



## Agricultural and Rural Systems

Agricultural and Rural Systems provide a policy framework and mapping for Prime Agricultural Areas and the Agricultural and Rural Systems for more detailed planning and implementation by the local municipalities.

- **Clarification of Policies**

- Based on the feedback received, changes are proposed that move the Rural Service Centres (Bolton, Caledon East and Mayfield West) from the Rural System to the Urban System. Policies dealing with the Rural Service Centres are proposed to be removed from the Rural System section of the Plan and that all references to the Rural Service Centres as part of the Rural System be deleted.
- Minor clarifications to the policies will be made respecting agriculture-related and on farm diversified uses in Prime Agricultural Areas are being considered based on comments received to ensure better consistency with provincial policy.
- A policy modification is being considered to identify the specific uses for which lot creation is permitted in Prime Agricultural Areas.
- Consideration of a new policy providing that an Agricultural Impact Assessment may be required for non-agricultural development on Rural Land.
- To address agency and stakeholder comments and be consistent with provincial policy direction, a policy is being proposed to permit cemeteries on Rural Lands, subject to approval requirements and criteria in the local official plan.
- Modification to the policies setting out uses that may be considered on Rural Lands to clarify that proposed mineral aggregate uses will not be required to demonstrate need to align with existing policy and provincial direction.
- Policy modifications are being considered to clearly indicate which land uses shown on Schedule X12 (the Rural System) are to be treated as designations.

### Next steps

Stakeholder's comments will continue to be addressed through follow up with letters and meetings. It is anticipated that there may be further minor revisions to the policies and mapping, with the objective of finalizing the draft policies by Q1 2021.



## Climate Change and Wildland Fire Hazards

Climate Change policies aim to reduce GHG emissions and prepare for a changing climate; and improve land use planning policies that mitigate and adapt to climate change for more sustainable, resilient communities. Wildland Fire policies direct the local municipalities to avoid locating development near hazardous forest types or implement mitigation solutions to protect persons and property.

- **Integration of Policies**

- Feedback was received noting that greater integration of climate change policies throughout the Official Plan would be beneficial. New and updated climate change policies are being embedded

into the Regional Official Plan as part of a comprehensive and integrated systems-based approach; the June 2020 draft Regional Official Plan consolidation added new policies through the growth related focus areas including Growth Management, Transportation, Housing, Major Transit Station Areas, Greenlands Systems and Waste Management. Review of the Official Plan will continue for policy integration as part of the overall review.

- Ongoing review and integration will continue of the draft climate change framework into the considerations as part of the Settlement Area Boundary Expansion (SABE) focus area and supporting draft technical studies.
- A new policy section is being proposed to provide direction to protect, maintain, and enhance the Region's urban forest tree canopy.
- **Clarification of Policies**
  - Feedback was provided that some policies could be clearer. Further updates to the policy language throughout the Official Plan, including the Energy Resources section, in order to clarify the intent of the updated policies will be considered.

### Next steps

Follow up with stakeholders will continue over the Fall. Minor revisions to the policies are anticipated, with the objective of finalizing the draft policies by Q1 2021.



## Greenlands System

The Greenlands System Policy Review will be updating the natural heritage system planning policies in the Regional Official Plan so that the Greenlands System policy framework is consistent and conforms with provincial policy plans.

- **Clarification of Policies**
  - Further revisions are being considered to support the interpretation that draft Figures Y1, Y2 and Y3 depicting components of the Greenlands System and conceptual natural heritage system concepts are not formal schedules in the Plan but are provided for informational purposes only.
  - Further revisions are being considered to clarify draft Policy 2.3.2.30 dealing with ecosystem compensation to ensure that the policy would help address incremental losses affecting the overall size and function of the Greenlands System in the long term and clarify that ecosystem compensation should be applied to achieve a no net loss and if possible, a net gain, in natural heritage feature area or function.
  - A need to reflect agricultural and environmental impact assessment requirements for infrastructure planning have been identified in the 2019 Growth Plan.
  - Policy revisions and additions to the urban forest policy section of the Greenlands system policies are being considered to clarify and strengthen consideration of urban forest objectives in response to comments received.
  - Additional minor clarification revisions are being considered to the Greenlands System policies in response to public, local municipal staff and agency staff comments.
- **Update Schedule Y1, Schedule X1 and Figure Y2**
  - Schedule Y1 Core Areas of the Greenlands System, Figure Y2 Greenlands System (Core, NAC and PNAC) features and Schedule X1 Water Resource System Features and Areas are being updated

to reflect new provincially significant wetland evaluation mapping which has been recently updated by the Province.

#### **Next steps**

A comprehensive comment response table containing all comments received in writing from various stakeholders will be circulated to these stakeholders, including the municipal planning policy Technical Advisory Committee (TAC) from where most comments were received.



## **Growth Management**

Growth Management policies coordinate population and employment forecasts, intensification and density targets, and identify strategic growth areas with local municipalities to achieve visions for growth and employment and build complete communities.

- **Amendment 1 to the Growth Plan, 2019**
  - The Province released Amendment 1 to the 2019 Provincial Growth Plan setting the new planning horizon to 2051 with new Regional growth allocations, and a new market-based Land Needs Assessment methodology (coming into effect on August 28, 2020).
  - A report and memo were presented to Regional Council on September 10, 2020 summarizing the contents of the approved Amendment and initial implications for Peel.
- **Technical Analysis and Background Studies**
  - Since Amendment 1 extends the planning horizon to the year 2051, the technical studies including the Employment Discussion Paper and Intensification Analysis will be updated to reflect the new Provincial policy changes.
- **Draft Growth Allocation**
  - Amendment 1 introduced changes to the Schedule 3 population and employment forecasts in the Growth Plan. The past growth scenario work and endorsed growth forecasts to 2041 will be used as the basis to address the new Provincial directions to plan for growth to 2051, in close collaboration with the local municipalities.
  - Technical analysis and policy work have been undertaken with the local municipalities to determine how the new forecasted growth will be accommodated in Peel, including local municipal allocation to the updated 2051 planning horizon.
- **Land Needs Assessment Methodology**
  - The new Land Needs Assessment methodology outlines the various components needed in order to determine the amount of land required to accommodate growth to 2051. The new methodology is a simplified approach that introduces flexibility for municipalities and focuses on market-based analysis. The finalization of the Land Needs Assessment will continue using best practices to meet the requirements of the new methodology.

#### **Next steps**

Various meetings with the local municipalities took place through the municipal planning policy Technical Advisory Committees (TAC) and technical sub-groups of TAC to discuss the growth allocation process in September and October. A draft 2051 municipal allocation is being developed for December. Minor revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



## Housing

Updated housing policies and targets will increase affordable housing supply and support a range and mix of housing options.

- **Rental protection policies**

- Official Plan rental protection policies will be strengthened to improve housing options for tenants, diversify housing stock, and provide greater choice. However, the structure of these policies can have broader impacts on affordability, opportunities to revitalize existing stock, and achieving local community building objectives.
- Additional research and consultation is being undertaken to ensure the policies achieve a balance between providing flexibility to respond to local contexts while also ensuring the overarching goals of preserving and protecting rental stock are met.

- **Target implementation policies**

- A new policy area was introduced through the most recent draft housing policies to incorporate a request for affordable housing into the development application review process. This request would align with the Region's draft housing targets, which are based on need.
- The feedback received highlighted the need to further consider the proposed approach prior to the finalization of the policies, to ensure that implementation will be feasible and will enable support for both Regional and local municipal initiatives in improving affordable housing outcomes. This work is underway with internal divisions and the local municipalities.

- **Multi-unit residential housing policies**

- The introduction of policies to support the provision of a greater mix of unit sizes in multi-unit residential developments is proposed. Additional work is underway to consider how this policy may be implemented at the local municipal level, and how it may impact housing affordability.

- **Inclusionary zoning policies**

- In collaboration with the local municipalities and N. Barry Lyon Consultants, background analysis required to support implementation of inclusionary zoning policies is being undertaken. Pending the outcome of that work, expected by Q1 2021, proposed inclusionary zoning Official Plan policies will be developed to be incorporated into the housing focus area.

### Next steps

Meetings with internal divisions in October and early November took place to discuss the revised draft policies. A working session was held with local municipal staff in November to discuss revisions. Further revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



## Major Transit Station Areas

Major Transit Station Area policies are developed in collaboration with local municipalities to identify and prioritize MTSA and transit supportive densities along priority transit corridors.

- **Planning for Natural and Human-made Hazards**
  - Planning to protect and mitigate against hazards (such as flood risks) is important particularly in high-growth areas like MTSA. The draft Regional Official Plan policies have been updated to direct the local municipalities to establish policies in their official plans and other implementation documents to protect against hazards in MTSA.
- **Healthy Development & Urban Design**
  - MTSA should be developed as healthy, complete, well-connected neighbourhoods with great built form. The updated policies direct that local municipalities implement the Region’s Healthy Development Framework, and establish policies that consider site design elements and high-quality public realm improvements and built forms.
- **Refined MTSA Delineations**
  - MTSA draft delineations were initially presented through Phase 1A of the MTSA Study, in individual station profiles. Since Spring 2020, comments were received from local municipal, public, agency, and stakeholder comments on the draft delineations which informed refinements. The refined MTSA delineations for ‘primary’ and ‘secondary’ stations are now presented in a draft Regional Official Plan schedule. Those which are delineated (including a boundary) on the schedule will be required to be implemented in local official plans within one year of adoption.
- **Minimum Densities Applied**
  - A minimum density (number of people and jobs per hectare) has been established for each MTSA. A new draft Regional Official Plan table outlines the stations delineated as “primary” or “secondary” and their corresponding minimum density. Primary stations can meet or exceed the minimum planned density of the Growth Plan, 2019, while secondary stations may require a lower alternative density target. Building upon the MTSA’s current context information from Phase 1A, the minimum densities were established in Phase 1B of the MTSA study based on infrastructure, zoning, and development capacity analysis. This confirmed where MTSA can meet the Growth Plan minimum densities through existing or updated policies, or where unique contexts require lower alternative densities.
- **Minor Adjustments to Station Locations Permitted**
  - An existing policy in the Regional Official Plan which permits updates to the plan to correct minor errors is proposed to be updated. This will allow schedules depicting MTSA to be updated to reflect minor adjustments to MTSA station or stop locations (but not delineations) to reflect actual built infrastructure or design updates.
- **Connecting Employment and MTSA Policies**
  - The MTSA policy framework was updated to recognize that through a proposed employment policy 5.7.2.18 in the June 2020 draft office consolidation, employment areas in select MTSA shown on draft Schedule Y6 – Employment Areas will be given additional flexibility to permit mixed uses.
- **New MTSA Definition**
  - The Growth Plan, 2019 definition of MTSA has been added to the Regional Official Plan glossary.

#### **Next steps**

The draft Regional Official Plan policies include these outlined MTSA policy changes. The proposed MTSA Regional Official Plan Amendment will be circulated to the Province for review and presented for an open house and statutory public consultation in 2021 as part of the next steps toward Regional Council adoption.



## Other: Cultural Heritage & Indigenous Engagement

Cultural Heritage and Indigenous engagement policies will strengthen policies related to coordination and collaboration between municipalities, stakeholders and Indigenous communities, acknowledge the unique Indigenous community perspective in planning and the Region's fragile and limited cultural heritage resources.

- **Inclusion of other Cultures and Customs, and Unrecognized Indigenous Communities**
  - Additional language is being considered in the introduction of the Official Plan that speaks to the overall diversity of Peel's population.
  - A broad review of the Official Plan will also be undertaken to ensure that social equity and inclusion are appropriately recognized across the various focus areas that are directly related to these matters (for example, housing, transportation, agriculture, and cultural heritage).
- **Continued Indigenous Community Outreach**
  - Outreach efforts to the 20 Indigenous communities or organizations that have been identified as part of the Peel 2041+ process will continue in order to obtain feedback on the draft background paper and draft policies.
  - The Mississaugas of the Credit First Nation are reviewing the background paper and draft policies. Materials will not be released publicly until feedback from the Mississaugas of the Credit First Nation is received. It is anticipated that the draft policies will form part of the MCR Regional Official Plan Amendment in 2021.

### Next steps

Follow up emails and phone calls with Indigenous community contacts will continue on the Peel 2041+ project and proposed Cultural Heritage and Indigenous Engagement policies. Opportunities to meet virtually with these contacts will continue to be pursued. Minor revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



## Other: Waste Management

Updated Waste Management policies will aim to maximize reduction and recovery of resources and waste materials and establish and maintain a reliable, cost-effective and environmentally responsible system for managing waste.

- **Discussion Paper Update**
  - After review of comments received from local municipalities and through internal reviews, the Waste Management Policies Discussion Paper was updated and finalized in Summer 2020 in reflection of the feedback received.
- **Strong Support for Policies**
  - The comments received during the Fall public consultations do not necessitate a change in the proposed waste management policies. The comments reaffirm the proposed direction of the

policies as it relates to, for example, fostering waste diversion of organic waste from multi-residential households and buildings.

- **Additional Provincial Direction Anticipated**

- Fall 2020 has seen the release of numerous changes and proposals to the waste management Provincial policy framework which may impact the proposed waste management policies (e.g. proposed amendment of the Food and Organic Waste Policy Statement; release of the draft Blue Box Regulation; release of the final Electrical and Electronic Equipment regulation, and consultations on the Environmental Assessment Act Comprehensive Assessment Project List).

### Next Steps

Ongoing consultation with stakeholders, including the local municipalities and the Region's Development Services department (from where majority of the comments were received) will continue to take place to confirm that Spring/Summer 2020 responses address comments on the draft waste management policies. Ongoing review of the latest proposed changes in the Provincial policy framework will take place to determine the impact on the waste management policies. Minor revisions are anticipated to the end of the year, with the objective of finalizing the draft policies by Q1 2021.



## Provincial Greenbelt Plans

Draft Provincial Greenbelt policies will implement the Province's Greenbelt Plan, Oak Ridges Moraine Plan and Niagara Escarpment Plan policies so local municipalities can better protect agricultural lands, enhance natural features and areas, preserve cultural heritage and support recreation.

- **Clarification of Policies**

- Through consultation, feedback was received that some policies could be clearer. As a result, minor amendments to the policy language in the Greenbelt Plan, Oak Ridges Moraine Conservation Plan and Niagara Escarpment Plan sections of the Regional Official Plan are proposed in order to ensure consistency and clarity with the Provincial policies and direction.

- **Update Schedule X11**

- Schedule X11 will be updated to reflect the most recent (October 2020) provincial mapping refinement of the Growth Plan Natural Heritage System (NHS) for one location in Peel Region.

### Next steps

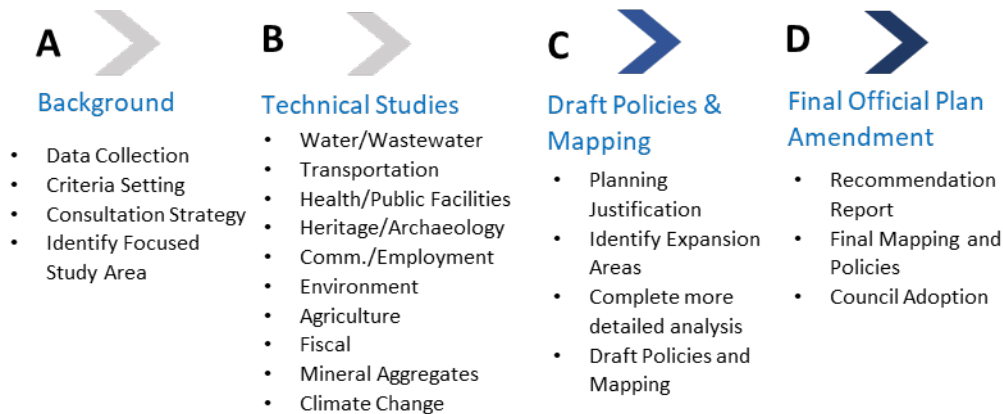
Ongoing follow up in response to letters received and meeting with stakeholders will continue. Minor revisions to the policies and mapping are anticipated, with the objective of finalizing the draft policies by Q1 2021.



## Settlement Area Boundary Expansion

Settlement Area Boundary Expansion(s) strategically expand the development boundary to accommodate future growth while considering the natural environment and agricultural system, fiscal impact, heritage resources, efficient use of infrastructure and sustainable development.

### SABE Phases of Work



- **Progress on SABE Process**

- The Settlement Area Boundary Expansion (SABE) study has now concluded Phases A and B of the four-phase work plan. Phase B draft technical studies to support a SABE, as required under the Growth Plan, 2019, were prepared in draft in June 2020 and consulted on in September 2020 virtual public and stakeholder open houses. Feedback from the consultations, comments received, and key changes made to the technical studies is described in Appendix IV. The updated technical studies can be found on the Peel 2041+ website ([peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp](https://peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp)).
- Phase C and D of the SABE work plan are underway. A draft conceptual SABE map, based on the technical studies, has been identified and released for input along with a supporting rationale and some preliminary policy directions.

- **Rural Settlement Boundary Technical Study**

- The main focus of the SABE study to date has been on the agricultural and rural area (whitebelt) area in southern Caledon, however another component of the study is related to responding to requests for expansion to rural settlements.
- A draft Rural Settlement Boundary technical memorandum has been prepared which addresses the potential for settlement area expansion outside the SABE Focus Study Area (FSA). Most land in Caledon outside the FSA lies within the Greenbelt Area, where urbanization is generally discouraged in order to protect the agricultural land base and the ecological features and functions that occur in this landscape. There are, however, a number of small rural settlements which can accommodate limited development and redevelopment. The memorandum assesses the growth potential of these settlements in the context of Provincial and municipal planning policy, the demand for housing and non-residential development, the supply of vacant land, and the capacity of infrastructure to support growth. Overall, the study concludes that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051.



- The draft Rural Settlement Boundary technical memorandum is available for review and comment and consultation with landowners requesting expansions will be undertaken early in 2021 to share the results of the study.
- **Environmental Screening and Scoped Subwatershed Screening Report**
  - The Environmental Screening and Scoped Subwatershed Study (ES & Scoped SWS) is a two-phase technical study of the SABE. The Phase 1 - Environmental Screening report has been available on the Region of Peel's SABE website for public review and comments.
  - The Phase 2 – Scoped Subwatershed Study is a three-part study with Part A – Characterization, Part B – Impact Assessment and Part C – Implementation Plan. Phase 2 is underway though is in its initial research review and analysis stage. The undertaking of the Phase 2 - Scoped SWS is to further identify and refine a conceptual Natural Heritage System and water resource system for the Settlement Area Boundary Expansion and to provide detailed inputs to identify a SABE boundary.

### Next Steps

Additional work is being done as part of the SABE process to respond to the new 2051 provincial population and employment allocations including additional analysis on water/wastewater and transportation infrastructure requirements which will inform the fiscal impact analysis. Ongoing consultations with landowners requesting expansions will continue to be undertaken, and an informal engagement opportunity is anticipated with the general public in Spring 2021.

Conceptual SABE mapping will continue to be refined, policies will be drafted and presented to Regional Council in Spring 2021, anticipated to be part of a Regional Official Plan Amendment, for which statutory consultations are anticipated to take place in Summer 2021. This will also include further refinements of the Scoped SWS Study's identification of a conceptual natural heritage system and water resource system.



## Transportation

A framework will be established for implementing the 50 per cent sustainable mode share, intended to shift half of the Region's travel to sustainable options such transit, cycling, walking and carpooling.

- **Accessible Transportation**
  - The feedback received highlighted the need to further strengthen the proposed policies under "Accessible Transportation" to ensure access and affordability to transit for persons with disabilities. The revised policies will increase coordination amongst TransHelp, the local municipalities, community-based agencies, and the Province with the delivery of appropriate transportation for persons with disabilities.
  - The Glossary has been updated to include the term "Accessible Transportation".
- **Active and Sustainable Transportation**

- Responding to the feedback received from local municipalities, staff made policy revisions to ensure a balance is achieved between responding to local contexts while also advancing the overarching goals of Regional transit initiatives.
- Policies that focus on sustainable modes of transportation have been strengthened to support areas such as planning and implementation of high-order transit along major roadways as noted in the Metrolinx Regional Transportation Plan, in support of the 50 percent sustainable mode share.
- **Environmental Impacts and Climate Change**
  - The feedback received provided an opportunity to review and strengthen proposed policies pertaining to environmental impact and climate change, to ensure greater conformity with Provincial policy direction, alignment with Regional practices, and address gaps within the Regional Official Plan focus areas.
- **Preparing for the Future**
  - Policies were updated throughout the transportation section to capture programs, technology transformations, and establish a connected network with access to major hubs and key destinations through the Region. Examples of policies include implementing programs such as Long Combination Vehicles and Off-Peak Delivery when planning for safe and efficient movement of goods; planning for employment growth by enhancing transportation infrastructure connections with development opportunities.
- **Provincial Freeway Network**
  - Ongoing monitoring and updating of the GTA West Transportation Corridor policies will take place, as required.
- **Schedules and Figures**
  - New Figures Y8 – Existing and Long-Term Cycling Network and Figure Y9 – Existing and Long-Term Pedestrian Network were introduced to compliment active transportation policy direction.

### Next steps

Various working sessions were held with local municipal staff in July 2020 to discuss comments and revisions pertaining to areas such as environment and climate change, advancement of technology, optimization of sustainable and active transportation, and accessibility. The draft transportation policies were also circulated to external stakeholders and agencies to provide input into the revised policies between October 2020 and November 2020. Moving forward, ongoing revisions to the transportation policies, schedules and figures will be made based on feedback received, with the objective of finalizing the draft policies by Q1 2021.



## Water Resources

Water resources policies aim to improve water resources including protecting sources of drinking water from uses that may have negative impacts; and providing direction to the local municipalities to identify, protect and enhance water resources features and areas.

- **Clarification of Policies**
  - Through consultation, feedback was received that some policies could be clearer. As a result, policy language in the Stormwater Management section will be amended in order to clarify the intent of some of the policies.

- Additional policy direction is proposed to promote stormwater management best practices for regional facilities.
- **Consistent Language**
  - Minor amendments are proposed to the Source Water Protection policies for consistency with the language included in the approved source water protection plans.
- **Update Schedules X1 and Schedule X3**
  - Schedule X1 will be updated to identify Kettle Lakes in Peel Region because they are a component of the water resources system and to reflect recent updates to provincially significant wetland mapping.
  - Schedule X3 will be updated to reflect the recent approved changes to the vulnerable areas mapping. Recent updates were made to the approved wellhead protection area delineation as a result of decommissioning Regional wells and bringing new wells into operation. Also, as the methodology for identifying vulnerable areas is further developed and refined, the approved associated mapping updates will be reflected in the Regional Official Plan schedule.

**Next steps**

Responses to the letters received and meetings with stakeholders will continue over Fall 2020. Updates made by the Source Protection Authorities are being monitored in order to ensure that updated information will be incorporated into the Official Plan. Minor revisions to the policies and mapping are anticipated, with the objective of finalizing the draft policies by Q1 2021.

## December 10, 2020 Official Plan Review Documentation



### GROWTH MANAGEMENT

#### Background Paper



#### [Growth Management Policy Directions Report](#)

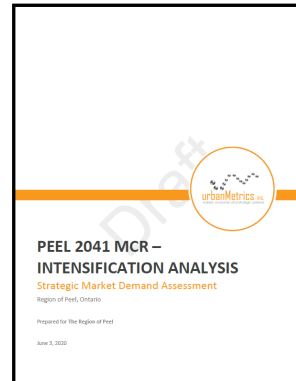
Region of Peel (2020)

#### Technical Studies



#### [Employment Strategy Discussion Paper](#)

Cushman & Wakefield (2017)



#### [Draft Intensification Analysis: Draft Strategic Market Demand Analysis](#)

Urban Metric (2020)

#### Official Plan Mapping & Figures

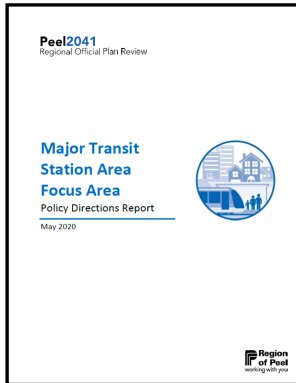
- [Draft Schedule Y6](#) – Employment Areas (New Proposed Schedule)
- [Draft Schedule X12](#) – Rural System (Formerly Schedule B)
- Conceptual Strategic Growth Area Mapping in Background Paper
  - > Note, this is not a proposed Official Plan schedule/figure at this time

## December 10, 2020 Official Plan Review Documentation



### MAJOR TRANSIT STATION AREAS

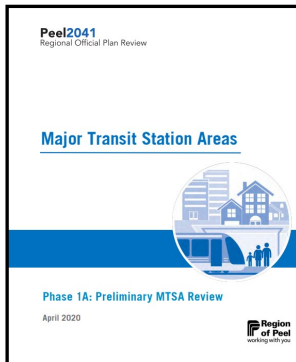
#### Background Paper



[Major Transit Station Areas  
Policy Directions Report](#)

Region of Peel (2020)

#### Technical Studies



[Phase 1A: Preliminary  
MTSA Review](#)

Perkins & Will (2020)

#### Official Plan Mapping & Figures

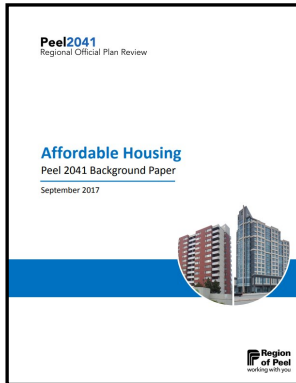
- Conceptual Potential MTSA Locations & Boundaries in Background Paper  
> Note, this is not a proposed Official Plan schedule/figure at this time

## December 10, 2020 Official Plan Review Documentation



### HOUSING

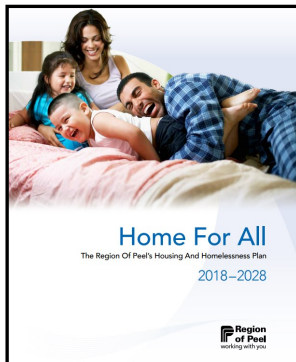
#### Background Paper



[Peel 2041: Affordable Housing Background Paper](#)

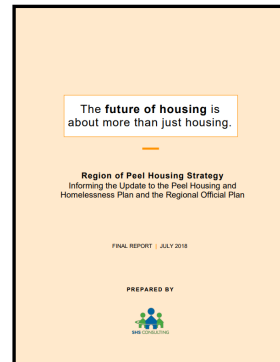
Region of Peel (2017)

#### Technical Studies



[Peel Housing and Homelessness Plan 2018—2028 \(PHHP\)](#)

Region of Peel (2018)



[Region of Peel Housing Strategy](#)

SHS Consulting (2018)

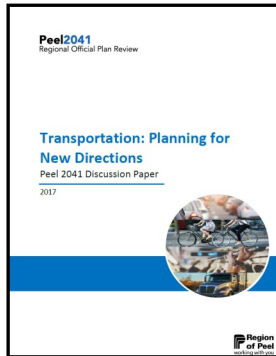
#### Official Plan Mapping & Figures

- [Deletion of Figure 17](#) – Annual Minimum Housing Unit Targets by Area Municipality  
> Note, now in Table 4 in the Official Plan Consolidation

**December 10, 2020 Official Plan Review Documentation**



**TRANSPORTATION  
Background Paper**



[Planning for New Directions: Transportation Discussion Paper](#)

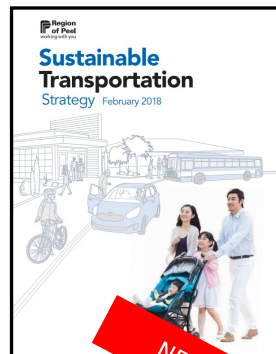
Region of Peel (2017)

**Technical Studies**



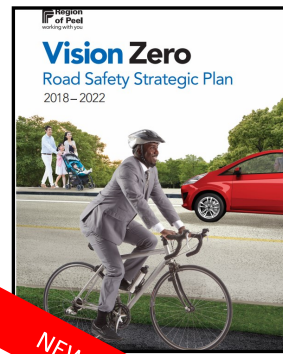
[Let's Move Peel: Long Range Transportation Plan 2019](#)

Region of Peel (2019)



[Sustainable Transportation Strategy](#)

Region of Peel (2018)



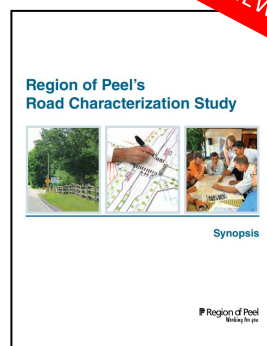
[Vision Zero: Road Safety Strategic Plan, 2018-2022](#)

Region of Peel (2018)



[Peel Region Goods Movement Strategic Plan 2017-2021](#)

Region of Peel (2017)



[Regional Road Characterization Study](#)

Region of Peel (2013)



[Peel Enterprise Business Case](#)

Watson, WSP, Meridian (2018)



[Goods Movement Intensification Assessment](#)

Watson, WSP, Meridian (2017)

**Official Plan Mapping & Figures**

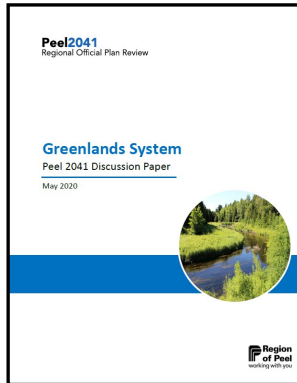
- [Draft Figure Y4](#) - Aircraft Noise Exposure Composite Contours (Formerly Figure 6)
- [Draft Figure Y5](#) - Toronto Pearson International Airport Operating Area (Formerly Figure 11)
- [Draft Figure Y6](#) - Strategic Goods Movement Network (New Proposed Figure)
- [Draft Figure Y8](#) - Existing and Long-Term Cycling Network (New Proposed Figure)  
> Note, this has been updated since June 2020
- [Draft Figure Y9](#) - Existing and long-term pedestrian network (New Proposed Figure)  
> Note, this has been updated since June 2020
- [Draft Schedule Y2](#) - Major Road Network (Formerly Schedule E)
- [Draft Schedule Y3](#) - Regional Road Mid-Block Right-of-Way Requirements (Formerly Schedule F)
- [Draft Schedule Y4](#) - Rapid Transit Corridors (Long Term Concept) (formerly Schedule G)
- [Draft Schedule Y5](#) - Toronto Pearson International Airport Operating Area (formerly Schedule H)

## December 10, 2020 Official Plan Review Documentation



### GREENLANDS SYSTEM

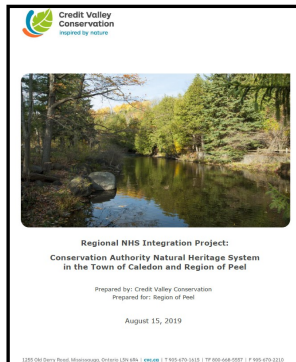
#### Background Paper



#### [Greenlands System Discussion Paper](#)

Region of Peel (2020)

#### Technical Studies



#### [Regional NHS Integration Project: Conservation Authority Natural Heritage System in the Town of Caledon and Region of Peel](#)

Credit Valley Conservation (2019)

#### Official Plan Mapping & Figures

- [Draft Schedule Y1](#) – Core Areas of the Greenlands System in Peel (Formerly Schedule A)
- [Draft Schedule X11](#) – Greenbelt Plan Area Land Use Designations (Formerly Schedule D3)
- [Draft Figure Y1](#) – Regional Greenlands System – Provincial Plan Natural Heritage Systems (New Proposed Figure)
- [Draft Figure Y2](#) – Regional Greenlands System – Core Areas, Natural Areas and Corridors and Potential Natural Areas and Corridors (New Proposed Figure)
- [Draft Figure Y3](#) – Conservation Authority Natural Heritage System (New Proposed Figure)
- [Deleting Figure 5](#) – Criteria and Thresholds for the Identification of Significant Wildlife Habitat

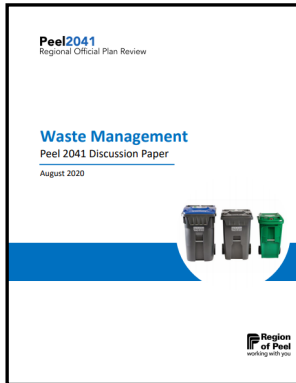


## December 10, 2020 Official Plan Review Documentation



### WASTE MANAGEMENT

#### Background Paper



[Waste Management Discussion Paper](#)

Region of Peel (2020)

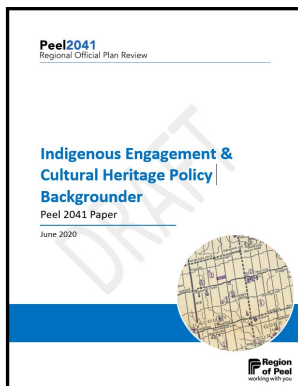
#### Official Plan Mapping & Figures

- [Draft Figure Y7](#) - Waste Management Sites (Formerly Figure 10)  
> Note, this has been updated since June 2020



### CULTURAL HERITAGE & INDIGENOUS ENGAGEMENT

#### Background Paper



*Draft Indigenous Engagement & Cultural Heritage Policy Backgrounder*

Region of Peel (forthcoming)

All documents below will be available on <https://www.peelregion.ca/officialplan/review/> unless noted otherwise

**December 10, 2020 Official Plan Review Documentation**



**SETTLEMENT AREA BOUNDARY EXPANSION**

**Technical Studies**

**NEW**



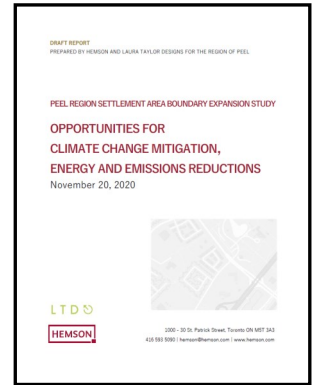
[Final Aggregate Resources Screening \(Planscape\)](#)



[Final Preliminary Agricultural Impact Assessment \(Planscape\)](#)



[Final Stage 1 Archaeological Assessment \(ASI\)](#)

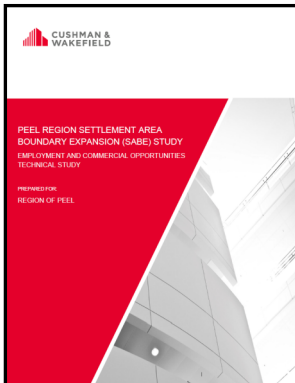


[Final Climate Change & Energy Study \(LTD\)](#)

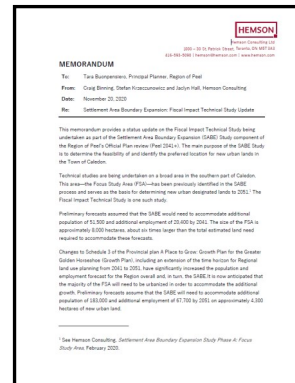
**NEW**



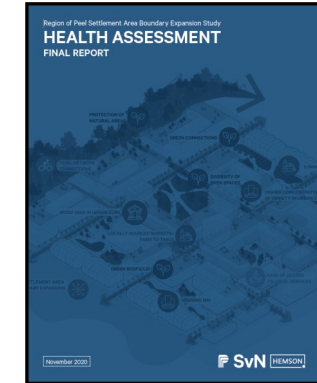
[Final Cultural Heritage Resource Assessment \(ASI\)](#)



[Final Employment & Commercial Study \(Cushman & Wakefield\)](#)

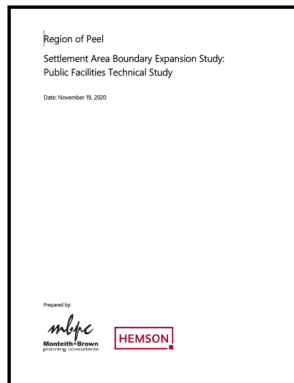


[Fiscal Impact Study Update \(Hemson\)](#)

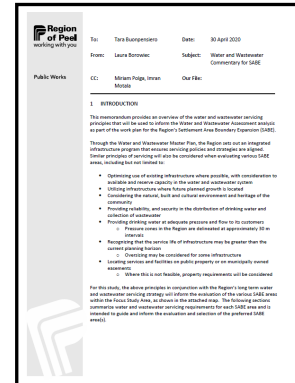


[Final Health Assessment \(SvN\)](#)

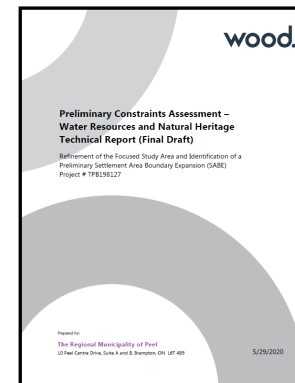
**NEW**



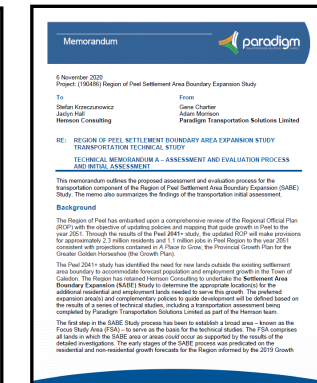
[Final Public Facilities Study \(MBPC\)](#)



[Final Part 1 Preliminary Water & Wastewater Assessment \(Region of Peel\)](#)



[Draft Natural Environmental Screening \(May 2020\) \(Wood\)](#)



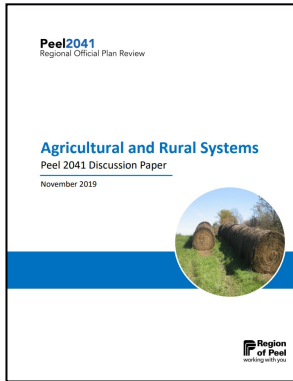
[Final Initial Transportation Assessment \(Paradigm\)](#)

## December 10, 2020 Official Plan Review Documentation



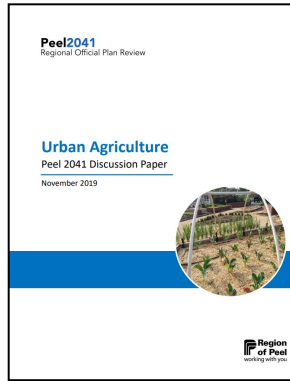
### AGRICULTURAL & RURAL SYSTEMS

#### Background Paper



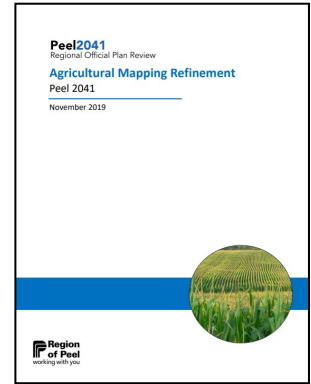
[\*Agricultural and Rural Systems Discussion Paper\*](#)

Region of Peel (2019)



[\*Urban Agriculture Discussion Paper\*](#)

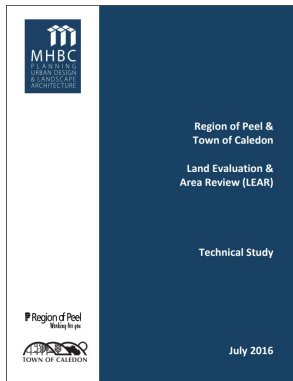
Region of Peel (2019)



[\*Agricultural Mapping Refinement\*](#)

Region of Peel (2019)

#### Technical Studies



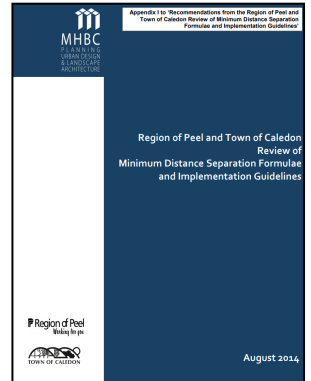
[\*Land Evaluation & Area Review Technical Study\*](#)

MacNaughton, Hermsen, Britton, Clarkson Planning Limited (MHBC) (2016)



[\*Edge Planning Report: A Review of Implemented Practices to Address Planning on the Urban-Rural Fringe\*](#)

MacNaughton, Hermsen, Britton, Clarkson Planning Limited (MHBC) (2015)



[\*Review of Minimum Distance Separation Formulae and Implementation Guidelines\*](#)

MacNaughton, Hermsen, Britton, Clarkson Planning Limited (MHBC) (2014)

#### Official Plan Mapping & Figures

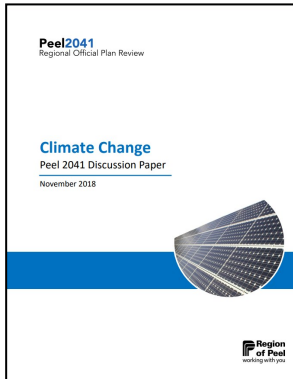
- [\*Draft Schedule X12\*](#) – Rural System (Formerly Schedule B)

## December 10, 2020 Official Plan Review Documentation



### CLIMATE CHANGE

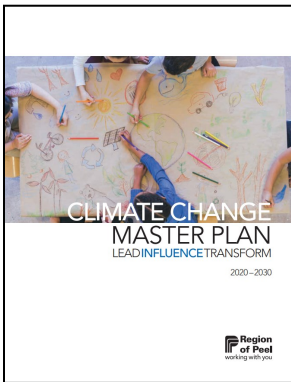
#### Background Paper



#### [Climate Change Discussion Paper](#)

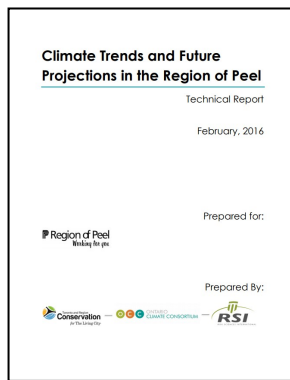
Region of Peel (2018)

#### Technical Studies



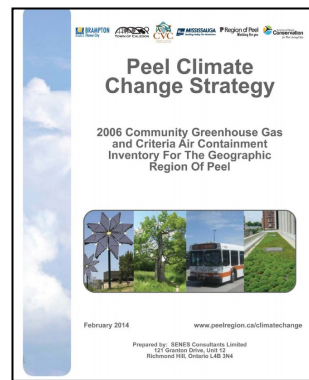
#### [Climate Change Master Plan](#)

Region of Peel (2019).



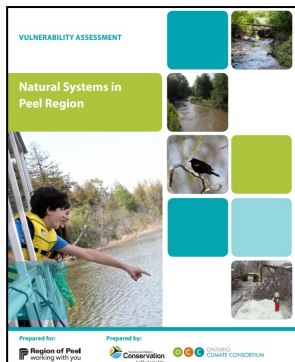
#### [Climate Trends and Future Projections in the Region of Peel](#)

Auld, H., Switzman, H., Comer, N., Eng, S., and Milner, G (2016)



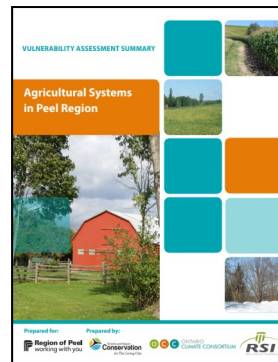
#### [2006 Community Greenhouse Gas and Criteria Air Containment Inventory](#)

Region of Peel (2014)



#### [Natural Systems Vulnerability to Climate Change in Peel Region](#)

Tu, C., Milner, G., Lawrie, D., Shrestha, N., Hazen, S. (2017)



#### [Climate Change Effects on Agricultural Production in the Region of Peel](#)

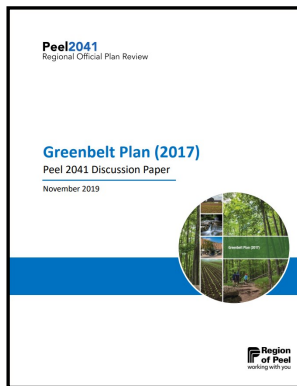
Harris, S., Hazen, S., Fausto, E., Zhang, J., Kundurpi, A., Saunders-Hastings, P. (2016)

## December 10, 2020 Official Plan Review Documentation



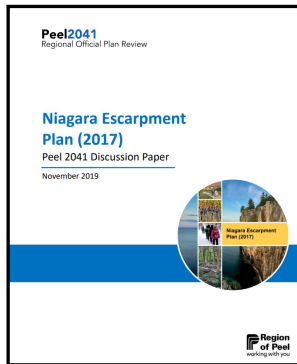
### PROVINCIAL GREENBELT PLANS

#### Background Paper



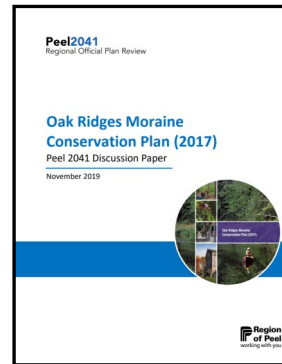
#### [Greenbelt Plan Discussion Paper](#)

Region of Peel (2019)



#### [Niagara Escarpment Plan Discussion Paper](#)

Region of Peel (2019)



#### [Oak Ridges Moraine Conservation Plan Discussion Paper](#)

Region of Peel (2019)

#### Official Plan Mapping & Figures

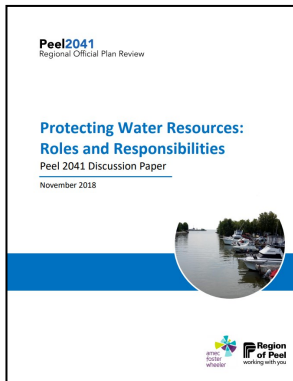
- [Draft Schedule X9](#) – Oak Ridges Moraine Conservation Plan Area (ORMCPA) Land Use Designations (Formerly Schedule D1)
- [Draft Schedule X10](#) – Aquifer Vulnerability Area in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Schedule D2)
- [Draft Schedule X11](#) – Greenbelt Plan Area Land Use Designations (Formerly Schedule D3)
- [Draft Figure X1](#) – Selected Areas of Provincial Interest (Formerly Figure 2)
- [Draft Figure X2](#) – Landform Conservation Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Figure 12)
- [Draft Figure X3](#) – Wellhead Protection Areas in Peel for the Oak Ridges Moraine Conservation Plan Area (ORMCPA) (Formerly Figure 13)
- [Draft Figure X4](#) – Oak Ridges Moraine Conservation Plan Area (ORMCPA) Partial Service Areas (Formerly Figure 14)
- [New Draft Schedule X8](#) – Niagara Escarpment Plan Area (NEP) Land Use Designations (New Proposed Schedule)

**December 10, 2020 Official Plan Review Documentation**



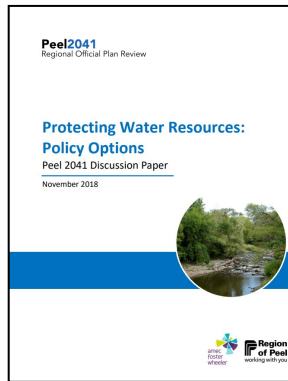
**WATER RESOURCES**

**Background Paper**



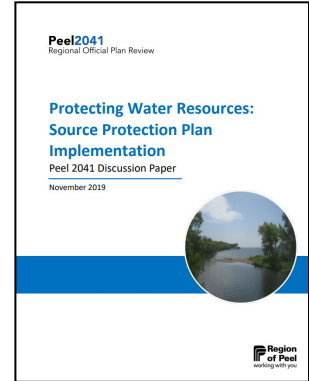
[Water Resources Discussion Paper 1 - Roles and Responsibility](#)

Region of Peel (2018)



[Water Resources Discussion Paper 2 - Policy Options](#)

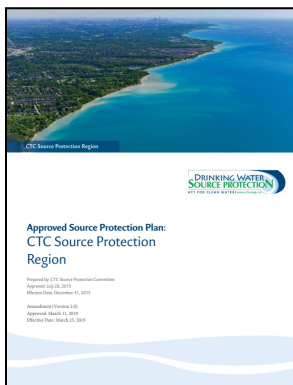
Region of Peel (2018)



[Water Resources Discussion Paper 3 – Source Protection Plan](#)

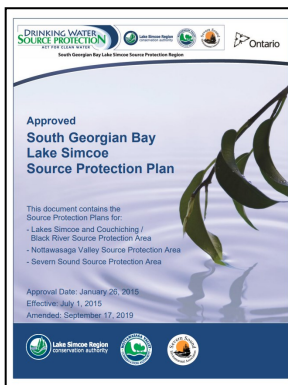
Region of Peel (2019)

**Technical Studies**



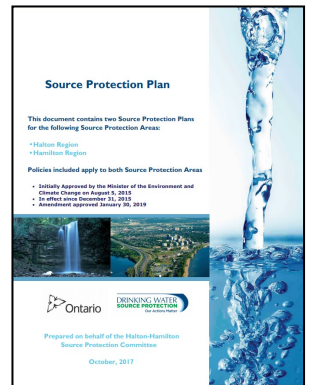
[Source Water Protection Assessment Report](#)

Credit Valley-Toronto and Region-Central Lake Ontario Region (CTC) (2015)



[Source Water Protection Assessment Report](#)

South Georgian Bay Lake Simcoe Region (2015)



[Source Water Protection Assessment Report](#)

Halton-Hamilton Source Protection Region (2015)

**Official Plan Mapping & Figures**

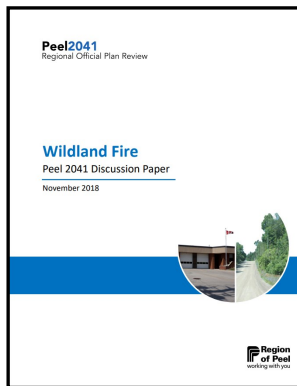
- [Draft Schedule X1](#) - Water Resources System Features and Areas in Peel (New Proposed Schedule)
- [Draft Schedule X2](#) - Source Protection Plan Areas in Peel (New Proposed Schedule)
- [Draft Schedule X3](#) - Wellhead Protection Areas in Caledon (New Proposed Schedule)
- [Draft Schedule X4](#) - Intake Protection Zones (New Proposed Schedule)
- [Draft Schedule X5](#) - Highly Vulnerable Aquifers (New Proposed Schedule)
- [Draft Schedule X6](#) - Significant Groundwater Recharge Areas (New Proposed Schedule)
- [Draft Schedule X7](#) Lake Simcoe Protection Act Watershed Boundary (New Proposed Schedule)

## December 10, 2020 Official Plan Review Documentation



### WILDLAND FIRE

#### Background Paper



#### [Wildland Fire Discussion Paper](#)

Region of Peel (2018)

#### Official Plan Mapping & Figures

- [Draft Figure X5](#) - Potential Locations of Hazardous Forest Types for Wildland Fire (New Proposed Figure)

REGION OF PEEL

REGIONAL OFFICIAL PLAN

REGIONAL OFFICIAL PLAN AMENDMENT  
NUMBER XX

AN AMENDMENT TO ESTABLISH A PLANNING FRAMEWORK  
FOR MAJOR TRANSIT STATION AREAS



## THE CONSTITUTIONAL STATEMENT

Part A, THE PREAMBLE, including modifications to the figures, does not constitute part of this Amendment

Part B, THE AMENDMENT, consisting of amendment to the Text, Schedules and Figures of the Region of Peel, constitutes Amendment Number **XX** to the Region of Peel Official Plan.

## **PART A – THE PREAMBLE**

### 1. Purpose of the Amendment

The purpose of this Amendment is to establish a policy framework for Major Transit Station Areas that includes delineating the boundaries of Major Transit Station Areas and establishing minimum density targets in the Region of Peel Official Plan.

This Amendment also provides a Regional policy framework to guide further implementation planning for Major Transit Station Areas.

### 2. Location

This Amendment applies to lands in the Region of Peel (as shown in the Appendices of PART B – THE AMENDMENT).

### 3. Basis

#### Planning Act R.S.O 1990

The Planning Act sets out Provincial interests and directions on many issues, including: the adequate provision and efficient use of transportation, the appropriate location of growth and development, and the promotion of development that is designed to support public transit and be oriented to pedestrians.

Section 16(16) of The Act further sets out enabling policies for Upper-tier municipalities to:

- protect and delineate the boundaries of existing and planned higher order transit stations or stops
- Set the minimum number of people and jobs per hectare for the planning areas
- Require the official plan of the applicable lower tier municipalities to include policies that authorize the use of land for building and structures that support minimum densities

This Amendment for Major Transit Station Areas meets the requirements of Section 16(16) of the Planning Act to ensure certainty with respect to municipal objectives around leveraging transit investment by enabling transit supportive uses and densities.

Section 17(36.1.4) of The Act outlines the Major Transit Station Area policies which are sheltered from appeal:

- The identification of Major Transit Station Areas through Section 16(16) and any changes to those policies.
- The Region or lower-tier municipality's Official Plan policies pertaining to Major Transit Station Areas.
- Policies that identify the maximum densities and minimum or maximum heights of buildings or structures in Major Transit Station Areas.

Through the Region establishing Major Transit Station Areas through Section 16(16), the local municipalities will establish policies pertaining to Major Transit Station Areas and policies which identify maximum densities and minimum or maximum heights of buildings or structures in Major Transit Station Areas.

#### A Place to Grow, 2019: Growth Plan for the Greater Golden Horseshoe and Amendment #1 2020

The Growth Plan 2019, Section 2.2.4 - Transit Corridors and Station Areas provides the Provincial policy framework for Major Transit Station Areas on priority transit corridors and outlines criteria to be met to delineate the boundaries of Major Transit Station Areas and establish minimum or alternative density targets.

The amendment to include Major Transit Station Areas meets the requirements of Section 2.2.4 of the Growth Plan as well as achieves overall Growth Plan objectives related to planning a complete community that supports the intensification of existing built-up areas, more compact greenfield development, and better alignment between land use and transit planning.

The proposed amendment will delineate 36 Major Transit Station Areas on Growth Plan Priority Transit Corridors and 27 Major Transit Station Areas on other corridors (accounting for combined stations). The amendment also establishes a policy framework to facilitate implementation planning by directing the applicable lower tier municipalities to undertake comprehensive land use planning to meet minimum requirements.

Through the Peel 2041+ Official Plan Review, the Region undertook detailed analysis in consultation with the lower tier municipalities to identify Major Transit Stations, delineate the boundaries, and set minimum and/or alternative densities to support local planning contexts and Provincial policy requirements. This is outlined in more detail in a subsequent section of the preamble titled: Regional Major Transit Station Area Study.

#### Region of Peel Official Plan

The Region of Peel Official Plan requires the local municipalities to identify Major Transit Station Areas in their official plans and establish minimum density targets. The regional

and local policy framework must support an increased mix of uses, higher density development, and the viability of transit.

The Amendment will advance this planning framework by conforming with the Planning Act and Growth Plan for the Greater Golden Horseshoe by delineating the boundaries of Major Transit Station Areas and establishing minimum density targets in the Region of Peel Official Plan.

### Regional Major Transit Station Area Study

Working collaboratively with the local municipalities the Region has completed the Regional Major Transit Station Area study.

The study identifies 9 potential corridors and 5 transit hubs to be assessed and considered across the Region. This includes the corridors/stations identified in the official plans of the local municipalities, corridors identified as priority in the Growth Plan, 2019, and emerging corridors being considered through local study such as Dundas Street in Mississauga and Queen Street in Brampton.

Along each corridor and transit hub there are a total of 91 Major Transit Station Areas (accounting for combined stations) identified, profiled, and assessed from a Mobility, Market Growth, Land Use, and Community lens.

The analytical criteria to determine current conditions and groupings for future directions informs The Amendment. The grouping referred to as 'Major Transit Station Area types' represent a general distinction between Major Transit Station Area categories. The characteristics of each Major Transit Station Area type inform the necessary strategic planning suggested to improve the station's potential to have transit-supportive land uses that reflect the community context. The findings and classifications outline a consistent message that each station has its own unique circumstances that will require a tailored approach to address opportunities and constraints.

The process undertaken by the Region and local municipalities to delineate the boundaries of the Major Transit Station Areas was a multi-stepped approach. Within an 800m radius of a station or stop, the following considerations were applied as a part of the boundary delineation process:

1. Existing local delineation work completed or in progress;
2. High level attributes of mobility, land use/built form, market potential and community considerations;
3. Areas on the periphery for exclusion such as natural features or highway infrastructure that bi-sects or impedes multi-modal connectivity;
4. Areas on the periphery for inclusion such as existing medium-high density uses, community facilities, and under-utilized sites; and
5. Key assumptions regarding:

- a. Maintaining the boundaries of Urban Growth Centres;
- b. Overlapping transit station boundaries;
- c. Managing the inclusion of low-density residential areas on the periphery;
- d. Minimizing the inclusion of Provincially Significant Employment Zones; and
- e. Considering areas with established character and intensification policies by the local municipalities.

The policy structure takes into consideration land use, built form, and higher order transit delivery timelines to establish a classification of stations:

- Primary Major Transit Station Area (delineated)
- Secondary Major Transit Station Area (delineated)
- Planned Major Transit Station Area (un-delineated)

The majority of primary stations are located within existing Growth Plan policy areas such as Urban Growth Centres (i.e. downtown Mississauga and downtown Brampton) where the planning framework and existing policies are already in place to support transit supportive built forms and higher density-built forms. In addition, primary and secondary stations are generally supported by existing and planned frequent transit and higher order transit infrastructure such as the Light Rail Transit, Bus Rapid Transit, or GO Rail Stations.

The policy framework also identified a number of planned transit station areas. These stations require additional land use considerations and infrastructure investment to meet the Major Transit Station Areas policy requirements before they are delineated.

#### Regional Official Plan Amendment (ROPA) Policy Framework

The provincial planning framework for Major Transit Station Areas has evolved since previous iterations of the Regional Official Plan. Policies in the Planning Act, Provincial Policy Statement 2020, and Growth Plan, 2019 place an increased emphasis on the integration of land use planning and transit to support higher density employment and residential development that can leverage transit investments.

While both the Regional and local official plans have policies that require the identification of Major Transit Station Areas and encourage transit-supportive development, new provincial policies require more detailed planning work to be undertaken. This includes the inclusion of Regional policies that delineate Major Transit Station Areas, prescribe minimum densities, and provide policies that guide the development of an as-of-right policy framework for the local municipalities that will facilitate transit-supportive development.

The Amendment proposes a policy framework that will direct growth to Primary and Secondary Major Transit Station Areas in Peel and protect Planned Transit Station Areas for future transit-oriented development.

In addition, the Amendment provides a policy framework to the applicable lower-tier municipalities to undertake comprehensive planning to implement a local policy framework that meets the minimum requirements established by the Region. It is recognized that each station will be unique and be influenced by its local condition, growth potential, and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development.

This ROPA also includes Schedule amendments as follows:

Schedule Y7	Insert New Schedule Y7 – Major Transit Station Area
Table Y1	Insert New Table Y1 – Minimum Densities of Major Transit Station Areas

## **PART B – THE AMENDMENT**

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and Schedules constitutes Regional Official Plan Amendment **XX** to the Region of Peel Official Plan.

### **a. Amendments to Text and Schedules – Growth Management**

1. Chapter 5, Regional Structure, Section 5.6 is amended by inserting the following and renumbering the section accordingly.

#### **“5.6 MAJOR TRANSIT STATION AREAS**

Major Transit Station Areas will be planned to create a compact urban form with a diverse mix of land uses, housing types, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure.

These areas are a critical element in the Region’s growth management strategy, with the potential to achieve higher densities and compact mixed-use development oriented to higher order transit. More jobs, housing, and amenities at these locations will increase transit ridership and enhance commuter travel to these locations to create vibrant destinations. These areas will also contribute to enhancing the Region’s attractiveness for new employment opportunities.

Each station will be unique and be influenced by its local condition, growth potential, and limitations. Not all stations or sites will achieve the same mix of land uses or intensity of development. Some stations may not be able to achieve the requirements of transit-oriented development in the short-term but will be protected for future transit-oriented development. The 800 metre radius around stations or stops is used as the initial area to be assessed when Major Transit Station Areas are identified and to guide delineation. The delineated boundaries of Major Transit Station Areas will be the basis for implementation of these policies.

#### **5.6.1 Objectives**

**5.6.1.1 Leverage infrastructure investments by planning for transit supportive densities and increased transit ridership within Major Transit Station Areas.**

5.6.1.2 Encourage a mix of transit-supportive uses as defined by local municipalities such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment.

5.6.1.3 Support a diverse range of station typologies that accommodate increased densities and increased transit ridership.

5.6.1.4 Enhance active transportation connections to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region's modal split target by increasing transit ridership in Peel.

5.6.1.5 Where appropriate, support a mix of multi-unit housing, including affordable housing, rental housing, and second units.

5.6.1.6 Each Protected *Major Transit Station Area* shall reflect one of the station classifications outlined below to support transit-oriented development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

- a) Primary *Major Transit Station Area* – Areas delineated in this plan that have existing or planned transit supportive built forms and can meet or exceed the minimum transit supportive density target.
- b) Secondary *Major Transit Station Area* – Areas delineated in this plan that are constrained by existing land use patterns and built forms and may require an alternative density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.
- c) Planned *Major Transit Station Area* – Areas identified in the Regional Official Plan which are intended to become *Major Transit Station Areas* that are not yet delineated, but will be when infrastructure planning and investment and/or land use changes unlock potential.

## 5.6.2 Policies

It is the policy of Regional Council to:

5.6.2.1 Direct the local municipalities to delineate the boundaries of *Major Transit Station Areas* in their official plan in accordance with Schedule Y7 of this Plan.



5.6.2.2 Direct the local municipalities to plan to achieve the minimum density target for each Primary and Secondary *Major Transit Station Area* as prescribed on Table Y1. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

5.6.2.3 Direct the local municipalities to establish policies in their official plan and other implementation documents for each *Major Transit Station Area* delineated on Schedule Y7 to the satisfaction of the Region that addresses the following:

- a) the minimum number of people and jobs that will be accommodated within the *Major Transit Station Area*;
- b) the land uses in each station area that supports complete communities and the minimum density target prescribed on Table Y1;
- c) the character of the station area or stop;
- d) the minimum density for each *Major Transit Station Area* as prescribed on Table Y1;
- e) the minimum and/or maximum heights for land uses within the *Major Transit Station Area*;
- f) policies that prohibit the establishment of land uses and built forms that would adversely impact the ability to meet the minimum prescribed density;
- g) protect lands that may be required for future enhancement or expansion of transit infrastructure in collaboration with municipal and provincial transit authorities;
- h) land use compatibility and the separation or mitigation of sensitive land uses;
- i) protect and mitigate against natural and human-made hazards in accordance with Section 2.4 of this plan;
- j) a phasing plan or strategy to ensure soft and hard infrastructure is delivered in a manner that supports complete communities., including open space and accessible public amenities;
- k) strategies to support increased multi-modal access and connectivity;

- l) implementation of the Healthy Development Framework in accordance with Section 7.4 of this Plan, including consideration of site design and urban design elements, high-quality public realm improvements, and built forms;
- m) a description of the future actions that may be required to implement the plan, which may include Community Improvement Plans, Inclusionary Zoning, Community Planning Permit Systems, TOD Guidelines, financial incentive programs, and other appropriate implementation tools; and
- n) land use in *Major Transit Station Areas* in employment areas which are identified on Schedule Y6 and subject to policy 5.7.2.18.

5.6.2.4 Encourage the local municipalities to establish policies that support gentle intensification and improved multi-modal access and connectivity on lands within close proximity to transit stations and stops.

5.6.2.5 Ensure existing land uses within *Major Transit Station Areas* that do not meet the objectives of this plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition policies incorporated in the local official plan.

5.6.2.6 Require the local municipalities to establish policies in their official plans that identify Planned *Major Transit Station Areas* and protect them for transit supportive densities, uses, and active transportation connections.

5.6.2.7 Until such time as the local municipality has established *Major Transit Station Area* policies in accordance with Section 16(16) of the Planning Act, proposed developments within a *Major Transit Station Area* identified on Schedule Y7 shall be reviewed with consideration to the objectives of this plan to ensure the proposed development:

- a) Demonstrates how the development will support transit-oriented densities that recognizes the character and scale of the surrounding community
- b) Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop
- c) Provides an interconnected and multi-modal street pattern that encourages walking, cycling, or the use of transit and supports mixed use development

- d) Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive neighbourhoods
- e) Considers the provision of bicycle parking and, where applicable, passenger transfer and commuter pick up/drop off area
- f) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and
- g) Supports high quality public realm improvements to enhance the *Major Transit Station Area*.

2. Chapter 7, Implementation, Section 7.2.2.9 is amended as follows:

“7.2.2.9 An update to this Plan to correct minor errors shall be permitted without an official plan amendment, provided that the purpose, effect, intent, meaning and substance of the Plan are in no way affected. *The Region* is permitted to make the following revisions without the need for a Regional Official Plan amendment:

- a) changing the numbering, cross referencing, and arrangement of the text, Tables, Schedules, Figures, associated captions, or appendices;
- b) revising or updating the base map information in Schedules and Figures;
- c) altering punctuation or language for consistency;
- d) correcting clerical, grammatical, typographical or technical mapping errors; ~~and~~
- e) adding explanatory or descriptive text, sidebars and images which are included for information purposes to assist users; and
- f) adjusting a *Major Transit Station Area* station or stop location to reflect the actual built infrastructure or applicable information regarding location from technical studies.

3. The Glossary is amended by inserting the following definition.

**Major Transit Station Area:** The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. (Growth Plan)

## SCHEDULES

1. Insert new Schedule Y7 Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.
2. Insert new Table Y1 Minimum Densities for Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.

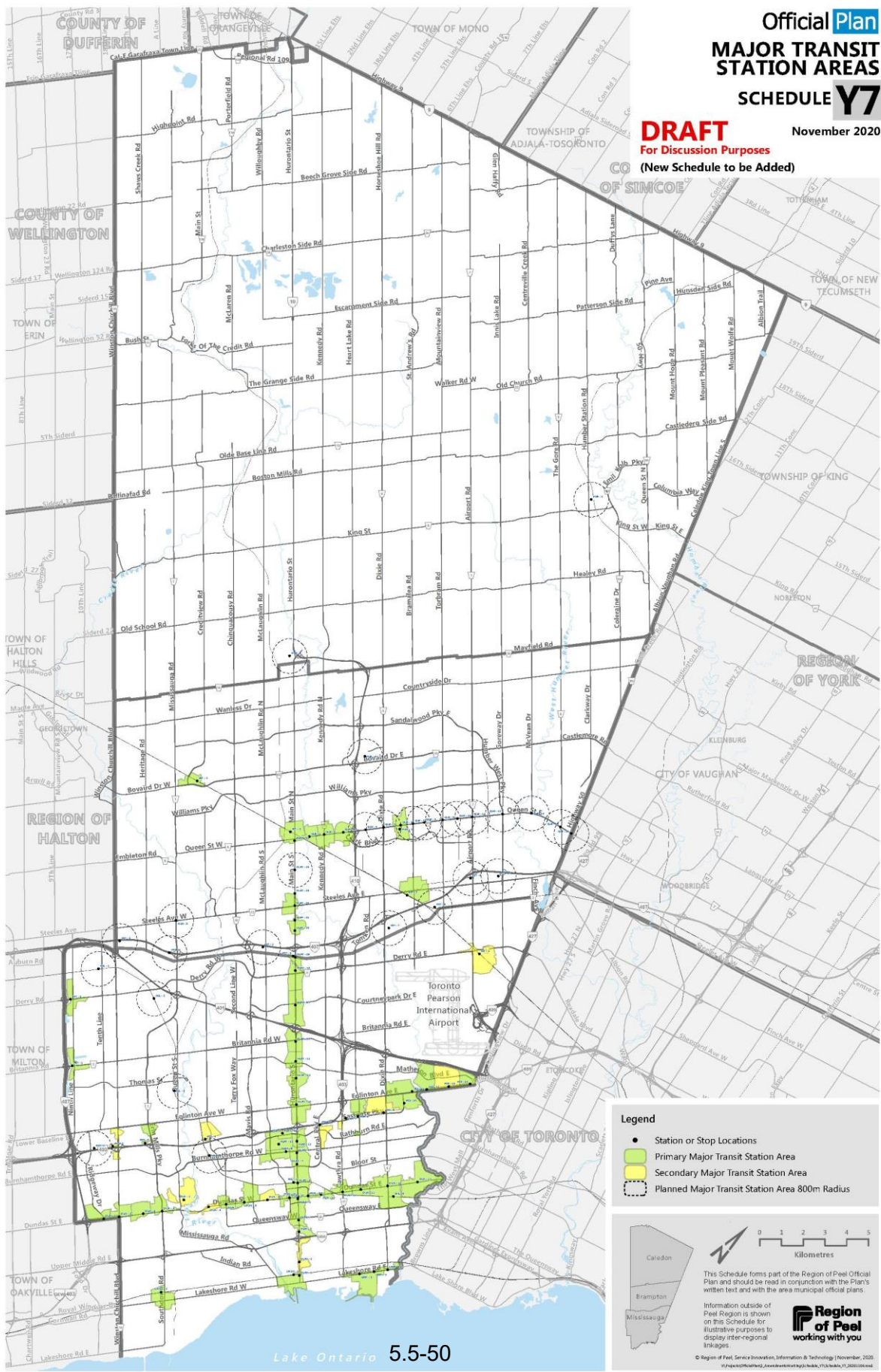


Table Y1 – Minimum Densities for Major Transit Station Areas						
	Code	Station Name	Municipality	Classification	Additional Policy Area	Minimum Density
Hurontario LRT	HLRT - 1 *	Port Credit GO	Mississauga	Primary	-	200
	HLRT - 2 *	Mineola	Mississauga	Secondary	-	50
	HLRT - 3 *	North Service	Mississauga	Primary	-	400
	HLRT - 4 *	Queensway	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 5 *	Dundas	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 6 *	Cooksville GO	Mississauga	Primary	Urban Growth Centre	400
	HLRT - 7 *	Fairview (Central Parkway)	Mississauga	Primary	Urban Growth Centre	400
	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			
Kitchener GO	KIT - 1 *	Malton GO	Mississauga	Secondary	-	100

	KIT - 2 *	Bramalea GO	Brampton	Primary	-	150
	KIT - 3 *	Brampton GO	Brampton	Primary	Urban Growth Centre	200
	KIT - 4 *	Mount Pleasant GO	Brampton	Primary	Designated Greenfield Area	150
Lakeshore West GO	LWGO - 1 *	Port Credit GO	Combined; See HLRT - 1			
	LWGO - 2 *	Clarkson GO	Mississauga	Primary	-	150
403 BRT (Mississauga Transitway)	403 - 1	Ridgeway	Mississauga	Planned	-	N/A
	403 - 2 *	Winston Churchill	Mississauga	Secondary	-	100
	403 - 3 *	Erin Mills	Mississauga	Primary	-	160
	403 - 4 *	Creditview	Mississauga	Secondary	-	50
	403 - 5 *	City Centre	Combined; See HLRT - 11			
	403 - 6 *	Central Parkway	Mississauga	Secondary	-	50
	403 - 7 *	Cawthra	Mississauga	Secondary	-	50
	403 - 8 *	Tomken	Mississauga	Primary	-	160
	403 - 9 *	Dixie	Mississauga	Secondary	-	100
	403 - 10 *	Tahoe	Mississauga	Primary	-	160
	403 - 11 *	Etobicoke Creek	Mississauga	Primary	-	160
	403 - 12 *	Spectrum	Mississauga	Primary	-	160
	403 - 13 *	Orbitor	Mississauga	Secondary	-	100
	403 - 14 *	Renforth	Mississauga	Primary	-	160
Dundas BRT	DUN - 1	Ridgeway	Mississauga	Primary	-	160
	DUN - 2	Winston Churchill	Mississauga	Primary		160
	DUN - 3	Glen Erin	Mississauga	Primary	-	160
	DUN - 4	Erin Mills	Mississauga	Primary	-	160
	DUN - 5	UTM	Mississauga	Secondary	-	50
	DUN - 6	Credit Woodlands	Mississauga	Secondary	-	100
	DUN - 7	Erindale Station	Mississauga	Primary	-	160
	DUN - 8	Wolfedale	Mississauga	Primary	-	160
	DUN - 9	Clayhill	Mississauga	Secondary	-	100
	DUN - 10	Confederation Parkway	Mississauga	Primary	-	160
	DUN - 11	Hurontario	Combined; See HLRT - 5			
	DUN - 12	Kirwin	Mississauga	Primary	-	160
	DUN - 13	Grenville	Mississauga	Primary	-	160
	DUN - 14	Cawthra	Mississauga	Primary	-	160
	DUN - 15	Tomken	Mississauga	Primary	-	160
	DUN - 16	Dixie GO	Mississauga	Primary	-	160
	DUN - 17	Wharton	Mississauga	Primary	-	160
Queen Street BRT	QUE - 1	Centre St.	Brampton	Primary	-	160
	QUE - 2	Kennedy	Brampton	Primary	-	160
	QUE - 3	Rutherford	Brampton	Primary	-	160
	QUE - 4	Laurelcrest	Brampton	Planned	-	N/A
	QUE - 5	Dixie	Brampton	Planned	-	N/A
	QUE - 6	Central Park (Bramalea)	Brampton	Primary	-	160

		Terminal)				
	QUE - 7	Bramalea	Brampton	Planned	-	N/A
	QUE - 8	Glenvale-Finchgate	Brampton	Planned	-	N/A
	QUE - 9	Torbram	Brampton	Planned	-	N/A
	QUE - 10	Chrysler-Gateway	Brampton	Planned	-	N/A
	QUE - 11	Airport	Brampton	Planned	-	N/A
	QUE - 12	Goreway	Brampton	Planned	-	N/A
	QUE - 13	McVean	Brampton	Planned	-	N/A
	QUE - 14	The Gore	Brampton	Planned	-	N/A
	QUE - 15	Highway 50	Brampton	Planned	-	N/A
407 BRT	407 - 1	Britannia	Mississauga	Primary	Designated Greenfield Area	160
	407 - 2	Derry	Mississauga	Primary	Designated Greenfield Area	160
	407 - 3	Winston Churchill	Brampton	Planned	Designated Greenfield Area	N/A
	407 - 4	Mississauga Rd.	Brampton	Planned	-	N/A
	407 - 5	Mavis	Brampton	Planned	-	N/A
	407 - 6	Hurontario	Combined; See HLRT - 19			
	407 - 7	Dixie	Brampton	Planned	-	N/A
	407 - 8	Bramalea / Torbram	Brampton	Planned	-	N/A
	407 - 9	Airport Rd.	Brampton	Planned	-	N/A
	407 - 10	Goreway	Brampton	Planned	-	N/A
Lakeshore BRT	LBRT - 1	Dixie	Mississauga	Primary	-	160
	LBRT - 2	Haig	Mississauga	Primary	-	300
	LBRT - 3	Lakefront Promenade	Mississauga	Primary	-	160
Transit Hub	HUB - 1	Bolton GO	Caledon	Planned	-	N/A
	HUB - 2	Mayfield West	Caledon	Planned	-	N/A
	HUB - 3	Steeles at Mississauga	Brampton	Planned	-	N/A
	HUB - 4	Trinity Common Terminal	Brampton	Planned	-	N/A
	HUB - 5	Bramalea Terminal	Combined; See QUE - 6			
* Major Transit Station Areas identified as priority transit corridors on Schedule 5 of the Growth Plan, 2019.						



**PLANNING JUSTIFICATION REPORT**

PREPARED BY HEMSON FOR THE REGION OF PEEL

# SETTLEMENT AREA BOUNDARY EXPANSION STUDY: CONCEPT MAP AND TECHNICAL STUDY FINDINGS

December 10, 2020



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## EXECUTIVE SUMMARY

This report presents preliminary results of the Settlement Area Boundary Expansion (SABE) Study being undertaken as part of the Region of Peel's Official Plan review (Peel 2041+).<sup>1</sup> Its main purpose is to summarize the findings of technical studies of a broad area in southern part of the Town of Caledon and to assess the most appropriate location for new urban lands.

The area covered by the technical studies—the Focus Study Area (FSA)—was identified in an earlier phase of the SABE process using evaluation criteria based on the current Provincial and Regional land use planning policy framework, the findings of an Evaluation Criteria Workshop held in November 2019, and natural environment constraint screening data prepared by Wood Environment & Infrastructure Solutions (the “Wood Team”).<sup>2</sup>

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

The results of the technical studies have been shared with the Town of Caledon, the Region's key partner in the SABE process, as well as the Cities of Brampton and Mississauga, school boards, conservation authorities, and other public bodies. Broader public consultation on the results was undertaken in September 2020. A detailed discussion of the consultation process, including a summary of the feedback received, is provided in the *Peel 2041+ Regional Official Plan Review Settlement Area Boundary Expansion Technical Study Public Consultation Sessions Summary and Public Comments Response Table*, October 2020, by SVN Consultants.

This report also provides the first draft of a SABE concept map, which presents the general layout of the preferred SABE area based on the technical studies results. The concept map will be subject to more detailed analysis of water, wastewater, and transportation infrastructure needs, an Agricultural Impact Assessment, and a Fiscal Impact Analysis. It is possible that the SABE area may change based on the results of this work.

<sup>1</sup> The SABE study is just one of many being undertaken as part of Peel 2041+. For details on the Peel 2041+ process please refer to Region Staff Report, *Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update*, December 10, 2020.

<sup>2</sup> See Hemson Consulting, *Settlement Area Boundary Expansion Study Phase A: Focus Study Area*, February 2020, and *Settlement Area Boundary Expansion Study: Technical Studies Update*, June 2020.

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

# 1. BACKGROUND

This section describes the current pattern of land use in the FSA and summarizes the policy context in which the SABE technical studies have been undertaken.

## A. PROVINCIAL POLICY SETS PLANNING FRAMEWORK

The Peel 2041+ process is being completed in accordance with the requirements of the statutory planning framework in Ontario. Matters of provincial interest identified in section 2 of the *Planning Act*, including policies set out in the Provincial Policy Statement 2020 (PPS), have been applied throughout the process. All planning decisions in Ontario must be consistent with the PPS and official plans are the most important vehicle for implementing its policies.

Of particular importance to Peel 2041+ is the provincial plan to manage growth in the Greater Golden Horseshoe (the Growth Plan).<sup>3</sup> The Growth Plan includes detailed policies for settlement area boundary expansions and official plan reviews and Regional Council decisions made in respect of these matters must conform to these policies. It is a critical policy document in establishing the proposed SABE area in Peel.

The Growth Plan contains policies that are intended to be achieved by a time horizon. The time horizon was recently extended from 2041 to 2051 by an amendment to the Plan passed in August 2020. Schedule 3 of the Growth Plan provides population and employment forecasts for the Region that must be used for planning and managing growth to the 2051 time horizon.

## B. CURRENT PATTERN OF SETTLEMENT IN FSA IS LARGELY RURAL AND AGRICULTURAL

The land within the FSA is currently designated as part of the Rural System under the land use structure set out in the Regional Official Plan. The Rural System consists of lands that fall outside the 2031 Regional Urban Boundary—the urban lands required to accommodate development to 2031—and is described as “a community of communities and should be viewed holistically as a planning entity”. Within the FSA, the Rural System is a diverse landscape interwoven with settlement areas, agricultural areas, and areas that are to be protected as part of the natural environment.

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

Under the Growth Plan the vast majority of growth and development is to be directed to settlement areas. Settlement areas are urban areas where development is either already concentrated with a mix of land uses or is planned for in an official plan. A settlement area boundary expansion greater than 40 hectares may only occur through a municipal comprehensive review (i.e. official plan review).

The FSA contains two urban settlement areas: Bolton and Mayfield West (see Map 1). These areas are designated as Rural Service Centres in the Region's Official Plan and, as such, are the primary foci for growth in the FSA. Growth in these areas is planned to occur on full municipal water and sewer services, in a phased manner, and subject to the financial capabilities of the Region. A recent amendment to the Regional Official Plan, which established an area for the expansion of Bolton to 2031 (ROPA 30), is currently under appeal at the Local Planning Appeal Tribunal.

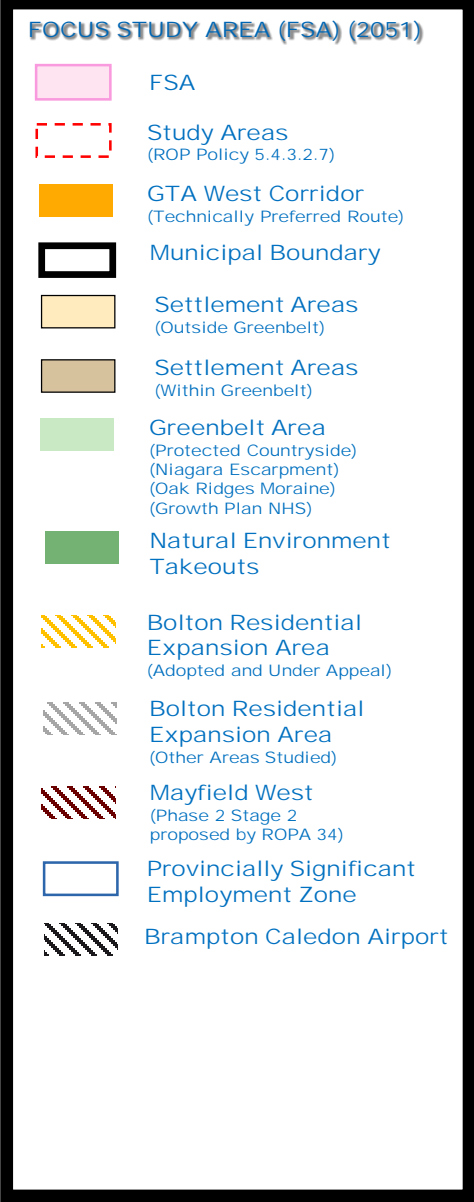
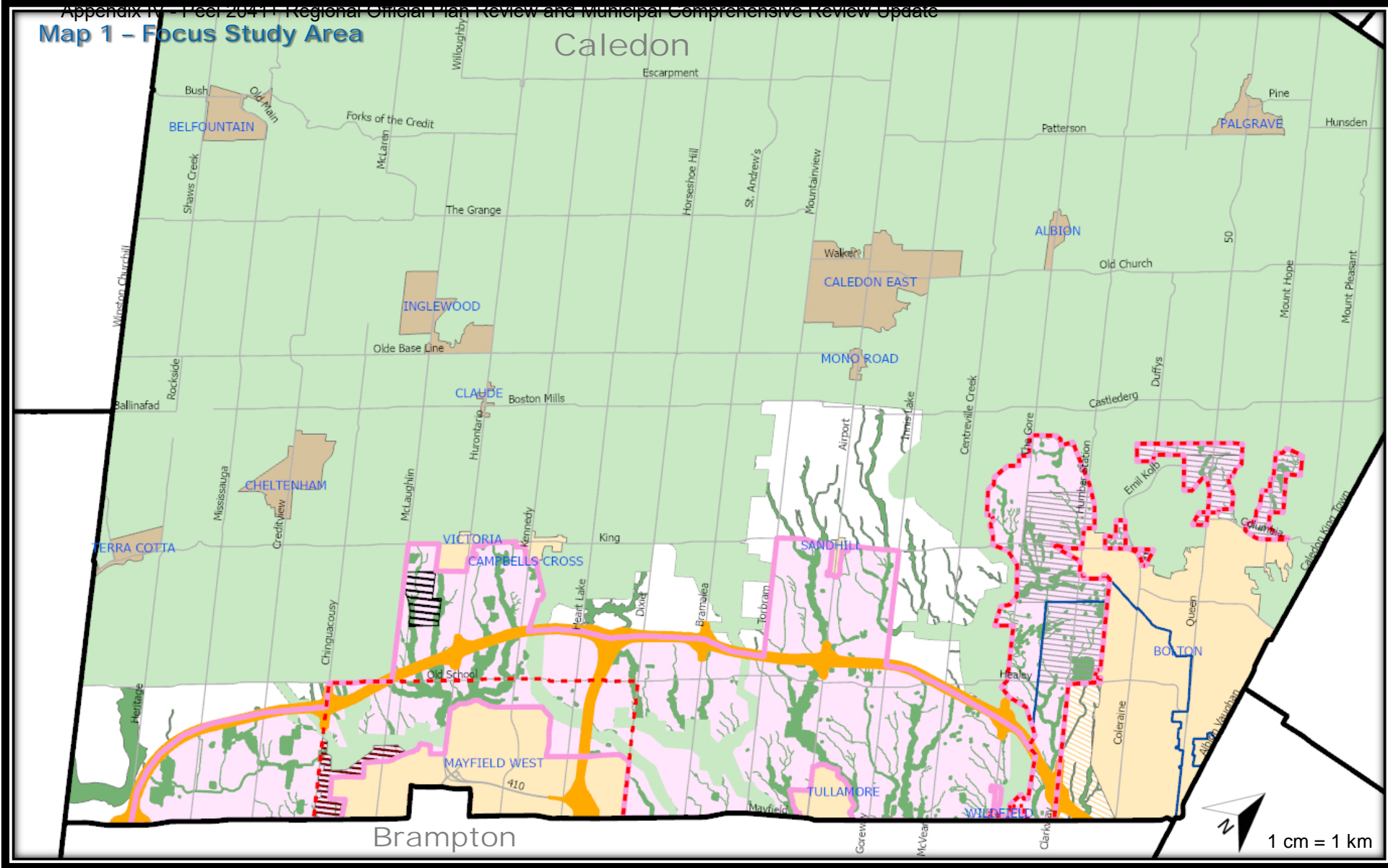
There are also several smaller rural settlements in the FSA: Victoria, Campbell's Cross, Sandhill, Wildfield, and Tullamore. Under the Town of Caledon Official Plan, Victoria, Sandhill, and Tullamore are designated as Industrial/Commercial Centres: small, mixed-use settlements that provide, at a small scale, a supportive function to Bolton and Mayfield West for industrial and commercial development. Campbell's Cross and Wildfield are designated as Hamlets: small residential communities with limited services.

Outside the settlement areas, the FSA is comprised almost entirely of what the Growth Plan defines as prime agricultural area. This area contains agricultural lands, generally of high quality, with a wide range of types and intensity of farming activities.

Throughout the FSA a number of natural environmental features, notably valleylands, are subject to varying degrees of protection from development under the PPS, Growth Plan and Regional Official Plan. Notable among the environmental features are "fingers" of the Greenbelt Area (or Greenbelt), where urbanization is effectively prohibited by provincial Greenbelt Plans in order to protect the agricultural land base and the ecological features and functions that occur within this landscape.

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

# Map 1 – Focus Study Area



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

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

### **C. MAIN PURPOSE OF FSA TECHNICAL STUDIES**

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

The specific Growth Plan policy requirements for each technical study are set out below in Chapter 2. To the extent that study methodologies are prescribed, by the Growth Plan or otherwise, conformity with such methodologies is described in detail in each study.

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

### **D. TECHNICAL STUDIES SCALE, STRUCTURE, AND SEQUENCING**

The technical studies have been undertaken with a view to establishing a preferred SABE location and configuration. The analysis has been done at a Regional scale. It is anticipated that more detailed analysis will be required when making decisions about small-scale land use designations and zoning, individual development proposals, and local infrastructure needs for any new urban lands that are approved.

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



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

The technical studies have analyzed the FSA according to prescribed methodologies or, where not prescribed, methodologies informed by the professional judgement of its authors. Some studies have analyzed the FSA as a whole; others have divided the FSA into conceptual “sub-areas” for evaluation purposes. Where sub-areas have been used, they are delineated in maps in Chapter 2 below.

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

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

The two-phased technical study being undertaken by the Wood team includes Phase 1: Environmental Screening and Phase 2: Scoped Subwatershed Study (Scoped SWS). Phase 1 was undertaken on agricultural and rural lands in Caledon (referred to as the Initial Study Area) and identified natural environment and hazard constraints. The study used a hierarchical approach which assessed the constraints on development as informed by Provincial and Regional plans and policies. The constraints identified in the Phase 1 report are categorized as high, moderate and low based on various known features and policy

provisions on the landscape and each of these categories is being confirmed or refined in Phase 2. Data from the Phase 1 study has identified initial natural environment constraints to development which were considered when delineating the FSA and will be further considered as locations for the SABE are finalized. The more detailed Phase 2: Scoped SWS involves an assessment of existing conditions and characterization, an impact assessment, and an implementation plan. A summary of the Phase 1 and Phase 2 reports is provided in Appendix A.

Studies of “hard” infrastructure requirements for the SABE—the transportation study and the water and wastewater assessment—are being undertaken in two phases.

- To date, a Phase 1 preliminary assessment of the most suitable location for settlement expansion has been made based on the results of existing conditions in the FSA, available servicing capacity, planned major expansion, knowledge of high-level infrastructure cost impacts, and the provincial policy context.
- In a subsequent Phase 2, more precise infrastructure needs and associated costs of the conceptual SABE area(s) set out in this report will be identified through more detailed analysis.

The Fiscal Impact Technical Study will rely heavily on the results of the second phase of the infrastructure studies. As such, this study will be completed during a subsequent phase of the SABE process.

The Agricultural Impact Assessment (AIA) has also been undertaken in two phases. The first phase involves an initial assessment of the FSA to identify areas that will have the least impact from an agricultural systems perspective. The second phase involves a detailed AIA of the conceptual SABE area(s) set out in this report. The results of the second phase will inform the final preferred SABE area(s) to be brought forward for Regional Council's consideration and approval.

The Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study primarily addresses energy management in the FSA. However, the study will be complemented by technical studies that address other aspects of climate change adaptation and mitigation strategies, including: sustainable transportation (Transportation); walkability and transit access (Health Assessment Technical Study); carbon sequestration (AIA); infrastructure redesign and costs (Fiscal Impact); and management of flooding and extreme weather events (Scoped Subwatershed Study). The Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study is also closely

integrated with technical background work being undertaken as part of the Climate Change Focus Area under Peel 2041+.

Finally, the extent to which rural settlements outside the FSA are suitable for expansion is addressed through a separate technical study. This study assesses the growth potential of rural settlements in the context of provincial and municipal planning policy, the demand for housing and non-residential development, the supply of vacant land, and the capacity of infrastructure to support growth. Overall, the study concludes that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051. Moreover, there is little justification for expanding settlement area boundaries in the Greenbelt Area at this time.<sup>4</sup>

## **E. TECHNICAL STUDIES USE CONSISTENT ASSUMPTIONS**

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

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

The size of the conceptual SABE set out in this report has been determined based on a preliminary analysis of the lands needed to accommodate the forecast growth in the SABE area. Preliminary results show that the SABE will need to accommodate additional population of 183,000 and additional employment of 67,700 by 2051. This translates into land needs of about 3,100 hectares to support Community Areas focussed around residential development and about 1,200 hectares to support Employment Areas. The total area of the FSA is approximately 8,100 hectares. More details about the land needs analysis are provided in Chapter 3.

<sup>4</sup> See Hemson Consulting, *Region of Peel Settlement Area Boundary Expansion: Rural Settlements*, December 10, 2020.

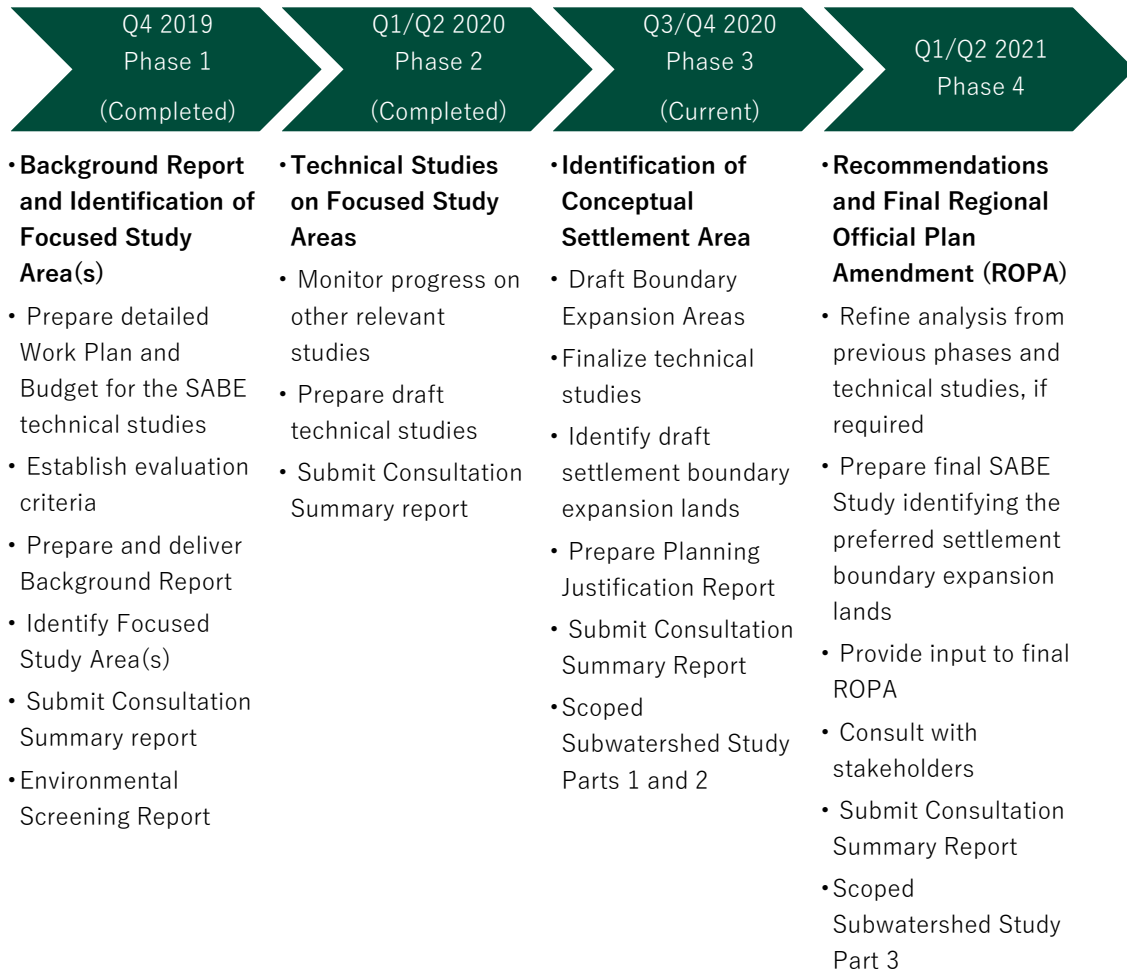
## F. SABE STUDY TIMELINE AND CONSULTATION

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

- Phase 1 provided background on the SABE process and identified the FSA, the area which serves as the basis for the technical studies.
- The draft technical studies, including related public consultation, were undertaken during Phase 2. A detailed discussion of the consultation process, including a summary of the feedback received, is provided in the *Peel2041+ Regional Official Plan Review Settlement Area Boundary Expansion Technical Study Public Consultation Sessions Summary and Public Comments Response Table*, October 2020, by SVN Consultants.
- In Phase 3, a draft and conceptual SABE Area has been identified within the FSA based on the final technical studies results.
- Final SABE recommendations, as well as an associated Regional Official Plan Amendment, will be prepared in Phase 4.

With the draft and conceptual SABE area having been released through this report Phase 3 is nearly complete. The remaining technical studies will continue to be refined and finalized together with the draft SABE Regional Official Plan Amendment, which is the main deliverable of Phase 4.

The two-phase Environmental Screening and Scoped Subwatershed Study is currently in Phase 2: Scoped SWS. This second phase consists of three parts which are being undertaken concurrently and will inform the SABE Phase C and Phase D (see Appendix A).



At the conclusion of the process, the SABE technical studies will be submitted to the Province (the approval authority) along with the Peel 2041+ Official Plan Amendment.

## 2. TECHNICAL STUDY FINDINGS

A brief overview of each technical study, including the main purpose, study approach, policy context, and preliminary principles and conclusions about the location and configuration of the potential SABE area(s) is provided in this section.

### A. TECHNICAL STUDY: PHASE 1 – AGRICULTURAL IMPACT ASSESSMENT (AIA)

**Purpose:** Undertake a scoped analysis to assess the FSA to identify potential SABE areas that will minimize the impact on the Regional agricultural system as defined in the PPS, 2020. The results of this scoped analysis will be considered as part of a comprehensive analysis to identify recommended expansion areas based on a range of parameters. Once this further refinement is completed, a detailed Agricultural Impact Assessment (AIA), as required by Provincial and municipal policy, will be conducted to provide specific recommendations for the SABE that will minimize impact on the Regional agricultural system.

#### i. Study Approach

The methodology used to review the FSA was based on the following steps. To facilitate the analysis, the FSA was divided into eight sub-areas. Background data collection and review included:

- Land use survey
- Consultations with local farmers and farm organizations
- Field investigations
- Aerial photo interpretation
- Identification of properties subject to minimum distance separation (MDS) formulae
- Confirmation of criteria for refining potential locations for urban expansion
- Locational analysis based on identified criteria
- Identification of potential expansion areas

## ii. Policy Context

As required by section 2.2.8 of the Growth Plan, the feasibility of a proposed SABE must be assessed from an agricultural perspective. The assessment is intended to minimize the impacts on the Agricultural System and also ensure compliance with MDS formulae associated with certain farm operations.

The following plans and policies were relied upon to inform the Phase 1 assessment.

PROVINCIAL	REGION OF PEEL	OTHER
PPS, 2020	Region Official Plan, 2018	MDS formulae guidelines
Growth Plan, 2019	Peel 2041+ Discussions Papers related to agriculture and climate change	Policy papers to address planning on the urban-rural fringe
Greenbelt Plan, 2017	Peel Food Charter, Peel Poverty Reduction Strategy, 2017	Planning principles that contribute to a healthy rural community and support a viable agricultural system
Agricultural Resources Provincial Guidelines, including Minimum Distance Separation Guidelines	Grown in Peel, Buy Local Guide, From our Farm to You, 2019	

## iii. Principles & Conclusions

The report includes Peel 2041+ policy recommendations informed by the Region's *Agriculture and Rural Area Discussion Paper* completed in November 2019. The following summarizes the preliminary Peel 2041+ policy recommendations related to the Agricultural System and Rural System (highlighted terms are defined in the Growth Plan).

AGRICULTURAL SYSTEM POLICIES	RURAL SYSTEM POLICIES
Change language from Agricultural Resources to <b>Agricultural System</b> and incorporate Provincial definition	Make support and enhancement of the <b>Agricultural System</b> an objective
Make support and enhancement for the diversity, health and productivity of the <b>Agricultural System</b> a policy objective	Identify the <b>Agricultural System</b> as consisting of <b>Prime Agricultural Areas</b> , (···) and <b>rural lands</b> designated in the area municipal official plans and the <b>agri-food network</b> as a component of the <b>Rural System</b>
Adopt policies to maintain a continuous and productive agricultural land base consisting of <b>prime agricultural areas</b> and rural lands	Commit to implementing the <b>Agricultural System</b> policies

AGRICULTURAL SYSTEM POLICIES	RURAL SYSTEM POLICIES
Update the Region's <b>Prime Agricultural Area</b> mapping to ensure that it is consistent with provincial policy and mapping	Clarify that agricultural uses and normal farm practices, agriculture-related uses and on-farm diversified uses are permitted uses in <b>rural lands</b>
Add policies specifying where an agricultural impact assessment (AIA) is required and add definition of AIA	
Modify existing policies to support the development and implementation of regional agri-food strategies, food system planning and other approaches to support and enhance the <b>Agricultural System</b>	
Incorporate policy requiring that integrated planning for growth management, including infrastructure planning, will consider opportunities to support and enhance the <b>Agricultural System</b>	

Each agricultural sub-area in the FSA was assessed based on policy related to the maintenance and management of the Regional agricultural resource and the GGH agricultural system as informed by the following principles: Provincial policy, Region structure, land use, soils, fragmentation, constraints, production profile, infrastructure, edge planning, character, and agricultural system.

The conclusions for each sub-area are summarized below. It is important to note that the sub-areas are for analysis purposes only.

AREA	CONCLUSIONS
Area 1	<ul style="list-style-type: none"> <li>▪ Area forms part of a narrow band of land that links the Peel and York agricultural systems.</li> <li>▪ Area is almost entirely bounded by Greenbelt Area and has strong links to the surrounding agricultural community, which can support normal farm practices over the long-term and reflects the rural character of these areas.</li> <li>▪ Property fabric is relatively intact, and the majority of the land is under production.</li> </ul>
Area 2	<ul style="list-style-type: none"> <li>▪ Property fabric exhibits fragmentation in areas to the west of the current urban boundary along the east side of Humber Station Road, along Mayfield Road, and on the south side of King Street.</li> <li>▪ Urban designation south of King Street makes it difficult to buffer or provide sufficient separation to allow normal farm practises to occur.</li> </ul>



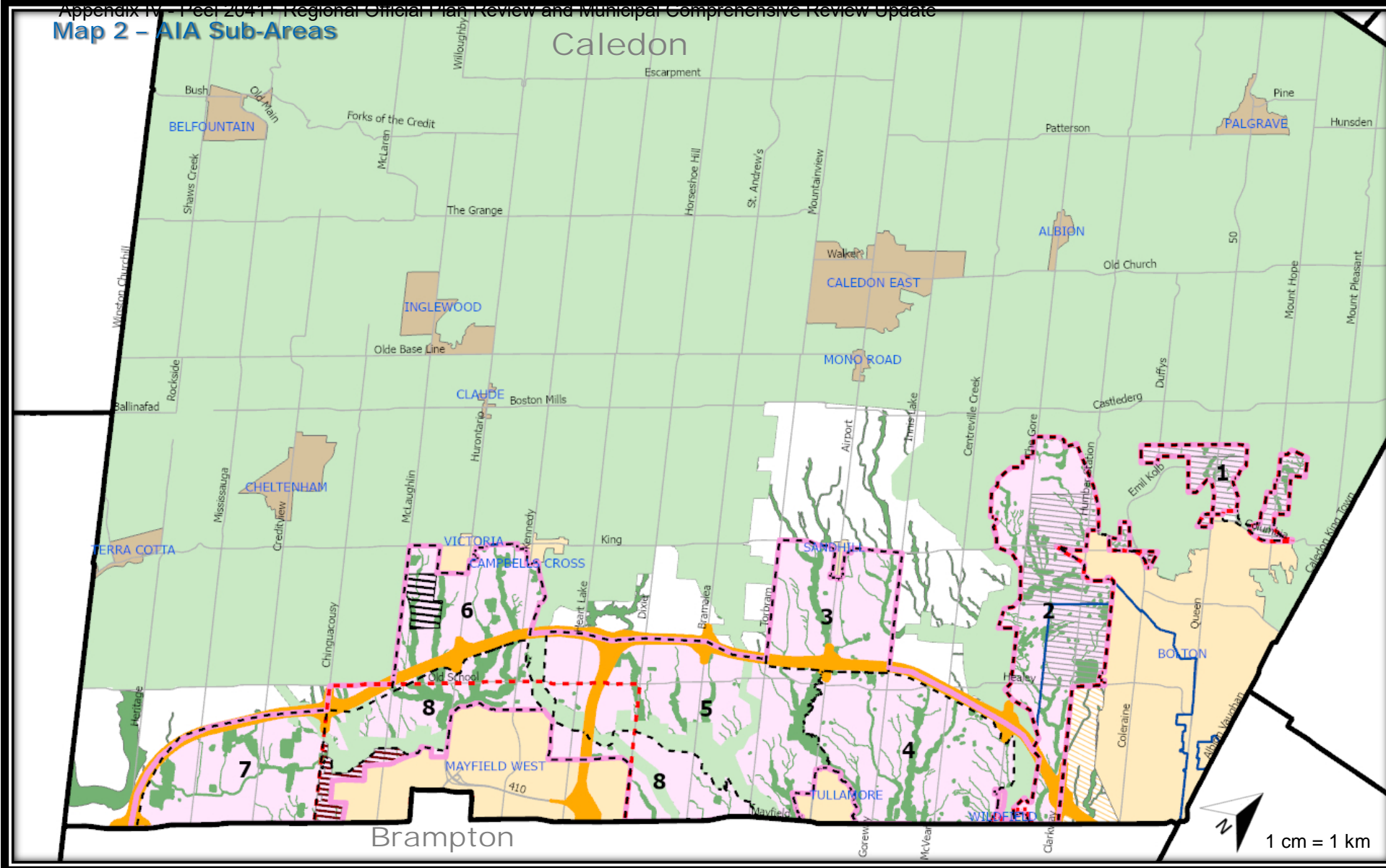
AREA	CONCLUSIONS
	<ul style="list-style-type: none"> <li>▪ Livestock sector is declining in this area. However, there is active farming occurring in the westerly portion along the Gore Road.</li> <li>▪ Retaining the northern portion of this area as part of the rural system would strengthen the system.</li> <li>▪ Agriculture in the area south of King Street, particularly for the properties fronting on Humber Station Road, is impacted by conflicting uses and shows evidence of decline. The agricultural input services remaining in the FSA are located in this area and in Bolton.</li> </ul>
Area 3	<ul style="list-style-type: none"> <li>▪ Isolated from existing urban development.</li> <li>▪ There are active farming operations in this area.</li> <li>▪ Depending on the future function of Airport Road, which may be impacted by the proposed GTA West Corridor interchange, this area has the characteristics to sustain viable agriculture.</li> </ul>
Area 4	<ul style="list-style-type: none"> <li>▪ The property fabric in the area between Centreville Road and Airport Road is highly fragmented as is the southern portion along Mayfield Road, the boundary between the Regional Urban and Rural Systems.</li> <li>▪ The property fabric between Centreville Road and the Gore Road is less fragmented but there is a high incidence of non-farm ownership.</li> <li>▪ There is an active livestock operation in this area that will be subject to MDS requirements. Land use along Mayfield Road is non-farm as are areas on the south side of Healy Road and along the west side of Airport Road.</li> <li>▪ Although much of Area 4 is farmed, there is extensive non-farm property ownership, a pattern of fragmentation, and a high incidence of potentially conflicting uses.</li> </ul>
Area 5	<ul style="list-style-type: none"> <li>▪ This area contains a significant cluster of active farm operations including large livestock operations. With the exception of two golf courses, one on the west side of Torbram Road and one at the corner of Bramalea and Old School House Roads, the area is under extensive farm ownership and is actively farmed.</li> <li>▪ Much of the area has drainage infrastructure and permits have been issued recently for farm-related improvements.</li> <li>▪ The Brampton Fairgrounds is located on a large parcel of agricultural land at the corner of Heart Lake Road and Old School House Road. The western side between Heart Lake and Dixie Roads, is bisected by the proposed Highway 410 Extension. To the west and south, the area is bounded by “fingers” of Greenbelt. To the east, the boundary with Area 4 is a proposed Natural</li> </ul>

AREA	CONCLUSIONS
	<p>Environment High Constraint area. These features could act as a natural buffer protecting the integrity of this well-established agricultural area.</p>
Area 6	<ul style="list-style-type: none"> <li>▪ This is the only portion of the FSA bounded on three sides by the Greenbelt.</li> <li>▪ It is potentially buffered from conflicting uses and removed from urban development. However, the area is fragmented with non-agricultural uses.</li> <li>▪ The predominant land use is agricultural but there are non-farm residential uses scattered throughout the area and there is considerable non-farm ownership.</li> <li>▪ Existing farm infrastructure is limited and only three properties at the south end (including two that straddle the boundary with Area 8 and may be impacted by the GTA West Corridor) exhibit evidence of being able to house livestock.</li> </ul>
Area 7	<ul style="list-style-type: none"> <li>▪ Fragmentation in this area is limited and the agricultural character is well established.</li> <li>▪ Many farms have improvements and a number of properties meet the criteria for potential MDS analysis.</li> <li>▪ The area to the south in Brampton, although designated for future urban growth, is still rural.</li> </ul>
Area 7	<ul style="list-style-type: none"> <li>▪ There is a canola research facility on a large parcel of land at the corner of Mississauga and Mayfield Roads. The urban interface with Mayfield West is limited to the area along Chinguacousy Road where fragmentation is apparent and shifts in land use are occurring. There are no properties potentially subject to MDS requirements in that block.</li> <li>▪ The lands to the north of the proposed GTA West Corridor which forms the boundary of the FSA and this area, is a well-established farming area.</li> </ul>
Area 8	<ul style="list-style-type: none"> <li>▪ Area has extensive interface with the Mayfield West boundary and therefore meets many of the criteria for consideration as a location for boundary expansions. However, although there are a number of parcels identified as being in non-farm ownership, the existing land use, with the exception of a school, a parcel of vacant land and a handful of smaller uses, is agricultural.</li> <li>▪ Numerous properties identified as being potentially subject to MDS and fragmentation are not as apparent as in other parts of the FSA.</li> <li>▪ Two areas included in Area 8 are bounded by Natural Heritage System features which would buffer agricultural uses to the north from further conflict should this be identified as an expansion area.</li> </ul>

**iv. FSA Map**

Map 2 shows the boundary of each FSA sub-area for the scoped analysis for the Phase 2 Detailed Agricultural Impact Assessment.

Map 2 – AIA Sub-Areas



FOCUS STUDY AREA (FSA) (2051)

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

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

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

## **B. TECHNICAL STUDY: TRANSPORTATION INITIAL ASSESSMENT**

**Purpose:** To identify transportation planning principles and network capacity requirements in proximity to the FSA including active transportation and transit infrastructure considerations. The analysis will review existing conditions, planned network expansion, potential growth projections and travel demand forecasts as well as implications and initiatives required to accommodate potential growth.

### **i. Study Approach**

Transportation planning principles were established through a policy review and discussions with Regional staff. The transportation assessment involves two steps consistent with the “filtering” approach being used for the broader SABE Study. This process involves:

- **Step 1: Initial Assessment** – of transportation implications of accommodating forecasted growth based on FSA transportation sub-areas. Qualitative screening examines the relative advantages, disadvantages and development constraints of the alternative location(s) for additional residential and employment lands from a transportation perspective.
- **Step 2: Detailed Evaluation** - of the preliminary conceptual SABE to help configure and refine the area. Using both qualitative and quantitative criteria, this step will also include sensitivity testing to help assess different configurations of the preliminary preferred area from a transportation perspective. Required infrastructure to support development of the SABE will be identified as well.

### **ii. Policy Context**

Section 2.2.8 of the Growth Plan requires that there be sufficient capacity in existing and planning infrastructure, including transit and transportation corridors and facilities, to service new settlement areas. In particular, the policies of the Growth Plan require that transportation infrastructure related to the movement of people and goods are important investments to be considered as part of land use planning process.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	AREA MUNICIPALITIES
PPS, 2020	Let's Move Peel – Long Range Transportation Plan, 2019	Caledon Transportation Master Plan, 2018
Growth Plan, 2019		Caledon Bolton Transportation Master Plan
Metrolinx 2041 Regional Transportation Plan		Caledon Transit Feasibility Study
		Brampton Transportation and Transit Master Plan
		Brampton Active Transportation Plan

### iii. Principles & Conclusions

The FSA was divided into eight sub-areas and assessed using principles from the Region's Long Range Transportation Plan framework. These principles included: Transportation, Economic, Natural Environment and Cultural Heritage. Transportation included three sub-categories of sustainable modes of transportation, vehicle traffic, and road network connectivity. The goods flow movement is categorized as an economic transportation principle. The table below presents the preliminary assessment indicating the relative merit of the different expansion options for residential and employment development based on the qualitative assessment.

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

*1 Residential measures*

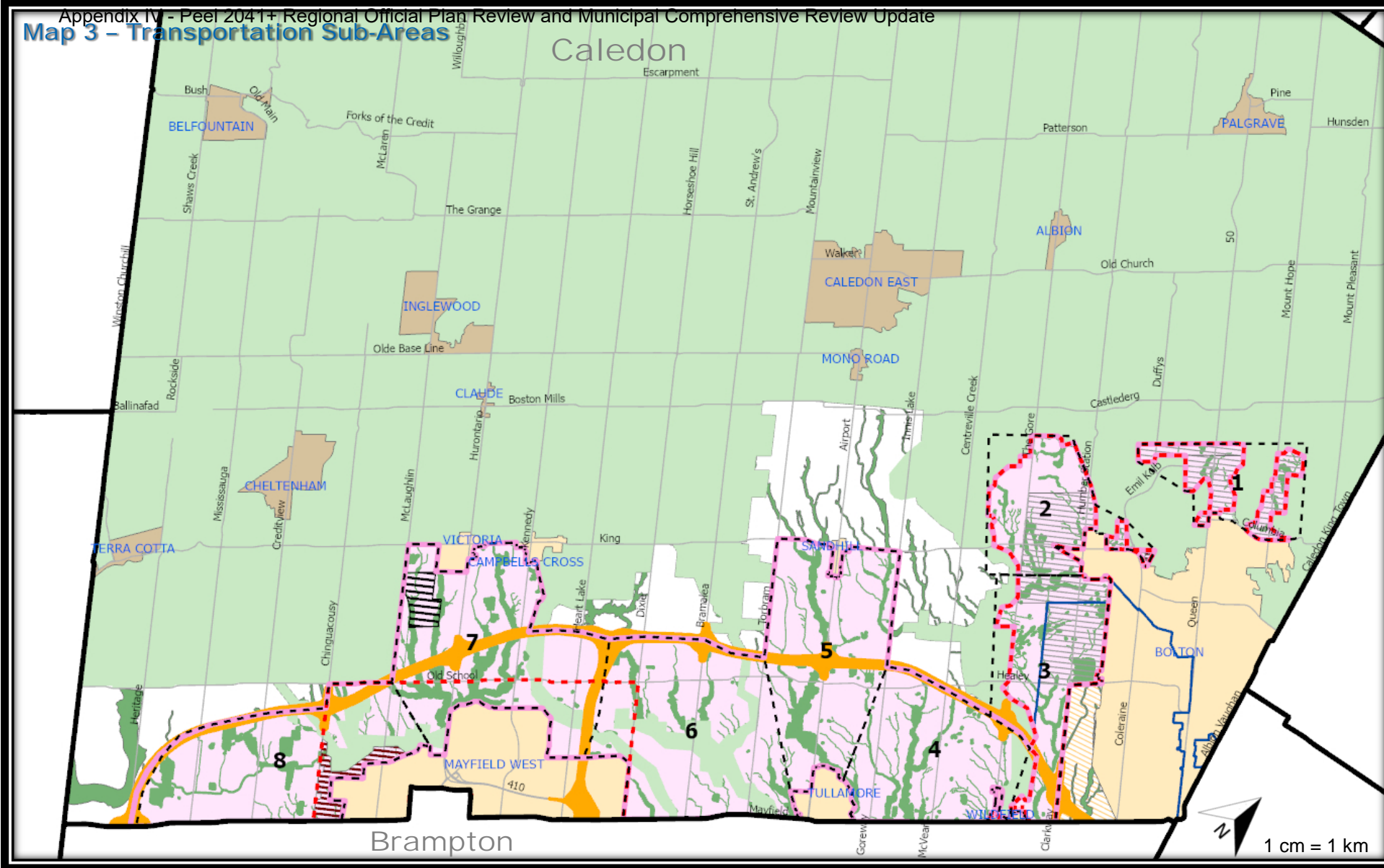
*2 Non-residential measure*

For the purposes of transportation planning, cultural heritage is defined as the encroachment to sensitive areas such as existing and historical settlement areas, hamlets, places of worship and cemetery locations. From a cultural heritage perspective, there are minimal to no cultural heritage sites located within the FSA.

The natural environment was assessed from the perspective of newly identified high constraint areas and the potential negative effects caused by construction initiatives, such as road expansion projects. Sub-areas 3, 4, 7 and 8 had moderate to considerable amounts of high constraint areas. In contrast, sub-areas 1, 2, 5 and 6 had minimal constraints.

#### **iv. FSA Map**

Map 3 shows the boundaries of the eight FSA sub-areas for *Transportation Initial Assessment*.



**FOCUS STUDY AREA (FSA) (2051)**

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

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**Note:**  
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 (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.



## **C. TECHNICAL STUDY: PHASE 1 – WATER & WASTEWATER INITIAL ASSESSMENT**

**Purpose:** To provide an overview of the water and wastewater servicing principles that will be used to inform the Water and Wastewater Assessment analysis as part of the work plan for the Region’s SABE.

### **i. Study Approach**

There are two phases to the Water and Wastewater technical study:

- **Phase 1: Initial Assessment (completed)** – establish infrastructure planning principles based on relevant master plans used to evaluate the FSA. Includes an assessment of available servicing capacity and high-level infrastructure cost impacts.
- **Phase 2: Detailed Assessment (underway)** – detailed infrastructure assessment associated with SABE.

### **ii. Policy Context**

Section 4.2.1 of the Growth Plan requires that watershed planning be undertaken and water resource systems identified. Moreover, watershed planning or equivalent will inform decisions on allocation of growth.

The SABE analysis is embedded within the land use planning framework applicable to the Region’s Peel 2041+ process and is informed by the Water and Wastewater Master Plan and Region’s long-term Water and Wastewater Servicing Strategy.

### **iii. Principles & Conclusions**

Servicing principles established based on a review of existing master plans and capital infrastructure policies include:

- Optimize the use of existing infrastructure where possible, with consideration to available and reserve capacity in the water and wastewater system
- Utilize infrastructure where future planned growth is located
- Consider the natural, built and cultural environment and heritage of the community
- Provide reliability, and security in the distribution of drinking water and collection of wastewater

- Provide drinking water at adequate pressure and flow to its customers (pressure zones in the Region are delineated at approximately 30 m intervals).
- Recognize that the service life of infrastructure may be greater than the current planning horizon (oversizing may be considered for some infrastructure).
- Locate services and facilities on public property or on municipally owned easements. Where this is not feasible, property requirements will be considered

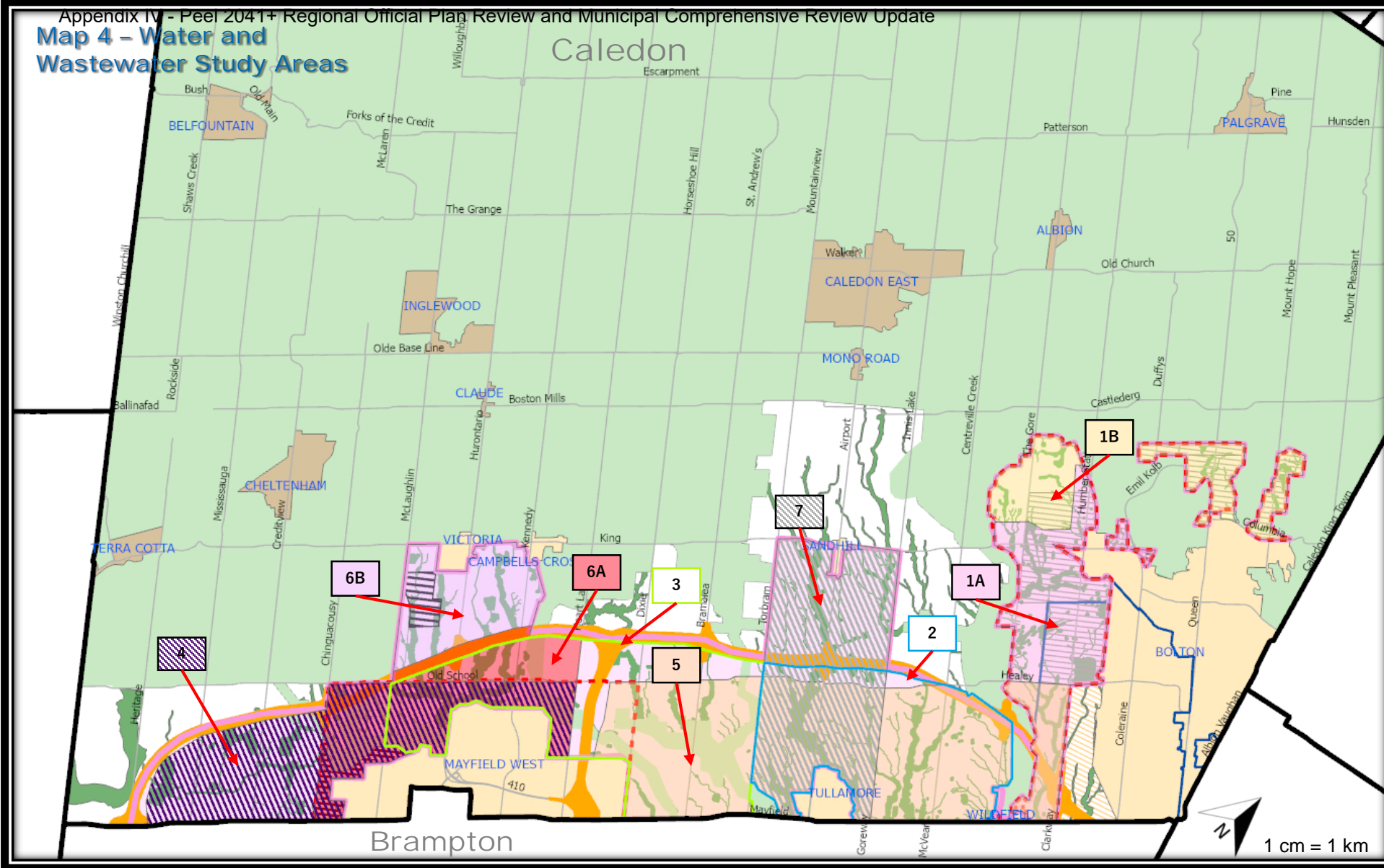
The water and wastewater servicing requirements for each area were assessed. The following summarizes the conclusions of each area.

AREA	SUMMARY
1A. Bolton Study Area	Better positioned for future servicing
1B. Bolton Study Area	Less preferred based on complexity and cost of servicing, especially in areas north of Columbia Way
2. Tullamore – East Extension	Better positioned for future servicing
3. Mayfield West – East Extension	Less preferred based on servicing requirements
4. Alloo / Mayfield West – West Extension	Better positioned for future servicing
5. Wildfield	Better positioned for future servicing
6A. Mayfield West Extension to Victoria/Campbells Cross	Better positioned for future servicing (for lands south of the planned GTA West Corridor)
6B. Mayfield West Extension to Victoria/Campbells Cross	Less preferred based on servicing requirements
7. Tullamore Extension to Sandhill	Less preferred based on servicing requirements

**iv. FSA Map**

Map 4 shows the boundaries of the eight FSA sub-areas for the Phase 1- Water & Wastewater Assessment.

# Map 4 - Water and Wastewater Study Areas



## FOCUS STUDY AREA (FSA) (2051)

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

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- Note:**
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  - (2) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.

## D. TECHNICAL STUDY: EMPLOYMENT AND COMMERCIAL RETAIL OPPORTUNITIES

**Purpose:** To provide real estate market insights to guide future land use planning in accommodating anticipated population and employment growth across the FSA to the 2051 time horizon.

### i. Study Approach

The study includes two distinct components:

- **Part 1: Employment Forecast Allocations by Type** – assessment of employment growth by type (e.g., employment land employment, rural employment, population-related employment, and major office employment); a review of land need by type; and assessment of six sub-areas within the FSA.
- **Part 2: Retail-Commercial Land Needs Analysis** – assessment of retail characteristics of five sub-areas within the FSA; inventory analysis of existing retail-commercial space; and retail space per capita demand assumptions and associated projection.

### i. Policy Context

The analysis is embedded within the land use planning framework applicable to the Region's Peel 2041+ process. The analysis will be used to inform policies related to employment related land use planning requirements described in section 2.2.5 of the Growth Plan. The report is predicated on employment sector trends within the Greater Toronto Area (GTA) and Region of Peel.

### ii. Principles & Conclusions

The FSA was divided into sub-areas based on locational characteristics in order to complete the Part 1 and 2 assessments. The significance of each area, including strengths and weaknesses, are summarized below.

AREA	PART 1: EMPLOYMENT FORECAST	PART 2: RETAIL-COMMERCIAL NEEDS
Area 1: Part of Bolton's Provincially Significant Employment Zone (PSEZ)	<ul style="list-style-type: none"> <li>▪ The entirety of the FSA, including the PSEZ, was assessed equally to determine the most appropriate location for employment.</li> <li>▪ This area is preferred for employment due to the presence of existing and well-established</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bolton is home to a considerable retail-commercial inventory (nearly 1.7 million square feet) and will draw from large secondary trade area in Caledon.</li> </ul>

AREA	PART 1: EMPLOYMENT FORECAST	PART 2: RETAIL-COMMERCIAL NEEDS
	<p>employment uses as well as its location in relation to the GTA West Corridor.</p> <ul style="list-style-type: none"> <li>▪ Areas outside of Area 1 are not optimal due to separation of existing employment uses and comparably long distance from the GTA West Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Scale of residential growth will dictate quantum of retail space demand.</li> </ul>
<p>Area 2: Tullamore</p>	<ul style="list-style-type: none"> <li>▪ Established industrial uses in Tullamore suggests additional employment land demand could emerge in the near to medium term.</li> <li>▪ Completion of the GTA West Corridor and interchange at Airport Road, might be a significant catalyst for future employment demand.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Future development in this area should extend north from Mayfield Road, in recognition of planned, designated retail-commercial uses identified in the Countryside Villages and Vales of Castlemore North Secondary Plans.</li> <li>▪ The area has an existing SmartCentres shopping centre (280,000 sf) located at Mayfield Road and Bramalea Road and planned 190,000 sf shopping centre on the northeast corner of Airport Road and Mayfield Road.</li> </ul>
<p>Area 3: Sandhill</p>	<ul style="list-style-type: none"> <li>▪ Although desirable from a “blank slate” planning perspective, the location is distant from established employment areas, as well as the labour pool needed to fulfil jobs.</li> <li>▪ Opportunity for long-term employment land once better suitable lands are absorbed.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Not considered to be well located for retail-commercial uses.</li> <li>▪ If retail is accommodated, sites should have frontage on Airport Road, in order to take advantage of commuter traffic, in addition to servicing the local population.</li> </ul>
<p>Area 4: Mayfield West</p>	<ul style="list-style-type: none"> <li>▪ Strong potential for near and long-term employment uses due to existing connection with Highway 410 and eventual GTA West Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Planned population in Mayfield West will generate demand for new retail-commercial uses and potentially draw from other settlement areas in Caledon as well as north Brampton.</li> <li>▪ East-west portion of the GTA West Corridor that intersects with Highway 410 has excellent visibility and accessibility and is a good location for major retail-commercial development.</li> </ul>

AREA	PART 1: EMPLOYMENT FORECAST	PART 2: RETAIL-COMMERCIAL NEEDS
		<ul style="list-style-type: none"> <li>A major 1.2 million sf retail-commercial space including an enclosed mall and movie theatres (plus office, apartment, and hotel uses) is proposed in northwest Brampton and should be considered when siting future retail.</li> </ul>
Area 5: Brampton Caledon Airport Area	<ul style="list-style-type: none"> <li>More peripheral location for employment in FSA and therefore better suited for long-term employment.</li> <li>Relatively flat topography suitable for land-extensive uses.</li> <li>Brampton Caledon airport may attract related employment uses.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> <li>See Area 6</li> </ul>
Area 6: Southwest Caledon <i>*Referred to as Area 5: Southwest Caledon retail- commercial needs</i>	<ul style="list-style-type: none"> <li>Future employment opportunities will be assessed once planning of Mount Pleasant West and Huttonville North Secondary Plan Areas in northwest Brampton is complete.</li> <li>Therefore, unlikely to accommodate employment in the immediate-term.</li> </ul>	<ul style="list-style-type: none"> <li>Limited retail-commercial opportunities due to absence of population growth to the north and west.</li> <li>If future population is allocated to this area, it is likely to necessitate small-scale shopping centre development.</li> </ul>

The assessment of the FSA sub-areas were used to develop employment and retail-commercial needs principles to be considered in selecting the SABE. These include:

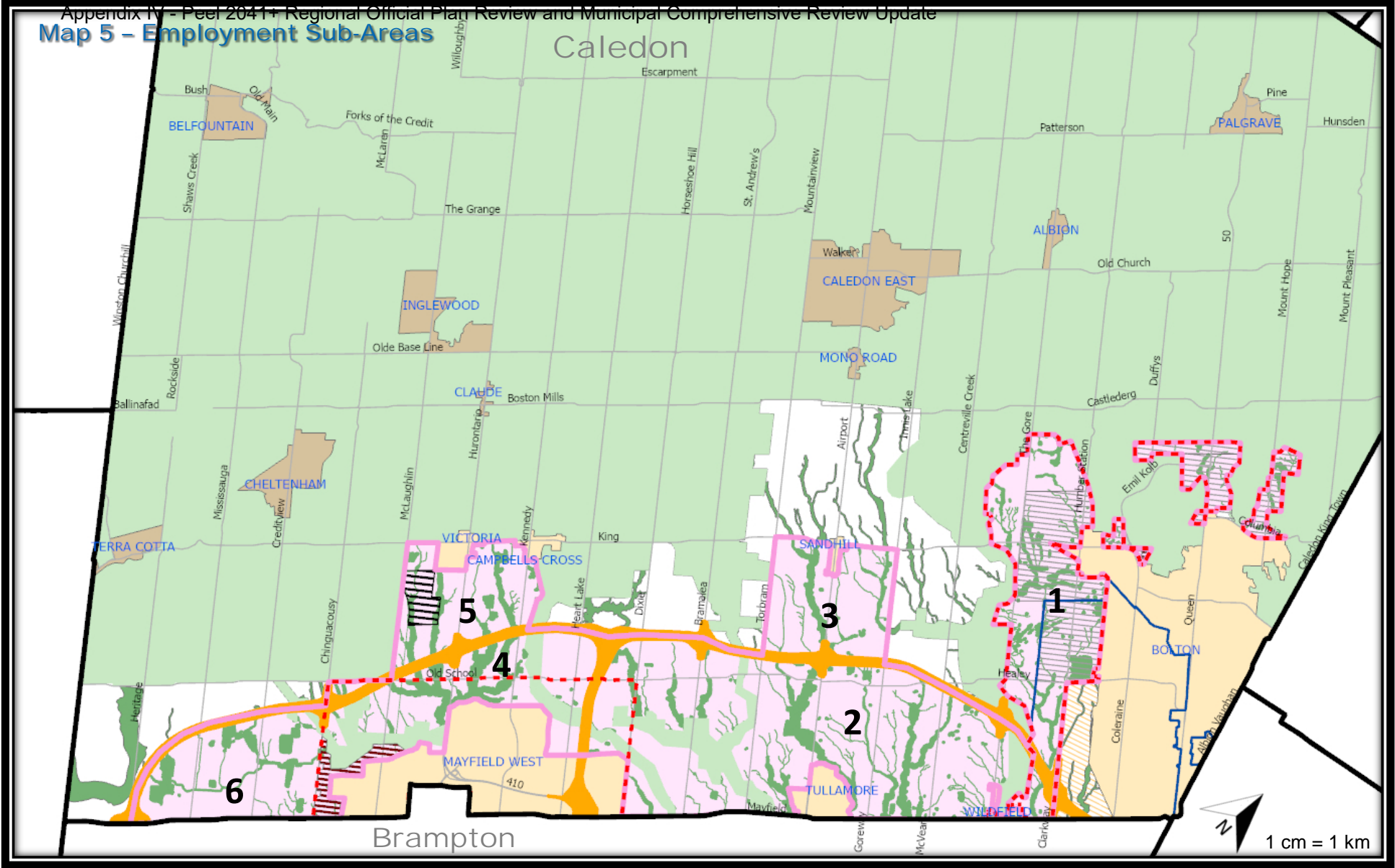
PART 1: EMPLOYMENT ALLOCATIONS	PART 2: RETAIL-COMMERCIAL NEEDS
Good access to labour	Adjacency and/or proximity to existing Settlement Areas
Proximity to other established employment areas	Population growth within nearby Settlement Areas/rural lands which supports primary and/or secondary trade area potential
Complement planned employment uses nearby	Proximity to other established or planned retail-commercial nodes or developments
Direct and/or proximate access to a GTA West Corridor interchange	Access and visibility to a GTA West Corridor interchange
Proximity to transportation infrastructure such as 400-series highways, intermodal facilities, and Pearson International Airport	Opportunities to access public transit

PART 1: EMPLOYMENT ALLOCATIONS	PART 2: RETAIL-COMMERCIAL NEEDS
Visibility to the GTA West Corridor and on arterial roads	Complement planned employment uses nearby in Caledon, and/or to the south in Brampton
Opportunities to access public transit	Avoid physical features that could limit the scope of the trade area, such as Greenbelt lands, or environmental areas
Opportunities for significant contiguous blocks of land for employment uses	
Accommodate land-extensive users	
Existing land uses that can be leveraged for a spin-off economic effect	
Avoid physical features that could preclude or inhibit development	
Land use conflicts can be managed/avoided	

**iii. FSA Maps**

Maps 5 and 6 below show the boundaries of each sub-area for the Employment Allocation analysis and Retail-Commercial Needs assessment respectively.

Appendix IV - Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update  
**Map 5 - Employment Sub-Areas**



**FOCUS STUDY AREA (FSA) (2051)**

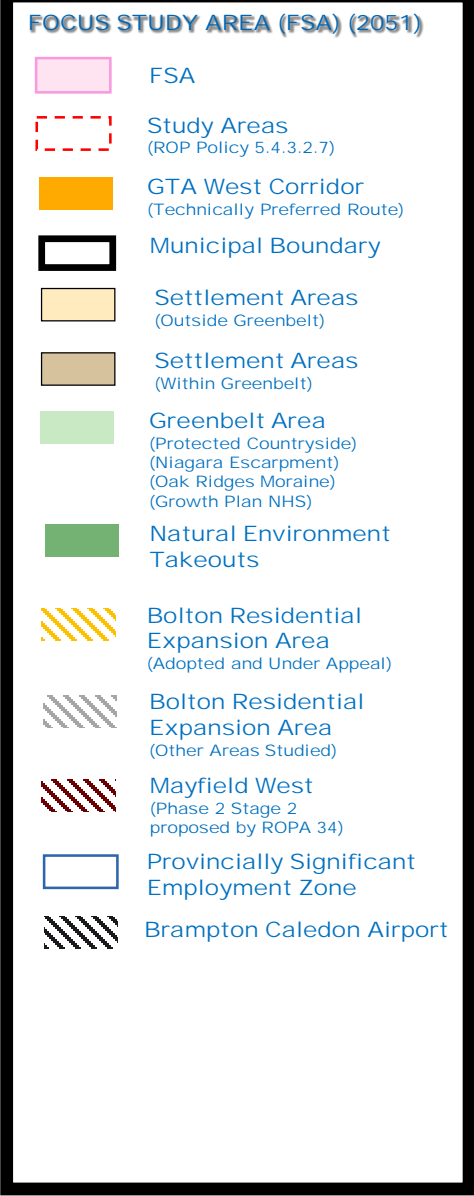
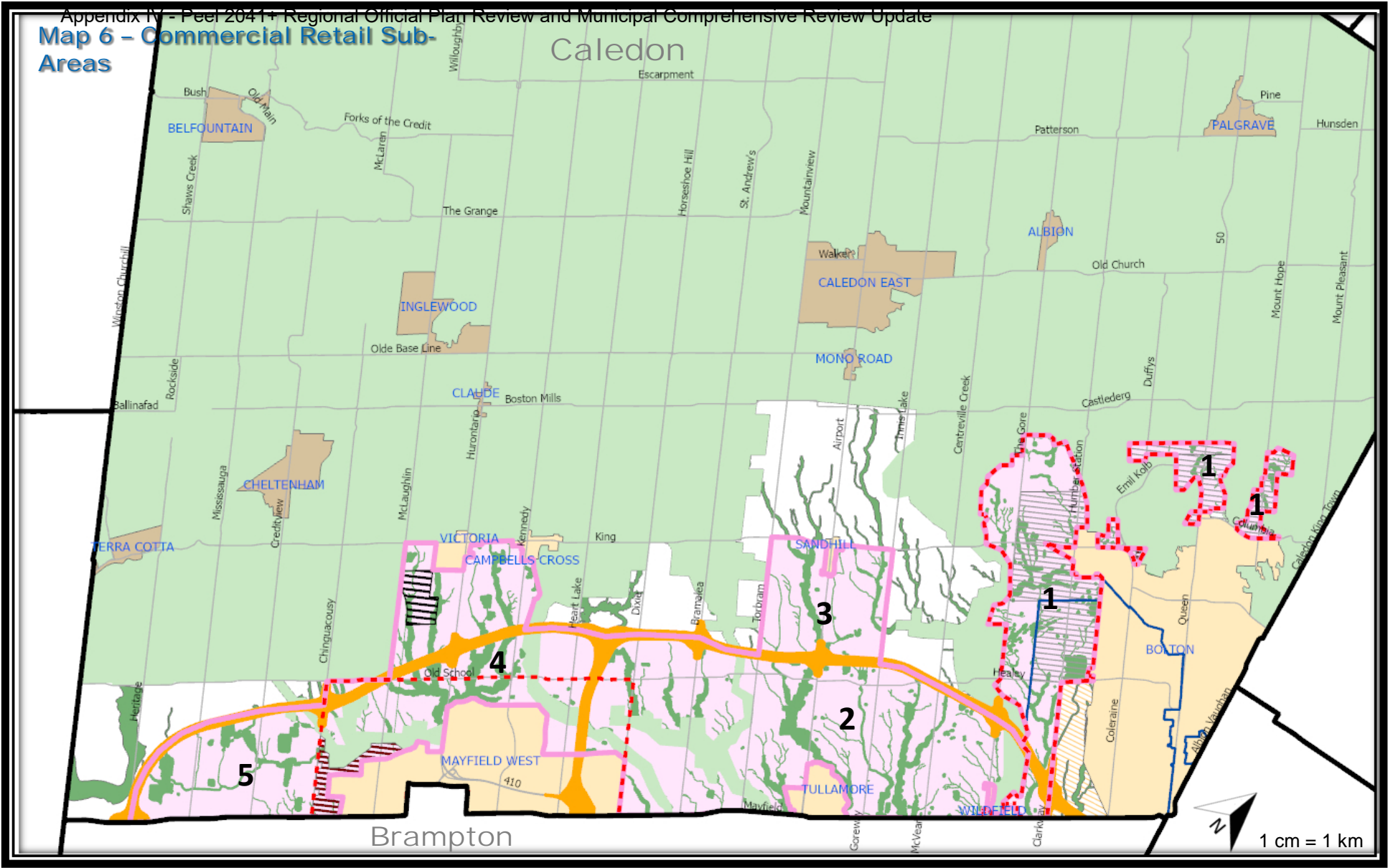
- FSA
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- Note:**
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# Map 6 - Commercial Retail Sub-Areas



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**Note:**  
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## **E. TECHNICAL STUDY: OPPORTUNITIES FOR CLIMATE CHANGE MITIGATION, ENERGY & EMISSIONS REDUCTIONS**

**Purpose:** To develop a planning policy framework that supports energy planning in the Region, including the SABE area. The main goal is to minimize new greenhouse gas (GHG) emissions in order to mitigate climate change over the long-term in both the SABE Area and the Region. Policy recommendations to achieve low-carbon emissions in the SABE, which may ultimately transition to net-zero are also identified.

This study is one of many initiatives being co-ordinated under the Region's Climate Change policy review. There is therefore considerable overlap with work being prepared under other Peel 2041+ focus areas. There is also considerable overlap with the other SABE technical studies, to the extent that:

- Water resources and natural heritage protection are key features of the Scoped SWS.
- Agricultural policies and analysis address food security and agricultural system impacts.
- Sustainable transportation modes and the impact of transportation networks on the natural environment are addressed through the Transportation analysis.
- Community health, including how community areas can best be made compatible with the natural environment, are dealt with under the Community Health Assessment.

### **i. Study Approach**

The study was informed by a systemic review of land use planning policies, including Regional and local official plans as well as supportive master plans and strategies. Lessons learned from a case study review of low-carbon and net-zero emissions communities were used to develop general implementation policies for the SABE to be considered by the Town of Caledon when preparing a Secondary Plan for the new area. As well, the analysis identified principles to apply in determining the ultimate configuration of the SABE.

### **i. Policy Context**

Section 2 of the *Planning Act* states that the mitigation of GHG emissions and adaptation to a changing climate is a matter of Provincial interest, thus requiring municipalities to have regard to such matters when carrying out land use planning responsibilities. Of particular relevance to the analysis, section 4.2.10 of the Growth Plan requires municipal land use policies to facilitate GHG emission reductions and climate change mitigation. The Plan

encourages municipalities to design communities and infrastructure to be resilient to the impacts of climate change.

The following provincial legislation, plans, and policies, as well as land use plans and master plans prepared by the Region and Town of Caledon, were referenced in the technical analysis.<sup>5</sup>

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
<i>Planning Act, 1990</i>	Region of Peel Consolidated Official Plan, 2018	Town of Caledon Consolidated Official Plan, 2018	Community Emissions Reduction Planning: A Guide for Municipalities, 2018
PPS, 2020	Climate Change Discussion Paper, 2018	Caledon Community Climate Action Plan, 2011	Mapping Opportunities for Renewable Energy: A Guidebook, 2019
Growth Plan, 2019	Peel Climate Change Master Plan 2020–2030	Residential Energy Use Mapping and Forecasting Study, 2016	GPC Protocol: Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories
Greenbelt Plan, 2019	2011/2012 Peel Community Climate Change Strategy	Corporate GHG Framework 2019–2024	
Green Energy Act, 2009 and Green Energy Repeal Act, 2019	Region of Peel Long Range Transportation Plan	Renewable Energy Potential Study (underway)	
Made-in-Ontario Environment Plan, 2018			

<sup>5</sup> In early December 2019, draft Peel 2041+ policies for Environmental, Agricultural and Rural Systems were made publically available. The Region has initiated informal public consultation of these policies, which includes consultation with local municipalities. Policies brought forward as part of Peel 2041+ will be informed by the Opportunities for Climate Change Mitigation, Energy and Emissions Reductions Technical Study.

## ii. Principles & Conclusions

The analysis identified SABE selection principles as well as a draft policy framework intended to be applied by the Town as part of a Secondary Plan. A summary of these principles is provided below.

In determining the location and configuration of the SABE, the following principles should be considered:

- **Contiguous expansion of existing settlement areas.**
- **Strong connections** with existing settlement areas.
- Proximity to existing or planned **transit and active transportation infrastructure.**
- **Avoidance of natural areas** that sequester carbon.
- **Ensure access or connection** with planned energy infrastructure and/or potential energy sources.

The following summarizes the recommended options for the Town of Caledon in developing future energy and GHG emissions policies as part of subsequent stages of the planning process (e.g., Secondary Plan) including technical studies that may be required in advance of development.

### Secondary Plan Policies

- Future-proof the policy framework to anticipate a net-zero community with the expectation that the transition will take place over the life of the plan.
- Set targets for future energy demand in the SABE to be met by renewable energy and set phased targets for emissions will take place over the life of the plan.
- Ensure a complete streets approach to road (re)design, construction, and maintenance that takes seriously the experience of transit-users, pedestrians and cyclists as daily users and commuters on those roads.
- Identify potential areas for district energy throughout the SABE.
- Add policies with respect to future-proofing by being prepared for shift to electric vehicles and ensuring the built environment is ready with vehicle charging.
- Include policies for community and building design to reduce the resource consumption, energy use, and carbon footprint of the built environment, including the use of zoning permissions.
- Recognize the role of the natural environment in air quality.
- Include energy and emissions in development review and require applications for development in the SABE to include an energy study.

### **Town-wide Official Plan Policies**

Results of the analysis of energy and emissions reduction in the planning framework may apply to the Town of Caledon generally, beyond the secondary planning process.

- Develop a Green Standard for all new development.
- Establish a definition of a net-zero community.
- Investigate the use of development charges and other finance tools, for example through a Community Improvement Plan, to support policy goals.
- Provide direction through the development and regular update of a Community Energy and Emissions Reduction Plan,
- Continue and enhance partnerships with senior, regional and local governments, public agencies, community organizations, businesses and individuals for the efficient and effective coordination of energy and emissions reduction plans, policies and initiatives.
- Provide direction through the development and regular update of an Energy and Emissions Reduction Plan.

## F. TECHNICAL STUDY: STAGE 1 ARCHEOLOGICAL ASSESSMENT

**Purpose:** To determine the archeological potential of properties in the FSA. This entails a review of previously registered and reviewed archaeological sites and the original environmental setting of properties, along with historical settlement trends.

### i. Study Approach

The assessment was prepared in accordance with the requirements of the *Ontario Heritage Act, 1990*. The historical context of the FSA was reviewed and registered archeological sites were examined along with previous archeological assessments. This leads to the identification of sites with Indigenous, Euro-Canadian, and composite archeological potential within the FSA.

Once finalized, the report will be submitted to the Minister of Heritage, Sport, Tourism and Culture Industries for approval. If the Minister is satisfied that the archaeological field work and report recommendations ensure the conservation, preservation and protection of the cultural heritage, a letter of compliance will be issued. In accordance with statutory requirements, Indigenous Community representatives have been notified of the study and have provided comment.

### i. Policy Context

Section 2 of the *Planning Act*, municipalities have regard to the conservation of features of archeological significance when carrying out land use planning responsibilities. Growth Plan policy 4.2.7 encourages municipalities to prepare archaeological management plans and consider them in decision-making.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	TOWN OF CALEDON	OTHER
<i>Planning Act, 1990</i>	Draft Archaeological Potential Model	Previous archeological assessments completed within the FSA
<i>Ontario Heritage Act, 1990</i>		Archeological Assessment Standards and Guidelines for Consultant Archaeologists
<i>Funeral, Burial and Cremation Services Act, 2002</i>		

**ii. Principles & Conclusions**

The study concluded that approximately 78%, or 6,503 ha, of the FSA exhibits potential for the presence of Indigenous and/or Euro-Canadian archaeological resources. If located in the SABE and slated for development, these areas will require more in-depth archeological assessments (Stage 2, 3 or 4). Some sites will require an assessment of potential burial sites associated with churches located within the FSA.<sup>6</sup>

The need to undertake additional archeological assessments does not preclude development; rather, it requires negative impacts to archeological resources be mitigated prior to development occurring. In rare cases mitigation measures may be so substantial that a developer will choose not to develop all or a portion the site. The archeological potential of sites in the FSA will be further reviewed as part of the Town of Caledon's Archaeological Management Plan, which is currently underway and will inform Town Official Plan policies.

<sup>6</sup> The Dixon's Union Cemetery, Mayfield United Church Cemetery, and Salem United Church Cemetery.

## G. TECHNICAL STUDY: CULTURAL HERITAGE ASSESSMENT

**Purpose:** To describe the existing condition of the FSA by establishing an inventory of known and potential cultural heritage resources. Provide guidance on the implications for existing and potential cultural heritage resources in relation to the potential SABE location and scale.

### ii. Study Approach

The identification of cultural heritage resources within the FSA were informed by a desktop field review using historical mapping of early settlement patterns, Google Streetview, and Google satellite imagery.

#### i. Policy Context

In accordance with section 2 of the *Planning Act*, municipalities must have regard to the conservation of cultural features when carrying out land use planning matters. Growth Plan policy 4.2.7 requires that cultural heritage resources be conserved and encourages municipalities to prepare cultural plans and consider them in decision-making.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON
<i>Planning Act, 1990</i>	Region's Official Plan, 2018	Caledon Official Plan, 2018
PPS, 2020		Heritage Register
<i>Ontario Heritage Act, 1990</i>		

#### ii. Principles & Conclusions

The analysis identified 139 confirmed or potential cultural heritage resources located within the FSA, including:

- four properties designated under Part IV of the *Ontario Heritage Act*;
- 23 properties listed on the Town of Caledon's Heritage Register;
- 111 properties identified as potential cultural heritage resources as part of the desktop review; and
- one cultural heritage landscape previously identified by the Town of Caledon.

The assessment concluded there is no preferred location for the SABE from a cultural heritage perspective as cultural heritage resources are distributed evenly throughout the FSA. The identified inventory of cultural heritage resources have good potential for conservation and integration with future land uses associated with the SABE. As such, the cultural heritage value should be determined and appropriately protected during subsequent planning studies and development applications.



## H. TECHNICAL STUDY: MINERAL AGGREGATE RESOURCE IMPACT

**Purpose:** To map High Potential Mineral Aggregate Resource Areas (HPMARA) in order to inform the process of identifying areas for accommodating projected growth. If preferred expansion areas overlap with, or are near, an identified or potential HPMARA or associated buffer area, the second phase of the work will be to conduct a Mineral Resource Impact Study to address Provincial policy requirements regarding mineral aggregate resources.

### iii. Study Approach

Aggregate extraction is managed by the Ministry of Natural Resources and Forestry (MNRF) and regulated under the *Aggregate Resources Act* for lands designated under the Act, which includes Peel Region. There are four classifications used for mapping aggregate resources in Ontario: primary, secondary and tertiary sand and gravel deposits and selected bedrock deposits. The Region of Peel defines HPMARA in its Official Plan as “primary and secondary sand and gravel resource areas and bedrock resources”. Tertiary deposits are not included as HPMARA’s. Those HPMARA’s not impacted by a primary constraint are mapped on Schedule C of the Region’s Official Plan.

The analysis also relied upon the Ontario Geological Survey (OGS) Aggregate Resources Inventory Papers (ARIP), which provide detailed analysis of the physiography of designated aggregate resource areas in Ontario, including the Region of Peel.

### i. Policy Context

In accordance with section 2.2.8 of the Growth Plan, settlement boundary expansions must apply policies related to sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS, 2020.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
PPS, 2020	Region’s Official Plan, 2018	Caledon Official Plan, 2018	Ontario Geologic Survey Aggregate Resources Inventory Papers
<i>Aggregate Resources Act</i>			

### ii. Principles & Conclusions

The analysis concluded there are no HPMARA’s located in the FSA. This is confirmed by the OGS mapping of Peel, refined mapping in the Region’s Official Plan, and further refined mapping in the Town of Caledon’s Official Plan.

However, the analysis did identify the location of a HPMARA adjacent to and extending slightly into the FSA in northwest Bolton, shown on the OGS mapping as a secondary resource area and on Schedule C of the Region's Official Plan. In order to prevent aggregate extraction from being precluded or hindered within the HPMARA setbacks associated with protecting the areas of influence around the resource could extend into the FSA and the potential SABE. Typically, the area of influence established for pits is roughly 300 metres; for quarries it is 500 metres. However, these setbacks are to be treated as guidelines as the actual dimensions will be confirmed as part of the required application process associated with aggregate extraction.

Although OSG mapping is a good indication of aggregate resource areas, it is not definitive. It is recommended that discussions with MNRF and consultations with potential stakeholders be undertaken to confirm and refine mapping that identifies the full extent of potentially unconstrained, viable resource areas as the SABE process proceeds. Once the resource area boundaries are confirmed, the area of influence surrounding the HPMARA should be avoided when identifying the location and configuration of the SABE.

## I. TECHNICAL STUDY: HEALTH ASSESSMENT

**Purpose:** To help identify a recommended SABE by providing a quantitative and qualitative evaluation to determine the health benefits and effects of the potential built environment.

### iv. Study Approach

The study was informed by a detailed policy review of Regional and local municipal plans and policies as well as public health best practices. Policy research was used to establish healthy development themes of density, land use, service proximity, mobility and connectivity, natural environment and sustainability and food systems supported by unique health criteria. The FSA was assessed from quantitative (i.e. measure of health conditions) and qualitative (i.e. quality and future development potential) perspectives.

### i. Policy Context

The policies of the Growth Plan directs municipalities towards the achievement of compact built forms, transit-supportive densities and walkable street configurations which support health objectives. In particular, section 2.2.1 of the Plan supports improving overall quality of life, including improved human health for people of all ages, abilities, and incomes.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	AREA MUNICIPALITIES	OTHER
<ul style="list-style-type: none"> <li>▪ PPS, 2020</li> <li>▪ Growth Plan, 2019</li> </ul>	<ul style="list-style-type: none"> <li>▪ Region Official Plan, 1996</li> <li>▪ Region Official Plan Amendment 27, 2017</li> <li>▪ Peel Public Health 2020-2029 Strategic Priorities for the Future, 2019</li> <li>▪ Region of Peel Healthy Development Assessment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Caledon Official Plan, 2018</li> <li>▪ Brampton Official Plan, 2015</li> <li>▪ Mississauga Official Plan, 2019</li> </ul>	<ul style="list-style-type: none"> <li>▪ Community Well-Being: A Framework for the Design Professions, 2018</li> <li>▪ Healthy Communities Practice Guide, 2012</li> <li>▪ Healthy Rural Communities Toolkit: A Guide for Rural Municipalities, 2015</li> <li>▪ Planning By Design: A Healthy Communities Handbook, 2009</li> <li>▪ Healthy Built Environment (HBE) Linkages Toolkit, 2018</li> </ul>

## ii. Principles & Conclusions

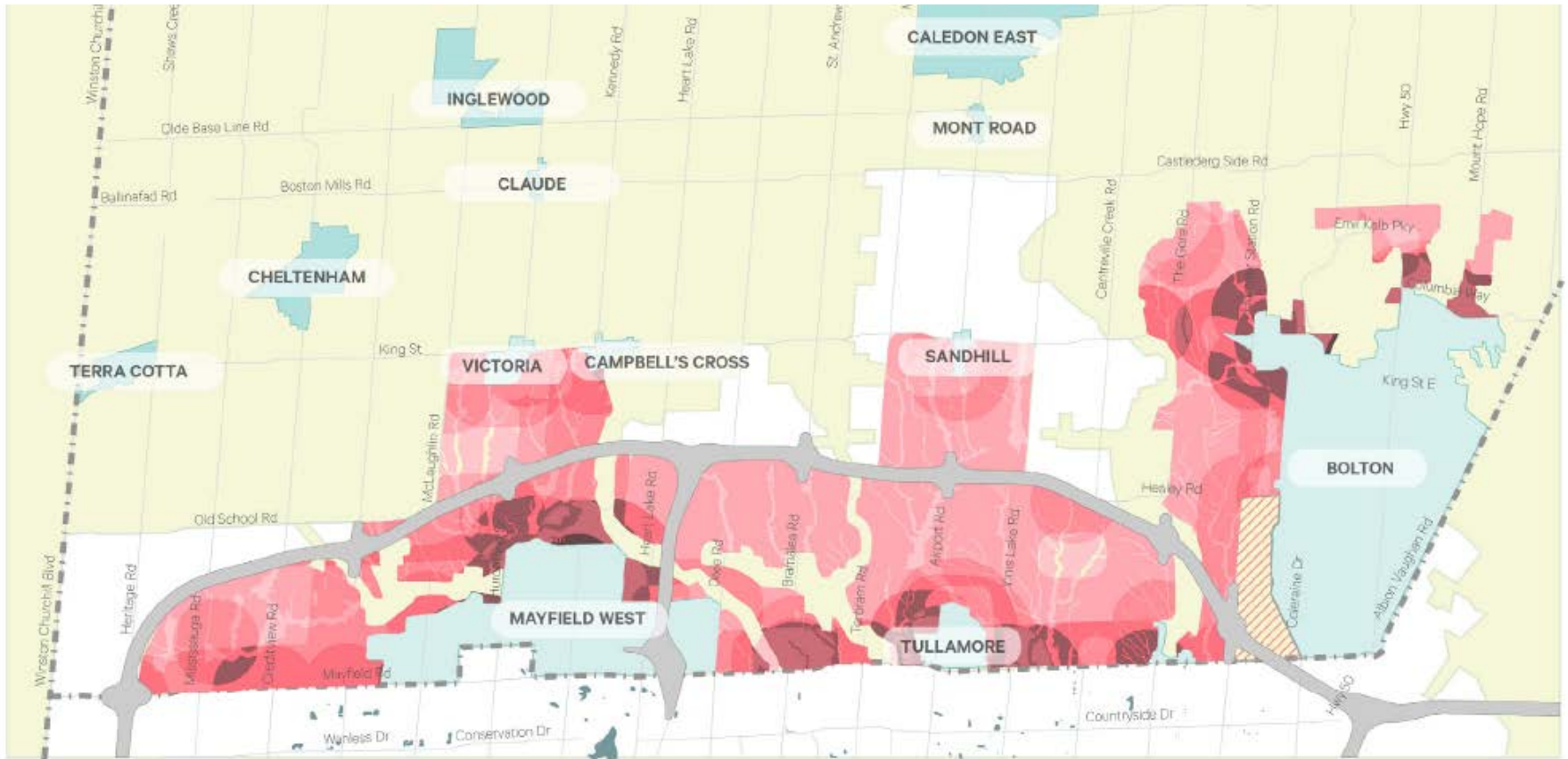
Under each theme, the report identified principles to be considered in selecting the location and configuration of the SABE. These principles are summarized below:

HEALTH THEME	SABE SELECTION PRINCIPLES
Density	<ul style="list-style-type: none"> <li>▪ Existing and planned densities that support compact built-form</li> <li>▪ Areas within 800 metre of existing areas with density level equal or greater than 25 people and jobs per hectare</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>▪ Areas not within 300 metres of lands occupied by existing, planned and/or designated industrial uses or the Brampton Caledon Airport</li> </ul>
Service Proximity	<ul style="list-style-type: none"> <li>▪ Areas within 800 metres of existing retail establishments (e.g., pharmacies, doctors offices, convenience stores, etc.), schools, library and recreation centres, parks and child care centres</li> <li>▪ Proximity to planned community services and facilities and consideration for any barriers</li> </ul>
Contiguous Expansion	<ul style="list-style-type: none"> <li>▪ Logical contiguous expansion of the existing built-up area</li> <li>▪ Areas within 800 metres of existing and/or planned settlement areas and adopted and/or proposed future residential expansion areas</li> </ul>
Mobility and Connectivity	<ul style="list-style-type: none"> <li>▪ Areas within 800 metres of transit and active transportation networks, including bus stops, bus routes, hiking trails, multi-use paths, signed bicycle routes and separated bicycle lanes, potential Major Transit Station Areas, and major points of entry</li> </ul>
Natural Environment and Sustainability	<ul style="list-style-type: none"> <li>▪ Direct growth away from significant or high constraint natural heritage features and ensure linkages between these features is protected</li> </ul>
Food Systems	<ul style="list-style-type: none"> <li>▪ Areas within 800 metres of existing grocery stores, farmers' markets, local food shops, community gardens, and community food services/programs.</li> <li>▪ Ensure preservation and/or protection of existing productive agricultural lands</li> <li>▪ Opportunities for access to fresh local food sources, connect to existing community gardens, urban agriculture projects, farmers' markets and grocery stores</li> </ul>

## iii. FSA Map

Map 7 illustrates the results of the health assessment.

Map 7 – Community Health Assessment Results



LEGEND

- Municipal Boundary
- Focused Study Area
- Greenbelt Areas
- GTA West Corridor (Preferred Route)

- Bolton Residential Expansion Area (ROPA 30 - under appeal)
- Settlement Areas (outside Greenbelt)
- Settlement Areas (inside Greenbelt)

- | Number of Criteria Met |   |  |   |
|------------------------|---|--|---|
|                        | 0 |  | 4 |
|                        | 1 |  | 5 |
|                        | 2 |  | 6 |
|                        | 3 |  | 7 |

## J. TECHNICAL STUDY: PUBLIC FACILITIES

**Purpose:** To identify community facility infrastructure needs at a Regional scale related to future development including recreation, library, emergency services, and school-related needs. The report is intended to fulfill the Growth Plan requirement that there be sufficient capacity in planned public service facilities to accommodate anticipated growth when establishing future settlement areas.

### v. Study Approach

Services to be reviewed as part of the public facilities assessment were identified based on discussions with Regional staff. The services examined included library and recreation services, emergency services (fire and paramedics), and public and Catholic schools. Police services was excluded from the analysis as Caledon is serviced through a contract with the Ontario Provincial Police (OPP).

The methodology to undertake the public facilities assessment involved:

- A review of Provincial legislation, relevant master plans and supporting documents;
- Creating a detailed inventory of existing public facilities within Caledon and the FSA;
- Establishing current and planned service level standards; and
- Identifying growth-related public facility needs.

### vi. Policy Context

Section 2.2.8 of the Growth Plan requires that there be sufficient capacity in existing and planned public service facilities when establishing new settlement areas. Public facilities are defined as lands, buildings or structures for the provision of programs and services provided or subsidized by a government or other body, and includes recreation, police and fire protection, health and educational programs, and cultural services.

The following plans and policies were relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
PPS, 2020	Evaluation and Recommendations for Capital Planning and Development of the Peel Regional Paramedic Service, 2006	Parks & Recreation Masterplan, 2004 and 2010  Parks & Recreation Visioning Plan, 2015	Caledon Public Library Strategic Plan, 2018  Library Service/Facility Review and Master Plan

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON	OTHER
Growth Plan, 2019	Peel Regional Paramedic Services 10 Year Facility Capital Plan, 2008-2017 (updated in 2013)	Facility Needs Assessment Study, 2017	Peel Region School Board and Peel Catholic District School Board accommodation strategies (various)

Fire Master Plan, 2018

## vii. Principles & Conclusions

The report concluded that generally there is limited capacity in existing infrastructure to service the needs of future population and employment growth associated with the SABE. As such, the SABE will place increased demand on public service facilities in the future.

In selecting the location of the SABE, the following principles should be considered:

SERVICE	SABE SELECTION PRINCIPLES
Library and Recreation Services	<ul style="list-style-type: none"> <li>▪ Avoid overlapping of catchment areas associated with similar facilities</li> <li>▪ Leverage existing and planned facilities in existing settlement areas</li> </ul>
Emergency Services (Fire and Paramedics)	<ul style="list-style-type: none"> <li>▪ Ensure good access to the existing/planned road network</li> <li>▪ If possible, ensure SABE is serviced by existing or planned emergency service facilities</li> </ul>
School Boards	<ul style="list-style-type: none"> <li>▪ Consider how SABE will impact the capacity of existing schools and their ability to accommodate growth</li> <li>▪ Ensure sufficient land to accommodate future elementary and secondary school sites</li> <li>▪ Locate SABE near future planned elementary and secondary schools with available capacity</li> </ul>

## **K. TECHNICAL STUDY: FISCAL IMPACT**

**Purpose:** To analyze Regional costs associated with new infrastructure and anticipated revenues arising from new development associated with the SABE (e.g. assessment growth). Analysis will be used to identify the financial resource needs in order to support sound infrastructure planning objectives identified in the FSA and the eventual determination of the SABE.

### **viii. Study Approach**

The fiscal impact analysis has been initiated, but is not yet completed. The approach to the fiscal impact assessment will include an assessment of how the size and location of development influences capital costs and revenues, particularly as it relates to water and wastewater liner infrastructure and arterial roads, which are more sensitive to the location of development.

As supported by the transportation and water/wastewater assessment, consideration will be given to existing infrastructure and the available capacity of such infrastructure to meet future servicing needs arising from new development. The rationale is that available capacity should be used first to ensure efficient use of resources. Once a recommended SABE is selected, the fiscal impact analysis will be undertaken and used to determine whether the anticipated infrastructure needs and development is financially sustainable.

The analysis will also consider the initial round of capital infrastructure, operating costs and potential revenue sources related to future development in the preferred SABE. It is important to note that the analysis is high-level and represents an order of magnitude impact.

To the extent that the amount, type, and location of residential development can be influenced by Regional planning policy, and has a significant bearing on infrastructure costs, it is proposed that the Fiscal Impact Analysis test:

- residential intensification rates of 50% and 55% across the Region;
- housing densities within the SABE of 55, 65, and 75 persons and jobs per hectare;  
and
- residential property assessment differences across the SABE area.



### i. Policy Context

Section 2.2.8 of the Growth Plan states that identified infrastructure and public service facilitates needed to service growth should be financially viable over the full life cycle of these assets.

The following plans and policies will be relied upon to inform the assessment.

PROVINCIAL	REGION OF PEEL	TOWN OF CALEDON
PPS 2020		
<i>Development Charges Act, 1997</i>	2020 Development Charges Background Study	2019 Development Charges Background Study
<i>Municipal Act, 2001</i>		

### ii. Preliminary Principles & Conclusions

As the analysis is currently underway, no preliminary conclusions are presented. However, the following municipal finance principles will be applied to the analysis and considered in selection the preliminary SABE configuration.

- To the extent permitted under the legislative requirements of the *Development Charges Act*, growth should pay for growth, meaning that capital costs associated with new infrastructure should be included in the Region and Caledon's development charge calculations.
- Growth should be located in areas with available servicing capacity in existing infrastructure to reduce capital infrastructure costs.
- Operating and maintenance costs associated with new infrastructure should be considered and appropriately accounted for in the Region and Caledon's asset management plans.
- The location of residential and non-residential development should be considered in relation to assessment growth potential.

### 3. CONCEPTUAL SABE

Based on the results of the technical studies, a concept map of the areas most suitable for the SABE within the FSA has been developed (see Map 8). The map is draft and conceptual—at this stage of the SABE process it does not represent the final boundaries of the preferred SABE to be brought forward for Council consideration and approval.

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

The settlement areas of Bolton and Mayfield West present the most appropriate foundation for long-term growth of Community Lands in the FSA. Nowhere else in the FSA are the “complete community” concepts promoted by the Growth Plan—where the built form of communities is compact and transit and the necessities of daily living are readily available to residents—more likely to be achieved.

The distribution of growth is broadly aligned with the Town of Caledon’s recent visioning exercise for build out of the Rural System south of the Greenbelt Area (the Caledon “Whitebelt”).<sup>7</sup>

#### A. LAND FOR SABE INCLUDES ~3,100 HA FOR COMMUNITY & ~1,200 HA FOR EMPLOYMENT

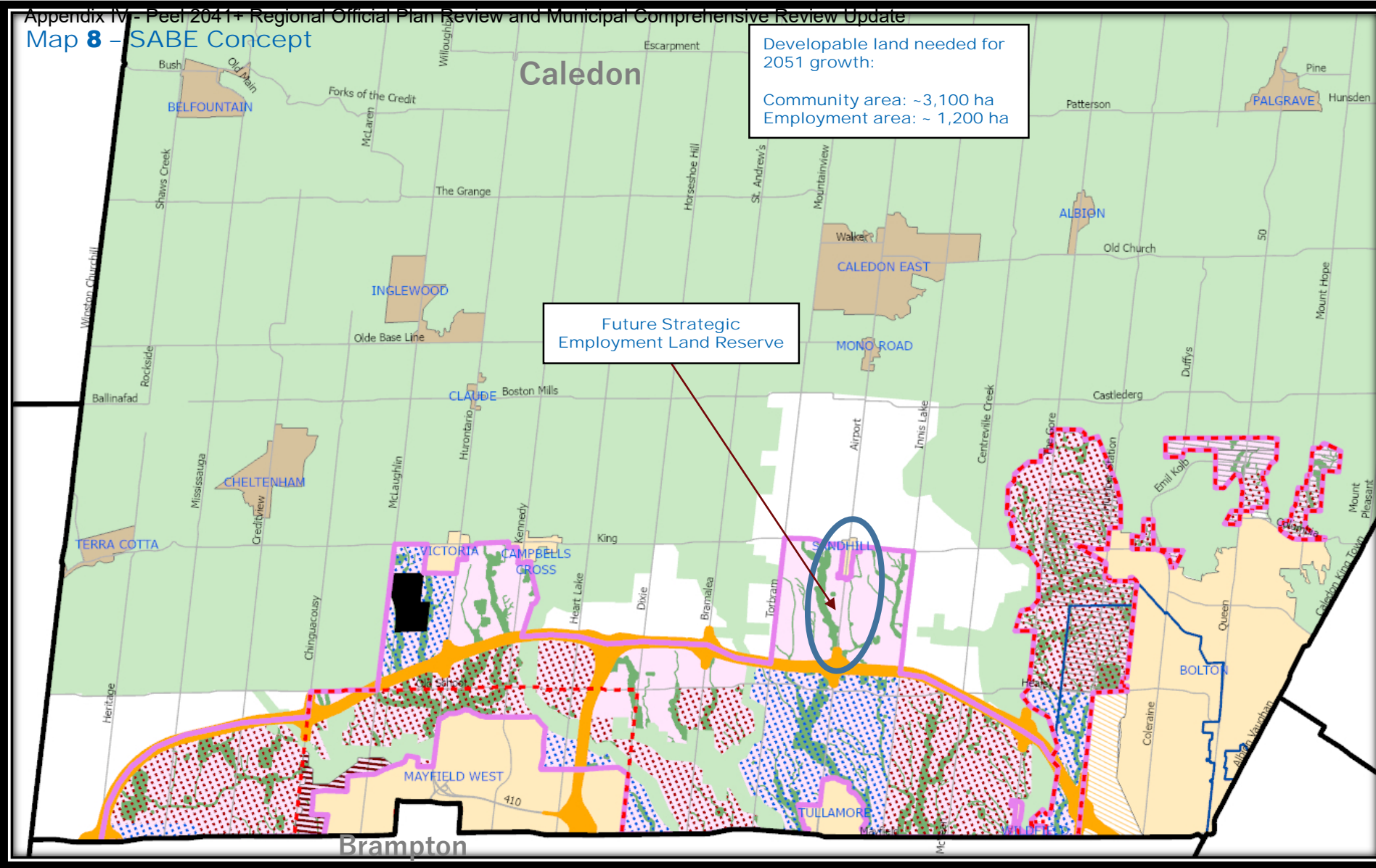
The revised Schedule 3 to the Growth Plan requires that the Region achieve a population of 2.28 million and employment of 1.07 million by 2051. Work undertaken as part of the Growth Management Focus Area for Peel 2041+ has resulted in a preliminary allocation of this growth to Caledon: 300,000 persons and 125,000 jobs.<sup>8</sup>

Based on the land needs assessment methodology prescribed by Growth Plan policy 2.2.1.5, and an assumed intensification rate of 55% and a designated greenfield density of 65 persons and jobs per hectare, it is estimated that an additional 4,300 hectares of land would be needed to accommodate growth in the SABE to 2051. Of this, approximately 3,100

<sup>7</sup> <https://www.caledon.ca/en/government/whitebelt-visioning-exercise.aspx>

<sup>8</sup> For a detailed update to the Peel 2041+ process please refer to Region Staff Report, *Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update*, December 10, 2020.

Map 8 - SABE Concept



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

Future Strategic Employment Land Reserve

FOCUS STUDY AREA (FSA) (2051)

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

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

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

**DISCLAIMER: Draft conceptual SABA for further study and discussion.**



1 cm = 1 km

hectares would be required to support Community Lands and approximately 1,200 hectares would be required to support Employment Lands.

Growth Plan policy 2.2.7.3 lists environmental and non-environmental features and areas (“takeouts”) required to be removed from the calculation of developable land for SABE expansion.<sup>9</sup> A preliminary estimate of the takeout area in the FSA, including associated buffer lands, is ~2,700 hectares. Land represented by takeouts does not include provision for restoration lands and environmental corridors which, according to Toronto Region Conservation Authority criteria, could increase environmental takeout lands outside the Natural Heritage System by anywhere between 11% and 14%. Further takeouts for lands required for stormwater management and additional environmental features may be necessary and will be determined as part of the Phase 2 Scoped SWS (see Appendix A).

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

LAND	LAND AREA (HA)	COMMENTS
FSA	8,060	Total gross area of FSA
Takeouts (not including provision for restoration lands, corridors, stormwater requirements, and additional environmental features identified in Phase 2 Scoped SWS)	~2,700	Includes environmental and non-environmental lands that cannot be developed
Developable land need (SABE)	~4,300	Includes ~3,100 ha of community land and ~1,200 ha of employment land

## B. PROPOSED EMPLOYMENT LAND DISTRIBUTION

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

<sup>9</sup> Non-environmental takeouts in the FSA are primarily the GTA West Highway Corridor and cemeteries (pursuant to Growth Plan policy 2.2.7.3).

A significant amount of the employment forecast for the SABE will need to be accommodated on employment land.<sup>10</sup> The concept map identifies five areas appropriate for located new employment lands in the SABE based on these Growth Plan policies and the principles and conclusions set out in the Commercial and Employment Opportunities Study and related technical studies:

- Employment lands centred to the immediate west of the ROPA 30 lands and centred on the easternmost intersection of the GTA West Highway Corridor.<sup>11</sup> These lands fall almost entirely within the PSEZ, are easily accessed from the highway, and represent the logical extension of existing and well-established employment areas in Brampton to the south. They also offer good access to labour and opportunities to access existing public transit routes in Bolton and Brampton.
- Employment lands extending northward from Tullamore either side of Airport Road to the GTA West Corridor. These lands would be framed by the Greenbelt “finger” west of Torbram Road to the west and by Innis Lake Road to the east. Building on the nascent employment hub in Tullamore, the lands leverage planned road improvements along Airport Road and the proposed intersection of Airport Road with the GTA West Highway for the movement of goods. Farm properties on these lands, particularly east of Airport Road, exhibit a high degree of fragmentation and are generally less suited for long-term protection as agricultural uses. Designation of these lands as employment uses would set the stage for the long-term (post-2051) development of employment activities north of the highway. Analysis provided in the *Employment and Commercial Opportunities Technical Study* is consistent with the notion of an enterprise zone at this location, should this be implemented through future planning by the Town of Caledon
- Employment lands to the north-east of the existing Mayfield West settlement area boundary. This area offers strong potential for near and long-term employment activities due to existing adjacent employment uses in Mayfield West and excellent connections to Highway 410 and the GTA West Highway Corridor.
- Employment lands centred on the Brampton Caledon Airport west of Highway 10. These lands are characterized by relatively flat topography that is suitable for land extensive employment uses and large property parcels, good road links (including to the GTA

<sup>10</sup> See the SABE *Employment and Commercial Opportunities Technical Study*.

<sup>11</sup> The “Triangle” lands, located between the ROPA 30 lands, the GTA West Corridor, and this proposed new employment area were approved for inclusion in the Bolton settlement area boundary by LPAT decision and order dated October 7, 2020. These lands do not form part of the draft conceptual SABE shown in this report.

West Corridor and Highway 10), and the opportunity to connect to sustainable transportation modes. The airport itself may attract related employment uses. The relatively peripheral location of these lands within the FSA, and the potentially significant capital investment required to extend municipal water and wastewater services over the highway corridor mean that this area is best suited for long-term employment.

- Employment lands running parallel to Mayfield Road west of the GTA West Corridor. Although relatively small in area, these lands would complement similarly configured lands to the south of Mayfield Road, in the Heritage Heights area of Brampton, and would leverage transit investment and other major “complete community” initiatives planned for that area. The lands would also preserve a canola research facility on a large land parcel at the corner of Mississauga Road and Mayfield Road. They offer excellent access to the GTA West Corridor via a planned highway intersection to the west.

**a) Sandhill Future Strategic Employment Land Reserve**

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

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

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

**C. PROPOSED COMMUNITY LAND DISTRIBUTION – BOLTON**

Community lands are focussed around housing. In planning for the expansion of lands for housing the Growth Plan requires that municipalities support the achievement of complete communities, where a more compact urban form prevails and people of all ages and

abilities can access the necessities of daily living. Development on community lands in the Caledon SABE must also support active transportation and encourage the integration and sustained viability of transit services.

It is proposed that Bolton's community land expansion to 2051 be generally framed by the Greenbelt to the north and the Greenbelt valley that roughly follows the Gore Road to the west. Community lands would also extend north of Mayfield Road and west of Wildfield. The need to protect viable agricultural lands, as well as prohibitively expensive municipal water and wastewater investments, mean that lands to the immediate north of Bolton—the so-called Bolton “fingers”—would remain largely rural and agricultural.

The concept map identifies the following areas around Bolton for Community Land expansion based on the findings of the technical studies:

- Community lands that would slightly extend, or otherwise round out the Bolton Settlement Area to the north.<sup>12</sup> These include a limited expansion into the Bolton “fingers”, the extent of which would be limited by the Region's ability to extend municipal services, particularly water and wastewater services, north of Columbia Way without significant cost. The Phase 1 Agricultural Impact Assessment identifies the “fingers” as having strong links to the agricultural system in the Greenbelt Area, a property fabric that is relatively intact, and land that is largely under agricultural production. The Transportation Initial Assessment identifies the “fingers” as generally less suitable for development based on transportation criteria.
- Community lands to the north-west of Bolton, constituting the largest expansion area proposed for Bolton to 2051. This is justified given the proximity of the lands to the existing settlement area and the identification of a planned Major Transit Station Area location, focussed around a GO Station, in the area. Transportation investment required to ensure a “complete community” in this area is likely to be substantial. Thus, a critical mass of residential development is required. In order to achieve this critical mass it is proposed that a portion of the Bolton PSEZ be re-designated to community lands. Such a re-designation is justifiable on the basis that the PSEZ lands in question: are less suitable for employment expansion based on their distance from the GTA West Corridor; contain wetlands and other environmental features that inhibit the development of large, land extensive uses required for employment activity. The final preferred SABE

<sup>12</sup> The “Chickadee Lane” (Zancor) lands to the north of the Bolton Settlement Area were approved for inclusion in the Bolton settlement area boundary by LPAT order dated November 10, 2020. These lands do not form part of the draft conceptual SABE shown in this report.

area may require exclusion of an HPMARA buffer that extends into the FSA in this area (see the HPMARA Technical Study).

- Community lands to the west of Bolton, incorporating the rural settlement of Wildfield and land extending north of Mayfield Road to the GTA West Corridor. This area represents the logical westward expansion of Bolton without the need to “leapfrog” a major Greenbelt feature. The area would also be closely connected to residential areas in Brampton to the south. The area is suitable for the extension of water, wastewater, and transportation infrastructure, though the opportunity to extend transit services and connect to existing road networks is less than optimal. Although much of the area is farmed the long-term viability of farming is doubtful: there is extensive non-farm ownership, a pattern of property fragmentation, and a high incidence of potentially conflicting uses. Further consideration is needed in order to address how, through planning policy, this area could be appropriately integrated with the Bolton community given the location of the GTA West Highway Corridor and proposed new employment areas in Bolton.

#### **D. PROPOSED COMMUNITY LAND DISTRIBUTION – MAYFIELD WEST**

It is proposed that the expansion of Mayfield West to 2051 be generally framed by the GTA West Corridor. Community lands to the north-east would be configured to maximise the long-term protection of a significant cluster of farm operations centred on the intersection of Dixie Road and Old School Road.

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

- Community lands to the north-east of the existing settlement area, to be generally framed by Old School Road and the Greenbelt “finger” west of Tullamore. The boundary of Old School Road and nearby Greenbelt features provides protection for the cluster of active farms to the south of the GTA West Corridor either side of Dixie Road and excludes an area that is less preferred for water and wastewater servicing expansion. The area included in the proposed SABE is suitable for the extension of water and wastewater services while the area north of Old School Road is less preferred.
- Community lands to the immediate north and west of the existing settlement area, to be generally framed by the GTA West Corridor. This area constitutes the most substantial expansion area proposed for Mayfield West to 2051. The lands represent the logical



extension of the settlement area and, while much of the area is agriculturally active, there is an ongoing transition to non-farm uses. The area is preferred from a transportation perspective, offering opportunities for sustainable transportation modes, lower congestion, and better road connectivity than other areas in the FSA. As well, the area is well positioned for water and wastewater servicing expansion.

## 4. NEXT STEPS

The immediate next steps required as part of the SABE Study process include:

- Undertake water/wastewater, and transportation analysis and Agricultural Impact Assessment based on draft conceptual SABE
- Undertake fiscal impact analysis using inputs from water/wastewater and transportation analysis
- Undertake Council workshop(s) and further consultation on SABE concept map
- Finalize SABE and associated studies/reports
- Present draft preferred SABE and associated ROPA policies to Council for direction to proceed to statutory consultation

**APPENDIX A**

**SUMMARY OF ENVIRONMENTAL SCREENING AND  
SCOPED SUB-WATERSHED STUDY**

# Memo

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**To:** Hemson Consulting / Region of Peel  
**From:** Wood / North-South Environmental / Dougan & Associates  
**Date:** October 28, 2020  
**File:** TPB198127  
**Re:** **Environmental Screening and Scoped Subwatershed Study - Technical Study Overview & Phase 1 Summary**

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## 1. Purpose

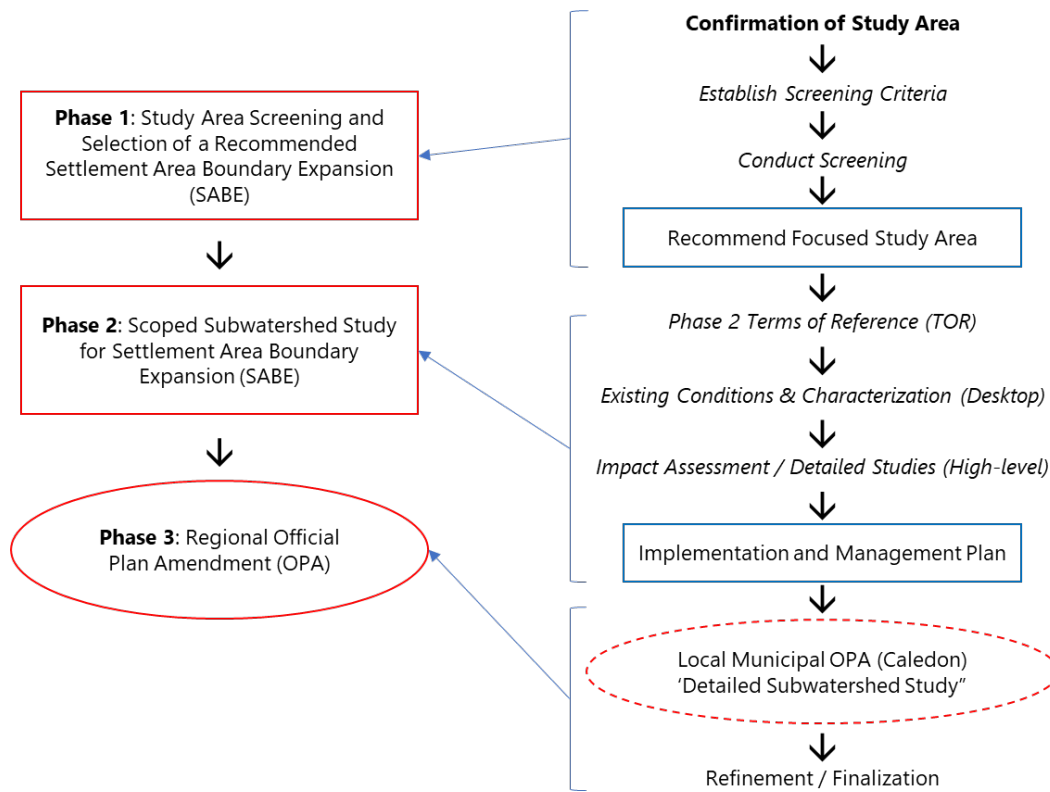
The Regional Municipality of Peel (Peel) has undertaken a two-phase Environmental Screening and Scoped Subwatershed Study: Phase 1: Environmental Screening (ES) and Phase 2: Scoped Subwatershed Study (Scoped SWS). These study phases will provide natural heritage and water resources input to support the Settlement Area Boundary Expansion (SABE) Study to determine where new settlement area growth should be proposed in Peel. The results of the ES and Scoped SWS, and SABE Study, will then be used to develop a Regional Official Plan Amendment (ROPA) for the settlement area boundary. The objective of the ES and Scoped SWS is to ensure that natural heritage features and water resources are protected, restored or improved. This Study will also set the basis for a future local municipal official plan amendment (LOPA), led by the Town of Caledon, and supported by a further detailed subwatershed study.

## 2. Approach

### 2.1 Phase 1: Environmental Screening (ES)

The Phase 1: ES focused on identifying key environmental features and constraints, within the overall Initial Study Area (ISA) in the southern portion of Caledon, related to the terrestrial features, aquatic features, hydrogeologic and surface water systems. The environmental features and systems identified through this screening exercise have been integrated with the findings from the overall planning study led by Hemson Consulting. This identified constraints, needs, and opportunities; and to define a Focus Study Area (FSA) which will subsequently assist in conceptualizing a preliminary settlement area boundary expansion (SABE) for further evaluation and refinement in Phase 2 of this study process.

The first phase of environmental screening work has provided information to ensure the FSA, identified for the SABE, has sufficient area, for settlement expansion, and supports the natural heritage and water resource system requirements. This area will accommodate the Region's growth requirements and enable one or more settlement area expansions to be further evaluated and identified.



**Process Flow Diagram**

Above is an illustration of the two phases and related steps included as part of the ES, to assess, screen and select a recommended SABE location (based in south Caledon). The Scoped SWS, tailored to the needs of Peel's ROPA and to provide technical recommendations for the ROPA, will set the groundwork for the detailed local study of natural systems and water resources (future detailed local municipal subwatershed study). The ES and Scoped SWS is currently in Phase 2.

The Initial Study Area, considered in the Phase 1: ES stage, included all lands in Peel outside of settlement areas and outside the Greenbelt, acknowledging that the natural environment and water resources features and functions extend beyond the ISA. Connections with natural heritage systems beyond the ISA (e.g., into the Greenbelt) and in adjacent municipalities have been considered, as appropriate, to inform the screening process.

Natural environment features, functions and areas representing known or potential constraints to development have been identified to indicate areas where development may be constrained or precluded due to requirements for natural heritage and water resource system protection, restoration or enhancement. Constraint categories have been assigned based on policy requirements and use of 'best available' secondary source information (e.g., provincial plan and policy requirements, Regional and local official plan policy direction, mapped provincial, regional and conservation authority data).

It should be emphasized that the outcomes of the preliminary screening do not indicate that areas are 'unconstrained' or 'available for development'; rather, the intent of the preliminary screening has been to provide direction for an additional level of assessment to be completed through the upcoming Phase 2: Scoped SWS.

These constraints to-date have been categorized related to various known features and policy provisions on the landscape. For the purposes of this screening assessment, for a SABE at a regional scale, the level of accuracy and types of information available have been considered appropriate.

The Phase 1: ES report presents the findings and recommendations for determining the FSA based upon the environmental features and constraints within the system; this has involved a multi-disciplinary review and compilation of the area's known terrestrial and aquatic features, hydrogeologic systems, erosion and flood hazards. As the project is at a regional scale, Regional level policies have been used as the driver for categorization (i.e. Provincial and Regional policies and legislation). Only those features, functions and areas for which geospatial data were available and suitable for use, have been categorized to provide a clear summary of the features included in the preliminary constraints' assessment.

The final draft of the Phase 1: ES report is available on the Region of Peel's Peel 2041+ SABE webpage for public review and comments.

## **2.2 Phase 2: Scoped Subwatershed Study (Scoped SWS)**

The Phase 2: Scoped SWS is being undertaken as part of the next phase of the planning study to further refine the FSA and ultimately establish the SABE. Phase 2 consists of three parts: (1) Part A – Characterization; (2) Part B – Impact Assessment; and, (3) Part C – Implementation Plan. The Scoped SWS is largely based on desktop data, gathered from various sources (including the Region, local municipalities, conservation authorities etc.), and "scoped" windshield/roadside assessments, with no detailed field investigations. The Scoped SWS will provide direction for future detailed subwatershed studies, to be completed as part of subsequent secondary plans conducted at the local level. Preliminary research information is currently in the analysis stage.

Work completed for the Phase 2: Scoped SWS for Settlement Boundary expansion, as it relates to water resources and ecological systems will:

- (a) characterize the broader subwatershed areas associated with the urban expansion areas identified in Phase 1;
- (b) conduct an impact assessment based on land-use change and infrastructure scenarios; and,
- (c) prepare an implementation plan focused on the protection, enhancement, and implementation of the Water Resource System and Natural Heritage System (NHS) and associated environmental management strategies.

Key outcomes of the Phase 2 work, as related to water resources and ecological systems, will be to:

- support the identification of a preferred urban boundary expansion;
- provide a conceptual natural heritage system and water resource system; and,
- ensure the approach and outcomes conform to Regional policy requirements for the proposed boundary expansion.

Furthermore, the regional level Scoped SWS will identify and recommend a scope for a detailed SWS within the Town of Caledon, and also identify other detailed studies and scope that may be required to complement the planning approvals process, including establishing a preliminary environmental management strategy for the preferred urban expansion area, and a long-term monitoring strategy.

A preliminary draft report on the Phase 2 Scoped SWS, with initial information on Parts A, B and C, has been prepared to support the preliminary conceptual identification of a draft SABE boundary for the December 2020 update to Regional Council. Work is ongoing to further refine and complete the Part A, B and C with input from local municipalities, conservation authorities and Provincial agency technical staff. This work will be updated in early-2021 and reviewed, revised and finalized through further consultation on the draft SABE in 2021 in consultation with: the public; key stakeholders, including Indigenous communities; and, agencies. The final draft of the Phase 2: Scoped SWS is anticipated for early-2021 with public consultation to follow until mid-year when the ES and Scoped SWS will be finalized in one comprehensive study report.

### 3. Policy Context

The Environmental Screening and Scoped SWS, as a Regional project, requires conformity with, and is guided by, provincial and regional policies. In recognition that the next stages of the planning process will be led by local municipal policies (Caledon), the Wood Team has had regard for these policies and direction provided at the local municipal level to support alignment with, and provide preliminary direction for, future work. A list of key plans and policy documents, applicable to the current Phase 1 work, is provided in Table 3.1.

**Table 3.1. Summary of Key Statutes and Policies Applicable to Phase 1**

Legislation or Policy Document	Key Sections
Provincial Policy Statement (2020)	Section 2.1 (Natural Heritage) Section 2.2 (Water)
Growth Plan for the Greater Golden Horseshoe	Section 4.2.1 (Water Resource Systems) Section 4.2.2 (Natural Heritage System) Section 4.2.3 (Key Hydrologic Features, Key Hydrologic Areas and Key Natural Heritage Features)
Greenbelt Plan	3.2 (Natural System)

Region of Peel Official Plan (2018)	Chapter 2 (The Natural Environment) Chapter 3, Section 3.4 (Water Resources) Chapter 7, Section 7.10.2.12 (Expansion to the Urban Boundary)
Town of Caledon Official Plan (2018)	Section 3.2 Ecosystem Planning and Management Section 3.1 Sustainability Section 5.7 Environmental Policy Areas
Conservation Authorities Act (1990): O.Reg. 166/06 Toronto and Region Conservation Authority O.Reg. 160/06 Credit Valley Conservation Authority	Regulation of development, interference with wetlands and alterations to shorelines and watercourses.
Fisheries Act (2019)	Sections 34 and 35 (Fish and Fish Habitat Protection and Pollution Prevention)
Species at Risk Act (2002)	Section 32 (Measures to Protect Listed Wildlife Species)
Endangered Species Act (2007)	Section 10 (Prohibitions on damage to habitat, etc.)

Assessments of features in terms of potential to constrain development as input to the SABE selection process were considered against applicable policies to ensure they were appropriately represented in the process.

#### 4. Key Outcomes & Recommendations

Based on a review of policy and other supporting guidance documents, features were assigned into three constraint Categories:

- **High Constraint:** Includes mapped natural environment features and areas with existing designations or *significance* that afford them protection under current provincial or municipal plans / policies. High Constraint areas represent features and areas that prohibit development. Presence and limits of features has been prepared using available mapping; confirmation and / or refinement of limits will be required through future planning stages, including the Phase 2 Scoped SWS.
- **Moderate Constraint:** Includes mapped natural environment features and areas that may, through future assessment represent constraints to development (i.e. become high constraint features). These determinations are to be informed by future studies with appropriate levels of assessment / information.
- **Low Constraint:** Includes mapped natural environment areas that, based on current knowledge, do not represent constraints to development (i.e. do not preclude development), but may influence some aspects of land use planning decisions (e.g., densities, type of development) or may present additional study requirements, enhanced management



requirements, etc. that could increase development complexity, management needs, or otherwise affect the planning and / or development processes.

Features were categorized in accordance with policy and the definitions provided above (Table 4.1). Full details, including rationale and policies supporting categorization are provided in the Phase 1 Technical Report.

**Table 4.2. Feature Constraints Assignments**

<b>Constraint Level</b>	<b>Features</b>
High Constraint	<ul style="list-style-type: none"> <li>• Provincially Significant Wetlands (PSW)</li> <li>• Permanent and Intermittent Watercourses</li> <li>• Natural Hazards</li> <li>• Provincial Natural Heritage System</li> <li>• Significant Woodland (Core Woodlands in Peel)</li> <li>• Areas of Natural and Scientific Interest (ANSI)</li> <li>• Environmentally Sensitive Areas (ESA)</li> <li>• Significant Valleylands</li> <li>• Other Valleylands (not captured by hazards or Significant Valleylands mapping; if available)</li> </ul>
Moderate Constraint	<ul style="list-style-type: none"> <li>• 'Evaluated-Other' wetlands and 'Unevaluated' wetlands</li> <li>• Other Woodlands</li> <li>• Other drainage features</li> <li>• Seepage Areas &amp; Springs</li> <li>• Municipal and Conservation Authority Natural Heritage Systems</li> </ul>
Low Constraint	<ul style="list-style-type: none"> <li>• Ecologically Significant Groundwater Recharge Areas (ESGRA)</li> <li>• Significant Groundwater Recharge Areas (SGRA)</li> <li>• Highly Vulnerable Aquifers</li> <li>• Wellhead Protection Areas (WHPA)</li> <li>• Flood Vulnerable Areas</li> </ul>

Application of these constraints categories provides an indication of land area within each constraint category (Figure 1 and summarized in Table 4.2).

**Table 4.1. Summary of Preliminary Constraints Assessment Outcomes and General Implications for Land Use Planning**

<b>Constraint Category</b>	<b>Land Area<sup>1</sup> (ha [% S.S.A.<sup>2</sup>])</b>	<b>Cumulative Land Area (ha [% S.S.A.<sup>2</sup>])</b>	<b>Implications for Land Use Planning (for summary of features, see Table 2)</b>
High	~1,452 ha (14%)	~1452 ha (14 %)	Features and areas in this category represent 'take-outs' in terms of development potential. While some minor modifications may occur (e.g., through field-confirmation of feature boundaries).
Moderate	~308 ha (3%)	~1,760 ha (17%)	Features and areas in this category are not currently known to represent a high constraint to development. Through additional study, some of these areas may be identified as High Constraint and would represent a 'take-out' to future development area. Updates to some of these areas may be identified through the scoped Subwatershed Study.
Low	~3,343 ha (32%)	~5,103 ha (49%)	Features and areas in this category are not currently known to represent a high or moderate constraint to development, and thus are not expected to result in development 'take-outs'. It may, however, be determined that special design considerations are required for these areas through additional study, which in turn, may affect land-use type and density targets.

The preliminary constraints assessment inherently does not capture all constraints and potential limitations on or opportunities for, urban development and it should be emphasized that the outcomes of the preliminary screening do not indicate that areas are 'unconstrained' or 'available for development'. The intent of the preliminary screening has been to provide direction for an additional level of assessment to be completed through the upcoming Phase 2: Scoped SWS.

<sup>1</sup> Constraint categories overlap in many areas. As such, the area calculations (ha) and percent (%) S.S.A will not equal the total area of the Study Area Where categories overlap, it is the most constraining category that takes precedence in the assessment.

<sup>2</sup> S.S.A. is the Screening Study Area used for Phase 1. Area is based on this reduced Study Area which removes lands within the Greenbelt and existing development and planned developments.

PROJECT: DA19-052-01

CLIENT: Region of Peel

DATE: 06, May 2020

DRAWN BY: J.Sauder

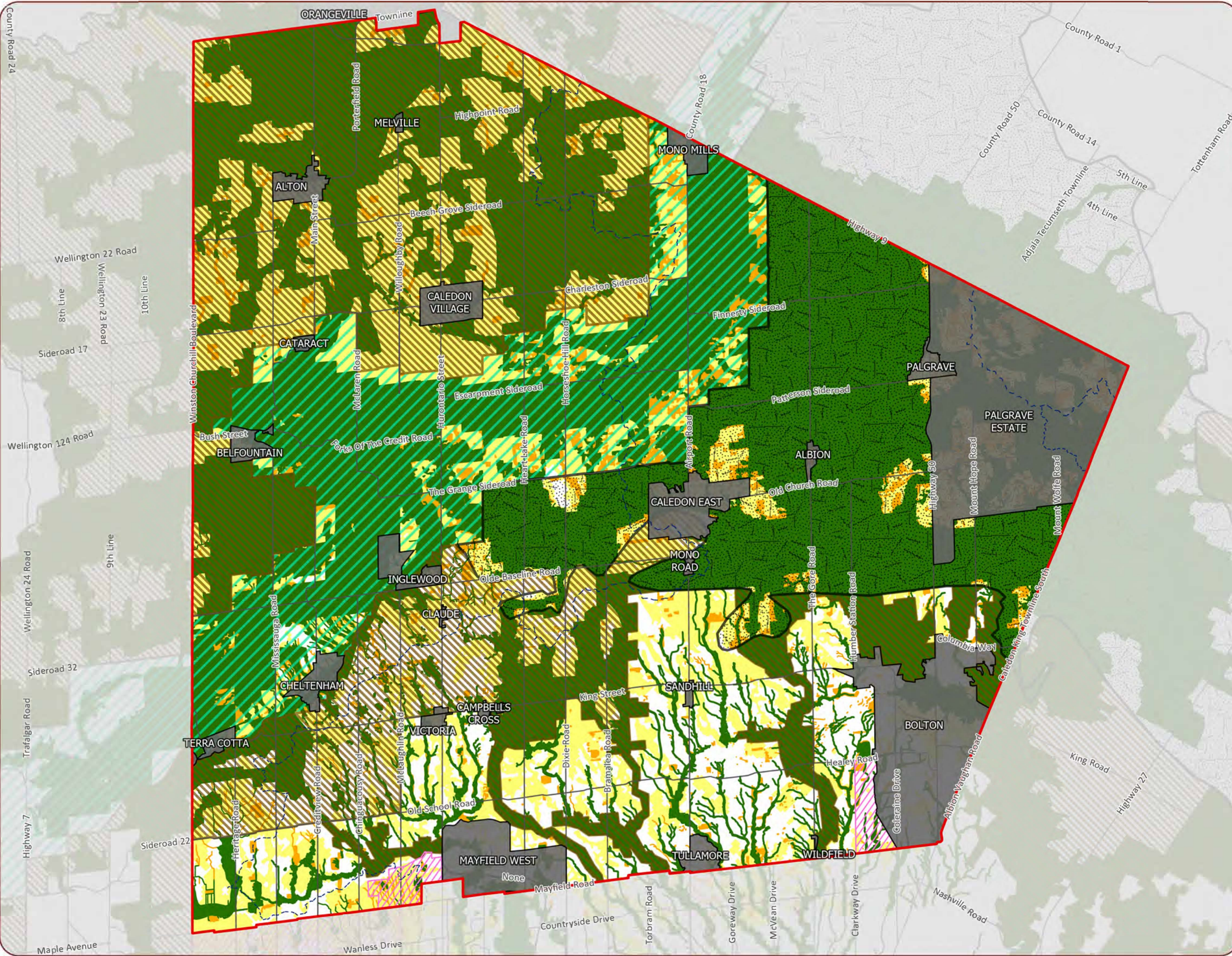
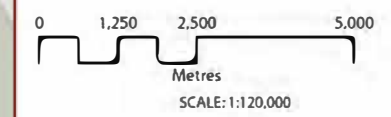


Figure 1: Preliminary Natural Environment Constraints: Input to Focused Study Area Delineation  
Peel Region Settlement Boundary Expansion and Scoped Subwatershed Study

- Caledon (Screening Study Area)
- Conservation Authority Boundary
- Settlement Areas
- Planned Development and Expansion Areas
- Preliminary Natural Environment Constraints**
- High Constraint Features
- Moderate Constraint Features
- Low Constraint Features
- Greenbelt Designations**
- Niagara Escarpment Commission
- Oak Ridges Moraine Conservation Plan Area
- Protected Countryside



**Disclaimer:**  
The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations, features, or roads, nor as a guide to navigation.  
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## **Summary of Research on an Enterprise Zone as an Innovative Concept for Employment Areas**

### **Transportation System Planning – November 2020**

#### **Executive Summary**

This document provides an update on the Peel Region Goods Movement Strategic Plan 2012-2016 Action Item # 21 pertaining to a freight village, and a pending action item from Regional Council September 12, 2019 related to examining the feasibility of incorporating an enterprise zone within Peel Region.

In 2018, Regional staff completed a two-phase study exploring the feasibility of an enterprise zone in Peel and assessing the opportunities and challenges related to intensification of employment areas:

- Phase 1: “The Peel Enterprise Zone Business Case”; and
- Phase 2: “The Goods Movement Intensification Assessment”.

The studies were conducted under the guidance of the Peel Goods Movement Task Force.

The findings of the studies indicate that the enterprise zone concept could help to support future business and employment opportunities within the goods movement sector, strengthened by proximity to key transportation nodes and the availability of existing and planned supporting infrastructure. Research concerning the enterprise zone concept will help inform planning for employment growth, particularly related to employment land uses including office, retail, hi-tech, science and technology. This work provides valuable information that can be used as background material for the Regional Official Plan Review – Peel 2041+.

#### **1. Background**

Peel's employment sector is trending away from traditional goods production (manufacturing) and moving towards goods movement, the service sector (i.e. tourism, hospitality, financial, accounting, legal and education services) and knowledge-based sectors (i.e. pharmaceutical, health, biotech, new material, information technology, medical equipment companies). This transition requires innovative policy and land use solutions to allow Peel and local municipalities' to effectively plan for and attract employment growth. The Region of Peel and local municipalities have been undertaking multiple efforts to address the challenges related to planning for employment growth. These efforts include establishing the Term of Council Priority to “Enhance Support for Employment”; updating the Regional Official Plan employment policies and implementing the Peel Region Goods Movement Strategic Plan 2012-2016 (Goods Movement Strategic Plan).

The Goods Movement Strategic Plan 2012-2016 includes Action Item #21 that identifies the need to further study the concept of a ‘freight village’. Regional staff worked on implementing this action item under the guidance of the Peel Goods Movement Task Force

(Task Force). In 2018, a two-phase study exploring the feasibility of an enterprise zone concept in Peel was completed.

The freight village model is a master-planned cluster of freight and logistics activity that provides employment and economic contributions to the local economy. The idea started in the 1960s as a simple transportation distribution centre. With globalization and supply chain management, this model has shifted towards the concept of an enterprise zone, which is a more fully developed vision of an intermodal transfer area located near several modes of transportation including road, rail, water and air. An enterprise zone acts to consolidate freight transfer locations and promote economies of scale.

The main purpose of an enterprise zone is to:

- Reduce truck trips on municipal roads to free up additional capacity for safe and efficient commuter travel;
- Incorporate more elements of the supply chain into the same site (i.e. insurance, banking, postal, free/foreign trade zone areas, fuel and maintenance facilities and restaurants);
- Maximize integration of goods movement activities with other uses and activities within the zone; and
- Provide employment opportunities in proximity to residential areas.

## **2. Results and Outcomes of Studies on Enterprise Zones and Employment Intensification Findings**

Building on the Peel Region Goods Movement Strategic Plan work and with the guidance of the Peel Goods Movement Task Force (Task Force), a two-phase study was completed in 2018 to explore the feasibility of an enterprise zone in Peel, and assess the opportunities and challenges of intensifying employment areas in Peel.

- Phase 1: “The Peel Enterprise Zone Business Case” was undertaken to assess the feasibility of an enterprise zone in a greenfield context.
- Phase 2: “The Goods Movement Intensification Assessment” was undertaken to assess intensification of employment areas within Peel.

In addition to these two studies, Regional staff undertook environmental scans and collected feedback from the goods movement industry, Regional Councillors and local municipal staff.

### **a) The Peel Enterprise Zone Business Case, Phase 1**

The purpose of Phase 1 was to assess the technical feasibility of an enterprise zone in Peel Region using a case study. In order to use a site-specific case study, a sample location in the Region of Peel was required.

The selection process of a general location for the case study started by performing an employment land needs assessment for the goods movement sector. It was determined that significant demand for developable land to support the goods movement sector will

exist by 2041, and specifically that 2,100 hectares will be necessary to support growth of over 39,200 jobs in this sector.

Since an enterprise zone requires large, unconstrained plots of land, identifying a sample site was focused on undeveloped greenfield areas designated for urban uses or neighbouring areas that may be designated for this purpose. Four general locations were identified for further analysis including one in Brampton (Bram West) and three in Caledon (Victoria, Tullamore and Bolton). Suitability analysis of these locations was based on a set of six guiding principles, including:

- Availability of a large contiguous area of greenfield land available, preferably on employment designated land;
- Availability of serviced land or planned to be serviced lands, in terms of water and wastewater infrastructure;
- Proximity to existing or planned capital improvements in transportation infrastructure;
- Proximity to existing or planned major highways;
- Proximity to existing or planned rail intermodal facilities; and
- Separation from conflicting land uses.

Further evaluation and stakeholder consultation narrowed the list of samples sites, which were then examined using the following criteria:

- Site proximity to key transportation nodes (rail intermodal in particular);
- Site proximity to transit;
- The availability of non-transportation infrastructure needed to support the development of the site (specifically existing water services); and
- Market demand, meaning the site's appeal to industry and potential tenants.

The Tullamore general location was selected as the preferred sample site for the study, and staff undertook a detailed analysis of the following:

- The needs for water, wastewater, storm water and roadway infrastructure;
- The possible governance models that could be applied for implementing an enterprise zone including public-sector investment, private-sector investment and public-private partnership;
- The fiscal impacts on the Region's operating and capital costs associated with the possible creation of an enterprise zone; and
- The economic impacts to the Peel's economy that could result from an enterprise zone (short-term) and employment creation and spending that could result from an enterprise zone (long-term).

The results of the case study indicate that an enterprise zone concept in Peel Region is feasible, provided transportation infrastructure improvements are implemented to accommodate safe and efficient truck movement and to account for increased traffic volumes, specifically, those projects outlined in the Region's Long Range Transportation Plan.

The Region is projected to grow to a total of 970,000 jobs by 2041. Part of these jobs will be accommodated through growth in the goods movement sector. An enterprise

zone in Peel could attract 11,000 of these jobs with a cumulative economic contribution of \$1.1 billion by 2041.

Furthermore, results suggest that a private-public-partnership could be considered to implement a potential enterprise zone in Peel Region based on a cross-jurisdictional scan of similar development models.

Overall, Phase 1 suggests that an enterprise zone may help planning for employment areas in Peel by accommodating the goods movement sector in a master-planned urban form that efficiently uses existing transportation infrastructure while minimizing impacts to the community.

## **b) The Goods Movement Intensification Assessment, Phase 2**

Following the completion of the Peel Enterprise Zone Business Case Phase 1, staff conducted an assessment of the opportunities and challenges of intensification related to goods movement-oriented employment areas from the perspective of planning and growth management. The assessment studied employment intensification applicable to the goods movement sector within the Region's established designated employment areas.

The study provided a better understanding of recent industry trends shaping development patterns in the transportation sector especially related to just-in-time delivery, last mile logistics, technology and eCommerce. These were reviewed against existing conditions within the Region's established employment areas, suitable for employment intensification. This included a detailed evaluation of future development opportunities and challenges in the transportation sector within selected priority employment areas.

The results of the study indicate:

- Three priority areas were identified for employment intensification including the Northeast Employment Area and Gateway Employment Area in the City of Mississauga, as well as the Bramalea Employment Area in the City of Brampton;
- Employment intensification within the three priority areas is anticipated to occur through redevelopment, expansions, infill and re-occupation of vacant industrial buildings;
- The Gateway Employment Area offers the greatest potential to accommodate goods movement businesses within existing facilities given the size and age of the existing building stock;
- Future technological trends, such as autonomous vehicles, may generate further demand for warehouse consolidation; and
- Review of density trends within occupied industrial buildings within the past several years suggest employment intensification in the industrial sector is likely to be minimal over the next decade and beyond.

The study concludes that land use supporting goods movement will see greater intensification if complemented by nearby or co-located office, research and community land uses.

### **c) Additional Regional Research**

Regional staff undertook an environmental scan of enterprise zones supporting the technology and bio-technology sectors based on feedback from the Goods Movement Task Force, and alignment with Peel's local municipal economic development plans and employment priorities.

Technology parks connect industry with government and local universities to drive innovation and growth, promote technology-led economic development for the community, and serve as an incubation hub for start-ups to promote future growth.

Bio-technology parks have designated areas that facilitate research in biological technology, often include laboratory space and other assets to assist entrepreneurs and researchers with their work, and attract corporations conducting health science research by providing them an environment conducive to success.

Some of the best-known examples of the above parks include the Stanford Technology Park in Palo Alto, California, Biotech City in Montreal, Quebec, and Biotech in South San Francisco, California.

The above findings support the concept of an enterprise zone in Peel where diversified employment land uses could coexist for mutual benefit, such as office, retail, hi-tech, science and technology.

### **3. Conclusion**

An enterprise zone could help to support future business and employment opportunities within the goods movement sector.

Research concerning the enterprise zone concept will help inform planning for employment growth, particularly related to employment land uses including office, retail, hi-tech, science and technology.

As a next step, work related to the two-phase study "The Peel Enterprise Zone Business Case" and "The Goods Movement Intensification Assessment" will be used as background material to help inform the Regional Official Plan Review – Peel 2041+.



**To:** Tara Buonpensiero, Principal Planner, Region of Peel

**From:** Stefan Krzeczunowicz and Russell Mathew, Hemson Consulting

**Date:** December 10, 2020

**Re:** Region of Peel Settlement Area Boundary Expansion: Rural Settlements

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This memorandum discusses the role of rural settlements in accommodating long-term population and employment growth in the Region of Peel. The analysis is being undertaken as part of the Settlement Area Boundary Expansion (SABE) Study component of the Region of Peel's Official Plan review, or municipal comprehensive review (Peel 2041+). The main purpose of the SABE Study is to determine the feasibility of and identify the preferred location for new urban lands in the Town of Caledon.

## A. BACKGROUND

As part of the SABE process, technical studies have been undertaken on a broad area in the southern part of Caledon. This area—the Focus Study Area (FSA)—has been previously identified in the SABE process and serves as the basis for determining new urban designated lands to 2041.<sup>1</sup> The FSA is north-west of the rapidly growing City of Brampton and incorporates the settlement areas of Bolton and Mayfield West, which are the focus of Caledon's current and planned-for growth.

The FSA technical studies address, in part, detailed policies for settlement area boundary expansions and municipal comprehensive reviews contained in the Provincial plan for managing growth in the Greater Golden Horseshoe (the Growth Plan).

Schedule 3 of the Growth Plan provides population and employment forecasts for the Region that must be used for planning and managing growth. Recent amendments to Schedule 3, together with an extension of the Growth Plan time horizon for Regional land use planning from 2041 to 2051, have significantly increased the population and employment forecasts for the Region overall and, in turn, the SABE. It is now anticipated that most of the FSA will need

<sup>1</sup> See Hemson Consulting, *Settlement Area Boundary Expansion Study Phase A: Focus Study Area*, February 2020, and *Settlement Area Boundary Expansion Study: Concept Map and Technical Study Findings*, December 10, 2020.

to be urbanized in order to accommodate new greenfield development after accounting for intensification within the built up areas of the Region.

Most land in Caledon outside the FSA lies within the Greenbelt Area (or Greenbelt), where urbanization is generally discouraged in order to protect the agricultural land base and the ecological features and functions that occur within this landscape.<sup>2</sup>

Nevertheless, while new urban designated lands in the FSA are anticipated to accommodate the major part of Caledon's growth to 2051, there are several settlements in the Greenbelt Area which can accommodate some development and redevelopment on a scale that is appropriate to their size and location. The Region has received several requests to expand the boundaries of these settlements. This memorandum assesses the growth potential of these settlements in the context of Provincial and municipal planning policy, the demand for housing, the supply of vacant land, and the capacity of infrastructure to support growth in the Greenbelt Area.

The Growth Plan requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area. Thus, with the exception of Bolton and Mayfield West, all settlement areas in Caledon, whether rural settlements or not, are not promoted as locations for growth and development. As such, this study concludes that there is little policy justification for expanding settlement area boundaries in the Greenbelt Area at this time.

Map 1 displays the FSA and Greenbelt Area in Caledon, as well as the Town's settlement areas and the location of Greenbelt Area requests for settlement boundary expansion.

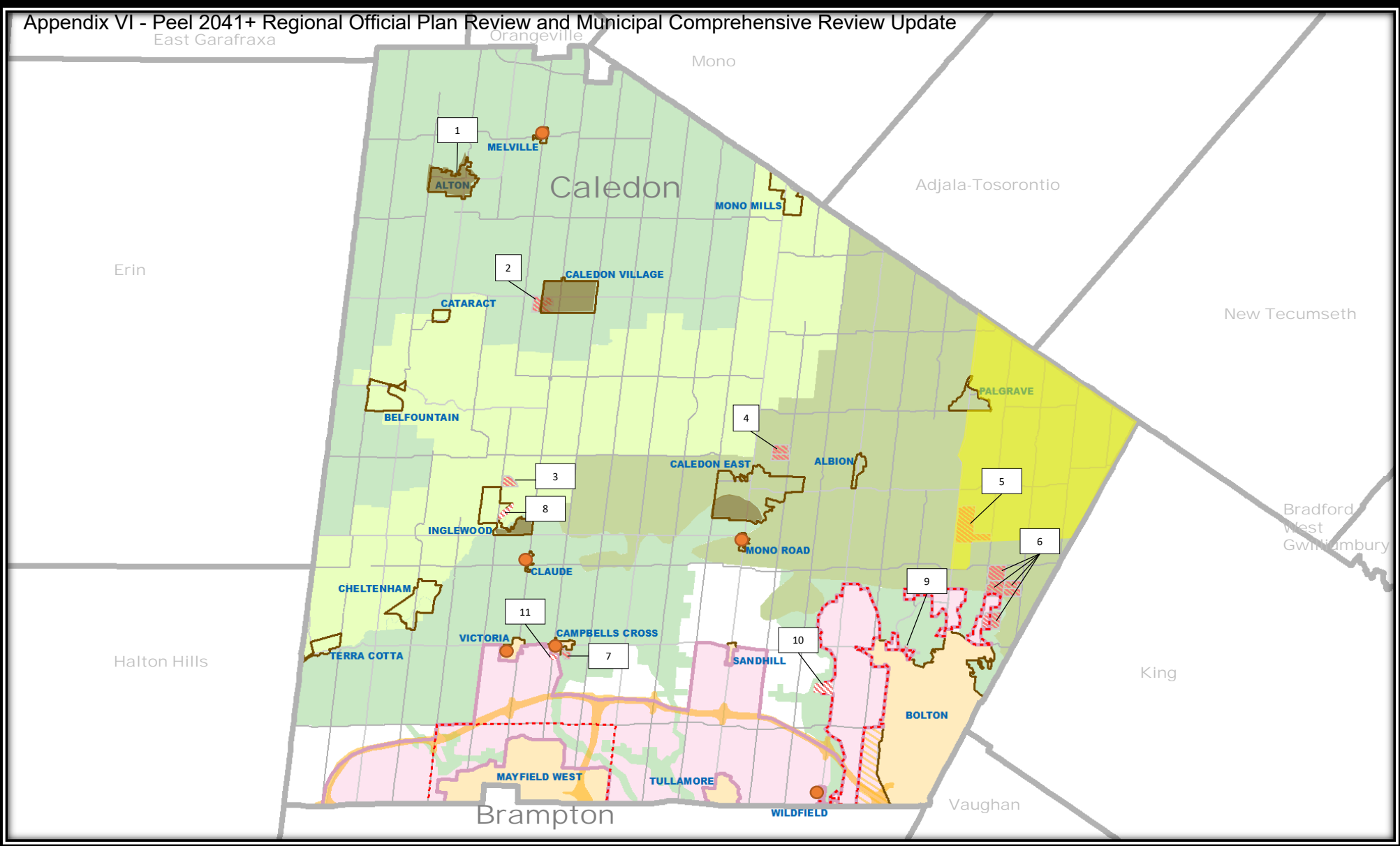
## **B. CALEDON CONTAINS MANY RURAL SETTLEMENTS**

The Town of Caledon is a largely rural landscape, albeit one which is being increasingly shaped by its interface with the rapidly urbanizing parts of the Greater Toronto Area. Thus, while agriculture remains the predominant land use, an increasingly diverse industrial base is developing, including an active aggregate extraction sector. Moreover, while the population of the Town is dispersed throughout the rural area, including a well-established estate residential community and 20 designated settlements, many of them very small, the majority of recent growth has occurred in the Town's two largest settlements—Bolton and Mayfield West. Both are located within the FSA and are planned to be the primary foci for growth to 2051.

<sup>2</sup> The Greenbelt Area is distinct from the Greenlands System, the Region's term to describe natural environmental areas in Peel, including areas of ecological significance or sensitivity. For more see Region of Peel, *Greenlands System Discussion Paper*, May 2020.

# Map 1: SABE Requests in the Greenbelt Area (GB) of Caledon

Appendix VI - Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update



## FOCUS STUDY AREA (FSA) (2051)

- FSA (Area Identified for further study)
- GTA West Corridor (Technically Preferred Route)
- Municipal Boundaries
- Settlement Areas (Outside Greenbelt)
- Settlement Areas (Within Greenbelt)
- GB Protected Countryside
- GB Towns and Villages
- Hamlets
- Niagara Escarpment
- Oak Ridges Moraine
- Growth Plan NHS
- Bolton Residential Expansion Area (Adopted and Under Appeal)
- Settlement Area Boundary Expansion Requests (Within Greenbelt)
- Palgrave Estate Residential Community
- SABE Request (see Table 4)



1 cm = 1 km

The Region and the Town, through their official plans, establish a hierarchy of settlement for managing growth in the settlements:

- Rural Service Centres are the primary foci for growth. Growth in the centres is planned to occur on full municipal water and wastewater services, in a phased manner, and subject to the financial capabilities of the Region. In addition to Mayfield West and Bolton, the only other Rural Service Centre in the Town is Caledon East. Caledon East's location in the Greenbelt Area, outside the FSA, means that it will experience the least amount of growth of the three Rural Service Centres.<sup>3</sup>
- Villages, which are primarily residential communities built around historic main streets or crossroads. Smaller than Rural Service Centres, the villages provide local goods and services to their residents and the surrounding area as well as limited municipal services and amenities. Water and wastewater services are provided through a combination of municipal, community, and private systems. As such, conditions are generally in place to allow for small scale growth. There are seven villages altogether, and all are located in the Greenbelt Area: Alton, Caledon Village, Cheltenham, Inglewood, Mono Mills, and Palgrave.
- Hamlets, which are small historic residential communities with very limited services. While some hamlets fall within the catchment areas of municipal water and wastewater systems, private well and septic systems still predominate. There are nine hamlets: Albion, Belfountain, Campbell's Cross, Cataract, Claude, Melville, Mono Road, Terra Cotta, and Wildfield. Campbell's Cross and Wildfield are the only hamlets located in or adjacent to the FSA; the remainder lie wholly within the Greenbelt Area. The Region and Town Official Plans envision very little growth in the hamlets.
- Finally, there are three settlements designated as Industrial/Commercial Centres: Victoria, Sandhill, and Tullamore. These are small, mixed-use settlements that provide, at a small scale, a supportive function to Bolton and Mayfield West for industrial and commercial development. All are located in or adjacent to the FSA.

Somewhat outside the settlement framework, the Town is home to a series of unusually large and interconnected estate residential developments in the Greenbelt Area north of Bolton—the Palgrave Estate Residential Community (Palgrave Estates). The community comprises homes on large lots serviced by a municipal water system and private wastewater septic systems. In the Regional context, growth in the Palgrave Estates is slow. However, the growth

<sup>3</sup> It is noted that as part of Peel 2041+ it is proposed that the Rural Service Centres be renamed so as to include them in the Urban System.

rate has been steady for decades and both the Region and Town Official Plans promote continued development of the community over the long-term. There is supply of land in the community to support such growth.

### **C. PROVINCIAL PLANNING POLICY DISCOURAGES MAJOR DEVELOPMENT IN RURAL SETTLEMENTS**

Land use planning in the Greenbelt Area in Caledon is regulated by a number of complex and overlapping statutes and Provincial and municipal policies and plans. The Region has prepared a number of detailed discussion papers on this policy and regulatory framework as part of its Peel 2041+ work. This memorandum focusses on the role settlements in the Greenbelt Area play in accommodating growth and development within that framework.

#### **i. *Planning Act* and Provincial Policy Statement 2020 (PPS)**

The *Planning Act*, the central piece of legislation in Ontario that governs land use planning, identifies matters of provincial interest that municipal councils must have regard to when making planning decisions. Provincial interests include the appropriate location of development and the promotion of sustainable, transit-supportive development that is oriented to pedestrians and with a built form that is “well-designed, encourages a sense of place, [and] provides for high-quality public spaces”.

The PPS establishes the link between the list of provincial interests and municipal decision making. It provides specific policy direction regarding, among other matters, land use, housing, environmental protection, agricultural lands, economic development and job creation, infrastructure and municipal servicing, and growth management. All planning decisions in Ontario must be consistent with the PPS and municipal official plans are the most important vehicle for implementing its policies.

The PPS requires that the focus of growth and development in Ontario be in “settlement areas” which are built up with development and which exhibit a range of land uses. In the Caledon Greenbelt Area the settlement areas include the Rural Service Centre of Caledon East, as well as the Villages, Hamlets, and Industrial/Commercial Centres described above. The PPS requirement to direct growth and development this way applies in both urban and rural areas. However, in rural areas municipalities must also consider rural characteristics, the scale of development and the provision of appropriate service levels when planning settlement areas. Rural settlement areas must also prioritize intensification, redevelopment, and a compact built form over settlement expansion and, in respect of residential development, must accommodate an appropriate range and mix of housing.

In short, under the PPS growth in rural areas is to be planned to be compact, small-scale, and in keeping with historical patterns.

As part of its direction for developing settlement areas, the PPS includes specific policies that address infrastructure and services. These policies are discussed in more detail below.

## **ii. Provincial Plans and the Growth Plan**

The Province has adopted a body of plans that provide the context within which municipal plans are prepared and implemented. The enabling legislation for these plans, together with the *Planning Act*, requires that all official plans, including the Peel Official Plan, conform to these provincial plans. In assessing rural settlements in Caledon the relevant provincial plans are:

- the Growth Plan, which manages growth in the Greater Golden Horseshoe through, among other things, detailed policies for settlement area boundary expansions and municipal comprehensive reviews. An overarching goal of the Growth Plan is for settlement areas to develop as transit-oriented “complete communities”, where a more compact urban form prevails and people have convenient access to the necessities of daily living. The vast majority of growth and development is to be directed to settlement areas that have existing or planned municipal water and wastewater systems and can support the achievement of complete communities.
- the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and Niagara Escarpment Plan, which collectively manage the Greenbelt Area within the Greater Golden Horseshoe. Unless otherwise prescribed, these plans generally prevail over Growth Plan in the Greenbelt Area of Caledon.<sup>4</sup>

The Growth Plan distinguishes rural settlements from more urban settlement areas. Rural settlements are defined as existing hamlets or similar existing small settlements that are long-established and identified in official plans. They are serviced by individual private on-site water and wastewater systems and contain a limited amount of undeveloped lands that are designated for development. All settlement areas that are defined as hamlets in the Greenbelt Plan, as rural settlements in the Oak Ridges Moraine Conservation Plan, or as minor urban centres in the Niagara Escarpment Plan are considered rural settlements in the Growth Plan. As such, in the Caledon Greenbelt Area all settlement areas are rural settlements, except for Caledon Village, Alton, and parts of Inglewood and Caledon East.

<sup>4</sup> Detailed conflict provisions are set out in the *Places to Grow Act, 2005*.

The Growth Plan requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area. Thus, with the exception of Bolton and Mayfield West, all settlement areas in Caledon, whether rural settlements or not, are not promoted as locations for growth and development.<sup>5</sup>

### iii. Greenbelt Plan<sup>6</sup>

The Greenbelt Area in Caledon is broadly divided into three areas: the Oak Ridges Moraine; the Niagara Escarpment; and the Protected Countryside (see Map 1). The Greenbelt Plan regulates the Protected Countryside and permits settlement areas as well as a range of agricultural, environmental, resource and recreational land uses within the Protected Countryside area.

Settlement areas in the Protected Countryside are categorized as:

- Towns/Villages, which are mostly serviced by municipal water and wastewater systems and, as such, are the focus of development and economic and social activity. In Caledon, the Towns/Villages include Caledon Village, Alton, and parts of Inglewood and Caledon East (see Table 1). Inglewood is the only settlement serviced by a municipal wastewater system. A large portion of Inglewood drains to a communal wastewater treatment plant. The rest of the service area drains to the South Peel Lake Based System.
- Hamlets, which are typically serviced by private well and septic systems. Growth in hamlets is discouraged, though limited infill and intensification is permitted subject to appropriate water and wastewater services. Victoria, Campbell's Cross, Claude, Melville, and Mono Mills are the Hamlets identified in the Greenbelt Plan (see Table 1).

Under the Greenbelt Plan, these settlement areas provide a very different role to settlement areas in the fast-growing urban areas of Peel. Their main function is to sustain the Greenbelt, primarily its agricultural areas and its rural lands. When they do grow, they are intended to grow in keeping with their rural and/or existing character. And while they are encouraged to develop into complete communities like more urbanized areas, these settlement areas are not

<sup>5</sup> It is noted that, under the Growth Plan, rural settlements do not include any designated greenfield areas—lands within settlement areas but outside delineated built-up areas that have been designated in an official plan for development and are required to accommodate the Schedule 3 forecasts.

<sup>6</sup> For more detailed discussion see Region of Peel, *Greenbelt Plan (2017)*, *Peel 2041 Discussion Paper*, November 2019.

intended to play a major role in accommodating the growth targets prescribed by Schedule 3 to the Growth Plan.

Settlement areas located outside the Greenbelt are prohibited from expanding into the Greenbelt (Policy 3.4.2.1). As such, Victoria and Campbell's Cross can only expand to the south into lands covered by the FSA. The suitability of such expansion is addressed through the Region's Settlement Area Boundary Expansion technical studies.

The Growth Plan does afford opportunities for expanding settlement areas in the Protected Countryside, but only in the context of a municipal comprehensive review.<sup>7</sup> By insisting on a comprehensive approach, the Growth Plan requires that decisions about settlement boundary expansions be made with reference to growth on a regional scale rather than within any one settlement area or specific site. Moreover, when considering a settlement area boundary expansion a very prescriptive and limiting set of criteria must be applied:

- the settlement area must be identified in the Greenbelt Plan as a Town/Village;
- the proposed expansion must be modest in size, representing no more than a 5 per cent increase in the geographic size of the settlement area based on the settlement area boundary delineated in the applicable official plan as of July 1, 2017, up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area;
- the proposed expansion would support the achievement of complete communities or the local agricultural economy;
- the proposed uses cannot be reasonably accommodated within the existing settlement area boundary;
- the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing settlement area; and
- expansion into the Natural Heritage System that has been identified in the Greenbelt Plan is prohibited.

<sup>7</sup> Minor adjustments ("rounding out") to boundaries outside of a municipal comprehensive review are permitted for rural settlements that are located outside the Greenbelt Area.



In short, settlement area boundary expansions in the Protected Countryside are only permitted on a small scale and only if there is specific and concrete evidence that there is insufficient capacity within the settlement area to accommodate the projected growth.

#### **iv. Oak Ridges Moraine Conservation Plan (ORMCP)<sup>8</sup>**

The Oak Ridges Moraine Conservation Plan regulates land use within the Oak Ridges Moraine, which covers a substantial part of Caledon's Greenbelt Area. The plan identifies four land use designations within the Moraine: Natural Core Areas, Natural Linkage Areas, Countryside Areas, and Settlement Areas.

Two types of settlement are identified in the ORMCP:

- Settlement Areas, which are intended to focus and contain urban growth and develop as complete communities. Minimizing the encroachment and impact of development in the settlement area on the ecological functions and hydrological features of the Moraine are a priority. Recent amendments to the ORMCP expand the vision for Settlement Areas so that they are encouraged to be accessible by sustainable modes of travel and provide a mix of employment, services, and housing. The development of community hubs and co-location of public services is promoted as is the maintenance and construction of infrastructure to support growth and development (this mirrors similar policies for rural settlements in the Growth Plan). The only settlement area in the ORMCP in Caledon is a portion of Caledon East (see Table 1).
- Smaller Rural Settlements, located within the Countryside Area. In Caledon, the rural settlements are Albion, Mono Road, and Palgrave (see Table 1).

The ORMCP defers to the Growth Plan for settlement area boundary expansions but prohibits any expansion into Natural Core Areas and Natural Linkage Areas. Under the Growth Plan, expansion in the Oak Ridges Moraine must be undertaken as part of a municipal comprehensive review (see above).

In addition, the ORMCP prohibits the construction or expansion of partial water and wastewater services in the Moraine. The exception to this policy is in the Palgrave Estates, where ongoing residential development is permitted.

<sup>8</sup> For more detailed discussion see Region of Peel, *Oak Ridges Moraine Conservation Plan (2017)*, *Peel 2041 Discussion Paper*, November 2019.

**v. Niagara Escarpment Plan (NEP)<sup>9</sup>**

The Niagara Escarpment, a UNESCO World Biosphere Reserve, covers a significant portion of Caledon's Greenbelt Area. Like the Protected Countryside and Oak Ridges Moraine, the area includes a diverse range of environmental, agricultural, resource, residential, and recreational land uses. However, the sensitivity of ecological and hydrological features and systems in the Escarpment mean that significant environmental protection is warranted. As such, urban development within the NEP Area is generally discouraged.

The NEP designates Minor Urban Centres throughout the Escarpment to recognize existing rural settlements, villages, and hamlets. In Caledon, the Minor Urban Centres include Mono Mills, Cataract, Belfountain, Inglewood, Cheltenham, and Terra Cotta (see Table 1). These settlements are permitted to accommodate growth and development within their existing boundaries provided it does not conflict with existing community character and can be achieved in an environmentally sustainable manner. The range of permitted uses and creation of new lots are to be regulated by municipal official plans.

Settlement boundary expansions require an amendment to the NEP, even if the boundary adjustment does not result in a net gain of the Minor Urban Centre area. Indeed the only boundary adjustment permitted without an NEP amendment is one that would *reduce* the settlement boundary area within the current boundary area. The NEP is updated every 10 years and the last update was in 2017. This policy framework effectively prevents any expansion of the Minor Urban Centres through the Peel 2041+ process.

<sup>9</sup> For more detailed discussion see Region of Peel, *Niagara Escarpment Plan (2017)*, *Peel 2041 Discussion Paper*, November 2019.

**Table 1 – Caledon Settlement Designations in Greenbelt Plans and Municipal Plans**

Settlement	Greenbelt Plans			Official Plans Town Official Plan	
	Protected Countryside	Oak Ridges Moraine	Niagara Escarpment	Region	Town
<b>Victoria</b>	Hamlet (part)			Rural Settlement	Ind./Commercial Centre
<b>Campbell's Cross</b>	Hamlet (part)			Rural Settlement	Hamlet
<b>Claude</b>	Hamlet			Rural Settlement	Hamlet
<b>Melville</b>	Hamlet			Rural Settlement	Hamlet
<b>Mono Mills</b>	Hamlet		Minor Urban Centre	Rural Settlement	Village
<b>Inglewood</b>	Town/Village (part)		Minor Urban Centre (part)	Rural Settlement	Village
<b>Caledon Village</b>	Town/Village			Rural Settlement	Village
<b>Alton</b>	Town/Village			Rural Settlement	Village
<b>Caledon East</b>	Town/Village (part)	Settlement Area (part)		Rural Service Centre	Rural Service Centre
<b>Mono Road</b>		Rural Settlement		Rural Settlement	Hamlet
<b>Albion</b>		Rural Settlement		Rural Settlement	Hamlet
<b>Palgrave</b>		Rural Settlement		Rural Settlement	Village
<b>Cheltenham</b>			Minor Urban Centre	Rural Settlement	Village
<b>Belfountain</b>			Minor Urban Centre	Rural Settlement	Hamlet
<b>Cataract</b>			Minor Urban Centre	Rural Settlement	Hamlet
<b>Terra Cotta</b>			Minor Urban Centre	Rural Settlement	Hamlet
<b>Wildfield</b>	Not in Greenbelt Area			Rural Settlement	Hamlet
<b>Sandhill</b>	Not in Greenbelt Area			Rural Settlement	Ind./Commercial Centre
<b>Tullamore</b>	Not in Greenbelt Area			Rural Settlement	Ind./Commercial Centre

## **D. GROWTH IN RURAL SETTLEMENTS ANTICIPATED TO REFLECT HISTORICAL TRENDS**

Preliminary growth forecasts undertaken for the Region in 2019 assumed that the Caledon SAGE would need to accommodate additional population of 51,500 and additional employment of 20,400 by 2041. The size of the FSA is approximately 8,000 hectares, about six times larger than the total estimated land need required to accommodate these forecasts.

Changes to Schedule 3 of the Growth Plan, including an extension of the time horizon for Regional land use planning to 2051, have significantly increased the population and employment forecast for the Region overall and, in turn, the SAGE. Current, though preliminary forecasts now require a SAGE large enough to accommodate 183,000 people and 67,700 jobs by 2051. As a result, the majority of the FSA will need to be urbanized in order to accommodate the additional growth.

For people wishing to live in a rural landscape but within a relatively close commuting distance to jobs in Brampton, Mississauga, and other parts of the GTA, Caledon's rural settlements remain desirable places to live. Indeed, it may be expected that commuting times will improve to and from the Greenbelt Area with the construction of the GTA West highway and the urbanization of much of the FSA over the 2051 time horizon. It is therefore perhaps no surprise that several requests to expand settlements in the Greenbelt Area have been received in recent years.

Table 2 below illustrates the pattern of growth in the rural settlements between 2006 and 2016. The table shows that population growth between 2011 and 2016 was four times higher than between 2006 and 2011 and housing growth doubled over the same time period. However, about 70% of all housing growth occurred in Caledon East, the larger Rural Service Centre that contains the Town's administration offices and which, under the Regional and Town Official Plans, is intended to be the focus of most growth and development in the Greenbelt Area.

Outside Caledon East, growth was much slower—about 25 housing units per year over the 10 years, slowing to about 17 units per year between 2011 and 2016.

Table 2 - Historical Growth in Rural Settlements 2006-2016										
	2006		2011		2016		Growth 06-11		Growth 11-16	
	Pop.	Units	Pop.	Units	Pop.	Units	Pop.	Units	Pop.	Units
Palgrave	2,575	800	2,728	901	2,888	974	153	101	160	73
Sandhill	1,493	474	1,520	479	1,487	456	27	6	(33)	(24)
Cheltenham	402	150	414	154	419	152	12	4	5	(2)
Terra Cotta	767	285	796	291	803	300	29	6	7	9
Victoria	761	235	826	252	765	233	65	17	(61)	(19)
Campbells Cross	308	105	286	97	393	114	(22)	(8)	107	17
Caledon East	3,462	1,129	3,729	1,235	5,309	1,715	267	106	1,581	480
Caledon Village	1,576	490	1,576	500	1,499	491	0	10	(77)	(9)
Alton	1,121	385	1,023	360	1,085	396	(98)	(25)	62	36
Melville	545	175	489	166	531	182	(56)	(9)	42	16
Mono Mills	1,238	405	1,138	409	1,090	392	(100)	4	(48)	(17)
Inglewood	1,079	360	1,203	430	1,180	426	124	70	(23)	(4)
Belfountain	525	190	511	187	525	188	(14)	(3)	14	1
Mono Road	426	143	427	140	436	143	1	(3)	9	3
Claude	402	150	414	154	419	152	12	4	5	(2)
Albion	274	95	270	93	277	94	(4)	(3)	7	2
<b>Total</b>	<b>16,953</b>	<b>5,570</b>	<b>17,349</b>	<b>5,847</b>	<b>19,106</b>	<b>6,407</b>	<b>396</b>	<b>277</b>	<b>1,757</b>	<b>560</b>
<b>Less Caledon East</b>	<b>13,491</b>	<b>4,441</b>	<b>13,620</b>	<b>4,612</b>	<b>13,797</b>	<b>4,692</b>	<b>129</b>	<b>171</b>	<b>177</b>	<b>80</b>

Source: Statistics Canada, Census of Canada 2006, 2011, 2016

Note: Results adjusted to account for dissemination boundary changes.

#### i. Growth Management Policy Review

A key focus area of the Peel 2041+ process is Growth Management which assesses the potential of various areas of the Region to accommodate the Schedule 3 forecasts. Among the key policy directions of the Growth Management work to date are:

- That the Regional Urban Boundary 2031 reflects the policy intent to guide the majority of growth within the Urban System. In Peel, the Urban System includes only the Cities of Mississauga and Brampton.
- That the Regional Urban Boundary should be updated to include the Rural Service Centres of Mayfield West, Bolton, and Caledon East.
- That the Rural Service Centre policies be moved from the Rural System to the Urban System to reflect their new status as settlement areas, delineated built-up areas, and designated greenfield areas where growth should be directed under the Growth Plan.
- That the remaining lands in Caledon, including the Palgrave Estates, be designated as Rural System and that rural settlements, including Villages, Hamlets and Industrial/Commercial Centres designated in the Caledon Official Plan, be identified in Schedule D of the Regional Official Plan.

**ii. Growth Management Forecasts**

Forecasts prepared as part of the Growth Management work assume that housing growth in Caledon East, the rural settlements, the Palgrave Estates, and the remaining rural areas of the Greenbelt Area will continue at historical rates. This is in keeping with the pattern of growth set out in Table 2, recent building permit data, and the expectations of the Region and Town through their official plans and master servicing plans. With the exception of the Palgrave Estates, all settlements are assumed to build out their existing supply of land by 2051. This effectively means that the land needs assessment undertaken for the Region assumes there is no need for additional urban land to accommodate 2051 growth.

This assumption accounts for a large subdivision, about 1,000 units, approved for development in Caledon East which is anticipated to be constructed within the first half of the 2051 time horizon.

Table 3 below summarizes the housing growth assumptions used in the Regional growth forecasts for the lands in the Greenbelt Area. All housing is assumed to take the form of single detached units. This assumption should be tempered by a robust planning policy framework which encourages more higher density built forms in the rural settlements over time. If realized, this would reduce the land needed to accommodate the forecast housing growth.

<b>Table 3 – Forecast Housing Growth in Region of Peel Greenbelt Area 2021-2051</b>			
	2021 Housing Supply Estimate	2021-2051 Forecast Unit Growth	Average Units Per Year 2021-2051
Rural Settlements (less Caledon East)	510	510	17
Caledon East	1,100	1,100	37
Palgrave Estates	4,300	800	27
Greenbelt Other	150	150	5

Source: Hemson Consulting

## **E. KEY INFRASTRUCTURE AND SERVICES ARE ALREADY IN PLACE**

A key factor in evaluating when assessing the development potential of the rural settlement areas is their ability to provide water and wastewater services, as well as other infrastructure and public service facilities and amenities required to sustain a complete community.

### **i. Water and Wastewater**

The PPS outlines a servicing hierarchy for planning water and wastewater services. The preferred form of servicing settlement areas is systems owned and operated by municipalities. Where municipal systems exist in settlement areas, intensification and redevelopment must be prioritized in order to optimize their use.

Where municipal systems are not available or feasible, private communal services are preferred for multi unit/lot development. Least preferred in the servicing hierarchy are individual on-site services—private wells and septic systems—that are owned, operated, and managed by individual landowners, as well as partial services. These systems are permitted only when site conditions are suitable and there are no resulting negative impacts to natural heritage features and water systems. In settlement areas, their use is restricted to accommodating infill and minor rounding out of existing development.

Overall, the PPS promotes development in settlement areas on municipal services. Within this framework, excess capacity within existing systems is given priority in order to promote the efficient use of infrastructure. The Growth Plan reinforces the PPS by directing that growth be limited in settlement areas not serviced by existing or planned water and wastewater systems.

The Growth Plan also contains a number of policies that require settlement area boundary expansions to address infrastructure capacity and, in doing so, supports the PPS servicing hierarchy. Specifically, the feasibility and most appropriate location for expansion must account for whether there is sufficient capacity in existing and planned infrastructure to accommodate the forecast growth and whether:

- the proposed expansion would be informed by applicable water and wastewater master plans or equivalent and stormwater master plans or equivalent, as appropriate; and
- the proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water.

In June 2020, Regional staff released a report on municipal groundwater systems in Caledon's Greenbelt Area.<sup>10</sup> Highlights of the report include:

- The Greenbelt Area is well serviced by four municipal water systems. Of the settlements identified in Table 1 above, only two—Belfountain and Cataract—are not serviced by a municipal water system and are dependent on individual private wells.
- There are only two municipal wastewater systems in the Greenbelt Area—in Caledon East and part of Inglewood.
- While the Region has received requests to allow communal servicing in the Greenbelt Area the report noted that “this does not align with the Region’s existing or planned policy direction which could potentially expose municipalities to significant financial, public health and safety risks over the lifetime of the services.”
- Capital investment is required in some systems to mitigate the risk of system redundancy and maintain infrastructure in a state of good repair. It is noted that in making decisions about settlement area boundary expansions, the Growth Plan requires that the Region consider whether the infrastructure needed would be financially viable over the full life cycle of these assets.
- Current and projected growth—based on projections that are slightly lower than those set out in Table 3—can generally be serviced by existing municipal water systems. That said,
  - Growth in Caledon East, coupled with efficiency decline, requires construction of a new well in Caledon East and capacity increase in Palgrave in order to meet long-term needs in the Caledon East-Palgrave System.
  - No additional works are required in the near future to accommodate growth-related needs in the Alton-Caledon Village and Cheltenham-Terra Cotta Systems.
  - The Inglewood system is operating very close to capacity and will require interconnection to adjacent systems to accommodate growth.

Despite this report, the Region’s long-term capital forecasts (to 2041) do not currently contemplate any growth-related expansion to the municipal water and wastewater systems in the Greenbelt Area.

<sup>10</sup> *Servicing Update of Groundwater-Based Drinking Water Systems*, Region of Peel Staff Report, 25 June 2020.



## ii. Public Services Facilities

The Growth Plan encourages municipalities to plan for a variety of cultural and economic opportunities within rural settlements to serve the needs of rural residents and area businesses. It also requires that in determining the feasibility and most appropriate location for settlement boundary expansions the Region consider that the public service facilities needed would be financially viable over the full life cycle of these assets. Public service facilities in rural settlements are encouraged to be co-located and integrated in community hubs, with priority given to maintaining and adapting existing facilities where feasible.

Although focussed on the FSA, the SABE Public Facilities Technical Study provides detailed information on public service facilities that might be required for rural settlements.<sup>11</sup> It notes that:

- The Greenbelt Area is reasonably well serviced with libraries and indoor recreation facilities. The Town offers recreation and leisure programming and services at the Caledon Community Complex, in Caledon East, and the Victoria Parks Community Centre, in the rural area at the Town's northern boundary. The former includes two indoor rink facilities. Caledon Public Library operates branches in Belfountain, Caledon East, Caledon Village, Inglewood, and in the rural area (the Alton branch). Initial planning is underway to relocate the Caledon East library branch to the Caledon Community Complex.
- While travel times to these facilities are longer than in the more urbanized areas to the south the distribution of the branches, coupled with their total floor area, likely mean that service levels provided to residents in the Greenbelt Area are not too dissimilar to those provided to the south of Caledon.
- In 2019, a "divisional model" for co-ordinating fire and paramedic services in Caledon was adopted by the Town. Fire station expansions planned for Caledon Village, Palgrave, Mono Mills, and Alton, over the next decade will be required to achieve NFPA Fire Response Standards in the Greenbelt Area. No similar facility expansion for paramedic services is contemplated in the Greenbelt Area over the same time period.
- School enrollment as a percentage of capacity varies considerably within the Greenbelt Area, anywhere from 50% to 119%, which is evidence of school coverage that is somewhat disconnected to school needs.

<sup>11</sup> *Region of Peel Public Facilities Technical Study*, Monteith Brown and Hemson Consulting, June 2020.

## F. SEVERAL REQUESTS FOR EXPANSION HAVE BEEN RECEIVED

The Region has received several requests to expand rural settlements and settlement areas in the Greenbelt Area. Table 4 summarizes these requests in light of the Provincial policy framework and municipal infrastructure/servicing conditions discussed above. Map references shown in the table can be cross-referenced with Map 1 above.

## G. CONCLUSIONS AND RECOMMENDATIONS

Based on the above analysis the following conclusions can be made:

- The Provincial planning policy framework requires that expansions to settlement boundaries in the Greenbelt Area be done through a municipal comprehensive review. The Growth Plan specifically requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area.
- While significant growth is planned for Caledon over the next 30 years to 2051—219,400 persons and 98,300 jobs—the most appropriate location for development associated with that growth is as intensification within existing settlement areas and in the SABE area(s) to be located within the FSA.
- Through numerous technical studies as part of the SABE work, it has been determined that the most appropriate location for settlement boundary expansion in Caledon to accommodate housing is in the form of a logical and contiguous expansion of Bolton and Mayfield West.
- There exists, within the Greenbelt Area, a network of settlements, including a large Rural Service Centre in Caledon East and several villages and hamlets, as well as an extensive estate residential community, where small-scale growth has occurred in recent years and is planned for under the current official plans and in the Peel 2041+ preliminary growth forecasts, consistent with the Provincial policy framework.
- Under the Growth Plan, the main function of settlements located in the Protected Countryside is to sustain and agricultural areas and rural lands in the Greenbelt. They are not intended to play a major role in accommodating growth and development.
- It is assumed that growth in these areas will continue at the same, or slightly faster rate than in recent decades, in keeping with the longstanding pattern, the scope of services available in these settlements, and the limited ability to develop “complete communities” as defined by the Growth Plan.

- Settlements in the Greenbelt Area will collectively continue to provide a suitable range and mix of housing forms and lifestyle options to residents, from estate residential homes in the Palgrave Estates, to traditional subdivisions, to denser housing in infill lots and as intensification. This range and mix of housing will allow existing residents to “age in place” in these communities.
- Generally, there is sufficient supply of lots in existing village and hamlet settlements to accommodate the forecast demand for housing over the long-term without the need to expand settlement area boundaries.
  - The exception may be Caledon East, which has a ready supply of developable land but has demonstrated high growth in recent years and has approved a 1,000 unit subdivision with units under construction. The Region should consider whether the current Caledon East settlement area boundary is sufficient to meet market demand and the settlement’s emerging status as a settlement area in the Regional Urban System.

**i. Requests for Settlement Boundary Expansion in Greenbelt Area**

- The Provincial Greenbelt Plans restrict the Region from approving many of the requests for settlement area boundary expansion set out in Table 4:
    - Without an amendment to the Niagara Escarpment Plan, the expansion of settlement areas in the Niagara Escarpment Plan area is prohibited (see Requests 3 and 8).
    - The expansion of settlement areas into Natural Linkage Area of the ORMCP Area is prohibited under the ORMCP (see Request 6).
    - The expansion of a settlement into the Greenbelt Area from a settlement located outside the Greenbelt Area is prohibited (see Requests 6, 7, 9, 10, and 11).
  - Requests for settlement boundary expansion in Alton, Caledon Village, and Caledon East require further study to establish conformity with Growth Plan policy 2.2.8.3 (see Requests 1, 2, and 4).
  - It is recommended that the Regional Official Plan continue to designate the Palgrave Estate Residential Community based on the current approved boundary in the Region of Peel and Town of Caledon Official Plans (see Request 5).
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Overall, the analysis demonstrates that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051. The Growth Plan requires that growth be limited in rural settlements and in settlement areas that are in the Greenbelt Area. The land needs assessment undertaken under Growth Policy 2.2.1.5, together with the SABE technical studies, demonstrate that there are sufficient opportunities to accommodate the growth forecast for the Region through intensification, in existing designated greenfield areas, and in the Caledon SABE area located within the FSA.

As such, there is little justification for expanding settlement area boundaries in the Greenbelt Area at this time.

Table 4 – Summary of SABE Requests in Greenbelt Area			
Map 1 Reference	Settlement Area	Applicable Plan	Comments
1	Alton	Greenbelt Plan (Protected Countryside)	Request that property at 8 Victoria Street be brought into Alton Settlement Area. The property is 0.1 hectares. Alton contains about 45 hectares of gross vacant land (about 27% of the total settlement area). As such, additional study is required to determine whether proposed uses cannot reasonably be accommodated within the existing settlement area boundary. Town of Caledon contemplated settlement boundary expansion of Alton through Town OPA 226.
2	Caledon Village	Greenbelt Plan (Protected Countryside)	Request to expand Caledon Village to accommodate 20 hectares of land for residential uses on Charleston Sideroad. Land contains a disused gravel pit and abuts 24 hectares of land under same ownership and already designated for residential uses in the settlement area. Owner proposes comprehensive plan for residential development on entire 44 hectare site. Caledon Village settlement area is ~257 hectares. As such, proposal appears to exceed maximum permissible expansion under Growth Plan policy 2.2.8.3 k) ii., which states that proposed expansion must represent “no more than a 5 per cent increase in the geographic size of the settlement area...up to a maximum size of 10 hectares, and residential development would not be permitted on more than 50 per cent of the lands that would be added to the settlement area”. Additional study also required to determine whether proposed uses cannot reasonably be accommodated within existing settlement area boundary.
3	Inglewood	Niagara Escarpment Plan	Request to “round out” Inglewood Settlement Area to accommodate ~10 residential lots and parkland at 15983 McLaughlin Road (adjoining parcels at 15999 and 16069 McLaughlin Road are under same ownership but do not form part of the request). Requires amendment

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			to the NEP, and Region is not contemplating requesting such an amendment at this time. Inglewood already contains about 4 ha of gross vacant land for development. As well, Inglewood municipal water system has little capacity to accommodate growth and community is only partially serviced by municipal wastewater system.
4	Caledon East	Oak Ridges Moraine Conservation Plan (Countryside Area)	Request to consider expansion of Caledon East to accommodate a 38 hectare property (two land parcels) at 16494 Innis Lake Road and to resolve an outstanding LPAT appeal. Property is located in the Countryside Area of the ORMCP Area. Settlement area boundary expansions in the Countryside Area are regulated by Growth Plan policy 2.2.8, which restricts expansion to 10 hectares (see policy 2.2.8.3 k ii.). Property is not attached to current settlement area boundary.
5	n/a (Palgrave Estate Residential Community)	Oak Ridges Moraine Conservation Plan (Countryside Area)	Request to consider an adjustment of the Palgrave Estates boundary within the ORMCP to incorporate a portion of the Glen Eagle Golf Club. The land parcel in question is at 15731 Highway 50 and is 118 hectares. It is currently designated Countryside Area in the Regional and Town Official Plans and mapping. The current Palgrave Estates boundary was established based on the existing Town Palgrave Estates designation as adopted by Caledon Council, identified in the Regional Official Plan, and approved by the Province. Major development in the Countryside Area (the creation of four or more lots) is not permitted under the ORMCP.
6	n/a	Oak Ridges Moraine Conservation Plan (Natural Linkage Area) AND	Request to consider 5 parcels of land that are partially within the FSA north-west of Bolton, within the east Bolton “finger”, and extend into Natural Linkage Area of the Oak Ridges Moraine Conservation Area as well as Protected Countryside under the Greenbelt Plan. Total land area is 162.6 hectares. Area within FSA has been extensively studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). ORMCP prohibits settlement area expansion into Natural Linkage Areas.

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		Greenbelt Plan (Protected Countryside)	Greenbelt Plan Policy 3.4.2.1 prohibits expansion into the Greenbelt Area from a settlement located outside the Greenbelt.
7	Campbell's Cross	Greenbelt Plan (Protected Countryside)	Request for expansion of Campbell's Cross settlement area to accommodate 28 acres of land south of King Street to construct 18 homes. Requires expansion into the Greenbelt Area from a settlement located outside the Greenbelt, which is prohibited under Policy 3.4.2.1 of the Greenbelt Plan.
8	Inglewood	Niagara Escarpment Plan	Request to include 3.31 hectares of land at "0" McLaughlin Road, plus smaller adjoining land parcels owned by the Town (a stormwater management pond) and Region (a water pumping station) in the Inglewood settlement area. Requires amendment to the NEP, and Region is not contemplating requesting such an amendment at this time. Inglewood already contains about 4 ha of gross vacant land for development. As well, Inglewood municipal water system has little capacity to accommodate growth and community is only partially serviced by municipal wastewater system.
9	Bolton	Greenbelt Plan (Protected Countryside)	Request to consider expansion of Bolton settlement area into Protected Countryside of Greenbelt Area. Lands comprise 14 hectares along Chickadee Lane, King Street, and Glasgow Road, of which 4.7 hectares lies within Greenbelt Area and remainder lies within FSA. Requires expansion into the Greenbelt Area from a settlement located outside the Greenbelt, which is prohibited under Policy 3.4.2.1 of the Greenbelt Plan. Area within FSA has been studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). Adjoining lands in FSA under same ownership were recently approved for inclusion in Bolton settlement area by LPAT Order dated 10 November, 2020.

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10	n/a	Greenbelt Plan (Protected Countryside)	Request to consider expansion of the Bolton settlement area to include of 24 hectares of land west of Bolton at 13464 The Gore Road. Land parcel is split between the FSA (12.8 hectares) and the Protected Countryside in the Greenbelt Area (11.1 hectares). Area within FSA has been extensively studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). Greenbelt Plan Policy 3.4.2.1 prohibits expansion into the Greenbelt Area from a settlement located outside the Greenbelt.
11	Campbell's Cross	Greenbelt Plan (Protected Countryside)	Request to consider expansion of Campbell's Cross settlement area to include 5.8 hectare land parcel at 13945 Kennedy Road. Parcel is split between FSA (3.4 hectares) and Protected Countryside in the Greenbelt Area (2.4 hectares). Preliminary proposal is to construct lots for residential uses except on Greenbelt Area lands. Area within FSA has been extensively studied through the technical studies prepared as part of the Peel 2041+ SABE process (to which reference should be made). Greenbelt Plan Policy 3.4.2.1 prohibits expansion into the Greenbelt Area from a settlement located outside the Greenbelt.