

Peel2051

Regional Official Plan Review and
Municipal Comprehensive Review

Growth Management

Planning & Growth Management Committee, October 21, 2021

Duran Wedderburn, Regional Planning and Growth Management

Joy Simms, Regional Planning and Growth Management

Russell Mathew, Hemson Consulting





Peel 2051: Focus Areas

Approved
and in-effect
(2017)

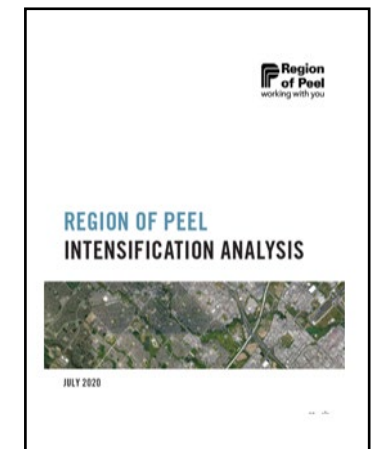
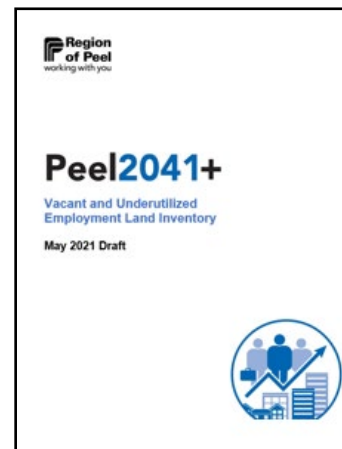
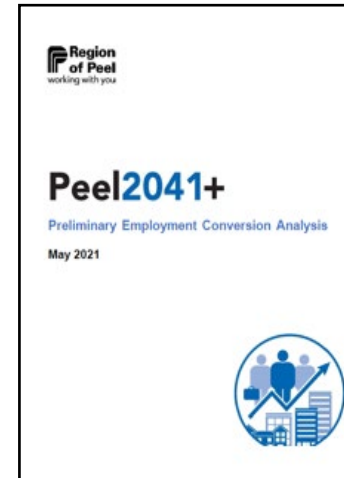
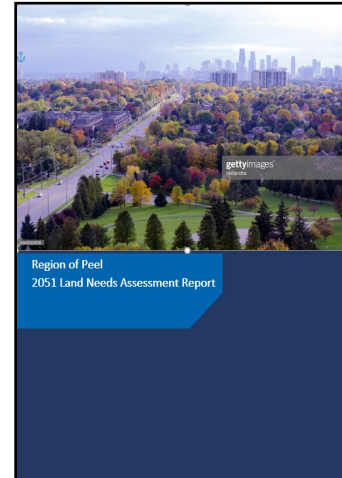




Growth Management

The Region of Peel is updating its **Official Plan growth management policies** to:

- Ensure alignment with current Provincial policy and legislation;
- Set the framework to guide how Peel will accommodate new population and employment growth to 2051;
- Support transportation and transit investment by directing new growth to areas with increased mobility; and
- Build upon the need to respond to the changing nature of employment.





Economic and Market Trends



Population Growth Resuming

- After a COVID pause, 2022 will be Canada's highest immigration year since 1913

Housing Growth Continues, But Slower than Population Growth Due to Affordability

- Gap has widened significantly in recent years, and much more in Peel than elsewhere — currently adding about half the new housing units expected from Peel's population growth

Housing Market Shift to More Higher Density Units Continues

- In the next few years apartment buildings are likely to be over 40% of new housing unit completions
- Maintaining this high share becomes more challenging once overall market (hopefully) begins to deliver the overall number of units needed



Economic and Market Trends



Recovery from COVID Economic and Employment Losses has been uneven

- Overall economy is still down about 2% from before COVID, about the depth of a “normal” recession
- Employment almost back to Pre-COVID levels
- Key sectors in Peel — manufacturing, wholesale trade, transportation and warehousing — are farther behind in recovery

Still High Demand for New Industrial Space

- Peel Needs More Available Employment Land Now

Character of Post-COVID Office Work Remains Uncertain

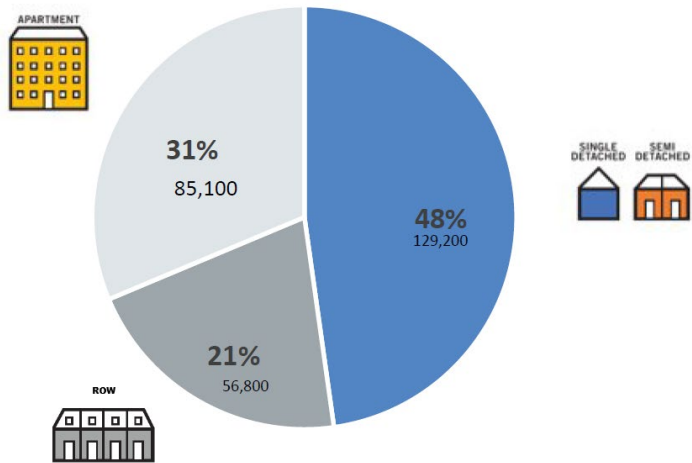
- “Occupied” office space still decreasing in GTA markets
- How and when the office market resumes growth has become a fourth wave waiting game



Land Needs Assessment

Community Area

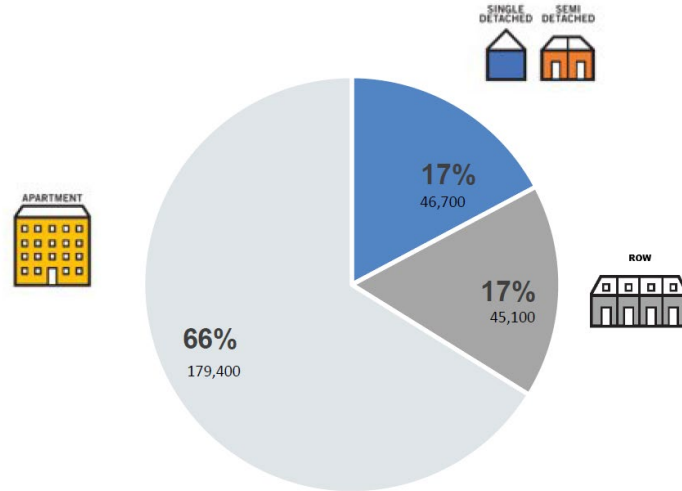
Housing Market Based Approach



Market Based Analysis
2021-2051 New Units

Minimum Intensification Rate **39%**
Community Area Land Need – **5,900ha**

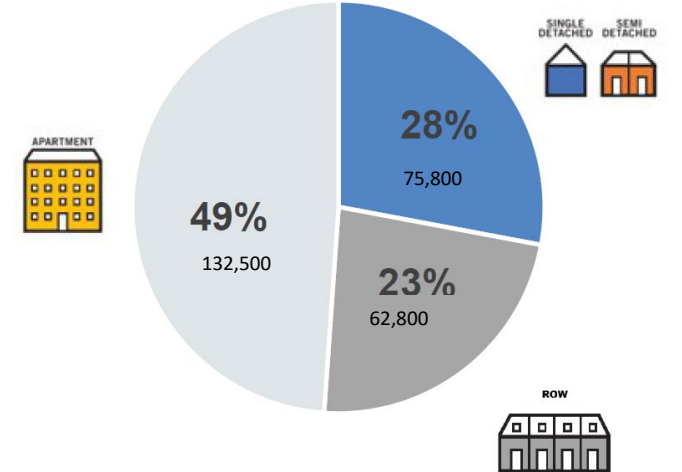
No Settlement Area Boundary Expansion



No Settlement Area Boundary Expansion
2021-2051 New Units

Minimum Intensification Rate **75%**
Community Area Land Need - **0ha**

Balanced Approach



New Growth by Unit Type (%) 2021-2051 in Peel

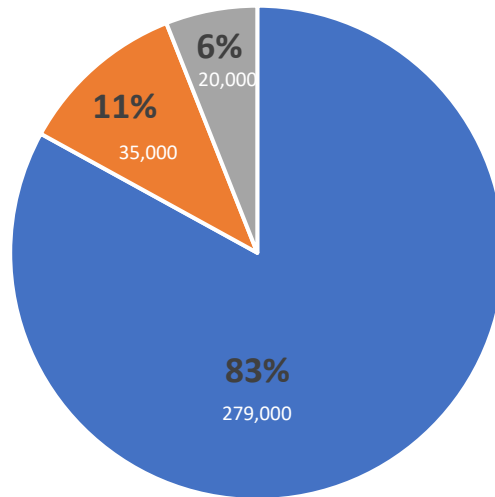
Minimum Intensification Rate **55%**
Community Area Land Need – **3,000 ha**



Land Needs Assessment

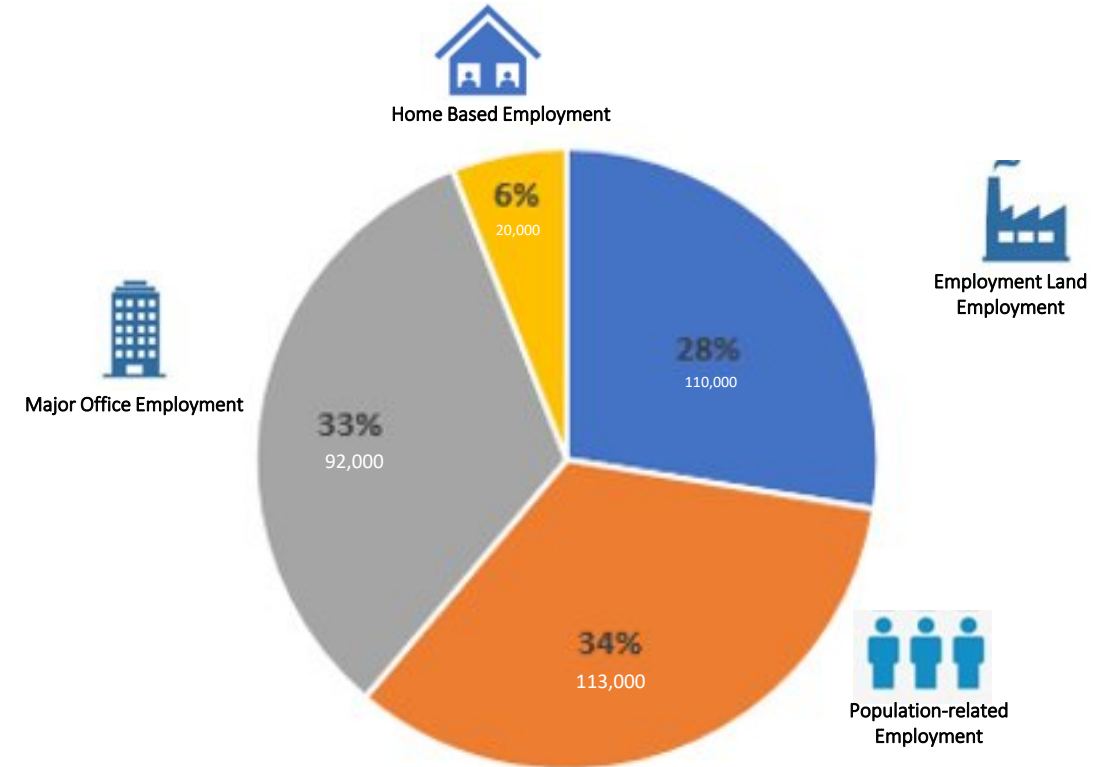
Employment Area

Growth by Place of Work Status (%) 2021-2051



■ Usual Place of Work ■ No Fixed Place of Work

Growth by Employment Type (%) 2021-2051



Employment Area Land Need – 1,400ha



Shifting how growth is accommodated

A shift to higher density-built forms is required to support future growth

Greenfield development transitions from Brampton to Caledon

Increase role for Strategic Growth Areas supported by transit investments to accommodate growth

Responding to Climate Change by supporting increased rates of Intensification and more compact built forms

Community Area

More Peel residents working in the knowledge and service-based sectors

Industrial development directed to areas with access to goods movement infrastructure

Industrial corridors supported by higher order transit transitioning to more mixed use

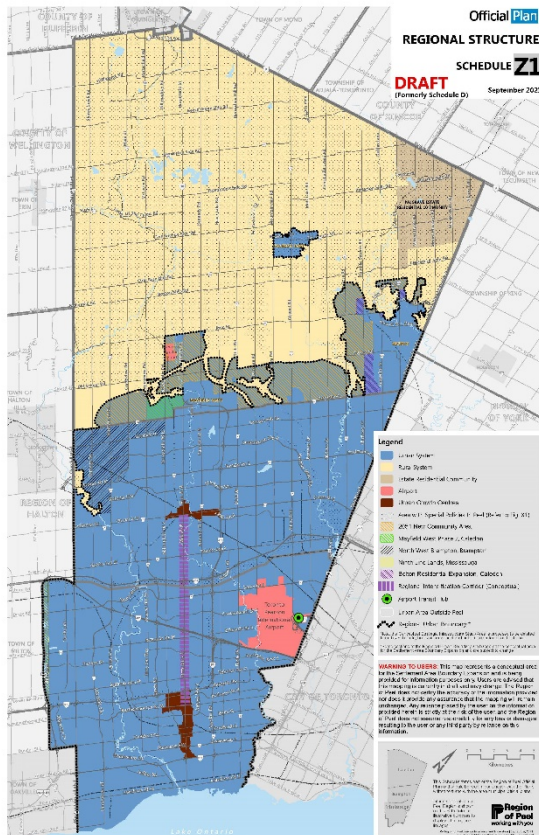
Mixed use employment directed to areas with transit and urban amenities

Employment Area



Land Needs Assessment: Results

- An additional 4,400 hectares are required to accommodate forecasted growth to 2051 based on a minimum new DGA density of 65 people and jobs per hectare to support a balanced approach



New Growth (SABE)
 200,000 People/jobs
 35,000 Employment Area Jobs

****Draft Conceptual Settlement Area
 Boundary Expansion (SABE) -Additional land
 need**
 3,000ha of Community Area Land Need
 1,400ha of Employment Area Land Need

**New Growth in Existing
 Settlement Areas**
 530,000 People
 300,000 Jobs



Growth Management Key Policy Changes

Note: The following is generalized mapping for discussion purposes. Specific policies and designations may be draft or under review/appeal. For all approved and in effect mapping, see the Regional Official Plan.

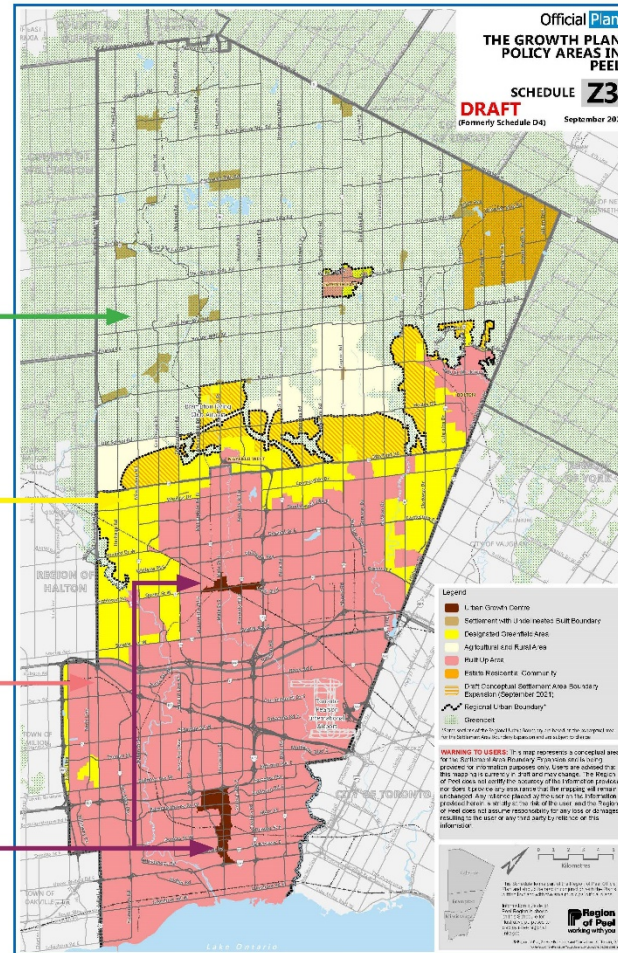
Sources: Growth Plan, 2019

Greenbelt
Protected from major development

Designated Greenfield Area
Lands to accommodate current and future growth at 70 ppj/ha*

Built-up Area
A minimum of 55% of Peel's growth is planned through intensification in the built-up area

Urban Growth Centres
Planned to grow and achieve a density of 200 ppj/ha through high-density mixed-use development



*Minimums being used in the Region's technical planning analysis and background work

- Allocation of Population and Employment
- Identify minimum density and intensification targets
- Designate Regional Employment Areas
- Respond to the changing nature of employment
- Direct new growth to Strategic areas with increased mobility



Municipal Allocation

The Region of Peel is forecasted to accommodate:

- additional 700,000 people by 2051
- additional 335,000 jobs by 2051

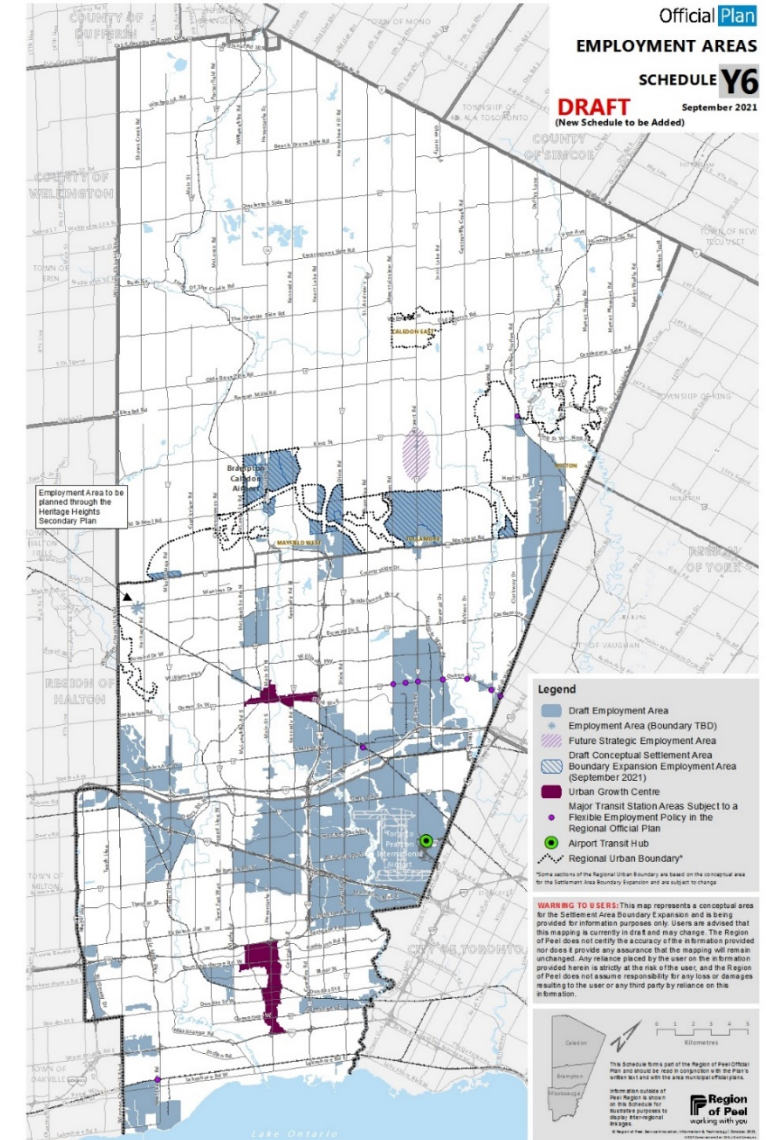
| | 2021 Estimate | 2051 | Growth |
|--------------|---------------|------------|------------|
| Municipality | Population | Population | Population |
| Caledon | 80,000 | 300,000 | 220,000 |
| Brampton | 700,000 | 985,000 | 290,000 |
| Mississauga | 800,000 | 995,000 | 200,000 |
| Peel | 1,580,000 | 2,280,000 | 700,000 |

| | 2021 Estimate | 2051 | Growth |
|--------------|-------------------|-------------------|-------------------|
| Municipality | Employment | Employment | Employment |
| Caledon | 30,000 | 125,000 | 100,000 |
| Brampton | 210,000 | 355,000 | 150,000 |
| Mississauga | 500,000 | 590,000 | 90,000 |
| Peel | 740,000 | 1,070,000 | 335,000 |



Employment Areas

- **Designate Employment Areas:** Identify lands within the Region for protection from employment conversions
- **Higher Density Employment in Strategic Growth Areas:** Direct major office development to areas supported by a mix of uses and transit
- **Minimum Employment Area Densities:**
 - Brampton - 30 jobs per hectare
 - Caledon - 26 jobs per hectare
 - Mississauga – 45 jobs per hectare





Responding to the Changing Nature of Employment

- **Flexibility in Major Transit Station Areas:** introduce policy flexibility for the consideration of mixed-use development on employment lands within strategic Major Transit Station Areas
- **Mixed use in Employment Areas:** Provide a broader consideration for retail and commercial uses within employment areas, where appropriate
- **Future Strategic Employment Area:** Include policy consideration for the protection of future Employment Area beyond the planning horizon that is supported by existing or planned transportation infrastructure





Employment Conversions

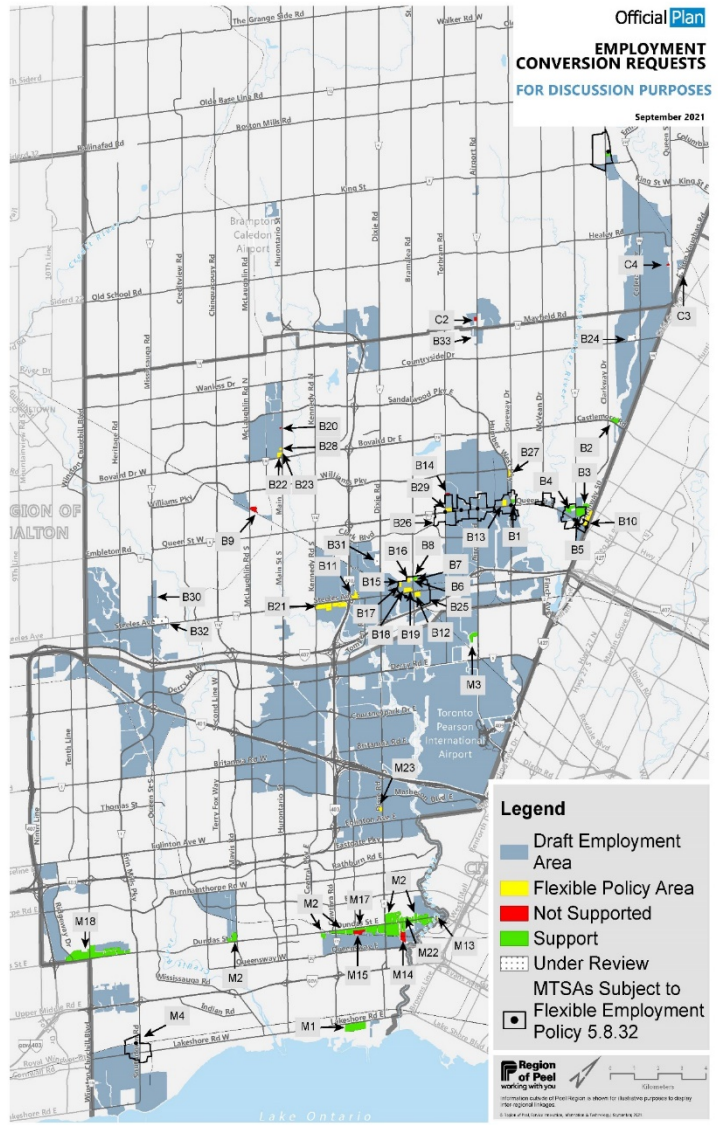
48 Requests
410 Hectares

Supported
14
(270ha)

MTSA
3

Business Corridor
18

Not Supported
7

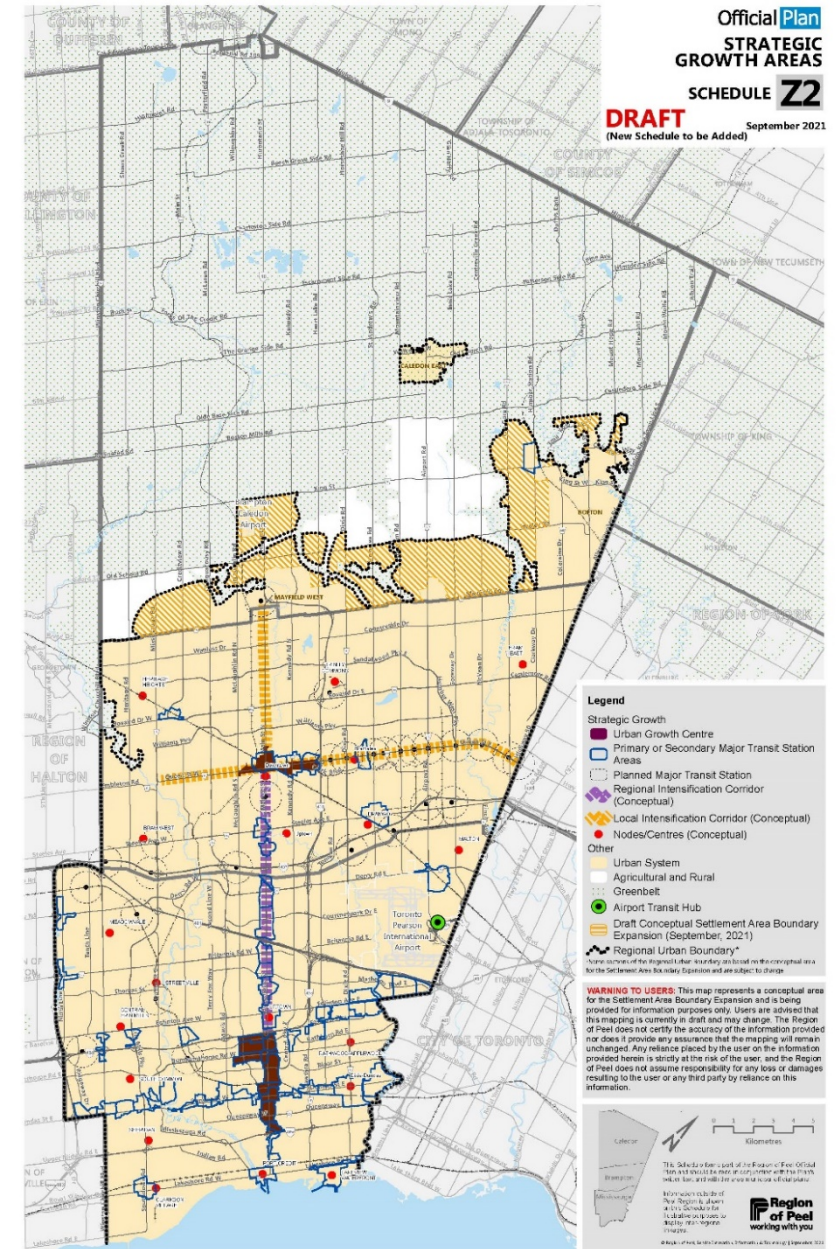


* 6 under further review



Strategic Growth Areas

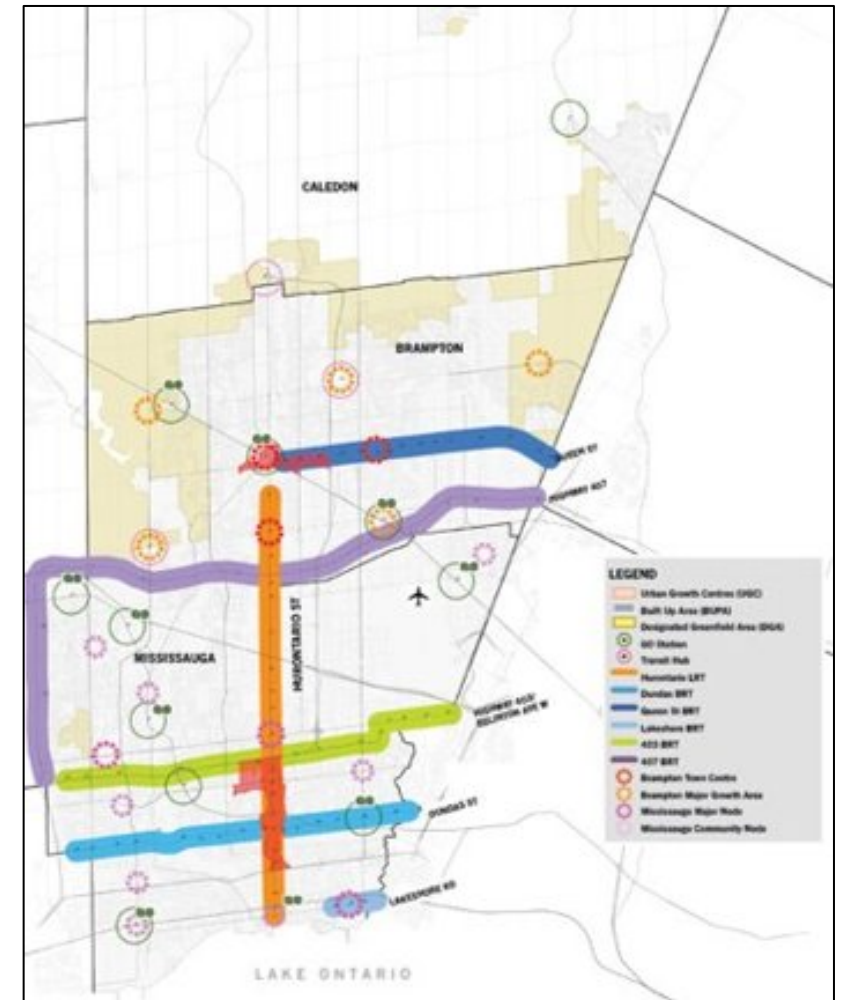
- **Recognize Strategic Growth Areas:** Identify existing and new nodes and corridors within the Region to support higher densities and transit supportive growth
- **Hierarchy:** Urban Growth Centres and Major Transit Station Areas are primary areas to accommodate intensification
- **Intensification Target:** Establish an intensification target that leverages infrastructure investment and transit supportive development
- **New Nodes and Corridors:** Recognize that new transit supportive nodes and corridors may emerge in Designated Greenfield Areas





Capturing Local Nodes and Corridors

- Urban Growth Centres
- Brampton 2040 Vision
- Mississauga Major and Community Nodes
- Higher order transit corridors
- Go Transit Stations

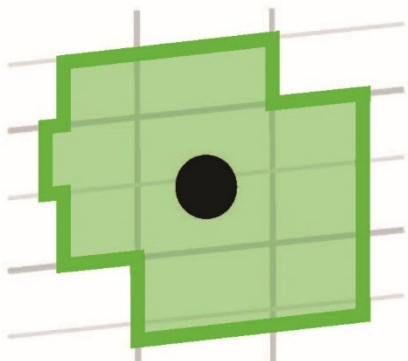
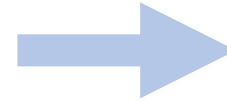




MTSA ROPA & Schedule

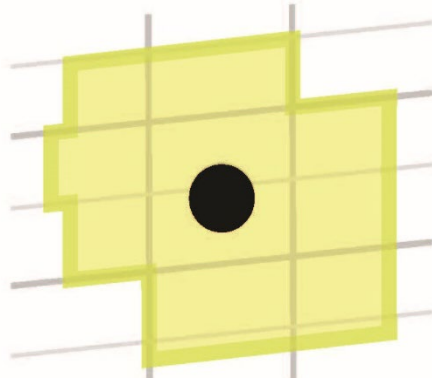
- Establish a framework

- Station classification to define the types of transit stations, considering when and how they may develop (schedule Y7)
- Minimum densities on Table 5



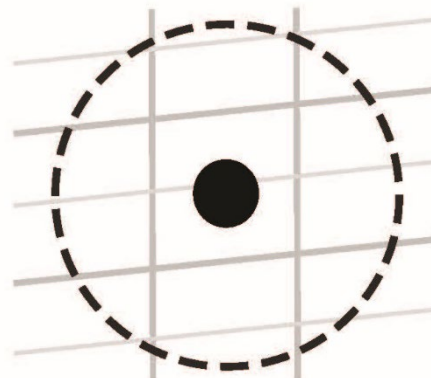
PRIMARY STATION

(Delineated Boundary, Growth Plan Min Density)



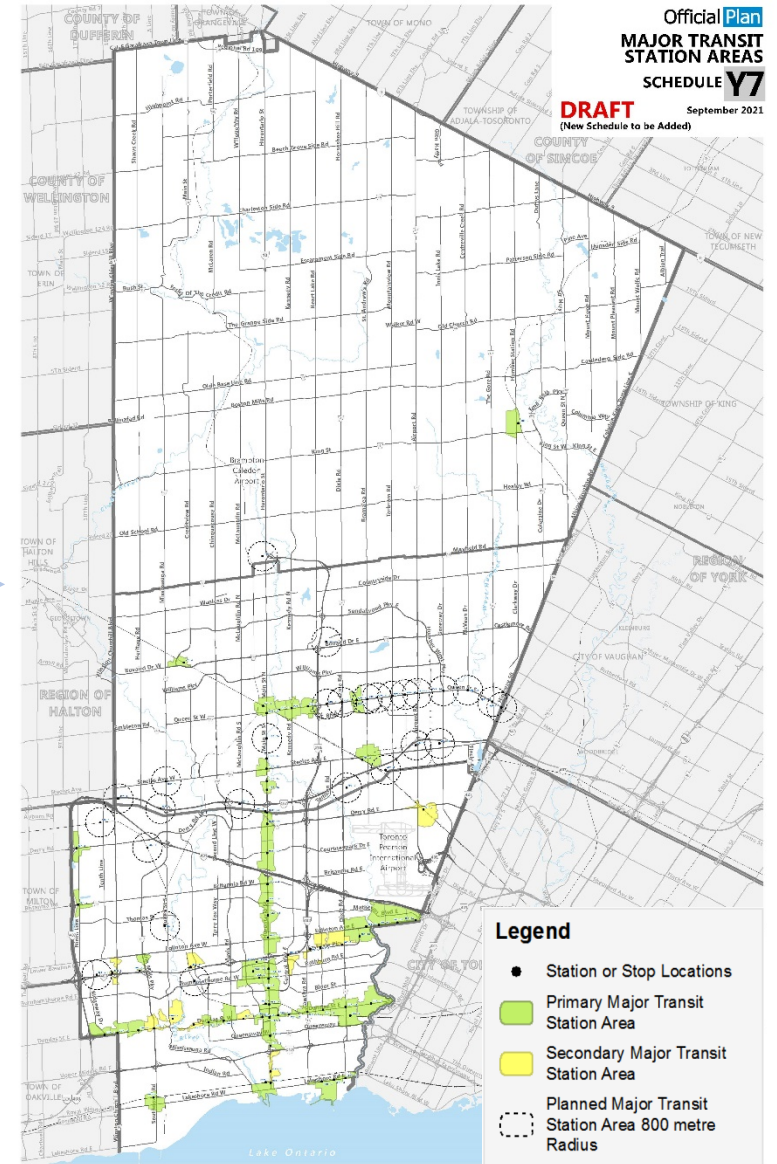
SECONDARY STATION

(Delineated Boundary, Alternative Density)



PLANNED STATION

(No MTSa boundary/Not yet delineated)





MTSA Framework

- 'Primary' and 'Secondary' MTSAAs
 - Delineated
 - Minimum/Alternative densities (see Table 5)
 - Support the implementation of Inclusionary Zoning
- Local planning required for Primary and Secondary MTSAAs to address:
 - Land uses
 - Densities
 - Heights (optional)
- 'Planned' MTSAAs will be delineated in the future

Table 5 – Minimum Densities of Major Transit Station Areas

| | Code | Station Name | Municipality | Classification | Additional Policy Area | Minimum Density |
|----------------|-------------|-------------------------------|-------------------------|----------------|------------------------|-----------------|
| Hurontario LRT | HLRT - 1 * | Port Credit GO | Mississauga | Primary | - | 200 |
| | HLRT - 2 * | Mineola | Mississauga | Secondary | - | 50 |
| | HLRT - 3 * | North Service | Mississauga | Primary | Urban Growth Centre | 300 |
| | HLRT - 4 * | Queensway | Mississauga | Primary | Urban Growth Centre | 300 |
| | HLRT - 5 * | Dundas | Mississauga | Primary | Urban Growth Centre | 300 |
| | HLRT - 6 * | Cooksville GO | Mississauga | Primary | Urban Growth Centre | 300 |
| | HLRT - 7 * | Fairview (Central Parkway) | Mississauga | Primary | Urban Growth Centre | 300 |
| | HLRT - 8 * | Burnhamthorpe (Matthews Gate) | Mississauga | Primary | Urban Growth Centre | 400 |
| | HLRT - 9 | Main | Mississauga | Primary | Urban Growth Centre | 400 |
| | HLRT - 10 | Duke of York | Mississauga | Primary | Urban Growth Centre | 400 |
| | HLRT - 11 * | City Centre | Mississauga | Primary | Urban Growth Centre | 400 |
| | HLRT - 12 * | Robert Speck | Mississauga | Primary | Urban Growth Centre | 400 |
| | HLRT - 13 * | Eglinton | Mississauga | Primary | - | 300 |
| | HLRT - 14 * | Bristol | Mississauga | Primary | - | 160 |
| | HLRT - 15 * | Matheson | Mississauga | Primary | - | 160 |
| | HLRT - 16 * | Britannia | Mississauga | Primary | - | 160 |
| | HLRT - 17 * | Courtney Park | Mississauga | Primary | - | 160 |
| | HLRT - 18 * | Derry | Mississauga | Primary | - | 160 |
| | HLRT - 19 * | Highway 407 | Mississauga | Primary | - | 160 |
| | HLRT - 20 * | Ray Lawson | Brampton | Primary | - | 160 |
| | HLRT - 21 * | Sir Lou | Combined; See HLRT - 20 | | | |
| | HLRT - 22 * | Gateway Terminal | Brampton | Primary | - | 160 |
| | HLRT - 23 | Charolais | Combined; See HLRT - 22 | | | |
| | HLRT - 24 | Nanwood | Brampton | Planned | - | N/A |
| | HLRT - 25 | Queen at Wellington | Combined; See KIT - 3 | | | |
| Milton GO | MIL - 1 | Lisgar GO | Mississauga | Planned | - | N/A |
| | MIL - 2 | Meadowvale GO | Mississauga | Planned | - | N/A |
| | MIL - 3 | Streetsville GO | Mississauga | Planned | - | N/A |
| | MIL - 4 | Erindale GO | Mississauga | Planned | - | N/A |
| | MIL - 5 | Cooksville GO | Combined; See HLRT - 6 | | | |
| | MIL - 6 | Dixie GO | Combined; See DUN - 16 | | | |

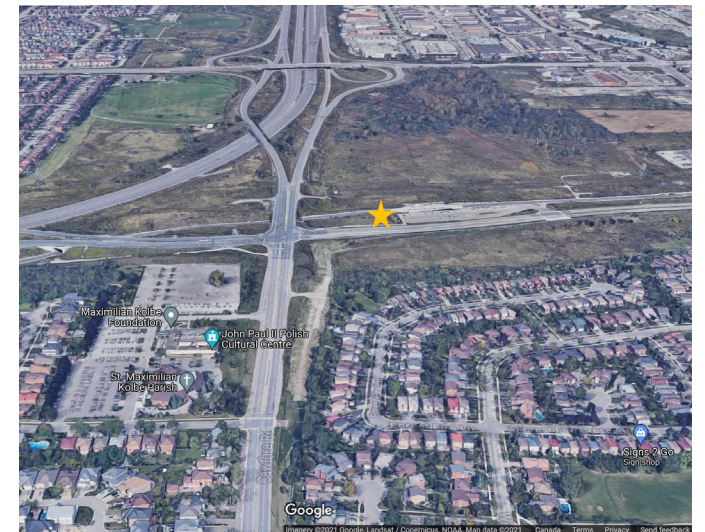
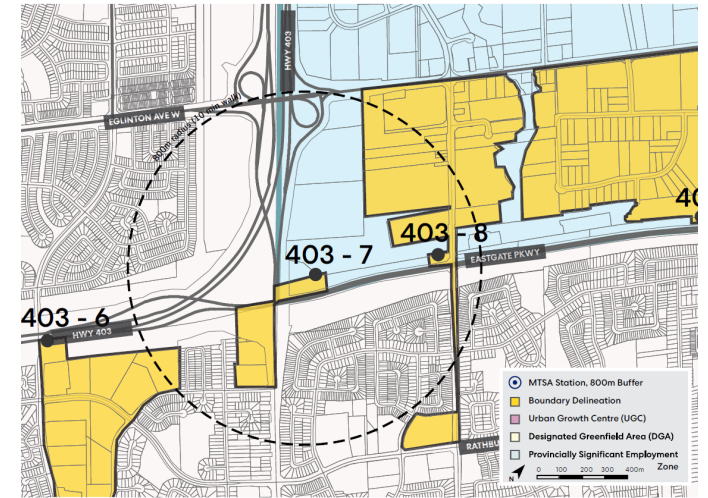


Provincial Comments

- Priority Transit Corridor Stations
- Broaden delineations
 - Low density residential areas
 - Provincially Significant Employment Zones
 - Environmental Features & Infrastructure Corridors
- Alternative Densities

403 - 7 / CAWTHRA

DECEMBER 2020 Region of Peel
working with you



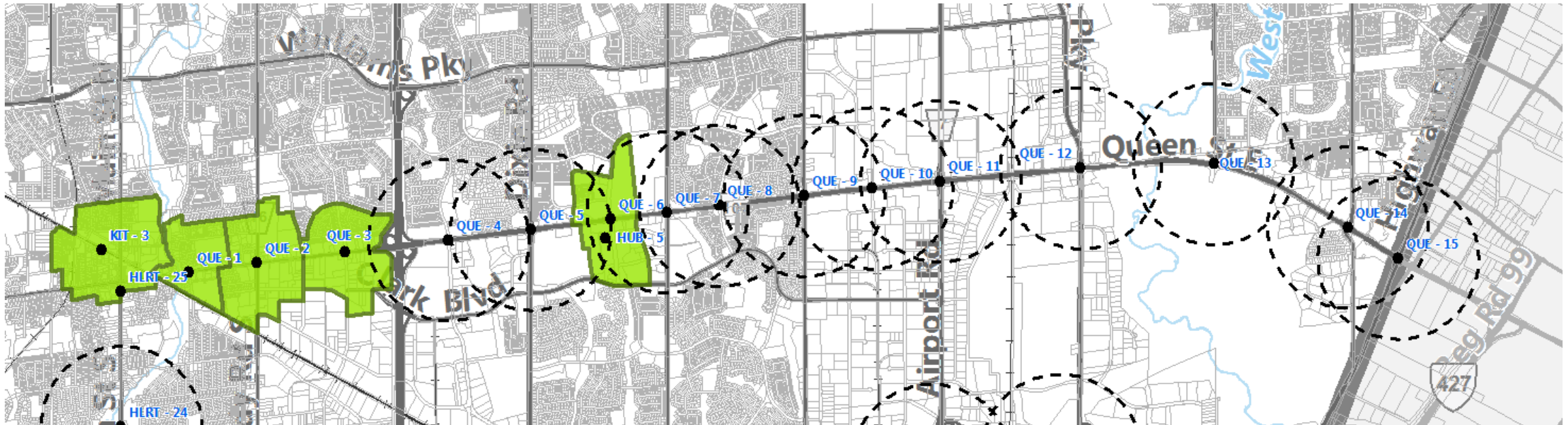


Brampton Queen Street BRT Corridor

QUE-4, QUE-5, and QUE-6 to QUE-15

- Delineation of the entire corridor under evaluation
- Intersects airport & Hwy 50 employment area
 - Local land use studies underway

Primary MTSAs - 160 ppj/ha OR Secondary MTSAs (TBD)





Eglinton West LRT Extension to Pearson

**Airport Transit Hub / Regional Transportation Centre,
Airway Centre (Bresler at Campus Rd), Convair, to be
Confirmed**

- Considering identifying stations on Schedule Y7
 - Early stages of planning
 - Mixed land ownership between the Province, GTAA, or others
- Planned MTSAs (TBD)**





Next Steps

- Respond to public and stakeholder input
- Evaluate employment conversion requests under review
- Work with local municipalities on additional station delineations
- Respond to Provincial feedback on MTSA's