

# Growth Management Focus Area

Policy Directions Report

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May 2020



*This policy background paper (including any attachments) has been prepared using information current to the report date. It provides an assessment of provincial policy conformity requirements, recognizing that Provincial plans and policies were under review and are potentially subject to change. The proposed direction contained in this discussion paper will be reviewed to ensure that any implementing amendments to the Regional Official Plan will conform or be consistent with the most recent in-effect provincial policy statement, plans and legislation. Additional changes will not be made to the contents of this discussion paper.*

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# 1. Introduction

The Region of Peel’s Regional Official Plan (ROP) is the long-term policy framework for land use planning decision-making. It sets the Regional context for detailed planning by protecting the environment, managing resources, directing growth and setting the basis for providing Regional services in an efficient and effective manner. The *Planning Act* requires municipalities to update their Official Plan every five years to ensure that the policies remain current and are consistent with Provincial plans and policy statements in order to achieve the stated goals and objectives. The review of the current ROP, referred to as *Peel 2041: Regional Official Plan Review (Peel 2041)*, is being undertaken with the intent to plan for growth to the year 2041.

Peel 2041 includes a focused review of thirteen focus areas to ensure conformity with a number of recent updates to Provincial Plans and policies.

The ROP is being reviewed for conformity with recent policy amendments including the *Provincial Policy Statement (PPS), 2020*, the *Growth Plan for the Greater Golden Horseshoe (2019)*, the *Greenbelt Plan (2017)*, the *Oak Ridges Moraine Conservation Plan (2017)* and the *Niagara Escarpment Plan (2017)*.

This policy backgrounder discusses potential additional policy changes that have emerged as a result of this Provincial conformity exercise, and an effort by the Region of Peel to accommodate growth while promoting healthy, complete, and livable communities.



The Growth Management Focus Area is guided by an exercise in determining an allocation of population, housing and employment growth to 2041 among the local municipalities. The work guides growth in an integrated manner that balances the requirements of provincial plans, current market trends, infrastructure and financial planning, and local planning priorities. The focus area also serves as important inputs to other focus areas such as Settlement Area Boundary Expansion, Major Transit Station Areas, Transportation, and Housing.

The resulting official plan amendment will set the objectives for growth to the 2041 planning horizon that supports complete and healthy communities.



## Purpose

The purpose of this paper is to provide background information and identify growth management directions for the ROP as part of the *Peel 2041: Regional Official Plan Review* process. This will include policy issues and updates necessary to reflect Provincial policy direction and conformity. The following issues and policy areas will be addressed:

- municipal growth allocation
- minimum *intensification targets*
- *minimum designated greenfield area targets*
- *strategic growth areas*
- *employment areas*
- implementation tools and monitoring

## Background

The Region of Peel is forecasted to achieve a total population of about 2 million people and 1 million jobs by the year 2041. This represents an increase of about 540,000 people and 275,000 jobs from 2016 to 2041.

To accommodate this growth while promoting healthy, complete, and livable communities, the Region will need a policy planning framework that manages where and how growth will occur while balancing Regional and local priorities.

The *Peel 2041: Official Plan Review* and Municipal Comprehensive Review is a full review of municipal growth targets and policy structures to determine a distribution of population and employment growth amongst the local municipalities to guide growth in Peel.

## Growth Management Strategy

As part of a new and collaborative approach and in support of the Peel 2041 Official Plan Review, Regional Council directed Staff to undertake a new approach to plan and manage growth in Peel to 2041 by considering planning, servicing, and financing of growth. The principles identified to plan for complete and healthy communities included:

- efficiently using existing and planned Regional infrastructure
- supporting growth pays for growth to minimize financial impacts to existing residents and businesses
- protecting environmental and agricultural resources
- creating densities that support transit, affordable housing and complete communities
- planning for a range of employment over the long-term to adjust to market cycles.

Regional Council received the [Peel Growth Management Strategy Overview Report, an Integrated Approach to Managing Growth to 2041](#) on October 26, 2017. The comprehensive report was accompanied by a [draft Growth Management Regional Official Plan Amendment \(ROPA\)](#) and [municipal allocation/land budget](#) which was endorsed by Council. Table 1 provide a comparison of the current Regional Official Plan allocation to the endorsed municipal allocation to 2041.

| <b>Table 1 - Comparison of in Effect 2031 and Council Endorsed 2041 Forecasts</b> |                       |                |                              |                |                   |                |
|---|-----------------------|----------------|------------------------------|----------------|-------------------|----------------|
| <b>Municipality</b>   | <b>In Effect 2031</b> |                | <b>Council Endorsed 2041</b> |                | <b>Difference</b> |                |
|   | Population            | Employment     | Population                   | Employment     | Population        | Employment     |
| Brampton  | 727,000               | 314,000        | 890,000                      | 325,000        | 163,000           | 11,000         |
| Caledon   | 108,000               | 46,000         | 160,000                      | 80,000         | 52,000            | 34,000         |
| Mississauga   | 805,000               | 510,000        | 920,000                      | 565,000        | 115,000           | 55,000         |
| <b>Peel</b>   | <b>1,640,000</b>      | <b>870,000</b> | <b>1,970,000</b>             | <b>970,000</b> | <b>330,000</b>    | <b>100,000</b> |

A public meeting was held in February of 2018 on the draft Growth Management Regional Official Plan Amendment. This process was put on hold in April 2018 due to the cancellation of the GTA West Corridor study and the release of Provincial guidance materials on the municipal comprehensive review process. Several reports were present to Council on the matter, as follows:

- [Implications of the Current Provincial Planning Context on Major Planning Initiatives in Peel \(PDF\)](#)
- [Current Provincial Land Use Planning Context \(PDF\)](#)
- [Implications on the Growth Management Work Plan as a Result of Provincial Policy Directions \(PDF\)](#)

Since the draft Growth Management Regional Official Plan Amendment was presented in 2017 and consulted on in early 2018, the provincial policy framework has changed several times through an updated A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and Provincial Policy Statement, 2020.

This report will set the direction to update the growth management policies in the ROP and inform further work to be completed through the municipal comprehensive review.

## 2. Policy Framework

The following section provides an overview of the provincial policy framework that guides planning and managing growth.

### Planning Act

The Planning Act sets out Provincial interests and directions on many issues, including: the distribution of population and employment growth; where and how that growth will be accommodated; infrastructure requirements; and, the protection of key heritage and natural resources.

### Provincial Policy Statement

The Provincial Policy Statement (PPS) is a part of Ontario's policy-led provincial planning approach to supporting strong, healthy, and livable communities. The document provides direction on matters of provincial interest related to land use planning. All decisions related to planning and development must be consistent with the PPS. Where planning matters identified in the PPS overlap with a more detailed provincial plan such as the Growth Plan for the Greater Golden Horseshoe, the policies of the more detailed plan prevail.

The current Regional Official Plan is consistent with the Provincial Policy Statement, 2005. In 2014, the PPS was updated as a part of a 5-year review process. Key changes as a part of the PPS, 2014 included extending the planning horizon for infrastructure beyond a 20-year horizon, encouraging transit-supportive land use patterns, promoting active transportation, and supporting the long-term protection of employment areas beyond 20 years.

The Provincial Policy Statement 2020 (PPS) was again updated in March of 2020. While the PPS, 2020 was comprehensively overhauled, there are only a few matters that impact the Growth Management focus area.

### A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The *Places to Grow Act, 2005* enables the Government of Ontario to develop regional growth plans to guide land use policies and government investments.

The Growth Plan for the Greater Golden Horseshoe, 2006 established a framework to guide and manage growth to create compact, complete communities across the Greater Golden Horseshoe (GGH). To achieve this objective, the Growth Plan promotes an integrated approach to planning for complete communities that requires intensification of the existing built-up areas, more compact greenfield development, better alignment between land use and transit planning, and the protection of employment areas.

In order to achieve its objectives, the plan forecasts and allocates population and employment growth to upper- and single-tier municipalities to a planning horizon, establishes a hierarchy of policy areas, and specifies minimum growth and density targets that are considered to be critical indicators in creating compact and complete communities. These targets are major drivers of growth management policies when updating Official Plans.

The Growth Plan was comprehensively revised in 2017, continuing with the allocation of population and employment to 2041 (Amendment #2) along with substantial policy revisions. This included new policies pertaining to employment areas, revisions to intensification targets, a revised methodology for calculating density in designated greenfield areas, and a new standardized approach to calculate land needs. The update also called for upper-tier municipalities to have an increased role in managing growth by requiring planning work to be undertaken for additional policy areas such as Strategic Growth Areas, Major Transit Station Areas, and Employment Areas.

In May 2019, the Growth Plan was again comprehensively updated under a new provincial government. In addition to policy changes in the plan, several guiding implementation documents were rescinded or cancelled, this included the land needs assessment methodology.

The Region is currently awaiting the release of three provincial planning documents or initiatives to assist with the update of the Growth Management focus area policies:

- Updated Land Needs Assessment Methodology (Summer 2020)
- Policy direction on Provincially Significant Employment Zones (Summer 2020)
- Updates to the Schedule 3 Population and Employment Forecasts (Summer 2020)

Since the Growth Management Regional Official Plan Amendment in 2017, the foundational elements of the Growth Plans policy and target guided approach to managing growth has changed. **Appendix I** outlines how the forecasts and targets of the Growth Plan has changed in recent years compared to the current Region of Peel Official Plan.

### Region of Peel Official Plan

The Region of Peel Official Plan currently conforms with the Growth Plan, 2006 and the PPS, 2005. Regional Official Plan Amendment #24 was adopted by Council on April 22, 2010. The amendment established the current policy framework for growth management and employment policies to the 2031 planning horizon. Growth management policies are integrated throughout the Official Plan, but the majority of the directions are found in *Chapter 4 – Regional Forecasts* and *Chapter 5 – Regional Structure*. The key policy areas for planning and managing growth are found on *Schedules D – Regional Structure* and *D4 – The Growth Plan Policy Areas in Peel*.

*Chapter 4* lays out the framework for guiding growth within the Region. This includes establishing population, housing, and employment forecasts for the local municipalities that are the basis for determining regional services and establishing land requirements to accommodate growth to the planning horizon. Table 3 of the ROP provides the population, housing, and employment forecasts to 2021 and 2031 for the Region of Peel, which is the basis for long term integrated planning.

Chapter 5 outlines the objectives and directions to guide growth within the policy areas that make up the Regional structure. This includes directions establishing minimum density and intensification targets for policy areas such as the built-up area, urban growth centre, and designated greenfield areas. The section also includes the urban settlement area or '2031 Regional Urban Boundary' which in conjunction with Rural Service Centres (Bolton, Mayfield West, Caledon East) comprise lands anticipated to be developed for urban land uses within the planning horizon from the lands that will remain agricultural or rural. Policies on planning and protecting for employment areas are found in Section 5.6 of the Plan.

### 3. Land Needs Assessment

The Growth Plan, 2019 requires upper- and single- tier municipalities to plan for growth in an integrated manner that establishes a hierarchy of settlement areas, optimizes infrastructure and lifecycle costs, and is implemented through a municipal comprehensive review. This includes the completion of a Land Budget or what is now known as a “Land Needs Assessment” to determine the amount of land required to accommodate forecasted growth to the planning horizon.

In May 2018, as a part of direction from the Growth Plan, 2017, the Ministry of Municipal Affairs released a standard methodology to be used to calculate the ‘land need’ as per the requirements of the growth plan. The stepped process involves leveraging current demographic, planning and economic analysis to inform the development of strategies and policies to manage growth. This includes determining if additional lands are required through settlement boundary expansion.

**Figure 1 – Land Needs Assessment Flow Diagram**



Source: Ministry of Municipal Affairs and Housing, 2018

| Section                       | Policy Requirement  |
|-------------------------------|---|
| Growth Plan, Section 2.2.1.5  | The minister will establish a methodology for assessing land needs to implement this plan...The methodology will be used to assess the quantity of land required to accommodate forecasted growth to the horizon of this plan.  |
| Growth Plan, Section 2.2.8.2A | A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that: <ul style="list-style-type: none"> <li>a) based on the minimum intensification and density targets in this Plan and a <b>land needs assessment</b> undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area: i. within the upper- or single-tier municipality, and ii. within the applicable lower-tier municipality;</li> </ul> |

The Region of Peel undertakes an integrated scenario-based approach to demonstrating conformity with the target and policy-based requirements of the Growth Plan, 2019. As a part of Peel 2041 Official Plan Review, Regional Planning and Growth Management staff developed growth scenarios to test the ability of the Region to accommodate future growth. The scenarios provide differing approaches to achieve the forecasts assigned to Peel Region through Schedule 3 of the *Growth Plan*. **Appendix II** outlines the scenarios that were tested as a part of the municipal allocation and scenario development exercise to date.

In October of 2017, Staff presented a draft municipal growth allocation and land budget to Council, as a part of the integrated approach to growth that included supporting reports from transportation, water and wastewater and finance. The result of the comprehensive analysis and land budget to support the municipal allocation was that an additional land need of approximately 1,300 hectares was required in the Town of Caledon through Settlement Area Boundary Expansion to accommodate forecasted population and employment growth to 2041 in Peel.

In addition, the LNA methodology provided by the Province in 2018 was also undertaken to evaluate the results. The findings were similar in that additional community and employment lands were required through Settlement Area Boundary Expansion to support the forecasted growth. Please note that the province has since rescinded the 2018 LNA methodology through *Ontario Reg 311/06* and an updated methodology is currently being developed by the Province to be used by municipalities as a part of their *municipal comprehensive review*.

In May 2019, the provincial government released A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. The update resulted in several changes that will require the Region to review and update its Land Needs Assessment work, inclusive of:

- decreasing the minimum intensification target to 50% annually to 2041;
- decreasing the minimum designated greenfield area density target to 50 people and jobs per hectare; and
- reviewing and updating the Land Needs Assessment methodology (Summer 2020 release)

Table 2 illustrates a comparison of the land needs requirements for the Region based on the on-going scenario work completed by the Region to reflect the latest development trends and the best information available. It is anticipated that a final determination of land needs will be made once the updates and materials are released and assessed by staff in consultation with stakeholders.

| <b>Table 2 - Overview of Additional Settlement Land Needs in Caledon</b> |   |                              |              |               |                       |            |
|--|---|------------------------------|--------------|---------------|-----------------------|------------|
| <b>New DGA<br/>Community and<br/>Employment<br/>Area Land Need</b>       |   |                              | October 2017 | February 2019 | December 2019 (draft) |            |
|  | Community Land<br>Need (developable<br>ha)    | Population                   |              | 40,000        | 40,000                | 43,100     |
|  |   | Community Area<br>Employment |              | 4,500         | 4,500                 | 5,100      |
|  |   | Persons and Jobs             |              | 45,000        | 44,500                | 48,200     |
|  |   | @ 65 p+j/ha                  |              | -             | -                     | <b>740</b> |
|  |   | @ 80 p+j/ha                  |              | <b>567</b>    | <b>560</b>            | -          |
|  | Employment Land<br>Need (developable<br>area) | Employment<br>Area Jobs      |              | 19,500        | 19,500                | 14,900     |
|  |   | hectares                     |              | <b>650</b>    | <b>740</b>            | <b>560</b> |

Note: Figures do not include expansion lands for Mayfield West Phase 2 Stage 2 or Ninth Line and do not reflect anticipated changes in Summer 2020 to Provincial growth allocation to Peel.

The comprehensive land budget work completed to support the direction of the Growth Management focus area and integrated approach to growth management in October 2017 provides a strong basis to evaluate the Regions ability to accommodate growth to 2041. While there have been several changes to provincial policies, minimum targets, and new methodologies, the Region’s analysis continues to demonstrate that there will be a need for additional lands to accommodate forecasted growth. The exact amount and location of new designated greenfield areas in Caledon will be determined through a finalized LNA, Settlement Area Boundary Expansion study and based on final growth forecasts for Peel from the Province.

**Appendix III** provides an overview of the Regions current growth scenario (16- Revised) and the detailed community area map and tables that illustrate the geographic distribution of the allocated population, units, and employment growth. The scenario is consistent with the endorsed municipal allocation and considers a minimum intensification rate of 58% between 2021 and 2041 and a minimum designated greenfield area density target of 65 people and jobs per hectare. Note: these targets are discussed in Section 4 of this report.

The Region will continue to work with the local municipalities to review and update the growth scenario work based on the best information available and current provincial policies. The Province is expected to release a new land needs assessment methodology and new Schedule 3 population and employment forecasts in the summer 2020. It is anticipated that the release will extend the planning horizon and increase the forecasted population and employment growth allocated to Peel Region.

| <b>Draft Policy Directions: Land Needs Assessment</b> |   |
|---|---|
| <b>Section</b>  | <b>Proposed Direction</b>   |
| N/A   | <ul style="list-style-type: none"> <li>Once finalized, utilize the updated Land Needs Assessment to confirm the total amount of land needed for settlement area boundary expansion</li> </ul>   |
| Chapter 5   | <ul style="list-style-type: none"> <li>Update Official Plan policies to include requirements to undertake a Land Needs Assessment to determine land needs for accommodating forecasted growth to the planning horizon and determining settlement area boundary expansion needs</li> </ul> |

## 4. Regional Forecasts and Growth Management

Schedule 3 of the *Growth Plan, 2019* allocates population and employment growth forecasts for upper-tier municipalities such as Peel Region. The forecasts are the basis for the Provinces approach to managing growth within the Greater Golden Horseshoe (GGH). In addition, the Growth Plan, 2019 provides direction on how the forecasted growth should be allocated. Specifically, the majority of growth should be directed to existing settlement areas within the delineated built-up area and growth should be limited in rural settlements, the Greenbelt, and areas without access to municipal servicing systems.

By 2041, the Region of Peel is forecasted to have a population of 1,970,000 people and 970,000 jobs. The endorsed municipal allocation and growth scenario work updates the Regional forecasts and the distribution of growth to the local municipalities to meet the requirements of the Growth Plan, 2019 for managing growth. A number of different scenarios were developed and tested for planning, servicing and financial implications in collaboration with stakeholders and the local municipalities.

It should be noted that the Province is currently reviewing the population and employment forecasts in the Growth Plan, 2019. It is anticipated that this review will result in increased population and employment growth allocated to Peel Region and an extended planning horizon.

The following provincial requirements for managing growth are applicable.

| Section              | Policy Requirement  |
|----------------------|---|
| Growth Plan, 5.2.4.2 | All upper- and single-tier municipalities will, through a municipal comprehensive review, apply the forecasts in Schedule 3 for planning and managing growth to the horizon of this Plan.   |
| Growth Plan, 2.2.1.1 | Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.   |
| Growth Plan, 2.2.2.2 | Growth will be limited in settlement areas that: <ul style="list-style-type: none"> <li>i. are rural communities</li> <li>ii. not services by existing or planned municipal water and wastewatersystems</li> <li>iii. are in the Greenbelt Area</li> </ul>  |
| Growth Plan, 2.2.1.3 | Within settlement areas growth will be focused in: <ul style="list-style-type: none"> <li>i. delineated built-up areas</li> <li>ii. strategic growth areas</li> <li>iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned</li> <li>iv. areas with existing or planned public service facilities</li> </ul> |



|                           |   |
|---------------------------|---|
| Growth Plan,<br>5.2.3.2.E | Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:<br><br>e) allocating forecasted growth to the horizon of this Plan to the lower-tier municipalities in a manner that would support the achievement of the minimum intensification and density targets in this Plan |
|---------------------------|---|

## Designated Greenfield Areas

*Designated greenfield areas* are lands that were not urbanized at the time the Province established the boundary but are designated for future urban development. The *Growth Plan* supports new development in *designated greenfield areas* in a manner that:

- contributes to creating *complete communities*
- creates street configurations, densities, and urban forms that support walking, cycling, and the early integration and sustained viability of transit services
- provides a diverse mix of uses to support vibrant neighbourhoods, including residential and employment uses
- creates high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling

The total net area of the existing *designated greenfield areas* in Peel is approximately 8,343 hectares. In Peel, these lands are within Brampton and Mississauga and Caledon’s three rural service centres (Bolton, Caledon East and Mayfield West).

| <b>Table 3 – Existing designated greenfield areas in Peel</b> |                       |
|---|-----------------------|
|   | Existing DGA (Net ha) |
| Brampton  | 6,634                 |
| Caledon   | 1,529                 |
| Mississauga   | 181                   |
| Peel  | 8,343                 |

The current Regional Official Plan sets a density target of 50 people and jobs per hectare for designated greenfield areas lands across Peel. It should be noted that the density figure includes employment lands as part of the methodology to determine the overall density as per the 2006 Growth Plan.

The following policy requirements warrant consideration in the ROP:

| <b>Section</b>          | <b>Policy Requirement</b>  |
|-------------------------|--|
| Growth Plan,<br>2.2.7.2 | The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:<br><br>a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, <b>Peel</b> , Waterloo and York will plan |

|                         |   |
|-------------------------|---|
|                         | to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;   |
| Growth Plan,<br>2.2.7.3 | <p>The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following:</p> <ul style="list-style-type: none"> <li>a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;</li> <li>b) rights-of-way for: <ul style="list-style-type: none"> <li>I. electricity transmission lines;</li> <li>II. energy transmission pipelines;</li> <li>III. freeways, as defined by and mapped as part of the Ontario Road Network; and</li> <li>IV. railways;</li> </ul> </li> <li>c) employment areas; and</li> <li>d) cemeteries.</li> </ul> |

The Regions latest growth scenario and allocation work carries an assumption that the overall designated greenfield area for existing and new lands in the Region can support a planned density of 65 residents and jobs per hectare. The assumption is based on two key factors:

1. Over the last decade, community area DGA development across Peel has been built and is being planned for at least 60 to 65 people and jobs per hectare or higher based on an assessment of a variety of communities across Peel. **Appendix IV** provides examples of recent greenfield area development densities in Peel.
2. The requirement to consider DGA employment areas as a part of the minimum density calculation was removed in the 2017 and 2019 versions of the Growth Plan. The new Growth Plan 2019 methodology for calculating minimum density in the DGA excludes an estimated 2,300ha of employment area land from the minimum density calculation. In Peel, much of the DGA employment is low density employment areas. As a result, density for community area lands would be higher than the current minimum 50 people and jobs per hectare as the low densities employment areas would not have to be offset.

A minimum density of 65 people and jobs per hectare in designated greenfield areas for community area lands measured across the Region of Peel reflects current development trends and supports the objectives of the Growth Plan for compact greenfield communities with a range and mix of housing option.

## Intensification

The Growth Plan directs a significant portion of new growth to built-up areas, and promotes compact urban form, intensification and redevelopment. Intensification is expected to result in increased densities and a higher ratio of residential development within already developed areas where both infrastructure and services exist. The Growth Plan, 2019 lists the following forms of *intensification*:

- *redevelopment*, including the reuse of *brownfield sites*
- the development of underutilized lots within previously developed areas
- infill development
- the expansion or conversion of existing buildings

The residential intensification rate is calculated as a percentage of the total growth that will be occurring annually within the built-up-area. The Growth Plan, 2006 established a minimum intensification target of 40% annually to the year 2031 which the current ROP is planning to exceed based on the following targets in the Plan:

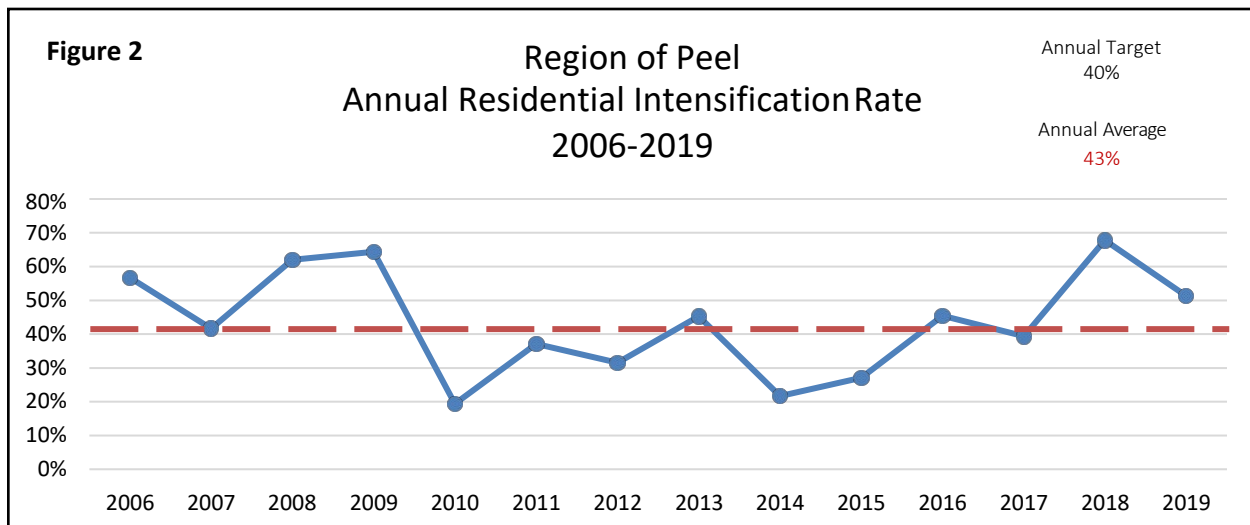
- 2015 and each year thereafter until 2025 – 40%
- By 2026 and each year thereafter – 50%

The Growth Plan, 2019 now requires municipalities to plan for a minimum annual intensification rate of 50% to the year 2041. While this is an increase, the ROP current work already planned to achieve this rate by 2026 and each year thereafter.

| Section                      | Policy Requirement  |
|------------------------------|---|
| Growth Plan, Section 2.2.1.A | <p>By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:</p> <p>a) A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, <b>Peel</b>, Waterloo and York will be within the delineated built-up area</p> |

Since 2006, the Region of Peel has sustained an annual average intensification rate of 43%. On an annual basis, the intensification rate was above the minimum target between 2006 and 2013, which may be attributed to plans of subdivisions on the urban edge of the built-up-area building out. In the last 10 years, the annual residential units built has fluctuated below and above the minimum target.

The rate of intensification in Peel is driven by the City of Mississauga where the annual intensification rates are above 80%. The intensification rates for Brampton and Caledon are much lower, which is to be expected due to a higher availability of designated greenfield lands in these municipalities.



Source: Issued municipal building permits 2006-2018; Peel policy area mapping

As a part of the growth management work to support an endorsed municipal allocation and growth scenario, the Region examined several scenarios to determine the best way to accommodate growth with input from the local municipalities and stakeholders. This work included allocating population and employment growth within the policy and community planning area across Peel to ensure provincial, regional, and local policies and priorities were met. The current scenario work and allocation assumes a 58% intensification rate between 2021 and 2041 to support the endorsed municipal allocation.

Some of the key considerations in establishing the intensification rate to 2041 for the scenario analysis include the following:

- The remaining designated greenfield area lands in Mississauga are close to being fully developed
- Brampton is planning for development in its last major greenfield lands and transiting to more urban forms of development as illustrated in the Brampton 2040 vision
- Provincial investment in Higher Order Transit around Strategic Growth Areas (i.e. Hurontario Light Rail Transit, Regional Express Rail on the Lakeshore West GO, and Kitchener Go)
- Regional and local advocacy for additional higher order transit along key transit corridors (Dundas Street, Queen Street, Milton Go)
- The emergence of other key growth area (Lakeview, Brampton town centres, Re-imagining the mall sites)

While the Region is well positioned with ample strategic opportunities to support intensification development, in the short term there will be challenges due to the availability of designated greenfield land and market demand for ground-related dwellings. However, as communities such as Brampton build-out and shift to more urban forms of development, opportunities for intensification in close proximity to transit may become more attractive. [The draft Strategic Market Demand Analysis](#) for intensification in Peel identifies preliminary opportunities and constraints to achieving the intensification target.

## Policy Directions

The Regional Forecasts and Growth Management section of the current Regional Official Plan are well positioned to be updated to support changes to the targets and forecasts in the Growth Plan. The following is a summary of proposed changes.

| <b>Draft Policy Directions: Regional Forecasts and Growth Management</b> |   |
|--|---|
| <b>Section</b>   | <b>Proposed Direction</b>   |
| Chapter 4 and all reference in Plan                                      | <ul style="list-style-type: none"> <li>Update all planning horizon references to 2041</li> <li>Update policies to direct Schedule 3 forecasts to be the basis for all growth-related studies</li> </ul>   |
| Chapter 4  | <ul style="list-style-type: none"> <li>Add policy that clarifies a settlement area hierarchy by stating Rural Settlements not be the focal point of development but can accommodate limited growth</li> <li>Continue to reflect this policy direction in the municipal allocation and growth scenario work</li> </ul>   |
| Glossary + continued engagement  | <ul style="list-style-type: none"> <li>Add a definition to the Official Plan to define Strategic Growth Areas in accordance with the Growth Plan, 2019 definition</li> <li>Create a new schedule in the Official Plan that identifies Strategic Growth Areas</li> <li>Work with the local municipalities to identify Strategic Growth Areas as a part of the Regional Structure and Urban System</li> </ul> |
| Chapter 5  | <ul style="list-style-type: none"> <li>Once finalized, utilize the updated Land Needs Assessment to confirm the total amount of land needed for Settlement Area Boundary Expansion</li> <li>Update policies to include requirement to undertake a Land Needs Assessment to determine land requirements for forecasted growth as part of the Settlement Area Boundary Expansion Process</li> </ul>           |
| Chapter 5  | <ul style="list-style-type: none"> <li>Update Section 5.5.3.2.4 and 5.5.3.2.5 to set a minimum intensification target of 55% to be measured annually across the Region to the planning horizon</li> <li>Work with the local municipalities to confirm the proportion of intensification to be accommodated in each municipality as a percentage of the Region's share</li> </ul>                            |
| Chapter 5  | <ul style="list-style-type: none"> <li>Utilize a minimum greenfield area density target of 65 people and jobs per hectare for technical planning work</li> </ul>  |

|             |  |
|-------------|--|
|             | <ul style="list-style-type: none"> <li>Update Section 5.5.4.2 to set a minimum designated greenfield area target of 65 people and jobs per hectare to be measured across the Region</li> </ul>   |
| Chapter 5   | <ul style="list-style-type: none"> <li>Update Chapter 5 to reflect the new definition of 'take-outs' for the purpose of calculating minimum designated greenfield area densities</li> </ul>  |
| Chapter 5.5 | <ul style="list-style-type: none"> <li>Move the long-term residential land supply policies from Section 5.8 - Housing to Section 5.5 Growth Management (See Housing Focus Area)</li> <li>Update long-term land supply policies to reflect the increased requirement in minimum long-term supply from 10 to 15 years</li> </ul>   |
| Chapter 5.5 | <ul style="list-style-type: none"> <li>Move the short-term land supply policies from Section 5.8 - Housing to Section 5.5 Growth Management (see Housing Focus Area)</li> <li>Encourage engagement with stakeholders on increasing short term land supply requirements from the 3-year minimum required by Provincial policy to potential benefits of achieving a 5-year short term supply. Both the 3 year and 5-year supply should be measured at least annually.</li> </ul> |

## 5. Regional Structure

The Regional Structure in the Official Plan provides the overarching goals, objectives, and policies that guides where growth will occur and the areas to be protected. The elements and policy areas of the Regional Structure generally correspond with the growth management policy directions in provincial plans.

### Urban System

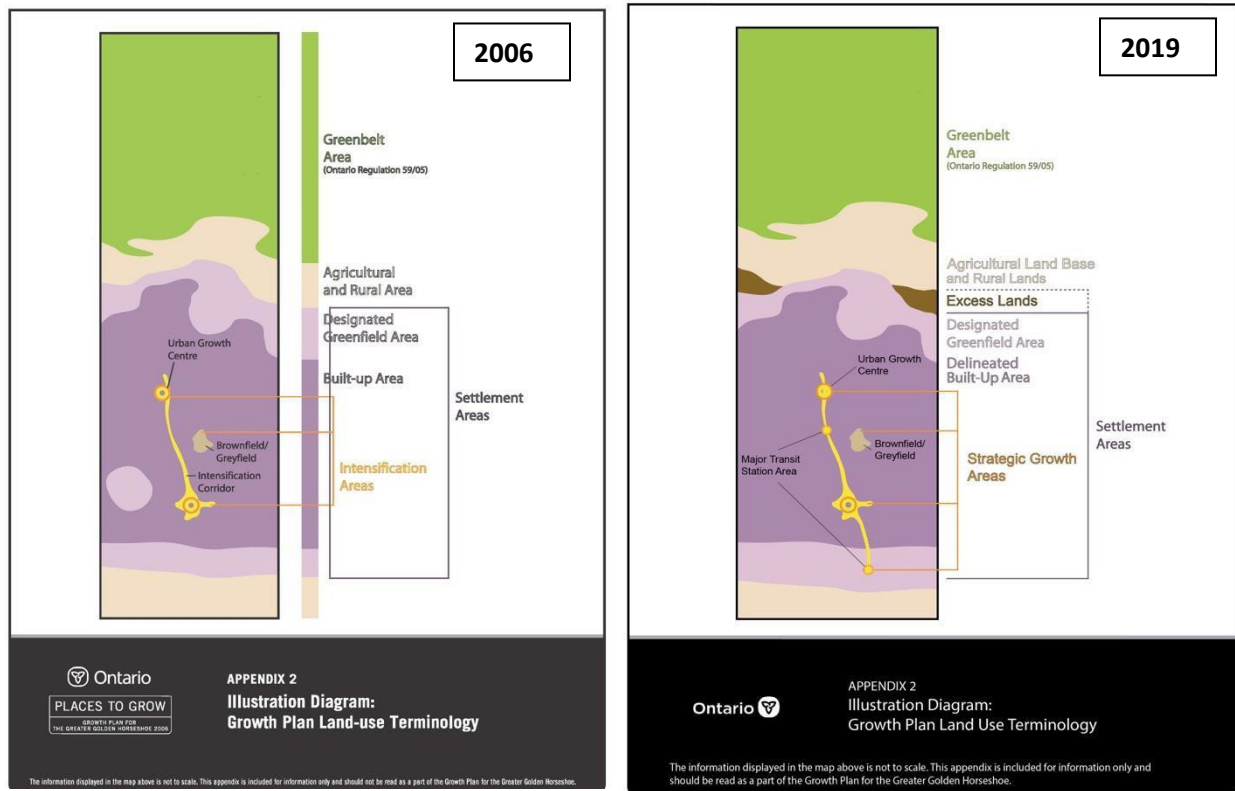
The urban system in Peel is made up of the 2031 Urban Boundary, Toronto Pearson International Airport, the Regional Intensification Corridor (conceptual), the Urban Growth Centres in Brampton and Mississauga (conceptual), as well as lands identified and protected as part of the natural environment and resources. The rural system includes mostly environmental lands, resource and agricultural areas as well as rural communities. Growth within the rural system is limited to the rural service centres, Palgrave Estate Residential Community and other smaller rural settlements.

The urban system and rural service centres are primary areas for growth within the Regional Structure. The Regional Urban Boundary defines the settlement area and has a planning horizon that is linked with the forecasted amount of growth to be accommodated. However, it should be noted that the rural service centres in Caledon are not currently included in the 2031 Regional Urban Boundary nor the Urban System while these areas are identified in the Growth Plan, 2019 as designated greenfield areas and built-up areas located within settlement area to accommodate growth.

Schedule D4 of the Region's Official Plan also responds to policy areas in the Growth Plan. The built-up area and designated greenfield areas in Peel, which includes lands within the urban system, the three rural service centres (Bolton, Caledon East and Mayfield West), and Caledon Village. According to the principles of the *Growth Plan*, existing *built-up areas* are identified for *intensification* since existing infrastructure is already in place in these areas to accommodate new growth. However, it should be recognized that not all contexts are the same and the scale of intensification across built-up areas will vary based on community context.

The 2019 Growth Plan maintains the general vision and direction for planning and managing growth that was established in the Growth Plan, 2006 which the current Regional Official Plan conforms. However, the updated Growth Plan introduces new policy areas and terminology to provide more certainty in planning and managing growth. Figure 3 provides a comparison between the 2006 and 2019 Growth Plan structures.

Figure 3



Source: Growth Plan for the Greater Golden Horseshoe, 2006 and 2019

| Section                        | Policy Requirement  |
|--------------------------------|---|
| (Growth Plan, Section 2.2.1.3) | <p>Within settlement areas growth will be focused in</p> <ul style="list-style-type: none"> <li>v. delineated built-up areas</li> <li>vi. strategic growth areas</li> <li>vii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned</li> <li>viii. areas with existing or planned public service facilities</li> </ul> |

Within the structure of the Plan, the 2019 Growth Plan introduces the following concepts with policy directions.

### Strategic Growth Areas

Introduced and defined in the Growth Plan, 2019 as nodes, corridors and other areas identified by a municipality within settlement areas to be the focus for intensification and higher density mixed uses. These areas are optimal to support transit viability, make efficient use of land and infrastructure, and facilitate improved transit linkages within and between municipalities.



Strategic Growth areas are inclusive of urban growth centres, major transit station areas, and other major opportunities including areas with existing or planned frequent transit service or higher order transit corridors.

The Growth Plan, 2019 requires all municipalities to develop a strategy for intensification that includes the identification of Strategic Growth Areas and the type and scale of appropriate development. From an implementation standpoint, upper-tier municipalities in consultation with lower-tier municipalities are required to identify Strategic Growth Areas and provided minimum densities. This includes planning for Strategic Growth Areas beyond the horizon on the plan where applicable.

The Region's current official plan identifies Urban Growth Centres conceptually in Brampton and Mississauga and identifies a minimum density of 200 people and jobs per hectare. The plan also includes policies directing the local municipalities to plan for intensification corridors, intensification areas, and major transit station areas.

While the current Regional official plan does not identify all Strategic Growth Areas, the local municipal official plans and recent local planning studies identify key opportunities for accommodating intensification. Some specific examples are:

- Dundas Connects Master Plan (Mississauga);
- Brampton 2040 Vision;
- Queen Street Corridor study (Brampton)
- Inspiration Lakeview (Mississauga);
- Community Nodes (Mississauga Official Plan)
- Town Centres (Brampton Official Plan)
- Re-imagining the Mall Study (Mississauga)
- Major Transit Station Planning (many locations in Brampton, Caledon and Mississauga)

Across the Region there are potential Strategic Growth Areas that have been identified through local policy or studies for intensification and mixed-use development. **Appendix V** provides a map which identifies areas across the Region that have been identified through local official plan policy or study as nodes or centres for mixed use development.

Some areas are more advanced than others in their ability to intensify in a manner that supports the development of complete communities with a mix of uses, transit, and supporting amenities. Continued discussion with the local municipalities is required to identify the key areas that will support the development of a Regional system of nodes and corridors that facilitate improved linkages and movement within and between municipalities.

The Regions scenario work is based on accommodating an intensification rate of 58% which is inclusive of directing significant growth across key strategic areas where advanced planning has been undertaken and, in some cases, higher order transit is in construction, these areas are inclusive but not limited to:

- Downtown Brampton
- Downtown Mississauga
- Hurontario LRT Corridor
- Lakeview
- Queen street corridor

To following table outlines the requirements for strategic growth areas:

| Section              | Policy Requirement  |
|----------------------|---|
| Growth Plan, 5.2.5.D | <p>For the purposes of implementing the minimum intensification and density targets in this Plan, upper- and single-tier municipalities will, through a municipal comprehensive review, delineate the following in their official plans, where applicable:</p> <ul style="list-style-type: none"> <li>a) delineated built-up areas;</li> <li>b) urban growth centres;</li> <li>c) major transit station areas;</li> <li>d) other strategic growth areas for which a minimum density target will be established; and</li> <li>e) excess lands.</li> </ul>  |
| Growth Plan, 2.2.2.3 | <p>All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <ul style="list-style-type: none"> <li>a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;</li> <li>b) identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;</li> <li>c) encourage intensification generally throughout the delineated built-up area;</li> <li>d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;</li> <li>e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and</li> <li>f) be implemented through official plan policies and designations, updated zoning and other supporting documents.</li> </ul> |
| Growth Plan, 5.2.3.2 | <p>Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:</p>   |

|                      |  |
|----------------------|--|
|                      | <p>a) identifying minimum intensification targets for lower-tier municipalities based on the capacity of delineated built-up areas, including the applicable minimum density targets for strategic growth areas in this Plan, to achieve the minimum intensification target in this Plan;</p> <p>b) identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan;</p>   |
| Growth Plan, 3.2.1.3 | Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas. Priority will be given to infrastructure investments made by the Province that support the policies and schedules of this Plan.   |
| Growth Plan, 4.2.7.1 | Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.   |
| Growth Plan, 5.2.4.5 | <p>Within delineated built-up areas, municipalities may plan for development beyond the horizon of this Plan for strategic growth areas that are delineated in official plans and subject to minimum density targets, provided that:</p> <p>a) integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacity;</p> <p>b) the type and scale of built form for the development would be contextually appropriate; and</p> <p>c) the development would support the achievement of complete communities, including a diverse mix of land uses and sufficient open space.</p> |

## Delineated Built-up Areas

The delineated built-up area captures all lands within delineated built boundary. The term replaces ‘built boundary’ in the Growth Plan, 2006. The delineated built boundary is a focus area for growth and is utilized to measure the minimum intensification targets. The update is to provide clarity around the lands to be used for the purpose of directing intensification and calculating the minimum intensification target.

The delineated urban boundary or built-up area corresponds with the 2031 Regional Urban Boundary with the exception of the rural service centres in Caledon. While the rural service centres are not considered a part of the 2031 Regional Urban Boundary or Urban System in the current Official Plan, from a Growth Plan prospective the rural service centres are considered a part of the delineated built-up area which are directed to accommodate growth.

## Policy Directions

The Regions framework is well advanced for planning and managing growth. To reflect current Growth Plan policies, additional updates are required for the Region to provide more direction on planning for Strategic Growth Areas.

| Draft Policy Directions - Regional Structure |   |
|--|---|
| Section                                      | Proposed Direction  |
| Section 5.3 - Urban System                   | <ul style="list-style-type: none"> <li>• Delineate the currently defined boundaries of the urban growth centres in Downtown Brampton and Mississauga on Schedule D and other applicable schedules</li> <li>• Delineate the boundaries of Major Transit Station Areas (See MTSA Focus Area)</li> <li>• Establish a new schedule in the Official Plan for <i>Strategic Growth Areas</i></li> </ul>  |
| Glossary                                     | <ul style="list-style-type: none"> <li>• Update terminology in the plan to replace “built boundary’ with ‘delineated built-up area’.</li> </ul>   |
| Chapter 5                                    | <ul style="list-style-type: none"> <li>• Remove ‘2031’ from the Regional Urban Boundary</li> <li>• Update the Regional Urban Boundary to include the rural service centre of Mayfield West, Bolton, and Caledon East</li> <li>• Move rural service centre policies from the Rural System to the Urban System to reflect their status as settlement areas, delineated built-up area and designated greenfield area in the Growth Plan, where growth should be directed.</li> <li>• Further refinement to the Regional Urban Boundary to be discussed through the Settlement Area Boundary Expansion focus area.</li> </ul> |

|               |   |
|---------------|---|
| Section 5.3.3 | <ul style="list-style-type: none"> <li>• Work with the local municipalities to determine the <i>Strategic Growth Areas</i> to be identified on a new Official Plan Schedule, conceptually shown as <b>AppendixV</b></li> <li>• Update and expand on Section 5.3.3 of the Regional Official Plan to provide a framework to guide local planning for Strategic Growth Areas to meet policy requirements</li> </ul>  |
| New Table     | <ul style="list-style-type: none"> <li>• Work with the local municipalities to identify and/or delineate the boundaries of <i>Strategic Growth Areas</i> in the Region’s plan and update the policy framework to support local implementation.</li> <li>• Create a new table in the Official Plan that lists the minimum densities for each <i>Strategic Growth Area</i> delineated in the Regions plan</li> </ul>  |
| Chapter 7     | <ul style="list-style-type: none"> <li>• The implementation Section of the ROP provides direction on how the policies on the Plan will be delivered within the planning horizon including guidance on decision making, implementation tools, and incentives. This section will require review once further direction is provided by the Province on Schedule 3 and the Land Needs Assessment. The basis of this examination will be consideration regarding the need for phasing of greenfield development or the identification of new Strategic Growth Areas not contemplated in this Plan and how infrastructure and financing may be impacted.</li> </ul> |
| Section 5.3.3 | <ul style="list-style-type: none"> <li>• Provide new policy to direct the local municipalities to conserve cultural heritage resources when planning for strategic growth areas to enhance sense of place (See Cultural Heritage focus area)</li> </ul>   |
| Chapter 5     | <ul style="list-style-type: none"> <li>• Update Chapter 5 to recognize that when setting minimum densities strategic growth areas can be planned for beyond the horizon of the plan.</li> </ul>   |

## 6. Employment Areas

Areas of employment are defined in the *Planning Act* as an area of land designated in an official plan for clusters of business and economic uses, such as:

- manufacturing uses
- warehousing uses
- office uses
- retail uses associated with the uses mentioned above; and
- facilities ancillary to the uses mentioned above.

The concept of ‘areas of employment’ is further regulated by the Provincial Policy Statement, 2020 (PPS) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan). These provincial documents provide directions on how municipalities must protect and accommodate employment growth for ‘areas of employment’. Policies are required to address issues such as protecting existing employment lands, ensuring an adequate supply of employment lands and identifying strategic employment lands.

The Region of Peel Official Plan currently conforms to the policies of the PPS, 2005 and Growth Plan, 2006 by protecting for ‘areas of employment’. In the Regional Official Plan, the local municipalities are required to designate lands for employment uses, specify the permitted employment uses, and protect sufficient employment lands from conversion outside of a municipal comprehensive review. The Regions current policy framework for employment is reliant on the local municipalities to identify employment areas and define the permitted uses. However, employment areas are not actually mapped in the current Region of Peel Official Plan.

In 2019, the Province released A Place to Grow: Growth Plan for the Greater Golden Horseshoe and an updated Provincial Policy Statement was released in 2020. The two provincial plans provide enhanced direction on how municipalities should plan to accommodate employment. The provincial plans introduced the following considerations:

| Section               | Policy Requirement   |
|-----------------------|--|
| Growth Plan, 2.2.5.6  | Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will designate all employment areas in official plans and protect them for appropriate employment uses over the long-term. For greater certainty, employment area designations may be incorporated into upper- and single-tier official plans by amendment at any time in advance of the next municipal comprehensive review. |
| Growth Plan, 2.2.5.12 | The Minister may identify provincially significant employment zones and may provide specific direction for planning in those areas to be implemented through appropriate official plan policies and designations and economic development strategies.  |

|                                  |   |
|----------------------------------|---|
| <p>Growth Plan,<br/>2.2.5.13</p> | <p>Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will establish minimum density targets for all employment areas within settlement areas that:</p> <ul style="list-style-type: none"> <li>a) are measured in jobs per hectare;</li> <li>b) reflect the current and anticipated type and scale of employment that characterizes the employment area to which the target applies;</li> <li>c) reflects opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and</li> <li>d) will be implemented through official plan policies and designations and zoning by-laws.</li> </ul> |
| <p>Growth Plan,<br/>2.2.5.15</p> | <p>The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.</p>  |
| <p>Growth Plan,<br/>2.2.5.16</p> | <p>Existing office parks will be supported by:</p> <ul style="list-style-type: none"> <li>a) improving connectivity with transit and active transportation networks;</li> <li>b) providing for an appropriate mix of amenities and open space to serve the workforce;</li> <li>c) planning for intensification of employment uses;</li> <li>d) ensuring that the introduction of any non-employment uses, if appropriate, would be limited and would not negatively impact the primary function of the area; and</li> <li>e) approaches to transportation demand management that reduce reliance on single-occupancy vehicle use.</li> </ul>  |
| <p>Growth Plan,<br/>2.2.5.2</p>  | <p>Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.</p>  |
| <p>Growth Plan,<br/>2.2.5.3</p>  | <p>Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.</p>  |
| <p>PPS 2020,<br/>1.1.2</p>       | <p>Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.</p> <p>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</p>  |

|              |   |
|--------------|---|
|              | Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.   |
| PPS, 1.2.6.2 | <p>Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <p>a) there is an identified need for the proposed use;</p> <p>b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</p> <p>c) adverse effects to the proposed sensitive land use are minimized and mitigated; and</p> <p>d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</p> |

The new provincial policies emphasize the importance of identifying and protecting Employment Areas for short- and long-term job creation while directing employment uses that generate higher densities such as commercial, retail, and office to areas supported by active transportation and existing/planned transit. Furthermore, the Provincial Policy Statement (PPS 2020) authorizes municipalities to plan for economic growth beyond the horizon year through the identification of “future strategic employment lands”. These changes to Provincial policy direction have been considered throughout the Peel 2041 exercise.

As part of the Peel 2041 official plan review and 2017 draft Growth Management Regional Official Plan Amendment and analysis, an [Employment Strategy Discussion Paper](#) was completed that identifies the employment issues that are facing the Region (within the context of the broader GTHA), as well as how the issues impact the local municipalities. The analysis assessed the office and industrial market against the employment land use framework within Peel and provides recommendations that support the achievement of the employment forecast to 2041.

In 2019, the Region of Peel commissioned the MOWAT Centre to undertake a study titled “Rethinking Municipal Finance for the New Economy”. The report included conclusions that the Peel economy is in transition and has shifted from goods production to good movement including manufacturing plants being replaced by warehouses and distribution centres. In addition, the service sector continues to expand with an emphasis on knowledge-based jobs.

The continued diversification of economic activity in Peel means employment lands policies and strategies must account for a wider set of market requirements and building types than before. This shift towards the low density, space expansive industrial development required for logistical and warehousing operations has significant implications for future employment growth patterns, as well as the achievement of density targets. Whereas on the other end of the spectrum the shift to more major office employment to be accommodated in strategic growth areas means more compact



mixed-use urban forms.

The Region will have to manage this juxtaposition through policy responses that recognize the changing nature of employment and spatial needs. As such, the Region should ensure that the maximum advantage is taken of the opportunities that do exist to foster increased densities in employment – such as in areas around Major Transit Station Areas, Urban Growth Centres, and other Strategic Growth Areas.

### Employment Conversions

While planning for Employment Areas is an important part of regional planning, provincial policy does provide opportunities for the conversion of employment lands to non-employment uses through a municipal comprehensive review such as the Peel 2041 Official Plan Review. Consideration for the conversion of lands to non-employment uses are required to be evaluated against criteria established in the Growth Plan 2019 and Regional and local official plan policies.

The Regions Employment Strategy Discussion Paper provided general direction on employment in Peel. It was recommended that Peel requires all of its Employment Areas to 2041, however conversions may be considered in Strategic Growth Areas where mixed use development could be supported by transit investment and facilitate higher density office development.

Through the Peel 2041 Official Plan Review, the Region has received 38 requests for employment conversions to date. The majority of the request that have preliminary support from the Region were endorsed or approved by the local Council through a study or planning process. **Appendix VI** identifies a list of conversion requests received by the Region.

A number of the conversion received are located within Strategic Growth Area such as Major Transit Station Areas. While these areas have the potential to redevelop into mixed use nodes, they also accommodate existing employment uses that support the industries in Peel. Further analysis on these areas is required through local study to determine if employment conversions are appropriate and if land use compatibility issues associated with introduction sensitive uses can be mitigated.

## Provincially Significant Employment Zones

In the Growth Plan, 2019 the Province introduced the concept of provincially significant employment zones (PSEZ). The areas are lands identified by the minister for the purpose of long-term planning for job creation and economic development.

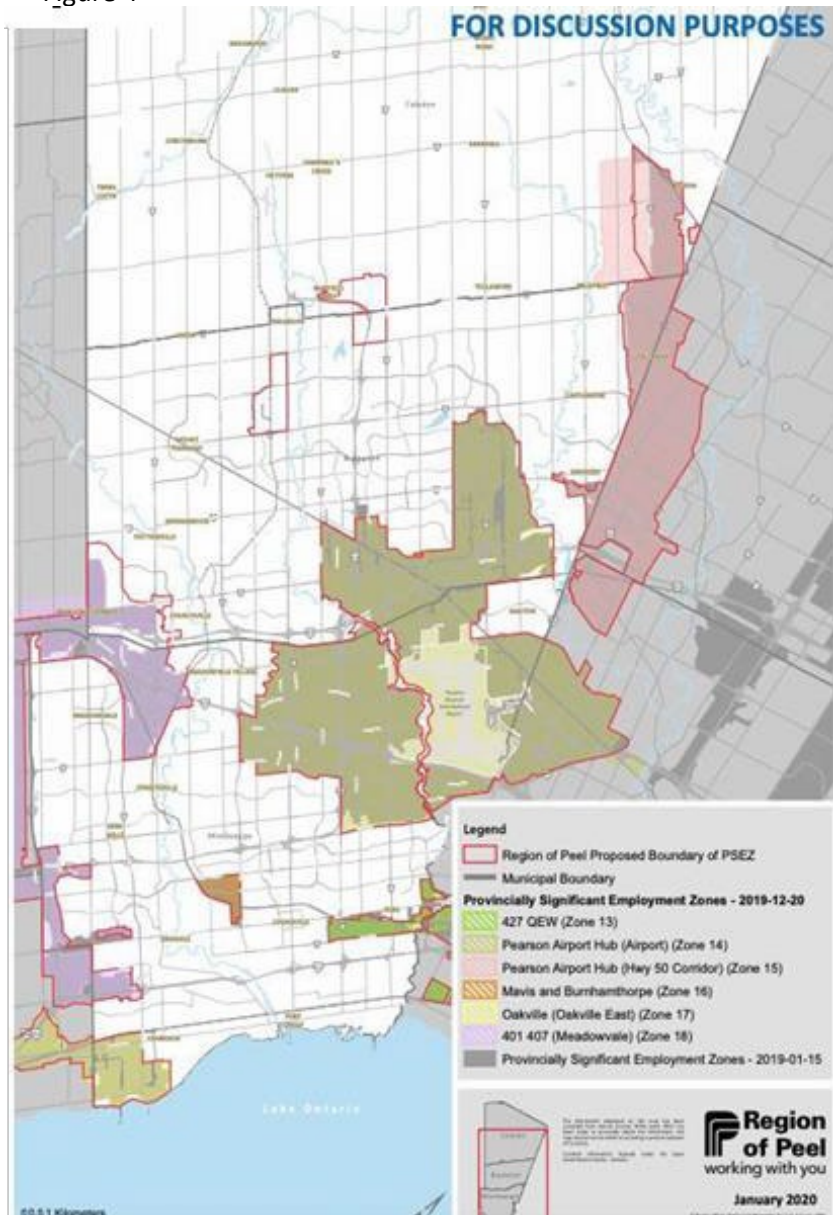
There are six PSEZ identified in Peel which cover the majority of the designated employment lands in the local municipalities official plan. Figure 4 illustrates the PSEZ in Peel as of December 20, 2019.

The Growth Plan 2019 provides a definition for PSEZ and direction that these lands cannot be converted to non-employment uses outside of a municipal comprehensive review.

While there is currently limited policy direction on the intent and implementation of PSEZ and its impact on Regional Planning, the Province has advised that additional direction and guidance may be provided for the intent and use of the lands.

Until such time as additional policy direction is provided, it is difficult to distinguish the purpose of PSEZ outside of the Regions or local municipalities employment area designations and how mixed-use development within PSEZ will be addressed.

Figure 4



## Future Strategic Employment Areas

The Provincial Policy Statement (2014) introduced the concept of protecting for employment areas beyond the prescribed planning horizon in official plans. The intent of the policy is to recognize the increasing need to protect lands for employment uses in strategic areas that are supported by key transportation and transit infrastructure to support the movement of people and goods.

The Region’s current official plan does not include this provision. However, a Future Strategic Growth Area was contemplated in the 2017 GM ROPA. As a consideration to accommodate future infrastructure investments such as the Greater Toronto Area (GTA) West Highway and the anticipated growth in land needs for the warehousing and logistics sectors.

There may be opportunities to the Region to strategically consider planning for future employment areas beyond the planning horizon. There are challenges in planning for employment growth as shifts in the broader regional economy have led to significant market adjustment around technological change and the development of large sites for warehousing and logistics leading to low employment densities over large areas. To recognize the changing spatial needs of the warehousing and logistics sectors, the use of strategic employment areas may be an opportunity to plan for future employment areas in a phased manner that allows for responsiveness to market changes.

The new provincial policies on planning for employment require the Region to have a more active role in identifying, protecting, and guiding planning for Employment Areas to support the achievement of the Regional forecasts. In addition, challenges over the last 10 years with the ability of the Region to meet its employment forecasts due to shifts in technology and the spatial needs of employments result in the need for a flexible policy structure to support employment growth in the Region.

| Draft Policy Directions - Employment |   |
|--------------------------------------|---|
| Section                              | Proposed Direction  |
| New Schedule                         | <ul style="list-style-type: none"> <li>Establish a new official plan schedule and designation in the Regional Official Plan that delineates Employment Area (<b>See Appendix VII</b>)</li> <li>Employment Area designation outside the existing settlement area will be based on the results of the Settlement Boundary Area Expansion Study currently being undertaken as part of the Peel 2041 OPA review and MCR.</li> </ul>                 |
| New Figure                           | <ul style="list-style-type: none"> <li>Establish a new figure in the Regional Official Plan that identifies the boundaries of Provincially Significant Employment Zones as identified by the Minister.</li> <li>Any changes to the PSEZ resulting from the Region’s employment mapping and policy work will be incorporated into Peel 2041 OP Review and MCR work in the form of a request to the Minister to amend the PSEZ mapping</li> </ul> |
| Section 5.6                          | <ul style="list-style-type: none"> <li>Plan for new Employment Areas to be accommodated through Settlement Area Boundary Expansion.</li> </ul>  |

|   |  |
|---|--|
| Section 5.6                               | <ul style="list-style-type: none"> <li>• Add a new policy in the Regional Official Plan that establishes target densities for employment areas by municipality once the Land Needs Assessment is finalized.</li> </ul>   |
| Section 5.6                               | <ul style="list-style-type: none"> <li>• Add a new policy to encourage the local municipalities to consider planning for new retail space outside of Employment Areas to accommodate complete communities in compact forms.</li> </ul>   |
| Section 5.6                               | <ul style="list-style-type: none"> <li>• Add a new policy to encourage the intensification of existing employment uses and active transportation to support and enhance existing office parks.</li> </ul>  |
| Section 5.6                               | <ul style="list-style-type: none"> <li>• Add policy to direct major office development to Strategic Growth Areas.</li> <li>• Add policy to establish criteria-based flexibility for the introduction of residential and commercial uses on employment lands within Major Transit Station Areas, where appropriate.</li> <li>• Seek further clarification from the Province on planning for Provincially Significant Employment Zones within Major Transit Station Areas</li> </ul> |
| Section 5.6                               | <ul style="list-style-type: none"> <li>• Add policy to establish location-based criteria for Employment Areas where increased flexibility for retail, commercial, and office uses are appropriate.</li> </ul>  |
| New Section on Strategic Employment Areas | <ul style="list-style-type: none"> <li>• Further consideration to identify planning for employment areas beyond the planning horizon where the lands benefit from a strategic location and access to existing or planning transportation infrastructure</li> </ul>   |
| Section 5.6                               | <ul style="list-style-type: none"> <li>• Update the Region’s plan to add criteria for development review where sensitive uses are proposed in employment areas to protect and mitigate impacts on existing or planned industry</li> </ul>  |

## 7. Next Steps

Staff will continue to advance by the policy directions outlined in this report to develop and finalize the draft Growth Management Regional Official Plan Amendment. In formulating the Growth Management ROPA three additional items will impact the final directions and policies.

### **Schedule 3**

The Province is currently reviewing the Schedule 3 population and employment forecasts and planning horizon for the Greater Golden horseshoe. When the forecasts are updated, it is anticipated that additional population and employment growth will be allocated to the Region to accommodate within a new planning horizon. This will require staff to build on its municipal allocation and scenario development work with the local municipalities and internal stakeholders to determine the appropriate distribution of growth and planning assumptions (i.e. density targets) through an integrated process.

### **Land Needs Assessment**

The Province has advised that they are developing a land needs assessment methodology as required in the Growth Plan, 2019 to assist upper- and single-tier municipalities in determining the quantity of land required to accommodate forecasted growth to the horizon. Once finalized the Region will be able to determine the exact amount of land required through settlement area boundary expansion to accommodate the growth forecasted in the endorsed municipal allocation to 2041 or growth based on a new planning horizon.

### **Provincially Significant Employment Zones**

In 2019, the province initiated the concept of Provincially Significant Employment Zones to identify lands of importance to the Ontario economy and for protection from employment conversions prior to the completion of an MCR. Through the mapping process the Province has advised that they would be providing further direction on matters including policy or economic directions for PSEZ lands and how to plan for PSEZ in Major Transit Station Areas including consideration for mixed use development. Further direction from the Province on this matter.

Staff will continue to work with the local municipalities and stakeholders to ensure the growth management policies reflect the current provincial planning framework and vision for the Region to be a healthy, complete, and sustainable community.

## Appendix II – Regional Official Plan vs Growth Plan Comparison

|   | Peel Official Plan                                 | Growth Plan, 2017  | Growth Plan, 2019  |
|---|--|--|--|
| Population Forecast                       | 1,490,000 (2031)                                   | 1.97 Million (2041)  | Under Review   |
| Employment Forecast                       | 870,000 (2031)                                     | 970,000 (2041)   | Under Review   |
| Minimum Intensification Target            | 40% to 2025<br>50% to 2031                         | 50% to 2031<br>60% to 2041   | 50%  |
| Minimum Designated Greenfield Area Target | 50 ppl/jobs per ha<br>(including employment areas) | 80 ppl/jobs new DGA  | 50 ppl/jobs per ha   |
| Urban Growth Centre Target                | 200 – Brampton<br>200 - Mississauga                | 200 – Brampton<br>200 - Mississauga  | 200 – Brampton<br>200 - Mississauga  |
| Major Transit Station Areas               | No Requirements                                    | -Delineate Boundaries<br>-Minimum transit supportive densities<br>-Alternative densities | -Delineate Boundaries<br>-Minimum transit supportive densities<br>-Alternative densities                     |
| Strategic Growth Areas                    | No Requirements                                    | -Identify and Delineate Boundaries<br>-Establish Minimum Densities                       | -Identify and Delineate Boundaries<br>-Establish Minimum Densities   |
| Employment Areas                          | Conversion protection policies                     | -Delineate Employment Areas<br>-Conversion protection policies                           | -Delineate Employment Areas<br>-Conversion protection policies<br>-Provincially Significant Employment Areas |
| Land Needs Assessment Methodology         | No Requirement                                     | Methodology Issued   | Under Review   |

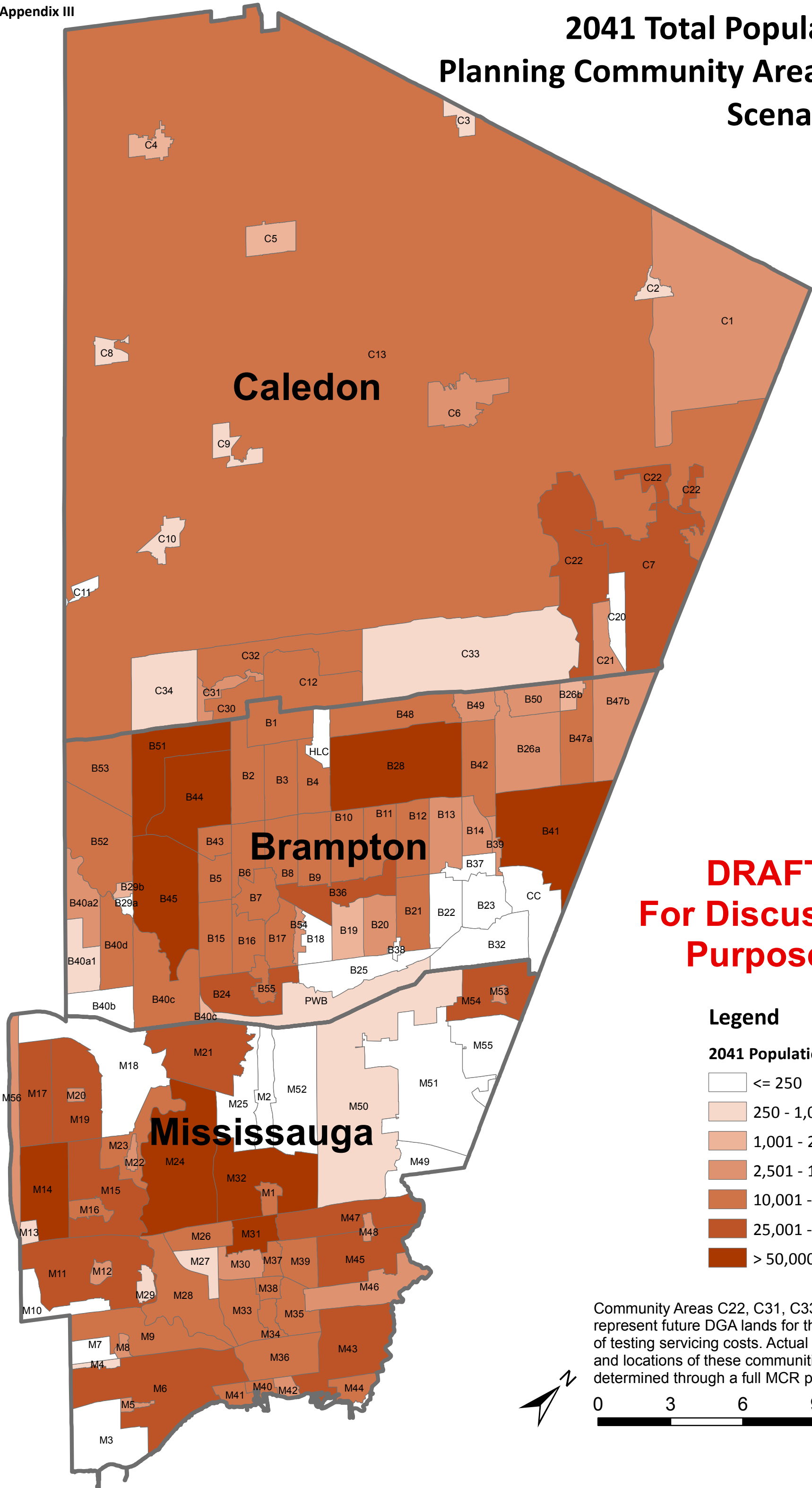
## Appendix II

| Peel 2041 Growth Management Scenarios |  |  |
|---------------------------------------|--|--|
|                                       | Scenario                                   | Description  |
| 1                                     | 2016 Base                                  | 2014 base updated with current applications, census data, etc.   |
| 2                                     | Brampton Base – Without 40% Activity Rate  | Test of Brampton at 890,000 population with additional population allocated to both Caledon and Mississauga, 40% activity rate not achieved  |
| 2A                                    | Brampton with 40% Activity Rate            | Test of Brampton at 890,000 population and achievement of 40% activity rate for employment   |
| 3                                     | Greenfield Policy                          | Test of implications of increased greenfield and reduced intensification versus the Base scenario  |
| 4                                     | Market Employment Consideration            | Test of implications of employment growth using recent historical employment trends to 2041  |
| 5                                     | Infrastructure Phasing Consideration       | Test of benefits / costs of alternate phasing of major trunk sewer and water infrastructure to inform all scenarios  |
| 6                                     | Proposed Provincial Growth Plan Policy     | Test to gain an understanding of proposed amendments to Growth Plan. Adjustments required to incorporate modifications to the new Growth Plan policy                                     |
| 7                                     | Transit Oriented / Intensification         | Test of higher transit supportive intensification, primarily in Mississauga; test to get Mississauga population close to 1 million   |
| 8                                     | GTA West Corridor High Employment          | Test of higher employment land, employment primarily in Caledon resulting from GTA West infrastructure   |
| 9                                     | Extreme Focused Intensification            | Test of extreme intensification focused in Mississauga<br>Note: Forecasts exceed Provincial Growth Forecasts   |
| 10                                    | Provisional Growth Scenario                | This scenario aims to respond to Local municipal, Regional and Provincial growth objectives and industry input and meet Growth Plan Amendment 2 requirements for 1.97 million population |
| 10A                                   | Brampton 40% Activity Rate – revised       | Test based on Provisional allocation but adjusted for 40% activity rate in Brampton  |
| 11                                    | Caledon +15,000                            | Test of a Caledon population 15,000 higher in 2041 and Mississauga 15,000 lower  |
| 12                                    | Caledon +30,000                            | Test of a Caledon population 30,000 higher in 2041 and Mississauga 30,000 lower  |
| 13 & 14                               | New Growth Plan Policies                   | Initial tests of the Provisional Scenario and a higher Caledon population scenario under the new Growth Plan policies released in May 2017   |
| 15                                    | Recommended Allocation                     | Population and employment growth allocation recommended for the Peel 2041 Official Plan Amendment  |
| 16                                    | Recommended Allocation – Revised (current) | Refinements to Scenario 15 to incorporate 2016 Census, Land Needs Assessment methodology, and local municipal visioning and plans  |

As of April, 2020



# 2041 Total Population by Planning Community Area in Peel Scenario 16-R



**DRAFT  
For Discussion  
Purposes**

### Legend

#### 2041 Population (R)

- <= 250
- 250 - 1,000
- 1,001 - 2,500
- 2,501 - 10,000
- 10,001 - 25,000
- 25,001 - 50,000
- > 50,000

Community Areas C22, C31, C33 and C34 represent future DGA lands for the purpose of testing servicing costs. Actual amount and locations of these communities must be determined through a full MCR process.





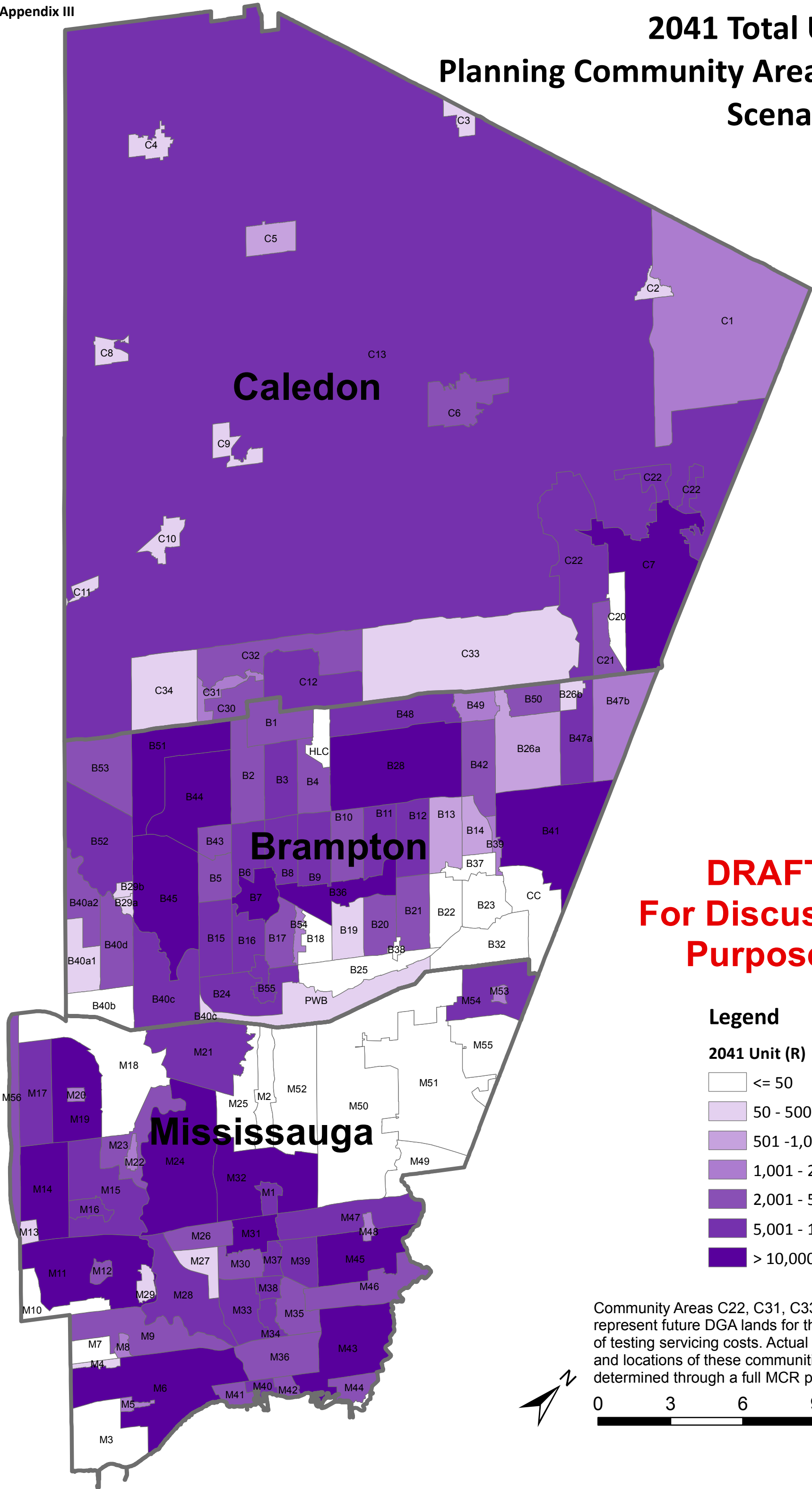
| Scenario 16R 2041 Total Population by Municipality and Community Planning Area (April 2, 2020) |                  |                  |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|  | 2016             | 2021             | 2031             | 2036             | 2041             | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Peel</b>  | <b>1,433,100</b> | <b>1,555,010</b> | <b>1,769,900</b> | <b>1,875,280</b> | <b>1,969,990</b> | <b>336,800</b>   | <b>200,090</b>   | <b>536,890</b>   |
| <b>Brampton</b>  |                  |                  |                  |                  |                  |                  |                  |                  |
|  | 2016             | 2021             | 2031             | 2036             | 2041             | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Brampton</b>  | <b>615,690</b>   | <b>689,550</b>   | <b>823,190</b>   | <b>862,240</b>   | <b>890,030</b>   | <b>207,500</b>   | <b>66,840</b>    | <b>274,340</b>   |
| B1 — Snelgrove   | 12,060           | 12,530           | 14,600           | 14,660           | 14,750           | 2,540            | 150              | 2,690            |
| B10 — Westgate   | 13,950           | 14,570           | 14,370           | 14,320           | 14,340           | 420              | 30               | 390              |
| B11 — Central Park   | 15,790           | 16,150           | 15,700           | 15,630           | 15,610           | 90               | 90               | 180              |
| B12 — Northgate  | 16,160           | 16,530           | 16,060           | 16,000           | 15,990           | 100              | 70               | 170              |
| B13 — Bramalea North Industrial  | 2,960            | 3,020            | 2,920            | 2,900            | 2,890            | 40               | 30               | 70               |
| B14 — Gore Industrial North  | 3,000            | 3,150            | 3,650            | 3,640            | 3,640            | 650              | 10               | 640              |
| B15 — Fletchers West   | 19,690           | 20,320           | 20,670           | 20,620           | 20,660           | 980              | 10               | 970              |
| B16 — Brampton South   | 13,640           | 13,960           | 14,190           | 14,420           | 14,710           | 550              | 520              | 1,070            |
| B17 — Brampton East  | 10,070           | 10,330           | 10,080           | 10,060           | 10,090           | 10               | 10               | 20               |
| B18 — Brampton East Industrial   | -                | -                | -                | 10               | 10               | -                | 10               | 10               |
| B19 — Bramalea West Industrial   | 1,230            | 1,250            | 1,190            | 1,180            | 1,170            | 40               | 20               | 60               |
| B2 — Sandalwood Industrial East  | 11,440           | 11,690           | 11,340           | 11,240           | 11,220           | 100              | 120              | 220              |
| B20 — Avondale   | 8,890            | 9,150            | 9,200            | 9,210            | 9,240            | 310              | 40               | 350              |
| B21 — Southgate  | 13,940           | 14,260           | 14,210           | 14,220           | 14,260           | 270              | 50               | 320              |
| B22 — Bramalea South Industrial  | -                | -                | -                | -                | -                | -                | -                | -                |
| B23 — Gore Industrial South  | 10               | 10               | 10               | 10               | 10               | -                | -                | -                |
| B24 — Fletchers Creek South  | 28,480           | 29,500           | 30,220           | 30,610           | 31,000           | 1,740            | 780              | 2,520            |
| B25 — Steeles Industrial   | 10               | 10               | 20               | 20               | 20               | 10               | -                | 10               |
| B26a — Toronto Gore Rural Estate A   | 2,120            | 2,190            | 2,850            | 2,890            | 2,890            | 730              | 40               | 770              |
| B26b — Toronto Gore Rural Estate B   | 320              | 330              | 1,090            | 1,150            | 1,190            | 770              | 100              | 870              |
| B28 — Sandringham-Wellington   | 91,560           | 95,800           | 97,270           | 97,010           | 97,150           | 5,710            | 120              | 5,590            |
| B29a — Huttonville A   | 230              | 240              | 250              | 250              | 250              | 20               | -                | 20               |
| B29b — Huttonville B   | 10               | 1,150            | 1,940            | 1,960            | 1,960            | 1,930            | 20               | 1,950            |
| B3 — Heart Lake West   | 17,450           | 17,850           | 17,750           | 17,720           | 17,760           | 300              | 10               | 310              |
| B32 — Parkway Belt Industrial  | 10               | 10               | 20               | 20               | 20               | 10               | -                | 10               |
| B36 — Queen Street Corridor  | 20,780           | 22,170           | 30,500           | 34,730           | 38,250           | 9,720            | 7,750            | 17,470           |
| B37 — Airport Road Highway 7 Business Centre   | 20               | 20               | 40               | 40               | 40               | 20               | -                | 20               |
| B38 — Bramalea Road South Gateway Redevelopment Area   | -                | -                | -                | -                | -                | -                | -                | -                |
| B39 — Goreway Drive Corridor   | 1,050            | 1,760            | 2,990            | 3,120            | 3,230            | 1,940            | 240              | 2,180            |
| B4 — Heart Lake East   | 10,270           | 11,840           | 12,660           | 12,940           | 13,210           | 2,390            | 550              | 2,940            |
| B40a1 — Bram West A1   | 40               | 130              | 820              | 840              | 850              | 780              | 30               | 810              |
| B40a2 — Bram West A2   | 320              | 1,670            | 8,930            | 9,710            | 10,000           | 8,610            | 1,070            | 9,680            |
| B40b — Bram West B   | -                | -                | 20               | 30               | 30               | 20               | 10               | 30               |
| B40c — Bram West 40 C  | 750              | 800              | 1,090            | 1,140            | 1,180            | 340              | 90               | 430              |
| B40c — Bram West C   | 15,550           | 19,630           | 20,650           | 20,580           | 20,590           | 5,100            | 60               | 5,040            |
| B40d — Bram West D   | 1,170            | 9,790            | 17,450           | 17,940           | 18,190           | 16,280           | 740              | 17,020           |
| B41 — Bram East  | 56,520           | 61,760           | 62,230           | 62,310           | 62,560           | 5,710            | 330              | 6,040            |
| B42 — Vales of Castlemore  | 17,000           | 17,380           | 16,990           | 16,870           | 16,830           | 10               | 160              | 170              |
| B43 — Fletchers Creek Village  | 10,390           | 10,580           | 10,140           | 11,010           | 11,740           | 250              | 1,600            | 1,350            |
| B44 — Fletchers Meadow   | 58,370           | 59,560           | 57,500           | 58,840           | 60,160           | 870              | 2,660            | 1,790            |
| B45 — Credit Valley  | 34,490           | 42,540           | 50,920           | 51,330           | 51,500           | 16,430           | 580              | 17,010           |
| B47a — Highway 427 Industrial A  | 180              | 180              | 19,190           | 20,870           | 21,680           | 19,010           | 2,490            | 21,500           |
| B47b — Highway 427 Industrial B  | 170              | 170              | 6,310            | 6,930            | 7,250            | 6,140            | 940              | 7,080            |
| B48 — Countryside Villages   | 1,160            | 6,210            | 21,970           | 23,600           | 24,550           | 20,810           | 2,580            | 23,390           |
| B49 — Vales of Castlemore North  | 6,370            | 6,820            | 7,120            | 7,070            | 7,060            | 750              | 60               | 690              |
| B5 — Northwood Park  | 10,380           | 10,630           | 10,380           | 10,310           | 10,300           | -                | 80               | 80               |
| B50 — Vales of Humber  | 1,260            | 7,150            | 9,280            | 9,280            | 9,270            | 8,020            | 10               | 8,010            |
| B51 — Mount Pleasant   | 10,990           | 25,460           | 49,400           | 51,680           | 53,250           | 38,410           | 3,850            | 42,260           |
| B52 — Huttonville North  | 120              | 130              | 13,240           | 20,630           | 24,050           | 13,120           | 10,810           | 23,930           |
| B53 — Mount Pleasant West  | 120              | 120              | 120              | 12,010           | 20,200           | -                | 20,080           | 20,080           |
| B54 — Kennedy Road South Revitalization Area   | 3,060            | 4,170            | 3,760            | 3,750            | 3,760            | 700              | -                | 700              |
| B55 — Hurontario-Main Street Corridor (proposed)   | 5,120            | 5,210            | 10,800           | 13,090           | 15,080           | 5,680            | 4,280            | 9,960            |
| B6 — Brampton West   | 14,970           | 15,390           | 15,540           | 15,540           | 15,620           | 570              | 80               | 650              |
| B7 — Downtown Brampton   | 11,140           | 12,170           | 19,440           | 22,180           | 24,520           | 8,300            | 5,080            | 13,380           |
| B8 — Brampton North  | 17,480           | 18,130           | 19,610           | 19,660           | 19,750           | 2,130            | 140              | 2,270            |
| B9 — Madoc   | 23,330           | 23,870           | 23,490           | 23,410           | 23,420           | 160              | 70               | 90               |
| CC — Claireville   | 80               | 90               | 80               | 80               | 80               | -                | -                | -                |
| HLC — Heart Lake   | 10               | 10               | 20               | 20               | 20               | 10               | -                | 10               |
| PWB — Parkway Belt West  | 10               | 10               | 910              | 950              | 980              | 900              | 70               | 970              |
| <b>Caledon</b>   |                  |                  |                  |                  |                  |                  |                  |                  |
|  | 2016             | 2021             | 2031             | 2036             | 2041             | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Caledon</b>   | <b>69,030</b>    | <b>78,840</b>    | <b>107,930</b>   | <b>133,780</b>   | <b>159,900</b>   | <b>38,900</b>    | <b>51,970</b>    | <b>90,870</b>    |
| C1 — Palgrave Estate   | 3,700            | 3,920            | 4,730            | 5,430            | 6,140            | 1,030            | 1,410            | 2,440            |
| C10 — Cheltenham   | 530              | 530              | 670              | 800              | 920              | 140              | 250              | 390              |
| C11 — Terra Cotta  | 130              | 140              | 140              | 140              | 150              | 10               | 10               | 20               |
| C12 — Mayfield West  | 9,560            | 17,060           | 18,830           | 18,790           | 18,720           | 9,270            | 110              | 9,160            |
| C13 — Caledon Rural Area   | 15,510           | 15,760           | 15,800           | 15,640           | 18,080           | 290              | 2,280            | 2,570            |
| C2 — Palgrave  | 940              | 940              | 890              | 890              | 900              | 50               | 10               | 40               |
| C20 — Bolt Emp Exp   | 20               | 20               | 10               | 10               | 10               | 10               | -                | 10               |
| C21 — Bolt 1   | 110              | 110              | 9,120            | 9,030            | 8,920            | 9,010            | 200              | 8,810            |
| C22 — Bolton Study Area  | 580              | 560              | 530              | 12,770           | 26,460           | 50               | 25,930           | 25,880           |
| C3 — Mono Mills  | 640              | 650              | 660              | 700              | 750              | 20               | 90               | 110              |
| C30 — MW-Ph2   | 60               | 60               | 10,410           | 11,450           | 11,490           | 10,350           | 1,080            | 11,430           |
| C31 — MW-Ph2St2  | 30               | 30               | 3,950            | 6,050            | 6,250            | 3,920            | 2,300            | 6,220            |

## Appendix III

|                                   |                |                |                |                |                |                         |                         |                         |        |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|-------------------------|-------------------------|-------------------------|--------|
| C32 — MW-Ph3                      | 220            | 210            | 210            | 8,140          | 15,820         | -                       | 10                      | 15,610                  | 15,600 |
| C33 — Tullamore                   | 940            | 950            | 870            | 840            | 820            | -                       | 70                      | 50                      | 120    |
| C34 — Alloa                       | 300            | 290            | 270            | 260            | 260            | -                       | 30                      | 10                      | 40     |
| C4 — Alton                        | 940            | 970            | 1,100          | 1,220          | 1,340          | -                       | 160                     | 240                     | 400    |
| C5 — Caledon Village              | 1,710          | 1,710          | 1,640          | 1,640          | 1,650          | -                       | 70                      | 10                      | 60     |
| C6 — Caledon East                 | 4,420          | 5,480          | 8,260          | 9,150          | 9,260          | -                       | 3,840                   | 1,000                   | 4,840  |
| C7 — Bolton                       | 27,600         | 28,350         | 28,650         | 29,530         | 30,550         | -                       | 1,050                   | 1,900                   | 2,950  |
| C8 — Belfountain                  | 190            | 210            | 290            | 360            | 430            | -                       | 100                     | 140                     | 240    |
| C9 — Inglewood                    | 900            | 890            | 900            | 940            | 980            | -                       | -                       | 80                      | 80     |
| <b>Mississauga</b>                |                |                |                |                |                |                         |                         |                         |        |
|                                   | <b>2016</b>    | <b>2021</b>    | <b>2031</b>    | <b>2036</b>    | <b>2041</b>    | <b>2016-2031 Growth</b> | <b>2031-2041 Growth</b> | <b>2016-2041 Growth</b> |        |
| <b>Mississauga</b>                | <b>748,380</b> | <b>786,620</b> | <b>838,780</b> | <b>879,260</b> | <b>920,060</b> | <b>90,400</b>           | <b>81,280</b>           | <b>171,680</b>          |        |
| M1 — Uptown MN                    | 10,520         | 12,070         | 16,040         | 18,290         | 20,380         | 5,520                   | 4,340                   | 9,860                   |        |
| M10 — Western Business Park EA    | -              | -              | -              | -              | -              | -                       | -                       | -                       |        |
| M11 — Erin Mills NHD              | 41,770         | 42,540         | 41,820         | 42,020         | 43,120         | 50                      | 1,300                   | 1,350                   |        |
| M12 — South Common CN             | 5,130          | 5,200          | 5,100          | 5,110          | 5,680          | -                       | 30                      | 580                     | 550    |
| M13 — Churchill Meadows EA        | -              | -              | -              | 210            | 350            | -                       | -                       | 350                     | 350    |
| M14 — Churchill Meadows NHD       | 52,960         | 54,530         | 53,500         | 53,700         | 53,810         | 540                     | 310                     | 850                     |        |
| M15 — Central Erin Mills NHD      | 31,790         | 32,510         | 31,960         | 32,130         | 32,230         | 170                     | 270                     | 440                     |        |
| M16 — Central Erin Mills MN       | 4,080          | 6,750          | 12,740         | 15,190         | 17,410         | 8,660                   | 4,670                   | 13,330                  |        |
| M17 — Lisgar NHD                  | 33,690         | 34,560         | 33,940         | 34,030         | 34,340         | 250                     | 400                     | 650                     |        |
| M18 — Meadowvale Business Park CC | 10             | 10             | 10             | 10             | 10             | -                       | -                       | -                       |        |
| M19 — Meadowvale NHD              | 39,020         | 40,260         | 40,020         | 40,480         | 41,090         | 1,000                   | 1,070                   | 2,070                   |        |
| M2 — Gateway CC                   | -              | -              | -              | -              | -              | -                       | -                       | -                       |        |
| M20 — Meadowvale CN               | 2,760          | 2,800          | 3,240          | 3,740          | 4,170          | 480                     | 930                     | 1,410                   |        |
| M21 — Meadowvale Village NHD      | 31,680         | 32,560         | 32,570         | 32,970         | 33,330         | 890                     | 760                     | 1,650                   |        |
| M22 — Streetsville CN             | 1,360          | 1,790          | 2,370          | 3,180          | 3,930          | 1,010                   | 1,560                   | 2,570                   |        |
| M23 — Streetsville NHD            | 11,240         | 11,480         | 11,340         | 11,370         | 12,260         | 100                     | 920                     | 1,020                   |        |
| M24 — East Credit NHD             | 68,980         | 71,230         | 70,830         | 71,510         | 72,200         | 1,850                   | 1,370                   | 3,220                   |        |
| M25 — Gateway EA (West)           | -              | -              | -              | -              | -              | -                       | -                       | -                       |        |
| M26 — Creditview NHD              | 11,220         | 11,430         | 11,120         | 11,110         | 11,440         | -                       | 100                     | 320                     | 220    |
| M27 — Mavis-Erindale EA           | -              | -              | 200            | 580            | 830            | 200                     | 630                     | 830                     |        |
| M28 — Erindale NHD                | 22,700         | 23,120         | 22,640         | 22,650         | 23,320         | -                       | 60                      | 680                     | 620    |
| M29 — UTM SPA                     | 580            | 590            | 570            | 570            | 570            | -                       | 10                      | -                       | 10     |
| M3 — Southdown EA                 | 20             | 20             | 20             | 20             | 20             | -                       | -                       | -                       |        |
| M30 — Fairview NHD                | 7,590          | 7,730          | 7,530          | 7,530          | 8,070          | -                       | 60                      | 540                     | 480    |
| M31 — DT Core                     | 30,070         | 38,760         | 62,030         | 67,360         | 71,510         | 31,960                  | 9,480                   | 41,440                  |        |
| M32 — Hurontario NHD              | 52,940         | 53,830         | 54,750         | 56,010         | 56,820         | 1,810                   | 2,070                   | 3,880                   |        |
| M33 — Cooksville NHD (West)       | 16,050         | 16,450         | 16,510         | 16,700         | 16,930         | 460                     | 420                     | 880                     |        |
| M34 — DT Hospital                 | 13,600         | 14,740         | 15,280         | 15,830         | 16,280         | 1,680                   | 1,000                   | 2,680                   |        |
| M35 — Cooksville NHD (East)       | 8,720          | 9,100          | 10,370         | 10,930         | 12,830         | 1,650                   | 2,460                   | 4,110                   |        |
| M36 — Mineola NHD                 | 10,070         | 11,020         | 11,130         | 11,240         | 11,320         | 1,060                   | 190                     | 1,250                   |        |
| M37 — DT Fairview                 | 17,130         | 19,330         | 19,940         | 19,920         | 19,920         | 2,810                   | 20                      | 2,790                   |        |
| M38 — DT Cooksville               | 9,860          | 10,340         | 12,580         | 15,600         | 17,900         | 2,720                   | 5,320                   | 8,040                   |        |
| M39 — Mississauga Valleys NHD     | 13,960         | 14,350         | 14,780         | 15,460         | 15,830         | 820                     | 1,050                   | 1,870                   |        |
| M4 — Clarkson EA                  | -              | -              | -              | 400            | 670            | -                       | 670                     | 670                     |        |
| M40 — Port Credit CN              | 6,020          | 6,100          | 6,440          | 8,910          | 11,200         | 420                     | 4,760                   | 5,180                   |        |
| M41 — Port Credit NHD (West)      | 3,210          | 6,090          | 9,770          | 11,320         | 12,160         | 6,560                   | 2,390                   | 8,950                   |        |
| M42 — Port Credit NHD (East)      | 2,500          | 2,910          | 3,460          | 4,300          | 4,750          | 960                     | 1,290                   | 2,250                   |        |
| M43 — Lakeview NHD                | 22,570         | 24,160         | 25,750         | 27,390         | 28,280         | 3,180                   | 2,530                   | 5,710                   |        |
| M44 — Lakeview Waterfront MN      | -              | -              | 4,380          | 8,400          | 11,100         | 4,380                   | 6,720                   | 11,100                  |        |
| M45 — Applewood NHD               | 39,850         | 40,760         | 40,100         | 41,290         | 41,990         | 250                     | 1,890                   | 2,140                   |        |
| M46 — Dixie EA                    | 430            | 430            | 420            | 4,160          | 9,920          | -                       | 10                      | 9,500                   | 9,490  |
| M47 — Rathwood NHD                | 27,980         | 28,530         | 28,010         | 28,070         | 29,200         | 30                      | 1,190                   | 1,220                   |        |
| M48 — Rathwood-Applewood CN       | 3,240          | 3,280          | 3,580          | 3,860          | 4,110          | 340                     | 530                     | 870                     |        |
| M49 — Airport CC                  | -              | -              | -              | -              | -              | -                       | -                       | -                       |        |
| M5 — Clarkson Village CN          | 1,740          | 1,790          | 2,050          | 2,470          | 2,850          | 310                     | 800                     | 1,110                   |        |
| M50 — Northeast EA (West)         | 230            | 240            | 260            | 280            | 290            | 30                      | 30                      | 60                      |        |
| M51 — Airport SPA                 | -              | -              | -              | -              | -              | -                       | -                       | -                       |        |
| M52 — Gateway EA (East)           | 10             | 10             | 10             | 10             | 10             | -                       | -                       | -                       |        |
| M53 — Malton CN                   | 3,110          | 3,140          | 3,490          | 3,780          | 4,040          | 380                     | 550                     | 930                     |        |
| M54 — Malton NHD                  | 34,790         | 35,450         | 34,700         | 34,700         | 35,590         | -                       | 90                      | 890                     | 800    |
| M55 — Northeast EA (East)         | -              | -              | -              | -              | -              | -                       | -                       | -                       |        |
| M56 — Ninth Line SSA              | 60             | 60             | 6,250          | 8,160          | 8,560          | 6,190                   | 2,310                   | 8,500                   |        |
| M6 — Clarkson - Lorne Park NHD    | 36,230         | 37,150         | 37,180         | 37,730         | 38,050         | 950                     | 870                     | 1,820                   |        |
| M7 — Sheridan Park CC             | -              | -              | -              | -              | -              | -                       | -                       | -                       |        |
| M8 — Sheridan CN                  | 3,760          | 3,810          | 4,390          | 4,860          | 5,260          | 630                     | 870                     | 1,500                   |        |
| M9 — Sheridan NHD                 | 13,150         | 13,610         | 13,610         | 13,720         | 14,130         | 460                     | 520                     | 980                     |        |

Note: Totals may not add up due to minor rounding

# 2041 Total Units by Planning Community Area in Peel Scenario 16-R



**DRAFT  
For Discussion  
Purposes**

### Legend

#### 2041 Unit (R)

- <= 50
- 50 - 500
- 501 - 1,000
- 1,001 - 2,000
- 2,001 - 5,000
- 5,001 - 10,000
- > 10,000

Community Areas C22, C31, C33 and C34 represent future DGA lands for the purpose of testing servicing costs. Actual amount and locations of these communities must be determined through a full MCR process.



| Scenario 16R 2041 Total Units by Municipality and Community Planning Area (April 2, 2020) |                |                |                |                |                |                  |                  |                  |
|---|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
|   | 2016           | 2021           | 2031           | 2036           | 2041           | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Peel</b>   | <b>427,910</b> | <b>458,760</b> | <b>549,360</b> | <b>591,810</b> | <b>629,730</b> | <b>121,450</b>   | <b>80,370</b>    | <b>201,820</b>   |
| <b>Brampton</b>   |                |                |                |                |                |                  |                  |                  |
|   | 2016           | 2021           | 2031           | 2036           | 2041           | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Brampton</b>   | <b>168,560</b> | <b>186,110</b> | <b>233,130</b> | <b>247,960</b> | <b>258,810</b> | <b>64,570</b>    | <b>25,680</b>    | <b>90,250</b>    |
| B1 — Snelgrove  | 3,400          | 3,510          | 4,280          | 4,360          | 4,430          | 880              | 150              | 1,030            |
| B10 — Westgate  | 3,910          | 4,060          | 4,250          | 4,280          | 4,310          | 340              | 60               | 400              |
| B11 — Central Park  | 5,010          | 5,080          | 5,190          | 5,210          | 5,240          | 180              | 50               | 230              |
| B12 — Northgate   | 5,050          | 5,130          | 5,240          | 5,280          | 5,300          | 190              | 60               | 250              |
| B13 — Bramalea North Industrial   | 650            | 660            | 680            | 690            | 690            | 30               | 10               | 40               |
| B14 — Gore Industrial North   | 660            | 710            | 900            | 910            | 930            | 240              | 30               | 270              |
| B15 — Fletchers West  | 4,970          | 5,120          | 5,510          | 5,540          | 5,630          | 540              | 120              | 660              |
| B16 — Brampton South  | 4,840          | 4,900          | 5,140          | 5,250          | 5,350          | 300              | 210              | 510              |
| B17 — Brampton East   | 3,540          | 3,600          | 3,690          | 3,730          | 3,750          | 150              | 60               | 210              |
| B18 — Brampton East Industrial  | -              | -              | -              | -              | -              | -                | -                | -                |
| B19 — Bramalea West Industrial  | 390            | 390            | 390            | 390            | 390            | -                | -                | -                |
| B2 — Sandalwood Industrial East   | 2,870          | 2,940          | 3,020          | 3,040          | 3,060          | 150              | 40               | 190              |
| B20 — Avondale  | 3,370          | 3,420          | 3,530          | 3,550          | 3,580          | 160              | 50               | 210              |
| B21 — Southgate   | 4,390          | 4,450          | 4,620          | 4,650          | 4,670          | 230              | 50               | 280              |
| B22 — Bramalea South Industrial   | -              | -              | -              | -              | -              | -                | -                | -                |
| B23 — Gore Industrial South   | -              | -              | -              | -              | -              | -                | -                | -                |
| B24 — Fletchers Creek South   | 7,290          | 7,500          | 8,170          | 8,370          | 8,570          | 880              | 400              | 1,280            |
| B25 — Steeles Industrial  | -              | -              | -              | -              | -              | -                | -                | -                |
| B26a — Toronto Gore Rural Estate A  | 540            | 550            | 720            | 750            | 760            | 180              | 40               | 220              |
| B26b — Toronto Gore Rural Estate B  | 90             | 90             | 270            | 300            | 310            | 180              | 40               | 220              |
| B28 — Sandringham-Wellington  | 21,110         | 21,970         | 24,080         | 24,460         | 24,770         | 2,970            | 690              | 3,660            |
| B29a — Huttonville A  | 90             | 90             | 90             | 90             | 90             | -                | -                | -                |
| B29b — Huttonville B  | -              | 250            | 460            | 470            | 470            | 460              | 10               | 470              |
| B3 — Heart Lake West  | 4,990          | 5,080          | 5,320          | 5,360          | 5,410          | 330              | 90               | 420              |
| B32 — Parkway Belt Industrial   | -              | -              | -              | -              | -              | -                | -                | -                |
| B36 — Queen Street Corridor   | 8,320          | 8,610          | 11,940         | 13,650         | 15,110         | 3,620            | 3,170            | 6,790            |
| B37 — Airport Road Highway 7 Business Centre  | -              | -              | -              | -              | -              | -                | -                | -                |
| B38 — Bramalea Road South Gateway Redevelopment Area                                      | -              | -              | -              | -              | -              | -                | -                | -                |
| B39 — Goreway Drive Corridor  | 490            | 730            | 1,110          | 1,160          | 1,210          | 620              | 100              | 720              |
| B4 — Heart Lake East  | 3,120          | 3,700          | 4,200          | 4,370          | 4,490          | 1,080            | 290              | 1,370            |
| B40a1 — Bram West A1  | 10             | 30             | 190            | 200            | 200            | 180              | 10               | 190              |
| B40a2 — Bram West A2  | 100            | 420            | 2,170          | 2,400          | 2,500          | 2,070            | 330              | 2,400            |
| B40b — Bram West B  | -              | -              | -              | -              | -              | -                | -                | -                |
| B40c — Bram West 40 C   | 270            | 280            | 380            | 400            | 420            | 110              | 40               | 150              |
| B40c — Bram West C  | 3,900          | 4,830          | 5,360          | 5,430          | 5,500          | 1,460            | 140              | 1,600            |
| B40d — Bram West D  | 330            | 2,410          | 4,470          | 4,690          | 4,820          | 4,140            | 350              | 4,490            |
| B41 — Bram East   | 12,270         | 13,760         | 14,980         | 15,320         | 15,560         | 2,710            | 580              | 3,290            |
| B42 — Vales of Castlemore   | 3,720          | 3,790          | 4,000          | 4,030          | 4,060          | 280              | 60               | 340              |
| B43 — Fletchers Creek Village   | 2,590          | 2,620          | 2,670          | 2,970          | 3,200          | 80               | 530              | 610              |
| B44 — Fletchers Meadow  | 14,460         | 14,680         | 15,150         | 15,770         | 16,250         | 690              | 1,100            | 1,790            |
| B45 — Credit Valley   | 8,000          | 9,820          | 12,490         | 12,780         | 12,940         | 4,490            | 450              | 4,940            |
| B47a — Highway 427 Industrial A   | 40             | 40             | 4,670          | 5,240          | 5,540          | 4,630            | 870              | 5,500            |
| B47b — Highway 427 Industrial B   | 50             | 50             | 1,540          | 1,760          | 1,870          | 1,490            | 330              | 1,820            |
| B48 — Countryside Villages  | 320            | 1,580          | 5,770          | 6,330          | 6,680          | 5,450            | 910              | 6,360            |
| B49 — Vales of Castlemore North   | 1,410          | 1,520          | 1,690          | 1,700          | 1,720          | 280              | 30               | 310              |
| B5 — Northwood Park   | 3,060          | 3,130          | 3,200          | 3,210          | 3,240          | 140              | 40               | 180              |
| B50 — Vales of Humber   | 280            | 1,570          | 2,190          | 2,220          | 2,240          | 1,910            | 50               | 1,960            |
| B51 — Mount Pleasant  | 3,080          | 6,560          | 13,360         | 14,330         | 14,990         | 10,280           | 1,630            | 11,910           |
| B52 — Huttonville North   | 40             | 40             | 3,430          | 5,520          | 6,650          | 3,390            | 3,220            | 6,610            |
| B53 — Mount Pleasant West   | 30             | 30             | 30             | 2,870          | 4,900          | -                | 4,870            | 4,870            |
| B54 — Kennedy Road South Revitalization Area  | 1,150          | 1,450          | 1,340          | 1,340          | 1,330          | 190              | 10               | 180              |
| B55 — Hurontario-Main Street Corridor (proposed)  | 2,110          | 2,110          | 4,270          | 5,240          | 6,110          | 2,160            | 1,840            | 4,000            |
| B6 — Brampton West  | 4,590          | 4,710          | 4,990          | 5,060          | 5,130          | 400              | 140              | 540              |
| B7 — Downtown Brampton  | 5,380          | 5,620          | 8,340          | 9,530          | 10,570         | 2,960            | 2,230            | 5,190            |
| B8 — Brampton North   | 5,480          | 5,610          | 6,240          | 6,290          | 6,340          | 760              | 100              | 860              |
| B9 — Madoc  | 6,780          | 6,890          | 7,110          | 7,150          | 7,200          | 330              | 90               | 420              |
| CC — Claireville  | 20             | 20             | 20             | 20             | 20             | -                | -                | -                |
| HLC — Heart Lake  | -              | -              | 10             | 10             | 10             | 10               | -                | 10               |
| PWB — Parkway Belt West   | -              | -              | 270            | 290            | 300            | 270              | 30               | 300              |
| <b>Caledon</b>  |                |                |                |                |                |                  |                  |                  |
|   | 2016           | 2021           | 2031           | 2036           | 2041           | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Caledon</b>  | <b>21,020</b>  | <b>24,170</b>  | <b>34,960</b>  | <b>43,360</b>  | <b>51,970</b>  | <b>13,940</b>    | <b>17,010</b>    | <b>30,950</b>    |
| C1 — Palgrave Estate  | 1,030          | 1,100          | 1,400          | 1,610          | 1,840          | 370              | 440              | 810              |
| C10 — Cheltenham  | 170            | 180            | 230            | 260            | 300            | 60               | 70               | 130              |
| C11 — Terra Cotta   | 40             | 50             | 50             | 50             | 60             | 10               | 10               | 20               |
| C12 — Mayfield West   | 2,960          | 5,100          | 6,130          | 6,260          | 6,360          | 3,170            | 230              | 3,400            |
| C13 — Caledon Rural Area  | 5,000          | 5,140          | 5,510          | 5,530          | 6,370          | 510              | 860              | 1,370            |

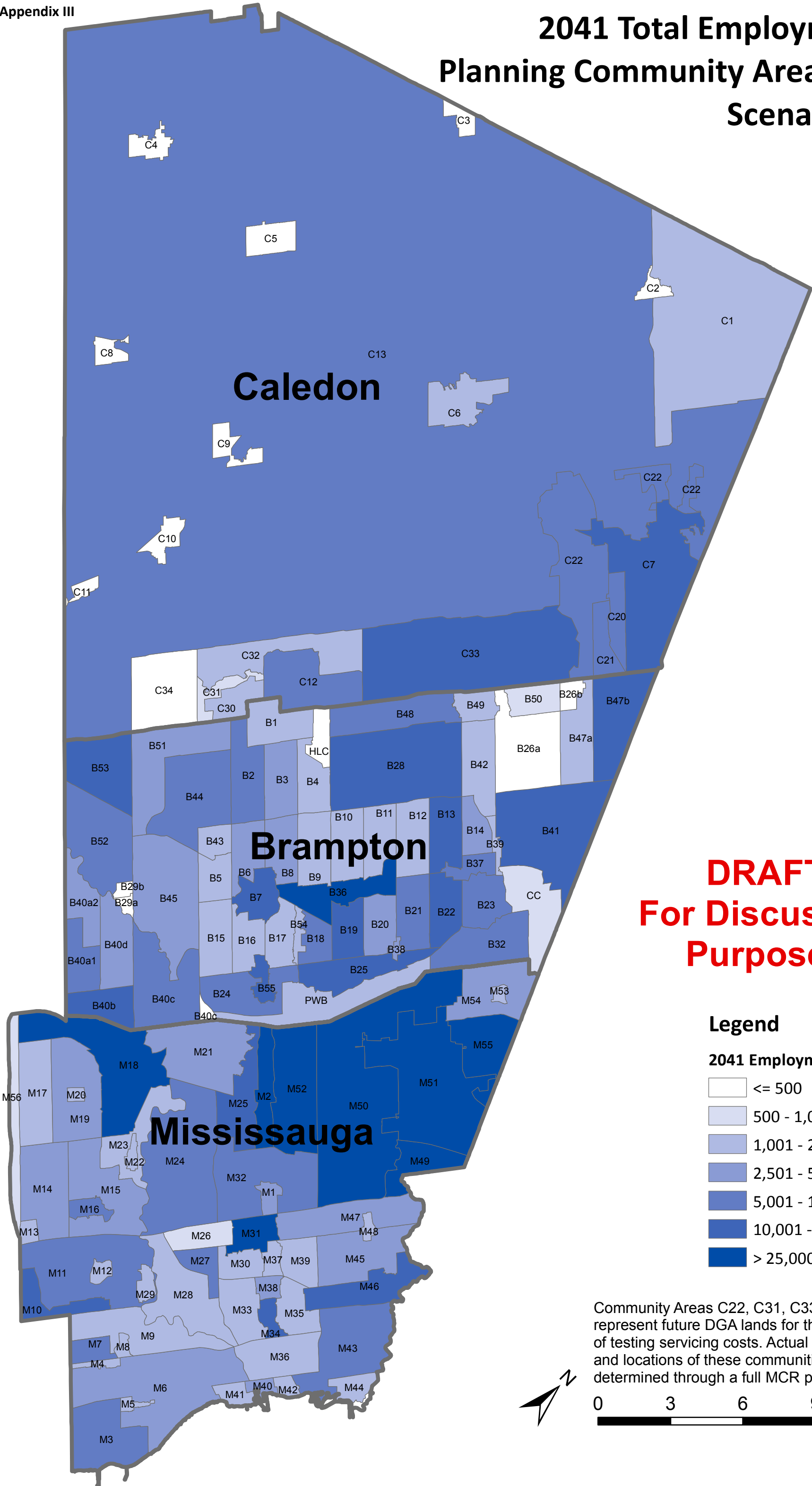


Appendix III

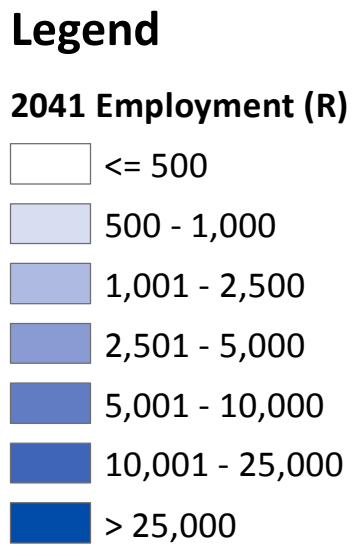
|                                   |                |                |                |                |                |                         |                         |                         |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|-------------------------|-------------------------|-------------------------|
| C2 — Palgrave                     | 270            | 280            | 290            | 290            | 290            | 20                      | -                       | 20                      |
| C20 — Bolt Emp Exp                | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| C21 — Bolt 1                      | 30             | 30             | 2,740          | 2,770          | 2,780          | 2,710                   | 40                      | 2,750                   |
| C22 — Bolton Study Area           | 140            | 140            | 140            | 3,720          | 7,770          | -                       | 7,630                   | 7,630                   |
| C3 — Mono Mills                   | 200            | 210            | 230            | 230            | 250            | 30                      | 20                      | 50                      |
| C30 — MW-Ph2                      | -              | -              | 3,080          | 3,470          | 3,540          | 3,080                   | 460                     | 3,540                   |
| C31 — MW-Ph2St2                   | -              | -              | 1,130          | 1,790          | 1,880          | 1,130                   | 750                     | 1,880                   |
| C32 — MW-Ph3                      | 50             | 50             | 50             | 2,360          | 4,680          | -                       | 4,630                   | 4,630                   |
| C33 — Tullamore                   | 220            | 230            | 230            | 230            | 230            | 10                      | -                       | 10                      |
| C34 — Alloa                       | 60             | 70             | 70             | 70             | 70             | 10                      | -                       | 10                      |
| C4 — Alton                        | 320            | 330            | 390            | 420            | 460            | 70                      | 70                      | 140                     |
| C5 — Caledon Village              | 480            | 490            | 510            | 510            | 520            | 30                      | 10                      | 40                      |
| C6 — Caledon East                 | 1,320          | 1,610          | 2,590          | 2,910          | 3,020          | 1,270                   | 430                     | 1,700                   |
| C7 — Bolton                       | 8,370          | 8,790          | 9,770          | 10,420         | 11,060         | 1,400                   | 1,290                   | 2,690                   |
| C8 — Belfountain                  | 70             | 80             | 110            | 130            | 150            | 40                      | 40                      | 80                      |
| C9 — Inglewood                    | 290            | 290            | 310            | 330            | 340            | 20                      | 30                      | 50                      |
| <b>Mississauga</b>                |                |                |                |                |                |                         |                         |                         |
|                                   | <b>2016</b>    | <b>2021</b>    | <b>2031</b>    | <b>2036</b>    | <b>2041</b>    | <b>2016-2031 Growth</b> | <b>2031-2041 Growth</b> | <b>2016-2041 Growth</b> |
| <b>Mississauga</b>                | <b>238,330</b> | <b>248,480</b> | <b>281,270</b> | <b>300,490</b> | <b>318,950</b> | <b>42,940</b>           | <b>37,680</b>           | <b>80,620</b>           |
| M1 — Uptown MN                    | 4,720          | 5,300          | 7,190          | 8,250          | 9,210          | 2,470                   | 2,020                   | 4,490                   |
| M10 — Western Business Park EA    | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M11 — Erin Mills NHD              | 12,950         | 12,970         | 13,240         | 13,430         | 13,950         | 290                     | 710                     | 1,000                   |
| M12 — South Common CN             | 1,930          | 1,930          | 1,960          | 1,980          | 2,230          | 30                      | 270                     | 300                     |
| M13 — Churchill Meadows EA        | -              | -              | -              | 90             | 160            | -                       | 160                     | 160                     |
| M14 — Churchill Meadows NHD       | 13,540         | 13,790         | 14,150         | 14,350         | 14,480         | 610                     | 330                     | 940                     |
| M15 — Central Erin Mills NHD      | 8,800          | 8,860          | 9,110          | 9,200          | 9,290          | 310                     | 180                     | 490                     |
| M16 — Central Erin Mills MN       | 1,690          | 2,800          | 5,580          | 6,710          | 7,730          | 3,890                   | 2,150                   | 6,040                   |
| M17 — Lisgar NHD                  | 8,900          | 8,970          | 9,200          | 9,270          | 9,440          | 300                     | 240                     | 540                     |
| M18 — Meadowvale Business Park CC | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M19 — Meadowvale NHD              | 12,720         | 12,930         | 13,430         | 13,710         | 14,020         | 710                     | 590                     | 1,300                   |
| M2 — Gateway CC                   | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M20 — Meadowvale CN               | 1,220          | 1,220          | 1,430          | 1,650          | 1,840          | 210                     | 410                     | 620                     |
| M21 — Meadowvale Village NHD      | 8,230          | 8,310          | 8,630          | 8,830          | 8,950          | 400                     | 320                     | 720                     |
| M22 — Streetsville CN             | 730            | 930            | 1,180          | 1,560          | 1,900          | 450                     | 720                     | 1,170                   |
| M23 — Streetsville NHD            | 3,870          | 3,890          | 3,980          | 4,020          | 4,400          | 110                     | 420                     | 530                     |
| M24 — East Credit NHD             | 17,360         | 17,670         | 18,520         | 19,000         | 19,350         | 1,160                   | 830                     | 1,990                   |
| M25 — Gateway EA (West)           | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M26 — Creditview NHD              | 3,070          | 3,080          | 3,100          | 3,140          | 3,290          | 30                      | 190                     | 220                     |
| M27 — Mavis-Erindale EA           | -              | -              | 70             | 240            | 350            | 70                      | 280                     | 350                     |
| M28 — Erindale NHD                | 7,320          | 7,330          | 7,430          | 7,520          | 7,790          | 110                     | 360                     | 470                     |
| M29 — UTM SPA                     | 250            | 250            | 250            | 250            | 250            | -                       | -                       | -                       |
| M3 — Southdown EA                 | 10             | 10             | 10             | 10             | 10             | -                       | -                       | -                       |
| M30 — Fairview NHD                | 2,030          | 2,030          | 2,070          | 2,080          | 2,320          | 40                      | 250                     | 290                     |
| M31 — DT Core                     | 15,090         | 18,680         | 29,720         | 32,250         | 34,280         | 14,630                  | 4,560                   | 19,190                  |
| M32 — Hurontario NHD              | 14,650         | 14,660         | 15,660         | 16,290         | 16,700         | 1,010                   | 1,040                   | 2,050                   |
| M33 — Cooksville NHD (West)       | 5,310          | 5,360          | 5,590          | 5,720          | 5,840          | 280                     | 250                     | 530                     |
| M34 — DT Hospital                 | 5,280          | 5,690          | 6,090          | 6,340          | 6,570          | 810                     | 480                     | 1,290                   |
| M35 — Cooksville NHD (East)       | 3,000          | 3,090          | 3,620          | 3,870          | 4,690          | 620                     | 1,070                   | 1,690                   |
| M36 — Mineola NHD                 | 3,290          | 3,540          | 3,710          | 3,790          | 3,820          | 420                     | 110                     | 530                     |
| M37 — DT Fairview                 | 6,950          | 7,840          | 8,410          | 8,480          | 8,530          | 1,460                   | 120                     | 1,580                   |
| M38 — DT Cooksville               | 4,030          | 4,180          | 5,280          | 6,640          | 7,690          | 1,250                   | 2,410                   | 3,660                   |
| M39 — Mississauga Valleys NHD     | 4,590          | 4,660          | 5,050          | 5,360          | 5,530          | 460                     | 480                     | 940                     |
| M4 — Clarkson EA                  | -              | -              | -              | 180            | 300            | -                       | 300                     | 300                     |
| M40 — Port Credit CN              | 3,290          | 3,290          | 3,540          | 4,640          | 5,650          | 250                     | 2,110                   | 2,360                   |
| M41 — Port Credit NHD (West)      | 1,470          | 2,360          | 3,800          | 4,500          | 4,860          | 2,330                   | 1,060                   | 3,390                   |
| M42 — Port Credit NHD (East)      | 1,160          | 1,260          | 1,480          | 1,830          | 2,030          | 320                     | 550                     | 870                     |
| M43 — Lakeview NHD                | 8,930          | 9,310          | 10,280         | 11,070         | 11,460         | 1,350                   | 1,180                   | 2,530                   |
| M44 — Lakeview Waterfront MN      | -              | -              | 1,770          | 3,550          | 4,780          | 1,770                   | 3,010                   | 4,780                   |
| M45 — Applewood NHD               | 13,510         | 13,630         | 13,930         | 14,470         | 14,820         | 420                     | 890                     | 1,310                   |
| M46 — Dixie EA                    | 150            | 150            | 150            | 1,540          | 3,770          | -                       | 3,620                   | 3,620                   |
| M47 — Rathwood NHD                | 8,840          | 8,860          | 9,030          | 9,100          | 9,630          | 190                     | 600                     | 790                     |
| M48 — Rathwood-Applewood CN       | 1,480          | 1,480          | 1,640          | 1,770          | 1,880          | 160                     | 240                     | 400                     |
| M49 — Airport CC                  | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M5 — Clarkson Village CN          | 920            | 940            | 1,080          | 1,250          | 1,420          | 160                     | 340                     | 500                     |
| M50 — Northeast EA (West)         | 10             | 10             | 10             | 10             | 10             | -                       | -                       | -                       |
| M51 — Airport SPA                 | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M52 — Gateway EA (East)           | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M53 — Malton CN                   | 970            | 970            | 1,150          | 1,280          | 1,390          | 180                     | 240                     | 420                     |
| M54 — Malton NHD                  | 8,950          | 8,970          | 9,140          | 9,210          | 9,620          | 190                     | 480                     | 670                     |
| M55 — Northeast EA (East)         | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M56 — Ninth Line SSA              | 20             | 20             | 2,450          | 3,290          | 3,480          | 2,430                   | 1,030                   | 3,460                   |
| M6 — Clarkson - Lorne Park NHD    | 11,610         | 11,720         | 12,230         | 12,550         | 12,710         | 620                     | 480                     | 1,100                   |
| M7 — Sheridan Park CC             | -              | -              | -              | -              | -              | -                       | -                       | -                       |
| M8 — Sheridan CN                  | 1,150          | 1,150          | 1,420          | 1,620          | 1,790          | 270                     | 370                     | 640                     |
| M9 — Sheridan NHD                 | 4,340          | 4,390          | 4,510          | 4,600          | 4,740          | 170                     | 230                     | 400                     |

Note: Totals may not add up due to minor rounding

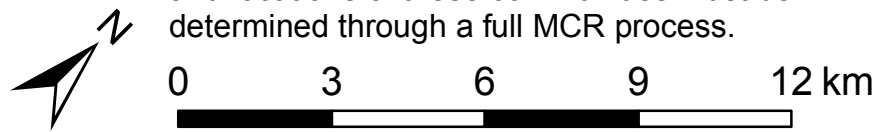
# 2041 Total Employment by Planning Community Area in Peel Scenario 16-R



**DRAFT  
For Discussion  
Purposes**



Community Areas C22, C31, C33 and C34 represent future DGA lands for the purpose of testing servicing costs. Actual amount and locations of these communities must be determined through a full MCR process.



| Scenario 16R 2041 Total Employment by Municipality and Community Planning Area (April 2, 2020) |                |                |                |                |                |                  |                  |                  |
|--|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
|  | 2016           | 2021           | 2031           | 2036           | 2041           | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Peel</b>  | <b>695,480</b> | <b>772,530</b> | <b>864,610</b> | <b>914,810</b> | <b>969,810</b> | <b>169,130</b>   | <b>105,200</b>   | <b>274,330</b>   |
| <b>Brampton</b>  |                |                |                |                |                |                  |                  |                  |
|  | 2016           | 2021           | 2031           | 2036           | 2041           | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Brampton</b>  | <b>191,620</b> | <b>229,490</b> | <b>280,940</b> | <b>303,110</b> | <b>325,010</b> | <b>89,320</b>    | <b>44,070</b>    | <b>133,390</b>   |
| B1 — Snelgrove   | 1,350          | 1,470          | 1,740          | 1,760          | 1,790          | 390              | 50               | 440              |
| B10 — Westgate   | 1,320          | 1,450          | 1,490          | 1,510          | 1,520          | 170              | 30               | 200              |
| B11 — Central Park   | 1,370          | 1,500          | 1,550          | 1,560          | 1,560          | 180              | 10               | 190              |
| B12 — Northgate  | 1,270          | 1,370          | 1,410          | 1,410          | 1,420          | 140              | 10               | 150              |
| B13 — Bramalea North Industrial  | 9,310          | 10,880         | 11,360         | 11,220         | 10,980         | 2,050            | -                | 380              |
| B14 — Gore Industrial North  | 4,120          | 4,700          | 4,920          | 4,870          | 4,780          | 800              | -                | 140              |
| B15 — Fletchers West   | 1,860          | 2,070          | 2,190          | 2,190          | 2,230          | 330              | 40               | 370              |
| B16 — Brampton South   | 870            | 950            | 1,000          | 1,030          | 1,060          | 130              | 60               | 190              |
| B17 — Brampton East  | 990            | 1,110          | 1,140          | 1,140          | 1,170          | 150              | 30               | 180              |
| B18 — Brampton East Industrial   | 5,640          | 6,510          | 6,770          | 6,700          | 6,550          | 1,130            | -                | 220              |
| B19 — Bramalea West Industrial   | 11,580         | 13,000         | 13,360         | 13,250         | 13,060         | 1,780            | -                | 300              |
| B2 — Sandalwood Industrial East  | 6,880          | 8,670          | 9,640          | 9,560          | 9,380          | 2,760            | -                | 260              |
| B20 — Avondale   | 3,670          | 4,160          | 4,330          | 4,290          | 4,210          | 660              | -                | 120              |
| B21 — Southgate  | 4,460          | 5,070          | 5,280          | 5,270          | 5,200          | 820              | -                | 80               |
| B22 — Bramalea South Industrial  | 9,730          | 11,170         | 11,710         | 11,660         | 11,450         | 1,980            | -                | 260              |
| B23 — Gore Industrial South  | 7,480          | 8,840          | 9,440          | 9,340          | 9,150          | 1,960            | -                | 290              |
| B24 — Fletchers Creek South  | 5,170          | 5,810          | 6,160          | 6,220          | 6,360          | 990              | 200              | 1,190            |
| B25 — Steeles Industrial   | 12,860         | 14,910         | 15,700         | 15,630         | 15,330         | 2,840            | -                | 370              |
| B26a — Toronto Gore Rural Estate A   | 300            | 320            | 380            | 380            | 400            | 80               | 20               | 100              |
| B26b — Toronto Gore Rural Estate B   | 60             | 70             | 120            | 130            | 130            | 60               | 10               | 70               |
| B28 — Sandringham-Wellington   | 13,670         | 15,620         | 16,710         | 16,950         | 17,180         | 3,040            | 470              | 3,510            |
| B29a — Huttonville A   | 40             | 50             | 50             | 50             | 50             | 10               | -                | 10               |
| B29b — Huttonville B   | -              | 90             | 140            | 150            | 150            | 140              | 10               | 150              |
| B3 — Heart Lake West   | 3,180          | 3,480          | 3,620          | 3,650          | 3,700          | 440              | 80               | 520              |
| B32 — Parkway Belt Industrial  | 5,900          | 7,400          | 8,010          | 8,150          | 8,320          | 2,110            | 310              | 2,420            |
| B36 — Queen Street Corridor  | 18,860         | 22,020         | 27,380         | 28,300         | 29,920         | 8,520            | 2,540            | 11,060           |
| B37 — Airport Road Highway 7 Business Centre   | 4,320          | 5,430          | 6,010          | 6,070          | 6,360          | 1,690            | 350              | 2,040            |
| B38 — Bramalea Road South Gateway Redevelopment Area   | 540            | 620            | 1,320          | 2,130          | 3,000          | 780              | 1,680            | 2,460            |
| B39 — Goreway Drive Corridor   | 540            | 960            | 1,170          | 1,200          | 1,400          | 630              | 230              | 860              |
| B4 — Heart Lake East   | 1,050          | 1,260          | 1,450          | 1,490          | 1,540          | 400              | 90               | 490              |
| B40a1 — Bram West A1   | 2,220          | 3,630          | 5,820          | 7,120          | 8,520          | 3,600            | 2,700            | 6,300            |
| B40a2 — Bram West A2   | 50             | 230            | 1,740          | 2,320          | 2,980          | 1,690            | 1,240            | 2,930            |
| B40b — Bram West B   | 6,250          | 8,040          | 9,610          | 9,970          | 10,950         | 3,360            | 1,340            | 4,700            |
| B40c — Bram West 40 C  | 40             | 50             | 70             | 70             | 80             | 30               | 10               | 40               |
| B40c — Bram West C   | 2,310          | 2,830          | 5,500          | 6,680          | 8,000          | 3,190            | 2,500            | 5,690            |
| B40d — Bram West D   | 560            | 2,000          | 3,460          | 3,920          | 4,170          | 2,900            | 710              | 3,610            |
| B41 — Bram East  | 4,610          | 5,830          | 9,990          | 10,540         | 10,690         | 5,380            | 700              | 6,080            |
| B42 — Vales of Castlemore  | 1,050          | 1,130          | 1,150          | 1,150          | 1,160          | 100              | 10               | 110              |
| B43 — Fletchers Creek Village  | 870            | 970            | 1,000          | 1,090          | 1,180          | 130              | 180              | 310              |
| B44 — Fletchers Meadow   | 4,360          | 4,810          | 5,090          | 5,250          | 5,940          | 730              | 850              | 1,580            |
| B45 — Credit Valley  | 2,790          | 3,790          | 4,590          | 4,760          | 4,850          | 1,800            | 260              | 2,060            |
| B47a — Highway 427 Industrial A  | -              | -              | 1,300          | 1,590          | 1,690          | 1,300            | 390              | 1,690            |
| B47b — Highway 427 Industrial B  | 420            | 470            | 8,270          | 11,220         | 13,390         | 7,850            | 5,120            | 12,970           |
| B48 — Countryside Villages   | 790            | 1,890          | 5,900          | 6,110          | 6,250          | 5,110            | 350              | 5,460            |
| B49 — Vales of Castlemore North  | 410            | 720            | 940            | 1,100          | 1,090          | 530              | 150              | 680              |
| B5 — Northwood Park  | 1,150          | 1,270          | 1,310          | 1,300          | 1,320          | 160              | 10               | 170              |
| B50 — Vales of Humber  | 110            | 830            | 980            | 980            | 990            | 870              | 10               | 880              |
| B51 — Mount Pleasant   | 820            | 2,240          | 4,060          | 4,310          | 4,730          | 3,240            | 670              | 3,910            |
| B52 — Huttonville North  | 120            | 130            | 1,930          | 5,200          | 8,670          | 1,810            | 6,740            | 8,550            |
| B53 — Mount Pleasant West  | -              | -              | 650            | 6,070          | 11,800         | 650              | 11,150           | 11,800           |
| B54 — Kennedy Road South Revitalization Area   | 1,370          | 1,700          | 1,750          | 1,740          | 1,690          | 380              | -                | 320              |
| B55 — Hurontario-Main Street Corridor (proposed)   | 8,060          | 8,730          | 10,240         | 11,100         | 11,560         | 2,180            | 1,320            | 3,500            |
| B6 — Brampton West   | 2,500          | 2,790          | 2,920          | 2,950          | 2,980          | 420              | 60               | 480              |
| B7 — Downtown Brampton   | 6,080          | 7,140          | 8,960          | 10,770         | 12,110         | 2,880            | 3,150            | 6,030            |
| B8 — Brampton North  | 2,890          | 3,240          | 3,480          | 3,600          | 3,670          | 590              | 190              | 780              |
| B9 — Madoc   | 1,860          | 2,040          | 2,090          | 2,110          | 2,130          | 230              | 40               | 270              |
| CC — Claireville   | 570            | 660            | 690            | 700            | 710            | 120              | 20               | 140              |
| HLC — Heart Lake   | 30             | 30             | 30             | 30             | 30             | -                | -                | -                |
| PWB — Parkway Belt West  | 940            | 1,340          | 1,870          | 2,110          | 2,330          | 930              | 460              | 1,390            |
| <b>Caledon</b>   |                |                |                |                |                |                  |                  |                  |
|  | 2016           | 2021           | 2031           | 2036           | 2041           | 2016-2031 Growth | 2031-2041 Growth | 2016-2041 Growth |
| <b>Caledon</b>   | <b>27,140</b>  | <b>34,570</b>  | <b>48,670</b>  | <b>63,140</b>  | <b>79,780</b>  | <b>21,530</b>    | <b>31,110</b>    | <b>52,640</b>    |
| C1 — Palgrave Estate   | 920            | 930            | 1,030          | 1,150          | 1,230          | 110              | 200              | 310              |
| C10 — Cheltenham   | 100            | 100            | 110            | 130            | 150            | 10               | 40               | 50               |
| C11 — Terra Cotta  | 30             | 30             | 30             | 30             | 30             | -                | -                | -                |
| C12 — Mayfield West  | 640            | 2,240          | 4,630          | 8,080          | 9,290          | 3,990            | 4,660            | 8,650            |
| C13 — Caledon Rural Area   | 4,750          | 4,750          | 5,190          | 5,250          | 5,760          | 440              | 570              | 1,010            |
| C2 — Palgrave  | 230            | 210            | 210            | 210            | 210            | -                | -                | 20               |
| C20 — Bolt Emp Exp   | -              | 2,950          | 4,520          | 5,150          | 5,320          | 4,520            | 800              | 5,320            |

Appendix III

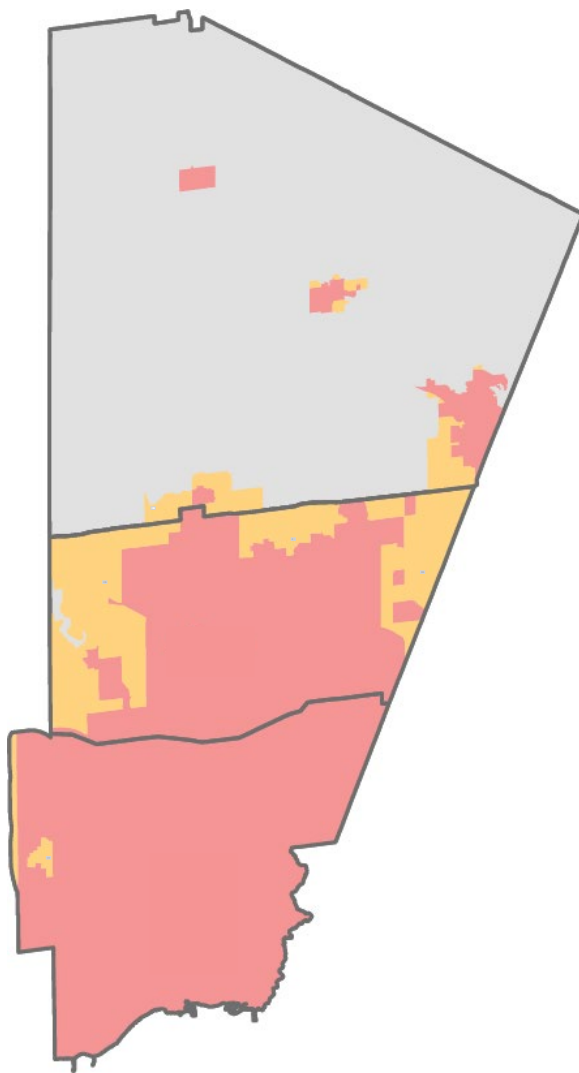
|                                   |                |                |                |                |                |                         |                         |                         |
|-----------------------------------|----------------|----------------|----------------|----------------|----------------|-------------------------|-------------------------|-------------------------|
| C21 — Bolt 1                      | 20             | 30             | 2,960          | 3,340          | 5,450          | 2,940                   | 2,490                   | 5,430                   |
| C22 — Bolton                      | 120            | 120            | 120            | 3,750          | 8,290          | -                       | 8,170                   | 8,170                   |
| C3 — Mono Mills                   | 120            | 120            | 130            | 130            | 140            | 10                      | 10                      | 20                      |
| C30 — MW-Ph2                      | 10             | 20             | 2,090          | 2,380          | 2,420          | 2,080                   | 330                     | 2,410                   |
| C31 — MW-Ph2St2                   | 70             | 70             | 450            | 710            | 760            | 380                     | 310                     | 690                     |
| C32 — MW-Ph3                      | 40             | 40             | 40             | 1,190          | 2,100          | -                       | 2,060                   | 2,060                   |
| C33 — Tullamore                   | 2,440          | 2,430          | 3,810          | 6,650          | 13,440         | 1,370                   | 9,630                   | 11,000                  |
| C34 — Alloa                       | 170            | 170            | 170            | 170            | 170            | -                       | -                       | -                       |
| C4 — Alton                        | 120            | 120            | 140            | 160            | 170            | 20                      | 30                      | 50                      |
| C5 — Caledon Village              | 360            | 380            | 380            | 400            | 420            | 20                      | 40                      | 60                      |
| C6 — Caledon East                 | 1,190          | 1,340          | 1,710          | 1,900          | 1,980          | 520                     | 270                     | 790                     |
| C7 — Bolton                       | 15,580         | 18,300         | 20,700         | 22,110         | 22,560         | 5,120                   | 1,860                   | 6,980                   |
| C8 — Belfountain                  | 70             | 70             | 90             | 90             | 100            | 20                      | 10                      | 30                      |
| C9 — Inglewood                    | 160            | 150            | 160            | 160            | 170            | -                       | 10                      | 10                      |
| <b>Mississauga</b>                |                |                |                |                |                |                         |                         |                         |
|                                   | <b>2016</b>    | <b>2021</b>    | <b>2031</b>    | <b>2036</b>    | <b>2041</b>    | <b>2016-2031 Growth</b> | <b>2031-2041 Growth</b> | <b>2016-2041 Growth</b> |
| <b>Mississauga</b>                | <b>476,720</b> | <b>508,470</b> | <b>535,000</b> | <b>548,560</b> | <b>565,020</b> | <b>58,280</b>           | <b>30,020</b>           | <b>88,300</b>           |
| M1 — Uptown MN                    | 2,270          | 2,870          | 3,210          | 3,390          | 3,570          | 940                     | 360                     | 1,300                   |
| M10 — Western Business Park EA    | 10,790         | 11,480         | 11,660         | 11,770         | 12,060         | 870                     | 400                     | 1,270                   |
| M11 — Erin Mills NHD              | 7,360          | 7,590          | 7,770          | 7,820          | 7,900          | 410                     | 130                     | 540                     |
| M12 — South Common CN             | 1,190          | 1,320          | 1,380          | 1,460          | 1,550          | 190                     | 170                     | 360                     |
| M13 — Churchill Meadows EA        | -              | 730            | 1,300          | 1,540          | 1,700          | 1,300                   | 400                     | 1,700                   |
| M14 — Churchill Meadows NHD       | 3,500          | 3,720          | 3,760          | 3,810          | 3,860          | 260                     | 100                     | 360                     |
| M15 — Central Erin Mills NHD      | 2,810          | 2,960          | 3,020          | 3,060          | 3,110          | 210                     | 90                      | 300                     |
| M16 — Central Erin Mills MN       | 6,120          | 7,290          | 7,930          | 8,310          | 8,750          | 1,810                   | 820                     | 2,630                   |
| M17 — Lisgar NHD                  | 2,100          | 2,210          | 2,240          | 2,260          | 2,310          | 140                     | 70                      | 210                     |
| M18 — Meadowvale Business Park CC | 54,560         | 56,640         | 60,060         | 61,600         | 62,560         | 5,500                   | 2,500                   | 8,000                   |
| M19 — Meadowvale NHD              | 2,530          | 2,680          | 2,720          | 2,770          | 2,840          | 190                     | 120                     | 310                     |
| M2 — Gateway CC                   | 18,870         | 27,510         | 31,310         | 33,030         | 36,090         | 12,440                  | 4,780                   | 17,220                  |
| M20 — Meadowvale CN               | 1,240          | 1,350          | 1,430          | 1,490          | 1,670          | 190                     | 240                     | 430                     |
| M21 — Meadowvale Village NHD      | 2,830          | 2,980          | 3,060          | 3,110          | 3,170          | 230                     | 110                     | 340                     |
| M22 — Streetsville CN             | 1,700          | 1,930          | 2,050          | 2,150          | 2,320          | 350                     | 270                     | 620                     |
| M23 — Streetsville NHD            | 1,530          | 1,630          | 1,640          | 1,670          | 1,760          | 110                     | 120                     | 230                     |
| M24 — East Credit NHD             | 7,700          | 8,190          | 8,340          | 8,440          | 8,620          | 640                     | 280                     | 920                     |
| M25 — Gateway EA (West)           | 14,170         | 15,070         | 15,490         | 15,760         | 15,860         | 1,320                   | 370                     | 1,690                   |
| M26 — Creditview NHD              | 830            | 880            | 890            | 900            | 930            | 60                      | 40                      | 100                     |
| M27 — Mavis-Erindale EA           | 9,350          | 9,360          | 9,680          | 9,820          | 9,890          | 330                     | 210                     | 540                     |
| M28 — Erindale NHD                | 2,200          | 2,310          | 2,350          | 2,370          | 2,440          | 150                     | 90                      | 240                     |
| M29 — UTM SPA                     | 1,680          | 2,010          | 2,130          | 2,210          | 2,340          | 450                     | 210                     | 660                     |
| M3 — Southdown EA                 | 5,900          | 6,800          | 7,800          | 8,140          | 8,410          | 1,900                   | 610                     | 2,510                   |
| M30 — Fairview NHD                | 2,070          | 2,220          | 2,260          | 2,290          | 2,380          | 190                     | 120                     | 310                     |
| M31 — DT Core                     | 22,580         | 26,990         | 30,980         | 32,700         | 35,330         | 8,400                   | 4,350                   | 12,750                  |
| M32 — Hurontario NHD              | 4,140          | 5,410          | 5,600          | 5,790          | 5,910          | 1,460                   | 310                     | 1,770                   |
| M33 — Cooksville NHD (West)       | 1,840          | 2,240          | 2,320          | 2,380          | 2,400          | 480                     | 80                      | 560                     |
| M34 — DT Hospital                 | 9,190          | 10,790         | 11,350         | 11,840         | 12,590         | 2,160                   | 1,240                   | 3,400                   |
| M35 — Cooksville NHD (East)       | 1,480          | 1,570          | 1,680          | 1,720          | 1,920          | 200                     | 240                     | 440                     |
| M36 — Mineola NHD                 | 1,360          | 1,450          | 1,510          | 1,550          | 1,570          | 150                     | 60                      | 210                     |
| M37 — DT Fairview                 | 1,050          | 1,330          | 1,380          | 1,410          | 1,700          | 330                     | 320                     | 650                     |
| M38 — DT Cooksville               | 3,410          | 3,520          | 3,810          | 4,360          | 4,800          | 400                     | 990                     | 1,390                   |
| M39 — Mississauga Valleys NHD     | 1,240          | 1,330          | 1,350          | 1,390          | 1,420          | 110                     | 70                      | 180                     |
| M4 — Clarkson EA                  | 960            | 1,310          | 1,350          | 1,390          | 1,540          | 390                     | 190                     | 580                     |
| M40 — Port Credit CN              | 2,210          | 2,440          | 2,620          | 2,800          | 3,030          | 410                     | 410                     | 820                     |
| M41 — Port Credit NHD (West)      | 710            | 880            | 920            | 990            | 1,050          | 210                     | 130                     | 340                     |
| M42 — Port Credit NHD (East)      | 830            | 880            | 920            | 970            | 1,010          | 90                      | 90                      | 180                     |
| M43 — Lakeview NHD                | 4,920          | 5,330          | 5,480          | 5,620          | 5,780          | 560                     | 300                     | 860                     |
| M44 — Lakeview Waterfront MN      | 1,830          | 1,840          | 2,010          | 2,170          | 2,300          | 180                     | 290                     | 470                     |
| M45 — Applewood NHD               | 3,980          | 4,300          | 4,390          | 4,500          | 4,600          | 410                     | 210                     | 620                     |
| M46 — Dixie EA                    | 17,180         | 17,450         | 17,640         | 18,060         | 18,610         | 460                     | 970                     | 1,430                   |
| M47 — Rathwood NHD                | 2,270          | 2,370          | 2,420          | 2,450          | 2,530          | 150                     | 110                     | 260                     |
| M48 — Rathwood-Applewood CN       | 1,250          | 1,390          | 1,480          | 1,530          | 1,610          | 230                     | 130                     | 360                     |
| M49 — Airport CC                  | 37,890         | 37,910         | 42,210         | 43,770         | 44,960         | 4,320                   | 2,750                   | 7,070                   |
| M5 — Clarkson Village CN          | 1,150          | 1,270          | 1,410          | 1,470          | 1,540          | 260                     | 130                     | 390                     |
| M50 — Northeast EA (West)         | 92,210         | 93,380         | 93,710         | 93,930         | 94,000         | 1,500                   | 290                     | 1,790                   |
| M51 — Airport SPA                 | 24,520         | 25,080         | 26,080         | 26,590         | 27,110         | 1,560                   | 1,030                   | 2,590                   |
| M52 — Gateway EA (East)           | 33,150         | 33,120         | 33,310         | 33,370         | 33,530         | 160                     | 220                     | 380                     |
| M53 — Malton CN                   | 1,060          | 1,380          | 1,440          | 1,500          | 1,570          | 380                     | 130                     | 510                     |
| M54 — Malton NHD                  | 3,060          | 3,230          | 3,280          | 3,300          | 3,400          | 220                     | 120                     | 340                     |
| M55 — Northeast EA (East)         | 24,110         | 24,040         | 24,860         | 25,130         | 25,390         | 750                     | 530                     | 1,280                   |
| M56 — Ninth Line SSA              | 20             | 20             | 380            | 500            | 550            | 360                     | 170                     | 530                     |
| M6 — Clarkson - Lorne Park NHD    | 3,520          | 3,770          | 3,840          | 3,910          | 3,970          | 320                     | 130                     | 450                     |
| M7 — Sheridan Park CC             | 6,850          | 7,100          | 7,990          | 8,410          | 9,170          | 1,140                   | 1,180                   | 2,320                   |
| M8 — Sheridan CN                  | 1,880          | 1,940          | 2,080          | 2,170          | 2,260          | 200                     | 180                     | 380                     |
| M9 — Sheridan NHD                 | 1,570          | 1,680          | 1,720          | 1,720          | 1,780          | 150                     | 60                      | 210                     |

Note: Totals may not add up due to minor rounding

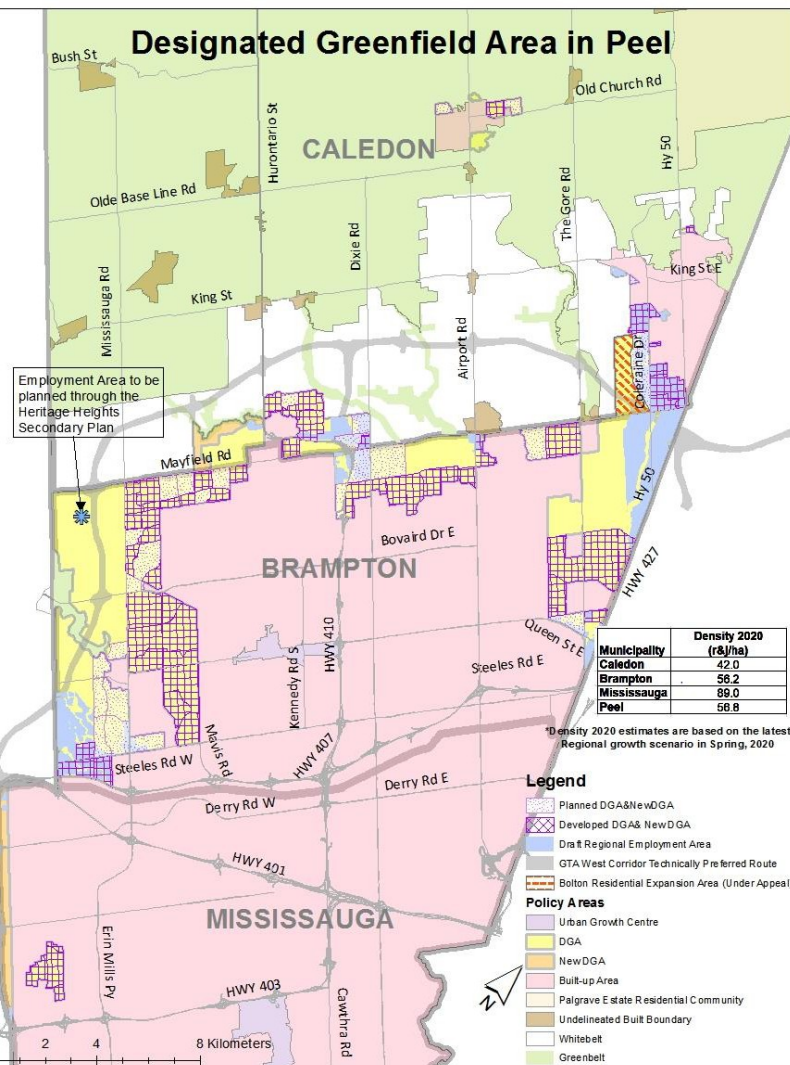


Appendix IV

# DESIGNATED GREENFIELD AREA DENSITIES



# Existing Built – Region of Peel Greenfield Area Density



|             | Developed Area Density<br>2020 Estimate (r&j/ha) | Developed Area Density<br>2041 Estimate (r&j/ha) |
|-------------|--|--|
| Caledon     | 42   | 55   |
| Brampton    | 56   | 69   |
| Mississauga | 89   | 90   |
| Peel        | 57   | 69   |

## Notes

Developed: Lands are already built upon or the majority of the SGU lands have been built out  
 Draft Regional Employment Area and Region's environmental and non-environmental exclusion (takeouts) were excluded for density estimates as per Growth Plan, 2019  
 \*Some areas with a Developed status can still accommodate extra growth (are not fully developed yet)

# CALEDON

Mayfield West

## Greenfield Area Development

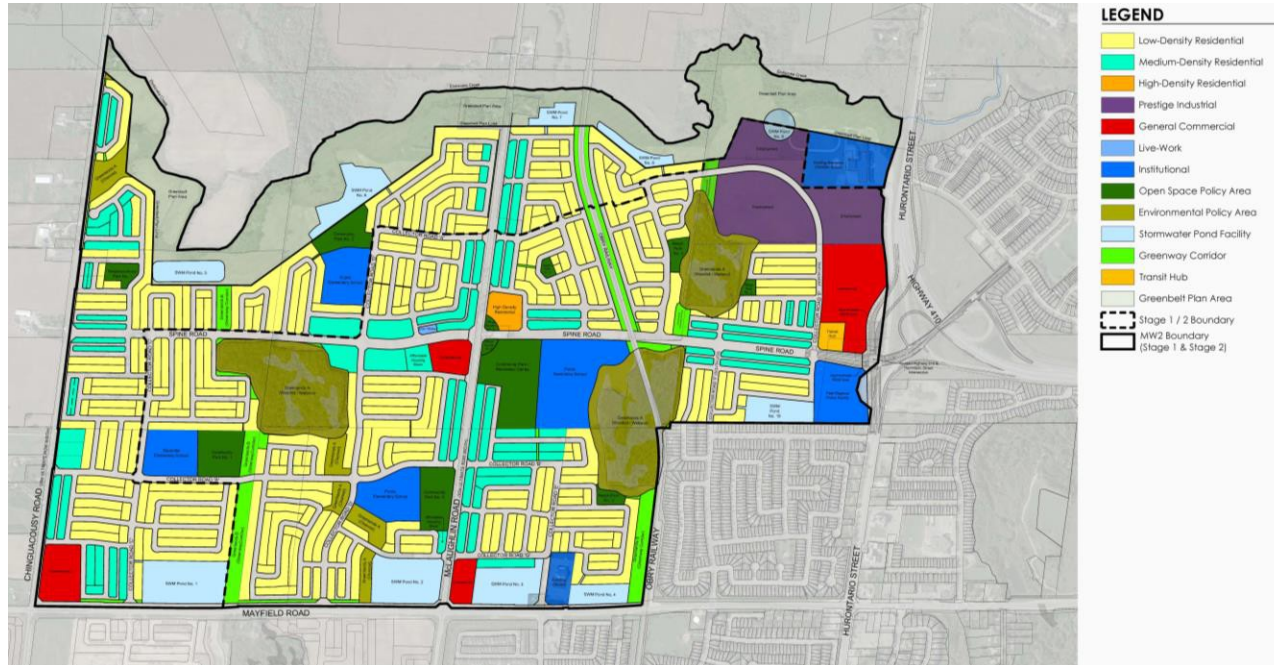
43 ppj/ha (2016)



# CALEDON

## Greenfield Area Development

Mayfield West Phase 2 Stage 2  
Planned Density  
71 ppj/ha





# BRAMPTON

## Greenfield Area Development

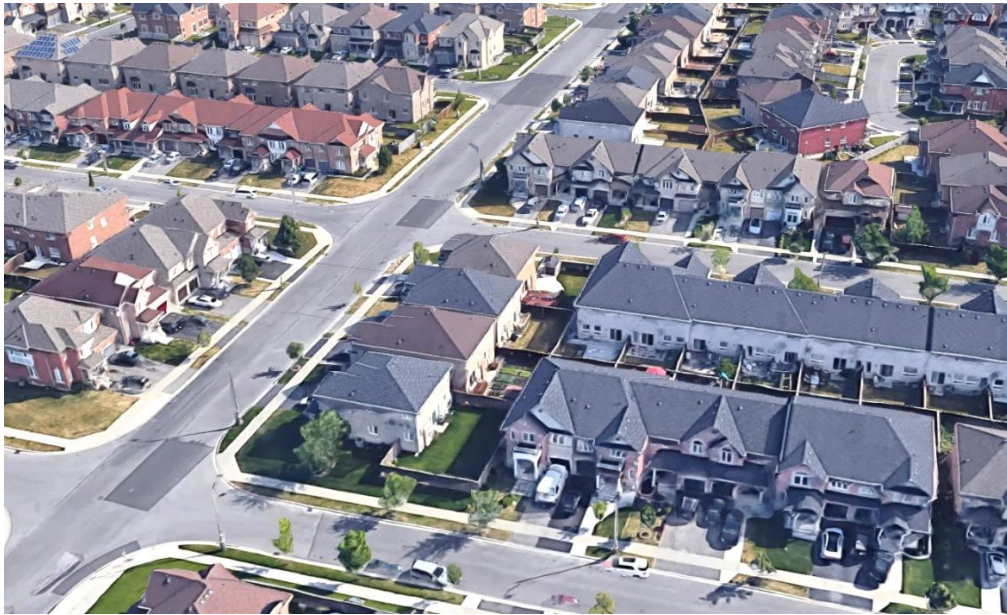
Bram East  
58 ppj/ha (2016)



# BRAMPTON

## Greenfield Area Development

Springdale  
65 ppj/ha (2016)





# BRAMPTON

## Greenfield Area Development

Mount Pleasant  
60 ppj/ha (2019)



# MISSISSAUGA

## Greenfield Area Development

Churchill Meadows  
85 ppj/ha (2016)





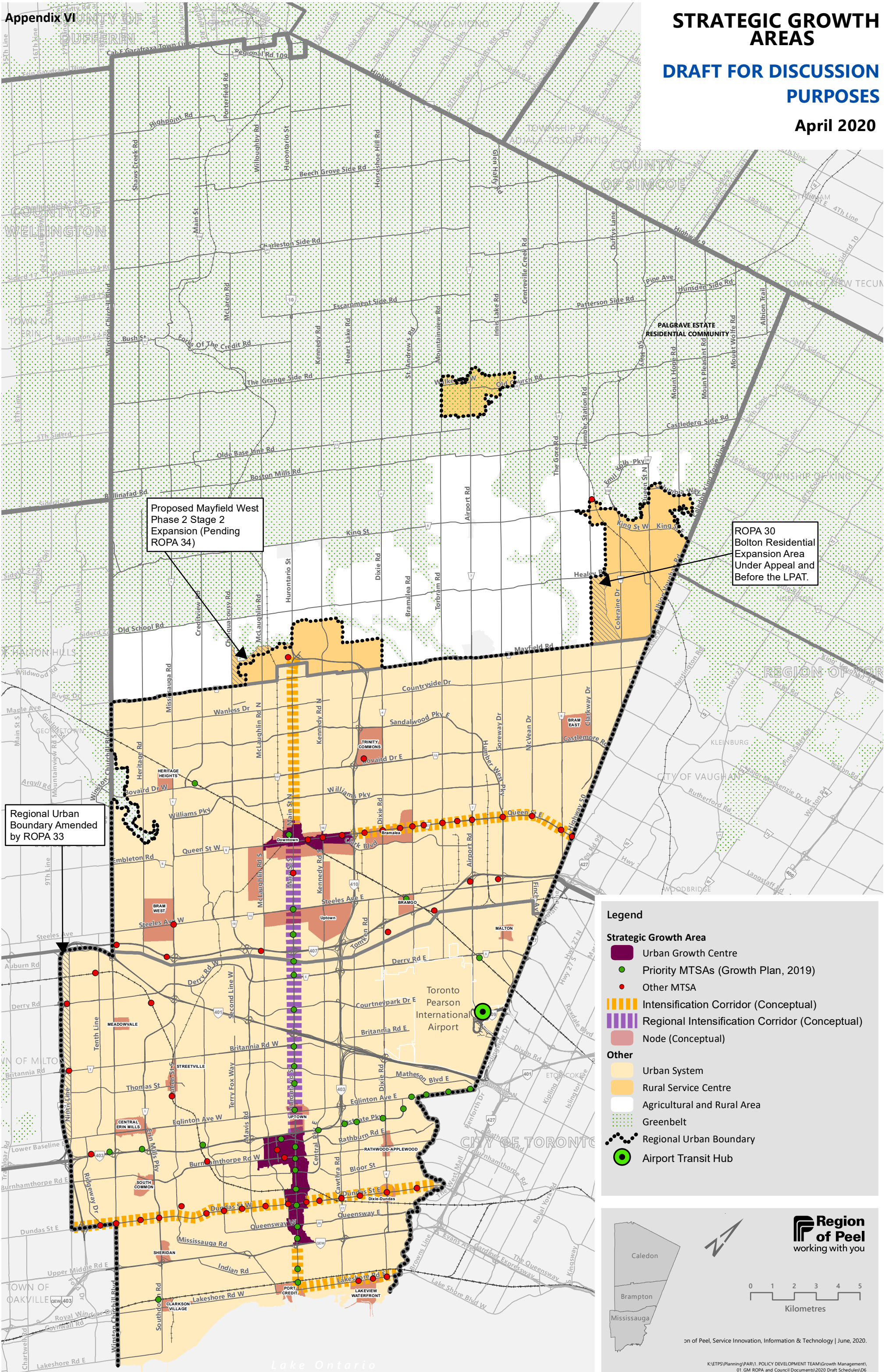
# MISSISSAUGA Greenfield Area Development

Ninth Line  
Planned density  
82 ppj/ha



Source: City of Mississauga, Ninth Line Urban Design Guidelines

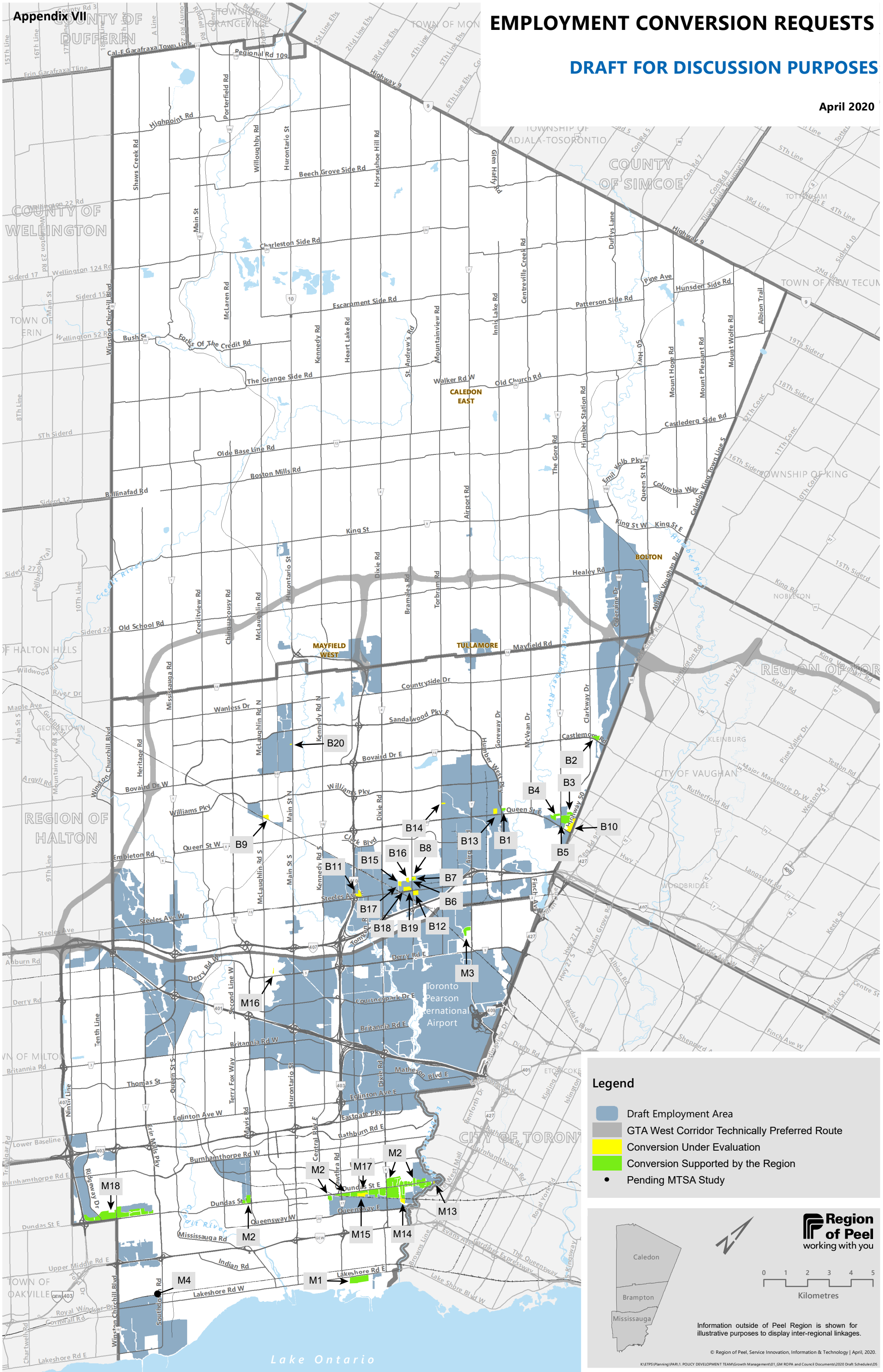




## Appendix VII – Draft Employment Conversion Requests

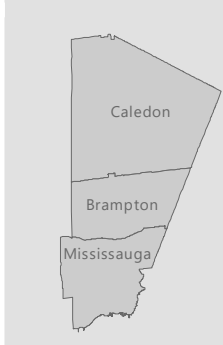
| Region of Peel Employment Conversion Summary   |                                   |  |                  |                                       |              |
|--|-----------------------------------|--|------------------|---------------------------------------|--------------|
|  | #                                 | Name/Location                            | Municipality     | Staff Recommendation                  | Area (Ha)    |
| Approved by Local Council prior to July 1, 2017  | B1                                | Alpa Stone                               | Brampton         | Support/under appeal at LPAT          | 2.1          |
|  | B2                                | Castlemore Country Properties            | Brampton         | Support/under appeal at LPAT          | 4.6          |
|  | B3                                | Ouray Dev. Inc.                          | Brampton         | Support/under appeal at LPAT          | 3.1          |
|  | B4                                | Royal Pine                               | Brampton         | Support/under appeal at LPAT          | 7.0          |
|  | B5                                | TACC Holborn                             | Brampton         | Support/under appeal at LPAT          | 14.3         |
|  | B6                                | 69 Bramalea Rd.                          | Brampton         | Support/under appeal at LPAT          | 0.8          |
|  |                                   |  |                  | <b>Subtotal</b>                       | <b>31.9</b>  |
| Endorsed/considered by local Planning Study  | M1                                | Lakeview                                 | Mississauga      | Support                               | 24.8         |
|  | M2                                | Dundas Connects – Dixie & Mavis*         | Mississauga      | Support                               | 139.3        |
|  | M3                                | MyMalton – Great Punjab Centre           | Mississauga      | Support                               | 7.4          |
|  | M4                                | Clarkson GO***                           | Mississauga      | Pending detailed MTSA study           | TBD          |
|  | M18                               | Dundas Connects – Western Business Park* | Mississauga      | Support                               | 77.1         |
|  |                                   |  |                  | <b>Subtotal</b>                       | <b>248.6</b> |
| Submitted to the Region  | B7                                | 106 East Drive                           | Brampton         | Under Evaluation                      | 0.6          |
|  | B8                                | 75 Bramalea Rd.                          | Brampton         | Under Evaluation                      | 1.5          |
|  | B9                                | 9381 and 9393 McLaughlin Road North      | Brampton         | Under Evaluation                      | 4.4          |
|  | B10                               | Castlepoint Invest Inc.                  | Brampton         | Under Evaluation                      | 8.8          |
|  | B11                               | 1000 Steeles Ave E. (Bacardi)            | Brampton         | Under Evaluation                      | 5.0          |
|  | B12                               | 2111 Steeles Ave E. (Canadian Tire)      | Brampton         | Under Evaluation                      | 4.9          |
|  | B13                               | 3420 Queen St. E                         | Brampton         | Under Evaluation                      | 4.3          |
|  | B14                               | 18 Corporation Drive                     | Brampton         | Under Evaluation                      | 1.2          |
|  | B15                               | 10 Victoria Crescent (Delta Urban)       | Brampton         | Under Evaluation                      | 1.1          |
|  | B16                               | 26 Victoria Crescent (Delta Urban)       | Brampton         | Under Evaluation                      | 2.6          |
|  | B17                               | 376 Orenda Road (Delta Urban)            | Brampton         | Under Evaluation                      | 1.7          |
|  | B18                               | 387 Orenda Road (Delta Urban)            | Brampton         | Under Evaluation                      | 2.0          |
|  | B19                               | 391 Orenda Road (Delta Urban)            | Brampton         | Under Evaluation                      | 4.0          |
|  | B20                               | 10394 Hurontario St. (GWD)               | Brampton         | Under Evaluation                      | 0.4          |
|  | M13                               | 2120 Dundas St. E                        | Mississauga      | Under Evaluation                      | 0.5          |
|  | M14                               | Dundas St. E & Mattawa Ave (GSAI)        | Mississauga      | Under Evaluation                      | 4.7          |
|  | M15                               | Stanfield (GSAI)                         | Mississauga      | Under Evaluation                      | 6.7          |
|  | M16                               | Saint Barbara Blvd.                      | Mississauga      | Under Evaluation                      | 1.1          |
| M17  | 1000 Dundas St. E. (Plan Logic)** | Mississauga                              | Under Evaluation | 0.4                                   |              |
|  |                                   |  | <b>Subtotal</b>  | <b>55.9</b>                           |              |
| <p>*Note: Area includes mixed use lands in the Western Business Park, Mavis-Erindale employment areas, and Dixie Employment Area around the corresponding MTSA's</p> <p>**Note: Property is within the Dundas Connects – Dixie area and removed from the "Total Requested" sum to avoid double counting.</p> <p>***Note: Subject to the ongoing Clarkson Transit Station Area Study which will further explore the possibility of employment land conversions.</p> |                                   |  |                  | <b>Total Requested</b>                | <b>336.0</b> |
|  |                                   |  |                  | <b>Total Supported by Region</b>      | <b>280.5</b> |
|  |                                   |  |                  | <b>Total Pending further analysis</b> | <b>55.9</b>  |





### Legend

- Draft Employment Area
- GTA West Corridor Technically Preferred Route
- Conversion Under Evaluation
- Conversion Supported by the Region
- Pending MTSA Study

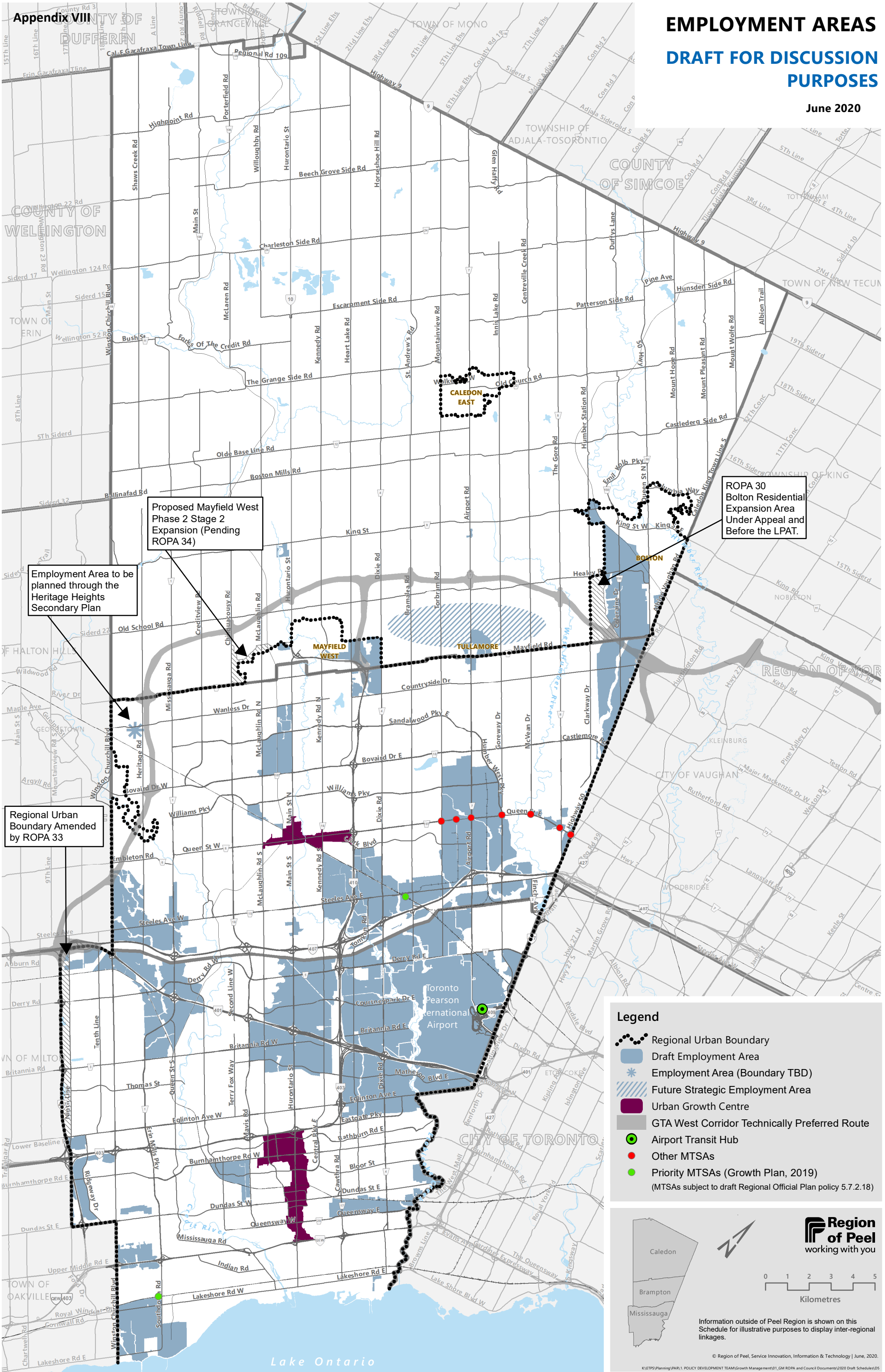


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Information outside of Peel Region is shown for illustrative purposes to display inter-regional linkages.





Proposed Mayfield West Phase 2 Stage 2 Expansion (Pending ROPA 34)

Employment Area to be planned through the Heritage Heights Secondary Plan

Regional Urban Boundary Amended by ROPA 33

ROPA 30 Bolton Residential Expansion Area Under Appeal and Before the LPAT.

**Legend**

- Regional Urban Boundary
- Draft Employment Area
- Employment Area (Boundary TBD)
- Future Strategic Employment Area
- Urban Growth Centre
- GTA West Corridor Technically Preferred Route
- Airport Transit Hub
- Other MTSA
- Priority MTSA (Growth Plan, 2019)  
(MTSA's subject to draft Regional Official Plan policy 5.7.2.18)

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Kilometres

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