

Peel2041+

Regional Official Plan Review and Municipal Comprehensive Review Overview

Planning & Growth Management Committee
February 18, 2021

Adrian Smith
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Regional Planning & Growth Management
Region of Peel

Planning Responsibilities

Regional Strategic Plan

Community for Life



Vision:
Community for life

Mission:
Working with you to create a healthy, safe and connected community.

Values:
Our Regional Values define how we work together and drive our daily interactions and decisions.



Policy Updates
by Focus Area

BRAMPTON PLAN



FUTURE CALEDON

OUR OFFICIAL PLAN

Official Plan

Our Future City

Provincial Plans & Legislation

- Planning Act
- Policy Statements
- Growth Plan
- Metrolinx Regional Transportation Plan
- Provincial Greenbelt Plans & Others

Local Municipal Official Plans

Key Regional Changes in Growth Plan

2006 Growth Plan

Municipal Comprehensive Review (MCR) undertaken by municipality (could be upper or lower tier) and required for:

Settlement Area
Boundary
Expansions (SABE)

Employment
Conversions

If SABE undertaken by
lower tier –Regional
Council approval required
to amend boundary in ROP



2017 Growth Plan

MCR undertaken by upper tier
municipality in collaboration with
local municipalities

Required for SABE
and Employment
Conversions

Key Regional Changes in Growth Plan

2006 Growth Plan

Major Transit Station Areas (MTSAs) designated in local official plans

Province may identify Provincially Significant Employment Zones

Local employment land protection, while still required to implement regional policies regarding locations, forecasts and densities

2019 Growth Plan

Delineate Priority MTSAs through MCR; Regional Official Plan include minimum densities for strategic growth areas, including urban growth centres and MTSAs

Province may identify Provincially Significant Employment Zones

Employment lands identified in consultation with local municipalities, regional designation of employment areas, long-term protection and densities



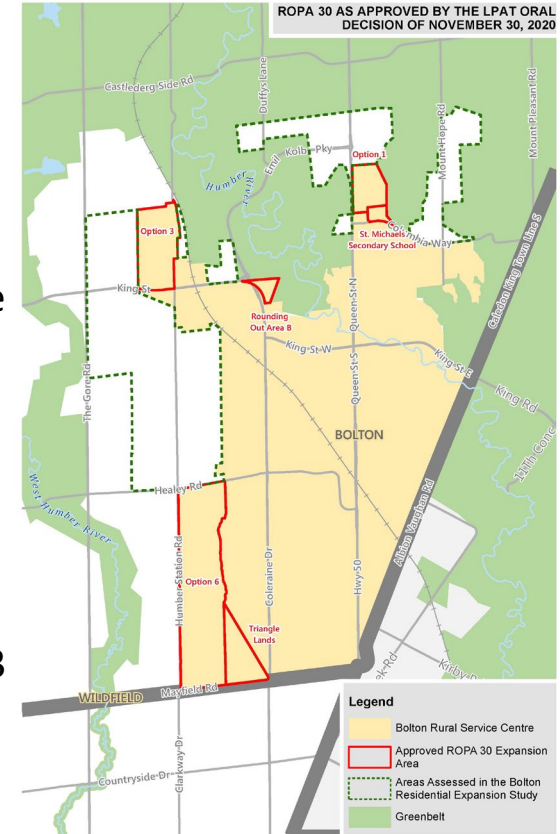
What's New in the Official Plan

ROPA 34 – Mayfield West Phase 2 Stage 2

- Provincial approval January 21, 2021
- Approved and in effect
- Staff continue to work with the Town of Caledon to complete the Secondary Plan

ROPA 30 – Bolton Residential Expansion Area

- LPAT oral decision approved a revised ROPA 30 (resulting from settlement discussions) on November 30, 2020
- Areas now included in ROPA 30:
 - Option 6, Rounding Out Area B, and part of Options 1 and 3 are planned as Community Lands with a mix of residential and some employment
 - Triangle Lands are planned for only employment
 - Existing St. Michaels Secondary School recognized



What's New in the Official Plan

ROPA 30 – Bolton Residential Expansion Area

- ROPA 30 LPAT hearing conducted pursuant to 2006 Growth Plan;
- PSEZ contemplate employment uses as well as mixed uses;
- PSEZ does not automatically change designated use of land but does preclude conversion of existing employment designations subject to criteria – no such designations in ROPA 30;
- ROPA 30 requires that 11,100 people and 3,600 jobs be accommodated on 245 hectares of developable land;
- Although Option 6 Lands within PSEZ, must be planned to accommodate a mix of both population and employment to comply with ROPA 30.

Collaboration

- Peel-Provincial Connects
- Various Ministries



- Finance & Servicing
- Housing
- Transportation
- Climate Change
- Waste Management

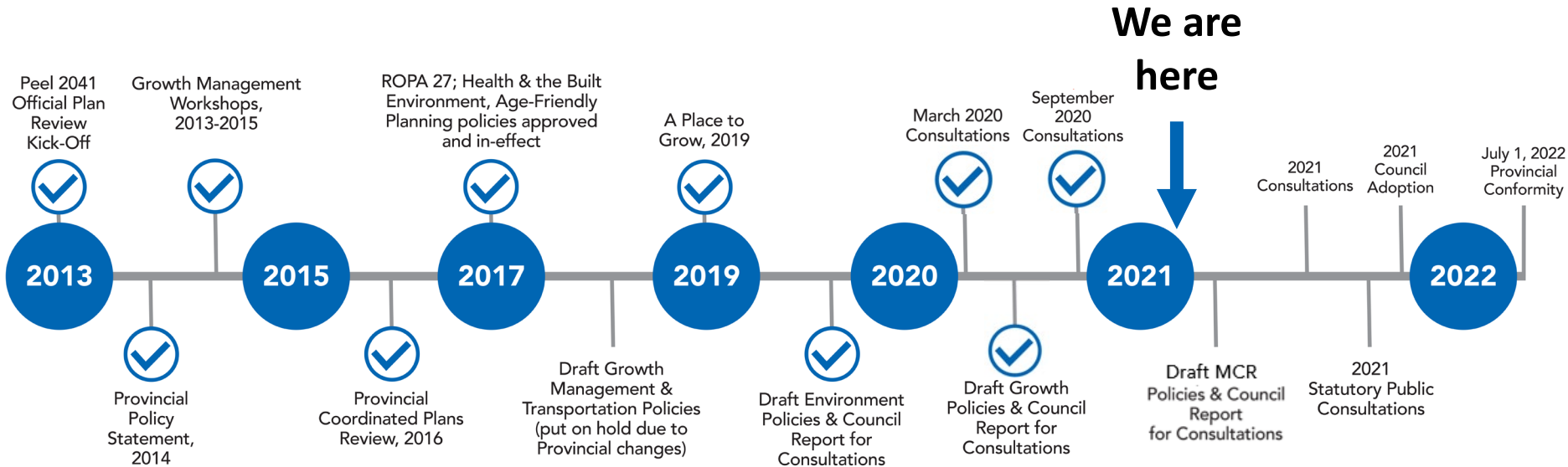
- Planning TAC
- GM SubTAC
- Various Focus Area Working Groups
- RAMPC

- BILD
- BILT
- DIWG
- PAAWG

- CVC
- TRCA
- Indigenous Communities

- Planning & Growth Management Committee
- New Planning Advisory Committee

Process & Timeline



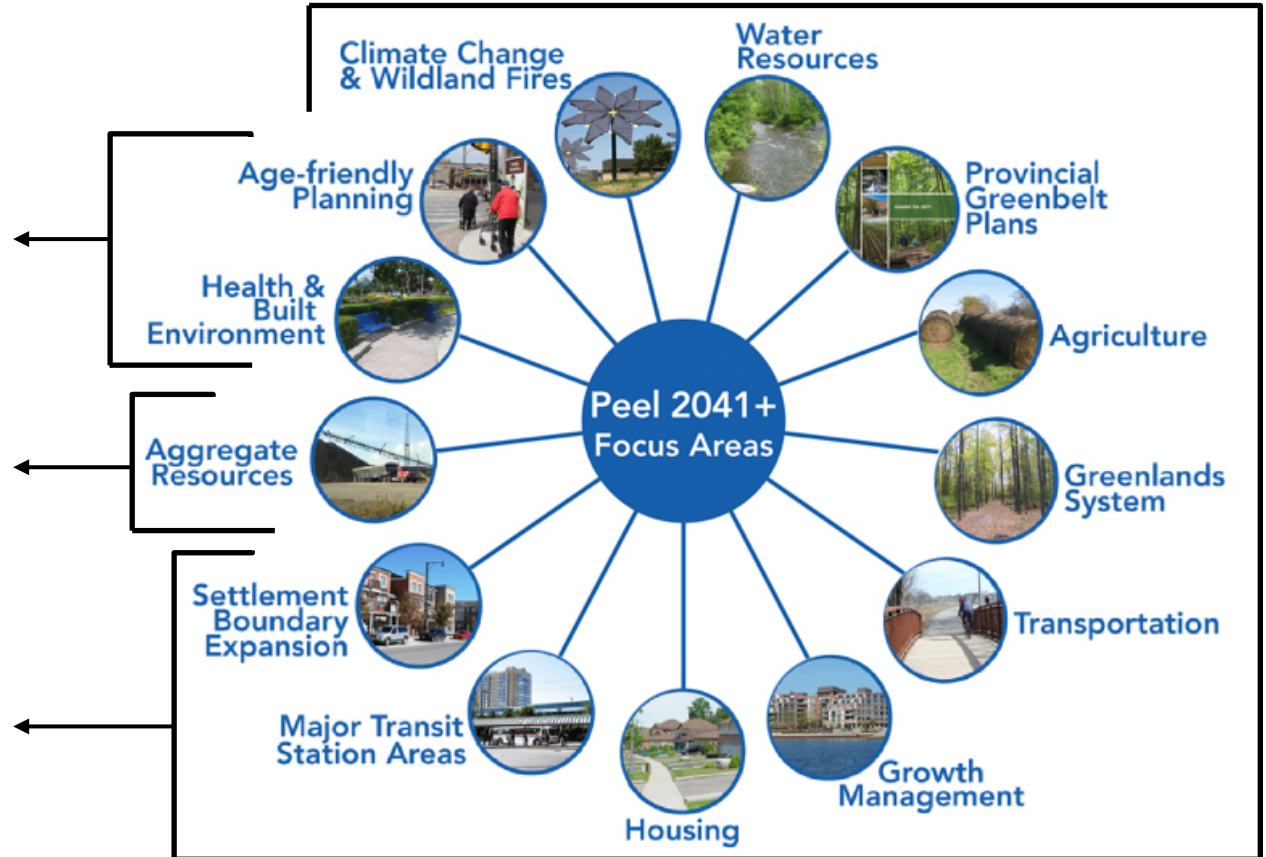
Note: Timeline subject to change

Official Plan Review & Municipal Comprehensive Review

ROPA 27 was the first amendment in this process, approved and came into effect in 2017.

Aggregate Resources will be brought forward in future.

Remaining Focus Areas will be part of the Region's MCR Amendment in 2021.



Consultations

Environment Related Focus Area Policies

March 2-5, 2020



Agriculture
& Rural Areas



Climate Change



Wildland
Fire Hazards



Provincial
Greenbelt Plans



Water Resources

Growth Related Focus Area Policies & SABE Technical Studies

September 21 – October 1, 2020



Growth
Management*



Major Transit
Station Areas



Housing



Transportation



Greenlands System



Other:
Waste Management,
Cultural Heritage &
Indigenous Engagement*



Settlement Area
Boundary
Expansion*

Key Emerging Themes in Peel 2041+

Take action against climate change

- Support the development of sustainable, low-carbon, compact, mixed-use, walkable and transit supportive communities to protect natural systems and promote renewable energy and conservation

Manage growth in a fiscally sustainable manner

- ‘Growth pays for growth’ to minimize financial impacts to existing residents and businesses while protecting environmental and agricultural resources

Ensure the healthy, complete development of our communities

- Work collaboratively with local municipalities to support growth that promotes healthy, complete, and livable communities through intensification of the existing built-up areas, more compact greenfield development, better alignment between land use and transit planning, and the protection of employment areas
- Recognize the importance of addressing equity and inclusion in planning

Key Emerging Themes in Peel 2041+

Increase affordable housing

- Increase the supply of affordable housing through the advancement of an inclusionary zoning framework, setting bold targets aligned with housing needs, greater involvement in the development review process and explore new housing opportunities

Respond to a changing economy and encourage job growth

- Protect employment areas and implement a long-term employment strategy to provide opportunities to live and work within the Region in key areas such as MTSAs, Urban Growth Centres, Provincially Significant Employment Zones and other Strategic Growth Areas

Encourage active transportation

- Implement programming and transportation infrastructure investment that make sustainable and active travel options, such as transit routes, carpooling, walking, and cycling more viable

Consultations

Inform



- Public awareness by providing information and education

Involve



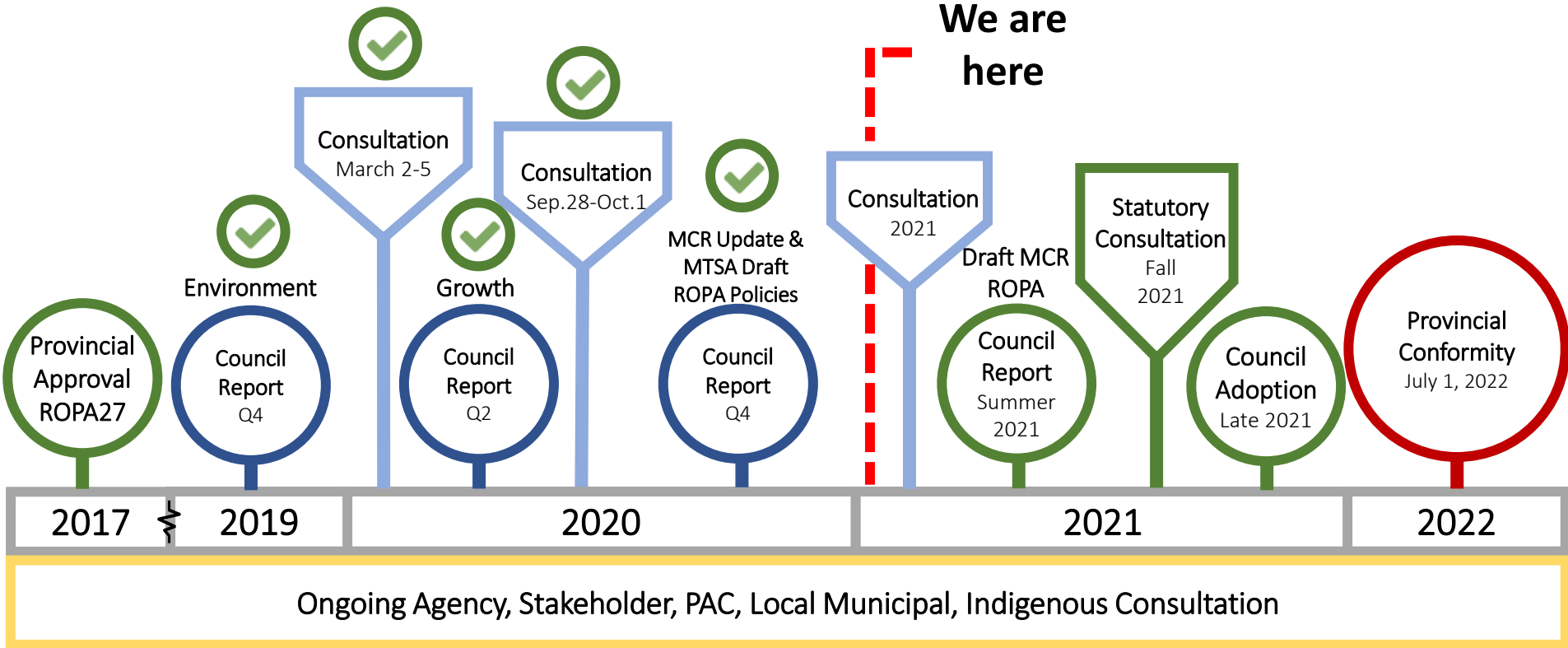
- Gathering input, comments and ensuring opportunities for ongoing engagement

Collaborate



- Working with stakeholders and partners in policy responses

Upcoming Consultations



Next Steps

- **Outcome for today:** obtain feedback on background information and draft policy framework
- **Future meetings:** Continue to engage Regional Planning Growth Management Committee on Peel 2041+ (April - environment related topics)



2021 and beyond

Statutory Consultation

- Spring 2021** Complete remaining technical work and draft policies
- Summer 2021** Request Statutory Consultation on Draft MCR ROPA (policies and mapping)
- Summer 2021** Ongoing public engagement
- Fall 2021** Statutory consultation on all focus areas (Open Houses and Public Meeting)
- Winter 2021** Council adoption of Final MCR ROPA
- July 1, 2022** Provincial conformity required by this date



Peel2041+

Growth Management

*Planning and Growth Management Committee
February 18, 2021*

Duran Wedderburn
Regional Planning & Growth Management
Region of Peel

Russell Mathew
Hemson Consulting



Growth Management Policy Outcomes

- Determine how much new population and employment growth will be allocated to the local municipalities by 2051
- Balance: the environment; costs (to the taxpayer) of infrastructure (water, wastewater, roads); transportation; and where and how people live and work
- Designate and protect Employment Areas to support current and future jobs in Peel
- Support a pattern of growth that promotes healthy, complete, and livable communities
- Identify the need for additional community and employment land to support forecasted growth



Growth Management



- **Official Plan growth management policies** are being updated to:
 - Ensure alignment with current Provincial policy and legislation;
 - Set the framework to guide how Peel will accommodate new population and employment growth to 2051;
 - Support transportation and transit investment by directing new growth to areas with increased mobility;
 - Build upon the need to respond to the changing nature of employment; and
 - Support the Region with infrastructure planning and financial sustainability.
- **Policy Directions Report** endorsed by Regional Council for consultation on June 25, 2020:
 - Municipal growth allocation
 - Minimum intensification targets
 - Minimum designated greenfield area targets
 - Strategic growth areas
 - Employment areas mapping
 - Implementation tools and monitoring
- **Amendment 1 to the Growth Plan, 2019 and Land Needs Assessment Methodology**
 - Draft municipal allocation
 - Draft land needs assessment results

NEW



Background Work

The Region's growth management work is supported by evidence-based analysis, prepared in collaboration with municipal partners and stakeholders.

Supporting information and analysis includes:

- [Greater Golden Horseshoe population and employment forecast to 2051](#)
- [Growth Management Policy Directions Report, 2020](#)

Currently updating studies in response to the new 2051 planning horizon:

- Planned Employment Planning Implementation Report
- [Draft Intensification Analysis: Strategic Market Demand, 2020](#)
- [Employment Strategy Discussion Paper, 2017](#)





Preliminary Draft Growth Forecasts

Population and Employment Forecasts to 2051

Draft Municipal Distribution

Municipality	2021 Estimate		2051	
	Population	Employment	Population	Employment
Caledon	81,000	26,700	300,000	125,000
Brampton	698,000	208,500	985,000	355,000
Mississauga	799,000	500,400	995,000	590,000
Peel	1,578,000	735,600	2,280,000	1,070,000

The Region of Peel is forecasted to achieve a total population of about 2.3 million people and 1.1 million jobs by the year 2051.



Preliminary Findings for Peel's Growth

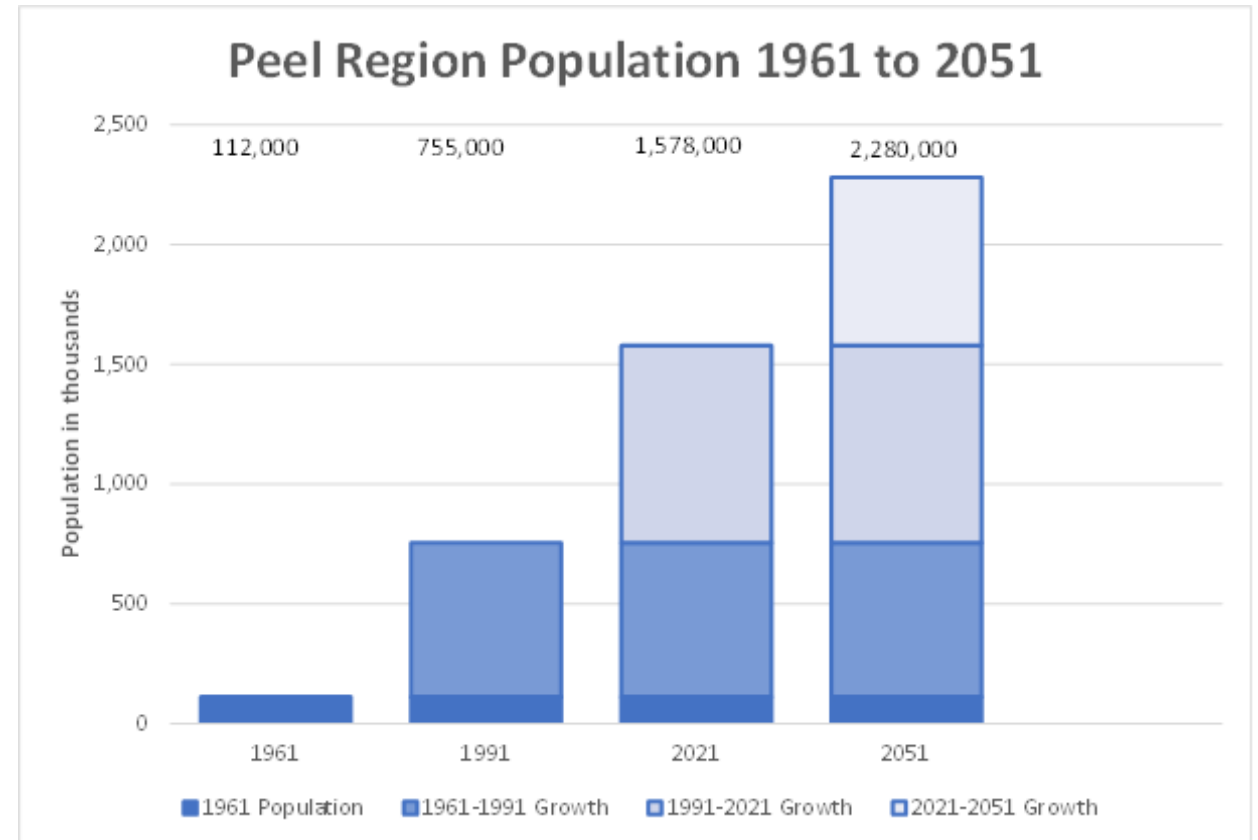
- Peel's Intensification rate is projected to be approximately 55% from 2021 to 2051
- An estimated land need for an additional 4,300 hectares to accommodate new growth
- New Designated Greenfield Areas to develop at approximately 65 people and jobs per hectare
- Greenfield growth shifts from Brampton to Caledon
- Will require increased coordination with financial planning and stronger implementation policies to protect regional interests:
 - Enhanced staging and sequencing requirements at the local level
 - Consideration of additional financial implementation planning tools
 - Integration of climate change, sustainable transportation, affordable housing, natural heritage system planning and cultural heritage preservation



Peel Experienced in Managing Rapid Growth

Adding 700,000 people to 2051

- Compared to 820,000 added in last 30 years
- But, increased lifespans and fewer children mean more dwellings need to be added to house Peel's 2051 population
- Peel also continues to attract rapid employment growth, the current year excepted
- Peel, Toronto, Waterloo and Wellington, the only places in the Greater Golden Horseshoe with net in-commuting — more jobs than there are residents with jobs

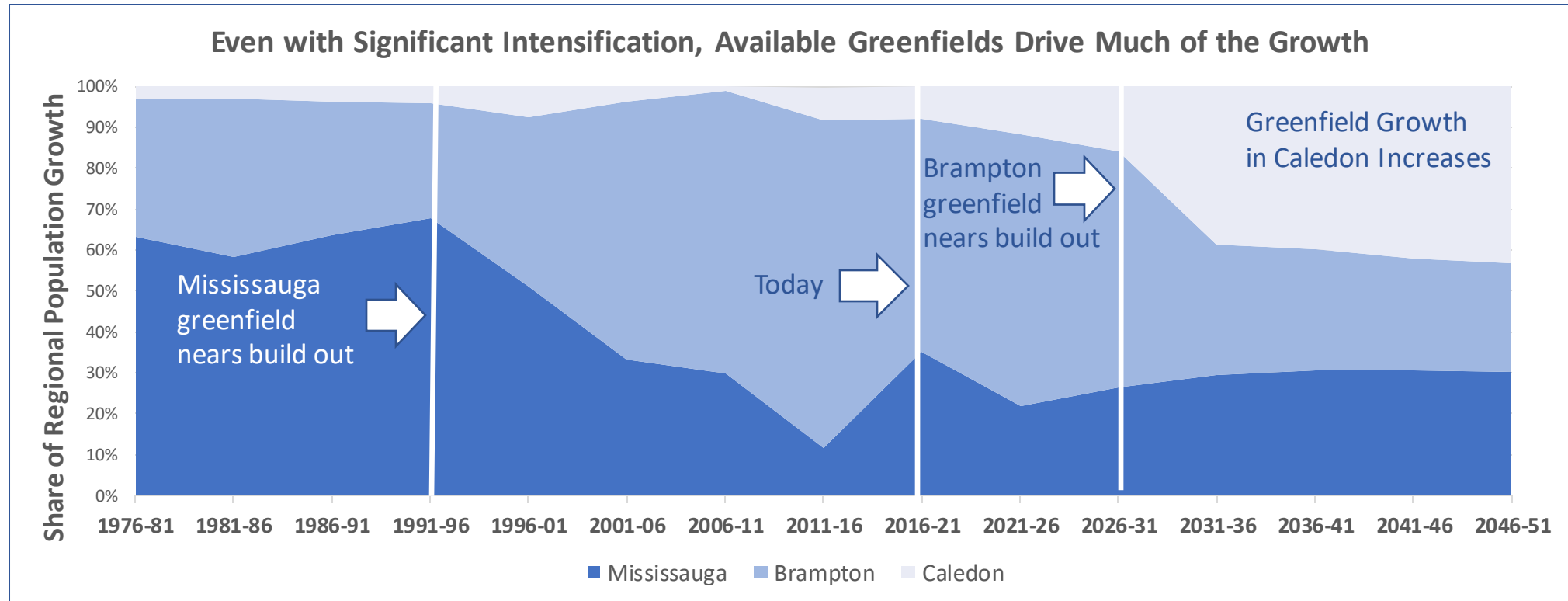




Shifts in Long Term Pattern of Greenfield Growth

Also significant intensification:

- Post-greenfield Mississauga and Brampton each almost one-third of population growth

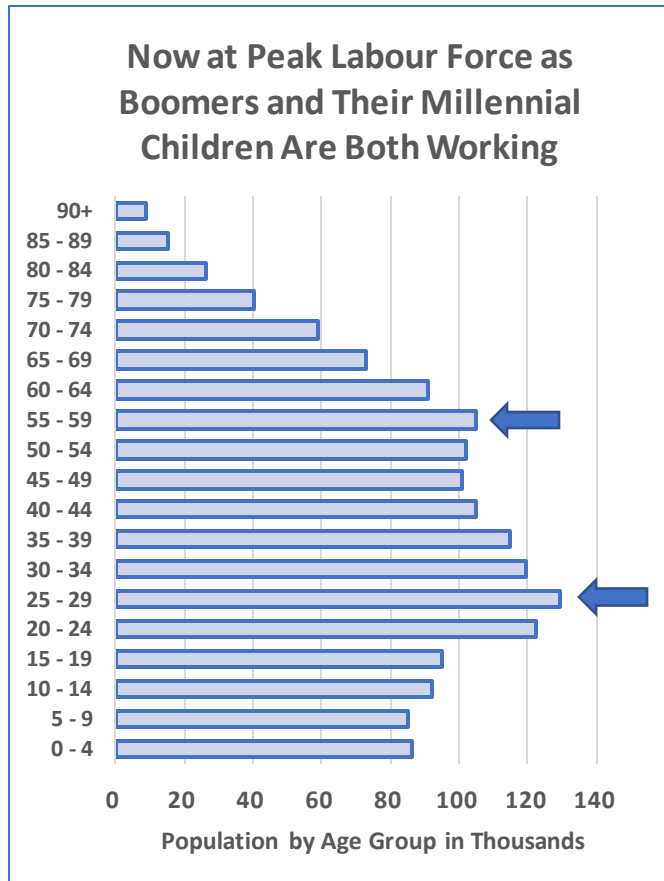




Employment Growth Patterns More Complex

Current Recession Aside, Long-Term Employment Growth Slows as Population Ages

- Slowing job growth makes changing the pattern more difficult
- One-third of Peel growth in Major Office and Mississauga's continued sector dominance combine to drive the City's job growth
- GTA West to become major employment corridor — significant land designation now and Peel can now identify future land for beyond 2051
- Brampton will build out its employment areas and attract more major office than in the past

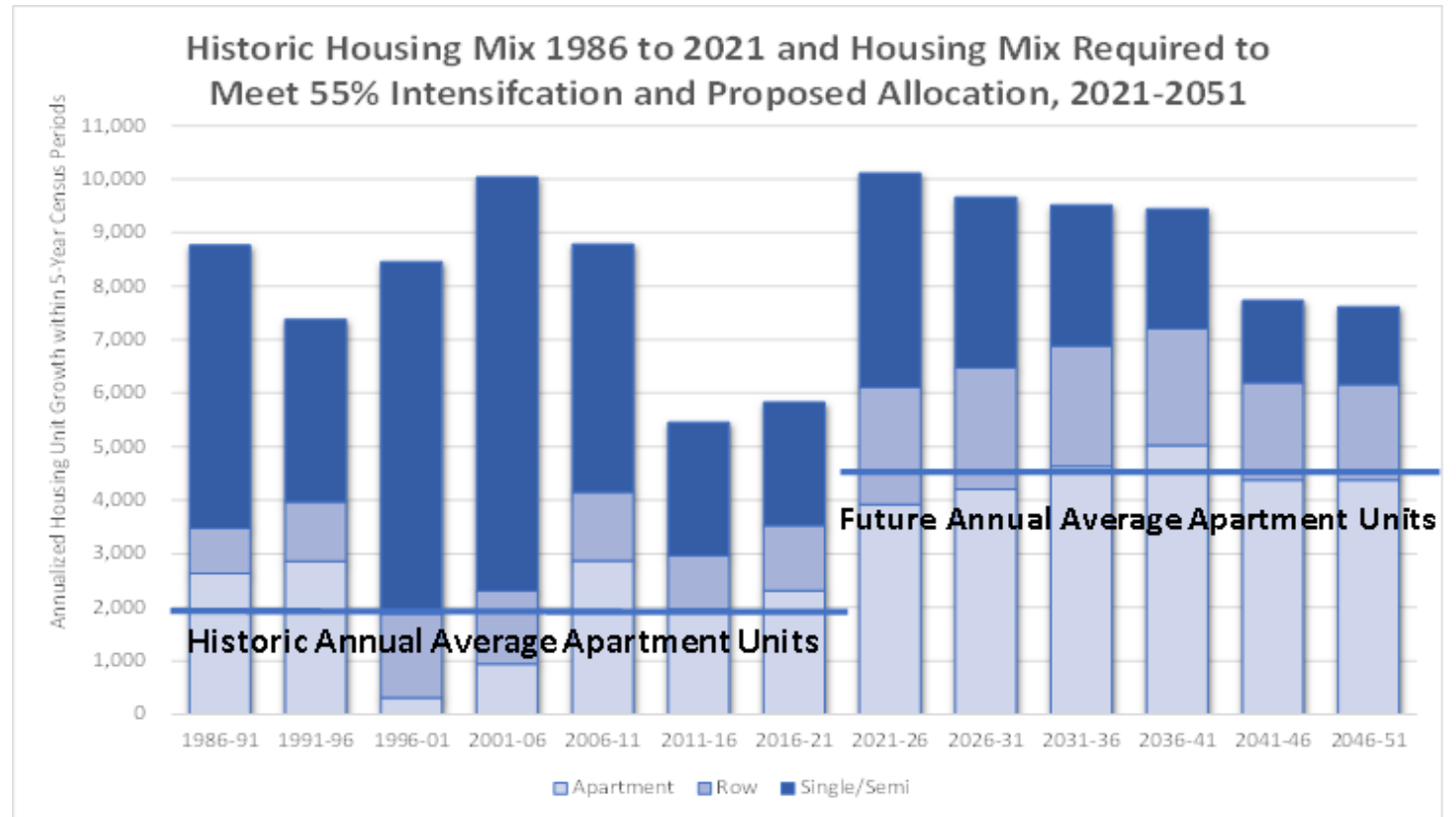




Housing Type is the Major Shift Required

Plenty of places for this development, mainly in Strategic Growth Areas

- Demand side is a major challenge
- Apartments need to be 50% of future units
- Over 60% of Peel households have 3 or more people, meaning many of these units need to be family-sized units





New Land Needs Assessment Methodology

Province's new Land Needs Assessment Methodology states that Peel should be providing a "market-based supply" of housing by type

- Understood to mean the types of housing that Peel's households would like to occupy
- Best measure of the recent market demand, from 2001 to 2021, approximately 27% apartments
- Going forward, the growth in the elderly population would put the market-based demand over 30%
- Need to balance Growth Plan policies pushing a housing market shift to achieve intensification and market-based supply
- Peel can achieve a minimum intensification target of approximately 55% with a reasonable market mix of housing types
- Peel's current MCR work supports the requirements of the Land Needs Assessment

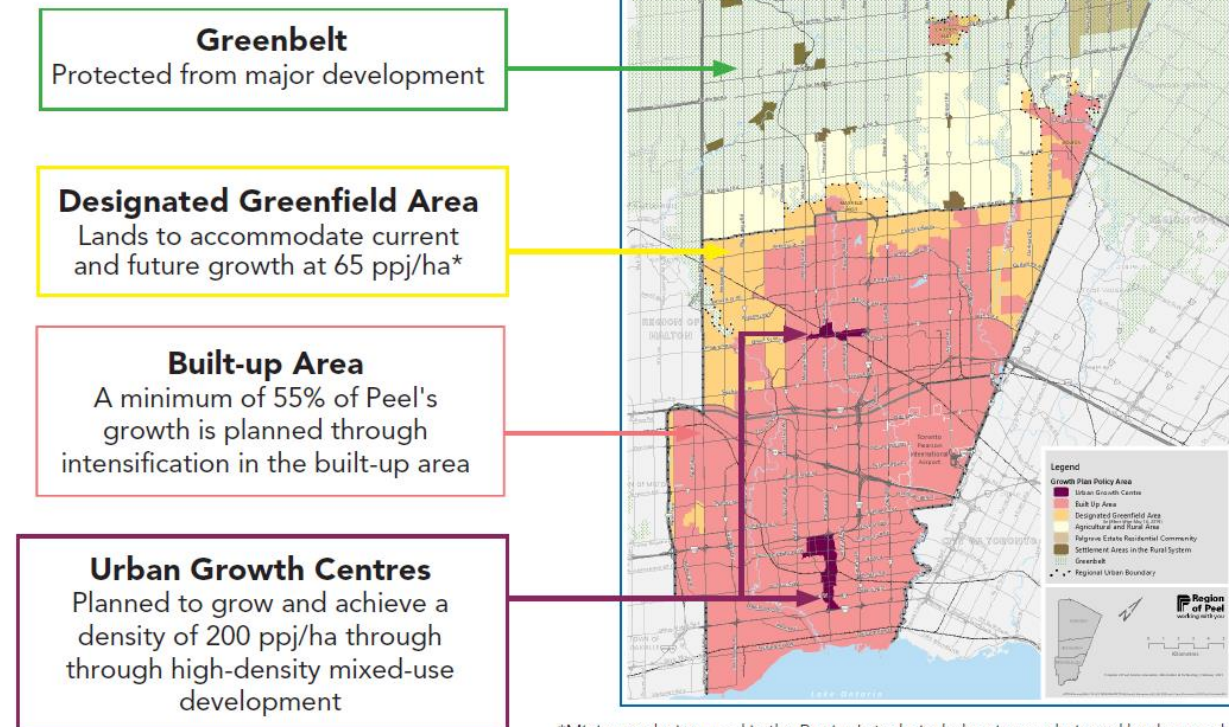


Growth Management Policy Framework

- Updated Regional forecasts
- Allocate population and employment growth to the local municipalities
- Identify minimum intensification and density targets
- Direct growth to Strategic Growth Areas (i.e. transit corridors)
- Designate Employment Areas for long term protection to accommodate a range and mix of employment types (including Provincial Significant Employment Zones)

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

Sources: Growth Plan, 2019



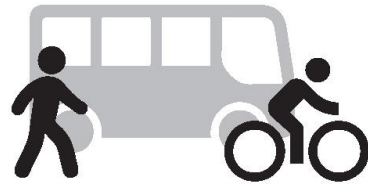


Transportation Policy Framework

Integrating Transportation
and Land Use Planning



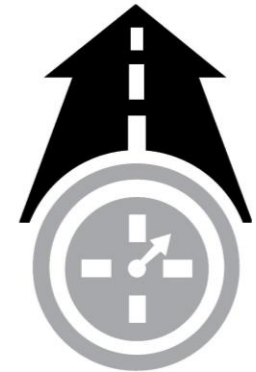
Active and Sustainable
Transportation



Enhancing
Partnerships



Preparing for the
Future

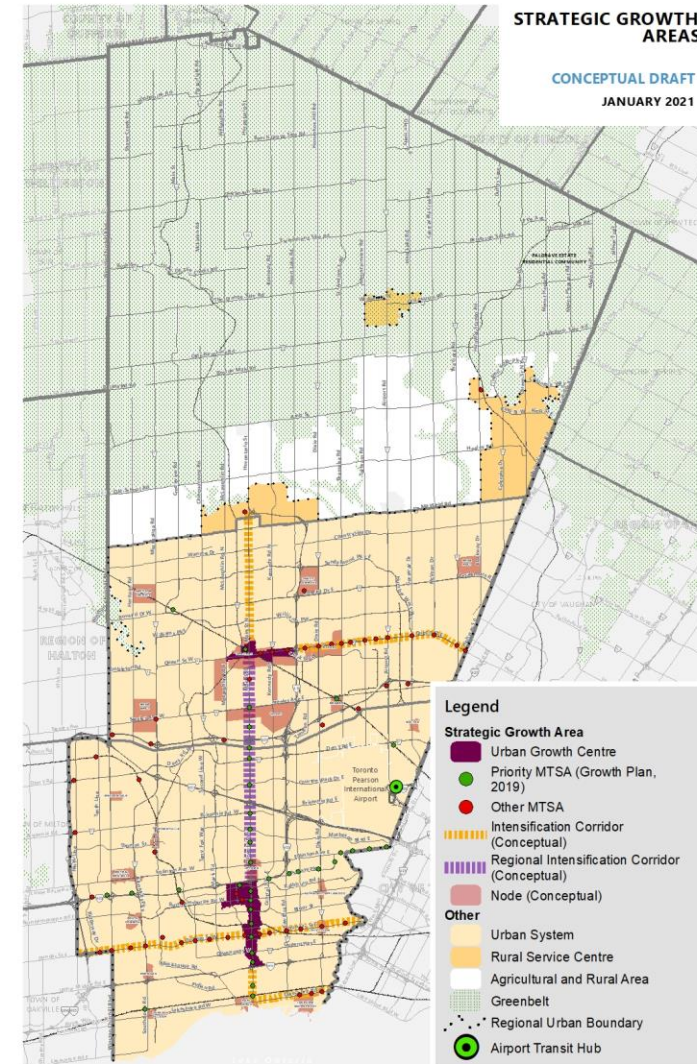




Growth Management Strategic Growth Areas

Key policy changes proposed related to Growth Management:

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

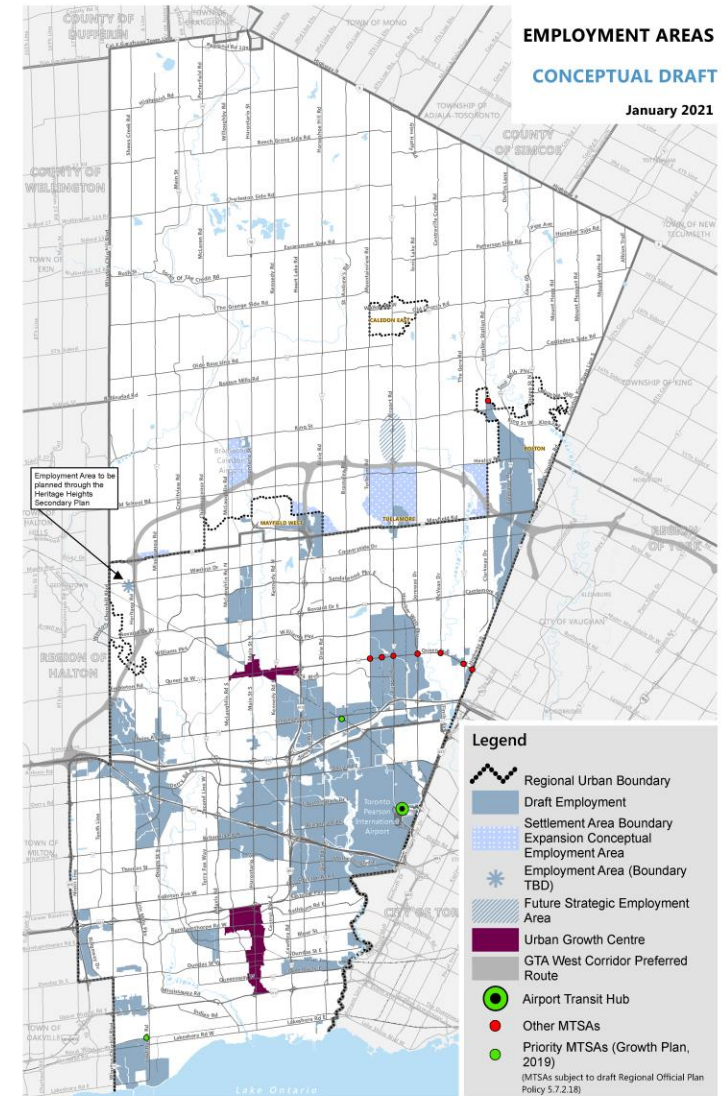




Growth Management Employment Areas

Key policy changes proposed related to Growth Management include:

- **Designate Employment Areas:** Identify lands within the Region for protection from employment conversions
- **Higher Density Employment in Strategic Growth Areas:** Direct major office development to areas supported by a mix of uses and transit
- **Flexibility in Major Transit Station Areas:** introduce policy flexibility for the consideration of mixed-use development on employment lands within strategic Major Transit Station Areas
- **Mixed use in employment:** Provide a broader consideration for retail and commercial uses within employment areas, where appropriate
- **Future Strategic Employment Area:** Include policy consideration for the protection of future Employment Area beyond the planning horizon that is supported by existing or planned transportation infrastructure





Next Steps

- Updated technical studies and draft policies by Q1 2021
- Continued consultation with local municipalities to ensure Regional and local priorities are captured in on-going detailed forecast work
- Finalize inputs to support Fiscal Impact Assessment
- Council Endorsement of Draft 2051 Municipal Growth Allocation and Land Needs Assessment
- Identify new community and employment lands in designated greenfield areas, in conjunction with the SABE study and update appropriate schedules



Peel2041+

Major Transit Station Areas

*Planning and Growth Management Committee
February 18, 2021*

Duran Wedderburn

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Region of Peel

Paul Kulig

Perkins & Will



Introduction

What are Major Transit Station Areas (MTSAs)?

- Lands within an approximate 500-800 metre radius of a transit station or stop
- Primarily along existing or planned transit corridors
- Intended to be developed as high density, mixed-use, transit-supportive neighbourhoods
- Provide access to local amenities, jobs, housing, and recreation opportunities





Provincial Policy Drivers

Provincial Policy:

- Planning Act
 - Sets out legislative framework for establishing protected MTSA and official plan policies regarding density and implementation planning
- Growth Plan, 2019 (2020 consolidation)
 - Identifies Growth Plan priority transit corridors where MTSA must be delineated
 - Establishes minimum densities, and criteria for municipalities to propose lower alternative densities
 - Establishes the vision for mixed use, transit-supportive, and pedestrian oriented MTSA

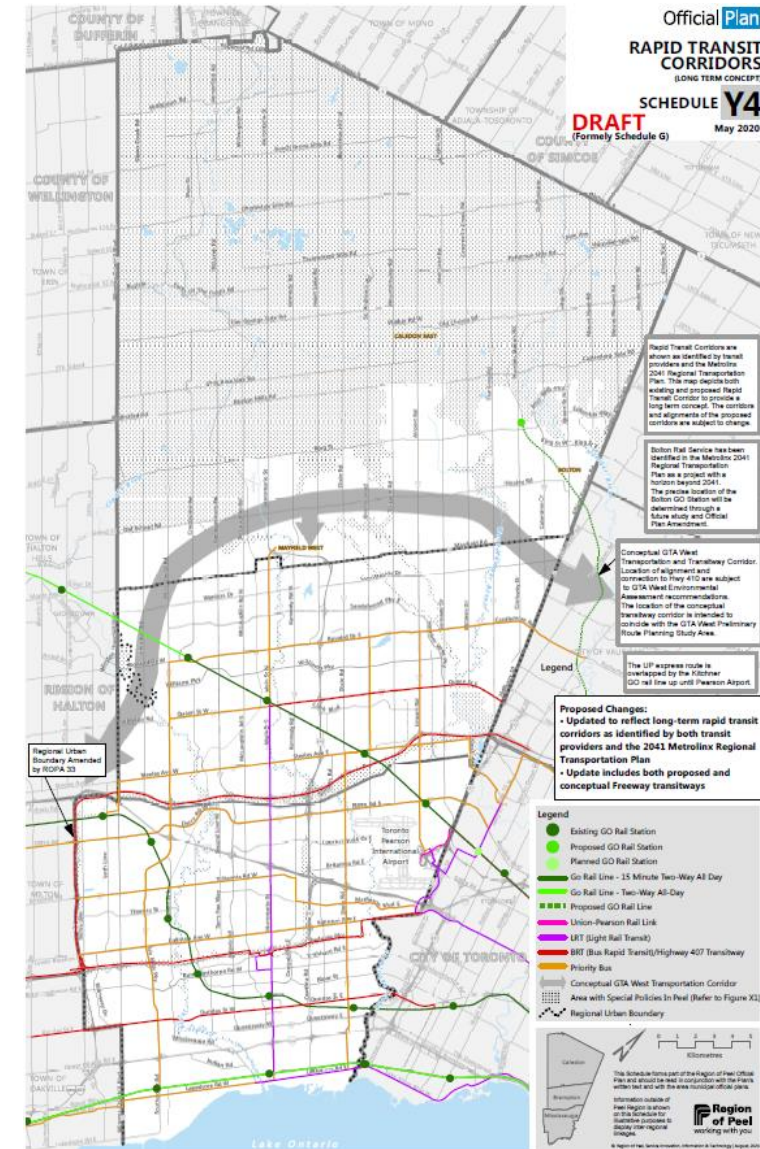
The Regional Official Plan must establish a policy framework to meet provincial requirements.





Transportation Planning & MTSA's

- **Proposed Transportation policies Section 5.10 of the Official Plan**
- **The Balanced Approach:** supporting a 50% sustainable mode share, in which the highest increase is amounted to transit
- **Improving First and Last Mile Connections:** working with Metrolinx and local municipalities to address barriers and gaps in the active transportation network
- **Transit Enhancement on Regional Roads:** working with local municipal transit agencies to implement necessary transit enhancements along Regional roads
- **Advocacy for Transit Improvements:** identifying priority transit projects and advocacy positions for Peel





MTSA Corridors/Hubs

Light Rail Transit

- Hurontario LRT (Growth Plan Priority)

GO Train

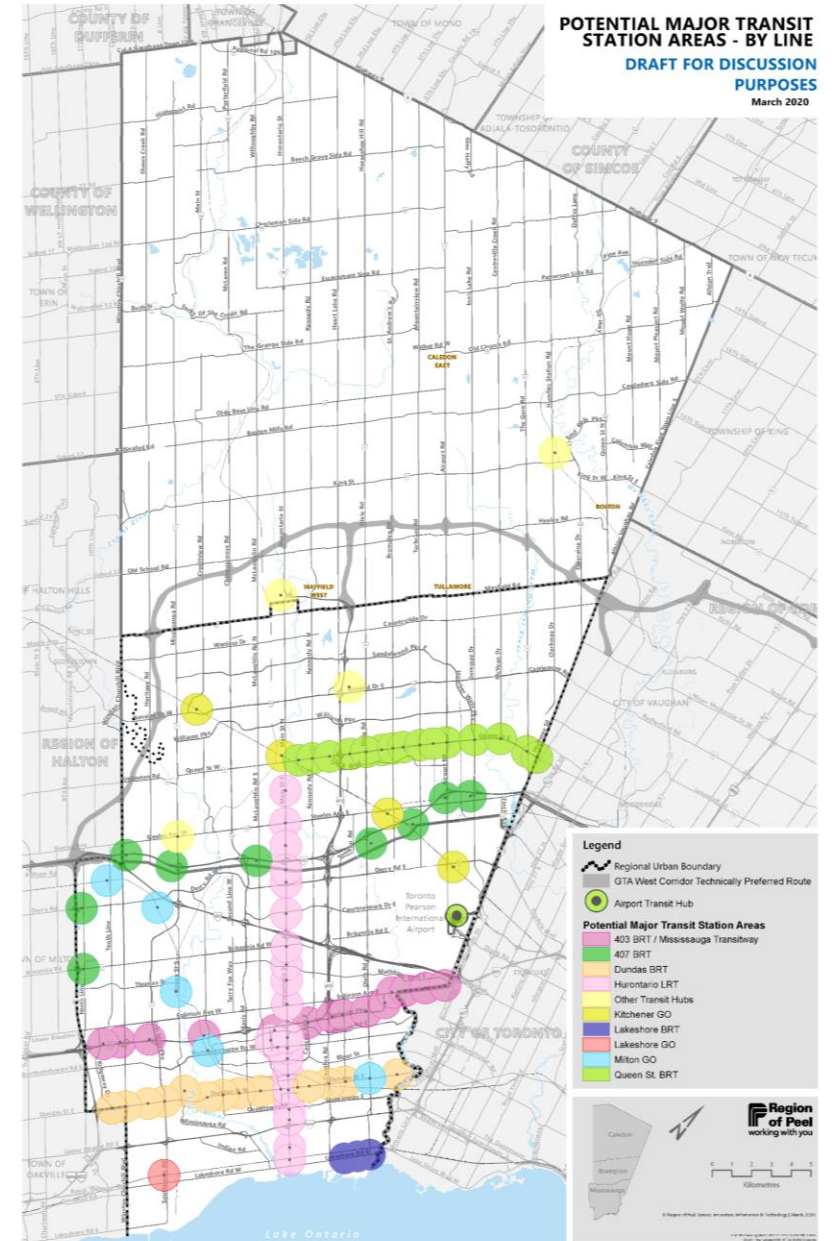
- Lakeshore West GO (Growth Plan Priority)
- Kitchener GO (Growth Plan Priority)
- Milton GO
- Bolton GO

Bus Rapid Transit

- 403 BRT/Mississauga Transit Way (Growth Plan Priority)
- Dundas BRT
- Queen Street BRT
- 407 Transit Way BRT
- Lakeshore Road BRT

Transit Hubs

- Future Airport Transit Hub
- Other Transit Hubs



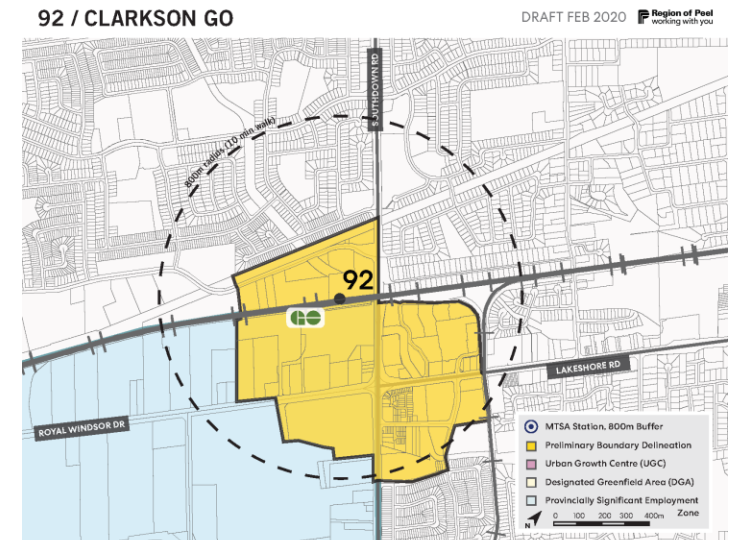


Process to Delineate MTSA

1. Consider 800m boundary and 10 min walkshed
2. Apply any existing local municipal delineation
3. Utilize the analytical lens findings to identify station attributes
4. Identify areas on the periphery of the boundary for inclusion and/or *exclusion*
5. Apply Key Assumptions
 - i.e. use urban growth centre boundaries as the edge of MTSA, minimize employment areas where possible.
6. Consult and refine boundaries



conceptual example

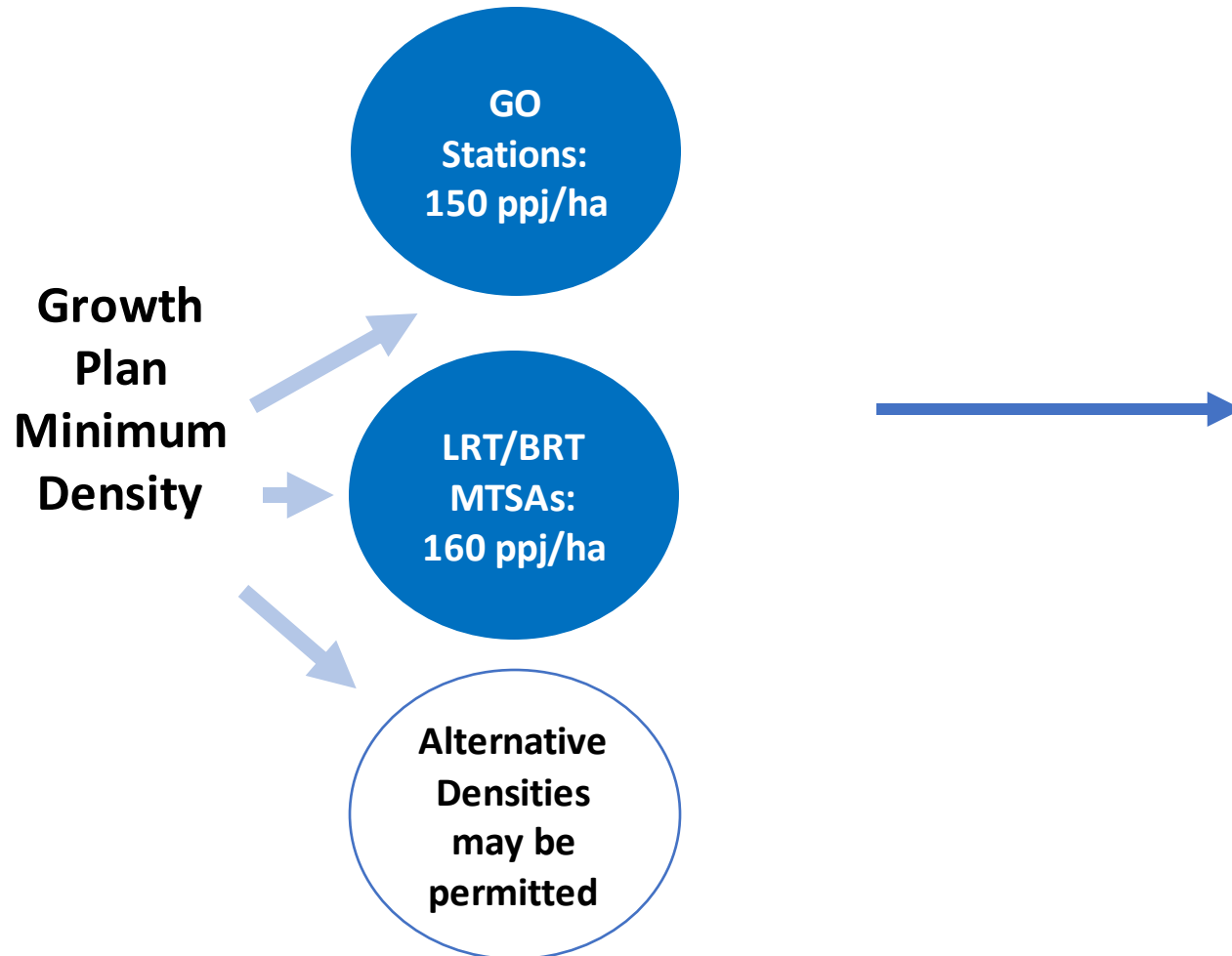


MTSA study sample



Establishing Densities

REGIONAL FRAMEWORK



LOCAL IMPLEMENTATION





Challenges & Opportunities

Challenges

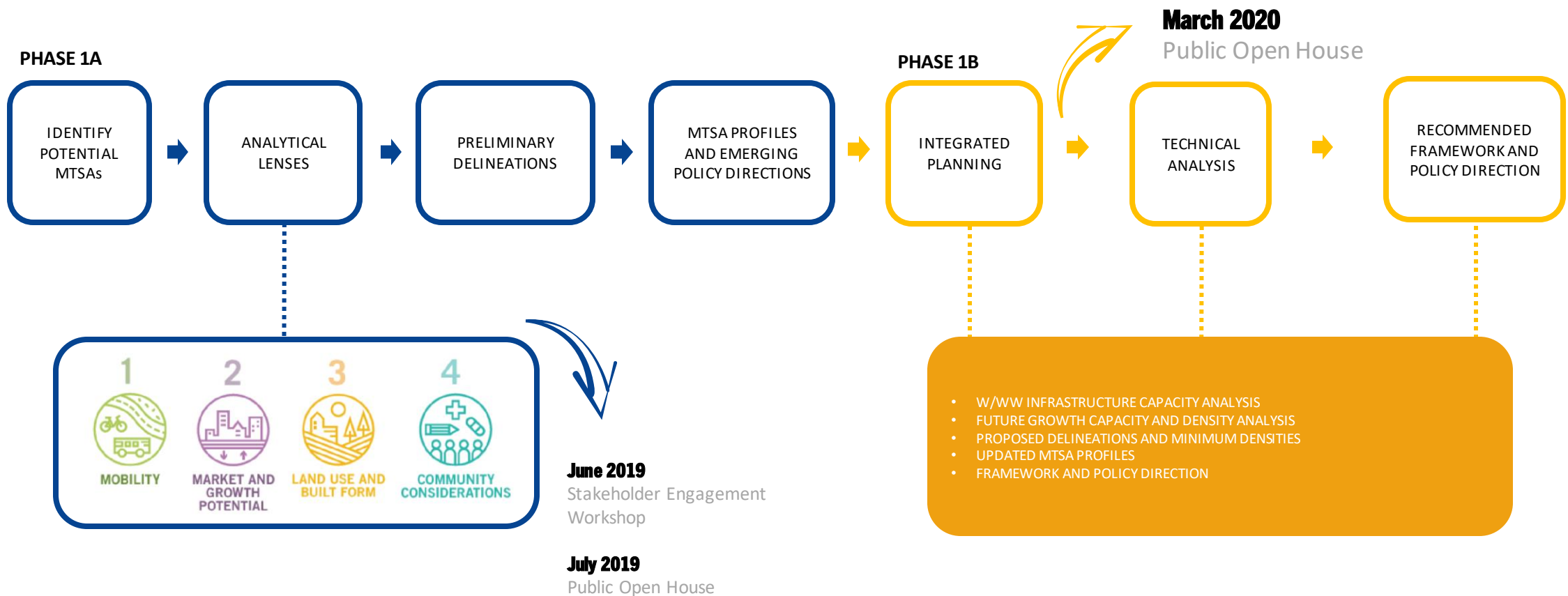
- Aligning development with both transit and other infrastructure investment (i.e. water and wastewater servicing, regional transportation infrastructure, highways)
- Unique contexts: Some lands within 800m of a station or stop have limited intensification potential
- Increasing transit access in existing neighbourhoods by all travel modes (pedestrian paths, cycling routes, carpooling)

Opportunities

- Creating transit-oriented communities & reducing auto dependency as Peel grows
- Working with local municipal partners and stakeholders to create a Regional Official Plan MTSA framework that reflects strategic priorities and the local planning context

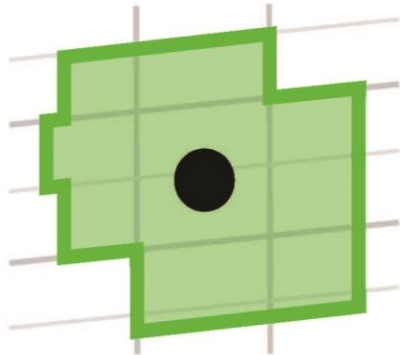


Study Process and Methodology



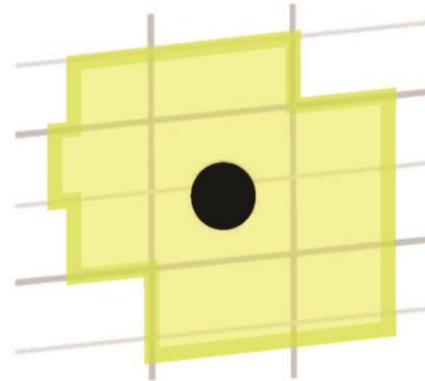


MTSA Classification Framework



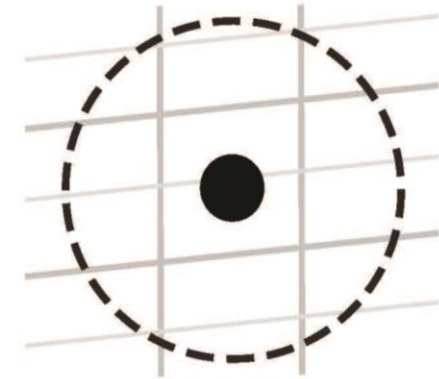
PRIMARY STATION

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



SECONDARY STATION

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.



PLANNED STATION

Areas identified in the Regional Official Plan that are intended to become Major Transit Station Areas but are not delineated due to the need for infrastructure planning and investment and/or land use changes to unlock potential.



MTSA Profiles Overview

- 91 total MTSA's profiled
- MTSA numbering aligns with numbering standard on the draft ROPA

1

- Density calculations based on Boundary Delineation and 800m radius
- Methodology outlined in Phase 1A

2

- General Information (Growth Plan Priority, Corridor, Location)

3

- MTSA Capacity Ratings
- Definition and detail on technical analysis in report Phase 1B

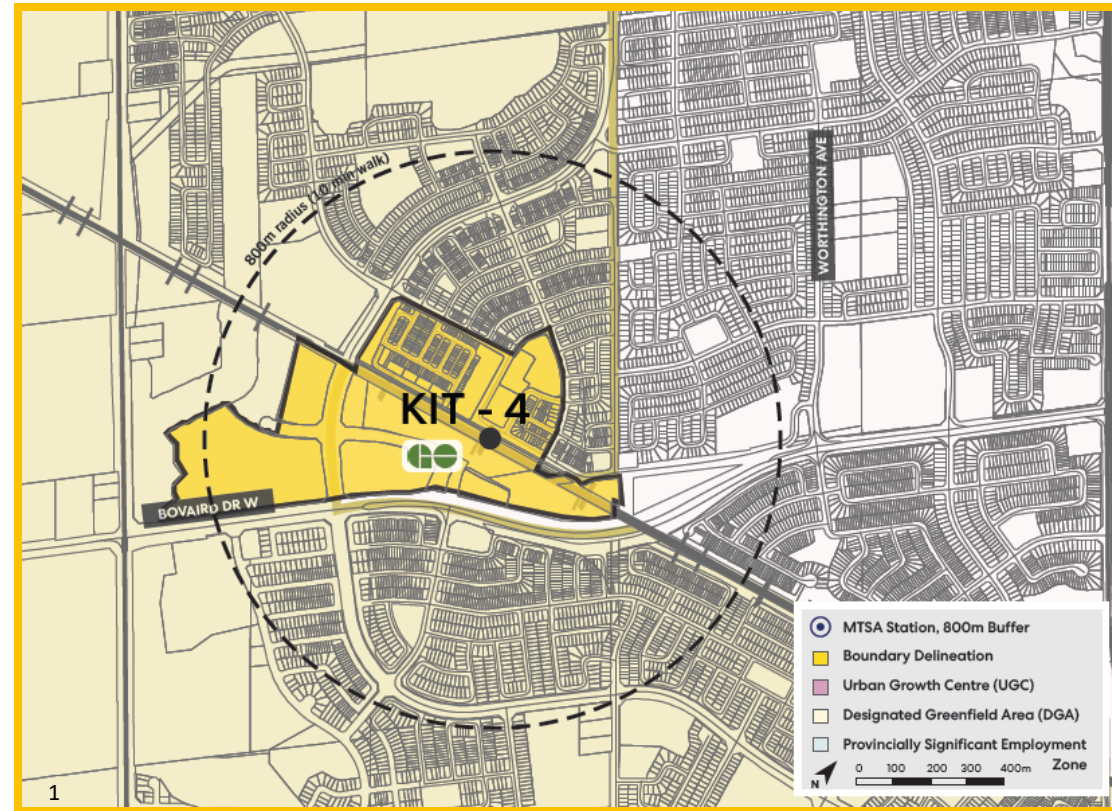
4

- Recommendations
- Detailed description and methodology in Phase 1B

5

- Proposed Regional Official Plan Classification and Minimum Density

6



MTSA 800m Radius - 2016 Baseline	
Area (ha)	201
Population	6,104
Employment	418
Total Density (ppj/ha)	32.5
MTSA Boundary Delineation - 2016 Baseline	
Area (ha)	43
Population	736
Employment	35
Total Density (ppj/ha)	18
Growth Plan Minimum Density (ppj/ha)	150
Additional People and Jobs to Achieve Growth Plan Minimum Density (ppj)	5,672

2

*Data source: Scenario 16, prepared by Hemson Consulting for the Region of Peel (2016 Census Data)

Municipality: City of Brampton Growth Plan Priority: Yes
 Corridor: Kitchener GO Combined Station: n/a

3

Development Capacity Rating: ●
 Zoning Capacity Rating: ●
 Infrastructure Capacity Cost Rating: ●

4

RECOMMENDATIONS:

- No apparent policy or implementation barriers exist. However, regular monitoring and other maintenance-type measures should be explored to support and enhance existing conditions and activities.
- Based on the development and infrastructure capacity of the MTSA, it will be delineated and can meet or exceed the Growth Plan minimum density.

5

CLASSIFICATION: Primary

Regional Official Plan Minimum Density: 150 ppj/ha Additional People and Jobs to Achieve ROP Minimum Density: 5,672

6



Public & Stakeholder Engagement

- **Continued consultation with local municipal partners**
- **Stakeholder Engagement Sessions** (MTO, Metrolinx, MMAH, Local Municipal Partners, Conservation Authorities)
 - June 2019 Workshop
 - Additional targeted meetings to review technical information
- **Public Engagement**
 - July 2019 Open House
 - March 2020 Open House
 - May 2020 Study Update Email
 - June 2020 Council Report
 - Fall 2020 Virtual Open Houses
 - December 2020 Council Report
- **Development Industry Engagement**
 - Presentations to various working groups, organizations, board of trade



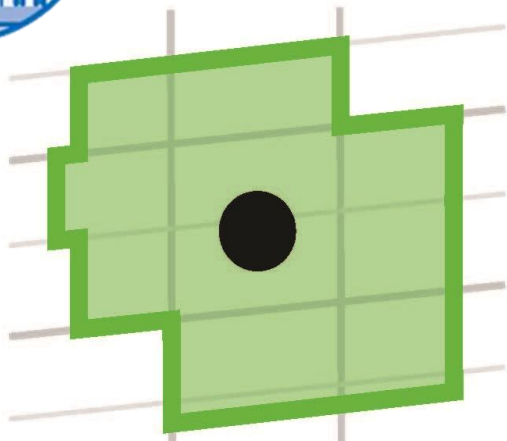


MTSA Key Policies

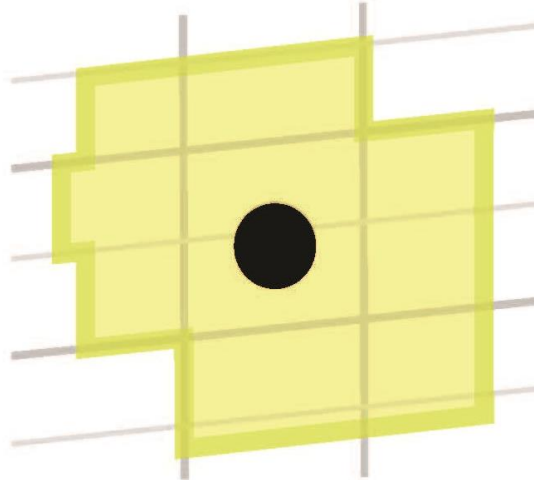
- **Establish a framework:** to guide implementation and planning by local municipalities, including:
 - representing the MTSA classification on schedule Y7
 - minimum densities for each MTSA (number of people and jobs planned for an area)
- **Other policies:**
 - to protect planned MTSA for future transit-oriented development
 - guide the local implementation planning work
 - criteria based flexibility for Employment Areas within MTSA
 - Clarkson GO, Bramalea GO, Bolton GO, and Queen St BRT between Torbram and Highway 50
 - planning for natural and human-made hazards during implementation
 - implementation of the Healthy Development Framework



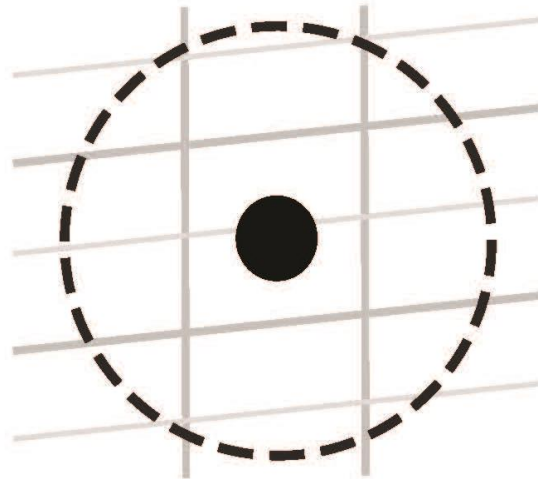
MTSA Schedule Y7



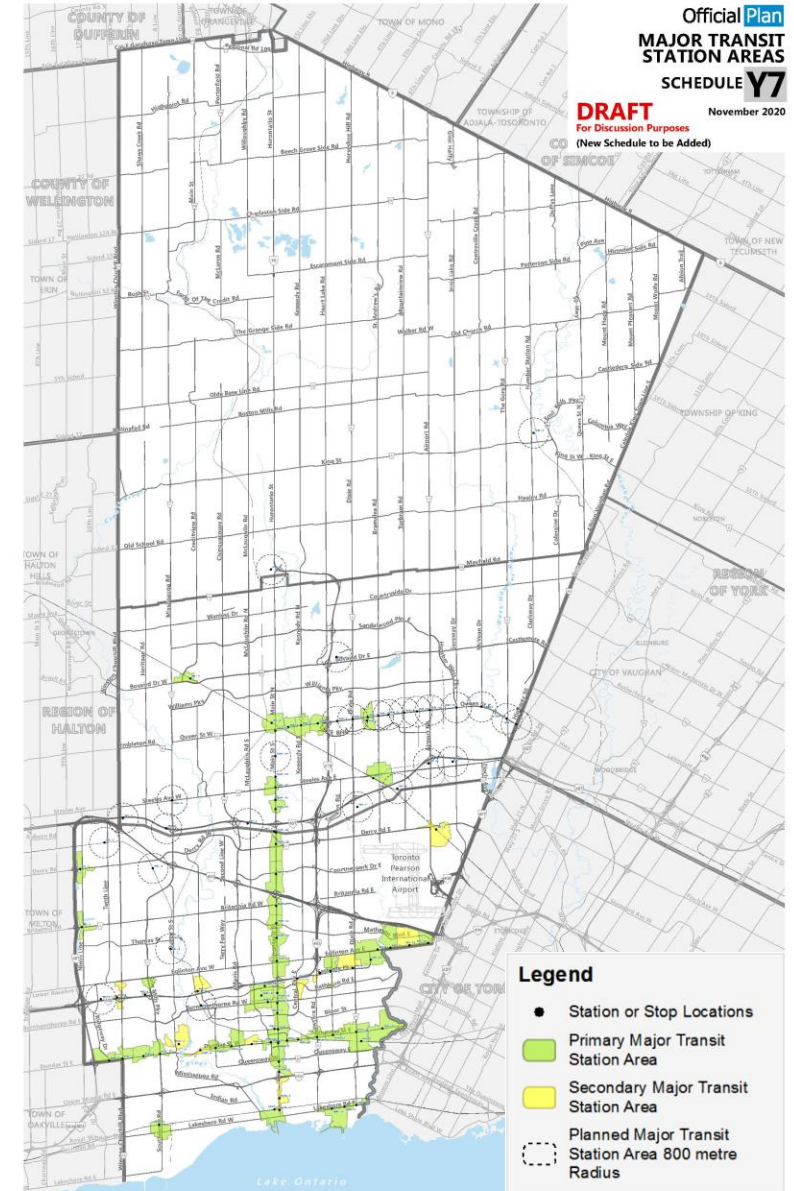
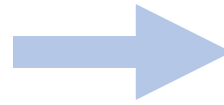
PRIMARY STATION
(Delineated Boundary, Growth Plan Min Density)



SECONDARY STATION
(Delineated Boundary, Alternative Density)



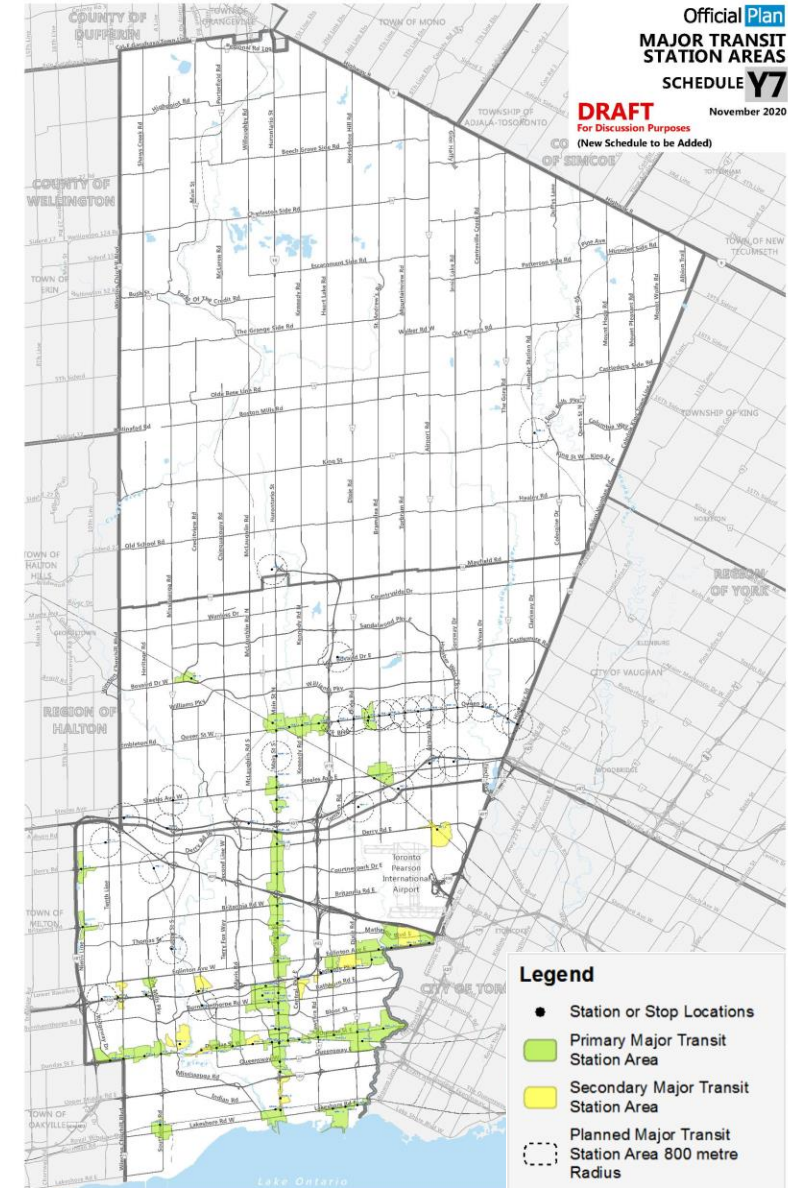
PLANNED STATION
(No MTSA boundary/Not yet delineated)





MTSA Draft ROPA

- **New Regional Official Plan policy section 5.6**
- **Station classification:** define the types of transit stations in the Region, considering when and how they may develop
 - Primary (delineated, with minimum densities of the Growth Plan)
 - Secondary (delineated, with alternative densities)
 - Planned (not yet delineated)
- **New Schedule Y7 and Table Y1:**
 - MTSA Schedule Y7 identifies all three station classifications
 - Table Y1 establishes the minimum densities of all MTSA and provides details by transit corridor





Next Steps

- Continued stakeholder engagement, consideration of comments, and revisions
- Initiate formal circulation of the draft MTSA ROPA to the Province for comment, as appropriate
- Council endorsement of the draft MTSA ROPA



Peel2041+

Settlement Area Boundary Expansion Status Update & Policy Directions

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Stefan Krzeczunowicz

Hemson Consulting



Settlement Area Boundary Expansion (SABE): Study Overview

- Provincial Plans require that the Region of Peel determine the appropriate location(s) for additional community (residential) and employment lands
- SABE locations to be informed by 12 evidence-based technical studies
- Growth Plan 2019 directs planning for SABE
 - Requires detailed technical analysis
 - Accommodate growth to a 2051 planning horizon

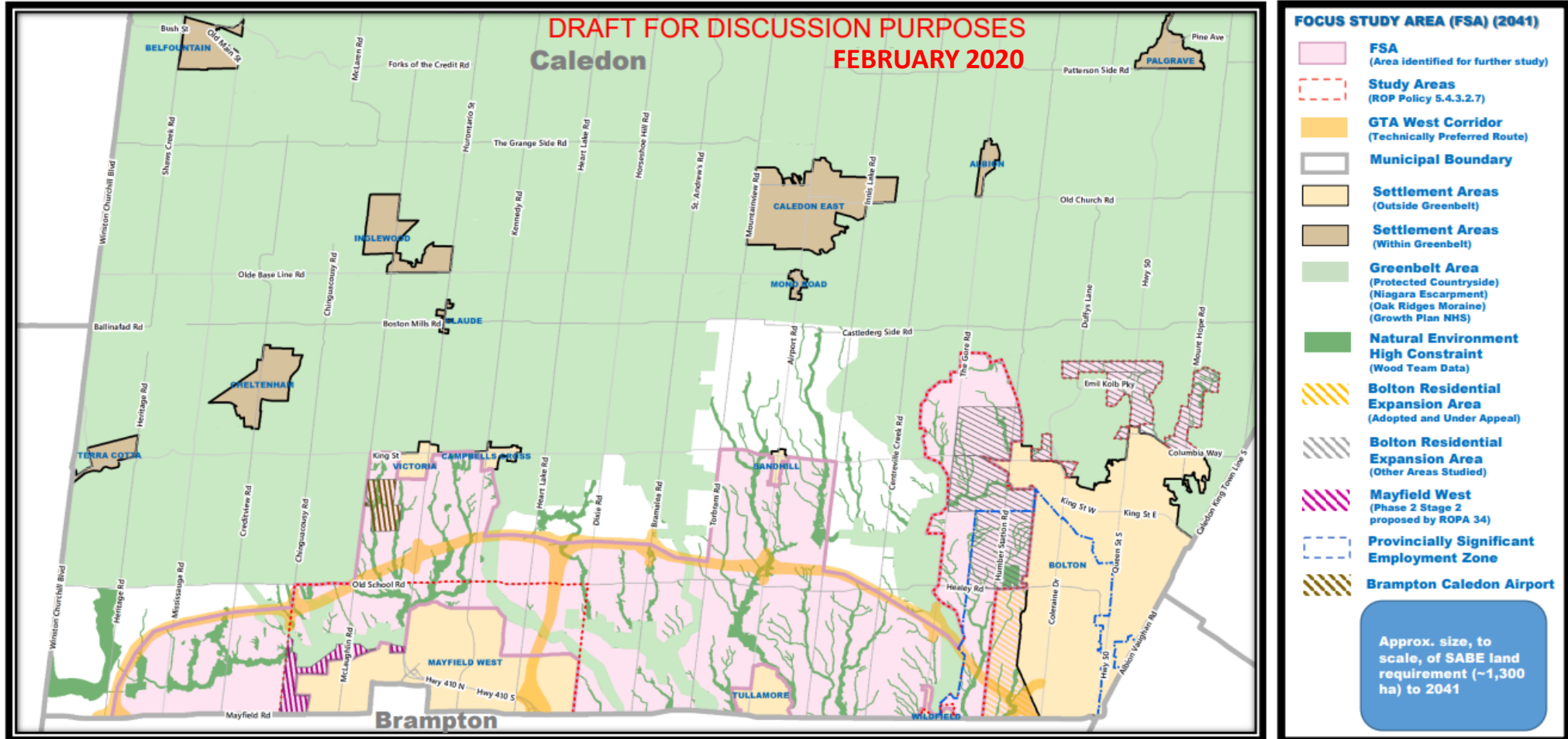


SABE: Phases of Work





SABE: Focus Study Area (February 2020)



Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study and represents an area to be studied for the purpose of identifying a SABE. For additional information, please refer to the *Settlement Area Boundary Expansion Study Phase A: Focus Study Area* report.

Note:

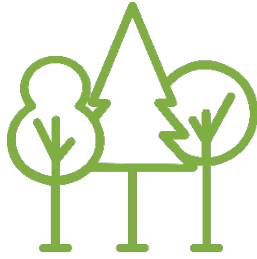
- (1) There may be opportunities to expand rural settlements outside the FSA as part of the SABE Study.
- (2) Other natural environmental constraints not identified on this map, including features not captured through existing mapping and potential buffers, will be identified through further analysis and may further limit development.
- (3) ROP Policy 5.4.3.2.7 as it relates to the area surrounding Bolton is under appeal.
- (4) The ~1,300 ha SABE is based on a draft land needs assessment which is under review.



1 cm = 1 km



SABE: Technical Studies Overview



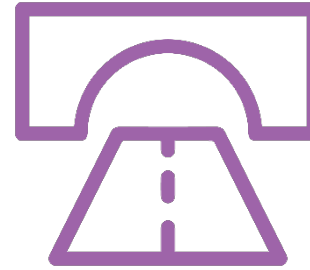
Environment, Climate Change and Agriculture

- Agricultural Impact Assessment
- Climate Change: Energy and Emissions Reductions
- Scoped Subwatershed Study



Resources

- Mineral Aggregate Study
- Cultural Heritage Assessment
- Stage 1 Archaeological Assessment



Infrastructure and Finance

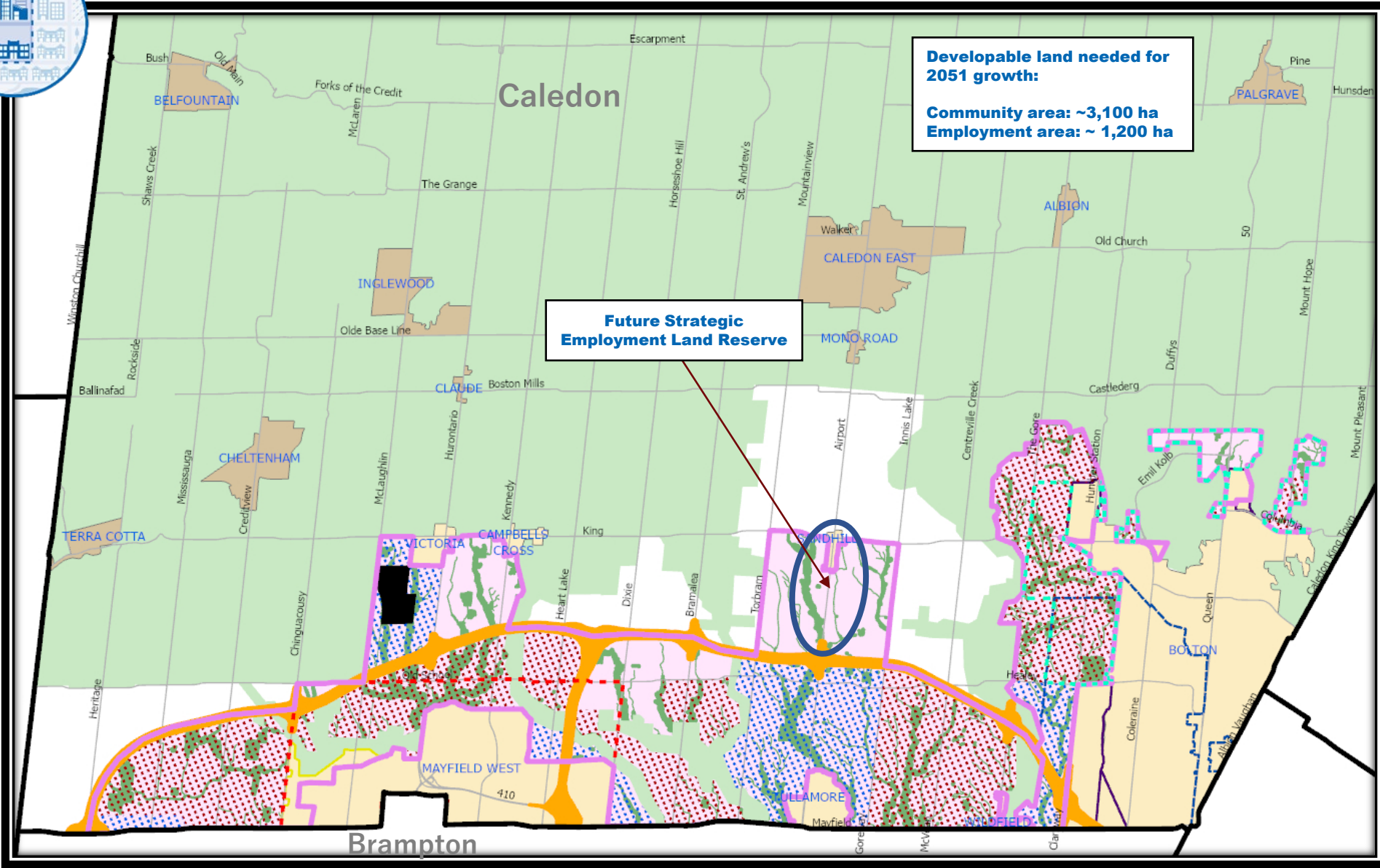
- Water and Wastewater Assessment
- Transportation Assessment
- Fiscal Impact



Growth Management & Built Environment

- Employment and Commercial Opportunities Assessment
- Public Facilities Assessment
- Community Health Assessment

SABE: Concept Map (December 2020, updated with ROPA 30 Settlement)



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

WARNING TO USERS: This map represents a conceptual area for the Settlement Area Boundary Expansion and is being provided for information purposes only. Users are advised that this mapping is currently in draft and may change. The Region of Peel does not certify the accuracy of the information provided nor does it provide any assurance that the mapping will remain unchanged. Any reliance placed by the user on the information provided herein is strictly at the risk of the user, and the Region of Peel does not assume responsibility for any loss or damages resulting to the user or any third party by reliance on this information.

- Notes:**
- 1) Other natural environmental constraints not identified on this map, including potential restoration lands, will be identified through further analysis and may further limit development.
 - 2) The ~4,300 ha SABE is based on a draft land needs assessment which is under review.

DISCLAIMER
 Mapping is **DRAFT**
 only for further study
 and discussion.

1 cm = 1 km ⁶



SABE: Policy Directions

- Robust protection of natural heritage and water resource management systems—to maintain and enhance natural environment
- Stage/sequence development—to make efficient use of infrastructure and preserve financial well-being
- Community and neighbourhood planning to be thorough, detailed and well coordinated—to ensure complete, healthy and sustainable communities. Local municipalities must:
 - Address long-term transit and active transportation needs
 - Protect cultural heritage and archaeological resources
 - Support energy and emission reductions
 - Develop communities with neighbourhood centres and high-quality urban design
 - Direct retail and employment areas to multiple modes of transportation



SABE: Next Steps

- Further detailed technical analysis:
 - Step 1 –Infrastructure modelling of conceptual SABE areas
 - Step 2 –detailed Agricultural Impact Assessment of conceptual SABE areas
 - Step 3 –Fiscal impact analysis, including testing of different intensification rates and housing densities
- Policy development and refined SABE mapping
- Draft ROPA (including revised draft SABE) for Council consideration and direction to proceed to statutory consultation (spring/summer 2021)
- Final ROPA for Council's consideration (end of 2021)