNDER EACH SCENARIO

The most direct effect of the development of the SABE on the Region’s revenues will be on the Region’s assessment base, from which property taxes—the largest source of Regional revenue—are derived. Development in the SABE will occur to meet additional housing needs and the space requirements of new employment. The impact will be to increase the value of the assessment base and the capacity of the Region to generate tax revenue.

A detailed analysis of the assessed value of development in Bolton and Mayfield West over the last 10 years was undertaken in order to estimate the assessed value of the new development in the SABE.¹⁰ A summary of the analysis is provided in Appendix B.

Residential assessment assumptions vary by housing unit type and location within the SABE area. Assessed value for non-residential properties are assumed to be uniform across the entire SABE area.

The total additional assessment is expressed as its residential weighted (or residential equivalent) in order to allow for comparison of total changes across growth scenarios. Table 13 sets out the residential weighted assessment for each scenario.

Type/Class	Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
1. Residential	\$31,232,495	\$30,212,892	\$30,906,207	\$31,368,816	\$43,137,600	\$33,509,850
2. Commercial	\$2,308,011	\$3,316,435	\$3,205,208	\$2,797,357	\$4,500,406	\$4,104,397
3. Employment Land	\$5,520,109	\$6,464,816	\$6,464,816	\$6,464,816	\$7,167,298	\$6,771,678
Total	\$39,060,615	\$39,994,143	\$40,576,231	\$40,630,989	\$54,805,304	\$44,385,927
<i>Difference From Scenario 0</i>						
\$		\$933,523	\$1,515,616	\$1,570,374	\$15,744,689	\$5,325,311
%		2.4%	3.9%	4.0%	40.3%	13.6%
	Lowest -	Low			Highest ++	

The table shows that:

- Scenario 0, the original Base Case, has the lowest level of added assessment.
- Scenario 4—the Minimum Intensification Scenario—has the highest level of assessment growth across all property classes and is significantly higher than the other scenarios.

¹⁰ Assessed values are expressed as “current value assessment” or CVA, which under the *Assessment Act* is defined as “the amount of money the fee simple, if unencumbered, would realize if sold at arm’s length by a willing seller to a willing buyer.”

- The assessment growth under Scenario 5—the No GTA-West Scenario—is also materially higher than the other scenarios, though still well below the growth exhibited under Scenario 4.
- Scenarios 1 (Updated Base Case), 2 (High DGA Density), and 3 (Low DGA Density) are similar to each other and show marginally higher assessment growth than Scenario 0.

C. ADDITIONAL INFRASTRUCTURE CAPITAL COSTS

Balanced against potentially greater property tax revenue is the cost of infrastructure required to service growth in the SABE. Substantial investments in new facilities and infrastructure, as well as the operating expenditures they trigger, will be required in order to open up lands for development and maintain service levels. Many of the initial capital investments will be needed in advance of growth actually occurring. These expenditures could lead to the Region having to set aside money in reserves well in advance and/or borrow in order to finance them. Moreover, the pre-placement of “growth-related” facilities and infrastructure brings with it financial risk in circumstances where the actual amount of growth is less assured.

i. Transportation Capital Costs

Table 14 summarizes the results of the quantitative analysis of required road transportation infrastructure costs under each SABE growth scenario. The table demonstrates that:

- The base case scenarios (Scenarios 0 and 1) have the lowest road infrastructure costs, with Scenario 1 having notably lower costs.
- Scenario 5—the No GTA West Scenario—results in the highest road infrastructure costs by a significant margin, and \$327 million more costs than Scenario 1.
- While Scenarios 2 (High DGA Density), 3 (Low DGA Density), and 4 (Minimum Intensification) all have higher road infrastructure costs than Scenario 1, the costs of Scenario 2 are the lowest of these three scenarios. It is noted that Scenario 4 is the scenario that requires the most extensive SABE land area.

Table 14: Roads Costs							
		('000\$)					
Type/Class		Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
1.	Municipal	\$92,232	\$22,412	\$92,233	\$112,941	\$112,941	\$208,722
2.	Regional	\$288,558	\$248,176	\$311,095	\$323,402	\$345,939	\$388,840
Total		\$380,790	\$270,588	\$403,328	\$436,344	\$458,881	\$597,563
Difference From Scenario 0							
Type/Class							
1.	Municipal	\$0.0	-\$69,821	\$0.0	\$20,709	\$20,709	\$116,490
2.	Regional	\$0.0	-\$40,382	\$22,537	\$34,844	\$57,381	\$100,282
Total		\$0.0	-\$110,203	\$22,537	\$55,553	\$78,090	\$216,772
Road Costs - Ranking Summary							
Roads Costs		Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
1.	Municipal	Low	Lowest	Low	Medium	Medium	Highest
2.	Regional	Low	Lowest	Medium	Medium	High	Highest
Total		Low	Lowest	Medium	Medium	High	Highest

ii. Water and Wastewater Infrastructure Costs

Table 15 summarizes the results of the quantitative analysis of required water and wastewater infrastructure costs under each SABE growth scenario. Water and wastewater infrastructure needs are not considered to be greatly affected under the “No GTA West Scenario” as the absence of “highway crossing costs” for linear infrastructure are minor, amounting to approximately 2%-5% of the overall SABE-related capital costs. As such, it is anticipated that there would be negligible water and wastewater infrastructure cost savings under the “No GTA West Scenario” from Scenario 1 – the Updated Base Case.

The table demonstrates that:

- The Base Case Scenario 0 has the lowest overall water and wastewater infrastructure costs.
- Scenario 2, the Higher DGA Density scenario that requires the least amount of developed land, has the next lowest water and wastewater infrastructure costs; and 14% higher costs than Scenario 0.
- Scenarios 3 (Lower DGA Density) and 4 (Minimum Intensification), the scenarios that requires the most developed land, have the highest water and wastewater

infrastructure costs, with the costs of Scenario 4 being approximately 40% higher than Scenario 0.

- Scenario 1, the Updated Base Case, represents the medium cost scenario, with 20% higher water and wastewater infrastructure costs than Scenario 0.

Table 15: Utility Rate Services - Water and Wastewater (W/WW)

	('000\$)					
	Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Water Infrastructure Costs	\$321,437	\$355,252	\$318,878	\$379,230	\$428,385	Not Evaluated
Difference From Scenario 0		\$33,815	-\$2,559	\$57,793	\$106,948	n/a
Ranking	Low	Medium	Lowest	Medium	Highest	
Wastewater Infrastructure Costs	\$398,000	\$514,000	\$483,000	\$546,000	\$576,000	Not Evaluated
Difference From Scenario 0		\$116,000	\$85,000	\$148,000	\$178,000	n/a
Ranking	Lowest	Medium	Low	High	Highest	
W/WW Infrastructure Costs	\$719,437	\$869,252	\$801,878	\$925,230	\$1,004,385	Not Evaluated
Difference From Scenario 0		\$149,815	\$82,441	\$205,793	\$284,948	n/a
Ranking	Lowest	Medium	Low	High	Highest	

iii. Cost Summary

Table 16 summarizes the hard infrastructure cost requirements for each SABE growth scenario. It is again noted that these costs are based on needs to support growth to 2051 over and above 2041 Master Plan projections. As well, the costs do not include downstream improvements assumed to be common across all scenarios. The table shows that:

- The base case scenarios (Scenarios 0 and 1) have the lowest infrastructure costs and are within 4% of each other in terms of total costs.
- The highest cost scenarios are the land extensive Scenarios 3 (Low DGA Density) and 4 (Minimum Intensification), with 19% and 28% higher costs than Scenario 1 respectively.
- The medium cost scenario is Scenario 2 (Low DGA Density), with 6% higher costs than Scenario 1.

- Although not evaluated for water and wastewater infrastructure, the No GTA West Scenario (Scenario 5) involves considerably higher roads transportation costs than any of the other scenarios.

Table 16: Summary - Roads, Water and Wastewater Costs

	('000\$)					
	Scenario 0	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Water Infrastructure Costs	\$321,437	\$355,252	\$318,878	\$379,230	\$428,385	Not Evaluated
Wastewater Infrastructure Costs	\$398,000	\$514,000	\$483,000	\$546,000	\$576,000	Not Evaluated
Road Costs	\$380,791	\$270,588	\$403,328	\$436,344	\$458,881	\$597,563
Total	\$1,100,228	\$1,139,840	\$1,205,206	\$1,361,574	\$1,463,266	
	Lowest	Low	Medium	High	Highest	

D. CONCLUSIONS

Based on the above comparative analysis of changes to the assessment base and infrastructure cost requirements in the SABE under the various growth scenarios, the following conclusions can be made:

- Scenario 0, the Original Base Case that was released as a preliminary SABE concept map on December 10, 2020, while requiring the lowest infrastructure costs of all scenarios, would also generate the least amount of additional assessment and corresponding property tax revenue. This scenario does not, however, fully incorporate the land need requirements of the SABE.
- Scenario 1, the Updated Base Case, requires only marginally higher infrastructure costs overall than the original base case. An additional \$148.9 million in water and wastewater infrastructure costs associated with Scenario 1 are largely offset by significant savings of \$110.2 million in road infrastructure. Other than the land extensive Scenarios 4 and 5, Scenario 1 offers similar assessment growth to the other scenarios.
- Scenario 2, the High DGA Density scenario with the least SABE land requirement, results in significant water and wastewater cost savings. However, additional roads infrastructure costs mean that overall costs are 6% higher than Scenario 1. Together with Scenarios 1 and 3, Scenario 2 results in a medium amount of assessment growth.

- Scenario 3, the Low DGA Density scenario with the lowest density Community Area, results in higher infrastructure costs overall than Scenarios 1 and 2. As with Scenarios 1 and 2, Scenario 3 results in a medium amount of assessment growth.
- Scenario 4, the Minimum Intensification scenario, contains the most growth but also the most land requirement. It is the costliest scenario by a wide margin; 28% higher costs than Scenario 1. That said, the additional growth in both population and employment results in significantly higher assessment than the other scenarios.
- Scenario 5, the No GTA West scenario, results in the highest road infrastructure costs by a significant margin, and \$327 million more costs than Scenario 1. The assessment growth under Scenario 5 is materially higher than the other scenarios, though still well below the assessment growth generated by Scenario 4.

Taken together, the Fiscal Impact Analysis indicates that there is little financial benefit to be had by adopting a land-extensive SABE. While lower density housing can generate additional assessment, and with it the opportunity to raise additional property taxes, there are significant and lasting infrastructure costs involved. The final SABE should therefore aim to make the most efficient use of infrastructure and minimize up front capital expenditures.

As such, the final recommended SABE concept map set out in Chapter 5 is largely based on Growth Scenario 1 – the Updated Base Case scenario, which is predicated on an intensification rate of 55% across the Region and a density of 65 persons and jobs per hectare in the SABE Community Area. The Fiscal Impact Analysis shows that the Region could implement a SABE at marginally higher or lower Community Area densities than Scenario 1 with little financial impact. However, adopting a SABE based on a lower intensification rate would significantly increase growth-related infrastructure costs. Moreover, proceeding with a SABE in the absence of the GTA West Highway would significantly increase road transportation infrastructure requirements—for both Regional and local roads—in Caledon.

Over the next 30 years, as each stage of the SABE proceeds to develop, the Region will have to carefully monitor how best to fund and finance the costs identified above. The Region already has robust policies that ensure that growth pays for itself, primarily through development charges. However, conditions may arise that may cause the Region to consider alternative methods of financing growth-related infrastructure in the SABE. This is because growth and resulting development charge receipts may not always proceed as anticipated.

Should growth be slower than anticipated and development charge revenue decline the Region will have to balance its development charge reserve fund position with its commitment to proceed with its capital plans and corresponding development phasing plans.

Conversely, in times of more rapid growth than anticipated, or growth that occurs out of sequence with phasing plans, the Region may be pressured by developers to advance the timing of capital works so that development can proceed quicker, or in different locations, than anticipated by the growth forecasts.

There are a number of ways to mitigate the financial risks of advancing or over-expanding Regional infrastructure in the SABE. One is for the Region to enter into servicing or financing agreements with developers. The Region may also mitigate discrepancies between DC revenues and expenditures by debt financing growth-related capital works itself. The various tools available to the Region in dealing with these risks is discussed in Hemson Consulting, *Front-End Financing Options*, 31 May 2021.¹¹

¹¹ <https://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp#study-reports>

5. RECOMMENDED SABE CONCEPTS

Based on the results of the revised technical studies, the concept map of the areas most suitable for the SABE within the FSA has been updated (see Map 6). The map remains conceptual—the final boundaries of the preferred SABE to be included in the SABE schedule in the Regional Official Plan will be developed by Regional staff and will be brought forward for Council consideration and approval.

The final recommended SABE concept map set out in Map 6 is largely based on Growth Scenario 1 – the Updated Base Case scenario, which is predicated on an intensification rate of 55% across the Region and a density of 65 persons and jobs per hectare in the SABE Community Area.

The Phase 2 technical studies demonstrate that this SABE scenario has by far the lowest road infrastructure costs of any growth scenario (\$270.6 million) and is the medium cost scenario for water and wastewater infrastructure (\$869.1 million). The scenario also scores well in terms of assessment growth over the period to 2051.

The final recommended SABE map differentiates future Community Lands—those required for residential development (housing) as well as associated local roads, infrastructure, utilities, institutions, retail, parks, and open space—from Employment Lands that are to be set aside for the exclusive use of employment activities.

Consistent with the draft Concept Map released on December 10, 2020, the settlement areas of Bolton and Mayfield West remain the most suitable foundation for long-term growth of Community Lands in the FSA. Nowhere else in the FSA are the “complete community” concepts promoted by the Growth Plan—where the built form of communities is compact and transit and the necessities of daily living are readily available to residents—more likely to be achieved.

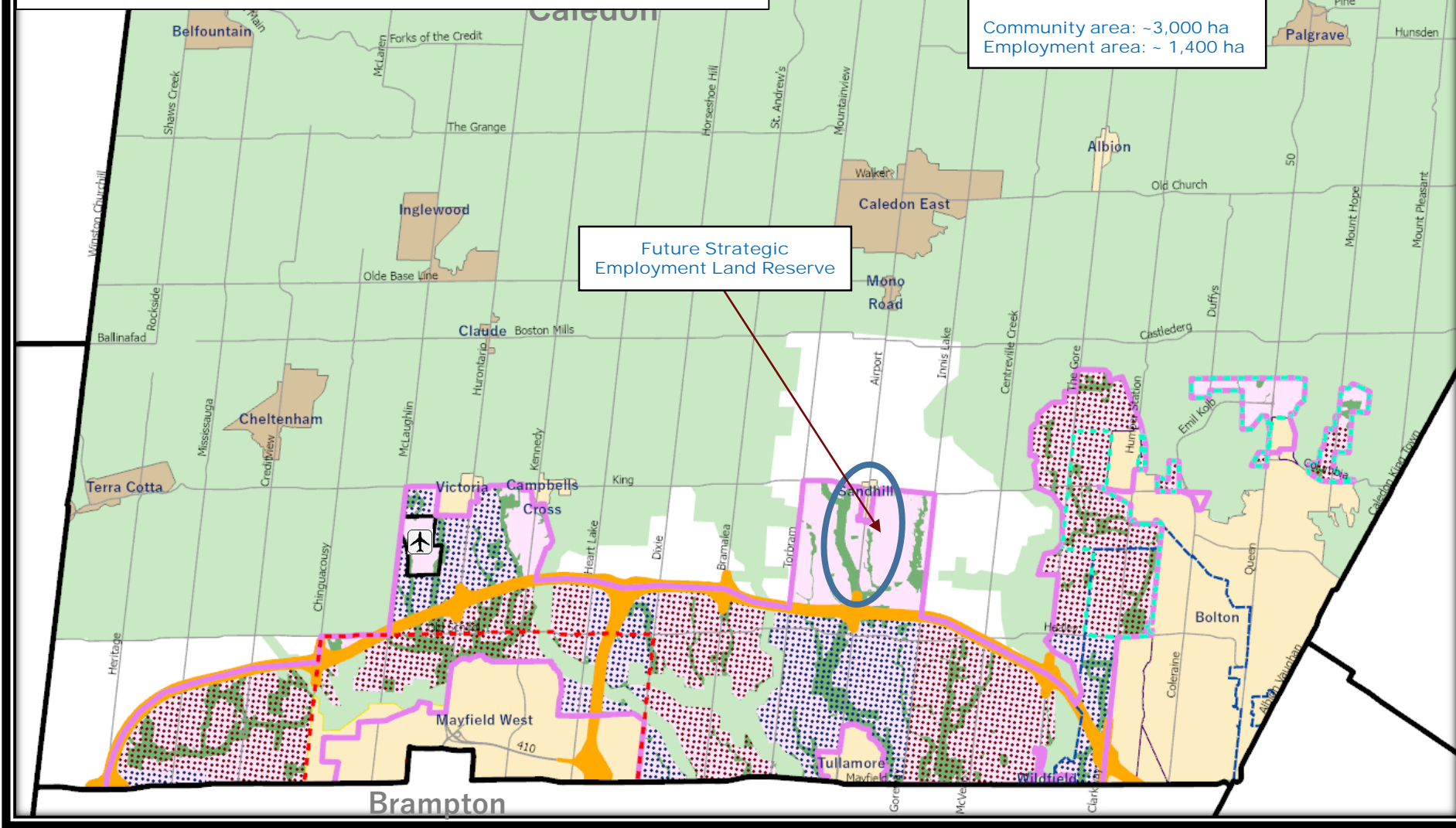
The distribution of growth is broadly aligned with the Town of Caledon’s recent visioning exercise for build out of the Rural System south of the Greenbelt Area (the Caledon “Whitebelt”).¹²

¹² <https://www.caledon.ca/en/government/whitebelt-visioning-exercise.aspx>

A. LAND FOR SABE INCLUDES ~3,000 HA FOR COMMUNITY & ~1,400 HA FOR EMPLOYMENT

The revised Schedule 3 to the Growth Plan requires that the Region achieve a population of 2.28 million and employment of 1.07 million by 2051. The final LNA forecasts now require a SABE large enough to accommodate 183,000 people and 67,700 jobs by 2051. As a result, the majority of the FSA will need to be urbanized in order to accommodate the additional growth.

Map 6 – Final Recommended SABE Concept Based on Scenario 1 (Updated Base Case)



Developable land needed for 2051 growth:
 Community area: ~3,000 ha
 Employment area: ~ 1,400 ha

FOCUS STUDY AREA (FSA) (2051)

- FSA
- Study Areas (ROP Policy 5.4.3.2.7.a)
- Areas Assessed in the Bolton Residential Expansion Study (ROP Policy 5.4.3.2.7.b)
- GTA West Corridor (Preferred Route)
- Municipal Boundary
- Settlement Areas (Outside Greenbelt)
- Settlement Areas (Within Greenbelt)
- Greenbelt Area (Protected Countryside (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS))
- ROPA 30 Settlement Area (approved by the Local Planning Appeal Tribunal)
- ROPA 34 Settlement Area (approved by the Province)
- Natural Environment Takeouts
- Provincially Significant Employment Zone
- Brampton Caledon Airport
- SABE Community Area
- SABE Employment Area

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents a conceptual area for the SABE based on technical studies. For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

- Notes:**
- 1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development.
 - 2) The ~4,400 ha SABE accounts for all lands approved under ROPA 30.

1 cm = 1 km

| 49

Based on the LNA methodology prescribed by Growth Plan policy 2.2.1.5, and an assumed intensification rate of 55% and designated greenfield density of 65 persons and jobs per hectare, it is estimated that an additional 4,400 hectares of land would be needed to accommodate growth in the SABE to 2051. Of this, approximately 3,000 hectares would be required to support Community Lands and approximately 1,400 hectares would be required to support Employment Lands.

The SABE land needs vary somewhat under each growth scenario and are summarized above in Table 3.

Growth Plan policy 2.2.7.3 lists environmental and non-environmental features and areas (“takeouts”) required to be removed from the calculation of developable land for SABE expansion.¹³ The environmental takeout area in the FSA, based on the Scoped SWS Natural Heritage System Base System with added allowances for the Greenbelt Natural Heritage System and additional system enhancement takeouts, amounts to 2,250 hectares.¹⁴ The takeout area is shown in Map 7.

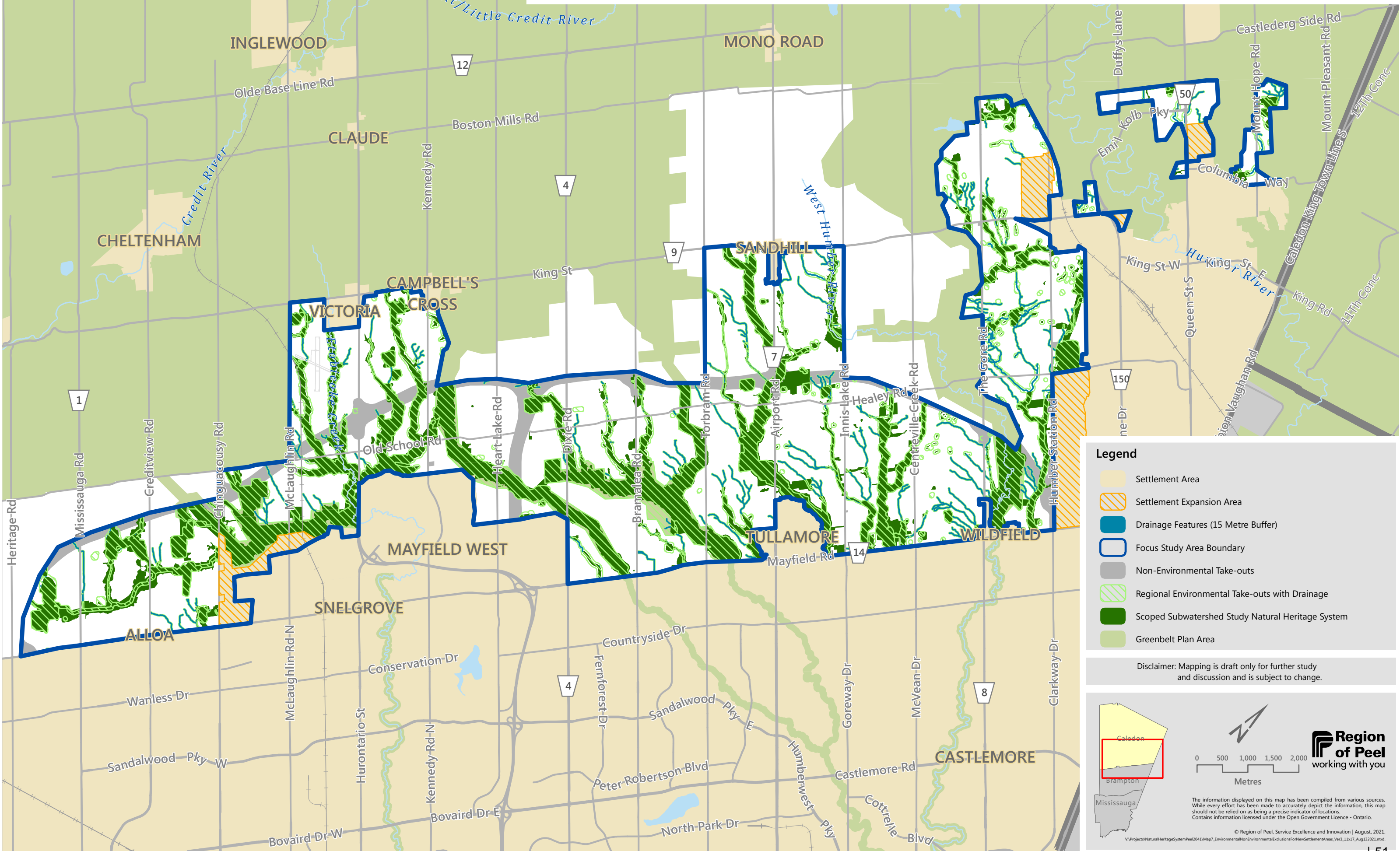
A summary of the land needs in the FSA is provided in the table below:

LAND	LAND AREA (HA)	COMMENTS
FSA	8,060	Total gross area of FSA
Environmental Takeouts	~2,250	Environmental lands that cannot be developed
Developable land need (SABE) based on Scenario 1 – Updated Base Case	~4,400	Includes ~3,000 ha of community area and ~1,400 ha of employment area

¹³ Non-environmental takeouts in the FSA are primarily the GTA West Highway Corridor and cemeteries (pursuant to Growth Plan policy 2.2.7.3).

¹⁴ Peel Region, *Recommended Methodology to Confirm Environmental and Non-Environmental Take Outs for New Settlement Expansion Areas and Existing Designated Greenfield Areas*, 19 July 2021. Since recommended permeable landscape zone and other system enhancements are not mapped, an additional allowance for the takeout areas based on targets identified in the Scoped SWS (i.e. approximately 85 ha) has been included and distributed to the Community Area and Employment Area based on their proportional land area requirements in the SABE.

Map 7 – Environmental and Non-Environmental Exclusions for New Settlement Areas



Legend

- Settlement Area
- Settlement Expansion Area
- Drainage Features (15 Metre Buffer)
- Focus Study Area Boundary
- Non-Environmental Take-outs
- Regional Environmental Take-outs with Drainage
- Scoped Subwatershed Study Natural Heritage System
- Greenbelt Plan Area

Disclaimer: Mapping is draft only for further study and discussion and is subject to change.

The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations. Contains information licensed under the Open Government Licence - Ontario.

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B. PROPOSED EMPLOYMENT AREA DISTRIBUTION

This section sets out the planning rationale for the distribution of Employment Area in the final recommended SABE concept (see Map 6). The final SABE concept is equivalent to Scenario 1, the Updated Base Case scenario, which is predicated on an intensification rate of 55% across the Region and a density of 65 persons and jobs per hectare in Community Area in the SABE.

The development of Employment Area is critical to the financial well-being of the Region; the Fiscal Impact Analysis demonstrates that under Scenario 1, the Updated Base Case, more than 25% of additional assessment growth in the SABE will be on lands in Employment Areas.

The Growth Plan directs the Region to designate employment areas for clusters of business and economic activities in its official plan. Moreover, it promotes the location of employment areas for manufacturing, warehousing, logistics, and appropriate associated uses and ancillary facilities adjacent to or near major goods movement facilities and corridors, including major highway interchanges (e.g. the GTA West Corridor).

A significant amount of the employment forecast for the SABE will need to be accommodated on employment land.¹⁵ The final concept map identifies five areas that are appropriate for locating new employment lands in the SABE based on these Growth Plan policies and the principles and conclusions set out in the *Commercial and Employment Opportunities Study* and related technical studies:

- Employment lands centred to the immediate west of the approved ROPA 30 lands and centred on the easternmost intersection of the GTA West Highway Corridor.¹⁶ These lands fall almost entirely within the PSEZ, are easily accessed from the highway, and represent the logical extension of existing and well-established employment areas in Brampton to the south. They also offer good access to labour and opportunities to access existing public transit routes in Bolton and Brampton.

¹⁵ See the SABE *Employment and Commercial Opportunities Technical Study*.

¹⁶ The “Triangle” lands, located between the ROPA 30 lands, the GTA West Corridor, and this proposed new employment area were approved for inclusion in the Bolton settlement area boundary by LPAT decision and order dated October 7, 2020. These lands do not form part of the final SABE concept shown in this report.

- Employment lands extending northward from Tullamore either side of Airport Road to the GTA West Corridor. These lands would be framed by the Greenbelt “finger” west of Torbram Road to the west and by Innis Lake Road to the east. Building on the nascent employment hub in Tullamore, the lands leverage planned road improvements along Airport Road and the proposed intersection of Airport Road with the GTA West Highway for the movement of goods. Farm properties on these lands, particularly east of Airport Road, exhibit a high degree of fragmentation and are generally less suited for long-term protection as agricultural uses. Designation of these lands as employment uses would set the stage for the long-term (post-2051) development of employment activities north of the highway. Analysis provided in the *Employment and Commercial Opportunities Technical Study* is consistent with the notion of an enterprise zone at this location, should this be implemented through future planning by the Town of Caledon.
- Employment lands to the north-east of the existing Mayfield West settlement area boundary. This area offers strong potential for near and long-term employment activities due to existing adjacent employment uses in Mayfield West and excellent connections to Highway 410 and the GTA West Highway Corridor. The area has been expanded to include all lands between Heart Lake Road and Dixie Road south of the GTA West Corridor in order to reinforce the clustering of employment activity around the highway interchange and to accommodate additional Employment Area requirements in the SABE.
- Employment lands centred on the Brampton Caledon Airport and adjacent to Highway 10. These lands are characterized by relatively flat topography that is suitable for land extensive employment uses and large property parcels, good road links (including to the GTA West Corridor and Highway 10), and the opportunity to connect to sustainable transportation modes. The airport itself may attract related employment uses. These lands have been expanded east of Highway 10 in order to accommodate additional Employment Area requirements in the SABE. The relatively peripheral location of the lands within the FSA could mean that this area is better suited for longer-term employment growth.
- Employment lands running parallel to Mayfield Road west of the GTA West Corridor. Although relatively small in area, these lands would complement similarly configured lands to the south of Mayfield Road, in the Heritage Heights area of Brampton, and would leverage transit investment and other major “complete community” initiatives planned for that area. The lands would also preserve a canola research facility on a large land parcel at the corner of Mississauga Road and Mayfield Road. They offer excellent access to the GTA West Corridor via a planned highway intersection to the west.

i. Sandhill Future Strategic Employment Land Reserve

Under the Growth Plan, planning authorities may plan for the long-term protection of employment areas provided lands are not designated beyond 2051.

In keeping with this provision, and considering the need to identify additional employment lands suitable for employment land employment from a strategic perspective to help meet employment targets, the final concept map preserves an area between the GTA West Corridor and the rural settlement of Sandhill as “Future Strategic Employment Land Reserve”. While not formally to be designated as urban lands, it is proposed that the Region, through the Official Plan, express its intent to study these lands for future employment uses through subsequent municipal comprehensive reviews. In the interim, the Region should explore opportunities to promote dry industrial uses in the Land Reserve through special Regional Official Plan policies.

Anchored by Sandhill, an Industrial/Commercial Centre whose function under the Town’s Official Plan is to provide, at a small scale, a supportive function to Bolton and Mayfield West for industrial and commercial development, this area represents the logical northward expansion of the proposed Tullamore employment area post-2051. It offers good highway access. Given the high cost involved, full water and wastewater servicing to this area prior to 2051 is premature.

C. PROPOSED COMMUNITY AREA DISTRIBUTION – BOLTON

Community Areas are focussed around housing. In planning for the expansion of lands for housing the Growth Plan requires that municipalities support the achievement of complete communities, where a more compact urban form prevails and people of all ages abilities can access the necessities of daily living. Development in Community Areas in the SABE must also support active transportation and encourage the integration and sustained viability of transit services.

It is proposed that under the final SABE concept Bolton’s Community Area expansion to 2051 continue to be framed by the Greenbelt to the north and the Greenbelt valley that roughly follows the Gore Road to the west. Community Area would also extend north of Mayfield Road and west of Wildfield. The need to protect viable agricultural lands, as well as the uncertainty of the cost to expand municipal water and wastewater infrastructure, mean that lands to the immediate north of Bolton—the so-called Bolton “fingers”—would remain largely rural and agricultural.

The final SABE concept map (Map 6) now identifies settlement areas approved for development to the north and west of Bolton through ROPA 30. The ROPA 30 lands do not form part of the SABE. The final SABE concept map also identifies the following areas around Bolton for Community Area expansion based on the findings of the technical studies:

- Community Areas that would slightly extend, or otherwise round out the Bolton Settlement Area to the north.¹⁷ These include a limited expansion into the Bolton “fingers”, the extent of which would be limited by the Region’s ability to extend municipal services, particularly water and wastewater services, north of Columbia Way without significant cost. The Agricultural Impact Assessments identify the “fingers” as having strong links to the agricultural system in the Greenbelt Area, a property fabric that is relatively intact, and land that is largely under agricultural production. The Transportation Initial Assessment identifies the “fingers” as generally less suitable for development based on transportation criteria.
- Community lands to the north-west of Bolton, constituting the largest expansion area proposed for Bolton to 2051. This is justified given the proximity of the lands to the existing settlement area and the identification of a planned Major Transit Station Area location, focused around a GO Station, in the area. Transportation investment required to ensure a “complete community” in this area is likely to be substantial. Thus, a critical mass of residential development is required. In order to achieve this critical mass it is proposed that a portion of the Bolton PSEZ be re-designated for Community Area. Such a re-designation is justifiable on the basis that the PSEZ lands in question: are less suitable for employment expansion based on their distance from the GTA West Corridor; and contain wetlands and other environmental features that inhibit the development of large, land extensive uses required for employment activity. The final preferred SABE area may require exclusion of an HPMARA buffer that extends into the FSA in this area (see the HPMARA Technical Study).
- Community Area to the west of Bolton, incorporating the rural settlement of Wildfield and land extending north of Mayfield Road to the GTA West Corridor. This area represents the logical westward expansion of Bolton without the need to “leapfrog” a major Greenbelt feature. The area would also be closely connected to residential areas in Brampton to the south. The area is suitable for the extension of water, wastewater, and transportation infrastructure, though the opportunity to extend transit services and

¹⁷ The “Chickadee Lane” (Zancor) lands to the north of the Bolton Settlement Area were approved for inclusion in the Bolton settlement area boundary by LPAT order dated November 10, 2020. These lands do not form part of the draft conceptual SABE shown in this report.

connect to existing road networks is less than optimal. Although much of the area is farmed the long-term viability of farming is doubtful: there is extensive non-farm ownership, a pattern of property fragmentation, and a high incidence of potentially conflicting uses. Further study is needed in order to address how, through planning policy, this area could be appropriately integrated with the Bolton community given the location of the GTA West Highway Corridor and proposed new employment areas in Bolton.

D. PROPOSED COMMUNITY AREA DISTRIBUTION – MAYFIELD WEST

It is proposed that the expansion of Mayfield West to 2051 under Scenario 1, the Updated Base Case, be generally framed by the GTA West Corridor. Community Areas to the north-east have been reconfigured to cover lands previously excluded from the SABE and centred on the intersection of Dixie Road and Old School Road.

The final concept map (Map 6) identifies the following areas around Mayfield West for Community Land expansion based on the findings of the technical studies:

- Community lands to the north-east of the existing settlement area, to be generally framed by Dixie Road to the west, the GTA West Corridor to the north, and the Greenbelt “finger” west of Tullamore. Given the cluster of active farms to the south of the GTA West Corridor either side of Dixie Road development phasing and sequencing policies should be implemented to provide certainty to farmers who may wish to work the land in the interim and to respond to Minimum Distance Separation requirements.
- Community lands to the immediate north and west of the existing settlement area, to be generally framed by the GTA West Corridor. This area constitutes the most substantial expansion area proposed for Mayfield West to 2051. The lands represent the logical extension of the settlement area and, while much of the area is agriculturally active, there is an ongoing transition to non-farm uses. The area is preferred from a transportation perspective, offering opportunities for sustainable transportation modes, lower congestion, and better road connectivity than other areas in the FSA. As well, the area is well positioned for water and wastewater servicing expansion.

E. FINAL SABE CONCEPT MAP UNDER NO GTA WEST SCENARIO

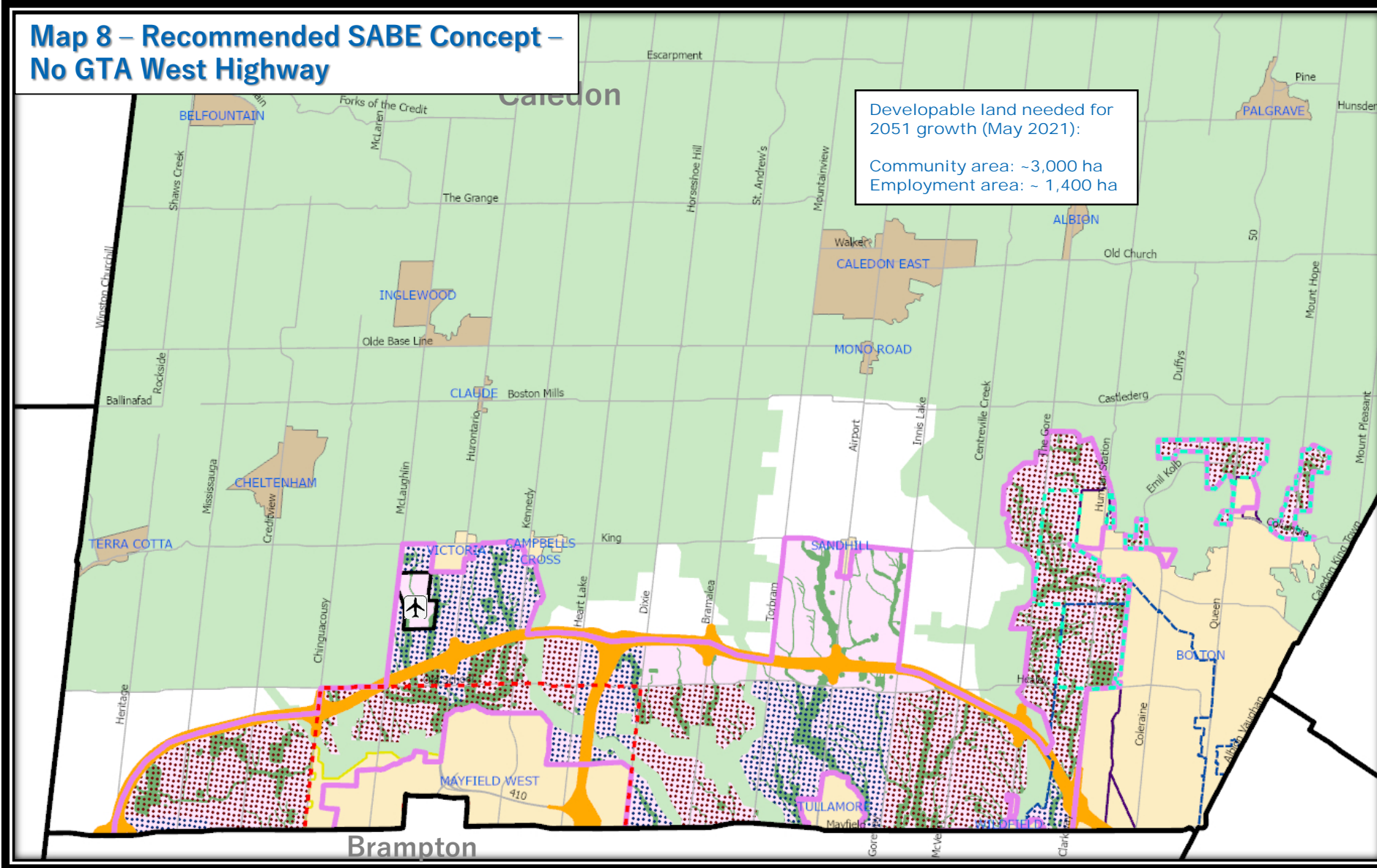
In order to respond to Council's formal opposition to the GTA West Highway, a separate SABE concept map has been prepared based on the revised technical studies and assuming that construction of the GTA West Highway, including the northerly extension of Highway 410, does not proceed. The revised technical study results are provided in Chapter 3. The planning rationale for the "No GTA West Scenario" SABE concept is set out below.

A final "No GTA West Scenario" SABE concept map is provided below as Map 8. Based the results of the revised technical studies, the following sets out the differences between this SABE concept and the final SABE concept "with the highway" set out in Map 6:
















1. New Community Area has been added north of the GTA West Highway Corridor east of Chinguacousy Rd in order to round out Community Area around Mayfield West and ensure there is sufficient Community Area in the SABE.
2. Community Area around the intersection of Highway 10 and Old School Road has been converted to Employment Area in order to more appropriately connect employment lands to the north with Highway 410.
3. Employment Area surrounding the Brampton Caledon Airport, north of Mayfield West, has been extended east of Highway 10 to reflect the new appeal of such lands for employment uses. The Region should implement appropriate buffers to ensure appropriate transition between this expanded Employment Area and the largely residential hamlet of Campbell's Cross to the north-east.
4. Given the uncertainty of the long-term development of the FSA around Sandhill, the Future Strategic Employment Land Reserve identified on the final SABE concept map has been removed.
5. The northern boundary of the Employment Area north of Tullamore has been moved south from the highway corridor to Old School Road. This reconfiguration reflects the reduced appeal of these lands for employment uses and recognizes that several major arterial roads, including Old School Road, will likely need to be widened in part to accommodate traffic that would otherwise have travelled on the highway.

Map 8 – Recommended SABE Concept – No GTA West Highway

Developable land needed for 2051 growth (May 2021):
 Community area: ~3,000 ha
 Employment area: ~ 1,400 ha



FOCUS STUDY AREA (FSA) (2051)

-  FSA
-  Study Areas (ROP Policy 5.4.3.2.7.a)
-  Areas Assessed in the Bolton Residential Expansion Study (ROP Policy 5.4.3.2.7.b)
-  GTA West Corridor (Preferred Route)
-  Municipal Boundary
-  Settlement Areas (Outside Greenbelt)
-  Settlement Areas (Within Greenbelt)
-  Greenbelt Area (Protected Countryside (Niagara Escarpment) (Oak Ridges Moraine) (Growth Plan NHS))
-  ROPA 30 Settlement Area (approved by the Local Planning Appeal Tribunal)
-  ROPA 34 Settlement Area (approved by the Province)
-  Natural Environment Takeouts
-  Provincially Significant Employment Zone
-  Brampton Caledon Airport
-  SABE Community Area
-  SABE Employment Area

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents a conceptual area for the SABE based on technical studies. For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

- Notes:**
- 1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development.
 - 2) The ~4,300 ha SABE accounts for all lands approved under ROPA 30.



1 cm = 1 km

6. Community Area north of Old School Road—between Dixie Road and Torbram Road and east of Innis Lake Road—has been removed from the SABE to reflect a new northern SABE boundary along Old School Road.
7. Employment Area north of the highway corridor and west of Bolton has been converted to Community Area in order to reflect the somewhat reduced appeal of this area for employment uses and to ensure there is sufficient Community Area in the SABE. Note that no change has been made to Employment Area south of the highway corridor in this part of the FSA.
8. Community Area has been added so as to build out the Bolton “Fingers” in order to ensure there is sufficient Community Area in the SABE.

The revised SABE under the No GTA West Scenario also responds to AIA recommendations to establish SABE boundaries based on property lines and existing road infrastructure to maximize separation from urban areas, the established agricultural character of the area where farm fragmentation is limited, and avoidance of impacts to existing established livestock operations where possible.

It is noted that the Phase 2 technical studies conclude that, while the assessment growth under the No GTA West Scenario is higher than the recommended SABE shown in Map 6, the road infrastructure costs are significantly higher (by \$327 million) in the absence of the highway. Water and wastewater infrastructure costs are estimated to be similar under both scenarios.

F. FINAL RECOMMENDED SABE CONCEPTS WITH AND WITHOUT HIGHWAY CONFORM TO GROWTH PLAN

The two final recommended SABE concepts—with and without the GTA West Highway—have been prepared based on technical studies conducted pursuant to section 2.2.8 of the Growth Plan. Table 17 sets out the requirements of this policy and the technical work undertaken in order to satisfy the policy.

Table 17: Conformity with Growth Plan Policy 2.2.8

Policy	Summary	Relevant Technical Study
2.2.8.1	Settlement area boundaries will be delineated in the official plan.	Peel 2051 Official Plan Review updated ROP schedules
2.2.8.2.a - c	<p>SABE may only occur through MCR that demonstrates:</p> <ul style="list-style-type: none"> • using a land needs assessment there is insufficient opportunity to accommodate forecasted growth through intensification and in the designated greenfield area. • the expansion will minimize land consumption and make available lands not exceeding the time horizon of the Growth Plan. • the timing of the expansion and phasing of the designated greenfield area will not adversely affect minimum intensification and density targets. 	<p><i>Settlement Area Boundary Expansion Study: Concept Map and Technical Study Findings, December 10, 2020</i> (Hemson)</p> <p><i>Peel2041+ Land Needs Assessment and Intensification Analysis, April 29, 2021</i> (Region of Peel)</p> <p><i>Settlement Area Boundary Expansion Study: Final Concept Map and Fiscal Impact Analysis, September 2, 2021</i> (Hemson)</p>
2.2.8.3.a - d	<p>The feasibility of the SABE will be determined by:</p> <ul style="list-style-type: none"> • the sufficient capacity in existing or planned infrastructure and public service facilities. • whether the infrastructure and public service facilities needed would be financially viable over the assets full life cycle. • applicable water and wastewater, and stormwater master plans. • minimizing and mitigating any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water. 	<p><i>Let's Move Peel: Long Range Transportation Plan 2019</i> (Region of Peel)</p> <p><i>Final Preliminary Water and Wastewater Assessment (Part 1), April 30, 2020</i> (Region of Peel)</p> <p><i>Preliminary Constraints Assessment – Water Resources and Natural Heritage Technical Report, May 29, 2020</i> (Wood)</p> <p><i>Scoped Subwatershed Study Part A – Existing Conditions and Characterization, October 2, 2020</i> (Wood)</p> <p><i>Transportation Technical Study: Technical Memorandum A – Assessment and Evaluation Process and Initial Assessment, November 6, 2020</i> (Paradigm)</p> <p><i>Settlement Area Boundary Expansion Study: Public Facilities</i></p>

Table 17: Conformity with Growth Plan Policy 2.2.8

Policy	Summary	Relevant Technical Study
		<p><i>Technical Study, November 19, 2020 (Monteith Brown)</i></p> <p><i>Scoped Subwatershed Study Part B – Detailed Studies and Impact Assessment, November 24, 2020 (Wood)</i></p> <p><i>Settlement Area Boundary Expansion (SABE) – Scoped Subwatershed Study, June 17, 2021 (Region of Peel)</i></p> <p><i>Settlement Area Boundary Expansion Water & Wastewater Servicing Analysis, July 15, 2021 (GM BluePlan)</i></p>
2.2.8.3.e	Feasibility of the proposed SABE will require avoiding key hydrologic areas and the Natural Heritage System for the Growth Plan where possible.	<i>Settlement Area Boundary Expansion (SABE) – Scoped Subwatershed Study, June 17, 2021 (Region of Peel)</i>
2.2.8.3.f - h	<p>Feasibility of the proposed SABE will require:</p> <ul style="list-style-type: none"> • avoiding prime agricultural areas where possible, and will demonstrate minimizing and mitigating impact on the Agricultural System. • determining whether the settlement area to be expanded is in compliance with the minimum distance separation formulae. • minimizing and mitigating any potential negative impacts on the agri-food network, as determined through an agricultural impact assessment. 	<p><i>Preliminary Agricultural Impact Assessment, November 6, 2020 (Planscape)</i></p> <p><i>Addendum to Agricultural Impact Assessment: Future of the GTA West Corridor, July 7, 2021 (Planscape)</i></p> <p><i>Phase 2 – Agricultural Impact Assessment, August 4, 2021 (Planscape)</i></p>
2.2.8.3.i	Feasibility of the proposed SABE will require the application of the policies of Sections 2 and 3 of the PPS.	<p><i>Settlement Area Boundary Expansion Study Phase A: Focus Study Area, February 25, 2020. (Hemson & SVN)</i></p> <p><i>Settlement Area Boundary Expansion (SABE) – Scoped Subwatershed Study, June 17, 2021 (Region of Peel)</i></p>

Table 17: Conformity with Growth Plan Policy 2.2.8

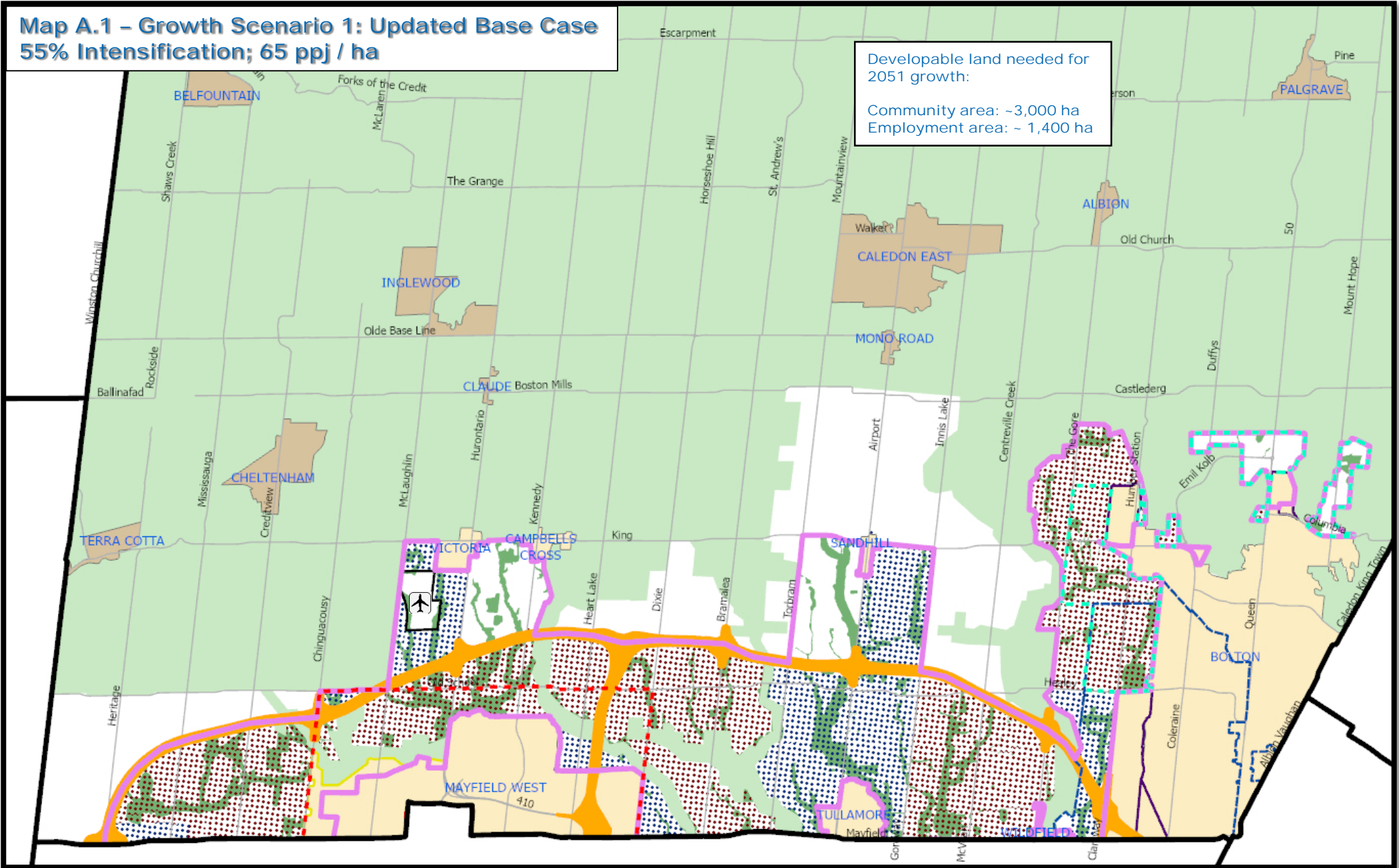
Policy	Summary	Relevant Technical Study
2.2.8.3.j	Feasibility of the proposed SABE will require meeting applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan.	<i>Settlement Area Boundary Expansion: Rural Settlements Final Report and Recommendations, August 6, 2021</i> (Hemson)
2.2.8.3.k	In Protected Countryside areas, settlement expansion: will be considered a town/village; will be modest in size; will support the achievement of a complete community or the local agricultural economy; cannot be accommodated in existing settlement area boundaries; would be serviced by existing municipal water and wastewater systems; will not expand into <i>Natural Heritage Systems</i> .	<i>Settlement Area Boundary Expansion: Rural Settlements Final Report and Recommendations, August 6, 2021</i> (Hemson)

APPENDIX A

**MAPS SHOWING SABE CONFIGURATION UNDER
GROWTH SCENARIOS 1 – 4**

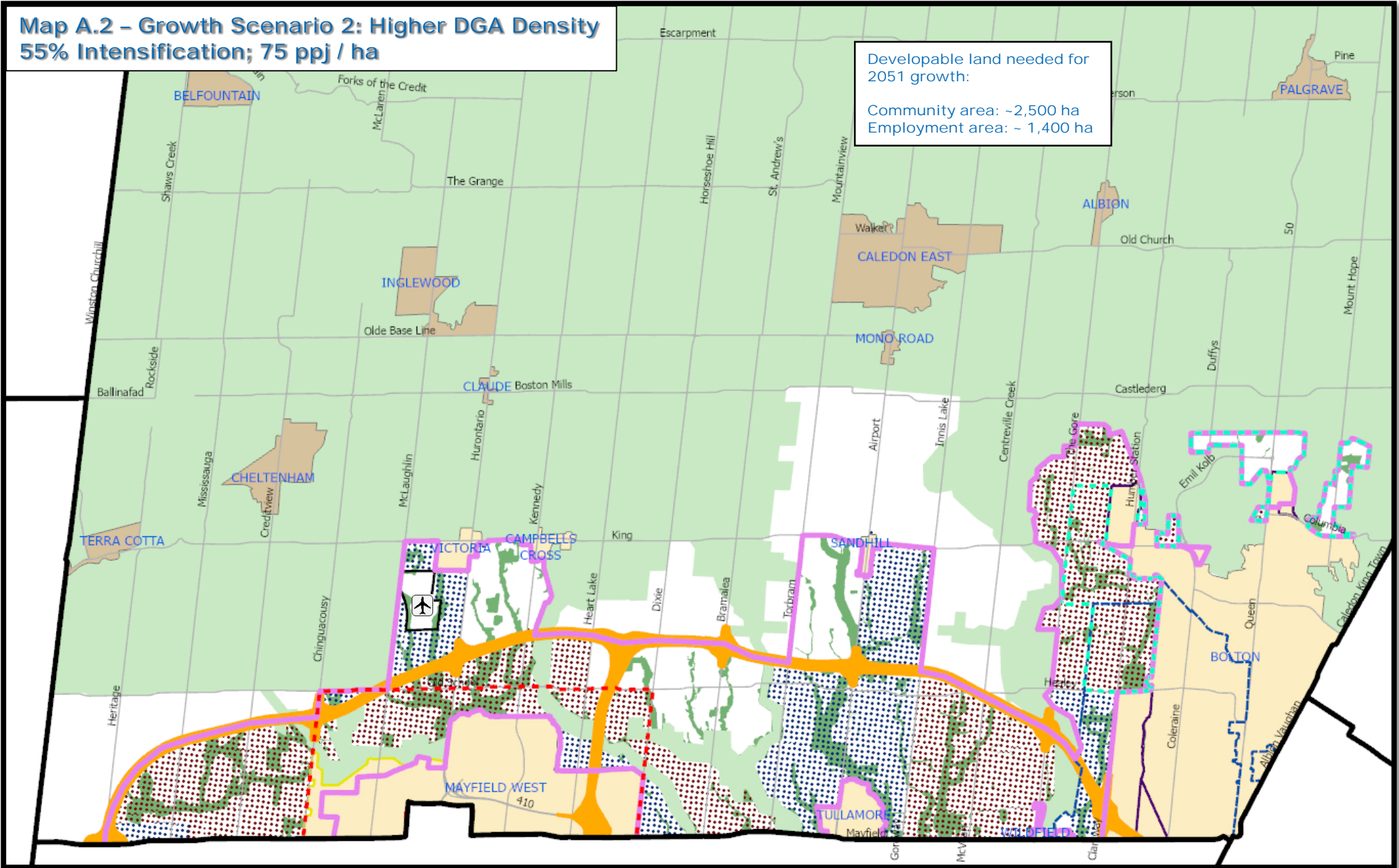
Map A.1 – Growth Scenario 1: Updated Base Case
55% Intensification; 65 ppj / ha

Developable land needed for 2051 growth:
 Community area: ~3,000 ha
 Employment area: ~ 1,400 ha



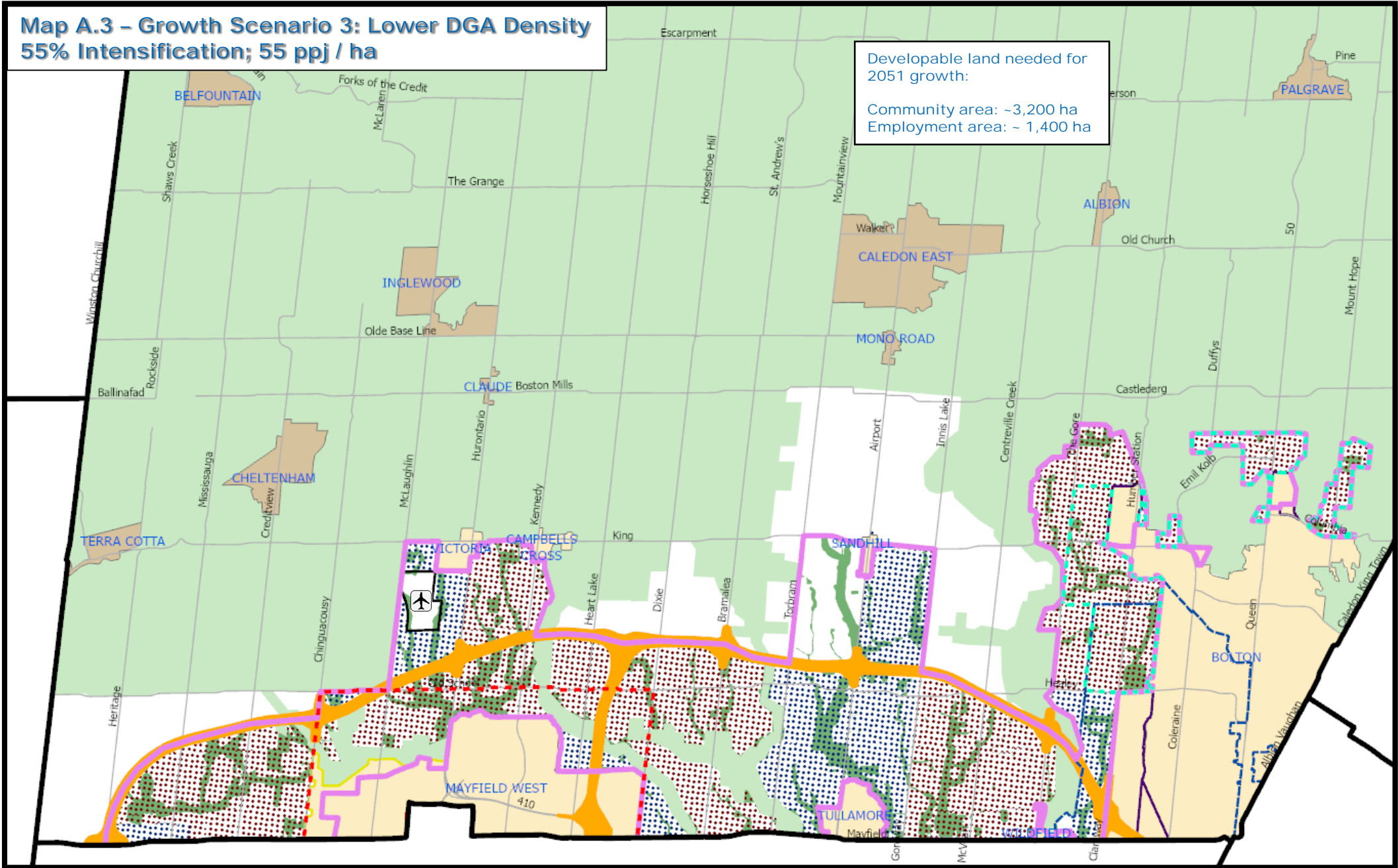
Map A.2 – Growth Scenario 2: Higher DGA Density
55% Intensification; 75 ppj / ha

Developable land needed for 2051 growth:
 Community area: ~2,500 ha
 Employment area: ~ 1,400 ha



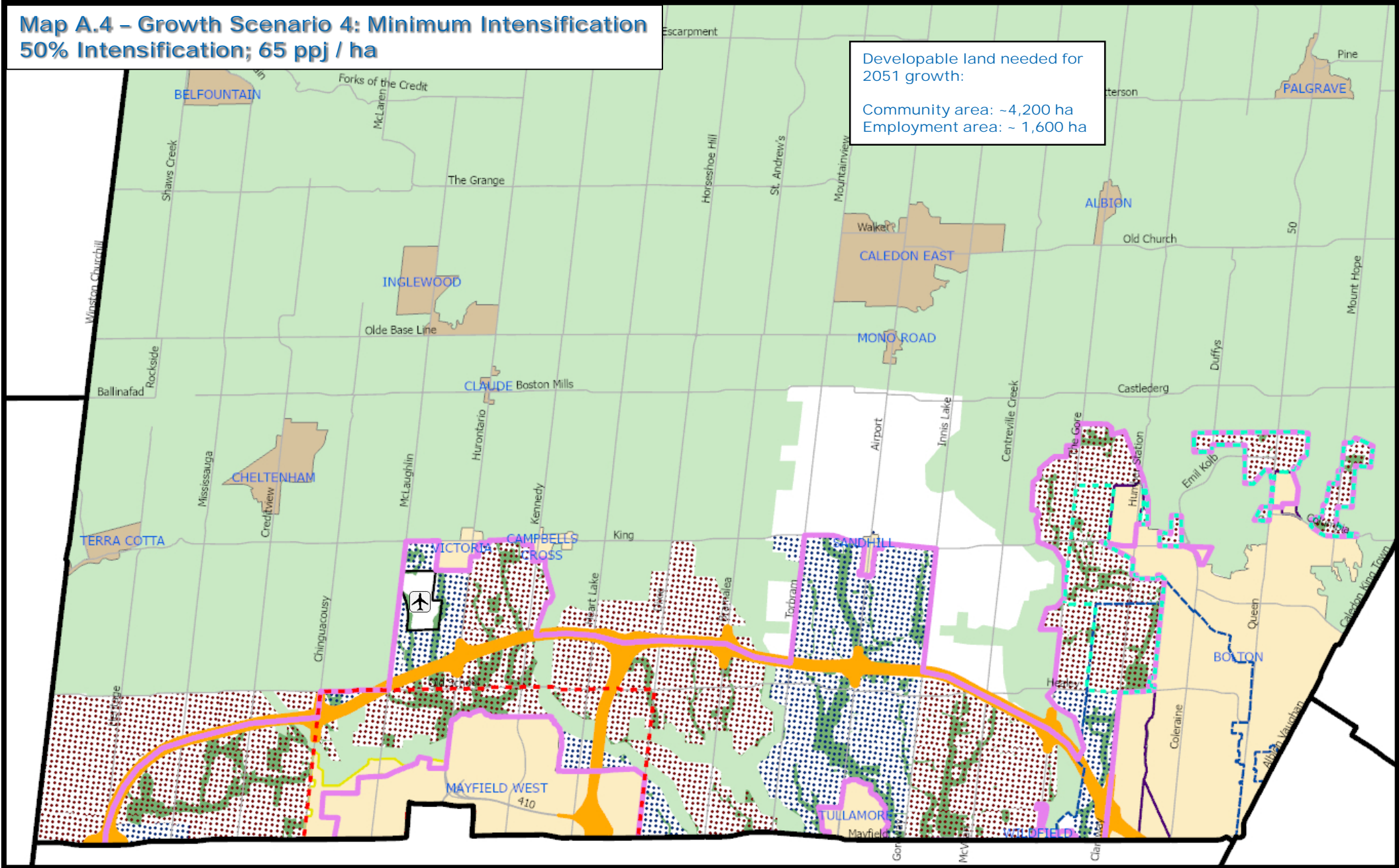
**Map A.3 – Growth Scenario 3: Lower DGA Density
55% Intensification; 55 ppj / ha**

Developable land needed for
2051 growth:
Community area: ~3,200 ha
Employment area: ~ 1,400 ha



**Map A.4 – Growth Scenario 4: Minimum Intensification
50% Intensification; 65 ppj / ha**

Developable land needed for 2051 growth:
Community area: ~4,200 ha
Employment area: ~ 1,600 ha



APPENDIX B

SUMMARY OF FISCAL IMPACT ANALYSIS

ASSESSMENT ASSUMPTIONS

MEMORANDUM

To: Craig Binning, Stefan Krzeczunowicz
From: John Hughes
Date: August 6, 2021
Re: Assessment Values for Use in SABE Fiscal Impact Analysis

This memorandum provides recommendations regarding assessment values to be used in connection with the evaluation of urban area expansion area options being considered for the Peel 2051. The recommendations regarding residential types of property which are the dominant land use are based on analysis of assessed values of units built since 2011 in the Bolton and Mayfield West areas. Because there are fewer Commercial and Industrial properties, assessed values for the whole Town of Caledon were considered.

Two particular factors need to be borne in mind concerning the recommended values.

- The base year for the Current Value Assessments (CVAs) is 2016. The Province has postponed release of the 2019 CVAs because of the disruptions caused by the Covid 19 epidemic. Had the newer values been used the relative differences between the two areas may have changed.
- The recommended values also reflect the type and size of residential units that have been built in the two areas. Developments that will be built in the coming years may differ in response to changing consumer preferences and finances. This, in turn, could affect the value of new units.

The recommendations by property type are discussed below.

A. SINGLE AND SEMI-DETACHED UNITS

The recommended CVA values are based on an analysis of per unit CVA values and values per square foot. Both average and median values were considered. Median values tend to be a more reliable guide for residential properties as outlier properties can have an undue influence on averages and thus would not reflect the assumed pattern of future development.

The analysis indicated that, as of 2016, residential units in Bolton were worth more than those in Mayfield West. This is attributable to two factors; values are approximately 7% higher and units are approximately 6% larger. Median vales are lower than the averages

Median of Destination CVA		
Area	Single & Semi: \$/psf	Singles & Semi: \$/Unit
Bolton	\$ 273	\$ 807,000
Mayfield West	\$ 255	\$ 709,000
Other	\$ 342	\$ 1,328,000
Overall	\$ 260	\$ 776,000

Average of Destination. CVA		
Area	Single & Semi: \$/psf	Single & Semi: \$/Unit
Bolton	\$ 292	\$ 873,000
Mayfield West	\$ 259	\$ 720,000
Other	\$ 355	\$ 1,328,000
Overall	\$ 266	\$ 725,000

Taking into account the various factors and giving greater weight to the median values, the following per unit and per square foot CVA values are recommended for use in the evaluation:

Bolton \$ 815,000 per unit or \$ 280 per sq. foot
 Mayfield West \$ 710,000 per unit or \$ 255 per sq. foot

B. MULTIPLE UNITS

Units of this type display a similar pattern for the two areas with those in Bolton having per unit values higher than in Mayfield West. However the difference between the two areas is proportionately smaller. Also, on a per square foot basis Mayfield West amounts are higher and reflect their smaller unit size.

Median of Destination CVA		
Area	Multiples: \$/psf	Multiples: \$/Unit
Bolton	\$ 257	\$ 488,000
Mayfield West	\$ 279	\$ 466,000
Other	\$ 338	\$ 548,000
Overall	\$ 280	\$ 471,000

Average of Destination CVA		
Area	Multiples: \$/psf	Multiples: \$/ Unit
Bolton	\$ 259	\$ 487,000
Mayfield West	\$ 279	\$ 462,000
Other	\$ 338	\$ 542,000
Overall	\$ 285	\$ 477,000

For multiple units, the following per unit and per square foot CVA values are recommended.

Bolton \$ 486,000 per unit or \$ 258 per sq. foot

Mayfield West \$ 465,000 per unit or \$ 279 per sq. foot

C. APARTMENTS (CONDOS)

There is only one condo apartment building in Caledon which is located in Bolton. There are 71 units with an average CVA value of \$462,366. Based on this, a CVA of \$462,000 per unit is recommended. This amount should be reviewed once a clearer idea of the type and size of future units is established and adjusted if they are likely to differ significantly from the existing units in Bolton. A discount of 5% could be considered for Mayfield West given the pattern of values exhibited for other unit types.

D. RETAIL (COMMERCIAL)

As the table below shows, there is a very limited amount of retail space in Caledon, most of it being located in Bolton. While the average per square foot CVAs vary quite significantly, the median values are quite close. As with other types of property, values tend to be higher in Bolton.

Per square foot CVA values of \$260 for Bolton and \$243 for Mayfield West are recommended.

	Median CVA/ Sq. ft.	Average CVA/Sq. ft.	Total Sq. ft.
Bolton	\$258.04	\$360.12	25,928
Mayfield West	\$241.56	\$271.02	2,439
Caledon, Total	\$268.96	\$345.00	34,500

*Retail-related properties include: retail, banks, restaurants, cinemas, gas stations, malls and big box stores, dealerships, grocery stores, taverns and building centres.

E. INDUSTRIAL

There are a limited number of industrial properties in Caledon nearly all of which are located in Bolton. The properties take many different forms. Therefore per unit or per square foot values are not appropriate for estimation purposes. Instead a rate per acre is considered the best measure to use. The table shows that median values in Bolton are far higher than for Mayfield West. However the Mayfield West number is not considered to be indicative as there are is a very small number of acres and the rate per acre is far below what is realistic for developed industrial properties.

Relying on the Bolton values, a CVA rate of \$ 1,430,000 per acre is recommended for all industrial land.

	Median CVA/ac	Average CVA/ac	Total Acres
Bolton	\$1,428,283	\$1,440,329	255.05
Mayfield West	\$615,299	\$615,299	5.36
Caledon, Total	\$1,424,390	\$1,412,698	278.17

* Industrial properties include: standard industrial, industrial malls and condos, warehouses, food processing, heavy manufacturing and cement/asphalt plants

While I think the recommended CVA amounts are reasonable, as mentioned above, it is important to bear in mind the caveats regarding the early base year for the values and the broader point that the development that will come with growth may be somewhat different than the existing base.