

DATE: October 12, 2017

REPORT TITLE: **PEEL 2041 GROWTH ALLOCATION AND GROWTH MANAGEMENT REGIONAL OFFICIAL PLAN AMENDMENT - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

RECOMMENDATION

That a statutory public meeting be held February 22, 2018, pursuant to subsection 17(5) of the *Planning Act*, for the purposes of giving the public an opportunity to make representations in respect of a proposed Growth Management Regional Official Plan Amendment (ROPA);

And further, that pursuant to Section 17(16) of the *Planning Act*, one open house be scheduled in each of the local municipalities prior to the public meeting;

And further, that a copy of the draft Growth Management ROPA be forwarded the Ministry of Municipal Affairs, the Cities of Brampton and Mississauga and Town of Caledon, all other municipalities adjacent to the Region of Peel, and to the appropriate agencies including the Building Industry and Land Development Association for their review and comment.

REPORT HIGHLIGHTS

- A comprehensive review of the Region of Peel Official Plan, known as Peel 2041, is currently underway addressing a number of policy focus areas, one of which is growth management.
- The Peel 2041 growth management policy review is one of the key strategies associated with the Region's Growth Management Program. It was initiated to implement an integrated approach to managing growth in consultation with stakeholders. It is also a term of Council priority (ToCP) with a targeted outcome of successfully managing and reducing the cost revenue gap associated with growth related infrastructure.
- Key drivers of the growth management policy review include updating the growth allocations in the Official Plan from the current 2031 planning horizon to 2041, in order to conform with provincial forecasts and address conformity with updated growth management policies in the 2017 Growth Plan. All of these requirements have been addressed in the draft Growth Management ROPA.
- The draft Growth Management ROPA also addresses the requirements of a municipal comprehensive review (MCR) associated with the growth allocation work, and incorporates the results of further research and strategy development directed by Council in support of meeting employment growth targets, specifically in regard to the

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role transportation and transit would play in facilitating employment growth.

- The draft ROPA also sets in place a policy framework to guide further work required to plan for 2041 and implement additional requirements of the 2017 Growth Plan and MCR requirements including such items as the remaining Peel 2041 focus areas, addressing future geographical settlement expansions required to accommodate growth to 2041, addressing additional requirements for Major Transit Station Areas (MTSAs), and preparing a Housing Strategy.
- The results of current municipal comprehensive review processes underway in the Region of Peel are also integrated into the draft ROPA including employment conversions in Mississauga and Brampton, and the Mayfield West Phase 2 Stage 2 Lands in Caledon.
- Regional Council's authorization is sought to proceed with consultation on the draft ROPA, including circulation to the Province 90 days prior to public meeting notice in accordance with *Planning Act* requirements, continued consultation with stakeholders, and scheduling a statutory public meeting and open houses in accordance with *Planning Act* requirements.
- Although the Province has not released the land budget methodology to-date, the draft ROPA is supported by the Regional Land Budget (see Appendix III) prepared using a methodology that reflects industry best practices.
- Should substantial revisions to the draft ROPA be deemed appropriate by staff following the circulation to the Province or ongoing consultation, staff would report back to Council regarding the revisions and the need for another Statutory Public Meeting and open houses.
- Council will be requested to consider approval of two regular full-time positions (Development Technician and Development Facilitator) through the 2018 budget process to support the ongoing implementation of the Growth Management Strategy and achievement of the program objectives.

DISCUSSION

1. Background

a) Peel 2041 Regional Official Plan Review

On December 12, 2013 Regional Council endorsed a work program for the Peel 2041 Regional Official Plan Review (Peel 2041) process. The work program was subsequently updated to reflect the new 2014 Provincial Policy Statement requirements and emerging work on growth management and age-friendly planning. The Peel 2041 process addresses a number of legislative and policy initiatives that have been introduced by the Province since the Regional Official Plan (ROP) was last reviewed from 2007 to 2012. The work program for Peel 2041 identifies ten focus areas (shown below) through which the ROP is being reviewed to ensure conformity with provincial initiatives and progress on planning matters.

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b) Peel Growth Management Program and Term of Council Priority

The Region's Growth Management Committee was established in fall 2013 to address the key issues associated with managing growth in Peel. As part of a new approach to managing growth, staff from the Planning, Water and Wastewater, Transportation and Corporate Finance divisions have been working together to be more internally and externally collaborative, integrated, transparent, and agile.

A key aspect to the new approach is integrating financing and servicing considerations into planning decisions early in the process. This was achieved through formal working groups established with local municipal staff and the development industry; and an interdisciplinary Growth Management Core Team comprised of various Regional departments. Informal public consultation also occurred with Peel residents at various forums across the Region. The report titled "Peel Growth Management Strategy Overview Report – An Integrated Approach to Managing Growth To 2041" in the October 26, 2017 Regional Council agenda outlines the remaining aspects of the new approach.

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The new approach to growth management has focused on addressing the infrastructure funding gap. Since the transfer of water and wastewater systems from the Province, the Region has continued to invest in major infrastructure projects such as water and wastewater treatment plants and watermains to support anticipated development based on the Provincial Places to Grow population and employment estimates; however, not all development has materialized as expected, resulting in significantly lower DCs than forecast. Average annual capital expenditure was \$267 million between 2007 and 2016 compared to an annual average of \$167 million in DC revenues, resulting in a net funding gap of \$1.1 billion.

Total capital spending forecast for the period 2017-2031 is an average of approximately \$191 million annually compared to average annual spending of approximately \$267 million over the last 10 years. The lower annual spending forecast into the remainder of the planning period reflects that many major investments in infrastructure have occurred in the last 10 years.

c) 2014 Provincial Policy Statement

The 2014 Provincial Policy Statement (2014 PPS) took effect on April 30, 2014. To achieve Ontario's long-term prosperity, environmental health and social well-being, the 2014 PPS emphasises efficient land use and development patterns supported by sustainable infrastructure. It also requires that sufficient land be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20-years. Infrastructure and public service facilities can be planned beyond the 20-year time horizon.

In addition to updates to policies related to managing and directing growth, the 2014 PPS includes updated policies related to climate change, housing, natural heritage, mineral aggregate resources, wildland fire hazards, agriculture and implementation.

d) Amendment 2 to the Provincial Growth Plan

Residential growth that occurred after 2006 in Peel was higher than originally forecasted by the Growth Plan. To address this fact and the requirements of the Growth Plan to review the Provincial forecasts every 5 years, the Province released Amendment 2 to the Growth Plan in June of 2013. This amendment revised the 2031 forecasts and introduced the forecasts for the 2041 planning horizon. The following table shows the increases of 130,000 people and 10,000 jobs for 2031 as well as the new 2041 targets.

ROPA 24 and Amendment 2 Forecasts for Peel			
Year	Plan	Population	Employment
2031	ROPA 24	1,640,000	870,000
2031	Growth Plan 2017	1,770,000	880,000
2041	Growth Plan 2017	1,970,000	970,000

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The Growth Plan 2017 includes the above forecasts to be included in the Regional Official Plan through this amendment.

e) 2017 Provincial Growth Plan

On May 18, 2017, the Province concluded the Co-Ordinated Land Use Planning Review by releasing final versions of the Provincial Plans – Growth Plan for the Golden Horseshoe, Greenbelt Plan, Niagara Escarpment Plan, and Oak Ridges Moraine Conservation Plan. The Growth Plan 2017 included many significantly revised or new growth management policies. Some of the key policies include:

- Increasing the density and intensification targets;
- Requiring upper-tier municipalities to have an employment strategy to establish density targets, intensification opportunities and support active transportation;
- Increasing the role of upper-tier municipalities in designating employment lands and major transit station areas;
- Expanding requirements for municipal comprehensive reviews including a greater upper-tier role, expanded applicability, and requiring that they be Provincially approved; and,
- Stronger integration of planning for land uses, infrastructure and finances.

Municipalities are expected to review and update their official plans, with upper and single-tier municipalities required to complete their conformity work by 2022.

2. Planning Process

The Peel 2041 process is being completed through several policy reviews that will result in ROPAs. These amendments will bring the ROP in conformity with provisions of the Growth Plan 2017, the Provincial Policy Statement 2014, and other Provincial policy conformity requirements. The Peel 2041 process is a comprehensive review of the Regional Official Plan carried out under Section 26 of the *Planning Act*.

On February 23, 2017, Regional Council adopted Regional Official Plan Amendment 27 (ROPA 27), the first amendment of the Peel 2041 review, that addressed Health and the Built Environment, Age-Friendly Planning, and Technical and Administrative updates. ROPA 27 was approved by the Province with no appeals and is in effect as of September 29, 2017.

The Growth Management ROPA is planned to be the second amendment of Peel 2041. It reflects a number of the municipal comprehensive review elements related to growth management including: allocation of growth to the local municipalities, establishing density and intensification targets, revising the planning horizon, as well as identifying employment areas, strategic growth areas and major transit station areas. Additional studies and subsequent official plan amendments will implement the remaining Peel 2041 policy reviews

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and further growth management details such as delineation of major transit station area boundaries, employment use conversions to other uses, additional geographical settlement expansions required to accommodate growth to 2041, and preparing a Housing Strategy.

The collaborative, integrated approach to Growth Management that has been undertaken is documented in the “Peel 2041: Planning for Growth and Managing Risk Region of Peel” report by Hemson Consulting Ltd. (Appendix I). In addition, the results of informal stakeholder consultation are available on the List of Amendments webpage: peelregion.ca/planning/officialplan/list-amendmts.htm.

3. Growth Management Regional Official Plan Amendment

A draft Growth Management ROPA has been prepared that implements the growth management policies of the Provincial Growth Plan and provides a framework for further implementation work (Appendix II). This ROPA will allocate the Province’s 2041 growth projections to the local municipalities and provide updates to the growth management, employment, servicing and municipal comprehensive review areas of the Plan. Revisions to the Plan’s text, tables and schedules ensure that the ROP is up-to-date, conforms to provincial policy requirements and addresses the Region’s Strategic Plan and Term of Council Priorities. It also responds to specific Council direction to work with staff from the local municipalities to develop strategies to achieve employment targets and determine how transportation and transit can support employment growth. The following is an overview of the elements of the draft ROPA.

a) 2041 Growth Allocation

The growth allocation incorporated into the draft ROPA reflects the comprehensive, integrated and collaborative process associated with the Growth Management Program. Over a dozen detailed growth scenarios were prepared to evaluate various strategic, planning, infrastructure and financial issues considered significant to the stakeholders. Council also directed staff to consult with stakeholders regarding potential additional allocation to Caledon over earlier scenarios. Feedback on the scenarios was received from local municipal staff and building industry representatives resulting in changes, and the requirements of the new Provincial Growth Plan were applied. The following table identifies the estimated 2016 population and employment figures, and the allocation for 2031 and 2041 included in the Draft ROPA:

Municipality	2016 (Current Estimate)		2031 2017 Draft Allocation		2041 2017 Draft Allocation	
	Population	Employment	Population	Employment	Population	Employment
Brampton	614,000	203,000	812,000	285,000	890,000	325,000
Caledon	69,000	28,000	116,000	51,000	160,000	80,000
Mississauga	746,000	474,000	842,000	534,000	920,000	565,000
Peel	1,429,000	705,000	1,770,000	870,000	1,970,000	970,000

These overall growth allocations are supported by land budget details (Appendix III) which provide a comprehensive summary of the relevant intensification and density calculations in order to appropriately plan to accommodate the forecast population and

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employment growth within the planning horizon and meet Provincial requirements. The land budget calculations are based on detailed forecasts distributed in small geographies across the Region, developed in collaboration with stakeholders. Summary tables by community planning areas are provided in Appendix IV.

The key Regional Official Plan revisions related to the allocation of growth are changes to Table 3 in chapter 4 of the Plan. The 2021 planning horizon is removed while the 2031 forecasts are increased by 130,000 residents to bring the Regional figures into conformity with the 2017 Growth Plan. The ROPA also introduces the 2041 forecasts reflecting 1,970,000 residents and 970,000 jobs along with policy changes reflecting the new planning horizon. Specific population, employment and housing allocations are provided to Brampton, Caledon and Mississauga. The 2041 forecasts are to be used as a guide to planning for Regional services and establishing land and housing requirements as directed in the 2014 PPS and the 2017 Growth Plan.

The proposed allocation anticipates some continuation of the recent slower pace of employment growth. By 2031, employment is forecast to recover to 870,000 jobs which is just shy of the Growth Plan Schedule 3 forecast of 880,000 but attain the Growth Plan total forecast for Peel of 970,000 jobs by 2041.

The draft ROPA is based on a land budget methodology that reflects industry best practices and a robust approach to compliance with Growth Plan policies. Refinements may be required as a result of the Provincially mandated land budget methodology to be provided later this year. The land budget analysis does conclude that additional settlement expansion beyond Mayfield West Phase 2 Stage 2 will be required to accommodate growth in Peel to 2041 in the order of 565 hectares for community areas and 650 hectares for employment areas.

A separate process will be required to address specific MCR settlement boundary requirements for the additional settlement area identified in the land budget work. For preliminary purposes in the draft allocation, this population requiring further settlement expansion is generally identified within the Mayfield West Study Area and Bolton Study Area and along with employment growth in the Tullamore area. The future settlement boundary MCR work will need to fulfil all Provincial and Regional policy requirements including considering potential options outside the Study Areas.

b) Intensification and Density Targets

As discussed above, the 2017 Growth Plan establishes new specific intensification and density targets which municipalities must meet. The Land Budget Report demonstrates how the growth allocations included in the draft ROPA meet these requirements. Accordingly, the Regional residential minimum intensification target for the period ending in 2030 is revised to 50%. This ROPA also introduces a new minimum residential intensification target of 60% for the 2031 to 2041 period.

This amendment includes revisions to policies related to density targets. The policies reflect a new methodology that excludes employment areas from calculations of greenfield densities and minimum density requirements are different for Designated Greenfield lands in effect before (60 residents and jobs per hectare) and after (80 residents and jobs per hectare) July 1, 2017.

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In accordance with requirements of the 2017 Growth Plan for Upper Tier Municipalities to designate employment areas, a new Schedule D5 is proposed to be added to the Regional Official Plan through this amendment. Schedule D5 shows the extent of employment areas to be designated within Peel. These employment areas include lands protected for appropriate employment uses over the long-term. Schedule D5 designations are consistent with the area municipal official plans and reflect employment land conversion MCR's undertaken by the local municipalities. A Potential Future Strategic Employment Area is also identified as information but not designated. The purpose of this area is to identify and protect lands strategically located adjacent to or in the vicinity of the future goods movement transportation infrastructure for employment uses that may be required in the future, including the post-2041 horizon.

The 2014 PPS permits planning beyond 20 years for the long-term protection of employment areas, provided lands are not designated in official plans beyond 20 years. With this enabling provision in the PPS and the potential future GTA West Transportation Corridor this presents an opportunity to identify and protect lands strategically located for employment uses. Several policies are introduced to identify and protect the Future Strategic Employment Areas by working with the Town of Caledon, City of Brampton, and the Province. These policies reflect the need for larger sites to be preserved for industrial land uses such as logistics and heavy manufacturing with strong access to major transportation corridors that are often incompatible with residential or other non-residential land uses. These uses requiring large sites are distinct from increasingly higher-density office employment uses that seek strong transit connections, 'urban' amenities, and are generally compatible with residential uses. In addition, they are also distinct from population-related land uses such as institutions, which may need significant site sizes but nevertheless seek to be embedded within a population or the urban fabric.

Additional policies are introduced to address the Growth Plan requirement to develop an employment strategy. These policies, within the framework of the employment strategy, support local municipalities in their efforts to recognize and effectively support the increasingly greater variety, complexity, and adaptability of employment land uses and employers as technology progresses rapidly, driven by exponential advances in computing and telecommunications. These policies include such things as encouraging a greater variety of lot sizes, improved transportation connectivity, increased density and urban amenities where appropriate, supporting opportunities to locate light industrial uses alongside residential and mixed uses, encouraging the further development of special employment districts and the airport employment area. Appendix V contains the draft Employment Strategy Discussion Paper in which the recommendations formed the basis of the employment related policies. To support the draft Employment Strategy Discussion Paper, a draft Transportation Strategies Discussion Paper was prepared to identify key directions in strategic investments needed to ensure transportation infrastructure and services are in place to support employment. The draft Transportation Strategies Discussion Paper is attached as an appendix to the staff report "Transportation Planning and Servicing Growth to 2041 – Integrating the Growth Management Strategy" for the October 26, 2017 Regional Council meeting agenda.

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT ROPA**d) Strategic Growth Areas and Major Transit Station Areas**

The proposed draft amendment introduces a key urban element in the form of major transit station areas. In accordance with the 2017 Growth Plan, the major transit station areas in combination with other significant growth areas (e.g. urban growth centres, intensification corridors) are identified as strategic growth areas and shown on Schedule D6. These areas are required to be a key focus for development supported by infrastructure investment.

The Growth Plan 2017 requires that major transit station areas be designated through the municipal comprehensive review. It is also required that major transit station areas served by the GO Transit rail network be planned to achieve a minimum gross density target of 150 residents and jobs combined per hectare while major transit station areas served by light rail transit or bus rapid transit are to achieve a minimum 160 residents and jobs combined per hectare. Upper tier municipalities are required to identify boundaries of major transit station areas.

This draft ROPA, conceptually identifies the major transit station areas and proposes to initiate, in co-operation with the local municipalities, a separate study to determine geographic extents of each major transit station area. This process will require in-depth analysis of many different aspects of land use planning including urban forms, zoning, servicing capacities and market opportunities. It would not be possible to complete this analysis within the timeframe of the current proposed Growth Management ROPA. As a result, it is proposed that the requirement of the Growth Plan 2017 for designation of major transit station areas be addressed in two stages.

Staff are confident that the overall growth allocation is supportable despite the need for future work. It has been demonstrated that the allocation of growth, included in Table 3 of the draft ROPA, meets all major targets of the Growth Plan 2017, including overall population and employment forecasts; intensification rates as well as greenfield and urban growth centre densities. Many of the major transit stations are within urban growth centres or the Regional Intensification Corridor. Some of the stations are within the local intensification areas (e.g. Port Credit GO station within Port Credit Community Node in Mississauga).

To undertake and complete a full comprehensive process to designate boundaries of all major transit station areas would require significant resources and take approximately two years. The result will be to designate boundaries to maximize the size of the area and potential number of transit users within walking distance to the station and provide further input to decisions on infrastructure planning.

e) Stronger Growth Management Implementation

The proposed draft ROPA includes implementation policies that encourage better co-ordination between land use planning, infrastructure provision and growth financing. The allocation of growth included in Table 3, in combination with distribution to specific communities, is based on the Region's technical and financial capabilities to provide water, wastewater and transportation infrastructure. In addition, the proposed policies enable Regional Council to request that any proposed development satisfy criteria of infrastructure phasing, staging and financing plans.

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Proposed policy 7.9.2.13 would clearly articulate that Regional Council may consider as premature, the approval of proposed development that requires substantive changes to approved Regional budgets and strategies, infrastructure phasing, staging and financing plans. However, Regional Council may also determine that the approval of such a proposal is not premature upon considering its merit in accordance with the overall policies of the Regional OP, the local official plans, and provided that budget and strategy matters as well as infrastructure phasing, staging and financing plans are addressed to the Region's satisfaction and appropriate agreements are in place. To accomplish this Council will be able to consider the use of financial tools to mitigate any negative financial impacts or to simply deny such applications based on their specific planning characteristics. The financial tools to be considered would include front end financing, and area rating for specific circumstances.

Through the 2018 budget process, Council will be requested to consider approval of two regular full-time positions to support the ongoing implementation of the Growth Management Strategy and achievement of the program objectives. The first is for a Development Technician to research and report on the data necessary to manage the Cost- Revenue gap, thereby helping to ensure the planned financial benefits of the program are realized. Ongoing collaboration with the local municipalities to ensure coordination of data sources and information sharing would be a key requirement of this position. The second is for a Development Facilitator to support the planning and construction of Regional facilities to deliver services to the growing Peel community. Additional details on both of these proposed staffing resources will be provided through the 2018 budget process.

f) Municipal Comprehensive Review Policies

Historically municipal comprehensive reviews, for such matters as employment conversions and settlement expansions, were initiated and led by the local municipalities with the Region as the approval authority. The 2017 Growth Plan redefined municipal comprehensive review as a new Official Plan or an Official Plan amendment initiated by Regional or single-tier municipalities and approved by the Province. As a result of this change, future municipal comprehensive reviews on various matters must follow a regionally-led and collaborative approach. All new employment conversions, settlement boundary expansions, growth allocations and other planning processes requiring a municipal comprehensive review will follow this new process upon the approval as required by Provincial policy.

g) Reflecting Municipal Comprehensive Reviews Underway

Across the Region and within the local municipalities, a number of Municipal Comprehensive Reviews are substantially completed and implementation is underway. In accordance with the new Growth Plan requirements and definition of MCR, the results of this work have been incorporated into the Draft Growth Management ROPA.

i) Employment Conversions

In June 2015 the City of Mississauga through its City-wide municipal comprehensive review of employment lands, approved three areas for employment land conversion. The conversions would further involve identifying the extent of lands to be converted,

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focusing on the Lakeview Employment Area, portions of the Dixie Employment Area, and the Northeast Employment Area in immediate proximity to the Malton Neighbourhood Character Area.

The City of Mississauga recently updated the 2015 study in February 2017 and concluded there is sufficient employment land supply to accommodate employment growth to 2041.

The report also identified additional employment lands for study for potential conversion, which supports intensification that's driven by new Provincial requirements to identify Major Transit Station Areas at:

- Clarkson GO
- Malton GO
- Erindale GO
- Meadowvale GO
- Lisgar GO
- Winston Churchill and Dundas
- Mavis and Dundas
- Erin Mills Parkway and Dundas
- Ridgeway BRT

The City of Brampton undertook a municipal comprehensive review process to assess a total of 13 sites for conversion from employment uses. Of these, six sites were approved by Brampton in April 2017 and as of June 2017 there are appeals on these conversions to be heard at the Ontario Municipal Board.

Similar to the City of Mississauga, additional Major Transit Station Areas in Brampton are expected to be studied further for potential conversion. This includes lands in the vicinity of the Bramalea GO Station.

ii) Mayfield West Phase 2, Stage 2

Regional staff has received a planning justification report and updated technical studies to support an expansion to the Mayfield West settlement area to implement the 2031 and 2041 Growth Plan population and employment forecast as part of the Region's current Growth Plan conformity amendment process. A copy of the planning justification report is attached as Appendix VI to this staff report.

Located in the southwest part of the Town of Caledon, the rural Service Centre of Mayfield West is planned to be a compact, vibrant, well integrated community with plans to achieve a net ecological gain, support a range and mix of housing, promote walking, cycling and future transit opportunities, and maximize conservation of water, waste and energy.

Through ROPA 29, the Mayfield West settlement boundary (Mayfield West Phase 2) was expanded and added approximately 207.5 hectares of developable lands to the Regional OP to implement the 2031A population and employment forecasts allocated to the Town of Caledon as part of ROPA 24. Although the planning work contemplated a larger community consistent with more logical neighbourhood

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planning boundaries, the Town of Caledon chose to limit the original expansion in order to meet specific density and allocation targets associated with Provincial Growth Plan compliance at that time.

Additionally, updates to studies in support of the planning justification report have been submitted and are available on the Region's project web page including:

- Archaeological Assessment
- Cultural Heritage Assessment
- Environmental Noise and Vibration Assessment
- Transportation Impact Study
- Water and Waste Water Servicing Study
- Fiscal and Economic Impact Assessment
- Comprehensive Environmental Impact Study and Management Plan (CEISMP)
- Agricultural Impact Assessment
- Financial Assessment

Based on the review of the work to date, continued expansion of Mayfield West through the proposed settlement expansion appears to represent a logical and integrated approach to support the Region in meeting the 2017 Provincial growth plan targets. The expansion would also be consistent with achieving greenfield area density targets of 80 people and jobs per hectare and minimum intensification targets set out in the Growth Plan.

As such, expansion of the Mayfield West Rural Service Centre by approximately 105 hectares and 8500 people and jobs is recommended to be considered as part of this draft Growth Management ROPA for the next stages of consultation on the draft ROPA. Regional staff will continue to review the planning justification, MCR requirements and technical matters. Final recommendations by Peel staff regarding the proposed Mayfield West Phase 2, Stage 2 settlement expansion would be made following this process at the time of final recommendations on the draft ROPA. Alternatively, if this technical process is still underway, settlement expansion for Mayfield West would need to be considered through a subsequent ROPA process.

Additional work to be undertaken in support of the proposed settlement expansion includes: addressing technical comments on background reports; further review of land use concepts demonstrating complete and healthy community principles; the CEISMP currently being reviewed by Regional and TRCA staff; review against final infrastructure and financial policy details from the Regions' Growth Management Program; and consideration of consultation results.

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h) Regional Official Plan Schedule Changes

To fulfil the requirement of the 2017 Growth Plan, a new Schedule D5 is added. This schedule designates employment areas within Peel. In addition, specific areas such as the airport employment hub and future strategic employment area are identified on Schedule D5. These designations or identifications are accompanied by corresponding policy revisions included in section 5.6. (Employment Areas) and a new section 5.8 (Future Strategic Employment Areas).

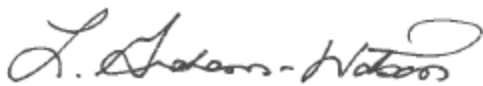
The Regional Structure shown on Schedule D is modified by introducing a key urban element in the form of primary transit corridors and major transit station areas. In accordance with the 2017 Growth Plan, the major transit station areas in combination with other significant growth areas (e.g. urban growth centres, intensification corridors) are identified as strategic growth areas and shown on Schedule D6. These areas are required to be a key focus for development supported by infrastructure investment.

4. Next Steps

Regional Council's authorization is sought to proceed with consultation on the draft ROPA including circulation to the Province 90 days prior to public meeting notice in accordance with Planning Act requirements, continued consultation with stakeholders, and scheduling a statutory public meeting and open houses in accordance with Planning Act requirements. Should substantive revisions to the Growth Management ROPA be deemed appropriate by staff following the circulation to the Province or ongoing consultation, staff would report back to Council regarding the revisions and any implications on Statutory Public Meeting and open houses scheduling.

Following formal consultation on the draft Growth Management ROPA, Regional staff will bring forward final recommendations regarding the proposed ROPA for consideration and adoption by Regional Council.

The draft ROPA discussed in this report sets in place growth allocations at the local municipal level and addresses associated growth management work to date. The draft ROPA also incorporates some specific detailed MCR work for employment conversions and Mayfield West Phase 2, Stage 2. This policy framework will guide further work required to plan for 2041 and implement additional requirements of the 2017 Growth Plan and MCR requirements including such items as the remaining Peel 2041 policy focus areas, addressing future settlement expansions in Caledon, addressing additional requirements for Major Transit Station Areas (MTSAs), and preparing a Housing Strategy.



Lorraine Graham-Watson, Commissioner of Corporate Services

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CONSULTATION ON DRAFT ROPA**

Approved for Submission:



D. Swarc, Chief Administrative Officer

APPENDICES

- Appendix I – Peel 2041: Planning for Growth and Managing Risk, Hemson Consulting, September, 2017
- Appendix II – Draft Growth Management Regional Official Plan Amendment (ROPA)
- Appendix III – Land Budget Report
- Appendix IV – Peel 2041 Population and Employment Summary by Planning Community, October 2017
- Appendix V – Employment Strategy Discussion Paper, Cushman and Wakefield, September, 2017
- Appendix VI – Mayfield West Phase 2 Stage 2 Planning Justification Report for Settlement Area Expansion, Meridian Planning, August, 2017

To download the list of studies supporting the Mayfield West Phase 2 Stage 2 Planning Justification Report for Settlement Area Expansion, please visit the Region of Peel's Official Plan Amendments website page at peelregion.ca/planning/officialplan/list-amendmts

For further information regarding this report, please contact Arvin Prasad, Director, Integrated Planning, x4251, Arvin.Prasad@peelregion.ca.

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PEEL 2041: PLANNING FOR GROWTH AND MANAGING RISK

Region of Peel

HEMSON Consulting Ltd.

September 22, 2017

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EXECUTIVE SUMMARY

PEEL 2041

In 2041 the Region of Peel will have almost 2 million residents and will be home to almost 1 million jobs, capturing 19% of population growth and 21% of employment growth forecast for the Greater Toronto Area and Hamilton (GTAH).

The question is not “Will the Region grow?” Growth is definitely coming. Managing where and how that growth occurs is the essence of planning. It is critical to understand the impacts and challenges of that growth, as well as the opportunities growth presents for the Region overall and for the three local municipalities.

The Peel 2041 Regional Official Plan Review (Peel 2041) is a municipal comprehensive review that will introduce official plan policies, implementation strategies and finance mechanisms to manage this growth. Peel 2041 is an integrative strategy that will guide the Region to manage the timing and location of growth, and ensure a healthy and sustainable future for the residents of the Region. The official plan amendments that result will ensure Regional policy conforms to the *Growth Plan* as revised in 2017, the *Provincial Policy Statement (2014)*, the *Affordable Housing Act (2011)* and other Provincial policy initiatives.

A municipal comprehensive review is a full review of municipal growth targets and the policy framework that directs and structures that growth throughout the planning period. Peel 2041 is an exercise in determining the optimal allocation of population, housing and employment growth to 2041 among the local municipalities, and amending official plan policies to guide that growth. Central to the process has been the objective of reducing the regional infrastructure cost–revenue gap.

A growth management Regional Official Plan Amendment (ROPA) is required which sets the objectives for growth to be implemented through regional land use planning, physical infrastructure and environmental policy all as a support to local municipal objectives for communities and economic development. These efforts will align with the Region’s Strategic Plan Vision “*Community for life*” and Mission “*Working with you to create a healthy, vibrant and connected community*”. The ROPA sets out the allocated population, housing and employment targets for each area municipality, however, it is largely up to each municipality to plan for that growth in keeping with local visions and priorities.

The growth management ROPA is one of a number of amendments to the Regional Official Plan that are required in order to address the directions of the *Growth Plan* that came into effect July 1, 2017. Additional amendments will deal with other subjects such as settlement area boundaries, employment land conversions and the delineation of Major Transit Station Areas (MTSAs) for detailed planning purposes.

AN INTEGRATIVE PROCESS

In building a consensus on the optimal outlook for growth, an integrative process was undertaken. A wide range of alternative scenarios were assessed for their ability to address regional and local priorities and their impacts on water and wastewater servicing, transportation, economic development and the stewardship and protection of environmental resources. Staff from the local municipalities have been involved throughout the process. The Inter-Municipal Workgroup was instrumental in defining alternative scenarios and assessing their performance against local planning visions and priorities. Industry stakeholders also participated in the process through a Development Industry Workgroup, providing important insights into the alternative scenarios. This dialogue benefited from detailed comments provided by BILD reflecting their on-the-ground experience.

Key activities included:

- In the summer and fall of 2016, regional staff, consultants, and the development industry worked through an initial set of growth scenarios and related infrastructure, including finance and costing.
- In the winter of 2017 refinements to the initial set of scenarios resulted in additional scenarios for examination.
- In the spring and summer of 2017 still additional scenarios of alternative allocations were studied reflecting suggestions from local municipal representatives, Councillors and the development industry as well as incorporating the new policies of the *Growth Plan (2017)*. This phase of the process concluded with the identification of a proposed allocation.

Throughout the scenario testing process, parallel work on servicing, transportation infrastructure, other regional services, financing and development charge issues continued to be addressed and resolved through the integrative approach.

In January of 2017, Regional staff updated the Growth Management Committee on the Peel 2041 process. At that time it was estimated that the integrative approach had

accrued significant long-term cost savings compared to what otherwise might have occurred, as follows:

- \$100 million from earlier collection of Development Charges;
- \$290 million from adjusting services estimates; and
- \$140 million resulting from the consensus to focus growth in areas where it can take advantage of existing and planned infrastructure.

Following evaluation of fifteen scenarios, a consensus focused on a preferred allocation of population and employment growth, as outlined in the Table below, which is consistent with the growth assignment for Peel Region found in the *Growth Plan (2017)* Schedule 3, to 2041. This allocation reflects emerging demographic and economic trends while incorporating local municipal objectives with respect to intensification and development densities as well as economic development.

Allocation of Growth to 2041 by Local Municipality									
Local Municipality	2016	2041	Population Growth	2016	2041	Household Growth	2016	2041	Employment Growth
	Population	Population Forecast	2016 - 2041	Households	Household Forecast	2016 - 2041	Employment	Employment Forecast	2016 - 2041
Mississauga	746,000	920,000	174,000	241,000	308,000	67,000	474,000	565,000	91,000
Brampton	614,000	890,000	276,000	168,000	251,000	83,000	203,000	325,000	122,000
Caledon	69,000	160,000	91,000	21,000	50,000	29,000	28,000	80,000	52,000
TOTAL	1,429,000	1,970,000	541,000	430,000	609,000	179,000	705,000	970,000	265,000

CONSENSUS ALLOCATION MEETS PROVINCIAL MANDATE WHILE RESPECTING LOCAL OBJECTIVES

By 2041 Peel Region will grow by 541,000 residents requiring 179,000 additional homes. Much of this growth will be accommodated through intensification initiatives in Downtown Mississauga and Downtown Brampton as well as in strategic growth areas such as the Hurontario Corridor, Dundas Corridor and Main Street and Queen Street corridors. Additional intensification will take place as older industrial areas are redeveloped as dynamic mixed-use communities in Lakeview and Port Credit. The allocation also draws on the capacity in Peel Region to contribute to meeting demand for single family housing in the GTA, in keeping with Provincial policy directives, in the already approved greenfield areas of Brampton and Caledon. Some additional greenfield supply has been identified to accommodate future demand for ground-related housing while respecting Provincial targets.

Employment will grow by an additional 265,000 jobs by 2041. Currently, employment is estimated to be tracking below the levels that had been originally anticipated by the *Growth Plan* in 2006 and which are incorporated in the present Regional Official Plan.

This is evidence of the difficulty of planning for employment growth as complex developments within the broader regional economy have led to significant market adjustments in terms of the demand for major office development. Another adjustment has been the continuing technological change which has resulted in the development of large sites for warehousing and logistics, employing significantly fewer employees, leading to low employment densities over large areas. The allocation continues this somewhat slower growth in jobs for the next few years, then the pace of growth picks up resulting from assumptions around the longer-term demand for major office development as well as the development of major institutions and additional employment to serve the growing residential population, especially in strategic growth areas.

MITIGATING RISKS A CORE ELEMENT TO THE INTEGRATIVE PLANNING PROCESS

While the consensus allocation emerged from a comprehensive assessment of a wide range of growth scenarios, there remain risks for the Region and local municipalities as the economy and development evolve, including the following:

- Greenfield development may not pay for itself;
- Intensification may be delayed, owing to shifts in GTA-wide demand for apartments;
- The future of e-commerce could significantly impact the existing and the planned retail landscape;
- Road congestion and economic viability may make strategic locations for major office development uncompetitive; and
- The continuing focus of employment land development in the form of very large logistics and warehousing facilities is central to the Region's economic future, and the development of the GTA West highway will be key to sustaining Peel's strategic role in this sector. However, this trend will pose a challenge for increasing employment densities, while still presenting demands on Regional infrastructure.

The integrative nature of the Peel 2041 process has resulted in the identification of approaches that could help to mitigate these risks. These strategies include:

- Outlining a mature transportation strategy for a mature urban region, focussing on:

- Enhancing and expanding the transit network;
 - Creating more ‘urban’, pedestrian-friendly environments for office development that are more accessible by transit and cycling;
 - Managing road congestion through strategic capacity improvements including road widenings and optimizing road network operations; and
 - Investigating solutions to address the “last mile” commuting challenge such as exploring new mobility options around ride sharing and autonomous vehicles.
- Outlining considerations for creating a dynamic, regional, economic development strategy in partnership with local municipalities, focussing on:
 - Improving the competitiveness of major office nodes accessible by transit;
 - Protecting key employment lands from conversion to non-employment uses;
 - Exploring transit solutions for the workforce that address the “last mile” challenge in low density employment areas;
 - Ensuring a supply of employment land that includes a range of location, size and servicing to ensure a variety of opportunities for businesses; and
 - Exploring the potential of enhancing access to affordable broadband data networks in strategic employment areas.
 - The early initiation of a Development Charges By-law Review that reflects the new forecast and associated infrastructure plan which will yield an updated DC Background Study and By-law.

A REGIONAL STRUCTURE TO MANAGE GROWTH

An amendment to the Regional Official Plan (ROPA) is required to update the *Regional Growth Management Strategy* and bring the Regional Official Plan into conformity with the *Growth Plan (2017)* by incorporating the allocation of growth to 2041 and modifying official plan policies to manage this growth in keeping with provincial mandates.

The draft ROPA includes a Regional Structure, Schedule D, indicating strategic priority areas to accommodate growth. Supporting Schedule D are Schedule D4, locating the policy areas governed by the *Growth Plan (2017)*, Schedule D5, delineating employment areas, and Schedule D6 which outlines Strategic Growth Areas such as MTSAs, intensification corridors and community nodes. These

Schedules are in Appendix A, attached. The draft ROPA includes the following key measures:

- Amending Regional Structure policy in keeping with Schedules D, D4, D5 and D6;
- Updating for 2031 and extending to 2041 the allocation of population, households and employment to the local municipalities;
- Updating for 2031, and extending to 2041, intensification and greenfield development density targets for the Region and local municipalities;
- Identifying strategic growth areas and MTSAs;
- Comprehensive amendments to policy to guide and manage this growth;
- Policies that will enable Regional Council to request that any proposed development satisfy criteria of infrastructure phasing staging and financing plans.
- Direction to develop monitoring plans to support this process in the future.
- Guidelines for Regional and local implementation efforts; and
- A framework for working with local municipalities on an employment strategy, including support for the provision of affordable, symmetrical broadband in employment areas.

Peel 2041 will continue and may result in additional amendments, including settlement boundaries and employment land conversion policy. Additionally, reviews of the Greenlands System, Water Resources policy and Agricultural policy will address the requirements of the *Greenbelt Plan, 2017*, *Niagara Escarpment Plan, 2017* and the *Oak Ridges Moraine Protection Plan, 2017*. Implementation strategies will also include:

- Working with local municipalities to identify the boundaries of MTSAs, as required by the Province to facilitate more detailed planning for these areas;
- Developing Infrastructure Master Plans;
- Adopting a Transportation Strategy;
- Working with local municipalities and industry on an Employment Strategy;
- Preparing a Financial Strategy and DC By-law update; and
- Revising the monitoring and exceptions work program to include regular reporting to Council and stakeholders.

It is our conclusion that the draft Growth Management Strategy ROPA conforms to the *Growth Plan (2017)* and the *Provincial Policy Statement (2014)*, but that further Regional strategies and related ROPAs will be required to bring the Regional Plan into full conformity with the new *Growth Plan*.

I SECURING A HEALTHY, LIVEABLE, RESILIENT FUTURE REQUIRES AN INTEGRATED APPROACH TO LONG- TERM PLANNING

This is a pivotal moment in planning for the future of Peel Region. By 2041 Peel Region will have almost 2 million residents and 1 million jobs, approaching the size of today's Greater Vancouver Region. To ensure a healthy and sustainable future for the residents of the Region, an integrated approach to planning for the next wave of growth is critical. To further mitigate the risks associated with this growth, it is important to integrate land use and transportation, to develop the region's economy, and to plan for a more intensified urban fabric.

This report is an overview of a unique approach to updating the Region's *Growth Management Strategy* and serves as a planning justification report for the draft Regional Official Plan Amendment (ROPA). Not only have regional and local infrastructure and investment mandates been integrated, but the process has also been proactive with early and thoughtful engagement of stakeholders. This exercise will generate the following outputs:

- Draft Growth Management Regional Official Plan Amendment (ROPA) and land budget;
- Updated servicing master plans and associated capital plans;
- Final Growth Management ROPA;
- Monitoring and Exception Plans; and
- Development Charges By-law update.

A. A DECADE OF CHANGE

Since the last comprehensive update to the Regional Official Plan the dynamics of growth and development have changed significantly, as have economic and environmental conditions.

- Mississauga is largely built-out and will become the focus for intensification as the downtown and key corridors are reshaped as dynamic mixed-use areas with transit supportive densities.
- Brampton continues to be one of the fastest growing municipalities in Ontario with some capacity to accommodate demand for new single-family homes in a greenfield setting as well as a number of intensification opportunities.

- The provincial commitment of funds for light rapid transit on the Hurontario corridor that will link Brampton to Lake Ontario will be transformative for Peel residents.
- Establishment of a university campus and health sciences portal will help to reshape Brampton's urban growth centre.
- Caledon has been meeting more of the demand for greenfield development with the addition of the growth area in Mayfield West and has seen the addition of a significant amount large-scale industrial development.
- Changing economic conditions across the GTA are also observable within Peel Region;
 - Overall job growth has lagged behind the previous *Growth Plan* forecast;
 - Following a period of substantial growth in major office parks and Downtown Mississauga, the last few years have seen a slowdown in office demand and an increase in vacancy rates;
 - New employment land development is increasingly characterized by large warehousing and distribution centres with low employment but large impacts on the landscape and on municipal services; and
 - Changes in the type of economic activity, and also in the way people work contributed to an increase in the proportion of workers who have 'no usual place of work'.
- An increased frequency of severe weather occurrences exacerbated by climate change requires that in planning for complete communities and a healthy urban environment, municipalities must also plan for resiliency and recognize upstream conditions and downstream impacts.
- On the policy front, the Provincial government undertook a comprehensive policy review of provincial plans that guide growth management policy. The *Provincial Policy Statement* was updated in 2014, and the *Growth Plan*, *Greenbelt Plan* and *Oak Ridges Moraine Conservation Plan* were amended in 2017 introducing significant new policy requirements for upper- and single-tier municipalities.

These changing dynamics of growth have implications for Council's mandate to manage the infrastructure cost-revenue gap. To address these changing conditions, the Peel 2041 Regional Official Plan Review (Peel 2041) was initiated as a municipal comprehensive review intended to amend the official plan to manage this growth and implement provincial policy directions outlined in the *Growth Plan* as revised in 2017,

the *Provincial Policy Statement (2014)*, the *Affordable Housing Act (2011)* and other Provincial policy initiatives.

B. COMPREHENSIVE AND INTEGRATED

As part of Peel 2041, the update to the *Regional Growth Management Strategy*, currently underway, is a fully-integrated initiative, and has presaged revisions to the *Growth Plan* that came into effect July 1, 2017.

The *Growth Plan (2017)* calls for growth management to be pursued in an integrated approach, co-ordinating land use planning, infrastructure planning and infrastructure financing and investment. Planning for expanded or new infrastructure should assess a range of long-term development and finance scenarios and should be supported by infrastructure master plans along with watershed planning, and other environmental assessments and studies. Infrastructure investment should be leveraged to guide growth in a structured manner toward strategic growth areas and to meet density targets for intensification and greenfield development, to create a more healthy urban environment, protect natural areas and mitigate the effects of climate change. (*S. 3.2 Growth Plan for the Greater Golden Horseshoe, 2017*)

1. Peel 2041, a New Approach

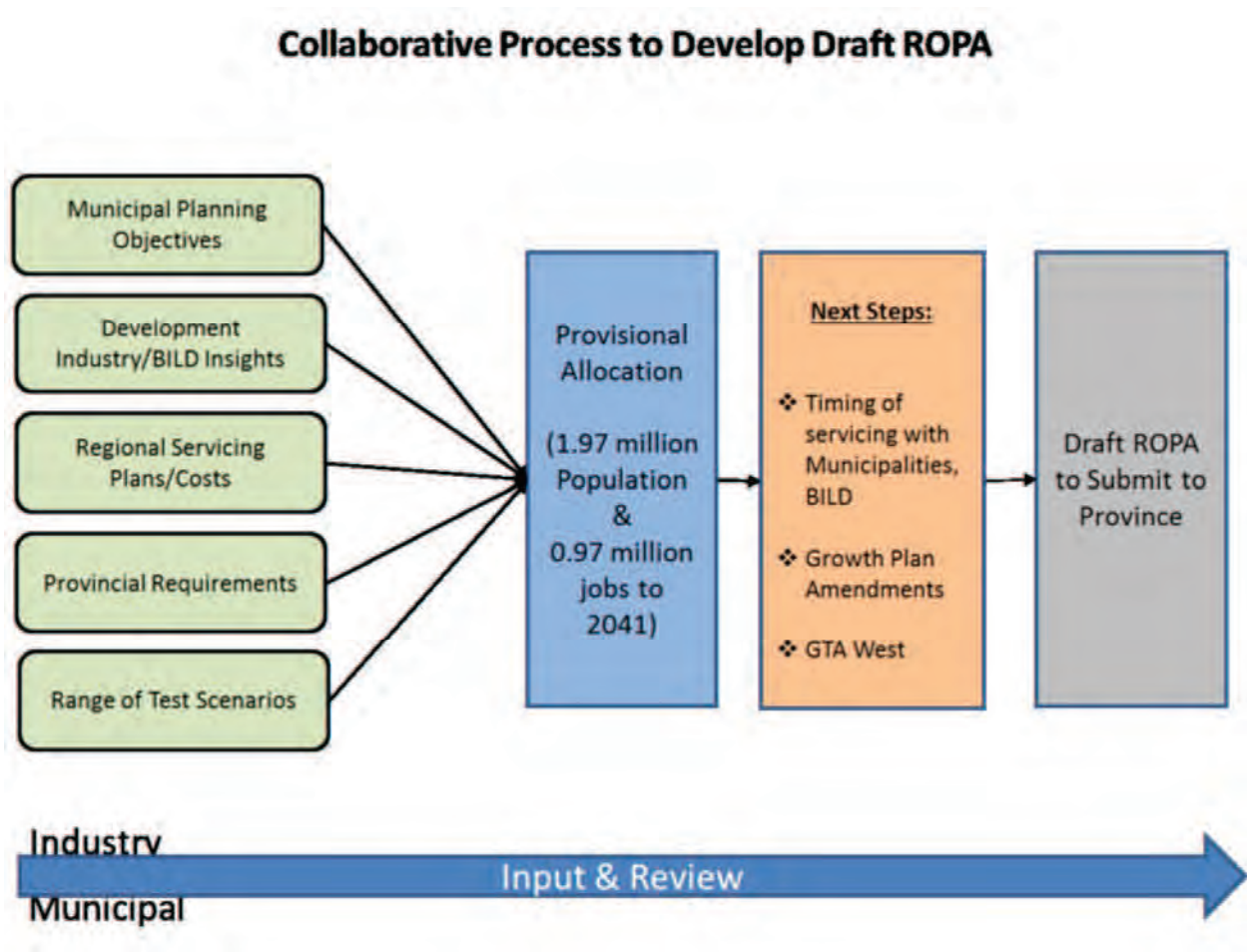
The approach taken through Peel 2041 is unique and departs from previous official plan review exercises in three important areas:

- It is more comprehensive in scope by examining a range of growth scenarios and assessing the differences in infrastructure and infrastructure financing required for each.
- It is more integrative by design in considering the implications for financing as well as transportation, the economy and the environment. This has been an integrative process where the conditions and prospects in traditional areas such as transportation, economic development and the stewardship and protection of the environment have been brought to the table early in the process for assessment.
- It is more inclusive in engaging key stakeholders in the development and evaluation of scenarios. Unique to this exercise has been the involvement of the area municipalities in identifying and testing alternative scenarios, reflecting local municipal priorities and the interests of key stakeholders.

Importantly, the process also incorporated an evaluation of implications for Regional finances and utilities. Background studies were commissioned that address how growth management challenges intersect with employment trends, environmental conditions and transportation needs. Experts in these areas played important roles in the evaluation process. The objective of reducing the regional infrastructure cost-revenue gap has been central to the background research, strategy development and consensus building has been.

All of this work has been in conformity with the *Growth Plan (2017)*, and will advance the conformity of the Regional Official Plan in setting a framework to manage growth to 2041. The collaborative process is outlined in Figure 1 below.

Figure 1



C. A WIDE RANGE OF SCENARIOS WERE TESTED

A diverse range of growth scenarios were generated for assessment against Regional and local municipal perspectives, and evaluated from the key objectives of managing financial risk and reducing the infrastructure cost–revenue gap. The scenarios reflect

differing approaches to achieving the forecast growth assigned to Peel Region through Schedule 3 of the *Growth Plan (2017)*: 1.97 million population and 970,000 jobs.

Some of the scenarios went beyond the *Growth Plan (2017)* to test the implications of even higher population growth, largely based upon greater intensification within Mississauga alongside reduced growth in employment that might result from slower than anticipated economic growth.

Guiding principles around key elements of a healthy and sustainable future were identified for their contribution to benchmarks for the evaluation of scenarios:

- Intensification;
- Economic development;
- Transit-supportive development; and
- Environmental protection and stewardship.

The scenarios that were evaluated are found in Table 1.

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

1. Stakeholder Engagement

Stakeholder engagement is critical to the success of this process. The early involvement of local municipal staff broadened the range of scenarios tested and their insights contributed to the evaluation. Bringing the development industry to the table early also generated key insights to the evaluation.

An Inter-Municipal Growth Management Workgroup (IMW) provided important insight in the crafting of alternative scenarios of growth, and examining the potential risks and impacts of the scenarios. This workgroup met 22 times leading up to this report.

The Growth Management Development Industry Workshop (DIW) also provided important insight into the alternative scenarios. This early engagement with the

development industry also led to the commencement of reviews of a set of technical inputs for the next Development Charges By-law update.

Municipal economic development teams were consulted in reviewing the potential effects of growth scenarios on economic prospects especially considering that recent job growth has lagged behind the currently adopted employment forecasts.

The conservation authorities, and public utilities, as well as consultants working on strategies such as the Transportation Master Plan and an employment development strategy also provided insight.

2. Cost Implications of Scenarios

A key outcome of this process has been more collaboration and a “deeper understanding” between various participants, including a recognition that the joint municipal regional monitoring plan should be enhanced to incorporate the assessment of progress and the generation of recommendations to adjust policy if necessary. Moreover, in an update report on the Growth Management Strategy in January 2017 Regional staff identified savings to the Region had already been realized, including:

- \$100 million from earlier collection of DC charges;
- \$290 million from adjusting service estimates; and
- \$140 million from the draft growth allocation work that focuses growth using existing and planned servicing.

In addition, high-level cost estimates were developed for the water, wastewater, and Regional transportation infrastructure necessary to support each scenario’s geographic distribution and timing of forecast growth in order to determine which approaches would result in cost savings for the Regional infrastructure program.

This preliminary costing analysis did not reveal material differences for total projected capital costs between the scenarios to the horizon year of 2041. It is recognized, however, that beyond 2041 the Region is expected to enter a new cycle of major infrastructure investment to deal with continued growth. In addition, the evaluation of the scenarios demonstrated that the geographical distribution and timing of growth can affect the efficiency of infrastructure and its costs.

II ALLOCATION TO GUIDE GROWTH TO 2041

These high-level infrastructure cost estimates, along with feedback from local municipalities, the development industry and other stakeholders, informed the determination of a consensus scenario allocation of growth to 2041. Gaining consensus on a single allocation has allowed for continued planning of infrastructure, and the initiation of an update to the DC By-law while the ROPA continues to advance.

The consensus scenario establishes a balance in meeting local municipal growth objectives while maximizing the use of the Region's existing and planned infrastructure. This consensus scenario allocation reflects the population and employment growth to 2041 allocated to Peel Region, as well as the principles for density and intensification that are associated with these targets in the *Growth Plan (2017)*. Table 2 illustrates how each local municipality is anticipated to grow to 2041.

Population by Local Municipality				
	Brampton	Caledon	Mississauga	Peel
2016	614,000	69,000	746,000	1,429,000
2021	684,000	79,000	778,000	1,541,000
2031	812,000	116,000	842,000	1,770,000
2041	890,000	160,000	920,000	1,970,000
Housing by Local Municipality				
	Brampton	Caledon	Mississauga	Peel
2016	168,000	21,000	241,000	430,000
2021	190,000	25,000	252,000	467,000
2031	228,000	36,000	279,000	543,000
2041	251,000	50,000	308,000	609,000
Intensification Rates by Local Municipality				
	Brampton	Caledon	Mississauga	Peel
2016-21	33.9%	9.9%	98.2%	51.8%
2021-26	36.4%	9.1%	89.5%	50.1%
2026-31	34.2%	11.6%	87.2%	50.0%
2031-36	40.2%	15.9%	96.7%	59.4%
2036-41	37.5%	18.0%	99.0%	61.0%
2016-41	36.0%	13.5%	94.1%	54.1%
Employment by Local Municipality				
	Brampton	Caledon	Mississauga	Peel
2016 (est.)	203,000	28,000	474,000	705,000
2021	234,000	32,000	499,000	765,000
2031	285,000	51,000	534,000	870,000
2041	325,000	80,000	565,000	970,000

Appendix B outlines the assumptions underlying the scenarios and the consensus view.

A. PROVINCIAL MANDATE ACHIEVED WHILE RESPECTING LOCAL GROWTH OBJECTIVES

Peel is fortunate that the question is not “Will the Region grow?” Growth is definitely coming. Managing where and how that growth takes place is important, and is the essence of planning. It is critical to understand the impacts and challenges of that growth, as well as the opportunities growth presents for the Region overall and for the local municipalities. Housing mix and transit-supportive densities are key objectives embedded in the mandate outlined in the *Growth Plan (2017)*.

Additionally, the regional economy will continue to evolve, with significant implications for Peel Region. Beyond employment growth that is associated with an increase in population (such as retail, services, education and health care), economic growth will likely see a continuation of a dual focus. On one hand, new office space will be required to accommodate new business ventures, primarily in transit accessible locations, while on the other hand, the development of large logistics operations with low employment densities will continue, with consequent significant impacts on transportation infrastructure. The transition of older employment areas might also be a concern in the more established urban parts of the Region.

The Region of Peel official plan is currently in conformity with the *Growth Plan, 2006*. Population and employment forecasts are allocated among the three local municipalities and planning policies address targets for intensification and development in designated greenfield areas as well as implementation measures such as phasing.

The *Growth Plan* was revised in 2013 to update the population and employment allocations to upper- and single-tier municipalities for 2031, and extended the growth outlook to 2041. The current municipal comprehensive review was initiated to incorporate these new targets in the Regional Official Plan. The *Growth Plan* was revised more comprehensively in 2017, continuing with the allocations to 2041 along with substantial policy adjustments. These included new policies pertaining to employment lands, revisions to density targets, and a revised methodology for calculating density in designated greenfield areas. It also calls for upper- and single-tier municipalities to identify *strategic growth areas* and MTSAs in order to guide intensification. Additionally, upper- and single-tier municipalities may now identify *employment areas*, including “*prime*” *employment areas* and must prepare an

employment strategy which, in part, sets out minimum employment density targets for employment areas measured in jobs per hectare. Furthermore, the *Provincial Policy Statement (PPS 2014)* authorizes municipalities to plan for economic growth beyond the horizon year through the identification of “*future strategic employment lands*”. These changes to Provincial policy direction have been considered throughout the Peel 2041 exercise.

1. Regional Structure Supports the Forecast Allocation of Population

By 2041 Peel Region will grow by 541,000 additional residents, requiring 179,000 additional housing units. With Mississauga’s greenfield land substantially built out, the city’s growth will have to be accommodated almost exclusively through intensification. The *Mississauga Official Plan* provides for this through objectives to accommodate significant growth, especially in the Downtown and key redevelopment areas.

Brampton is transitioning from a development pattern dominated by greenfield development of ground-related housings to a pattern of greenfield development plus intensification. The *Brampton Official Plan* goals for intensified development, especially in the Hurontario and Queen Street corridors, are supported in this scenario.

Caledon continues to focus on greenfield development but while plans provide for intensification to be focused mainly in Bolton; this has also been incorporated into the recommended allocation.

Some specific examples of key opportunity areas for accommodating intensification and meeting local and regional planning objectives include:

- Downtown Mississauga;
- Downtown Brampton;
- Hurontario Corridor;
- Main Street and Queen Street Corridors in Brampton;
- Lakeview;
- Port Credit; and
- Dundas Corridor.

Comprehensive planning for these centres and corridors is key to achieving the intensification goals of the official plan. The Region-wide intensification achievement in the consensus scenario meets the mandated 50% up to 2031. As Brampton, and even Caledon, rely more on intensification in the latter years of the planning horizon, the Region achieves an intensification rate of 60% from 2031 to 2041, consistent with the *Growth Plan (2017)*. This level of implementation planning will be led by the local municipalities in collaboration with Regional staff, to ensure policies and infrastructure are in place and the *Growth Plan (2017)* objectives for *strategic growth areas* and MTSAs are met.

This preferred scenario for population growth supports continued greenfield development of largely ground-related housing and strikes a balance in the shift towards higher density residential development. This market segment for new ground-related housing will be served mainly through the build-out of greenfield areas already designated in Brampton and Caledon, including the areas designated as a result of the Bolton Residential Expansion Study (BRES) which are currently under appeal to the Ontario Municipal Board at time of writing. A limited amount of new designated greenfield residential land has been identified:

- The Ninth Line lands ROPA guides the development of these lands being added to Mississauga; and
- The Mayfield West Phase 2 Stage 2 lands.

The consensus scenario assumes that currently approved designated greenfield areas will develop to the required density of 60 residents and jobs per hectare by 2041, while the Ninth Line and Mayfield West additions will be planned for 80 residents and jobs per hectare by 2041. The exact amount and location of additional new greenfield growth identified by the consensus scenario in Caledon will be determined through subsequent, more detailed, planning that the Region and the Town will undertake.

The resulting Regional Official Plan Amendment will only set the overall allocation targets and the servicing to support that, however.

2. Employment Allocation Sensitive to a Range of Outside Factors

In 2041 there will be 265,000 more jobs in the Region. The employment allocations seek to balance the employment and non-residential development objectives of all three local municipalities while working within the context of an overall Regional target mandated by the Province of 970,000 jobs. Employment and related development is much more difficult than residential development to direct in terms of location, and especially density, through land use policy.

As with population growth, the maturing nature of the urban parts of the Region will mean that employment growth arises in a range of land use contexts.

- Growth in Major Office Employment will be considerable given the changing economy and will, for the most part, be accommodated in areas already well-served by existing and planned regional infrastructure located primarily in the Mississauga and Brampton urban growth centres, office parks and in the Hurontario corridor. Some of this growth will be accommodated through rising employment densities in the current stock of office space. However, new office construction will still be required, but demand for new office space could be limited by advances in technology, a more mobile workforce and trends to more densely populate commercial office space.

- Continued development of employment lands in greenfield settings could have significant implications for infrastructure investments as well as potential impacts on the environment; however such development will be characterized by a lower density of employment.
- A more intense residential fabric may result in denser commercial, service and institutional employment to serve the residential population. The Region has already attained a threshold to support a second university campus and major health sciences investment. As growth continues, and current residents age in place, there will be increasing demands for government and institutional services. On the retail front, influences such as e-commerce and other technology influences are difficult to anticipate, but it would be prudent to plan for less physical space for retailing in new developments. Major retail and major institutional development could place demands on regional infrastructure.
- Agriculture is an important element of the Region's economy. Gross farm receipts (GFR) for Peel Region farms have increased steadily since 2006 and were valued at \$94 million in 2016. Amendments to the *Growth Plan* and the *Greenbelt Plan* now permit a broader range of on-farm diversified and agricultural-related industrial and commercial uses with the Prime Agricultural Area. Despite these changes and the continuing implementation of the Golden Horseshoe Agricultural & Agri-Food Strategy – Food and Farming Action Plan, 2021, rural employment is not anticipated to increase by a large factor.

Current employment levels are tracking below the rate of growth anticipated when Schedule 3 of the *Growth Plan (2006)* was updated, and an intermediate target currently incorporated in the official plan of 820,000 jobs by 2021 is not likely to be met. Nevertheless, a range of scenarios were examined to meet the target of 970,000 by 2041. The proposed allocation anticipates a continuation of the recent slower pace of employment growth at least until 2021, reflecting the soft office market and low employment densities in the logistics sector. By 2031 employment is anticipated to recover to 870,000 (just shy of the updated Schedule 3 target) and to attain the 970,000 total by 2041.

While not all municipal goals can be met within the strictures of policy and the current market view, there is nothing in the ROPA or the Region's infrastructure plans that restrict the achievement of higher employment growth than shown in the ROPA. In particular, Brampton's goal of achieving a 40% activity rate by 2041 was assessed. It was determined that this target can be approached, but cannot be met, within the analysis supporting the ROPA within this period. However, it is a worthy long term goal as guidance for economic development efforts. Moreover, if Brampton's efforts to attract significant new office growth as well as the attraction of major institutions including a new university and a second major hospital allow it to exceed the employment allocation, the Regional Official Plan and the Region's supporting infrastructure plans support employment growth beyond what is anticipated.

Similarly, growth in employment beyond the ROPA allocation in Mississauga is also possible and is not limited or restricted by the proposed policy amendments, growth allocations or supporting infrastructure.

Employment growth in Caledon is different in character from the other two municipalities. Brampton will, in part, rely on the build out of its already designated greenfield employment areas, while Caledon's existing and proposed new designations for employment lands will accommodate the majority of its forecast employment growth.

III UNDERSTANDING RISKS

An important element of the dialogue that has taken place in building the consensus allocation has been the identification of risks that the Region and local municipalities might face. Mitigating these risks is a critical element of planning.

A. ENVIRONMENTAL CONSIDERATIONS ASSOCIATED WITH THE GROWTH ALLOCATION

Growth in the Region has the potential to impact the environment in many ways and requires integrated approaches throughout the planning and development approvals process to ensure air, land and water resources, natural heritage systems, energy and climate are considered in decision making.

The development and evaluation of scenarios considered the policy framework that is in place to manage environmental risks associated with growth. The policy-based framework for planning in Ontario confers significant authority on municipalities to protect natural heritage and environmental resources through:

- The *Provincial Policy Statement (2014)*;
- The *Growth Plan (2017)*; and more specifically through
- The *Greenbelt Plan (2017)* along with the *Oak Ridges Moraine Conservation Plan (2017)* and *Niagara Escarpment Plan (2017)*.

The recent changes to the *Provincial Policy Statement, 2014* and *Growth Plan, 2017* require a greater level of integration between planning for growth and the protection of the environment. The amendments to the *Growth Plan* in particular have embedded the consideration of climate change throughout the plan's themes. The policies establish targets for intensification and greenfield density, identification and protection of water resource systems and natural heritage systems, and the integration of growth, land use, infrastructure, and watershed planning. In planning for growth, water, wastewater and stormwater planning will be informed by watershed planning formally throughout the process. There are more detailed requirements for planning new greenfield areas requiring comprehensive review and subwatershed plans or equivalent studies. Updated guidance is also provided to promote a culture of conservation through municipal planning to support conservation objectives related to water conservation, energy conservation, air quality and waste management.

Municipalities will also need to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with the *Ontario Climate Change Strategy, 2015* and *Climate Change Action Plan, 2016*.

Within Peel Region, resource protection and risk management is achieved through policies in:

- The Regional Official Plan;
- Local Municipal Plans;
- Infrastructure Master Plans;
- Conservation Authority Watershed Plans and Programs; and
- Regional and local municipal climate change initiatives including the Peel Climate Change Strategy.

1. Allocation a Starting Point for Environmental Planning

The Region and local municipalities are well positioned to deal with issues arising from the near-term growth within the forecast horizon as the Regional and local official plans conform to Provincial legislation. The Conservation Authorities also have current watershed plans and programs to deal with the near-term. Risks that might need to be addressed from longer-term growth patterns will be identified through detailed planning exercises with the local municipalities and Conservation Authorities as decisions on how and where to grow are made to implement growth allocations. These decisions will be guided by the Province's policy framework and policies that are being updated as part of the continuing Peel 2041 work program to address the provincial requirements noted above.

Overall, there is a greater consideration for the environment in planning and a requirement to implement the policy direction through different levels of planning, more detailed studies, and the development approvals process.

B. RISKS ASSOCIATED WITH RESIDENTIAL DEVELOPMENT

As noted earlier in Section II, there is little risk that population growth will not happen. The risks Peel Region faces arise from the location and timing of residential development and the financial responsibilities that come with servicing that development.

1. Greenfield Development May Not Pay for Itself

Greenfield residential land of the type currently being developed in Brampton and Caledon, and to be added in Caledon, is in relatively short supply across the GTA and, barring economic calamity in the metropolis, is nearly certain to be needed within the forecast period.

Certainty of development also means certainty of the revenue stream through Development Charges to pay for the infrastructure. Adjustments to the allocation of residential development among the three local municipalities has placed an increased emphasis on development within the built boundary. This means that the current designated greenfield land supply will serve lower density residential needs later into the planning period.

This is important as the infrastructure investments being made by the Region and local municipalities are mostly related to this development. Phasing the future expansion of greenfield areas is the Region's most effective tool for managing the risks that could arise from service extension timing.

Nevertheless, as noted earlier in Section I, the implications for regional infrastructure costs varied little among the scenarios.

2. Intensification May Be Delayed

The higher density residential development that will largely occur through intensification has a somewhat higher risk related to timing. The overall planning objectives for the Greater Golden Horseshoe, expressed through the *Growth Plan*, and the Region of Peel, expressed through the Regional Official Plan, relies on major shifts in how the population is housed, favouring apartments and rowhouses over new single and semi-detached houses. This shift in housing preferences of the population is already underway, in part as a result of rising real estate prices. However, within the metropolitan region, apartment development has remained much more focussed in Toronto, especially downtown, than had been conceived in the planning vision that is the foundation of the *Growth Plan*.

For Peel Region, there is a risk that not all of the intensified apartment-oriented development will occur within the forecast period as a result of market demand for these units broadly within the metropolitan area, and within Peel. In addition, high-density residential projects sometimes take much longer to come to market than low-density residential projects. The risk for the Region is that this shift in housing will occur over a longer time period than anticipated by the consensus allocation. As much of the infrastructure is in place and paid for to support development within the built boundary, the risk of delayed growth for this type of housing is higher than it is for greenfield development but still very manageable.

C. RISKS ASSOCIATED WITH EMPLOYMENT GROWTH ASSUMPTIONS

Employment growth is much less predictable than residential growth. Overall, there is relative certainty of the metropolitan growth occurring, which is to say that economic growth, employment growth and population growth go hand in hand. Either they all occur together or they do not. What is less predictable is the change in economic

activities, changes to built form to accommodate the activities, and changes in location preferences.

1. Population-Related Employment

Jobs supporting the local population (around 40% to 45% of employment) have a high certainty of occurring as the population over the forecast period as communities require commercial, health, education and other services. The commercial retail landscape is shifting significantly with increasing automation and e-commerce, resulting in the physical space needs for commercial retail activities changing. However, the need for space will not disappear.

There is less risk for the Region here as these activities are mostly part of residential communities and serviced as part of these communities, and they will be a large part of more dense mixed-use communities as redevelopment increases in areas already supplied with regional trunk services. As the urban areas of the Region mature, challenges may arise around locating community services to ensure complete communities are achieved and residential densities increase. Another challenge may involve contemplation of the fate of older retail plazas that might lose their viability in the face of a new retail reality.

2. Major Office Employment

Major office development has been the source of most of the employment growth in Mississauga, and a significant share of the growth in Brampton through the 1990s and 2000s. However, in this decade, there has been a major market shift to Downtown Toronto from Peel and York Regions. This poses a significant change to assumptions that were made at the time the allocations in Schedule 3 of the *Growth Plan* were developed in 2013.

This market shift poses a risk for Peel Region as major office development is seen as the continued source of most employment growth in Mississauga, and a significant part of the growth planned for Brampton. Much of this shift by the market is related to the high degree of accessibility for the regional labour force afforded by the GO system centred on Union Station, while the more auto-oriented employment locations in the Regions surrounding Toronto have a reduced attractiveness arising from increasing road congestion. While the market is likely to shift back to some extent from the current location preferences, Peel can no longer simply expect the high shares of office growth experienced in the 1990s and 2000s. Efforts must be made through all regional and local activities to improve the competitiveness of designated office nodes throughout Peel. This includes investing in a modern urban transit network, providing more urban amenities, and improving telecommunications capacity.

3. Employment Land Employment

There are two risks facing the large areas of the Region that were originally developed to house industrial, and related, businesses, and those areas designated for future development as employment lands.

Firstly, the overall amount of development is not certain as the economy continues to shift. While there has long been a shift in employment from industrial to service activities in the economy, the pace of change appears to have accelerated in the metropolitan region during the period since the 2008–2009 recession.

Secondly, the development may occur, but may not house the number of jobs originally expected. New development in employment areas is increasingly dominated by distribution and warehousing functions and less by manufacturing. In both cases, a great deal of economic activity is occurring but automation is facilitating sharp reductions in the number of jobs required by employers in these buildings. The result is that new developments in employment areas today are not generating the same number of jobs that had been anticipated. This is a significant challenge for the Region and local municipalities where original plans called for somewhat more intensification of jobs over time. The allocation provides for an employment land density of about 30 jobs per gross hectare averaged over all new employment areas.

In the older parts of the Region there may also be challenges in planning for a transition of older industrial areas to accommodate new business ventures with industrial buildings being repurposed for the incubation of new firms.

Most of the new employment land development will occur through the build out of designated areas in Brampton and planned new areas in Caledon, particularly those lands in the vicinity of the proposed GTA West corridor. The financial risk for the Region here is that the amount of development may simply not happen, either due to metropolitan market demands, or due to lack of access should the GTA West corridor be delayed, or not built at all. Such risks for the Region are best managed through careful phasing of development of the new areas in Caledon, only bringing them on as required, while assuring a competitive land supply is available throughout the Region to attract development. The revenue stream from these developments is equally at risk. As with accommodating population growth, there are fewer risks if employment can grow in existing buildings or in developments with already serviced business parks.

The risk associated with not achieving higher employment densities in the employment areas is more of a policy risk than infrastructure or financial. The Region is not likely to overbuild infrastructure based on higher employment densities to the extent that investments in infrastructure are wasted. Major infrastructure will likely have more of a relationship to the extent of land required for new employment areas, the scale of buildings, and the road network required, than to the number of workers inside the buildings. A better understanding of the infrastructure needs of such low employment density developments, such as large logistics facilities, is in order.

IV MITIGATING RISKS AND OPTIMIZING OPPORTUNITIES

More than ever, when allocating growth across the Region it is important to understand the potential risks of both the magnitude and the distribution of growth and to plan accordingly. The most critical tool for mitigating the risks associated with growth, most notably for greenfield development, is phasing. Phasing has been an important element to planning in Peel Region in the past and will be employed through this next wave of growth. A benefit of this integrative exercise will be the formalized input from stakeholders that will inform phasing of future growth.

The population growth forecast is reasonable. With regional infrastructure planning and local land use planning: intensification targets can be met, greenfield expansion can be achieved through the creation of complete communities, and a regional structure featuring high density centres and moderate density mixed-use corridors will be achieved.

The employment forecast, which is increasingly dependent on major office development, will require a concerted effort on the part of the Region and the local municipalities to attract new firms, grow existing firms and create opportunities for residents of the Region.

The integrative nature of this planning exercise has included a discussion of potential strategies to mitigate risks to the Region. The Regional role is multi-faceted, from financing and building the infrastructure necessary to support growth to working with local municipalities to put in place land use designations and secondary plans to direct growth to strategic locations, working with conservation authorities to build resilient communities and working with local authorities on an enhanced monitoring program.

A. MITIGATING THE IMPACT OF GROWTH AND DEVELOPMENT ON THE ENVIRONMENT

The consensus allocation distributes population and employment growth targets among the three local municipalities. Distributing the allocation within the municipalities will be required along with more detailed planning and studies as implementation progresses, including the development approvals process. More refined planning to identify boundaries for growth and mitigate issues for environmental conditions will involve staff from the Region, local municipalities and

the Conservation Authorities. These efforts will be informed by watershed planning and will be guided by updated Regional policies for natural heritage, water resources, climate change and agriculture.

In addition to recent amendments to the Regional Official Plan which added sustainability as an overarching theme for the Peel 2041 initiative, five focus areas have been identified to guide policy updates in an integrated manner:

- Greenlands System Policy Review;
- Water Resources Policy Review;
- Agricultural Policy Review;
- Climate Change Policy Review; and
- Greenbelt Plans Conformity Review.

The Region and Conservation Authorities already have a strong foundation of plans and studies as a basis to inform decisions, including recently completed watershed plans for all of the watersheds draining from the Oak Ridges Moraine.

The Region has also been working with community partners since 2009 to collectively address climate change in the Region. In 2011, the Peel Climate Change Partnership completed the Peel Climate Change Strategy, and has since completed a community greenhouse gas inventory and vulnerability assessments for key sectors of the community as implementation actions under the Strategy. The Partnership continues to work on and evolve the implementation of the Strategy with partner organizations.

The Province is in the process of developing implementation guidance for agricultural systems, natural heritage systems, watershed planning, greenhouse gas emissions inventories and community emissions reduction plans to support implementation of the *Growth Plan*. Once guidance is finalized, the Region will be working with its partners to undertake and update studies, plans and mapping in conformity with the updated policy direction ensuring that planning decisions to implement the growth allocations will be informed by appropriate studies.

B. A MATURE URBAN REGION REQUIRES A MATURE TRANSPORTATION STRATEGY

Developing a transportation strategy is pivotal to managing growth. As future growth is to be increasingly focused within the built-up area, the linkage between land use and transportation is more important than ever. Higher density employment clusters in

urban growth centres and corridors will support shorter trips and create opportunities for sustainable choices for trip-making.

The background study “Transportation Strategies to Support Employment Growth” outlines an integrated suite of actions that recognize “...the transportation system will need to transform from one that is largely reliant on accommodating automobile and truck traffic to one that provides residents and employees with viable choices for walking, cycling and transit in addition to vehicular travel.” The actions address strategic goals that pertain to healthy communities, climate change and economic prosperity while acknowledging the expansion of the regional road network is not a sustainable option.

Transit should support intensification initiatives. The Region is well connected to Toronto via three GO Rail lines, and improvements to the ability to travel within the Region by public transit are coming with the Hurontario LRT and the Mississauga Transitway. Both initiatives provide links to key employment centres that are critical to the region’s economic future. At the same time, improvements to current levels of transit service should continue.

An emerging Employment Strategy should be linked with transit priorities by, for example, calling for employment growth to be focused in the Airport area, as well as Downtown Mississauga and Brampton, and at Regional Express Rail Stations.

Active transportation initiatives will also be key to improving the quality of life in Peel. Efforts can be made to make the road network safer and more accessible for

Key directions “Transportation Strategies to Support Employment Growth” – IBI Group

Encourage higher density employment development within urban growth centres and along transit corridors to support shorter trips and maximize sustainable transportation choices.

Connect urban growth centres and key employment areas with fast, frequent rapid transit.

Big Move: complete the “missing link” rail corridor linking the CN bypass line at Bramalea with the CP through route near the Milton-Mississauga border.

Create a connected, safe and comfortable network of walking and cycling facilities to support active commuting to employment.

Manage road congestion through strategic road capacity improvements in combination with measures to optimize road network operations.

Continue to provide for and maintain an efficient and connected goods movement network focused on major employment areas.

Advocate for completion of the GTA West transportation Corridor.

Investigate how new technology and advances in ride sharing and autonomous vehicles can help address the “last mile” commuting challenge.

walking and cycling. “There is a need to re-envision roads in Peel Region, while still accommodating goods movement vehicles that are critical for employment areas.”

While some may see congestion as an indicator of economic success, it also can deter new businesses from establishing themselves here. With employment levels already tracking below what had been forecast, it is important that a congestion management strategy be established to underpin a Regional Economic Development Strategy. Road congestion can be managed through strategic capacity improvements in combination with measures to optimize operations.

As such, any employment strategy should be linked with mitigating congestion, especially through transit prioritizing initiatives, such as calling for employment growth to be focused in the Airport area, as well as Downtown Mississauga and Brampton, and at MTSAAs.

IBI is suggesting such a strategy adopt a Transportation Systems Management Approach: *“a suite of measures that focus on operational and policy changes for smoother and safer traffic movements by private vehicles, public transit and goods carriers.”* This strategy also calls for an investigation into High Occupancy Vehicle (HOV) lanes to improve the carrying capacity of existing roads. Additionally, the Region would be prudent to protect for opportunities to introduce autonomous vehicles and new mobility options such as dynamic transit shuttles. Along with conventional car sharing, dynamic carpooling and paid rideshare, these new services and technologies can help address the “last mile” commute challenge – that is providing connections between transit stations and places of work in low density employment areas.

The 400-series highway network is the lifeblood of Ontario’s economy, and Peel Region is at the crossroads of this network. Over \$21 billion, or 40% of Peel’s GDP is derived from manufacturing, transportation and warehousing activities. It is critical that an efficient and connected goods movement network focused on major employment areas be maintained. Part of this strategy could include advocating for the GTA West transportation corridor, and experimenting with autonomous vehicles for goods movement at night.

C. ACHIEVING EMPLOYMENT TARGETS REQUIRES MORE THAN A LAND USE PLAN

Given recent trends and current market conditions, a strategy is needed to improve the competitiveness of the region, notably the locations already designated for major office development. If that competitiveness is not established and supported by all levels of government, the next wave of suburban office development may pass some of these nodes by, just as the market, in the 1980s and 1990s, passed by Scarborough, North York and Etobicoke office centres. These nodes have never recovered, although they continue to be an important part of Toronto's mixed-use urban structure. The Region must be nimble and flexible to adapt to economic change in some aspects of its work without losing sight of its strongest strategy in continuing to provide high-quality, well-planned infrastructure.

The Mississauga Transitway and the Hurontario LRT are critical to supporting and improving the competitive edge enjoyed by the Airport mega-node and Downtown Mississauga. While the planned improvements to GO Regional Express Rail (RER) will be a tremendous benefit to Peel residents, there is a risk that this enhanced accessibility to Downtown Toronto could reinforce the market trend to favour Toronto.

The mapping of employment lands in Schedule D5 reflect the land use designations in the local municipal official plans. The proposed amendment to the Regional

Key Directions from the Cushman & Wakefield Employment Strategy Report

Major Office Employment:

- Improve the competitiveness of Major Office Nodes.
- Provide attractive multi-modal environment to attract a broad local and regional labour pool.
- Consider financial incentives to attract new office development.

Employment Land Employment:

- Protect budgeted lands from conversion to non-employment use.
- Identify Prime Employment Areas.
- Support employment land intensification opportunities.
- Ensure a variety of opportunities – by location, size and servicing.
- Recognize highway access is increasingly important.

Population Related Employment:

- Differentiate in planning between “general” population related employment and the needs of major retail and major institutions.
- Plan for retail employment demand to decline as e-commerce increases.

Adopt supportive planning policy for home-based employment.

Collaborate to increase rural employment.

Protect and enhance the Agri-Food Network.

Undertake research into gaps and the potential benefits of establishing a broadband infrastructure strategy for employment areas.

Official Plan and the emerging employment strategy take into account recently approved conversions of older employment lands in Mississauga as part of planning for complete mixed-use communities.

Ensuring the employment concentration around Pearson Airport continues to grow is critically important to the Ontario economy, presenting significant economic opportunities for Peel. Emerging proposals to transform Pearson into a “global hub” airport with an associated transit hub and other development are very significant to the GTAH and Peel and will only serve to increase the attractiveness of the employment area.

Other efforts, such as exploring a potential broadband strategy are also critical. Local municipalities with the regional staff are continuing to explore potential strategies for the economy as it is evolving today. Monitoring employment densities in office nodes and employment lands should be part of the regular monitoring program.

D. CONVERGENCE

The findings of the transportation and employment studies converge in a number of important areas:

- Planning for higher order transit to support MTSAAs as well as Downtown Mississauga, Downtown Brampton and the Airport employment area. The draft ROPA identifies the MTSAAs as conceptual nodes. Detailed planning will be undertaken by the Region in collaboration with the local municipalities to delineate the boundaries of the MTSAAs and identify minimum density targets to maximize potential transit ridership and support intensification policy.
- Ensuring nodes with major office development are attractive and incorporate key amenities to attract workers, including planning for better access by bicycle as well as transit;
- Addressing the “last mile” commuting challenge; and
- Advocating for Provincial commitment to the GTA West Transportation Corridor as critical to managing goods movement over the long term, including the identification of a potential “*future strategic employment area*”.

V GETTING THERE

A broad strategy to manage growth is required in order to mitigate the risks and capitalize on the opportunities that come with growth and development. Implementation will be a collaborative effort, integrating efforts across Regional departments and agencies in addition to local municipalities. The foundation of the strategy is the adoption of a growth management amendment to the Regional Official Plan. A key element of this strategic approach to managing growth will be the role played by the local municipalities in amending their official plans and preparing secondary plans to accommodate growth.

A. REGIONAL STRUCTURE

A key element in managing growth is the establishment of a Regional Structure and associated policy. Schedule D of the current official plan brought in through ROPA 24 lays out the regional structure for accommodating growth. Along with this structure Schedule D3 delineates the areas governed by the *Greenbelt Plan*, *Niagara Escarpment Plan* and the *Oak Ridges Moraine Protection Plan*, mapping out the protected countryside and natural heritage coverage.

A draft amendment to the Regional Official Plan (ROPA) has been prepared to revise the forecast of population, housing and employment among the three local municipalities to 2031 and extend the planning period with allocations of growth to 2041. The draft amendment includes updates to policies to bring the official plan into conformity with the *Growth Plan, 2017* including, among other policy adjustments;

- Updating for 2031 and extending to 2041 the allocation of population, households and employment to the local municipalities for 2041;
- Updating for 2031, and extending to 2041, intensification and greenfield development density targets for the Region and local municipalities;
- Identifying *strategic growth areas* and MTSAAs and
- Outlining a framework for working with local municipalities on an employment strategy, including support for the provision of affordable, symmetrical broadband in *employment areas*.

As with ROPA 24, which brought the official plan into conformity with the 2006 version of the *Growth Plan*, the current draft ROPA includes policies guiding how and

where this growth should occur, including prescribed rates of residential intensification and minimum densities for development in designated greenfields, among other policy objectives.

For the period 2016 to 2030, the residential minimum intensification rate is set at 50%, while the Draft ROPA introduces a new minimum intensification target of 60% to be achieved post-2030, as required by the *Growth Plan (2017)*.

The Draft ROPA includes revisions to the density objectives for designated greenfield areas. The new methodology outlined in the *Growth Plan (2017)* calls for regionally-designated employment lands to be excluded from the calculation of densities in designated greenfield areas. With the revised method, the designated greenfield development density target has been set at 80 residents and jobs per hectare for areas that are approved after July 1, 2017; those designated greenfield areas already in the approved official plan prior to July 1, 2017 will still be subject to the density target of 60 residents and jobs per hectare.

In addition, revisions to the *Growth Plan* that came into effect on July 1, 2017 call for a more extensive mapping of regional structure. The current draft ROPA includes a revised Schedule D – Regional Structure which incorporates additional elements for structuring growth, including:

- A more detailed mapping of the two urban growth centres in Downtown Mississauga and Downtown Brampton;
- A Regional intensification corridor along Hurontario Street;
- A Conceptual Strategic Infrastructure Study Area for the GTA West Transportation Corridor;
- Transit corridors;
- MTSAs; and
- The Airport Transit Hub.

Two new Schedules are also added to support the Regional Structure mapping and meet the conformity requirements of the *Growth Plan (2017)*. These schedules are attached in Appendix A.

Schedule D4 delineates the key policy geography governed by the *Growth Plan*:

- Urban Growth Centres;
- Built-up area;
- Designated Greenfield Areas established through ROPA 24;
- Additional Designated Greenfield Areas required to accommodate the proposed forecast which should be deemed to be in effect as of July 1, 2017;

- Greenbelt;
- Agricultural and Rural Areas; and
- Villages and Hamlets.

Schedule D5 presents a structure for accommodating employment growth by designating:

- Employment Areas consistent with the extent of designations in local official plans; and
- Future Strategic Employment Areas on a conceptual level in the vicinity of the GTA West Transportation Corridor.

Policies are also introduced, consistent with the *Provincial Policy Statement (2014)*, for future strategic employment areas.

B. ADDITIONAL IMPLEMENTATION ACTIONS AND STRATEGIES

The last element of the municipal comprehensive review will be establishing a process for adjustments once a land budget is set. This will include a process for dealing with requests for settlement area expansions and potential conversion of employment areas.

Additional actions will be initiated and will extend beyond this plan review exercise, including:

- Working with local municipalities to identify the boundaries of MTSAs, as required by the Province to facilitate more detailed planning for these areas;
- Developing Infrastructure Master Plans;
- Adopting a Transportation Strategy;
- Working with local municipalities and industry on an Employment Strategy;
- Developing updated technical and financial policies to inform a Development Charges By-law update which will yield an updated DC Background Study and By-law; and
- Updating and implementing a monitoring and exceptions program that respects the risks regarding the staging and timing of infrastructure and includes regular reporting to Council and stakeholders.

Peel 2041 has been, and will continue to be, a unique and dynamic process. The Growth Management Strategy ROPA is a critical first step in extending the Region's planning horizon to 2041 and coming into full conformity with Provincial Policy objectives, upon which additional policy amendments will build toward a fully integrated official plan.

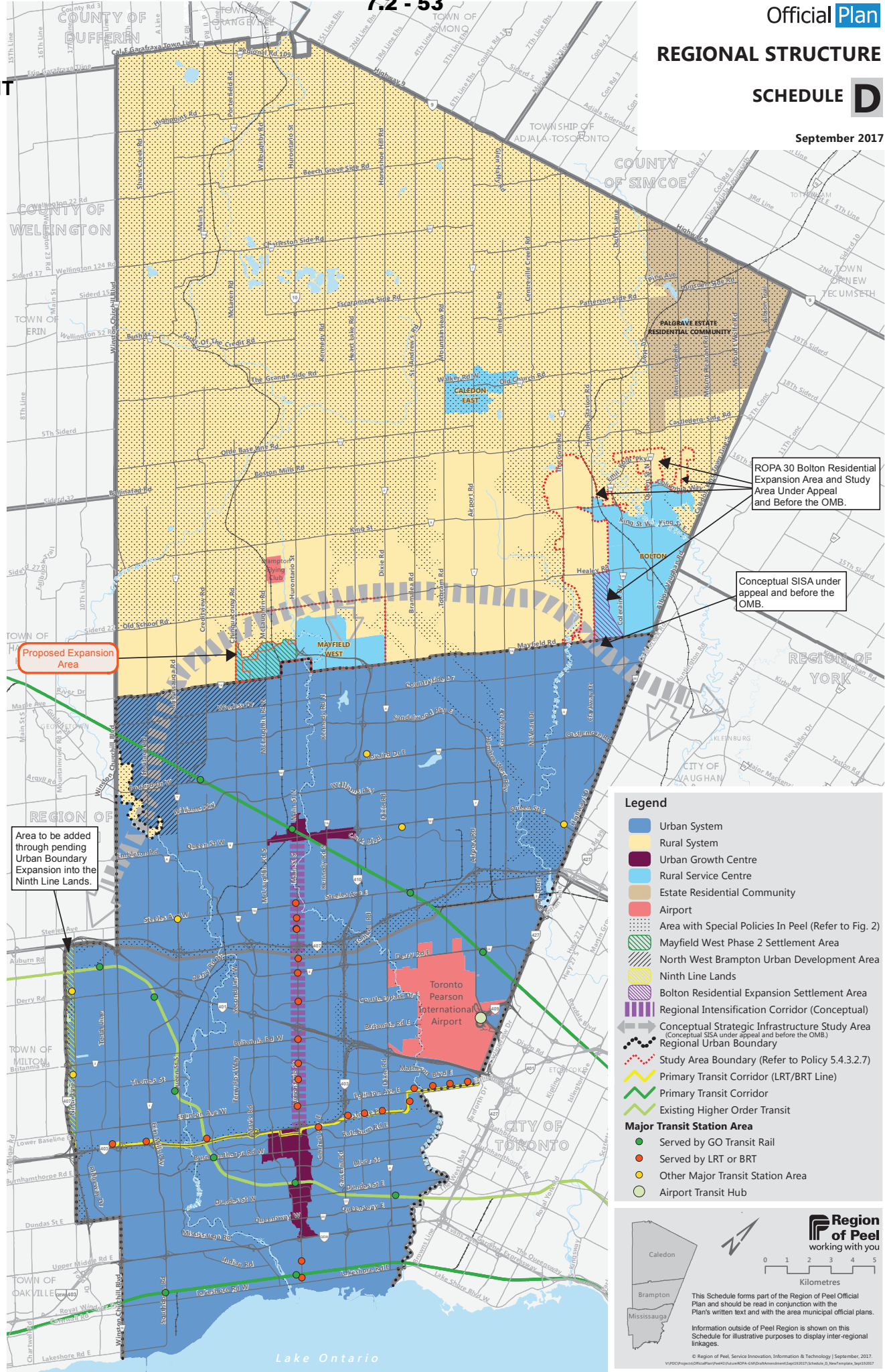
Future work will result in additional amendments to the Regional Official Plan to address new policy directions regarding settlement area boundaries, the conversion of employment lands and the delineation of boundaries for MTSAs.

The preparation of this proposed Growth Management Strategy has been comprehensive. All the background studies have been prepared respecting the latest updates to the *Growth Plan* that came into force on July 1, 2017. Along with the extensive stakeholder input from local municipalities, conservation authorities and the development industry (primarily through BILD), we conclude that adoption of the consensus allocation and proposed policies for managing growth conforms to the relevant *Growth Plan (2017)* and the *PPS (2014)* policies respecting growth and the planning horizon.

Adoption of this ROPA and future amendments will not only bring the official plan into conformity with Provincial policy but, in concert with integrated implementation strategies around the environment, transportation and economic development, will set the Region on a path to continue with good planning, improve the Region's fiscal position and increase prosperity.

APPENDIX A

SCHEDULES



Proposed Expansion Area

Area to be added through pending Urban Boundary Expansion into the Ninth Line Lands.

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

Conceptual SISA under appeal and before the OMB.

Legend

- Urban System
 - Rural System
 - Urban Growth Centre
 - Rural Service Centre
 - Estate Residential Community
 - Airport
 - Area with Special Policies In Peel (Refer to Fig. 2)
 - Mayfield West Phase 2 Settlement Area
 - North West Brampton Urban Development Area
 - Ninth Line Lands
 - Bolton Residential Expansion Settlement Area
 - Regional Intensification Corridor (Conceptual)
 - Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB)
 - Regional Urban Boundary
 - Study Area Boundary (Refer to Policy 5.4.3.2.7)
 - Primary Transit Corridor (LRT/BRT Line)
 - Primary Transit Corridor
 - Existing Higher Order Transit
- Major Transit Station Area**
- Served by GO Transit Rail
 - Served by LRT or BRT
 - Other Major Transit Station Area
 - Airport Transit Hub

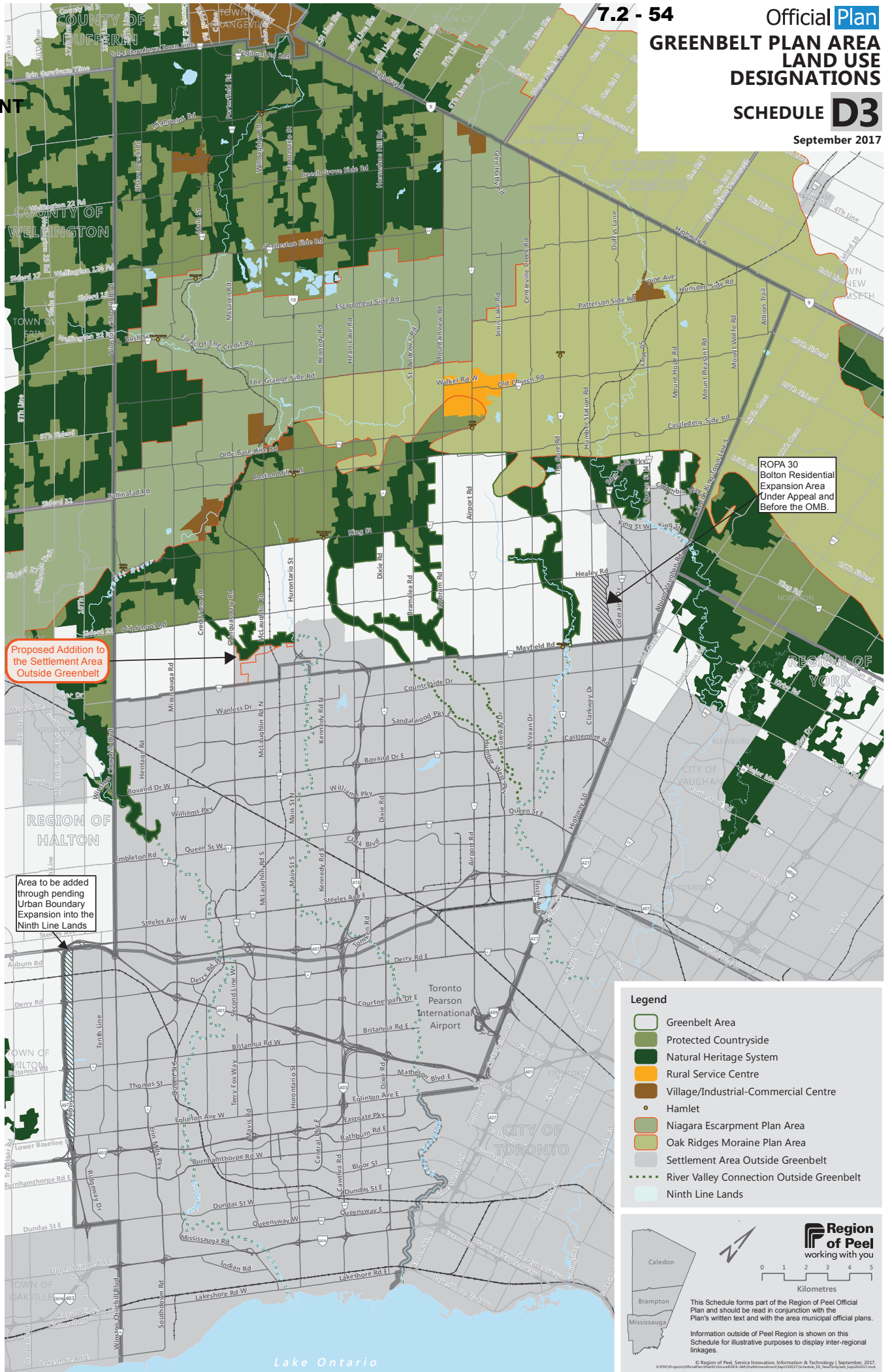
Region of Peel
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Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

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

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Proposed Addition to the Settlement Area Outside Greenbelt

Area to be added through pending Urban Boundary Expansion into the Ninth Line Lands

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

Legend

- Greenbelt Area
- Protected Countryside
- Natural Heritage System
- Rural Service Centre
- Village/Industrial-Commercial Centre
- Hamlet
- Niagara Escarpment Plan Area
- Oak Ridges Moraine Plan Area
- Settlement Area Outside Greenbelt
- River Valley Connection Outside Greenbelt
- Ninth Line Lands

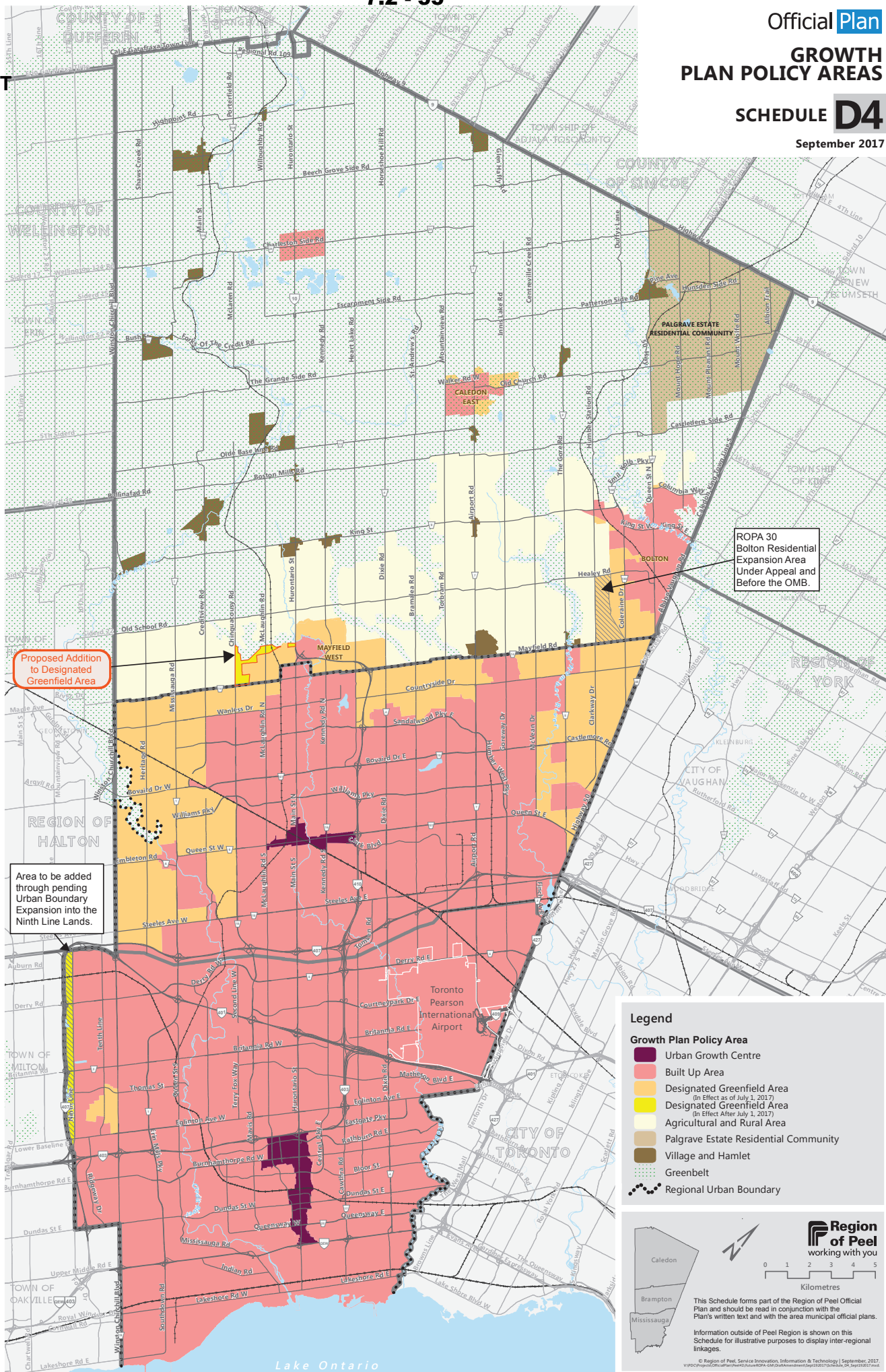
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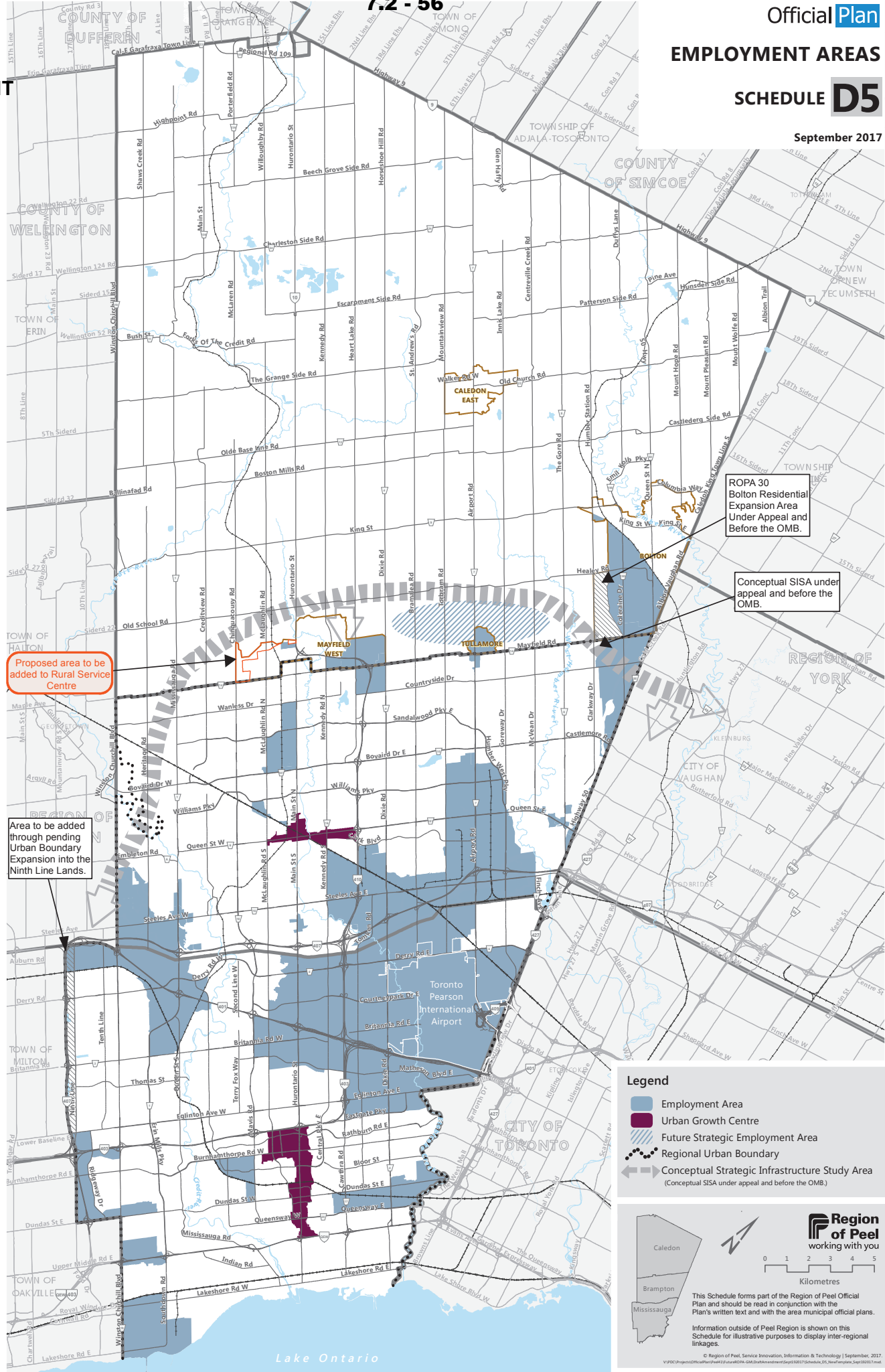
This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

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APPENDIX I
PEEL 2041
GROWTH
MANAGEMENT
ROPA





Proposed area to be added to Rural Service Centre

Area to be added through pending Urban Boundary Expansion into the Ninth Line Lands.

CALEDON EAST

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

Conceptual SISA under appeal and before the OMB.

Legend

- Employment Area
- Urban Growth Centre
- Future Strategic Employment Area
- Regional Urban Boundary
- Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)

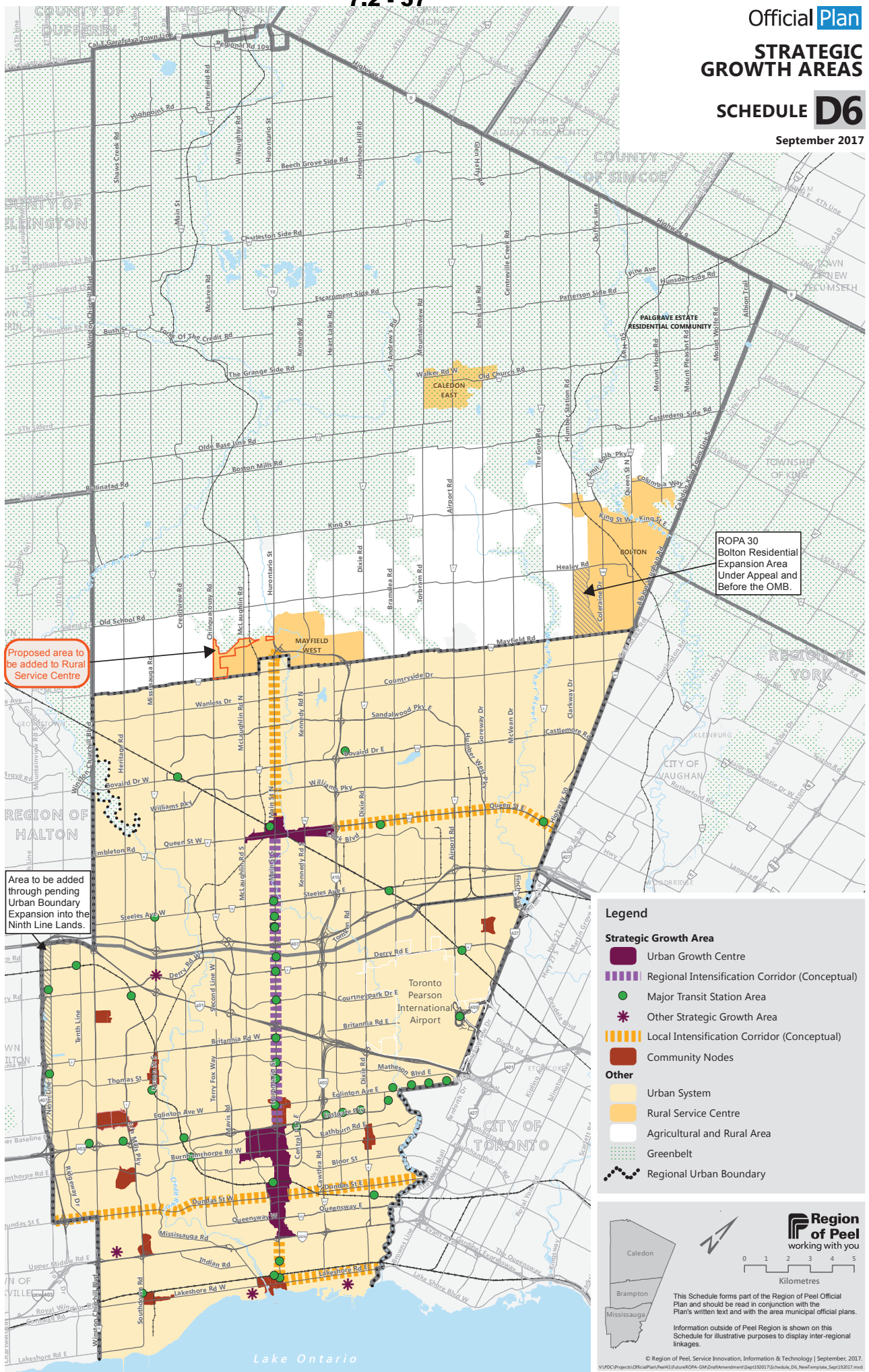
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APPENDIX I
PEEL 2041
GROWTH
MANAGEMENT
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Proposed area to be added to Rural Service Centre

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

Area to be added through pending Urban Boundary Expansion into the Ninth Line Lands.

Legend

- Strategic Growth Area**
 - Urban Growth Centre
 - Regional Intensification Corridor (Conceptual)
 - Major Transit Station Area
 - Other Strategic Growth Area
 - Local Intensification Corridor (Conceptual)
 - Community Nodes
- Other**
 - Urban System
 - Rural Service Centre
 - Agricultural and Rural Area
 - Greenbelt
 - Regional Urban Boundary

Region of Peel
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0 1 2 3 4 5
Kilometres

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APPENDIX B

GROWTH FORECAST ASSUMPTION TABLES

Hemson Growth Forecast / Planning Assumptions for Growth Scenarios Tested

The overall method for the forecast is based on the approach and models used for the preparation of the forecasts in Schedule 3 to the Growth Plan adopted as Amendment 2 in 2013. As described the *Greater Golden Horseshoe Growth Forecasts to 2041* (Hemson, 2012 <http://www.hemson.com/wp-content/uploads/2016/03/HEMSON-Greater-Golden-Horseshoe-Growth-Forecasts-to-2041-Technical-Report-Nov2012.pdf>), the population, households and employment are first forecast at the GTAH level and then distributed to the upper and single-tier municipalities by shares of housing growth by type and shares of employment growth by type.

By a similar share of housing and employment method, the growth in housing and employment is distributed to the area municipalities. Population is then determined by applying persons per unit (PPU) to housing and then accounting for non-household population and net under-coverage. This method, with some improvements and updates over the years has been used for most forecasts prepared for the Cities of Mississauga and Brampton over the past 20-plus years.

The distribution to SGUs within the municipalities is based on assigning unit growth to identified supply (either greenfield or intensification) first by a community or policy geography and then to the SGUs within these policy areas. The available supply in the SGUs has both a quantity of available development potential and a date that it may be available. In Mississauga these areas are Downtown, Major Nodes, Community Nodes, Neighbourhoods, etc. In Brampton, it is approached by UGC, Rest of Queen Street Corridor, Hurontario Corridor, Other Intensification, Greenfield, etc. In Caledon the major geographies are Bolton area, Mayfield West area, Caledon East area, Villages, Hamlets and other rural areas. The Town of Caledon has the unique

characteristic of providing sufficient future greenfield land supply opportunities to accommodate forecast greenfield growth once existing designated supplies are exhausted in Mississauga and Brampton.

The Mississauga and Brampton methods have been documented in reports prepared for them in past updates to forecasts. The Caledon SGU model developed for this current Peel scenarios work follows the same methods as the Mississauga and Brampton forecast models.

A key underlying assumption for the forecasts (like those in Schedule 3) is that adequate infrastructure will be in place to accommodate the growth. This is being directly tested for water and sewer services in this work as well as for transportation services. There is, however, no specific starting assumption about the timing of, say, the GTA West corridor, but it is assumed that adequate road infrastructure is in place to support forecast population and employment growth in northern Brampton and southern Caledon.

A full description of all of the methods and assumptions involved in this approach would be a very lengthy and most elements have been documented elsewhere. However, there are specific areas of interest that have been raised by regional and municipal staff, municipal consultants and other stakeholders. The follow pages address the specific methods and assumptions that have been identified to date as being of special interest in this work. The data in the table below is limited to Scenario 15, the recommended scenario for the allocation of population and employment in the proposed ROPA.

Technical Input	Hemson’s Technical Assumptions and Explanation of Methodology for Growth Scenarios																														
Housing and Population																															
<p>1. Housing mix by structure type at the Regional level</p>	<ul style="list-style-type: none"> Like the Schedule 3 background work, the housing mix <i>initially</i> assigned to the Region of Peel (and the other upper and single-tier municipalities) from the GTAH models is based broadly on market demand and is clearly acknowledged not to be a housing mix that would allow for compliance with <i>Growth Plan</i> policies. Through Regional implementation of the <i>Growth Plan</i> policies, it is expected that the housing mix would shift towards denser forms to meet intensification and density targets. How that is done depends on each Region’s characteristics and is, indeed, the subject of some of the current scenario testing in Peel. This initial allocation is shown in the table below as the “market” housing mix. The initial step at the Regional level is to shift units by type from demand in singles and semis to row and apartment forms. This is necessary to meet <i>Growth Plan</i> and Regional targets for intensification since most units provided through intensification are mostly apartments, a significant number of rows and very few singles and semis. Some of this shift is also necessary to achieve the minimum Designated Greenfield Area (DGA) density targets. <table border="1" data-bbox="856 776 1524 945"> <thead> <tr> <th colspan="5">Peel Housing Mix - Scenario 15</th> </tr> <tr> <th></th> <th>Single/Semi</th> <th>Row</th> <th>Apt</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>1986-01</td> <td>66.5%</td> <td>15.8%</td> <td>17.7%</td> <td>100.0%</td> </tr> <tr> <td>2001-16</td> <td>66.7%</td> <td>15.2%</td> <td>18.1%</td> <td>100.0%</td> </tr> <tr> <td>2016-31</td> <td>42.4%</td> <td>19.4%</td> <td>38.1%</td> <td>100.0%</td> </tr> <tr> <td>2031-41</td> <td>24.3%</td> <td>25.3%</td> <td>50.4%</td> <td>100.0%</td> </tr> </tbody> </table>	Peel Housing Mix - Scenario 15						Single/Semi	Row	Apt	Total	1986-01	66.5%	15.8%	17.7%	100.0%	2001-16	66.7%	15.2%	18.1%	100.0%	2016-31	42.4%	19.4%	38.1%	100.0%	2031-41	24.3%	25.3%	50.4%	100.0%
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<p>2. Growth Allocation Methodologies</p>	<ul style="list-style-type: none"> Growth is allocated by shares of housing type for each five-year Census period to the municipalities accounting for the development potential and intensification targets. Growth is allocated initially to assure all designated greenfield lands in the Region are fully developed within the planning period. Intensification is allocated the municipalities on the basis established potential and targets for intensification develop. These targets and potentials vary by scenario since the scenarios are defined, in part, by the intensification level. Greenfield development — the vast majority of singles and semis and a substantial portion of rows — that does not fit into the existing designated greenfield area is assigned to the Future Designated Greenfield Area (FDGA). Beyond the relatively small amount of future greenfield development in the Ninth Line lands in Mississauga, all potential new future DGA is in Caledon. 																														

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APPENDIX I
PEEL 2041 GROWTH ALLOCATION AND GROWTH MANAGEMENT REGIONAL OFFICIAL PLAN AMENDMENT
- REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Technical Input	Hemson's Technical Assumptions and Explanation of Methodology for Growth Scenarios																																																														
<p style="text-align: center; background-color: #d9ead3; margin: 0;">Housing Unit Growth, 2016 - 2041 by Policy Area</p> <p style="margin: 0;">Scenario 15: Growth Plan</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 5px 0;"> <thead> <tr style="background-color: #d9ead3;"> <th rowspan="2">Policy Area</th> <th colspan="2">Brampton</th> <th colspan="2">Caledon</th> <th colspan="2">Mississauga</th> <th colspan="2">Peel</th> </tr> <tr style="background-color: #d9ead3;"> <th>Units</th> <th>Share</th> <th>Units</th> <th>Share</th> <th>Units</th> <th>Share</th> <th>Units</th> <th>Share</th> </tr> </thead> <tbody> <tr> <td>Built-Up Area</td> <td style="text-align: right;">29,800</td> <td style="text-align: right;">36.0%</td> <td style="text-align: right;">3,900</td> <td style="text-align: right;">13.4%</td> <td style="text-align: right;">62,800</td> <td style="text-align: right;">94.2%</td> <td style="text-align: right;">96,500</td> <td style="text-align: right;">54.1%</td> </tr> <tr> <td>Existing Greenfield (DGA, including BRES)</td> <td style="text-align: right;">52,900</td> <td style="text-align: right;">64.0%</td> <td style="text-align: right;">9,900</td> <td style="text-align: right;">34.1%</td> <td style="text-align: right;">400</td> <td style="text-align: right;">0.6%</td> <td style="text-align: right;">63,200</td> <td style="text-align: right;">35.4%</td> </tr> <tr> <td>Future Greenfield (FDGA)</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0.0%</td> <td style="text-align: right;">13,600</td> <td style="text-align: right;">46.9%</td> <td style="text-align: right;">3,500</td> <td style="text-align: right;">5.2%</td> <td style="text-align: right;">17,100</td> <td style="text-align: right;">9.6%</td> </tr> <tr> <td>Rural</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0.0%</td> <td style="text-align: right;">1,600</td> <td style="text-align: right;">5.5%</td> <td style="text-align: right;">0</td> <td style="text-align: right;">0.0%</td> <td style="text-align: right;">1,600</td> <td style="text-align: right;">0.9%</td> </tr> <tr style="background-color: #d9ead3;"> <td>Total</td> <td style="text-align: right;">82,700</td> <td style="text-align: right;">100.0%</td> <td style="text-align: right;">29,000</td> <td style="text-align: right;">100.0%</td> <td style="text-align: right;">66,700</td> <td style="text-align: right;">100.0%</td> <td style="text-align: right;">178,400</td> <td style="text-align: right;">100.0%</td> </tr> </tbody> </table>	Policy Area	Brampton		Caledon		Mississauga		Peel		Units	Share	Units	Share	Units	Share	Units	Share	Built-Up Area	29,800	36.0%	3,900	13.4%	62,800	94.2%	96,500	54.1%	Existing Greenfield (DGA, including BRES)	52,900	64.0%	9,900	34.1%	400	0.6%	63,200	35.4%	Future Greenfield (FDGA)	0	0.0%	13,600	46.9%	3,500	5.2%	17,100	9.6%	Rural	0	0.0%	1,600	5.5%	0	0.0%	1,600	0.9%	Total	82,700	100.0%	29,000	100.0%	66,700	100.0%	178,400	100.0%	<ul style="list-style-type: none"> Having assigned the shares for intensification and greenfield by unit type to each municipality, the local municipal housing mix by type is a result of this process. Mississauga will be mostly apartments in accordance with its supply and shares of growth and Brampton will be a mix of the development of its remaining greenfield areas and the significant amount of intensification assigned in most scenarios. Because Caledon is the only location for future greenfield development (beyond Ninth Line lands), the assignment by structure type is somewhat "open ended." As these are unplanned areas, the housing assignments in these scenarios are for testing regional servicing options and not intended to be direction for the specifics of housing mix or density that would be determined through a municipal comprehensive review or subsequent secondary planning.
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<p>4. Person per Unit (PPU)</p>	<ul style="list-style-type: none"> In general, there is a gradual decline over time in PPUs in all unit types as the population ages. In accordance with the method used in the Schedule 3 and other Hemson-prepared forecasts, the overall rate of decline is established by the population and household forecast at the GTAH level. These rates declines are then applied to each housing type through to the regional level; noting that it is a rate so that places with a high PPU like Peel and York decline gradually from that high level. The same method is then applied from the Regional level to the local level by unit type. Importantly, the shift in unit types is significant here. As noted above, the <i>Growth Plan</i> demands a shift in unit type, but is not based on changes in household type. That is, as the housing market shifts to more apartments, these apartments will be accommodating more of the types of households that would otherwise have been in medium or lower density forms; more families in apartments means a relatively higher PPU than in the past. The model accounts for this shift. At the sub-municipal level PPUs are also distinguished between the relatively higher PPUs expected in new housing units over the planning period and the relatively lower PPUs in the existing base. While not a direct “new units – existing units” PPU calculation that would be used in a Development Charge Background Study, it reflects the same principle. The newly developing areas, such as Northwest Brampton or the Mayfield West or Bolton expansion areas, will reflect a population associated with the higher PPUs expected from newly developed units. 																																																																																																																																																																																																																																																				
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Technical Input	Hemson’s Technical Assumptions and Explanation of Methodology for Growth Scenarios
<p>5. Key Specific Residential Development Assumptions – Mississauga</p>	<ul style="list-style-type: none"> • Ninth Line is included as a new greenfield area. • Significant growth is accommodated in the Downtown area including the recently announced Rogers development. • Lakeview redevelopment is included, with a significant amount developed by 2041. • Imperial Oil lands redevelopment is included, also with most of the development complete prior to 2041.. • Significant development in the Dundas Street corridor is incorporated into the growth scenario.
<p>6. Key Specific Residential Development Assumptions – Brampton</p>	<ul style="list-style-type: none"> • Greenfield development occurs in accordance with current secondary plans. • Heritage Heights, the only unplanned area in Brampton, is assumed to develop with a minimum of 300 net ha of employment land. The remaining lands area assumed to develop for residential uses within the period of the plan.
<p>7. Key Specific Residential Development Assumptions – Caledon</p>	<ul style="list-style-type: none"> • Existing DGA is assumed to be built out within the forecast period. • The full Mayfield West Phase 2 area is assumed to be designated and developed; the Stage 1 area, currently designated, is included as part of the current DGA and the Stage 2 lands are assumed to be the initial designation of the FDGA. • The Bolton expansion is initially assumed to occur in accordance with ROPA 30 (the BRES Option 6 lands), directly to the west of the existing Bolton urban area. • The location of further expansions in Bolton and Mayfield West are shown conceptually for testing purposes recognizing that actual settlement expansion boundaries will be subject to a full Municipal Comprehensive Review. Bolton expansions are generally shown on lands south of King Road. • New greenfield residential in Mayfield West is added in the Mayfield West Phase 3 area, to the north of Phase 2. • The relatively small amount of development in rural areas, including Palgrave Estates, has been set in consultation with Caledon.

Technical Input	Hemson’s Technical Assumptions and Explanation of Methodology for Growth Scenarios
Employment	
<p>8. Employment by Category</p>	<ul style="list-style-type: none"> • The recommended scenario uses the GTHA 2041 total employment in Schedule 3 to the <i>Growth Plan</i> of 4,820,000. • Employment by category is initially set at the GTHA level, as noted above, and then attributed to the upper and single-tier municipalities in the GTAH by shares of each category. Working within the Schedule 3 totals, the forecast by category has been updated, noting that Schedule 3 had been based largely on 2006 Census data. The forecast by category now shows a more rapid shift from the Employment Land employment (employment in industrial-type buildings) to Major Office employment (freestanding office buildings of 1,929 m² [20,000 sq.ft.] or more) sector and to Population-Related employment. Rural-based employment is small and expected to remain stable. • Population-Related Employment is forecast to grow in accordance with population growth, including a factor for increased levels of employment in the categories serving a GTAH wide market such as universities, major hospitals or specialized retail. • Employment Land Employment is expected to remain important in Peel, but with shares of growth declining as Halton Region attracts more development in the Highway 401 corridor and Hamilton and Durham’s shares rise from the historically low levels of recent times (in short, Peel is unlikely to maintain the market dominance it had during the development of lands near the airport in Mississauga and Brampton and those directly along the Highways 401 and 407 corridors). It is important to understand what is specifically meant by Employment Land Employment. While it is employment occurring in industrial-type buildings and within employment areas, the employment category specifically excludes major office employment even where those office buildings are physically located within an industrial-type employment area. Similarly, larger retail uses that are located within or on the edges of employment areas are also excluded from the Employment Land Employment category. At the same time, small office or retail functions that are located in a small industrial building or industrial multiple would be counted within Employment Land Employment. • Peel Region’s 2006 estimated employment land employment total of 325,000 was made up of about 80% industrial and warehousing employment by NAICS codes (primary industries, manufacturing, utilities, construction, wholesale trade and transportation and warehousing). The 80% was down from 82% in 2001. By 2011, recession-affected employment declined to 320,000 of which 76% were in the more typical industrial and warehousing sectors. In both periods, the sectors more usually described as Population-Related Employment (retail, education, health care, arts and recreation) stayed at about 7% of Employment Land Employment. • These trends are expected to continue in Peel’s employment base. In 2011, Employment Land Employment represented about 50% of all jobs in the Region. In the forecast, less than 40% of the growth from 2011 to 2041 is Employment Land Employment. Major Office and Population-Related are both becoming larger shares of the employment total. The declining share of jobs in Employment Land Employment growth is likely to be combined with a declining share of industrial-type activities (measured by jobs) within the Employment Land Employment category. That is, within the

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	<p>employment areas a smaller share of jobs would be in the more traditional industrial activities and a greater share is likely to be in professional and technical, finance and insurance and information and cultural industries.</p> <ul style="list-style-type: none">• The changes in the employment base will not be as apparent on the ground since many of the non-industrial sectors in employment areas re-use existing building stock formerly occupied by industrial firms. More visibly, however, the newer development in Brampton and Caledon is dominated by large distribution centres, often with low employment densities (as described in more detail below).• The Major Office market is addressed below.

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Technical Input	Hemson's Technical Assumptions and Explanation of Methodology for Growth Scenarios					
	Historical & Forecast Employment by Type					
	Greater Toronto Area Hamilton					
		Major Office	Population Related	Employment Land	Other Rural	Total
	1986	482,000	831,000	962,000	0	2,275,000
	2001	713,000	1,012,000	1,192,000	22,000	2,939,000
	2016	933,000	1,364,000	1,315,000	24,000	3,636,000
	2031	1,187,000	1,654,000	1,512,000	23,000	4,376,000
	2041	1,346,000	1,823,000	1,630,000	22,000	4,821,000
	Share of Growth					
	1986-01	34.8%	27.3%	34.6%	3.3%	100.0%
	2001-16	31.6%	50.5%	17.6%	0.3%	100.0%
	2016-31	34.3%	39.2%	26.6%	-0.1%	100.0%
	2031-41	35.7%	38.0%	26.5%	-0.2%	100.0%
	Historical & Forecast Employment by Type					
	Scenario 15: Growth Plan					
		Major Office	Population Related	Employment Land	Other Rural	Total
	1986	27,000	99,000	178,000	0	304,000
	2001	77,000	157,000	296,000	3,000	533,000
	2016	122,000	235,000	344,000	4,000	705,000
	2031	173,000	290,000	404,000	3,000	870,000
	2041	208,000	323,000	436,000	3,000	970,000
	Share of Growth					
	1986-01	21.8%	25.3%	51.5%	1.3%	100.0%
	2001-16	26.2%	45.3%	27.9%	0.6%	100.0%
	2016-31	30.9%	33.3%	36.4%	-0.6%	100.0%
	2031-41	35.0%	33.0%	32.0%	0.0%	100.0%

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Technical Input	Hemson's Technical Assumptions and Explanation of Methodology for Growth Scenarios
9. GTAH and Peel office markets	<ul style="list-style-type: none"> • While the overall GTAH Major Office employment continues to grow well, there have been some major shifts in the marketplace for new development. • Firstly, the Floor Space per Worker (FSW) has declined significantly in recent years especially in new buildings. This means that a new building built now is accommodating far more employees than a building of equivalent size would have 10 or 20 years ago. This shift is also occurring in the existing built space, but at a slower pace as buildings may require retrofitting to accommodate the additional employees. Overall this has the effect of much reducing the amount of additional built space needed to accommodate the forecast office employment growth. The overall total office FSW is shown in the table below. The figures provided are for occupied net rentable space. For some purposes (such as development charges), office FSWs are described in Gross Floor Area (GFA) and include occupied and vacant space; on this basis the estimated 20.25 m² in 2016 of occupied net rentable would be equivalent to about 25 m² of total GFA. • Secondly, Peel's (and York Region's) rapid office growth of the 1990s and 2000s coincided with low shares of growth in the City of Toronto. Over the past 10 years, the downtown market has surged with no end in sight at the moment. As a result, all of 905, including Peel, have recently had much lower shares of the GTAH market. Even if the market swings back in favour of more development in 905 during the forecast period, it is very unlikely that Peel can "catch up" to previous expectations for office growth to 2041. • These office market shifts create special challenges for the forecast of employment in Brampton, since the long-term expectation for employment growth in Brampton over the past decade have relied, in part, on Peel maintaining a high share of the GTAH and Brampton attracting a rapidly increasing share of that growth.

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Technical Input	Hemson's Technical Assumptions and Explanation of Methodology for Growth Scenarios				
	Historic & Forecast Employment Growth by Municipality				
	Scenario 15: Growth Plan				
		Brampton	Caledon	Mississauga	Peel
	1986-91	13,000	4,000	58,000	75,000
	1991-96	11,000	3,000	28,000	42,000
	1996-01	34,000	4,000	75,000	113,000
	2001-06	22,000	3,000	48,000	73,000
	2006-11	16,000	1,000	24,000	41,000
	2011-16	31,000	5,000	20,000	56,000
	2016-21	32,000	5,000	25,000	62,000
	2021-26	29,000	8,000	20,000	57,000
	2026-31	22,000	10,000	15,000	47,000
	2031-36	19,000	12,000	14,000	45,000
	2036-41	21,000	17,000	17,000	55,000
10. No Usual Place of Work (NFPOW) and Work From Home (WFH)	<ul style="list-style-type: none"> • In accordance with forecasts in Schedule 3, total employment includes those with a usual place of work, those who work at home and those with no usual place of work. • The work at home employment is assumed to maintain a constant ratio to population in Brampton and Mississauga at the know 2011 rate of 2.75% of Census population in Mississauga and 1.84% of the Census population in Brampton. • Caledon is treated differently in the forecast because there is a much higher rate of work at home in rural areas than urban. In 2016 the estimated work at home is 4.55% of the Census population, much higher than Mississauga's or Brampton's rate. Since the vast majority of the growth in Caledon will be urban, the growth increment in work at home employment will be closer to an urban rate. It has been assumed to be 3.5% of Census population on the post-2016 growth. As a result, in Scenario 10, the work at home rate to Census population gradually declines from 4.55% in 2016 to 3.45% in 2041. • Since it is incorporated into the base employment, the Scenarios do not incorporate a specific assumption set for those with no usual place of work. However, there may be other purposes or applications, such as development charges analysis, where it is desirable to know the distinction between those with a usual place and those without. For those purposes, the employment forecast will be categorized into usual and no usual based on an assumption of a stable or gradually increasing share of employment with no usual place of work. 				

Technical Input	Hemson’s Technical Assumptions and Explanation of Methodology for Growth Scenarios
<p>11. Floor Space per Worker (FSW)</p>	<ul style="list-style-type: none"> • Floor space per work for offices has been addressed above. • FSWs are relatively stable for retail and institutional uses. Changes in these FSWs would have little effect on what is considered in the scenarios. • The FSW in industrial-type buildings has risen in recent years as a result of an increasing number of distribution centres which typically have a very high FSW (meaning a very low density of employment). The modelling in the scenarios does not directly address FSW. However, the lower building employment densities do mean lower employment densities by land area (though not on a one-to-one basis as building coverage can change). As a result, the scenarios are assuming new employment land development in Brampton and Caledon will average about 33 employees per net ha across the entire base in 2041, a figure a little lower than in Brampton today and much lower than in Mississauga which has a much larger older employment base.
<p>12. Key Specific Employment Development Assumptions – Mississauga</p>	<ul style="list-style-type: none"> • Growth will continue in employment lands where there are vacant lands to development. • Growth in population related employment will be largely by additions to where it currently exists with the greatest increases in the areas with the most population growth. • The office market will continue to be concentrated in the areas where current development exist, but with an assumed shift back to the downtown and Hurontario Corridor from the business park areas, partly as a result of the Hurontario LRT.
<p>13. Key Specific Employment Development Assumptions – Brampton</p>	<ul style="list-style-type: none"> • Growth will continue in employment lands where there are vacant lands to development. The recommended scenario is based on an assumed 300 net ha of industrial-type employment lands in Heritage Heights. • Growth in population related employment will be largely by additions to where it currently exists and in planned locations in newly developing areas, with the greatest increases in the areas with the most population growth. • The growth scenario assumes that Brampton will attract two new regional institutions, providing 4,000 jobs. It is not known what the estimated employment level would be of the recently announced university campus in Brampton nor of a possible new hospital. For the purposes of the analysis, 2,000 jobs have been assumed for the campus in Downtown Brampton and 2,000 for the hospital assumed to be located in Northwest Brampton. • The office market will continue to be concentrated in the following areas: Bram West where significant development is occurring; Hurontario near the court house where significant development already exists; a new office centre in the vicinity of Bramalea GO Station to be supported by the RER investments; and the UGC which could also be supported by new transit investments.

APPENDIX I
 PEEL 2041 GROWTH ALLOCATION AND GROWTH MANAGEMENT REGIONAL OFFICIAL PLAN AMENDMENT
 - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Technical Input	Hemson’s Technical Assumptions and Explanation of Methodology for Growth Scenarios
<p>14. Key Specific Employment Development Assumptions – Caledon</p>	<ul style="list-style-type: none"> • Growth will continue in employment lands where there are vacant lands to development. New employment lands are assumed to be added along the GTA West corridor. Because there is a wide range of land needs being tested, several areas are considered for development: west of Bolton along the corridor; the Tullamore area; areas east of Mayfield West near Highway 410; and, if needed, lands on the GTA corridor at the far west boundary of Caledon (acting largely as an extension to the employment land areas in Heritage Heights).

**PEEL 2041 GROWTH ALLOCATION AND GROWTH MANAGEMENT REGIONAL OFFICIAL PLAN
AMENDMENT - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT**

THE CONSTITUTIONAL STATEMENT

Part A, THE PREAMBLE, does not constitute part of this Amendment

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

PART A – THE PREAMBLE1. Purpose of the Amendment

To revise and add policies in the Region of Peel Official Plan (ROP) for the purposes of conformity to Provincial policy and implementing regional initiatives in growth management.

2. Location

This Amendment applies throughout the Regional Municipality of Peel.

3. Basis

The ROP was initially adopted by Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The ROP was subsequently reviewed through the ROP Strategic Update (ROPSU) process that was initiated in 2002, as a scoped review of the Official Plan. This scoped review included three major amendments to the ROP related to regional forecasts and structure – ROP Amendment 8 (updated population and employment forecasts reflecting the 2001 Census), ROP Amendment 15 (North West Brampton urban boundary expansion), and ROP Amendment 17 (established the 2021 Mayfield West Rural Service Centre Boundary). The next major updates were introduced to the ROP through the Peel Regional Official Plan Review (PROPR) that consisted of six amendments including Regional Official Plan Amendments (ROPA): 21A, 21B, 22, 23, 24 and 25. The PROPR process brought the ROP into conformity with relevant legislation, plans and policies including the Provincial Policy Statement, 2005 (PPS), the Greenbelt Plan (2005) and the Growth Plan for the Greater Golden Horseshoe, 2006 (2006 Growth Plan). Finally, ROPA 26 introduced policies that were supplemental to those established by the PROPR process. The 1996 ROP, as amended by the above-noted amendments, constitute the current version of the ROP pertaining to growth management and regional forecasts.

The Peel 2041 Regional Official Plan Review (Peel 2041) is being completed through several policy review projects that will result in ROPAs. These amendments will bring the ROP in conformity with provisions of the Growth Plan 2017, the Provincial Policy Statement 2014, Affordable Housing Act, 2011 (Bill 140) and other Provincial policy initiatives. The Peel 2041 is a municipal comprehensive review of the Regional Official Plan.

On February 23, 2017, Regional Council adopted Regional Official Plan Amendment 27 (ROPA 27), the first amendment of the Peel 2041 review, that addressed the Health and the Built Environment, Age-Friendly Planning, and Technical and Administrative updates. ROPA 27 is currently awaiting Provincial review and approval.

ROPA __ is the second amendment of Peel 2041. It reflects a number of the Municipal Comprehensive Review (MCR) elements related to growth management. including: allocation of growth the local municipalities and policy areas, establishing density and intensification targets, revising the planning horizon, designating or identifying

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employment areas, strategic growth areas and major transit station areas. Additional studies and subsequent ROPA (or ROPAs) will implement further growth management details such as delineation of major transit station area boundaries and additional settlement expansions required to accommodate growth to 2041.

This amendment supports the Region’s 20-Year Strategic Plan and 4-Year Term of Council Priorities which were approved by Regional Council on November 12, 2015. The following, specific components of the Strategic Plan and Term of Council Priorities are being supported by this ROPA:

Area of Focus	Living	Thriving	Leading
Outcome	People’s lives are improved in their time of need	Communities are integrated, safe and complete	Government is future-oriented and accountable
Strategic Objectives	I have affordable housing options. I have access to services that meet my needs at all stages of life.	We live in a community where the built environment promotes healthy living. We live in a community that promotes mobility, walkability and various modes of transportation. We live in a community where growth is well managed.	I trust that sustainability and long-term benefits to future generations are considered.
Term of Council Priorities	Increase affordable housing	Promote healthy and age-friendly built environments Plan and manage growth	

ROPA __ includes additions and/or updates of the growth management, growth forecasts, employment, servicing and municipal comprehensive review areas of the Plan. Revisions to the Plan’s text, tables and schedules ensure that the ROP is up-to-date, conforms to provincial policy requirements and addresses the Strategic Plan and Term of Council Priorities.

Allocation of the Growth Forecasts

Peel 2041 brings the ROP into conformity with the 2017 Growth Plan by updating the Population, Household and Employment Forecasts for Peel contained in Table 3 of the ROP. Residential growth between 2006 and 2016 in Peel was higher than originally projected by the 2006 Growth Plan. As a result of the 5-year review of the 2006 Growth Plan forecasts, the Province released Amendment 2 to the Growth Plan in June of 2013 which provided updated forecasts for 2031 and new forecasts to 2041. The Province has also completed its 10-year review of all Provincial plans including the Growth Plan released in May 2017 (2017 Growth Plan). The 2017 Growth Plan includes Amendment 2 Forecasts and a number of policy changes.

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The allocation of growth forecasts within Peel addresses a fundamental growth management policy of the 2017 Growth Plan which requires the co-ordination of infrastructure planning, land use planning and infrastructure investment. This requirement is reflected in many Regional growth management initiatives that started in 2013 and have resulted in new co-ordinated approach to managing growth.

The updated Regional forecasts and the distribution to the area municipalities were undertaken in close co-operation with the area municipalities and the development industry, and followed directions from the Growth Management Committee. The process involved forecasting, servicing, transportation and employment consultants. A number of different scenarios of distribution were developed and tested for planning, servicing and financial implications. Comments received during these consultations were used in formulating the distribution. Details of the distribution and compliance with Regional and Provincial policy are documented in a Land Budget Report.

The key Regional Official Plan revisions related to allocation of growth, are changes to Table 3 in chapter 4 of the Plan. The 2021 planning horizon is removed while the 2031 forecasts are increased by 130,000 residents and 10,000 jobs to bring the Regional figures into conformity with the 2017 Growth Plan. The ROPA also introduces the 2041 forecasts reflecting 1,970,000 residents and 970,000 jobs. There are also policy changes reflecting a new planning horizon. Specific population, employment and housing allocations are provided to Brampton, Caledon and Mississauga. The 2041 forecasts are to be used for planning for Regional services and establishing land and housing requirements as directed in the 2014 PPS and the 2017 Growth Plan.

Growth Management Related Policies

The 2017 Growth Plan includes many policy revisions related to growth management in the Greater Golden Horseshoe. The amendment incorporates these policy directions into the Regional Official Plan. In addition, the policies reflect the Region's Strategic Plan objective regarding living in a community where growth is well managed and the Term of Council Priority to plan and manage growth.

Most of the growth management policy revisions introduced by this ROPA are contained in Chapter 5 "Regional Structure" of the Regional Official Plan. The Regional Structure shown on Schedule D is modified by introducing a key urban element in the form of major transit station areas. In accordance with the 2017 Growth Plan, the major transit station areas in combination with other significant growth areas (e.g. urban growth centres, intensification corridors) are identified as strategic growth areas and shown on new Schedule D6. These areas are required to be a key focus for development supported by infrastructure investment.

To fulfil the requirement of the 2017 Growth Plan, a new Schedule D5 is added. This schedule designates employment areas and identifies future strategic employment areas within Peel. These designations are accompanied by corresponding policy revisions included in section 5.6. (Employment Areas) and a new section 5.8 (Future Strategic Employment Areas).

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The Regional, residential minimum intensification target for the period ending in 2030 is revised to 50% for the entire period. This ROPA also introduces a new minimum residential intensification target of 60% for the post-2030 period.

This amendment includes revisions to policies related to density targets. In particular, there are two sets of greenfield density targets that:

- i) reflect a new methodology that excludes employment areas from calculations of greenfield densities; and
- ii) are different for designations occurred before (60 residents and jobs per hectare) and after (80 residents and jobs per hectare) July 1, 2017.

This ROPA also includes a number of policy revisions that are of a housekeeping nature resulting from the introduction of the new 2041 planning horizon. These changes affect mainly policies in chapters 4 and 5 but also can be found in other sections of the Regional Official Plan.

Figure 4 Population and Employment Growth in Peel Region is proposed to be amended by including information for 2016 and 2041, updating 2031, removing 2021, and including only ten year intervals between 1971 and 2001 as shown in the attachment in this Appendix PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figure 4 will be approved by Regional Council and take effect when the ROPA is in effect.

Employment

The PPS 2014 permits planning beyond 20 years for the long-term protection of employment areas. With the enabling provision in the PPS and the possibility of the future GTA West Transportation Corridor this presents an opportunity to identify and protect lands strategically located for employment uses. Several policies are introduced to identify and protect the Future Strategic Employment Areas by working with the Town of Caledon, City of Brampton, and the Province. These policies reflect the findings of research undertaken for the Region of Peel through the growth management strategy. In particular, they reflect the need for larger sites to be preserved for industrial land uses such as logistics and heavy manufacturing with strong access to major transportation corridors that are often incompatible with residential or other non-residential land uses. These uses requiring large sites are distinct from increasingly higher-density office employment uses that seek strong transit connections, 'urban' amenities, and are generally compatible with residential uses. In addition, they are also distinct from population-related land uses such as institutions, which may need significant site sizes nevertheless seek to be embedded within a population or the urban fabric.

In addition to future strategic employment areas, additional policies are introduced to address the Growth Plan requirement of developing an employment strategy. These policies, within the framework of the employment strategy support local municipalities in their efforts to recognize and effectively support the increasingly greater variety, complexity, and adaptability of employment land uses and employers as technology progresses rapidly, driven by exponential advances in computing and telecommunications. These policies can be leverage by area municipalities to work towards encouraging a greater variety of lot sizes, improving transportation connectivity, increasing density and urban amenities where appropriate, supporting opportunities to

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locate light industrial uses alongside residential and mixed uses, encouraging the further development of special employment districts airport employment area.

Municipal Comprehensive Review

The definition of a Municipal Comprehensive Review (MCR) is updated as a result of the 2017 Growth Plan and the 2014 Provincial Policy Statement. Revisions to MCR policies under proposed renumbered section 7.10.2.12 incorporate the new planning horizon of 2041 and the Region's role in initiating an MCR. Revisions to MCR policies for conversions of employment uses to non-employment uses under proposed renumbered section 5.6.2.10 reflect the Region's role in initiating an MCR.

Employment Conversions

The Cities of Mississauga and Brampton have recently undertaken a review of their employment lands and considered the conversion of certain lands to other uses. In June 2015 the City of Mississauga through its City-wide municipal comprehensive review of Employment Lands, approved three areas for employment land conversion. The conversions would further involve identifying the extent of lands to be converted, focusing on the Lakeview Employment Area, portions of the Dixie Employment Area, and the Northeast Employment Area in immediate proximity to the Malton Neighbourhood Character Area.

In the City of Brampton, through its most recent municipal comprehensive review processes (approved in April 2017) where the City of Brampton assessed a total of 13 sites for conversion from employment uses. Of these, seven sites were approved by Brampton. The areas for employment conversion identified by the Cities of Mississauga and Brampton have been reflected in Schedule D5 as being no longer a part of the employment area designation.

Mayfield West Phase 2 Stage 2

Regional staff has received a planning justification report and updated technical studies to support an expansion to the Mayfield West settlement area to implement the 2031 and 2041 Growth Plan population and employment forecast as part of the Region's current Growth Plan conformity amendment process.

Through ROPA 29, Mayfield West Phase 2 the planning work contemplated a larger community consistent with more logical neighbourhood planning boundaries. However, the original expansion was limited by specific density and allocation targets associated with Provincial Growth Plan compliance at that time.

Based on the review of the work to date, continued expansion of Mayfield West through the proposed settlement expansion appears to represent a logical and integrated approach to support the Region in meeting the 2017 Provincial growth plan targets. The expansion would also be consistent with achieving greenfield area density targets of 80 people and jobs per hectare and minimum intensification targets set out in the Growth Plan.

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As such, expansion of the Mayfield West Rural Service Centre by approximately 105 hectares and 8500 people and jobs is recommended to be included as part of this draft Growth Management ROPA for the next stages of consultation on the draft ROPA. Regional staff will continue to review the planning justification, MCR requirements and technical matters.

This ROPA provides a policy framework for the Stage 2 expansion lands while addressing a range of matters including natural heritage and affordable housing. This draft ROPA also includes proposed Schedule amendments to include the subject lands to be part of the Mayfield West Rural Service Centre on Schedule D and new Schedules D5 and D6. Other Schedules proposed to be amended include Schedule B (remove the subject lands from the Prime Agricultural Area), Schedule D3 (include the subject lands in the Settlement Areas Outside the Greenbelt), and Schedule D4 (include the subject lands in the Designated Greenfield Areas, in effect after July 1, 2017).

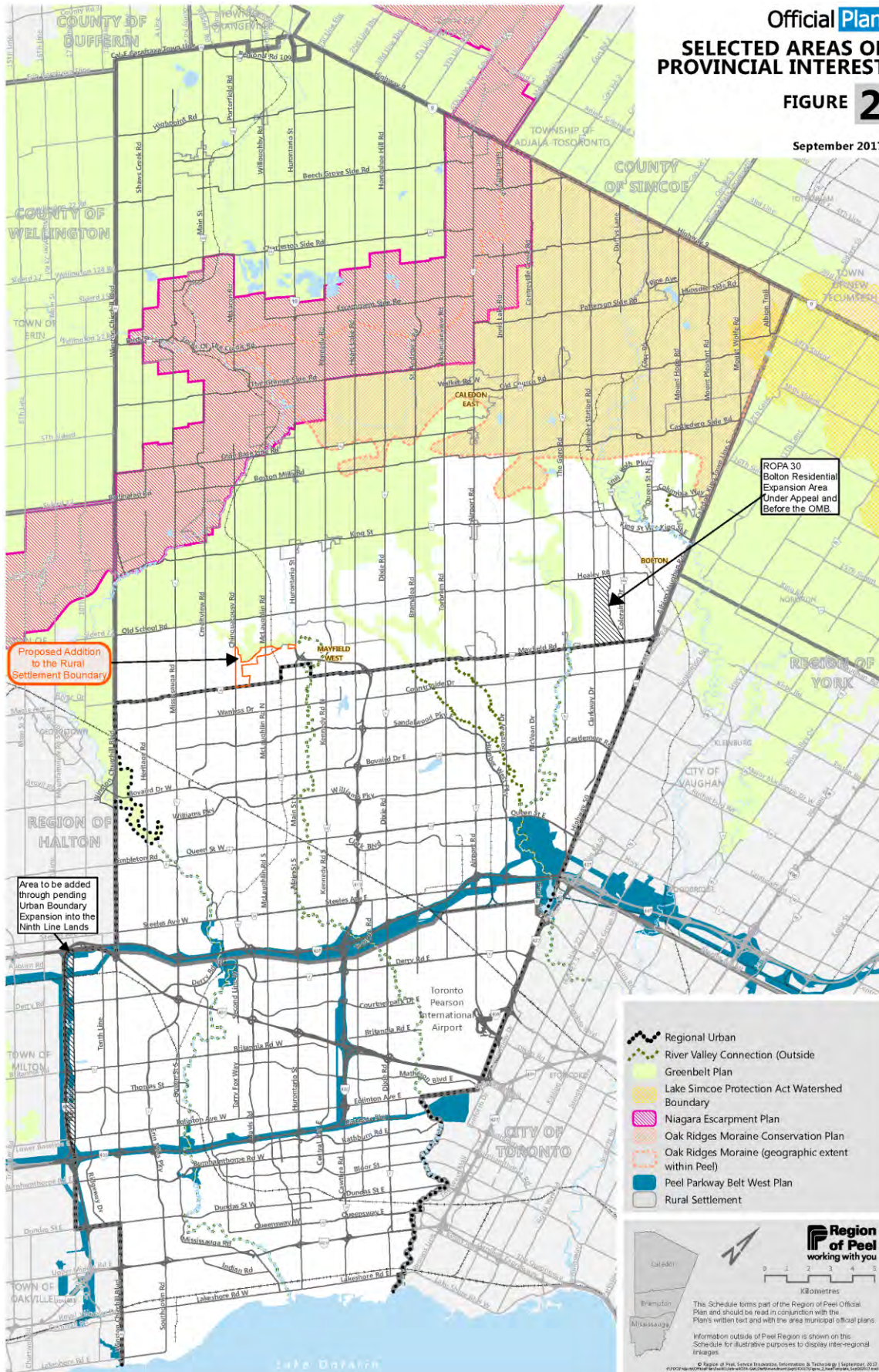
Figure 2 Selected Areas of Provincial Interest is proposed to be amended by including the subject lands in the Rural Settlement Boundary as shown in the attachment in this Appendix PART A – THE PREAMBLE. Section 1.3.3 of the Peel Official Plan notes Figures may be changed by Regional Council, without requiring an amendment. Figure 2 will be approved by Regional Council and take effect when the ROPA is in effect.

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Official Plan
**SELECTED AREAS OF
 PROVINCIAL INTEREST**

FIGURE 2

September 2017





Official Plan
POPULATION AND
EMPLOYMENT GROWTH
IN PEEL REGION

FIGURE 4

September 2017

This Figure is for illustrative purposes only. Changes may be made periodically to this Figure without requiring an amendment to this Plan.

Year	Measure	Brampton	Caledon	Mississauga	Peel Total
1971	Population	72,000	17,300	175,000	264,300
	Households	18,500	4,600	46,900	70,000
	Employment	32,000	3,000	70,000	105,000
	Activity Rate	44.44%	17.34%	40.00%	39.73%
1981	Population	152,000	27,200	321,300	500,500
	Households	44,000	7,800	99,000	150,800
	Employment	58,600	6,400	164,900	229,900
	Activity Rate	38.55%	23.53%	51.32%	45.93%
1991	Population	242,700	36,200	479,600	758,500
	Households	70,700	10,800	148,200	229,700
	Employment	92,600	11,500	274,100	378,200
	Activity Rate	38.15%	31.77%	57.15%	49.86%
2001	Population	339,700	52,800	639,800	1,032,300
	Households	97,600	16,100	195,200	308,900
	Employment	133,600	18,400	382,300	534,300
	Activity Rate	39.33%	34.85%	59.75%	51.76%
2011	Population	541,500	62,000	742,500	1,346,000
	Households	149,200	19,000	234,600	402,800
	Employment	183,000	23,000	440,000	646,000
	Activity Rate	33.80%	37.10%	59.26%	47.99%
2016	Population	617,000	69,100	750,000	1,436,200
	Households	168,000	21,300	240,900	430,200
	Employment	202,800	27,700	474,100	704,600
	Activity Rate	32.87%	40.09%	63.21%	49.06%
2031	Population	812,000	116,000	842,000	1,770,000
	Households	228,000	36,000	279,000	543,000
	Employment	285,000	51,000	534,000	870,000
	Activity Rate	35.10%	43.97%	63.42%	49.15%
2041	Population	890,000	160,000	920,000	1,970,000
	Households	250,000	50,000	308,000	608,000
	Employment	325,000	80,000	565,000	970,000
	Activity Rate	36.52%	50.00%	61.41%	49.24%

Source: Statistics Canada Censuses; Hemson Consulting; Region of Peel forecast data and archives; Places to Grow-Growth Plan for the Greater Golden Horseshoe, 2017.

Note: This figure provides historical information for the specified period. 1971-2016 population, household, and employment figures and estimates are rounded to the nearest hundred, 2031 and 2041 forecasts are rounded to the nearest thousand.

1971 and 1981 population figures include Ontario gross census undercoverage of 1.68% and 1.94% respectively. 1991 and 2001 population figures include Peel Region net census undercoverage rates (1991=3.39%, 2001=4.2%). To be consistent with Places to Grow forecasts, the undercount of 3.94% from Hemson's background study: Greater Golden Horseshoe Growth Forecasts to 2041, Technical Report November 2011 was applied to 2011 and 2016 population. The same undercount is used.

1971 and 1981 employment figures do not take into account "no fixed place of work". 1991 and 2001 employment figures include "no fixed place of work" as per a formula created by Hemson Consulting. 2011 Employment figures from NHS including No Fixed Place of Work. 2016 Employment figures are estimates from Hemson's Draft October 2017 Allocation.

1971-2016 Household figures are sourced from census Occupied Private Dwelling counts.

All 2031 and 2041 values are forecasted by Hemson in cooperation with Regional and Area Municipal staff, and sourced from the Draft October 2017 allocation.

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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 ___ to the Region of Peel Official Plan.

a. Amendments to Text and Schedules – Growth Management

1. TABLE OF CONTENTS, 5.2 THE 2031 REGIONAL URBAN BOUNDARY is amended by deleting “2031”.

“THE 2031-REGIONAL URBAN BOUNDARY”

1. INTRODUCTION

2. Chapter 1, Introduction, Section 1.2, paragraph one is amended by replacing “1,225” with “about 1,250” and “473” with “about 480” in the second sentence and by adding a new sentence “In 2017, Peel had a population of 1,440,000 people.” At the end of the paragraph.

“*Peel Region* is situated in the west-central portion of the *Greater Toronto Area (GTA)*, the largest urban agglomeration in Canada (see Figure 1 in the Appendix). Covering ~~1,225~~ about 1,250 square kilometres (~~473~~ about 480 square miles) and stretching from Lake Ontario in the south, to the Oak Ridges Moraine and above the Niagara Escarpment in the north, Peel includes a diverse mixture of urban, suburban, rural, agricultural and natural landscapes. At the beginning of 1995, *Peel* had an estimated population of 853,000 persons. In 2017, Peel had a population of about 1,440,000 people.”

3. Chapter 1, Introduction, Section 1.3, paragraph one is amended by deleting it:

~~“This Plan outlines strategies to guide growth and development in *Peel Region* for the period 2005 to 2031 for the Urban System and 2005 to 2021 for the Rural System. The reference year for the Plan is 2001, which was a Federal Census year.”~~

and replacing it with the following:

“This Plan outlines strategies to guide growth and development in *Peel Region* to 2041. The reference year for the Plan is 2016, which was a Federal Census year.”

4. Chapter 1, Introduction, Section 1.3.3, paragraph two is amended by replacing “3” with “4” in the first sentence.

“Chapters 1 to 7, Tables 1 to ~~3~~ 4, Schedules A to H, and the Glossary, constitute the Region of Peel Official Plan.”

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5. Chapter 1, Introduction, Section 1.3.4, paragraph three is amended by replacing “2031” with “2041” in the second sentence.

“Recognizing the importance of the environment and resources, Peel must plan carefully to accommodate anticipated growth. Chapter 4 contains growth forecasts to the year ~~2031~~2041 for *Peel*, allocates the forecasted population, household and employment growth among the three area municipalities, and contains policies regarding population, household and employment growth.”

6. Chapter 1, Introduction, Section 1.3.6 is amended by adding a new section 1.3.6.5 as follows:

“To support growth and development which makes efficient use of land and infrastructure, supports transit viability, integrates land use planning with planning for infrastructure and public facilities, and results in achievement of complete communities in Peel.”

3. RESOURCES

7. Chapter 3, Resources, Section 3.2.2.4 is amended by deleting “2031”.

“Encourage, where appropriate, the phasing of *development* in accordance with the area municipal plans so that agricultural activities and related uses continue for as long as practical in the area that lies within the ~~2031~~-Regional Urban Boundary but outside the Greenbelt in the City of Brampton, and within the approved boundaries of the Rural Service Centres in the Town of Caledon.”

8. Chapter 3, Resources, Section 3.2.2.11 paragraph two is amended by deleting “2031” and “2031 boundary for the Caledon East Rural Service Centre, or the 2021”, and by adding “Caledon East,” after “boundaries for the”.

“...

This Policy may not be used to address a proposal that has the effect of adjusting the ~~2031~~-Regional Urban Boundary, or the ~~2031~~ boundary for the ~~Caledon East Rural Service Centre, or the 2021~~ boundaries for the Caledon East, Mayfield West and Bolton Rural Service Centres. Such applications must continue to be addressed in the context of Section 7.9 of this Plan.”

4. REGIONAL FORECASTS

9. Chapter 4, Regional Forecasts, Section 4.1.1 is amended by replacing “2031” with “2041” in the second sentence of paragraph one; by replacing “1971-2006” with “1971-2016” in the first sentence and replacing “2021 and 2031” with “2031 and 2041” in the second sentence of paragraph two; and replacing paragraph 3 as follows:

“The population and employment forecasts, contained in this chapter of the Plan in Table 3, provide a framework for future growth in *Peel*. The forecasts serve as the basis for determining Regional *services* and establishing land requirements to accommodate growth to the year ~~2031~~ 2041. In addition, the forecasts will assist *the Region*, other levels of government and the private sector when making growth related investment decisions.

Figure 4 in the Appendix provides an indication of the past growth in population, employment and activity rates (the ratio of employment/population expressed as a percentage) for the period ~~1971-2006~~ 1971-2016 in *Peel* by area municipality. The Population, Household, and Employment forecasts for the years ~~2021 and 2031~~ 2031 and 2041 are shown in Table 3. The forecasts provide an indication of how population, household and employment growth are expected to proceed by area municipality. The regional forecasts are also consistent with Schedule 3 of the Growth Plan forecasts.

~~The population, household and employment forecasts shown in Table 3 were developed in close collaboration with the area municipalities. Area municipal forecasts were used as the basis for the Regional forecasts reflected in Table 3. Adjustments were made to the area municipal forecasts in order to meet Schedule 3 of the Growth Plan. During the planning horizon of the Growth Plan various factors such as market trends and planning initiatives will influence *the Region's* ability to meet the intensification and *greenfield density targets* and these influences will change over time.~~

The population, household and employment forecasts shown in Table 3 were developed through an approach to the allocation of growth within the Region that has been based on the following principles:

- an integration of land use planning, *infrastructure* planning and *infrastructure* investment;
- collaboration of the Region, the local municipalities and the development industry;
- mitigation of risks associated with managing growth in Peel;
- Manage Growth Term of Council Priority (TOCP): to reduce the projected cost-revenue gap in order to increase the ability for growth to pay for growth infrastructure; and
- the directions of the Growth Management Committee.

During the planning horizon of the Growth Plan various factors such as market trends and planning initiatives will influence *the Region's* ability to meet the forecasts in Table 3

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as well as the *intensification* and density targets in this Plan, and these influences will change over time.

This chapter of the Plan also recognizes that the population, household and employment forecasts and related provincial policy directions need to be monitored, reviewed and evaluated at least every five years, based on the most recent allocations of the Growth Plan and changing provincial policy framework.”

10. Chapter 4, Regional Forecasts, Section 4.2.2.3 is amended by replacing “2031” with “2041” in the first and second sentences:

“Use, in cooperation with the area municipalities, the population, household and employment forecasts shown in Table 3 for determining Regional *services* and establishing requirements to accommodate growth to the year ~~2034~~ 2041. Forecasts beyond the ~~2034~~ 2041 planning horizon may be used for long-term *infrastructure* planning, as well as community planning within the urban boundary, undertaken by the *Region* and/or Area Municipalities, as long as they maintain consistency with the objectives and intent of the provincial Growth Plan and the Regional Official Plan.”

11. Chapter 4, Regional Forecasts, is amended by adding a new section 4.2.2.4 and renumbering sub-sequent sections accordingly:

“Forecasts beyond the 2041 planning horizon may be used when planning for *strategic growth areas* delineated on Schedule D6 of the Regional Official Plan and subject minimum density targets, provided that:

- a) integrated planning for *infrastructure* and *public service facilities* would ensure that the *development* does not exceed existing or planned capacities;
- b) the type and scale of built form for the *development* would be contextually appropriate; and
- c) the *development* would support the achievement of *complete communities*, including a diverse mix of land uses and sufficient open space.”

12. Chapter 4, Regional Forecasts, Section 4.2.2 is amended by adding a new Section 4.2.2.9 as follows:

“Work with the local municipalities to achieve a broad range of long term growth management objectives including an employment activity rate in Brampton’s of 40%, an ultimate population capacity of over a million residents in Mississauga and balanced growth in Caledon focused on the continued development of Bolton and Mayfield West as complete communities as well as an increased non-residential tax base.”

13. Chapter 4, Regional Forecasts, Section Table 3: Population, Household and Employment Forecasts for Peel is amended by deleting it:

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“

Municipality	2021			2031		
	Population ²	Households	Employment	Population ²	Households	Employment
Brampton	635,000	184,000	280,000	727,000	214,500	314,000
Caledon	87,000	28,000	40,000	108,000	33,500	46,000
Mississauga	768,000	253,000	500,000	805,000	270,000	510,000
Peel	1,490,000	465,000	820,000	1,640,000	518,000	870,000

Notes:

¹ The Province is reviewing the forecasts included in Schedule 3 of the Growth Plan. After Schedule 3 is amended, Table 3 will also need to be amended.—

² Population figures include the 2001 Census undercount of 4.2%.”

and replacing it with the following:

“

Municipality	2031			2041		
	Population ¹	Households	Employment	Population ¹	Households	Employment
Brampton	812,000	228,000	285,000	890,000	251,000	325,000
Caledon	116,000	36,000	51,000	160,000	50,000	80,000
Mississauga	842,000	279,000	534,000	920,000	308,000	565,000
Peel	1,770,000	543,000	870,000	1,970,000	609,000	970,000

Note:

¹ - Population figures include the undercount of 3.26%.”

5. REGIONAL STRUCTURE

14. Chapter 5, Regional Structure, Section 5.1.1 paragraph three is amended by replacing “2006” with “2017”.

“This chapter also includes many of the growth management policy directions and policies of the Provincial Policy Statement and the Places to Grow: Growth Plan for the

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Greater Golden Horseshoe (~~2006~~ 2017) (Growth Plan) that are required to be implemented.”

5.2 THE REGIONAL URBAN BOUNDARY

15. Chapter 5, Regional Structure, Section 5.2 is amended by deleting “2031” from the title.

“THE ~~2031~~ REGIONAL URBAN BOUNDARY”

16. Chapter 5, Regional Structure, Section 5.2 is amended by replacing “2031” with “2041” and inserting “to be” after “Regional Urban Boundary is” in paragraph one; by deleting “2031” from the first and second sentences of paragraph two; and by deleting “2031” and inserting “to be” after “and are” in paragraph three.

“In order to provide certainty as to which lands are being proposed for urban purposes and which lands will remain agricultural or rural within the timeframe of this Plan, a Regional Urban Boundary is to be established that will accommodate urban growth to the year ~~2031~~ 2041.”

The ~~2031~~-Regional Urban Boundary indicates where urban growth is planned to occur in a phased manner over the longer term, subject to the financial capabilities of the *Region*, area municipalities, Province and other government agencies. *Development* and *redevelopment* within this ~~2031~~-Regional Urban Boundary will take place in a timely, orderly and sequential manner, making the most efficient use of available *services*, and prolonging existing agricultural uses.

Lands within the ~~2031~~-Regional Urban Boundary are identified in this section of the Plan as “the Urban System”, and lands outside of the ~~2031~~-Regional Urban Boundary as “the Rural System” and are to be appropriately designated on Schedule D.”

17. Chapter 5, Regional Structure, Section 5.2.1.1 is amended by replacing “2031” with “2041”.

“To provide for an appropriate amount of land to accommodate urban growth to ~~2031~~ 2041.”

18. Chapter 5, Regional Structure, Section 5.2.1.3 is amended by deleting “2031”.

“To phase urban *development* within the ~~2031~~-Regional Urban Boundary to ensure *development* occurs in a well-planned and cost-effective manner and contributes to achieving the goals, objectives and targets of this Plan.”

19. Chapter 5, Regional Structure, Section 5.2.1.4 is amended by deleting “2031”.

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“To maintain and enhance the Rural System outside of the 2031–Regional Urban Boundary.”

20. Chapter 5, Regional Structure, Section 5.2.2.1 is amended by deleting “2031” from the first sentence.

“Direct the area municipalities, in cooperation with *the Region*, to prepare growth management and phasing strategies for lands within the 2031–Regional Urban Boundary.”

21. Chapter 5, Regional Structure, Section 5.2.2.2 is amended by deleting “2031”.

“Require an amendment to this Plan for changes to the 2031–Regional Urban Boundary, as shown on Schedule D, except for minor adjustments as specified in Section 7.2 of this Plan.”

22. Chapter 5, Regional Structure, Section 5.2.2.3 is amended by deleting “2031”.

“An expansion to the 2031–Regional Urban Boundary will only be undertaken by the Region once a *municipal comprehensive review* has been completed, as identified in Section 7.9 of this Plan.”

23. Chapter 5, Regional Structure, Section 5.2.2.4 is amended by deleting “2031”.

“Encourage the continuance of agricultural activities on lands within the 2031–Regional Urban Boundary in Brampton consistent with the Agricultural policies in this Plan and the Brampton Official Plan.”

5.3 THE URBAN SYSTEM

24. Chapter 5, Regional Structure, Section 5.3, paragraph one is amended by deleting “2031” from the second sentence and adding “, *major transit station areas*” after “urban growth centres” in the last sentence.

“The Urban System is composed of a variety of communities that contain diverse living, working and cultural opportunities. The Urban System in *Peel* consists of lands within the 2031–Regional Urban Boundary as shown on Schedule D of this Plan. It includes: lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto - Lester B. Pearson International Airport, urban growth centres, *major transit station areas* and *Regional Intensification Corridors*.”

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25. Chapter 5, Regional Structure, Section 5.3.2.1 is amended by deleting “2031” and adding “, *major transit station areas*” after “urban growth centres”.

“Define the Urban System, as shown on Schedule D, to include: all lands within the ~~2031~~ Regional Urban Boundary including lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto - Lester B. Pearson International Airport, urban growth centres, *major transit station areas* and *Regional Intensification Corridors*.”

26. Chapter 5, Regional Structure, Section 5.3.2.2 is amended by deleting “2031”.

“Direct urban *development* and *redevelopment* to the Urban System within the ~~2031~~ Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the *area municipal official plans*.”

27. Chapter 5, Regional Structure, Section 5.3.3 is amended by adding “, *Major Transit Station Areas*” after “Urban Growth Centres” in the title.

“Urban Growth Centres, *Major Transit Station Areas* and Regional Intensification Corridor”

28. Chapter 5, Regional Structure, Section 5.3.3 is amended by adding “, *major transit station areas*” after “Urban growth centres” in the first sentence of paragraph one ; by adding “, *major transit station areas*” after “The urban growth centres” in the last sentence of paragraph one; by adding “, *major transit station areas*” after “the urban growth centres” and by deleting “and Metrolinx has also identified a series of *mobility hubs* in Peel and throughout the GTHA in the Regional Transportation Plan” in the first sentence of paragraph two.

“Urban growth centres, *major transit station areas* and the *Regional Intensification Corridor*, as shown on Schedule D, are major locations of *intensification* that include *compact forms* of urban *development* and *redevelopment* providing a range and mix of housing, employment, *recreation*, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the *Greater Toronto Area and Hamilton (GTHA)*. The urban growth centres, *major transit station areas* and the *Regional Intensification Corridor* are also focal areas for investment in region-wide public services and *infrastructure*, including major transit infrastructure.

In addition to the urban growth centres, *major transit station areas* and the *Regional Intensification Corridor* that are identified in this Plan, there are also urban *nodes* and *corridors* in Peel that are identified in the *area municipal official plans* and ~~Metrolinx has also identified a series of *mobility hubs* in Peel and throughout the GTHA in the Regional Transportation Plan.~~ All of these urban forms support *intensification* and public transit.”

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29. Chapter 5, Regional Structure, Section 5.3.3.1 is amended by adding a new section 5.3.3.1.1 and re-numbering subsequent sections as follows:

“5.3.3.1.1 To recognize urban growth centres, *major transit station areas* and *the Regional Intensification Corridor* as key elements of the Urban System.”

30. Chapter 5, Regional Structure, re-numbered Section 5.3.3.1.2 (formerly section 5.3.3.1.1) is amended by adding “and *major transit station areas* on *priority transit corridors*” after “Urban Growth Centres”.

“To achieve Urban Growth Centres and *major transit station areas on priority transit corridors* that are linked by *public transit*, and include a range and mix of high intensity *compact forms* and activities while taking into account the characteristics of existing communities and *services*.”

31. Chapter 5, Regional Structure, re-numbered Section 5.3.3.1.3 (formerly Section 5.3.3.1.2) is amended by adding “and *major transit station areas*” after “Urban Growth Centres” and replacing “walking and cycling” with “and *active transportation*”.

“To achieve Urban Growth Centres and *major transit station areas* that support safe and secure communities, *public transit*, ~~walking and cycling~~ and *active transportation*.”

32. Chapter 5, Regional Structure, re-numbered Section 5.3.3.1.4 (formerly Section 5.3.3.1.3) is amended by adding “and *major transit station areas*” after “Urban Growth Centres” and by adding “, including office, commercial, recreational, cultural and entertainment uses” after “and employment opportunities”.

“To achieve Urban Growth Centres and *major transit station areas* that incorporate a range and mix of residential and employment opportunities, including office, commercial, recreational, cultural and entertainment uses.”

33. Chapter 5, Regional Structure, Section 5.3.3.1 is amended by adding a new objective 5.3.3.1.6.

“5.3.3.1.6 To achieve a minimum gross density target of 150 residents and jobs combined per hectare within *major transit station areas served by the GO Transit rail network*; and 160 residents and jobs combined per hectare within *major transit station areas served by light rail transit or bus rapid transit*.”

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34. Chapter 5, Regional Structure, Section 5.3.3.2 is amended by adding a new policy 5.3.3.2.2 and by re-numbering the subsequent sections accordingly.

“5.3.3.2.2 Delineate, in consultations with the local municipalities, the boundaries of the major transit station areas shown conceptually on Schedule D.”

35. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.3 (formerly Section 5.3.3.2.2) is amended by adding “and a *major transit station area*” after “an urban growth centre”; by replacing “Ministry of Energy and Infrastructure 2008 report “Size and Location of Urban Growth Centres in the Greater Golden Horseshoe” with “Growth Plan” in the first sentence; and by adding a new sentence after the last sentence:

“Require an amendment to this Plan to change the location of an urban growth centre and a major transit station area, as shown conceptually on Schedule D, consistent with Section 7.9 of this Plan and the ~~Ministry of Energy and Infrastructure 2008 report “Size and Location of Urban Growth Centres in the Greater Golden Horseshoe”~~ Growth Plan. Minor boundary adjustments approved through the *area municipal official plan* amendments are permitted without an amendment to this Plan providing that the achievement of planned density targets is not negatively affected and consistency with the other policies of this Plan is maintained. The Region will, in collaboration with the local municipalities, undertake comprehensive study and further amendment to this Plan to establish boundaries for each of the major transit station areas in accordance with Section 2.2.4 of the Growth Plan 2017.”

36. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4 (formerly Section 5.3.3.2.3) is amended by adding “and *major transit station areas*” after “Urban Growth Centres”.

“Examine *jointly*, with the area municipalities, Urban Growth Centres and major transit station areas; and address the following: ...”

37. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4.a (formerly Section 5.3.3.2.3.a) is amended by adding “and *major transit station area*” after “urban growth centre”.

“the specific role of each urban growth centre and major transit station area in the context of the Region and the Greater Toronto Area and Hamilton;”

38. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4.b (formerly Section 5.3.3.2.3.b) is amended by adding “and *major transit station areas*” after “urban growth centre”.

“the provision of opportunities for residents to live and work within the urban growth centre and major transit station areas;”

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39. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.4.c (formerly Section 5.3.3.2.3.c) is amended by adding “, including second units and affordable housing” after “mix of land uses”.

“the establishment of a higher intensity compact form, with a wide range and mix of land uses, including second units and affordable housing;”

40. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.5 (formerly Section 5.3.3.2.4) is amended by replacing “Encourage” with “Require” and by adding “and *major transit station areas*” after “urban growth centres”.

“~~Encourage~~ Require the area municipalities to prepare policies for the urban growth centres and major transit station areas that are identified in this Plan and consistent with the Growth Plan, address the following:”

41. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.5.g (formerly Section 5.3.3.2.4.g) is amended by inserting “, with priority given to public transit and *active transportation*” after “the centre”.

“~~Encourage~~ Require the area municipalities to prepare policies for the urban growth centres and major transit station areas that are identified in this Plan and consistent with the Growth Plan, address the following:

...

g) the transportation system to and within the centre, with priority given to public transit and active transportation;

...”

42. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.5 (formerly Section 5.3.3.2.4) is amended by replacing “Encourage” with “Require”, adding “and *major transit station areas*” after “urban growth centres”, adding “which” after “the Growth Plan,”, and adding new section 5.3.3.2.5.j, 5.3.3.2.5.k and 5.3.3.2.5.l as follows:

“~~Encourage~~ Require the area municipalities to prepare policies for the urban growth centres and major transit station areas that are identified in this Plan and consistent with the Growth Plan, which address the following:

...

5.3.3.2.5.j) the achievement of a minimum gross density target of 150 residents and jobs combined per hectare for the stations served by GO Transit rail network;

5.3.3.2.5.k) the achievement of a minimum gross density target of 160 residents and jobs combined per hectare for the stations served by light rail transit or bus rapid transit;

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5.3.3.2.5.l) prohibition of land uses and built forms that would adversely affect the achievement of the minimum density targets in this Plan.”

43. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.7.e (formerly Section 5.3.3.2.6.e) is amended by inserting “and improved *active transportation*” after “transit”.

“Identify the Hurontario corridor linking the two urban growth centres as a *Regional Intensification Corridor* that provides:

...

- e) opportunities for higher order transit and improved *active transportation*; and
...”

44. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.9.e (formerly Section 5.3.3.2.8.e) is amended by deleting “and” after “urban form;”.

“Examine, *jointly* with the area and neighbouring municipalities, the possibility and feasibility of identifying other *Regional Intensification Corridors* in *Peel*, addressing the following:

...

- e) the provision of a transit-supportive and pedestrian-oriented urban form; ~~and~~
...”

45. Chapter 5, Regional Structure, re-numbered Section 5.3.3.2.9 (formerly Section 5.3.3.2.8) is amended by adding new sub-section 5.3.3.2.9.g as follows:

“Examine, jointly with the area and neighbouring municipalities, the possibility and feasibility of identifying other *Regional Intensification Corridors* in *Peel*, addressing the following:

...

- g) the provision of *active transportation* networks which enable and encourage physical activity;
...”

5.4 THE RURAL SYSTEM

46. Chapter 5, Regional Structure, Section 5.4, paragraph one is amended by italicizing “Peel” and deleting “2031” from the second sentence.

“The Rural System in ~~Peel~~ *Peel* consists of lands that are outside of the ~~2031~~ Regional Urban Boundary, and includes the Protected Countryside as identified in the Greenbelt Plan and lands identified and *protected* as part of the natural environment and resources in the preceding chapters of this Plan. ...”

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47. Chapter 5, Regional Structure, Section 5.4.2.1 is amended by deleting “2031” from the first sentence.

“Define the Rural System, as shown on Schedule D, to include all lands outside the ~~2031~~ Regional Urban Boundary. ...”

48. Chapter 5, Regional Structure, Section 5.4.3 is amended by adding a new sentence “However, over the planning horizon of this Plan, Bolton and Mayfield West will be evolving as complete urban communities in Peel while Caledon East will maintain a character of the Rural Service Centre.”; by replacing “The settlement area boundaries for the Rural Service Centres” with “Future settlement area boundary expansions of the Bolton and Mayfield West Rural Service Centres”; and by splitting this section into two paragraphs as follows:

“The Rural Service Centres in the Rural System designated in this Plan are Mayfield West, Bolton and Caledon East in the Town of Caledon. These three Rural Service Centres serve as the primary foci for growth within the Rural System. However, over the planning horizon of this Plan, Bolton and Mayfield West will be evolving as complete urban communities in Peel while Caledon East will maintain a character of the Rural Service Centre.”

The settlement area boundaries for the Caledon East, Mayfield West and Bolton Rural Service Centres are designated in this Plan as shown on Schedule D, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of the Region. ~~The settlement area boundaries for the Rural Service Centres~~ Future settlement area boundary expansions of the Bolton and Mayfield West Rural Service Centres will be designated on the basis of a municipal comprehensive review and will require an amendment to this Plan. Local official plan policies will be required to implement the settlement area boundaries of the Region’s Official Plan and consider the applicable policies in the Plan including Section 5.4 The Rural System, 5.5 Growth Management, and all other relevant policies.”

49. Chapter 5, Regional Structure, Section 5.4.3.1.3 is amended by replacing “To foster a distinct character and village atmosphere for Mayfield West” with “To support a continued evolution of Bolton and Mayfield West as complete communities”.

~~“To foster a distinct character and village atmosphere for Mayfield West~~ To support a continued evolution of Bolton and Mayfield West as complete communities.”

50. Chapter 5, Regional Structure, Section 5.4.3.2.2 is amended by deleting “2031” from the first, fourth and fifth sentences; by deleting the second and third sentences; by deleting “Bolton” from the fourth and fifth sentences; by replacing “boundary” with “boundaries” in

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the fourth and fifth sentences and by replacing “Centre” with “Centres” in the fourth and fifth sentences.

“Show on Schedule D the ~~2034~~ settlement boundaries for each of the Caledon East, Mayfield West and Bolton Rural Service Centres. ~~The 2031 boundaries for Caledon East and Mayfield West have been established. The 2031 boundary for Bolton has been partially established and remains to be completed.~~ The ~~2034~~ settlement boundary boundaries for the ~~Bolton~~ Rural Service Centres will be designated on the basis of a municipal comprehensive review and will be consistent with s. 5.4.7, 5.5 and 7.9 of this Plan and will require an amendment to this Plan. Accordingly, the Region, working with the Town of Caledon, will designate the ~~2034~~ settlement boundary boundaries of the ~~Bolton~~ Rural Service Centres.”

51. Chapter 5, Regional Structure, Section 5.4.3.2.4.b is amended by replacing “year 2031” with “years 2031 and 2041”.

“Direct the Town of Caledon to include policies for the three Rural Service Centres in its Official Plan, addressing the following:

...

- b) the population and employment forecasts for the ~~year 2034~~ years 2031 and 2041;

...”

52. Chapter 5, Regional Structure, Section 5.4.3.2.8 paragraph one and two is amended by replacing it with the following:

~~“The Mayfield West Phase 2 Settlement Area within the Rural Service Centre comprises approximately 207.5 hectares (of developable lands) west of Highway 10, north of Mayfield Road and east of Chinguacousy Road, as identified on Schedule D.~~

~~The following special policies shall apply to the Mayfield West Phase 2 Settlement Area:~~

The Mayfield West Phase 2 Settlement Area within the Rural Service Centre is comprised of lands bounded by Highway 10 to the east, Mayfield Road/municipal boundary to the south, Chinguacousy Road to the west and the Greenbelt to the north, as identified on Schedule D.

The following special policies shall apply to the Mayfield West Phase 2 Settlement Area, except for 5.4.3.2.8.4 Natural Heritage and 5.4.3.2.8.5 Affordable Housing Assessment which shall apply only to Mayfield West Phase Stage 2 Settlement Area:”

53. Chapter 5, Regional Structure, is amended by inserting the following Subsection 5.4.3.2.8.4 “Natural Heritage” and Subsection 5.4.3.2.8.5 “Affordable Housing Assessment”.

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“5.4.3.2.8.4 Natural Heritage

- a. Prior to the Town of Caledon Council endorsing land uses for the secondary plan areas and prior to adopting an official plan amendment and secondary plan to implement the settlement area boundary, the Town will identify a natural heritage system to be in conformity with a Comprehensive Environmental Impact Study and Management Plan (EIS and MP) that is prepared and completed to the satisfaction of the Region and Town of Caledon in consultation with the Toronto and Region Conservation Authority, the Credit Valley Conservation and other relevant agencies. The Comprehensive EIS and MP shall be prepared in accordance with terms of reference satisfactory to *the Region*, the Town of Caledon, the Toronto and Region Conservation Authority, the Credit Valley Conservation, and in consultation with relevant agencies.
- b. The implementation of recommendations of the completed Comprehensive EIS and MP shall be incorporated into the Town of Caledon Official Plan and Secondary Plan in accordance with provincial, regional, local and conservation authority policy. Based on the results of the Comprehensive EIS and MP, the natural heritage system shall be designated in the Town of Caledon Official Plan.
- c. Minor refinements to the boundary of the community may be incorporated in local official plan amendment and secondary plan to reflect the designation of the natural heritage system such that approximately 107 hectares of developable lands are included.

5.4.3.2.8.5 Affordable Housing Assessment

- a. Prior to the Town of Caledon adopting an official plan amendment and the secondary plan to implement the settlement area boundary, the Town of Caledon will prepare an *affordable housing* assessment in consultation with *the Region* in order to include policies for the provision of *affordable housing*. The *affordable housing* assessment shall address:
 - i. Contribution towards the achievement of Regional new housing unit targets;
 - ii. The availability of an appropriate range and mix of housing types, densities, sizes and tenure that contribute to the supply of *affordable housing*; and
 - iii. Identification and conveyance strategy for *affordable housing*, in consultation with the *Region of Peel*.”

54. Chapter 5, Regional Structure, Section 5.4.4.2.2 is amended by deleting “2031” in the first, second and third sentence and replacing “greenfield density” with “*greenfield density targets*” and italicizing “intensification” in the third sentence”.

“The 2031-boundary for the Palgrave Estate Residential Community is designated in this Plan on Schedule D. The need to change the 2031-boundary will be considered consistent with Section 7.9 of this Plan. Any change to the 2031-boundary will require an

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amendment to this Plan and shall not compromise the ability of the Region to achieve the minimum ~~greenfield density~~ greenfield density targets and ~~intensification~~ intensification targets, and other objectives of this Plan.”

55. Chapter 5, Regional Structure, Section 5.4.7 is amended by replacing “2031” with “2041”.

“To study areas for settlement expansion to accommodate the population, household and employment forecasts shown in Table 3 to ~~2034~~ 2041 recognizing a settlement area boundary expansion may only occur as part of a *municipal comprehensive review*.”

5.5. GROWTH MANAGEMENT

56. Chapter 5, Regional Structure, Section 5.5 paragraph one is amended by deleting “build compact, vibrant and complete communities” from the second sentence and replacing it with “support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime”.

“The Growth Plan recognizes the diversity of land resources in the Greater Golden Horseshoe (GGH) and the *GTHA* in particular. One of the guiding principles of the Growth Plan, that should assist in the decision-making process of land *development*, resource management and investment, is to ~~“build compact, vibrant and complete communities~~ support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime. The Growth Plan encourages planning for *development* of complete communities and a balance of jobs and housing. Growth management policies of this Plan contribute to the achievement of complete communities within *Peel*.

...”

57. Chapter 5, Regional Structure, Section 5.5 paragraph two is amended by inserting “, *major transit station areas*” after “urban growth centres” in the first sentence.

“To ensure that growth management objectives are achieved while achieving the *sustainability* objectives, this Plan identifies specific growth management policy areas such as urban growth centres, *major transit station areas*, built-up areas and designated greenfield areas.”

58. Chapter 5, Regional Structure, Section 5.5.3 paragraph one is amended by replacing the fifth sentence with the following; and by replacing the sixth sentence with a new paragraph two as follows:

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~~“... For the purpose of measuring *intensification*, the Growth Plan requires that by the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential *development* occurring annually within *the Region* will be within the built-up area. For the purpose of measuring *intensification*, the Growth Plan requires that by the year 2031 and for each year thereafter, a minimum of 60 per cent of all residential *development* occurring annually within the Region will be within the built-up area. It is further required that for each year until the beginning of 2031, a minimum of 50 per cent of all residential *development* occurring annually within the Region will be within the built-up area. This Plan recognizes the importance and advantages of *intensification* in *Peel* and implements the *intensification* policies of the Growth Plan.~~

To support achievement of the *intensification* targets, the Growth Plan requires identifying *strategic growth areas* as key focus for *intensification development*. This Plan recognizes the importance and advantages of *intensification* in Peel and implements the *intensification* policies of the Growth Plan. ”

59. Chapter 5, Regional Structure, Section 5.5.3.1.6 is amended by adding “and maximize *development* within the *strategic growth areas*”.

“To optimize all *intensification* opportunities across the Region and maximize *development* within the *strategic growth areas*.”

60. Chapter 5, Regional Structure, Section 5.5.3.2.1 is amended by inserting “, *strategic growth areas*” after “the built-up area”.

“Identify the built-up area, *strategic growth areas* and the designated greenfield area, in accordance with provincial criteria, on Schedule D6.”

61. Chapter 5, Regional Structure, Section 5.5.3.2.4 is amended by replacing “by 2015 and for each year until 2025, a minimum of 40 per cent” with “for each year until 2031, a minimum of 50 per cent”; and by adding two new paragraphs as follows:

“Require that ~~by 2015 and for each year until 2025, a minimum of 40 per cent~~ for each year until 2031, a minimum of 50 per cent of the Region’s residential *development* occurring annually to be located within the built-up area.

Require that until 2031, the following minimum residential *intensification* targets will be planned to be achieved within the built-up area of each local municipality.”

City of Brampton: a minimum of 35 per cent;

Town of Caledon: a minimum of 10 per cent; and

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City of Mississauga: a minimum of 91 per cent.”

62. Chapter 5, Regional Structure, Section 5.5.3.2.5 is amended by replacing “2026” with “2031” and “50” with “60” in paragraph one; by replacing paragraph two and three with new paragraphs as follows:

“Require that by ~~2026~~2031 and for each year thereafter, a minimum of ~~50~~60 per cent of the Region’s residential development occurring annually will be within the built-up area.

~~To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:~~

~~City of Brampton: 26,500 units;~~

~~Town of Caledon: 1,500 units; and~~

~~City of Mississauga: 52,000 units.~~

Require that by 2031 and for each year thereafter, the following minimum residential intensification targets will be planned to be achieved within the built-up area of each local municipality.”

City of Brampton: a minimum of 38 per cent;

Town of Caledon: a minimum of 17 per cent; and

City of Mississauga: a minimum of 98 per cent.”

63. Chapter 5, Regional Structure, Section 5.5.4 is amended by splitting it into two paragraphs and by replacing fourth and fifth sentences with two new sentences as follows:

“Part of *Peel’s* growth will occur through greenfield *development*. The policy direction of the Growth Plan includes greenfield *development* that contributes to “complete communities” to support *sustainable* transportation and provide public open space that supports these activities. Greenfield communities must also provide for a diversity of land uses as well as efficiently use available lands and *infrastructure*.

~~In order to achieve complete communities, the Growth Plan imposes a minimum density target that is not less than 50 residents and jobs combined per hectare on greenfield development. This measure is established to contribute to the creation of more compact, efficient and complete communities.~~ In order to achieve complete communities, the Growth Plan establishes a minimum density target that is not less than 60 residents and jobs combined per hectare on the designated greenfield areas that are approved and in effect by July 1, 2017 or not less than 80 residents and jobs combined per hectare on the designated greenfield areas that are approved after July 1, 2017. These measures are established to contribute to the creation of more compact, efficient and complete communities. This Plan adopts this approach including the density target to

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development of greenfield within Peel. Greenfield development in the Region will be in conformity with the Growth Plan. Conformity with the Growth Plan will be determined by the Region as an overall calculation of the future development of all greenfield areas across the Region, and will be monitored regularly.

The designated greenfield areas in Peel are shown on Schedule D4.”

64. Chapter 5, Regional Structure, Section 5.5.4.2.1 is amended by replacing it with the following:

~~“Plan to achieve a minimum *greenfield density target* of 50 people and jobs combined per hectare by 2031, to be measured over Peel’s designated greenfield area excluding major environmental features as defined by the Growth Plan.~~

Plan to achieve a minimum *greenfield density target* of 60 people and jobs combined per hectare by 2041, to be measured over Peel’s designated greenfield area approved and in effect as of July 1, 2017, and 80 people and jobs combined per hectare by 2041, to be measured over Peel’s designated greenfield area approved after July 1, 2017, excluding the following:

- a) natural heritage features and areas, natural heritage systems and floodplains, provided *development* is prohibited in these areas;
- b) rights-of-way for:
 - i. electricity transmission line;
 - ii. energy transmission pipelines;
 - iii. freeways, as defined by and mapped as part of the Ontario Road Network; and
 - iv. railways;
- c) employment areas; and
- d) cemeteries.”

65. Chapter 5, Regional Structure, Section 5.5.4.2.2 is amended by deleting it:

~~“*Development* within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:~~

~~City of Mississauga: 77 residents and jobs combined per hectare (applicable to existing designated greenfield area as shown on Schedule D4;~~

~~*Should additional designated greenfield areas be added to Mississauga, the combined density for all designated greenfield areas in Mississauga shall be revised;*~~

~~City of Brampton: 51 residents and jobs combined per hectare; and~~

~~Town of Caledon: 42 residents and jobs combined per hectare.”~~

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and replacing it with the following:

“Development within the designated greenfield areas approved and in effect as of July 1, 2017 of the local municipalities shall be planned to meet or exceed the following minimum targets:

City of Brampton: 65 residents and jobs combined per hectare ;

Town of Caledon: 60 residents and jobs combined per hectare ; and

City of Mississauga: 80 residents and jobs combined per hectare.

Development within the designated greenfield areas approved after July 1, 2017 of the local municipalities shall be planned to meet or exceed 80 residents and jobs combined per hectare.”

66. Chapter 5, Regional Structure, Section 5.5.4.2.3 is amended by deleting “2031” and italicizing “intensification”.

“Not support the expansion of the ~~2031~~ Urban Boundary or the Rural Service Centres or any other settlement area unless a *municipal comprehensive review* as set out in section 7.9.2.12 demonstrates the ability to meet the density and ~~intensification~~ *intensification* targets established in this Plan.”

5.6 EMPLOYMENT AREAS

67. Chapter 5, Regional Structure, Section 5.6, paragraph one is amended by deleting it:

~~“The Region is forecasted to accommodate 340,000 new jobs and 610,000 additional residents by 2031, compared to 2001. This will bring the total number of jobs to 870,000 and total population to 1,640,000.”~~

and replacing it with the following:

“The Region is forecasted to accommodate about 270,000 new jobs and about 530,000 additional residents by 2041, compared to 2016. This will bring the total number of jobs to 970,000 and total population to 1,970,000.”

68. Chapter 5, Regional Structure, Section 5.6, paragraph two is amended by deleting it:

~~“The need to study employment and *employment lands* arose in response to national, provincial and regional changes in population and labour; driven by population increases and employment industry shifts. To ensure the viability of *employment areas* is maintained, *the Region*, in collaboration with area municipalities and expert consultants, reviewed and analyzed current trends and future demand for employment and~~

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~~*employment land* in Peel to develop policies for the Section 5.6, Employment Areas, in the Plan consistent with the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement.”~~

and replacing it with the following:

“The need to study employment and *employment lands* arose in response to national, provincial and regional changes in population and labour; driven by population increases and employment industry shifts. The 21st century has seen the continuation of unprecedented technological change creating new employment opportunities while disrupting others through the effects of automation, globalization and deregulation.

For 21st century employment opportunity to thrive, new infrastructure such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required, while changes in technology will enable employment across a wider variety of land uses and building spaces than ever before. However employers will continue to need core essentials like affordable electricity, good roads, clean water, and a variety of appropriate spaces in order to create and expand business.

To ensure that the viability of *employment areas* is maintained, *the Region*, in collaboration with area municipalities and expert consultants, reviewed and analyzed current trends and future demand for employment and *employment land* in Peel to develop policies for the Section 5.6, Employment Areas, in the Plan consistent with the Places to Grow: Growth Plan for the Greater Golden Horseshoe and the Provincial Policy Statement.”

69. Chapter 5, Regional Structure, Section 5.6, paragraph three is amended by adding “across various geographies ranging from individual sites, to nodes, to corridors, and entire districts” after “*ancillary* facilities” in the last sentence.

“*Employment areas* are key centres of economic activity designated in *area municipal official plans*. These lands will remain important for *the Region* to maintain a healthy economy and will accommodate uses such as manufacturing, warehousing, offices, and associated retail and *ancillary* facilities across various geographies ranging from individual sites, to nodes, to corridors, and entire districts.”

70. Chapter 5, Regional Structure, Section 5.6.1.5 is amended by inserting “*major transit station areas*” after “nodes and corridors,”.

“To concentrate higher density employment uses in appropriate locations such as urban growth centres, the Regional Intensification Corridor, mobility hubs, nodes and corridors, *major transit station areas*, and in other areas served by transit”

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71. Chapter 5, Regional Structure, Section 5.6.1.6 is amended by inserting “, prioritize” after “To plan for”.

“To plan for, prioritize, protect and preserve *employment areas* for employment uses.”

72. Chapter 5, Regional Structure, Section 5.6.1 is amended by adding the following new sections:

5.6.1.7 To align current and planned transit service investments with current and planned employment areas.

5.6.1.8 To encourage the availability of industry-leading affordable, symmetrical, broadband internet infrastructure in employment areas.

5.6.1.9 To support innovative approaches to employment uses.

5.6.1.10 To support the development, maintenance, and implementation of a coordinated employment strategy between the local area municipalities and Region.

5.6.1.11 To support employment areas in mitigating and adapting to climate change.”

73. Chapter 5, Regional Structure, Section 5.6.2.1 is amended by inserting “in accordance with the *employment areas designated on Schedule D5 of this Plan*, ensuring” after “the *area municipal official plans*” and inserting a new sentence after the first sentence “Area municipalities are further encouraged to identify and designate specialized employment uses within employment areas through supportive policies in their Official Plans”.

“Direct area municipalities to designate, identify land use permissions and establish appropriate policies in the *area municipal official plans* in accordance with the *employment areas designated on Schedule D5 of this Plan*, ensuring an adequate supply of *employment land* within the Urban System and Rural Service Centres and Industrial/Commercial Centres in the Rural System to achieve the forecasts in Table 3. Area municipalities are further encouraged to identify and designate specialized employment uses within employment areas through supportive policies in their Official Plans.”

74. Chapter 5, Regional Structure, Section 5.6.2 is amended by inserting the following new sections after Section 5.6.2.5 and re-numbering the subsequent sections accordingly:

5.6.2.6 The Region, in collaboration with area municipalities will support strategies and programs that provide access to industry-leading affordable symmetrical broadband in *employment areas*.

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5.6.2.7 Assist area municipalities in maximizing their economic development objectives through supporting the development and maintenance of a coordinated inter-municipal employment strategy to realize forecast employment growth in *employment areas*.

75. Chapter 5, Regional Structure, re-numbered Section 5.6.2.8 (formerly Section 5.6.2.6) is amended by deleting it and replacing with the following:

~~“Protect and support *employment areas* for employment uses, as defined and designated in *area municipal official plans*.~~

~~For the purposes of this policy, *employment areas* are those that contain lands designated:~~

- ~~• In Brampton: Office, Industrial and certain Business Corridor lands, as further defined in the Brampton Official Plan.~~
- ~~• In Caledon: Prestige Industrial, General Industrial and Dry Industrial.~~
- ~~• In Mississauga: Any of the following designations: Business Employment; Industrial; Institutional; Mixed Use; or Office; within any of the following Corporate Centres or Employment Areas: Airport Corporate Centre; Gateway Corporate Centre; Meadowvale Business Park Corporate Centre; Sheridan Park Corporate Centre; Churchill Meadows Employment Area; Clarkson Employment Area; Dixie Employment Area; Gateway Employment Area; Lakeview Employment Area; Mavis-Erindale Employment Area; Northeast Employment Area; Southdown Employment Area; and Western Business Park Employment Area.”~~

“Protect and support *employment areas* defined and designated in *Schedule D5*.”

76. Chapter 5, Regional Structure, re-numbered Section 5.6.2.9 (formerly Section 5.6.2.7) is amended by inserting “designated” after “existing and future “.

“Protect and support existing and future designated *employment areas* in the vicinity of the Toronto Pearson International Airport, major highway interchanges and rail yards for manufacturing, warehousing and associated retail, office and *ancillary* facilities where appropriate.”

77. Chapter 5, Regional Structure, Section 5.6.2.10 (formerly Section 5.6.2.8) is amended by adding “designated” after “of lands with ”, adding “on Schedule D5” after “*employment areas* ”, adding “Regionally-led” after “only through a “, adding “and public service facilities” after “existing or planned infrastructure “, deleting “unless already permitted by the designations identified in Section 5.6.2.8”, and replacing “Employment land conversions may be defined in area municipal official plans” with “Lands designated as

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employment areas, on Schedule D that are also designated as *major transit station areas* may allow major retail, residential, and non-ancillary uses without the requirement for an amendment to this plan subject to specific local official plan policies and a *major transit station area* boundary study that demonstrates the employment focus of the area is retained, the total number of jobs planned is not reduced, and the density requirements of the *growth plan* are achieved.”.

“Permit conversion of lands within designated employment areas on Schedule D5, to non-employment uses, only through a Regionally-led municipal comprehensive review that demonstrates:

- i. There is a need for the conversion;
- ii. *The Region* and area municipality will continue to meet the employment forecasts of this Plan;
- iii. The conversion does not affect the overall viability of the *employment area* and the achievement of *intensification* and density targets;
- iv. There is existing or planned infrastructure and public service facilities to accommodate the proposed conversion;
- v. The lands are not required over the long-term for employment purposes;
- vi. The lands do not fulfill the criteria for provincially significant *employment lands*;
- vii. The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
- viii Cross-jurisdictional issues have been considered.

For the purposes of this policy, major retail, residential and non-*ancillary* uses are not considered employment uses ~~unless already permitted by the designations identified in Section 5.6.2.6.~~

~~*Employment land conversions may be defined in area municipal official plans.*~~
Lands designated as *employment areas*, on Schedule D that are also designated as *major transit station areas* may allow major retail, residential, and non-ancillary uses without the requirement for an amendment to this plan subject to specific local official plan policies and a *Major Transit Station Area* boundary study that demonstrates the employment focus of the area is retained, the total number of jobs planned is not reduced, and the density requirements of the growth plan are achieved.”

78. Chapter 5, Regional Structure, renumbered Section 5.6.2.11 (formerly Section 5.6.2.9) is amended by replacing “5.6.2.8” with “5.6.2.10”.

“Require the area municipalities to include policies in their official plans that only permit the conversion of *employment land* to non-employment uses in accordance with Section ~~5.6.2.8~~ 5.6.2.10.”

79. Chapter 5, Regional Structure, re-numbered Section 5.6.2.13 (formerly Section 5.6.2.11) is amended by replacing “Support area municipalities in discouraging retail” with “Retail” and add “, are not permitted except through a Regional-led municipal comprehensive review” after “*area municipal official plans*”.

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“Support area municipalities in discouraging retail *Retail* uses on *employment land*, except for retail uses servicing the employment area and retail accessory to a permitted employment use as defined in *area municipal official plans*, are not permitted except through a Regional-led municipal comprehensive review.”

80. Chapter 5, Regional Structure, Section 5.6.2 is amended by adding the following new sections after re-numbered Section 5.6.2.15 (formerly Section 5.6.2.13):

5.6.2.16 The Region will work with the local area municipalities to encourage a variety of appropriate employment spaces across the Region that are responsive to the needs of employers of all scales, including start-up, small, and medium goods and knowledge production employers, in order to support business, and employment, growth and sustainability.

5.6.2.17 The Region will work with local area municipalities to identify, protect, and enhance as appropriate, specialized employment areas such as prime employment areas, the employment megazone centred on the Toronto Lester B. Pearson International Airport, suburban knowledge intensive districts, and others, with specific policies, programs, and investments.

5.8. FUTURE STRATEGIC EMPLOYMENT AREA

81. Chapter 5, Regional Structure, is amended by inserting the following new Section 5.8 entitled “Future Strategic Employment Areas within the GTA West Transportation Corridor” with the following preamble, objectives and policies; and by renumbering the existing Section 5.8 Housing as 5.9, existing Section 5.9 The Transportation System in Peel as 5.10, existing 5.10 Ninth Line Lands as 5.11.

5.8 Future Strategic Employment Area

The purpose of the *Future Strategic Employment Area* policies is to identify and protect lands strategically located adjacent to or in the vicinity of the future goods movement transportation infrastructure for employment uses.

5.8.1 Objectives

5.8.1.1 To protect the area, conceptually identified on Schedule D5 of this Plan, that requires comprehensive study and assessment with respect to long term planning for employment needs adjacent to or in the vicinity of the future transportation *infrastructure*.

5.8.2 Policies

It is the policy of Regional Council to:

- 5.8.2.1 Work in partnership with the Town of Caledon, the City of Brampton, adjacent municipalities, and the Province, to identify and protect the *Future Strategic Employment Area* based to maximize employment growth, including potential recommendations of the GTA West Corridor Environmental Assessment.
- 5.8.2.2 Direct the area municipalities to identify and protect the *Future Strategic Employment Area* in area municipal Official Plans.
- 5.8.2.3 Investigate and consider the feasibility and costs to service the *Future Strategic Employment Areas* as well the economic and employment potential.
- 5.8.2.4 Consider inclusion of any of the *Future Strategic Employment Areas* into the Urban Boundary or Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a *municipal comprehensive review*.
- 5.8.2.5 Encourage the Province to recognize the *Future Strategic Employment Areas* as provincially significant employment areas through future Provincial initiatives.”

6.3 6.4 WATER AND WASTEWATER SERVICES

82. Chapter 6, Regional Services, re-numbered Section 6.4.2.1 (formerly Section 6.3.2.1 that was re-numbered as a result of new Section 6.3 Age-friendly Planning) is amended by deleting “to the year 2031,” and “to the year 2021”.

“Require and provide full municipal sewage and water *services* to accommodate growth in the Urban System ~~to the year 2031~~, and the three Rural Service Centres ~~to the year 2021~~. The provision of full municipal sewage and water *services* in the Urban System and the three Rural Service Centres will be subject to the Regional financial and physical capabilities.”

7.2. INTERPRETATION

83. Chapter 7, Implementation, Section 7.2.2.7 is amended by deleting “2031”.

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“The ~~2031~~ Regional Urban Boundary and the boundary of a Rural Service Centre, as shown on Schedule D, may be adjusted without an amendment to this Plan only if the adjustment is coincident with a minor realignment to a road or other linear *infrastructure* that defines the location of a boundary, or is coincident with more detailed environmental mapping of an environmental feature that defines the location of a boundary provided such mapping is derived from approved studies or site investigations/inspections and that such a refinement in mapping is satisfactory to the area municipality and other relevant agencies.”

7.8 7.9 REGIONAL FINANCES

84. Chapter 7, Implementation, re-numbered Section 7.9.2.11 (formerly Section 7.8.2.11 re-numbered as a result of new Section 7.4 Healthy Communities and the Built Environment) is amended by deleting “2031” and “2021”.

“Prepare and maintain, in consultation with the area municipalities and other agencies, a Regional financial model to analyze the fiscal impact of proposals to:

...

- expand the ~~2031~~ Regional Urban Boundary as shown on Schedule D;
- expand the ~~2021~~ Rural Service Centres boundary;

...”

85. Chapter 7, Implementation, is amended by adding new Section 7.9.2.13 as follows:

“Consider the approval of proposed *development* that requires substantive changes to approved Regional budgets and strategies, infrastructure phasing, staging and financing plans as premature. Regional Council may determine that the approval of such a proposal is not premature upon considering its merit in accordance with the overall policies of this Plan, the local official plans, and provided that budget and strategy matters as well as infrastructure phasing, staging and financing plans are addressed to the Region’s satisfaction and appropriate agreements are in place in accordance with Policy 7.9.2.12.”

7.9 7.10. PERFORMANCE MEASUREMENT, REVIEWING AND UPDATING

86. Chapter 7, Implementation, re-numbered Section 7.10 (formerly Section 7.9 as a result of new Section Healthy Communities and the Built Environment) is amended by deleting “2031” and replacing it with “2041”.

“The objectives and policies contained in this Plan set the direction for *Peel* for the planning horizon to the year ~~2031~~2041.”

87. Chapter 7, Implementation, re-numbered Section 7.10.2.12 (formerly Section 7.9.2.12 re-numbered as a result of a new “Section Healthy Communities and the Built

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Environment” introduced through ROPA 27) is amended by deleting it and replacing with the following revised section:

“Consider an expansion to the ~~2031~~ Urban Boundary, ~~2021 or 2031~~ Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a Regionally-led municipal comprehensive review which follows a collaborative and phased approach that meets the requirement of the municipal comprehensive review framework and demonstrates the following:

- a) that the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3;
- b) that sufficient opportunities, as determined by the Region through its land budget, are not available in the area municipality to accommodate forecasted growth for the area municipality contained in Table 3, through *intensification* and in designated greenfield areas;
- c) the timing of the expansion and the phasing of *development* within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this Plan;
- d) that the proposed expansion makes available sufficient lands for a time horizon not exceeding ~~2031~~ 2041;
- e) conformity with the Regional Official Plan ;
- f) there are existing or planned infrastructure and public service facilities to support the achievement of complete communities;
- f)g) environmental and resource protection and enhancement including the identification of a natural heritage system, in accordance with the policies of this Plan;
- g)h) that there are no reasonable alternative locations which avoid the *Prime Agricultural Areas*;
- h)i) Impacts of a proposed settlement area boundary expansion on agricultural operations which are adjacent or close to the settlement area, and if impacts are identified, the analysis is to identify mitigation of the impacts to the greatest extent feasible;
- i)j) within the *Prime Agricultural Area* there are no reasonable alternative locations on lower priority agricultural lands;
- j)k) impacts from expanding settlement areas on agricultural operations are mitigated to the greatest extent feasible as determined through an Agricultural Impact Assessment;

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- k)l) compliance with the *minimum distance separation formulae*;
- l)m) a fiscal impact analysis which demonstrate that infrastructure and public service facilities needed will be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue generation analysis;
- m)n) the ability to provide the necessary Regional infrastructure and services, including Regional and local transportation infrastructure, water and wastewater servicing, in a financially and environmentally sustainable manner;
- o) watershed planning or equivalent has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including the quality and quantity of water;
- p) the proposed expansion would align with a stormwater master plan or equivalent that has been completed in accordance with Growth Plan 2017, policy subsection 3.2.7;
- q) for settlement areas that receive their water from or discharge their sewage to inland lakes, rivers, or groundwater, a completed environmental assessment for new or expanded services has identified how expanded water and wastewater treatment capacity would be addressed in a manner that is fiscally and environmentally sustainable;
- r)l) the sustainable development imperatives in Section 1.3.5 have been addressed;
- s)l) other relevant Regional interests as may be confirmed through pre-consultation;
- t)l) proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan; and
- u)l) in determining the most appropriate location for expansions to the boundaries of settlement areas the policies of Sections 2 and 3 of the *Provincial Policy Statement, 2005 2014* are applied.”

GLOSSARY

88. Glossary is amended by revising the following definitions:

Municipal Comprehensive Review: A new official plan, or an official plan amendment, initiated by a ~~municipality~~ the Region under section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan for the Greater Golden Horseshoe, ~~2006~~2017, and other Provincial policies as required.

89. Glossary is amended by inserting the following new addition:

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Built-up Area: the lands within the delineated built boundary that defines the limits of the developed urban area as defined by the Minister in consultations with affected municipalities for the purpose of measuring the minimum intensification targets in this Plan. The *built-up area* does not include any lands within rural villages and hamlets that do not have the delineated built boundary.”

Employment Area: Areas designated in an official plan and protected over the long-term for clusters of business and economic activities including manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Future Strategic Employment Areas: areas for future growth along the proposed GTA West Transportation Corridor to be protected for future employment uses that require large lots of land and depend upon efficient movement of goods and access to the future GTA West Highway.

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

Priority Transit Corridors: Transit corridors shown in Schedule 5 of the Growth Plan 2017 or as further identified by the Province for the purpose of implementing of the Growth Plan 2017.”

SCHEDULES

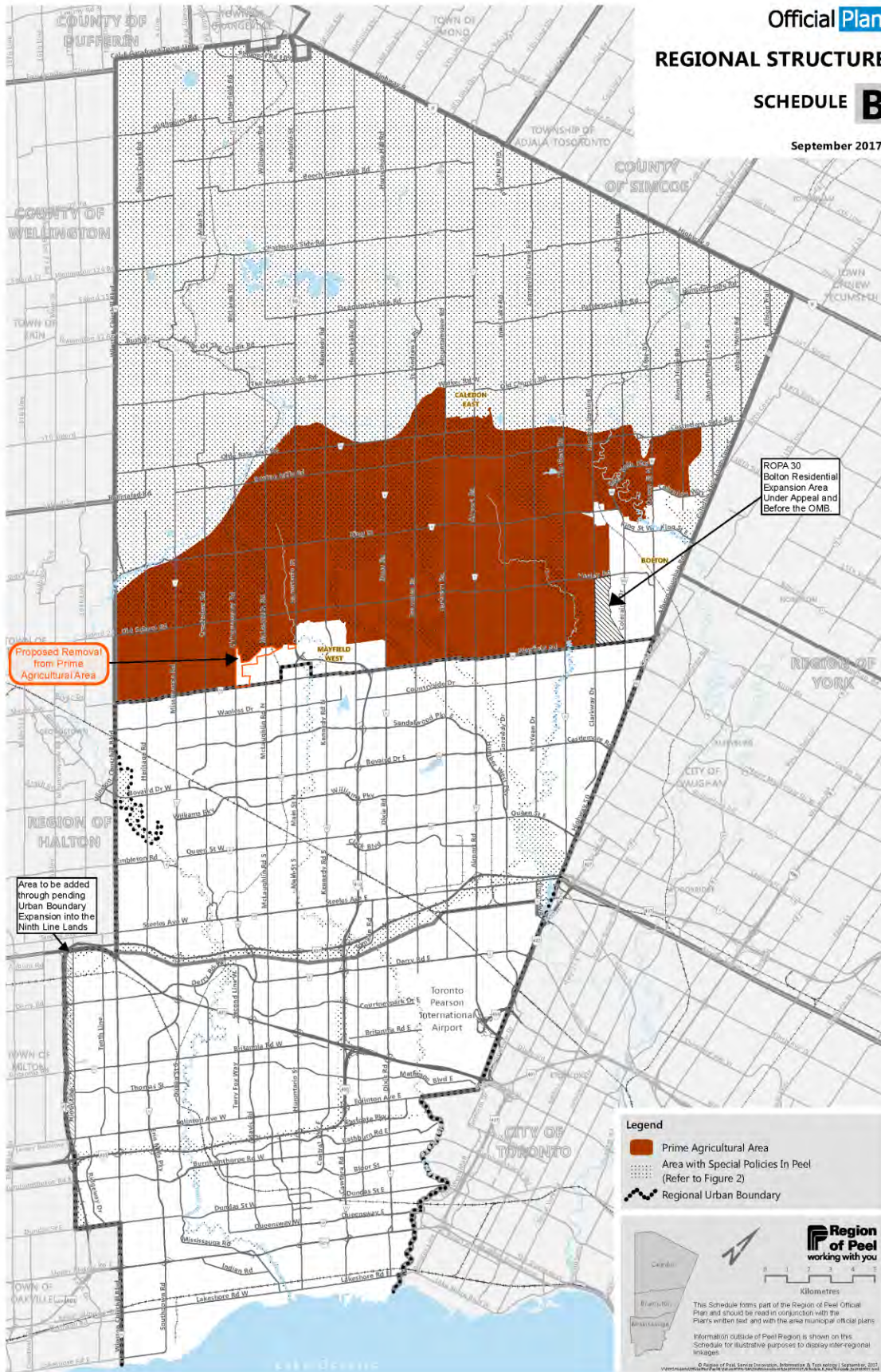
90. Schedule B Prime Agricultural Area is amended by deleting the subject lands from the Prime Agricultural Area, updating base map and map template information, and deleting “2031” in the Legend as shown in the attachment in this Appendix PART B – THE AMENDMENT.
91. Schedule D Regional Structure is amended by updating base map and map template information, including the subject lands in the Mayfield West Phase 2 Stage 2 area to be part of the Mayfield West Rural Service Centre, including the Primary Transit Corridor (LRT/BRT Line), including the Primary Transit Corridor, including the Existing Higher Order Transit, and including the Major Transit Station Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.
92. Schedule D3 Greenbelt Plan Area Land Use Designations is amended by updating base map and map template information and including the subject lands in the Settlement Areas Outside the Greenbelt as shown in the attachment in this Appendix PART B – THE AMENDMENT.
93. List of Schedules is amended by deleting Schedule D4, Growth Plan Policy Areas and replacing it with a new Schedule D4 as shown in the attachment in this Appendix PART B – THE AMENDMENT. Schedule D4 Growth Plan Policy Areas is amended by updating base map and map template information, including Designated Greenfield Areas (In

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Effect as of July 1, 2017), and including Designated Greenfield Areas (In Effect after July 1, 2017) as shown in the attachment in this Appendix PART B – THE AMENDMENT.

94. List of Schedules is amended by adding a new Schedule D5 Employment Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.
95. List of Schedules is amended by adding a new Schedule D6 Strategic Growth Areas as shown in the attachment in this Appendix PART B – THE AMENDMENT.

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Official **Plan**
REGIONAL STRUCTURE

SCHEDULE B

September 2017

Legend

- Prime Agricultural Area
- Area with Special Policies In Peel (Refer to Figure 2)
- Regional Urban Boundary

Region of Peel
working with you

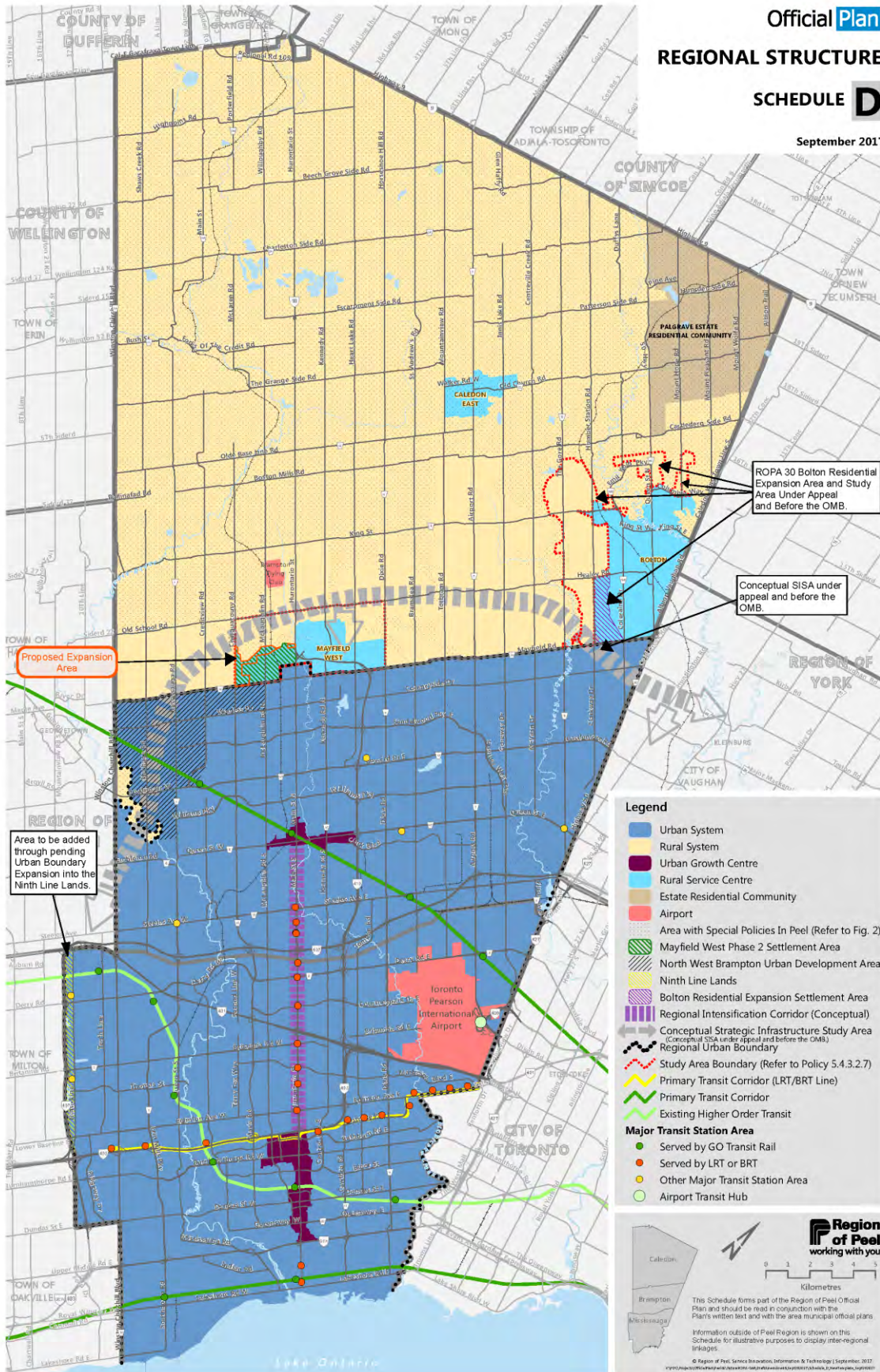
Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

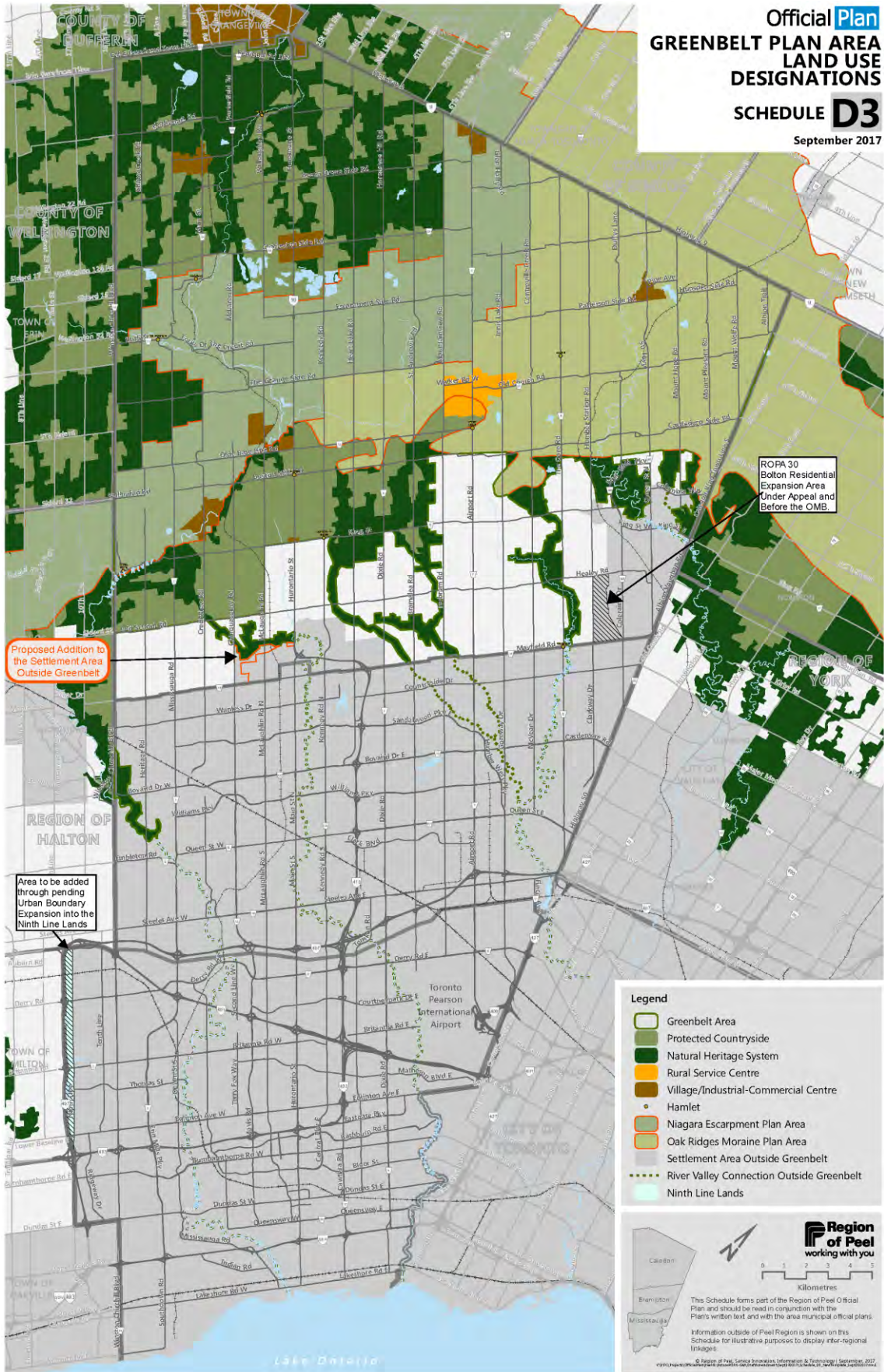
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

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APPENDIX II
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AMENDMENT - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT



PEEL 2041 GROWTH ALLOCATION AND GROWTH MANAGEMENT REGIONAL OFFICIAL PLAN AMENDMENT - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

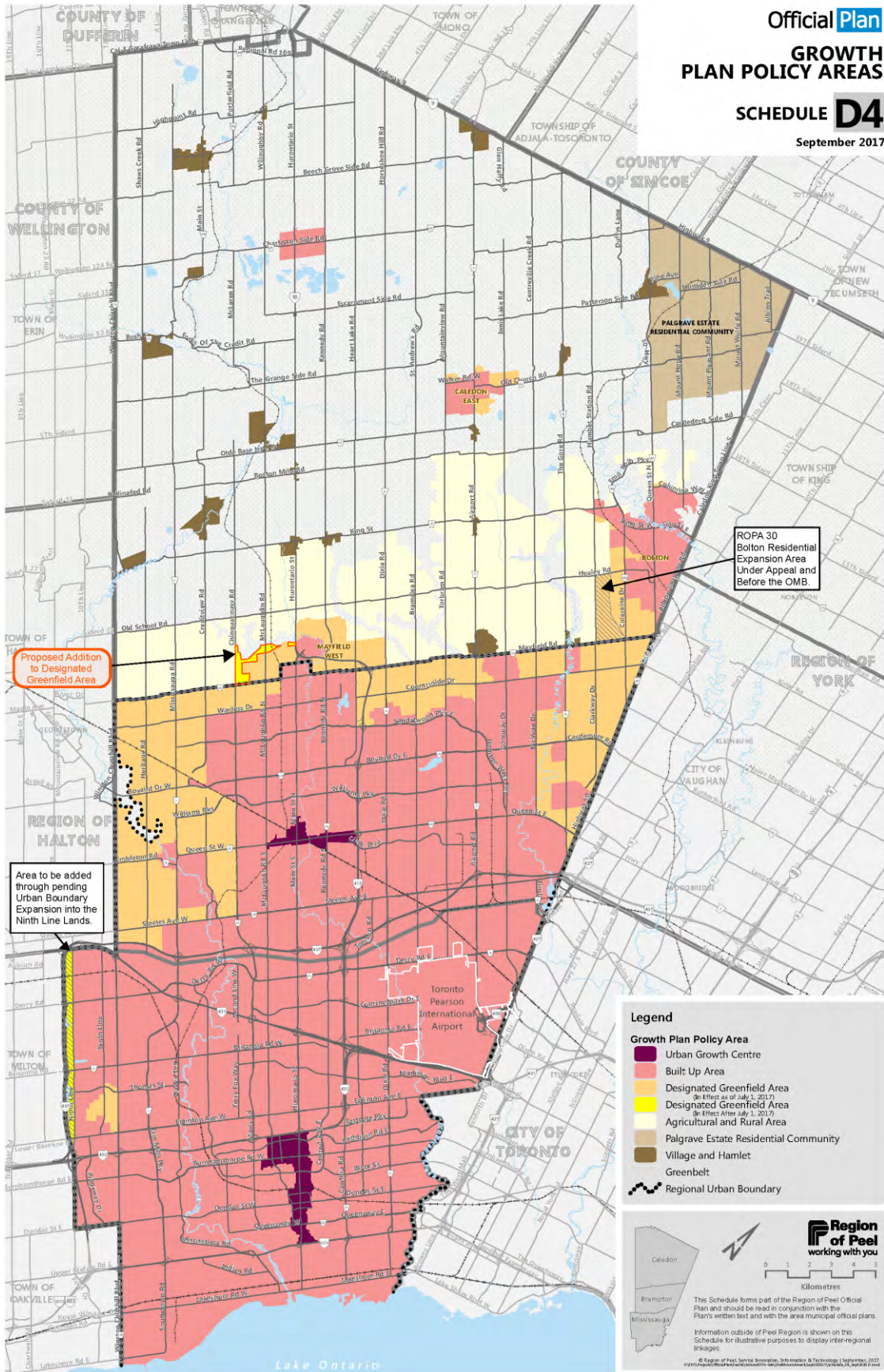


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Official **Plan**
GROWTH
PLAN POLICY AREAS

SCHEDULE D4

September 2017



**APPENDIX II
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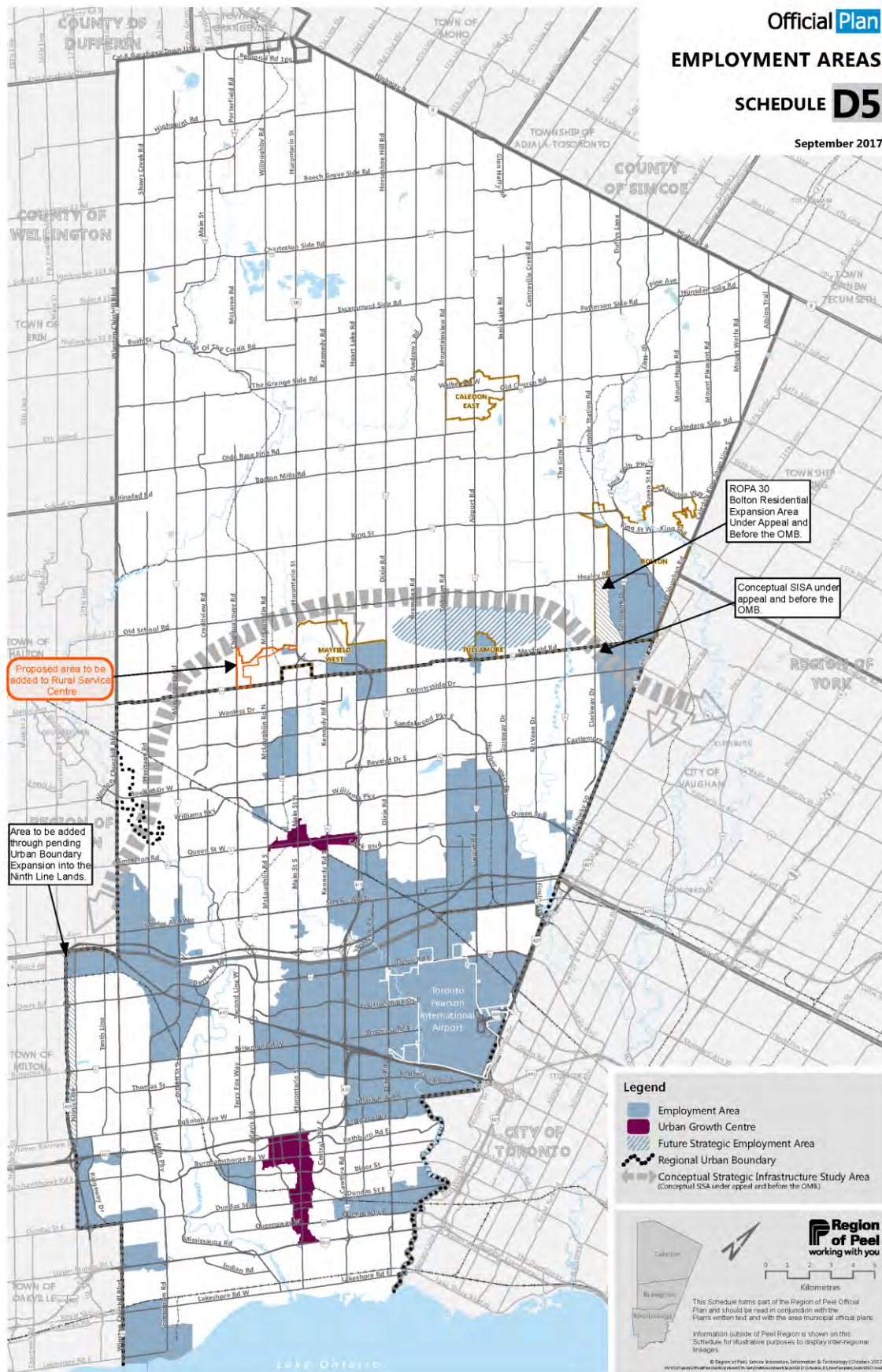
7.2 - 115

Official **Plan**

EMPLOYMENT AREAS

SCHEDULE D5

September 2017



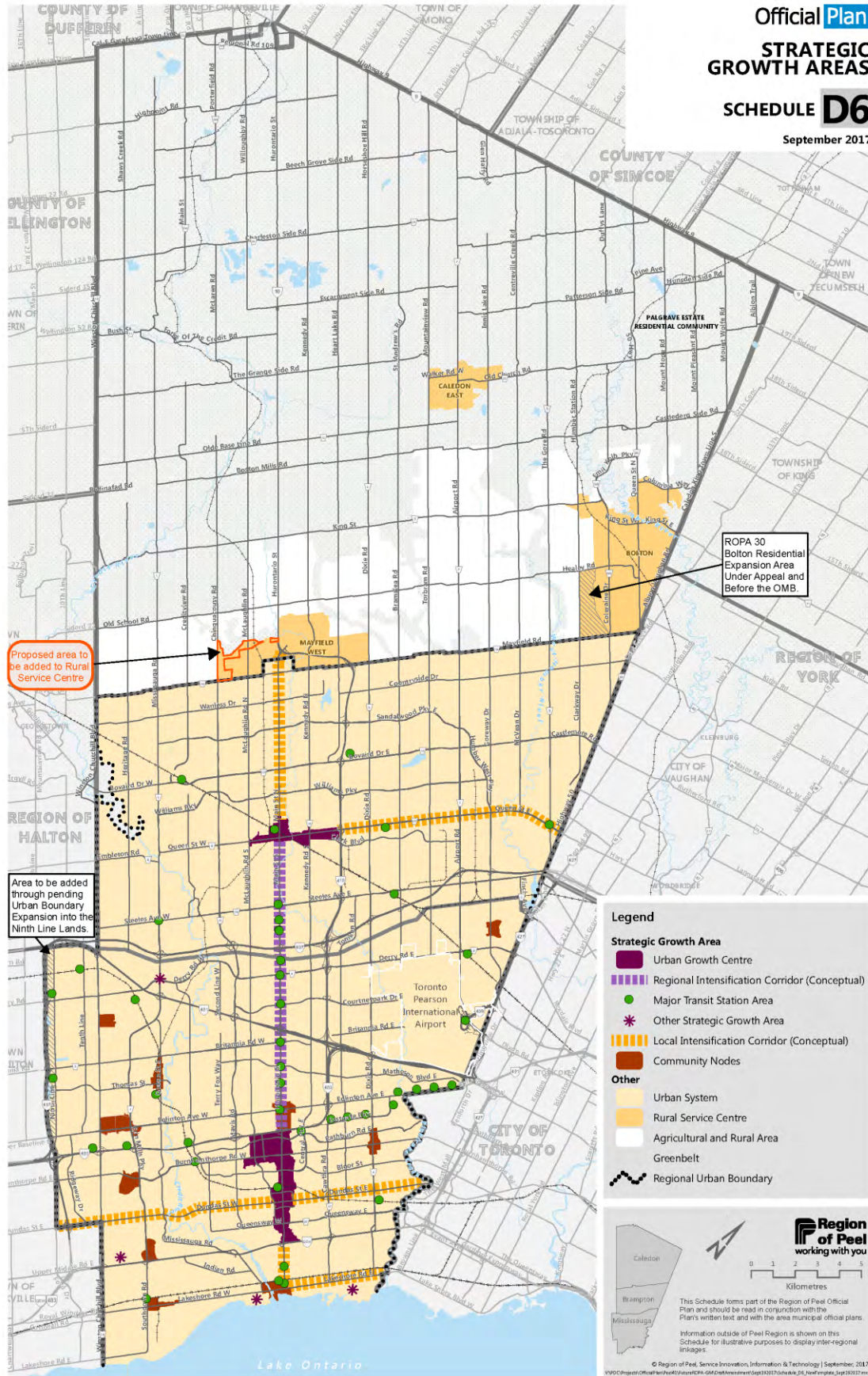
APPENDIX II
PEEL 2041 GROWTH ALLOCATION AND GROWTH MANAGEMENT REGIONAL OFFICIAL PLAN
AMENDMENT - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

7.2 - 116

Official **Plan**
STRATEGIC
GROWTH AREAS

SCHEDULE D6

September 2017



PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 1: Gross Lands in Peel by Municipality and Policy Area

Municipality	Total Area (ha)	Lands (ha) by Policy Area Lands					
		BUPA ¹	UGC ²	DGA ³	New DGA ⁴	Rural Area ⁵	Greenbelt ⁶
Brampton	26,945	17,973	224	8,738	NA	234	234
Caledon	69,434	2,146	NA	1,807	110	65,481	50,114
Mississauga	29,212	28,674	559	188	350	NA	NA
Peel	125,591	48,793	783	10,733	460	65,715	50,348

Notes:

BUPA - Built-Up Area (also includes UGC)

DGA - Designated Greenfield Area

UGC - Urban Growth Centre

¹ - also includes lands within urban growth centres and rural settlements where the built boundary is delineated (Caledon Village)² - UGC lands in this column are subset of the BUPA category and should not be added to calculated the total area³ - Approved and in effect as of July 1, 2017 including the lands adopted through ROPA 30⁴ - DGA to be approved after July 1, 2017 including 350 ha of the Ninth Line Lands that are in the process of being added to the Urban System and 110 ha of Mayfield West Phase 2 Stage 2⁵ - includes all lands outside the Urban Boundary, Rural Service Centres and settlements with the built boundary (Caledon Village) including the Greenbelt and the Rural and Agricultural Area ("Whitebelt")⁶ - also includes the Greenbelt lands outside of the Urban Boundary, Rural Service Centres and other rural settlements

Table 1A: Lands within Designated Greenfield Area (DGA) in Peel

Municipality	Gross Area (ha)	Major Environmental Features ¹ (ha)	Major Infrastructure and Existing Uses ² (ha)	Total Exclusions (ha)	Developable Lands (ha)
Brampton	8,738	1,778	96	1,874	6,864
Caledon ³	1,807	332	25	357	1,450
Mississauga ⁴	188	6	0	6	182
Peel	10,733	2,116	121	2,237	8,496

Notes:¹ - environmental take-outs² - non-environmental take-outs³ - Caledon's DGA includes greenfield lands added through ROPA 30 adopted by Regional Council on December 8, 2016 (185 ha of developable lands - option 6 and triangle lands and 7 ha of Secondary School property already developed)⁴ - Mississauga's DGA includes 350 ha of the Ninth Line Lands that are in the process of being added to the Urban System

Table 1B: Non-Employment Lands within Designated Greenfield Area (DGA) in Peel

Municipality	Gross Area (ha)	Major Environmental Features ¹ (ha)	Major Infrastructure and Existing Uses ² (ha)	Total Exclusions (ha)	Developable Lands (ha)
Brampton	7,418	1,535	76	1,611	5,807
Caledon ³	1,094	216	18	234	860
Mississauga ⁴	188	6	0	6	182
Peel	8,700	1,757	94	1,851	6,849

Notes:

¹ - the takeouts

² - includes greenfield lands added through ROPA 30 adopted by Regional Council on December 8, 2016

³ - Developable area reduced by 300 ha needed for employment lands employment within the Heritage Heights (not designated yet in the secondary plan)

⁴ -Takeouts and developable lands are based on the land budget prepared for the Ninth Line ROPA

APPENDIX III

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 2: Historical and Current Population in Peel by Municipality and Policy Area

Year	Policy Area	Municipality			
		Brampton	Caledon	Mississauga	Peel
2006 ³	Total	453,000	60,000	698,000	1,211,000
	BUPA ¹	447,500	40,000	695,000	1,182,500
	<i>UGC</i> ²	6,500	NA	65,000	71,500
	DGA	5,500	0	3,000	8,500
	Rural Area	0	20,000	0	20,000
2011 ⁴	Total	541,500	62,000	742,500	1,346,000
	BUPA ¹	487,000	41,000	732,000	1,260,000
	<i>UGC</i> ²	7,000	NA	70,000	77,000
	DGA	54,500	1,500	10,500	66,500
	Rural Area	0	19,500	0	19,500
2016 ⁵	Total	613,680	68,820	745,900	1,428,400
	BUPA ¹	508,050	34,930	732,210	1,275,190
	<i>UGC</i> ²	10,600	NA	70,570	81,170
	DGA	105,560	9,430	13,690	128,680
	Rural Area	70	24,430	0	24,500

Notes:

BUPA - Built-Up Area (also includes UGC)

DGA - Designated Greenfield Area (does not include New DGA)

UGC - Urban Growth Centre

¹ - also includes population within urban growth centres and rural settlements where the built boundary is not delineated² - UGC population figures in this column are subset of the BUPA category and should not be added to calculated the total area³ - 2006 figures are based on the "Places to Prosper, Background to ROPA 24, Land Budget Report, June 16, 2011"⁴ - 2011 population is based on the 2011 Census and the Region's detailed data order by smaller geographies⁵ - 2016 figures are based on the 2016 Census and Hemson's Consulting allocation to policy areas

APPENDIX III

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 3: Historical and Current Dwelling Units in Peel by Municipality and Policy Area

Year	Policy Area	Municipality			
		Brampton	Caledon	Mississauga	Peel
2006 ³	Total	126,000	18,000	215,000	359,000
	BUPA ¹	124,500	12,000	214,000	350,500
	DGA	1,500	0	1,000	2,500
	Rural Area	0	6,000	NA	6,000
2011 ⁴	Total	149,200	19,000	234,600	402,800
	BUPA ¹	136,000	12,700	231,500	380,200
	DGA	13,200	400	3,100	16,700
	Rural Area	0	5,900	NA	5,900
2016 ⁵	Total	167,820	21,200	240,810	429,830
	BUPA ¹	141,800	10,690	236,800	389,290
	DGA	26,010	2,650	3,990	32,650
	Rural Area ²	10	7,860	NA	7,870

Notes:

BUPA - Built-Up Area (also includes UGC)

DGA - Designated Greenfield Area

¹ - also includes population within urban growth centres and rural settlements where the built boundary is not delineated² - 2016 Caledon BUPA figures are lower than previous year because Growth Plan (2017) included undelineated built up area under Rural Area³ - 2006 figures are based on the "Places to Prosper, Background to ROPA 24, Land Budget Report, June 16, 2011"⁴ - 2011 population is based on the 2011 Census and the Region's detailed data order by smaller geographies⁵ - 2016 figures are based on the 2016 Census and Hemson's Consulting allocation to policy areas

APPENDIX III

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 4: Historical and Current Employment in Peel by Municipality and Policy Area

Year	Policy Area	Municipality			
		Brampton	Caledon	Mississauga	Peel
2006 ³	Total	156,000	21,000	457,000	634,000
	BUPA ¹	150,000	14,500	425,000	589,500
	UGC ²	12,000	NA	32,000	44,000
	DGA	6,000	500	0	6,500
	Rural Area	0	6,000	NA	6,000
2011 ⁴	Total	172,000	24,000	447,500	643,500
	BUPA ¹	165,000	17,200	447,000	629,200
	UGC ²	8,000	NA	34,000	42,000
	DGA	7,000	2,500	500	10,000
	Rural Area	0	4,300	NA	4,300
2016 ⁵	Total	202,800	27,630	474,110	704,540
	BUPA ¹	189,710	15,500	473,360	678,570
	UGC ²	10,610	NA	38,870	49,480
	DGA	13,010	5,490	730	19,230
	Rural Area	80	6,560	NA	6,640

Notes:

BUPA - Built-Up Area (also includes UGC)

DGA - Designated Greenfield Area

UGC - Urban Growth Centre

¹ - also includes population within urban growth centres and rural settlements where the built boundary is not delineated² - UGC population figures in this column are subset of the BUPA category and should not be added to calculated the total area³ - 2006 figures are based on the "Places to Prosper, Background to ROPA 24, Land Budget Report, June 16, 2011"⁴ - 2011 population is based on the 2011 Census and the Region's detailed data order by smaller geographies⁵ - 2016 figures are based on the 2016 Census and Hemson's Consulting allocation to policy areas

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 5: Historical and Current Housing Mix in Peel by Municipality and Policy Area

Year	Policy Area	Dwelling Type	Brampton		Caledon		Mississauga		Peel	
			Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
2006	Entire Municipality	Total	126,000	100.0%	18,000	100.0%	215,000	100.0%	359,000	100.0%
		Singles and Semis	82,656	65.6%	16,452	91.4%	120,615	56.1%	219,708	61.2%
		Towns	14,112	11.2%	792	4.4%	32,680	15.2%	47,747	13.3%
		Apartments	29,232	23.2%	756	4.2%	61,705	28.7%	91,545	25.5%
	Built-up Area	Total	124,500		12,000		214,000		350,500	
		Singles and Semis	81,299	65.3%	10,812	90.1%	119,840	56.0%	212,053	60.5%
		Towns	14,069	11.3%	696	5.8%	32,528	15.2%	47,318	13.5%
		Apartments	29,133	23.4%	492	4.1%	61,632	28.8%	91,130	26.0%
	Designated Greenfield Area*	Total	1,500		0		1,000		2,500	
		Singles and Semis	1,392	92.8%	0	0.0%	769	76.9%	2,160	86.4%
		Towns	33	2.2%	0	0.0%	231	23.1%	265	10.6%
		Apartments	75	5.0%	0	0.0%	0	0.0%	75	3.0%
	Rural Area	Total	0		6,000		NA	NA	6,000	
		Singles and Semis	0	0.0%	5,712	95.2%	NA	NA	5,712	95.2%
		Towns	0	0.0%	78	1.3%	NA	NA	78	1.3%
		Apartments	0	0.0%	210	3.5%	NA	NA	210	3.5%
2011	Entire Municipality	Total	149,200	100.0%	19,000	100.0%	234,600	100.0%	402,800	100.0%
		Singles and Semis	103,700	69.5%	17,300	91.1%	125,600	53.5%	246,600	61.2%
		Towns	17,200	11.5%	1,200	6.3%	36,000	15.4%	54,400	13.5%
		Apartments	28,300	19.0%	500	2.6%	73,000	31.1%	101,800	25.3%
	Built-up Area	Total	136,000		12,700		231,500		380,200	
		Singles and Semis	92,600	68.1%	11,100	87.4%	123,800	53.5%	227,500	59.9%
		Towns	15,400	11.3%	1,100	8.7%	35,000	15.1%	51,500	13.5%
		Apartments	28,000	20.6%	500	3.9%	72,700	31.4%	101,200	26.6%
	Designated Greenfield Area*	Total	13,200		400		3,100		16,700	
		Singles and Semis	11,100	84.1%	400	100.0%	1,800	58.1%	13,300	79.6%
		Towns	1,800	13.6%	0	0.0%	1,000	32.2%	2,800	16.8%
		Apartments	300	2.3%	0	0.0%	300	9.7%	600	3.6%
	Rural Area	Total	0		5,900		NA	NA	5,900	
		Singles and Semis	0	0.0%	5,800	98.3%	NA	NA	5,800	98.3%
		Towns	0	0.0%	100	1.7%	NA	NA	100	1.7%
		Apartments	0	0.0%	0	0.0%	NA	NA	0	0.0%

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Year	Policy Area	Dwelling Type	Brampton		Caledon		Mississauga		Peel	
			Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
2016	Entire Municipality	Total	167,820	100.0%	21,200	100.0%	240,810	100.0%	429,830	100.0%
		Singles and Semis	115,010	68.5%	19,170	90.4%	126,570	52.6%	260,750	60.7%
		Towns	20,660	12.3%	1,350	6.4%	36,680	15.2%	58,690	13.7%
		Apartments	32,150	19.2%	680	3.2%	77,560	32.2%	110,390	25.7%
	Built-up Area	Total	141,800		10,690		236,800		389,290	
		Singles and Semis	94,540	66.7%	9,360	87.6%	124,310	52.5%	228,210	58.6%
		Towns	16,150	11.4%	800	7.5%	35,520	15.0%	52,470	13.5%
		Apartments	31,110	21.9%	530	5.0%	76,970	32.5%	108,610	27.9%
	Designated Greenfield Area*	Total	26,010		2,650		3,990		32,650	
		Singles and Semis	20,460	78.7%	2,130	80.4%	2,240	56.1%	24,830	76.0%
		Towns	4,510	17.3%	520	19.6%	1,160	29.1%	6,190	19.0%
		Apartments	1,040	4.0%	0	0.0%	590	14.8%	1,630	5.0%
	Rural Area	Total	10		7,860		NA	NA	7,870	
		Singles and Semis	10	100.0%	7,680	97.7%	NA	NA	7,690	97.7%
		Towns	0	0.0%	30	0.4%	NA	NA	30	0.4%
		Apartments	0	0.0%	150	1.9%	NA	NA	150	1.9%

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 6: Historical and Current Employment Mix in Peel by Municipality and Policy Area

Year	Policy Area	Dwelling Type	Brampton		Caledon		Mississauga		Peel	
			Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
2006	Entire Municipality	Total	156,000	100.0%	21,000	100.0%	425,000	100.0%	602,000	100.0%
		Population Related	67,548	43.3%	11,193	53.3%	104,975	24.7%	183,610	30.5%
		Major Office	9,204	5.9%	0	0.0%	89,675	21.1%	98,728	16.4%
		Employment Lands	79,248	50.8%	9,807	46.7%	230,350	54.2%	319,662	53.1%
	Built-up Area	Total	150,000	100.0%	14,500	100.0%	425,000	100.0%	589,500	100.0%
		Population Related	64,500	43.0%	4,698	32.4%	104,975	24.7%	173,903	29.5%
		Major Office	9,300	6.2%	0	0.0%	89,675	21.1%	99,036	16.8%
		Employment Lands	76,200	50.8%	9,802	67.6%	230,350	54.2%	316,562	53.7%
	Designated Greenfield Area*	Total	6,000	100.0%	500	100.0%	0	0.0%	6,500	100.0%
		Population Related	2,928	48.8%	500	100.0%	0	0.0%	3,426	52.7%
		Major Office	0	0.0%	0	0.0%	0	0.0%	0	0.0%
		Employment Lands	3,072	51.2%	0	0.0%	0	0.0%	3,075	47.3%
	Rural Area	Total	0	0.0%	6,000	100.0%	NA	NA	6,000	100.0%
		Population Related	0	0.0%	6,000	100.0%	NA	NA	6,000	100.0%
		Major Office	0	0.0%	0	0.0%	NA	NA	0	0.0%
		Employment Lands	0	0.0%	0	0.0%	NA	NA	0	0.0%
2011	Entire Municipality	Total	172,000	100.0%	24,000	100.0%	447,500	100.0%	643,500	100.0%
		Population Related	75,000	43.6%	11,900	49.6%	124,000	27.7%	210,900	32.8%
		Major Office	12,000	7.0%	0	0.0%	96,500	21.6%	108,500	16.8%
		Employment Lands	85,000	49.4%	12,100	50.4%	227,000	50.7%	324,100	50.4%
	Built-up Area	Total	165,000	100.0%	17,200	100.0%	447,000	100.0%	629,200	100.0%
		Population Related	71,000	43.0%	7,300	42.4%	123,500	27.6%	201,800	32.1%
		Major Office	12,000	7.3%	0	0.0%	96,500	21.6%	108,500	17.2%
		Employment Lands	82,000	49.7%	9,900	57.6%	227,000	50.8%	318,900	50.7%
	Designated Greenfield Area*	Total	7,000	100.0%	2,500	100.0%	500	100.0%	10,000	100.0%
		Population Related	4,000	57.1%	300	12.0%	500	100.0%	4,800	48.0%
		Major Office	0	0.0%	0	0.0%	0	0.0%	0	0.0%
		Employment Lands	3,000	42.9%	2,200	88.0%	0	0.0%	5,200	52.0%
	Rural Area	Total	0	0.0%	4,300	100.0%	NA	NA	4,300	100.0%
		Population Related		0.0%	4,300	100.0%	NA	NA	4,300	100.0%
		Major Office	0	0.0%	0	0.0%	NA	NA	0	0.0%
		Employment Lands	0	0.0%	0	0.0%	NA	NA	0	0.0%

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Year	Policy Area	Dwelling Type	Brampton		Caledon		Mississauga		Peel	
			Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
2016	Entire Municipality	Total	202,800	100.0%	27,630	100.0%	474,110	100.0%	704,540	100.0%
		Population Related	76,590	37.8%	7,050	25.5%	117,170	24.7%	200,810	28.5%
		Major Office	14,390	7.1%	0	0.0%	107,270	22.6%	121,660	17.3%
		Employment Lands	100,980	49.8%	14,880	53.9%	229,420	48.4%	345,280	49.0%
		Other	10,840	5.3%	5,360	19.4%	20,250	4.3%	36,450	5.2%
	Built-up Area	Total	189,710	100.0%	15,500	100.0%	473,360	100.0%	678,570	100.0%
		Population Related	71,780	37.8%	4,200	27.1%	116,800	24.7%	192,780	28.4%
		Major Office	13,620	7.2%	0	0.0%	107,270	22.7%	120,890	17.8%
		Employment Lands	95,320	50.2%	9,750	62.9%	229,420	48.5%	334,490	49.3%
		Other	8,990	4.7%	1,550	10.0%	19,870	4.2%	30,410	4.5%
	Designated Greenfield Area*	Total	13,010	100.0%	5,490	100.0%	730	100.0%	19,230	100.0%
		Population Related	4,810	37.0%	1,320	24.0%	350	47.9%	6,480	33.7%
		Major Office	770	5.9%	0	0.0%	0	0.0%	770	4.0%
		Employment Lands	5,580	42.9%	3,720	67.8%	0	0.0%	9,300	48.4%
		Other	1,850	14.2%	450	8.2%	380	52.1%	2,680	13.9%
	Rural Area	Total	80	0.0%	6,640	100.0%	NA	NA	6,720	100.0%
		Population Related	0	0.0%	1,530	23.0%	NA	NA	1,530	22.8%
		Major Office	0	0.0%	0	0.0%	NA	NA	0	0.0%
		Employment Lands	80	100.0%	1,410	21.2%	NA	NA	1,490	22.2%
		Other	0	0.0%	3,360	50.6%	NA	NA	3,360	50.0%

Note:

For 2016, an additional category titled Other was added which include Work-at-Home and Rural employment

The sums of the data for the employment types and associated percentages may differ from the totals due to rounding

**PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION
ON DRAFT AMENDMENT**

Table 7: Number of Persons per Unit (PPU) in 2016, 2021, 2031 and 2041 by Municipality

Year	Municipality	Person Per Unit			
		Housing Type			Total of All Types
		Singles and Semis	Rows	Apts	
2016	Brampton	3.81	3.21	2.80	3.52
	Caledon	3.18	2.65	2.19	3.10
	Mississauga	3.38	3.03	2.42	2.98
	Peel	3.55	3.09	2.53	3.19
2021	Brampton	3.77	3.29	2.67	3.47
	Caledon	3.15	2.72	2.09	3.06
	Mississauga	3.41	3.16	2.35	2.96
	Peel	3.56	3.20	2.44	3.17
2031	Brampton	3.74	3.27	2.65	3.43
	Caledon	3.12	2.71	2.07	3.00
	Mississauga	3.37	3.14	2.33	2.90
	Peel	3.53	3.17	2.42	3.13
2041	Brampton	3.74	3.27	2.66	3.42
	Caledon	3.12	2.71	2.08	2.95
	Mississauga	3.38	3.14	2.34	2.87
	Peel	3.54	3.18	2.43	3.11

Notes:

¹ - Persons per Unit is calculated based on household population per occupied housing unit.

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 8: 2016 Population and Employment by Municipality and Policy Area

Category	Policy Area/Municipality	Brampton	Caledon	Mississauga	Peel
Population	Total	613,680	68,820	745,900	1,428,400
	BUPA ¹	508,050	34,930	732,210	1,275,190
	UGC	10,600	0	70,570	81,170
	DGA	105,560	9,430	13,690	128,680
	New DGA	0	30	0	30
	Future DGA	0	2,160	0	2,160
Rural Area	70	22,270	0	22,340	
Units	Total	167,820	21,200	240,810	429,830
	BUPA ¹	141,800	10,690	236,800	389,290
	UGC	4,790	0	29,960	34,750
	DGA	26,010	2,650	3,990	32,650
	New DGA	0	0	20	20
	Future DGA	0	520	0	520
Rural Area	10	7,340	0	7,350	
Jobs	Total	202,800	27,650	474,110	704,560
	BUPA ¹	189,710	15,750	473,360	678,820
	UGC	10,610	0	38,870	49,480
	DGA	13,010	5,610	730	19,350
	New DGA	0	80	20	100
	Future DGA	0	2,190	0	2,190
Rural Area	80	4,020	0	4,100	

Table 8A: 2031 Population and Employment by Municipality and Policy Area

Category	Policy Area/Municipality	Brampton	Caledon	Mississauga	Peel
Population	Total	811,970	116,010	842,070	1,770,050
	BUPA ¹	554,990	37,710	819,280	1,411,980
	UGC	23,440	0	106,470	129,910
	DGA	256,910	38,700	14,700	310,310
	New DGA	0	5,790	8,090	13,880
	Future DGA	0	9,380	0	9,380
Rural Area	70	24,430	0	24,500	
Units	Total	227,610	36,370	279,140	543,120
	BUPA ¹	162,650	12,250	271,810	446,710
	UGC	9,990	0	45,860	55,850
	DGA	64,950	11,520	4,330	80,800
	New DGA	0	1,720	3,000	4,720
	Future DGA	0	2,660	0	2,660
Rural Area	10	8,220	0	8,230	
Jobs	Total	284,880	50,970	533,970	869,820
	BUPA ¹	225,530	17,470	532,550	775,550
	UGC	20,380	0	50,840	71,220
	DGA	59,260	20,500	780	80,540
	New DGA	0	690	640	1,330
	Future DGA	0	6,720	0	6,720
Rural Area	90	5,590	0	5,680	

Table 8B: 2041 Population and Employment by Municipality and Policy Area

Category	Policy Area/Municipality	Brampton	Caledon	Mississauga	Peel
Population	Total	890,000	160,080	920,020	1,970,100
	BUPA ¹	579,210	44,130	895,560	1,518,900
	UGC	31,130	0	127,000	158,130
	DGA	310,720	42,680	14,950	368,350
	New DGA	0	7,470	9,510	16,980
	Future DGA	0	38,760	0	38,760
Rural Area	70	27,040	0	27,110	
Units	Total	250,460	50,080	307,470	608,010
	BUPA ¹	171,340	14,570	299,550	485,460
	UGC	12,850	0	54,130	66,980
	DGA	79,110	12,530	4,400	96,040
	New DGA	0	2,170	3,520	5,690
	Future DGA	0	11,930	0	11,930
Rural Area	10	8,880	0	8,890	
Jobs	Total	324,890	79,950	565,040	969,880
	BUPA ¹	239,870	18,430	563,490	821,790
	UGC	26,340	0	59,130	85,470
	DGA	84,640	25,390	810	110,840
	New DGA	0	840	740	1,580
	Future DGA	0	29,170	0	29,170
Rural Area	380	6,120	0	6,500	

Notes:

¹ - BUPA (Built-Up Area) includes also population and jobs within UGCs; UGCs population and jobs are also listed separately for reference purposes

² - New DGA include in progress settlement expansion in current ROPA such as Ninth Line and Mayfield West Phase 2 Stage 2 lands

³ - Future DGA include areas to be approved through future settlement boundary expansion. This includes all of Altoa, Mayfield West Stage 3, Tullamore and Bolton Study Areas

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 9: 2016-2031 Population and Employment Growth by Municipality and Policy Area

Category	Policy Area/Municipality	Brampton	Caledon	Mississauga	Peel
Population	Total	198,290	47,190	96,170	341,650
	BUPA ¹	46,940	2,780	87,070	136,790
	UGC	12,840	0	35,900	48,740
	DGA	151,350	29,270	1,010	181,630
	New DGA	0	5,760	8,090	13,850
	Future DGA	0	7,220	0	7,220
	Rural Area	0	2,160	0	2,160
Units	Total	59,790	15,170	38,330	113,290
	BUPA ¹	20,850	1,560	35,010	57,420
	UGC	5,200	0	15,900	21,100
	DGA	38,940	8,870	340	48,150
	New DGA	0	1,720	2,980	4,700
	Future DGA	0	2,140	0	2,140
	Rural Area	0	880	0	880
Jobs	Total	82,080	23,320	59,860	165,260
	BUPA ¹	35,820	1,720	59,190	96,730
	UGC	9,770	0	11,970	21,740
	DGA	46,250	14,890	50	61,190
	New DGA	0	610	620	1,230
	Future DGA	0	4,530	0	4,530
	Rural Area	10	1,570	0	1,580

Table 9A: 2031-2041 Population and Employment Growth by Municipality and Policy Area

Category	Policy Area/Municipality	Brampton	Caledon	Mississauga	Peel
Population	Total	78,030	44,070	77,950	200,050
	BUPA ¹	24,220	6,420	76,280	106,920
	UGC	7,690	0	20,530	28,220
	DGA	53,810	3,980	250	58,040
	New DGA	0	1,680	1,420	3,100
	Future DGA	0	29,380	0	29,380
	Rural Area	0	2,610	0	2,610
Units	Total	22,850	13,710	28,330	64,890
	BUPA ¹	8,690	2,320	27,740	38,750
	UGC	2,860	0	8,270	11,130
	DGA	14,160	1,010	70	15,240
	New DGA	0	450	520	970
	Future DGA	0	9,270	0	9,270
	Rural Area	0	660	0	660
Jobs	Total	40,010	28,980	31,070	100,060
	BUPA ¹	14,340	960	30,940	46,240
	UGC	5,960	0	8,290	14,250
	DGA	25,380	4,890	30	30,300
	New DGA	0	150	100	250
	Future DGA	0	22,450	0	22,450
	Rural Area	290	530	0	820

Table 9B: 2016-2041 Population and Employment Growth by Municipality and Policy Area

Category	Policy Area/Municipality	Brampton	Caledon	Mississauga	Peel
Population	Total	276,320	91,260	174,120	541,700
	BUPA ¹	71,160	9,200	163,350	243,710
	UGC	20,530	0	56,430	76,960
	DGA	205,160	33,250	1,260	239,670
	New DGA	0	7,440	9,510	16,950
	Future DGA	0	36,600	0	36,600
	Rural Area	0	4,770	0	4,770
Units	Total	82,640	28,880	66,660	178,180
	BUPA ¹	29,540	3,880	62,750	96,170
	UGC	8,060	0	24,170	32,230
	DGA	53,100	9,880	410	63,390
	New DGA	0	2,170	3,500	5,670
	Future DGA	0	11,410	0	11,410
	Rural Area	0	1,540	0	1,540
Jobs	Total	122,090	52,300	90,930	265,320
	BUPA ¹	50,160	2,680	90,130	142,970
	UGC	15,730	0	20,260	35,990
	DGA	71,630	19,780	80	91,490
	New DGA	0	760	720	1,480
	Future DGA	0	26,980	0	26,980
	Rural Area	300	2,100	0	2,400

Notes:

¹ - BUPA (Built-Up Area) includes also population and jobs within UGCs; UGCs population and jobs are also listed separately for reference purposes

² - New DGA include in progress settlement expansion in current ROPA such as Ninth Line and Mayfield West Phase 2 Stage 2 lands

³ - Future DGA include areas to be approved through future settlement boundary expansion. This includes all of Alloo, Mayfield West Stage 3, Tullamore and Bolton Study Areas

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Table 10: Projected Intensification Rates by Municipality

Category	Policy Area/Municipality	Brampton	Caledon	Mississauga	Peel
2016-2031	Total Units	59,790	15,180	38,330	113,000
	Intensification Units	20,850	1,560	35,010	57,500
	Intensification Rate	35%	10%	91%	51%
2031-2041	Total Units	22,850	13,710	28,330	65,000
	Intensification Units	8,690	2,320	27,740	39,000
	Intensification Rate	38%	17%	98%	60%

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Table 11: Calculation of Density within Designated Greenfield Area - Community/Non-Employment Areas - August 2017 Scenario

2041 Planned DGA Densities - Community/Non-Employment Areas										
DGA Status		Municipality	DGA		DGA Lands (ha)					P2G Density (r&j/ha)
			Residents	Jobs	Gross	Environmenta l Density Exclusions ¹	Non- environmental Density Exclusions ¹	Total Exclusions ¹	Developable Lands ³	
DGA	Approved and in effect as of July 1, 2017	Brampton	310,720	44,000	7,418	1,535.0	76.0	1,611.0	5,507	64.4
		Caledon ²	42,500	9,300	1,094	216.0	18.0	234.0	860	60.2
		Mississauga	14,950	810	188	6.0	0.0	6.0	182	86.6
		Peel	368,170	54,110	8,700	1,757	94	1,851	6,449	65.5
New DGA	To be approved after July 1, 2017 - In Process	Ninth Line Lands ⁴	9,510	400	350				98	101.1
	To be approved after July 1, 2017 - In Process	Mayfield West Phase 2 -stage 2	7,500	850	110	2	1	3	107	78.0
Future DGA	To be approved after July 1, 2017 - Additional Required	Future Caledon Expansion(s)	40,000	4,500	TBD	TBD	TBD	TBD	567	78.5
	To be approved after July 1, 2017	Brampton	NA	NA	NA	NA	NA	NA	NA	NA
		Caledon	47,500	5,350	TBD	TBD	TBD	TBD	674	78.4
		Mississauga	9,510	400	350	0	0	0	98	101.1
	Peel	57,010	5,750	TBD	TBD	TBD	TBD	784	80.1	

Notes:

¹ - the takeouts

² - includes greenfield lands added through ROPA 30 adopted by Regional Council on December 8, 2016

³ - Developable area reduced by 300 ha needed for employment lands employment within the Heritage Heights (not designated yet in the secondary plan)

⁴ -Takeouts and developable lands are based on the land budget prepared for the Ninth Line ROPA

BUPA (Built-Up Area) includes also population and jobs within UGCs; UGCs population and jobs are also listed separately for reference purposes

New DGA include in progress settlement expansion in current ROPA such as Ninth Line and Mayfield West Phase 2 Stage 2 lands

Future DGA include areas to be approved through future settlement boundary expansion. This includes all of Alloo, Mayfield West Stage 3, Tullamore and Bolton Study Areas

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 11A: Calculation of Density within Designated Greenfield Area - Employment Areas - August 2017 Scenario

2041 Planned DGA Densities - Employment Areas										
DGA Status		Municipality	DGA		DGA Lands (ha)				P2G Density (r&j/ha)	
			Residents	Jobs	Gross	Environmental Density Exclusions ¹	Non-environmental Density Exclusions ¹	Total Exclusions ¹		Developable Lands
DGA	Approved and in effect as of July 1, 2017	Brampton	0	40,640	1,320	243.0	20.0	263.0	1,357	29.9
		Caledon ²	0	16,000	713	116.0	7.0	123.0	590	27.1
		Mississauga	NA	NA	NA	NA	NA	NA	NA	NA
		Peel	0	56,640	2,033	359	27	386	2,047	27.7
New DGA	To be approved after July 1, 2017 - In Process	Ninth Line Lands	0	340	49	15	22	37	12	28.3
Future DGA	To be approved after July 1, 2017 - Additional Required	Future Caledon Expansion(s)	0	19,500	TBD	TBD	TBD	TBD	650	30.0
		Brampton	NA	NA	NA	NA	NA	NA	NA	NA
	To be approved after July 1, 2017	Caledon	0	19,500	TBD	TBD	TBD	TBD	650	30.0
		Mississauga	0	340	TBD	TBD	TBD	TBD	12	28.3
		Peel	0	19,840	TBD	TBD	TBD	TBD	662	30.0

Notes:

300 ha in NW Brampton was added to Brampton's developable lands within DGA , but not added to gross area since location to be determined

BUPA (Built-Up Area) includes also population and jobs within UGCs; UGCs population and jobs are also listed separately for reference purposes

New DGA include in progress settlement expansion in current ROPA such as Ninth Line and Mayfield West Phase 2 Stage 2 lands

Future DGA include areas to be approved through future settlement boundary expansion. This includes all of Alloo, Mayfield West Stage 3, Tullamore and Bolton Study Areas

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PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 11B: Densities within Urban Growth Centres in Peel

Planning Horizon	Municipality	Residents	Jobs	Gross Area (ha)	Projected Density (r&j/ha)	Growth Plan/ROP Minimum Density (r&j/ha)
2016	Brampton	10,600	10,610	224	95	200
	Mississauga	70,570	38,870	559	196	200
2031	Brampton	23,440	20,380	224	196	200
	Mississauga	106,470	50,840	559	281	200
2041	Brampton	31,130	26,340	224	257	200
	Mississauga	127,000	59,130	559	333	200

Note: Density calculation for UGC is based on Gross density

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PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

Table 12 : Revised Table 3 of ROP

Table 3: Population, Household and Employment Forecasts for Peel						
Municipality	2031			2041		
	Population ¹	Households	Employment	Population ¹	Households	Employment
Brampton	812,000	228,000	285,000	890,000	251,000	325,000
Caledon	116,000	36,000	51,000	160,000	50,000	80,000
Mississauga	842,000	279,000	534,000	920,000	308,000	565,000
Peel	1,770,000	543,000	870,000	1,970,000	609,000	970,000

Note:

¹ - Population figures include the undercount of 3.94% which is consistent with Amendment 2 to the Growth Plan.

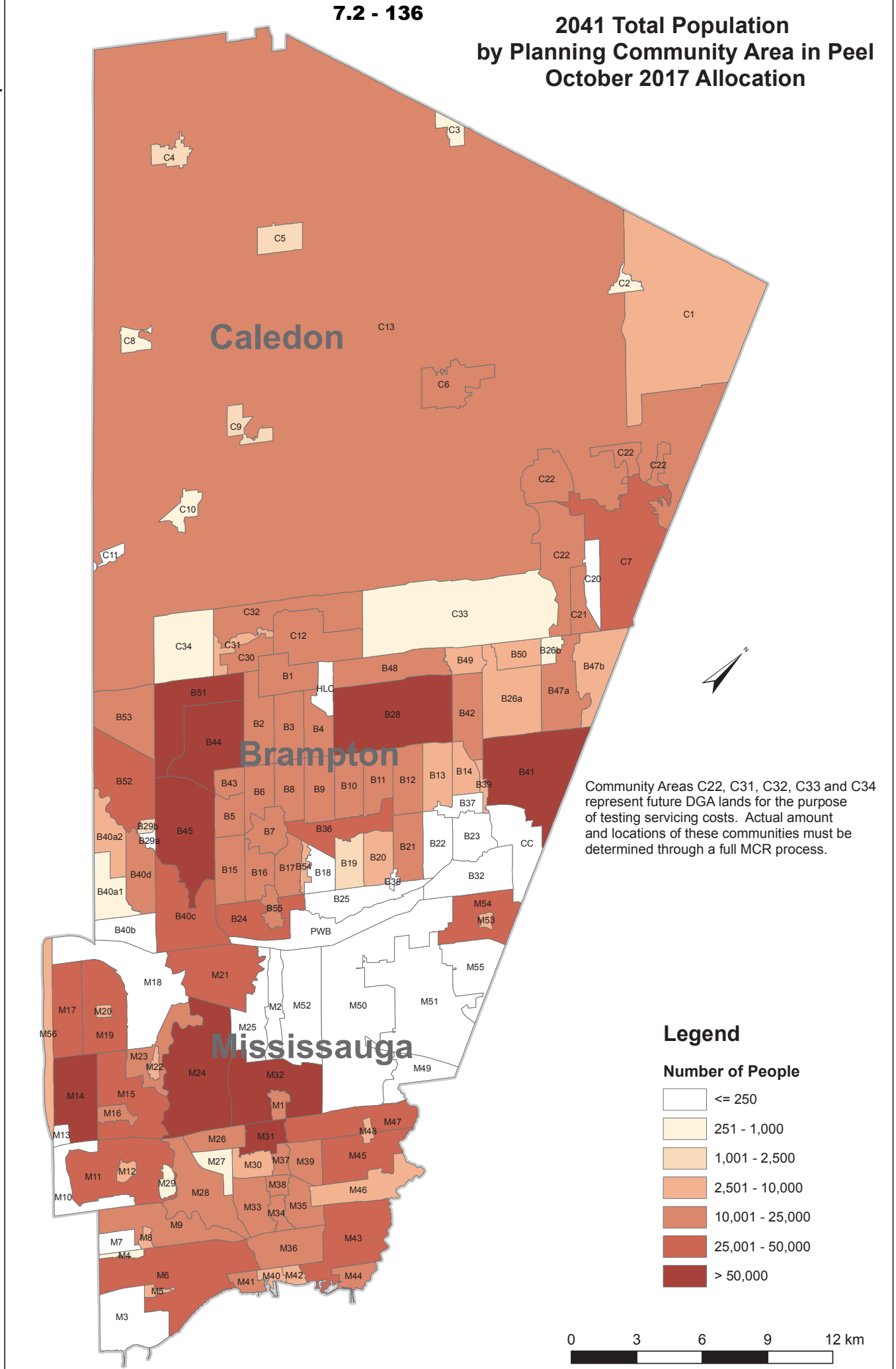
PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

OCTOBER 2017 ALLOCATION - 2041 TOTAL POPULATION BY MUNICIPALITY AND PLANNING COMMUNITY AREA									
Municipality/Community Planning Area	Map Label	2016	2021	2031	2036	2041	2016-2031 Growth	2016-2041 Growth	2031-2041 Growth
Peel		1,428,400	1,540,400	1,770,050	1,870,000	1,970,100	341,650	541,700	200,050
BRAMPTON									
Brampton		613,680	683,700	811,970	853,940	890,000	198,290	276,320	78,030
Snelgrove	B1	11,880	12,480	13,210	13,350	13,410	1,330	1,530	200
Westgate	B10	14,630	14,610	14,570	14,570	14,620	-60	-10	50
Central Park	B11	16,230	16,120	15,980	15,940	15,970	-250	-260	-10
Northgate	B12	16,500	16,380	16,260	16,250	16,260	-240	-240	0
Bramalea North Industrial	B13	2,810	2,780	2,750	2,750	2,750	-60	-60	0
Gore Industrial North	B14	2,940	3,110	3,330	3,410	3,440	390	500	110
Fletchers West	B15	19,680	20,520	21,100	21,260	21,420	1,420	1,740	320
Brampton South	B16	15,520	15,280	15,580	15,720	15,880	60	360	300
Brampton East	B17	10,090	10,040	10,030	10,200	10,350	-60	260	320
Brampton East Industrial	B18	10	10	10	10	10	0	0	0
Bramalea West Industrial	B19	1,230	1,250	1,240	1,230	1,230	10	0	-10
Sandalwood Industrial East	B2	10,840	10,790	10,710	10,690	10,710	-130	-130	0
Avondale	B20	9,290	9,180	9,150	9,170	9,210	-140	-80	60
Southgate	B21	14,100	14,040	14,080	14,120	14,170	-20	70	90
Bramalea South Industrial	B22	0	0	0	0	0	0	0	0
Gore Industrial South	B23	10	10	10	10	10	0	0	0
Fletchers Creek South	B24	30,450	30,310	30,660	30,800	31,090	210	640	430
Steeles Industrial	B25	10	10	0	0	0	-10	-10	0
Toronto Gore Rural Estate A	B26a	2,200	2,430	2,690	2,710	2,740	490	540	50
Toronto Gore Rural Estate B	B26b	260	270	810	890	950	550	690	140
Sandringham-Wellington	B28	91,190	93,960	97,770	98,880	100,240	6,580	9,050	2,470
Huttonville A	B29a	250	250	240	240	240	-10	-10	0
Huttonville B	B29b	20	230	1,510	1,650	1,710	1,490	1,690	200
Heart Lake West	B3	17,820	17,700	17,590	17,560	17,600	-230	-220	10
Parkway Belt Industrial	B32	10	10	10	10	10	0	0	0
Queen Street Corridor	B36	24,870	27,460	36,900	41,660	45,430	12,030	20,560	8530
Airport Road Highway 7 Business Centre	B37	20	20	0	0	0	-20	-20	0
Bramalea Road South Gateway Redevelopment Area	B38	0	0	0	0	0	0	0	0
Goreway Drive Corridor	B39	1,290	1,720	2,290	2,450	2,580	1,000	1,290	290
Heart Lake East	B4	10,390	10,760	10,900	10,940	11,010	510	620	110
Bram West A1	B40a1	110	240	390	400	410	280	300	20
Bram West A2	B40a2	400	3,980	7,970	8,390	8,600	7,570	8,200	630
Bram West B	B40b	10	10	10	10	10	0	0	0
Bram West C	B40c	15,580	19,500	24,480	25,080	25,510	8,900	9,930	1030
Bram West D	B40d	1,290	6,700	13,270	14,070	14,620	11,980	13,330	1350
Bram East	B41	52,860	55,530	58,370	58,750	59,180	5,510	6,320	810
Vales of Castlemore	B42	16,590	17,290	18,110	18,190	18,270	1,520	1,680	160
Fletchers Creek Village	B43	10,180	10,520	10,950	11,090	11,140	770	960	190
Fletchers Meadow	B44	54,630	54,620	56,300	56,860	57,240	1,670	2,610	940
Credit Valley	B45	29,610	41,740	54,880	56,280	57,040	25,270	27,430	2160
Highway 427 Industrial A	B47a	160	150	12,980	15,360	16,910	12,820	16,750	3930
Highway 427 Industrial B	B47b	210	210	4,350	5,170	5,730	4,140	5,520	1380
Countryside Villages	B48	720	7,440	16,940	18,530	20,050	16,220	19,330	3110
Vales of Castlemore North	B49	6,220	6,300	6,370	6,380	6,390	150	170	20
Northwood Park	B5	10,340	10,240	10,200	10,190	10,230	-140	-110	30
Vales of Humber	B50	690	4,270	8,250	8,670	8,890	7,560	8,200	640
Mount Pleasant	B51	9,040	28,440	47,910	50,650	52,930	38,870	43,890	5020
Huttonville North	B52	220	420	15,180	21,350	26,260	14,960	26,040	11080
Mount Pleasant West	B53	150	150	140	11,270	21,940	-10	21,790	21800
Kennedy Road South Revitalization Area	B54	3,210	3,350	3,710	3,850	3,930	500	720	220
Hurontario-Main Street Corridor (proposed)	B55	6,050	7,680	13,380	16,290	19,180	7,330	13,130	5800
Brampton West	B6	15,380	15,400	15,410	15,430	15,480	30	100	70
Downtown Brampton	B7	13,750	15,850	20,550	22,490	24,160	6,800	10,410	3610
Brampton North	B8	17,930	18,230	18,910	19,140	19,250	980	1,320	340
Madoc	B9	23,690	23,590	23,460	23,460	23,490	-230	-200	30
Claireville	CC	100	100	100	100	100	0	0	0
Heart Lake	HLC	10	10	10	10	10	0	0	0
Parkway Belt West	PWB	10	10	10	10	10	0	0	0
CALEDON									
Caledon		68,820	78,970	116,010	136,850	160,080	47,190	91,260	44,070
Palgrave Estate	C1	3470	3770	5010	5590	6200	1540	2730	1190
Cheltenham	C10	500	530	710	800	900	210	400	190
Terra Cotta	C11	210	210	220	230	240	10	30	20
Mayfield West	C12	10,200	14,710	17,800	18,550	19,230	7,600	9,030	1,430
Caledon Rural Area	C13	14,570	14,280	14,500	14,790	15,170	-70	600	670
Palgrave	C2	840	830	850	880	900	10	60	50
Bolt Emp Exp	C20	70	70	70	70	70	0	0	0
Bolt 1	C21	100	100	8,810	9,900	10,740	8,710	10,640	1,930
Bolton Study Area	C22	680	630	5,270	12,350	21,190	4,590	20,510	15,920
Mono Mills	C3	660	670	730	780	820	70	160	90
MW-Ph2	C30	70	3,580	9,710	10,340	10,640	9,640	10,570	930
MW-Ph2St2	C31	30	30	5,790	7,060	7,470	5,760	7,440	1,680
Mayfield West Study Area	C32	300	270	2,940	8,760	16,390	2,640	16,090	13,450
Tullamore	C33	850	840	840	840	850	-10	0	10
Alloa	C34	330	330	330	330	330	0	0	0
Alton	C4	890	920	1,110	1,210	1,320	220	430	210

APPENDIX IV
PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULATION ON DRAFT AMENDMENT

OCTOBER 2017 ALLOCATION - 2041 TOTAL POPULATION BY MUNICIPALITY AND PLANNING COMMUNITY AREA									
Municipality/Community Planning Area	Map Label	2016	2021	2031	2036	2041	2016-2031 Growth	2016-2041 Growth	2031-2041 Growth
Caledon Village	C5	1,620	1,610	1,670	1,730	1,780	50	160	110
Caledon East	C6	5,070	7,070	9,460	10,230	10,900	4,390	5,830	1,440
Bolton	C7	27,230	27,360	28,890	31,020	33,450	1,660	6,220	4,560
Belfountain	C8	200	220	300	340	390	100	190	90
Inglewood	C9	930	940	1,000	1,050	1,100	70	170	100
M I S S I S S A U G A									
Mississauga		745,900	777,730	842,070	879,210	920,020	96,170	174,120	77,950
Uptown MN	M1	10,340	11,980	15,250	16,560	17,940	4,910	7,600	2,690
Western Business Park EA	M10	0	0	0	0	0	0	0	0
Erin Mills NHD	M11	41,060	41,600	41,860	42,140	42,970	800	1,910	1,110
South Common CN	M12	5,310	5,330	5,310	5,320	5,850	0	540	540
Churchill Meadows EA	M13	0	0	0	100	190	0	190	190
Churchill Meadows NHD	M14	50,440	52,000	52,440	52,820	53,220	2,000	2,780	780
Central Erin Mills NHD	M15	30,760	31,390	31,710	31,990	32,300	950	1,540	590
Central Erin Mills MN	M16	4,790	6,520	11,820	13,220	14,710	7,030	9,920	2,890
Lisgar NHD	M17	32,210	33,110	33,560	33,730	34,150	1,350	1,940	590
Meadowvale Business Park CC	M18	0	0	0	0	0	0	0	0
Meadowvale NHD	M19	38,350	39,350	40,120	40,590	41,240	1,770	2,890	1,120
Gateway CC	M2	0	0	0	0	0	0	0	0
Meadowvale CN	M20	2,880	2,850	3,190	3,610	3,990	310	1,110	800
Meadowvale Village NHD	M21	30,730	31,480	33,190	34,080	34,810	2,460	4,080	1,620
Streetsville CN	M22	1,180	1,610	1,910	2,380	2,840	730	1,660	930
Streetsville NHD	M23	10,880	11,110	11,250	11,320	12,120	370	1,240	870
East Credit NHD	M24	68,540	70,560	71,650	72,220	72,910	3,110	4,370	1,260
Gateway EA (West)	M25	0	0	0	0	0	0	0	0
Creditview NHD	M26	11,200	11,240	11,190	11,210	11,360	-10	160	170
Mavis-Erindale EA	M27	0	0	0	260	540	0	540	540
Erindale NHD	M28	22,370	22,560	22,710	22,800	23,470	340	1,100	760
UTM SPA	M29	590	610	610	610	620	20	30	10
Southdown EA	M3	0	0	0	0	0	0	0	0
Fairview NHD	M30	7,910	7,950	7,920	7,930	8,140	10	230	220
DT Core	M31	28,240	35,420	58,460	64,320	70,930	30,220	42,690	12,470
Hurontario NHD	M32	54,030	54,680	56,660	57,880	58,820	2,630	4,790	2,160
Cooksville NHD (West)	M33	15,790	16,110	16,540	16,720	16,920	750	1,130	380
DT Hospital	M34	13,900	15,120	15,080	15,670	16,390	1,180	2,490	1,310
Cooksville NHD (East)	M35	8,380	8,650	9,960	10,610	11,510	1,580	3,130	1,550
Mineola NHD	M36	9,770	10,620	11,040	11,170	11,280	1,270	1,510	240
DT Fairview	M37	17,790	21,350	21,190	21,090	21,080	3,400	3,290	-110
DT Cooksville	M38	10,640	10,970	11,740	15,090	18,600	1,100	7,960	6,860
Mississauga Valleys NHD	M39	13,940	14,330	14,900	15,470	15,850	960	1,910	950
Clarkson EA	M4	0	0	0	190	380	0	380	380
Port Credit CN	M40	6,070	6,000	5,960	7,200	8,500	-110	2,430	2,540
Port Credit NHD (West)	M41	3,220	5,570	9,470	10,700	11,480	6,250	8,260	2,010
Port Credit NHD (East)	M42	2,470	2,660	3,340	4,000	4,400	870	1,930	1,060
Lakeview NHD	M43	22,310	23,470	25,090	26,040	26,730	2,780	4,420	1,640
Lakeview EA	M44	0	0	4,580	8,680	12,890	4,580	12,890	8,310
Applewood NHD	M45	39,880	40,160	40,260	41,590	42,450	380	2,570	2,190
Dixie EA	M46	380	380	390	4,930	9,850	10	9,470	9,460
Rathwood NHD	M47	28,640	28,950	29,050	29,170	29,660	410	1,020	610
Rathwood-Applewood CN	M48	3,350	3,300	3,560	3,810	4,030	210	680	470
Airport CC	M49	0	0	0	0	0	0	0	0
Clarkson Village CN	M5	2,580	2,600	2,670	3,030	3,350	90	770	680
Northeast EA (West)	M50	160	170	190	200	210	30	50	20
Airport SPA	M51	0	0	0	0	0	0	0	0
Gateway EA (East)	M52	0	0	0	0	0	0	0	0
Malton CN	M53	3,250	3,190	3,510	3,790	4,020	260	770	510
Malton NHD	M54	36,700	37,150	37,330	37,460	38,380	630	1,680	1,050
Northeast EA (East)	M55	0	0	0	0	0	0	0	0
Ninth Line SSA	M56	0	0	8,090	9,240	9,510	8,090	9,510	1,420
Clarkson - Lorne Park NHD	M6	38,360	38,950	39,720	40,120	40,520	1,360	2,160	800
Sheridan Park CC	M7	0	0	0	0	0	0	0	0
Sheridan CN	M8	3,890	3,810	4,330	4,750	5,130	440	1,240	800
Sheridan NHD	M9	12,620	12,870	13,270	13,400	13,780	650	1,160	510

2041 Total Population
 by Planning Community Area in Peel
 October 2017 Allocation



Community Areas C22, C31, C32, C33 and C34 represent future DGA lands for the purpose of testing servicing costs. Actual amount and locations of these communities must be determined through a full MCR process.

Legend

Number of People

White	<= 250
Lightest Orange	251 - 1,000
Light Orange	1,001 - 2,500
Orange	2,501 - 10,000
Dark Orange	10,001 - 25,000
Red-Orange	25,001 - 50,000
Dark Red	> 50,000



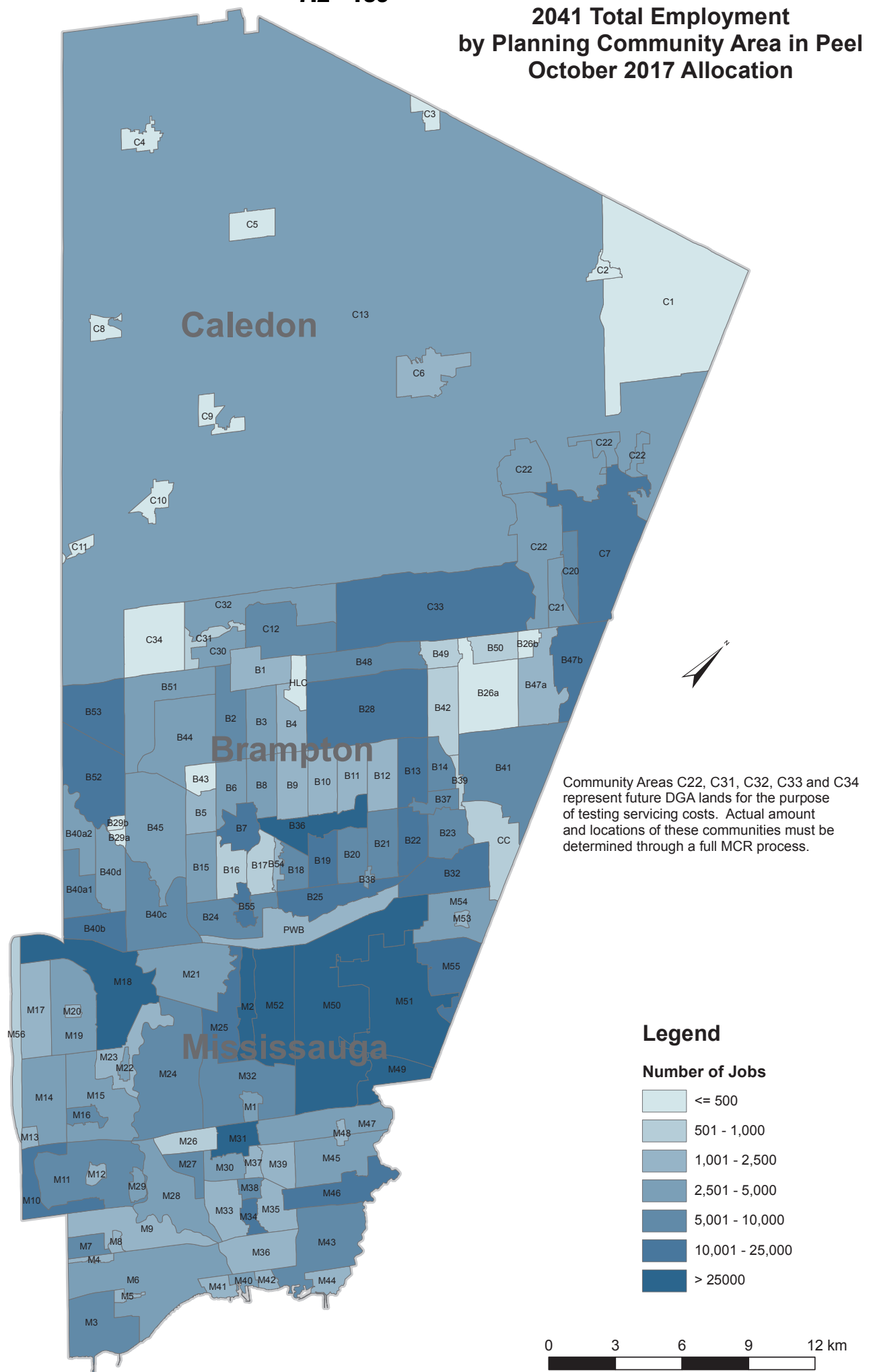
OCTOBER 2017 ALLOCATION - 2041 TOTAL EMPLOYMENT BY MUNICIPALITY AND PLANNING COMMUNITY AREA									
Municipality/Community Planning Area	Map Label	2016	2021	2031	2036	2041	2016-2031 Growth	2016-2041 Growth	2031-2041 Growth
Peel		704,560	766,000	869,820	914,840	969,880	165,260	265,320	100,060
B R A M P T O N									
Brampton		202,800	234,440	284,880	303,870	324,890	82,080	122,090	40,010
Snelgrove	B1	820	1,000	1,090	1,120	1,150	270	330	60
Westgate	B10	900	940	990	990	1,010	90	110	20
Central Park	B11	1,150	1,190	1,220	1,230	1,290	70	140	70
Northgate	B12	930	970	1,010	1,020	1,050	80	120	40
Bramalea North Industrial	B13	12,160	12,520	12,620	12,420	12,380	460	220	-240
Gore Industrial North	B14	5,120	5,260	5,310	5,240	5,220	190	100	-90
Fletchers West	B15	2,120	2,280	2,440	2,490	2,580	320	460	140
Brampton South	B16	550	560	600	600	650	50	100	50
Brampton East	B17	730	750	790	830	860	60	130	70
Brampton East Industrial	B18	8,300	8,600	8,720	8,580	8,540	420	240	-180
Bramalea West Industrial	B19	12,280	12,390	12,360	12,220	12,170	80	-110	-190
Sandalwood Industrial East	B2	8,370	9,200	9,710	9,610	9,610	1,340	1,240	-100
Avondale	B20	5,270	5,410	5,460	5,370	5,360	190	90	-100
Southgate	B21	5,030	5,160	5,270	5,210	5,220	240	190	-50
Bramalea South Industrial	B22	12,300	12,620	12,680	12,470	12,410	380	110	-270
Gore Industrial South	B23	9,040	9,440	9,600	9,430	9,400	560	360	-200
Fletchers Creek South	B24	4,450	4,640	4,970	5,050	5,210	520	760	240
Steeles Industrial	B25	15,170	15,740	15,920	15,690	15,640	750	470	-280
Toronto Gore Rural Estate A	B26a	360	400	450	460	460	90	100	10
Toronto Gore Rural Estate B	B26b	10	10	40	40	50	30	40	10
Sandringham-Wellington	B28	10,680	11,530	12,760	13,090	13,570	2,080	2,890	810
Huttonville A	B29a	20	30	30	30	30	10	10	0
Huttonville B	B29b	0	10	90	90	100	90	100	10
Heart Lake West	B3	2,810	2,950	3,130	3,170	3,280	320	470	150
Parkway Belt Industrial	B32	8,220	10,020	10,950	11,020	11,310	2,730	3,090	360
Queen Street Corridor	B36	20,980	23,540	29,370	30,660	32,930	8,390	11,950	3560
Airport Road Highway 7 Business Centre	B37	5,210	5,670	5,950	5,910	6,200	740	990	250
Bramalea Road South Gateway Redevelopment Area	B38	560	880	1,880	2,490	3,400	1,320	2,840	1520
Goreway Drive Corridor	B39	560	760	940	940	980	380	420	40
Heart Lake East	B4	770	820	980	1,000	1,040	210	270	60
Bram West A1	B40a1	2,800	6,320	8,790	8,940	9,180	5,990	6,380	390
Bram West A2	B40a2	140	1,560	2,610	2,670	2,810	2,470	2,670	200
Bram West B	B40b	5,510	7,340	9,770	10,470	11,480	4,260	5,970	1710
Bram West C	B40c	1,830	3,420	5,840	6,850	8,110	4,010	6,280	2270
Bram West D	B40d	980	1,490	2,880	2,950	3,240	1,900	2,260	360
Bram East	B41	4,190	6,930	8,770	9,400	10,000	4,580	5,810	1230
Vales of Castlemore	B42	570	630	720	730	750	150	180	30
Fletchers Creek Village	B43	350	380	420	430	450	70	100	30
Fletchers Meadow	B44	3,050	3,260	3,750	3,850	4,400	700	1,350	650
Credit Valley	B45	1,760	2,590	3,460	3,690	3,960	1,700	2,200	500
Highway 427 Industrial A	B47a	20	20	790	1,040	1,180	770	1,160	390
Highway 427 Industrial B	B47b	480	820	11,460	13,870	14,780	10,980	14,300	3320
Countryside Villages	B48	760	2,870	5,110	5,360	5,710	4,350	4,950	600
Vales of Castlemore North	B49	250	370	590	680	700	340	450	110
Northwood Park	B5	1,120	1,150	1,180	1,180	1,180	60	60	0
Vales of Humber	B50	40	260	500	520	540	460	500	40
Mount Pleasant	B51	570	1,770	3,160	3,510	3,770	2,590	3,200	610
Huttonville North	B52	180	2,200	6,250	8,990	11,780	6,070	11,600	5530
Mount Pleasant West	B53	0	0	920	6,560	12,340	920	12,340	11420
Kennedy Road South Revitalization Area	B54	1,780	1,900	1,930	1,930	1,940	150	160	10
Hurontario-Main Street Corridor (proposed)	B55	7,490	8,290	9,580	10,420	10,930	2,090	3,440	1350
Brampton West	B6	2,950	3,070	3,230	3,240	3,310	280	360	80
Downtown Brampton	B7	5,930	6,930	9,860	12,000	12,980	3,930	7,050	3120
Brampton North	B8	2,290	2,420	2,590	2,720	2,810	300	520	220
Madoc	B9	1,440	1,490	1,560	1,580	1,610	120	170	50
Claireville	CC	520	550	600	600	630	80	110	30
Heart Lake	HLC	40	40	40	40	40	0	0	0
Parkway Belt West	PWB	890	1,080	1,190	1,180	1,180	300	290	-10
C A L E D O N									
Caledon		27,650	32,260	50,970	62,620	79,950	23,320	52,300	28,980
Palgrave Estate	C1	240	270	370	430	480	130	240	110
Cheltenham	C10	30	30	50	50	60	20	30	10
Terra Cotta	C11	20	20	20	20	30	0	10	10
Mayfield West	C12	2,470	3,880	7,070	8,650	9,390	4,600	6,920	2,320
Caledon Rural Area	C13	3,080	3,400	4,430	4,660	4,750	1,350	1,670	320
Palgrave	C2	140	140	150	150	160	10	20	10
Bolt Emp Exp	C20	1,280	1,700	4,360	4,880	5,100	3,080	3,820	740
Bolt 1	C21	90	90	1,640	1,740	2,610	1,550	2,520	970
Bolton Study Area	C22	510	600	1,370	3,470	4,770	860	4,260	3,400
Mono Mills	C3	150	150	160	170	180	10	30	20
MW-Ph2	C30	200	710	2,610	2,850	2,940	2,410	2,740	330
MW-Ph2St2	C31	80	80	690	810	840	610	760	150
Mayfield West Study Area	C32	450	460	750	2,370	3,450	300	3,000	2,700
Tullamore	C33	1,100	1,690	4,470	8,790	20,820	3,370	19,720	16,350
Alloa	C34	130	130	130	130	130	0	0	0
Alton	C4	170	180	200	210	230	30	60	30

APPENDIX IV

PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

OCTOBER 2017 ALLOCATION - 2041 TOTAL EMPLOYMENT BY MUNICIPALITY AND PLANNING COMMUNITY AREA									
Municipality/Community Planning Area	Map Label	2016	2021	2031	2036	2041	2016-2031 Growth	2016-2041 Growth	2031-2041 Growth
Caledon Village	C5	240	240	250	250	270	10	30	20
Caledon East	C6	1,250	1,510	1,790	1,890	1,990	540	740	200
Bolton	C7	15,830	16,790	20,250	20,870	21,520	4,420	5,690	1,270
Belfountain	C8	40	40	50	60	60	10	20	10
Inglewood	C9	150	150	160	170	170	10	20	10
M I S S I S S A U G A									
Mississauga		474,110	499,300	533,970	548,350	565,040	59,860	90,930	31,070
Uptown MN	M1	2,410	2,950	3,310	3,440	3,600	900	1,190	290
Western Business Park EA	M10	10,940	11,400	11,570	11,690	12,000	630	1,060	430
Erin Mills NHD	M11	7,520	7,640	8,190	8,230	8,360	670	840	170
South Common CN	M12	1,370	1,450	1,520	1,650	1,740	150	370	220
Churchill Meadows EA	M13	0	580	1,440	1,780	1,860	1,440	1,860	420
Churchill Meadows NHD	M14	3,710	3,840	3,930	4,010	4,070	220	360	140
Central Erin Mills NHD	M15	3,040	3,120	3,200	3,250	3,310	160	270	110
Central Erin Mills MN	M16	7,410	8,080	8,990	9,420	9,890	1,580	2,480	900
Lisgar NHD	M17	2,200	2,260	2,350	2,370	2,420	150	220	70
Meadowvale Business Park CC	M18	51,810	53,750	57,080	58,480	59,280	5,270	7,470	2,200
Meadowvale NHD	M19	2,710	2,800	2,890	2,930	2,990	180	280	100
Gateway CC	M2	18,160	24,080	29,630	31,730	34,760	11,470	16,600	5,130
Meadowvale CN	M20	1,400	1,450	1,530	1,600	1,770	130	370	240
Meadowvale Village NHD	M21	3,080	3,180	3,320	3,390	3,470	240	390	150
Streetsville CN	M22	1,960	2,110	2,240	2,320	2,530	280	570	290
Streetsville NHD	M23	1,750	1,810	1,850	1,890	1,970	100	220	120
East Credit NHD	M24	8,640	8,980	9,210	9,370	9,580	570	940	370
Gateway EA (West)	M25	13,880	14,780	14,810	15,000	15,090	930	1,210	280
Creditview NHD	M26	900	930	960	960	980	60	80	20
Mavis-Erindale EA	M27	9,020	9,130	9,410	9,460	9,540	390	520	130
Erindale NHD	M28	2,420	2,470	2,520	2,550	2,610	100	190	90
UTM SPA	M29	2,060	2,260	2,440	2,440	2,550	380	630	250
Southdown EA	M3	5,700	6,710	8,210	8,540	8,710	2,510	3,010	500
Fairview NHD	M30	2,480	2,580	2,630	2,690	2,760	150	280	130
DT Core	M31	23,470	26,650	33,380	35,770	38,680	9,910	15,210	5,300
Huronario NHD	M32	4,580	5,700	5,900	6,200	6,320	1,320	1,740	420
Cooksville NHD (West)	M33	1,990	2,340	2,400	2,430	2,460	410	470	60
DT Hospital	M34	10,730	11,720	12,270	12,900	13,660	1,540	2,930	1,390
Cooksville NHD (East)	M35	1,670	1,730	1,950	1,990	2,150	280	480	200
Mineola NHD	M36	1,400	1,490	1,520	1,540	1,560	120	160	40
DT Fairview	M37	1,120	1,410	1,420	1,430	1,740	300	620	320
DT Cooksville	M38	3,550	3,620	3,770	4,500	5,050	220	1,500	1,280
Mississauga Valleys NHD	M39	1,400	1,430	1,490	1,540	1,580	90	180	90
Clarkson EA	M4	970	1,180	1,210	1,230	1,440	240	470	230
Port Credit CN	M40	2,540	2,640	2,910	3,060	3,250	370	710	340
Port Credit NHD (West)	M41	840	940	1,130	1,200	1,250	290	410	120
Port Credit NHD (East)	M42	950	1,000	1,150	1,180	1,220	200	270	70
Lakeview NHD	M43	5,820	6,060	6,290	6,430	6,600	470	780	310
Lakeview EA	M44	1,760	1,770	1,930	2,120	2,340	170	580	410
Applewood NHD	M45	4,460	4,610	4,700	4,830	4,950	240	490	250
Dixie EA	M46	16,900	17,160	17,300	17,880	18,410	400	1,510	1,110
Rathwood NHD	M47	2,450	2,510	2,550	2,590	2,650	100	200	100
Rathwood-Applewood CN	M48	1,440	1,520	1,710	1,780	1,840	270	400	130
Airport CC	M49	35,280	35,870	41,950	43,190	44,310	6,670	9,030	2,360
Clarkson Village CN	M5	1,360	1,460	1,680	1,740	1,820	320	460	140
Northeast EA (West)	M50	88,120	89,610	89,640	89,740	89,930	1,520	1,810	290
Airport SPA	M51	23,430	23,940	24,890	25,360	25,860	1,460	2,430	970
Gateway EA (East)	M52	31,580	31,740	31,820	31,780	32,000	240	420	180
Malton CN	M53	1,270	1,430	1,530	1,590	1,670	260	400	140
Malton NHD	M54	3,450	3,560	3,640	3,700	3,800	190	350	160
Northeast EA (East)	M55	22,850	23,140	23,850	23,950	24,190	1,000	1,340	340
Ninth Line SSA	M56	20	20	640	730	740	620	720	100
Clarkson - Lorne Park NHD	M6	4,020	4,160	4,310	4,370	4,460	290	440	150
Sheridan Park CC	M7	6,380	6,720	7,850	8,160	8,880	1,470	2,500	1,030
Sheridan CN	M8	1,960	1,990	2,070	2,210	2,280	110	320	210
Sheridan NHD	M9	1,780	1,840	1,890	1,930	1,970	110	190	80

2041 Total Employment
by Planning Community Area in Peel
October 2017 Allocation



Community Areas C22, C31, C32, C33 and C34 represent future DGA lands for the purpose of testing servicing costs. Actual amount and locations of these communities must be determined through a full MCR process.

Legend

Number of Jobs

<= 500
501 - 1,000
1,001 - 2,500
2,501 - 5,000
5,001 - 10,000
10,001 - 25,000
> 25,000



PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

OCTOBER 2017 ALLOCATION - 2041 TOTAL HOUSING UNITS BY MUNICIPALITY AND PLANNING COMMUNITY AREA									
Municipality/Community Planning Area	Map Label	2016	2021	2031	2036	2041	2016-2031 Growth	2016-2041 Growth	2031-2041 Growth
Peel		429,830	466,510	543,120	576,260	608,010	113,290	178,180	64,890
B R A M P T O N									
Brampton		167,820	189,520	227,610	240,090	250,460	59,790	82,640	22,850
Snelgrove	B1	3,300	3,530	3,830	3,880	3,890	530	590	60
Westgate	B10	3,980	4,030	4,070	4,070	4,080	90	100	10
Central Park	B11	5,010	5,040	5,080	5,080	5,080	70	70	0
Northgate	B12	5,080	5,120	5,150	5,160	5,160	70	80	10
Bramalea North Industrial	B13	640	640	640	640	640	0	0	0
Gore Industrial North	B14	660	700	780	800	800	120	140	20
Fletchers West	B15	4,820	5,060	5,240	5,300	5,320	420	500	80
Brampton South	B16	5,120	5,180	5,320	5,350	5,370	200	250	50
Brampton East	B17	3,500	3,530	3,590	3,660	3,710	90	210	120
Brampton East Industrial	B18	0	0	0	0	0	0	0	0
Bramalea West Industrial	B19	360	360	370	370	370	10	10	0
Sandalwood Industrial East	B2	2,970	3,000	3,030	3,030	3,030	60	60	0
Avondale	B20	3,060	3,080	3,090	3,100	3,100	30	40	10
Southgate	B21	4,340	4,380	4,460	4,470	4,480	120	140	20
Bramalea South Industrial	B22	0	0	0	0	0	0	0	0
Gore Industrial South	B23	0	0	0	0	0	0	0	0
Fletchers Creek South	B24	7,730	7,880	8,020	8,070	8,120	290	390	100
Steeles Industrial	B25	0	0	0	0	0	0	0	0
Toronto Gore Rural Estate A	B26a	560	630	720	720	720	160	160	0
Toronto Gore Rural Estate B	B26b	70	70	210	220	240	140	170	30
Sandringham-Wellington	B28	21,890	23,230	24,940	25,370	25,750	3,050	3,860	810
Huttonville A	B29a	90	90	90	90	90	0	0	0
Huttonville B	B29b	0	50	340	380	390	340	390	50
Heart Lake West	B3	4,910	4,950	5,010	5,020	5,020	100	110	10
Parkway Belt Industrial	B32	0	0	0	0	0	0	0	0
Queen Street Corridor	B36	8,870	10,310	13,780	15,490	16,850	4,910	7,980	3070
Airport Road Highway 7 Business Centre	B37	0	0	0	0	0	0	0	0
Bramalea Road South Gateway Redevelopment Area	B38	0	0	0	0	0	0	0	0
Goreway Drive Corridor	B39	540	730	980	1,040	1,100	440	560	120
Heart Lake East	B4	3,080	3,250	3,340	3,370	3,400	260	320	60
Bram West A1	B40a1	30	60	100	100	100	70	70	0
Bram West A2	B40a2	110	990	1,980	2,100	2,140	1,870	2,030	160
Bram West B	B40b	0	0	0	0	0	0	0	0
Bram West C	B40c	3,990	5,060	6,440	6,600	6,730	2,450	2,740	290
Bram West D	B40d	320	1,560	3,160	3,370	3,520	2,840	3,200	360
Bram East	B41	11,820	12,640	13,570	13,710	13,800	1,750	1,980	230
Vales of Castlemore	B42	3,620	3,830	4,080	4,120	4,130	460	510	50
Fletchers Creek Village	B43	2,530	2,650	2,840	2,900	2,910	310	380	70
Fletchers Meadow	B44	13,820	14,010	14,760	14,960	15,070	940	1,250	310
Credit Valley	B45	7,220	10,310	13,750	14,150	14,330	6,530	7,110	580
Highway 427 Industrial A	B47a	40	40	3,190	3,790	4,220	3,150	4,180	1030
Highway 427 Industrial B	B47b	50	50	1,080	1,290	1,450	1,030	1,400	370
Countryside Villages	B48	170	1,840	4,220	4,650	5,070	4,050	4,900	850
Vales of Castlemore North	B49	1,490	1,530	1,580	1,580	1,580	90	90	0
Northwood Park	B5	3,020	3,040	3,060	3,060	3,060	40	40	0
Vales of Humber	B50	160	1,010	1,980	2,080	2,130	1,820	1,970	150
Mount Pleasant	B51	2,200	6,990	11,930	12,700	13,310	9,730	11,110	1380
Huttonville North	B52	50	130	3,980	5,630	6,990	3,930	6,940	3010
Mount Pleasant West	B53	40	40	40	2,740	5,480	0	5,440	5440
Kennedy Road South Revitalization Area	B54	1,130	1,200	1,320	1,350	1,360	190	230	40
Hurontario-Main Street Corridor (proposed)	B55	2,150	2,850	4,960	6,030	7,050	2,810	4,900	2090
Brampton West	B6	4,630	4,690	4,770	4,790	4,790	140	160	20
Downtown Brampton	B7	6,190	7,450	9,700	10,590	11,370	3,510	5,180	1670
Brampton North	B8	5,710	5,890	6,150	6,230	6,250	440	540	100
Madoc	B9	6,730	6,800	6,870	6,870	6,890	140	160	20
Claireville	CC	20	20	20	20	20	0	0	0
Heart Lake	HLC	0	0	0	0	0	0	0	0
Parkway Belt West	PWB	0	0	0	0	0	0	0	0
C A L E D O N									
Caledon		21,200	24,760	36,370	43,000	50,080	15,170	28,880	13,710
Palgrave Estate	C1	1000	1120	1500	1640	1800	500	800	300
Cheltenham	C10	170	180	250	270	300	80	130	50
Terra Cotta	C11	80	80	80	80	90	0	10	10
Mayfield West	C12	2,970	4,380	5,350	5,490	5,660	2,380	2,690	310
Caledon Rural Area	C13	4,910	4,930	5,000	5,120	5,150	90	240	150
Palgrave	C2	260	270	270	270	280	10	20	10
Bolt Emp Exp	C20	20	20	20	20	20	0	0	0
Bolt 1	C21	30	30	2,620	2,930	3,180	2,590	3,150	560
Bolton Study Area	C22	160	160	1,540	3,640	6,190	1,380	6,030	4,650
Mono Mills	C3	230	230	260	270	280	30	50	20
MW-Ph2	C30	0	1,080	2,920	3,090	3,160	2,920	3,160	240
MW-Ph2St2	C31	0	0	1,720	2,080	2,170	1,720	2,170	450
Mayfield West Study Area	C32	80	80	840	3,010	5,460	760	5,380	4,620
Tullamore	C33	200	200	200	200	200	0	0	0
Alloa	C34	80	80	80	80	80	0	0	0
Alton	C4	310	330	390	420	460	80	150	70

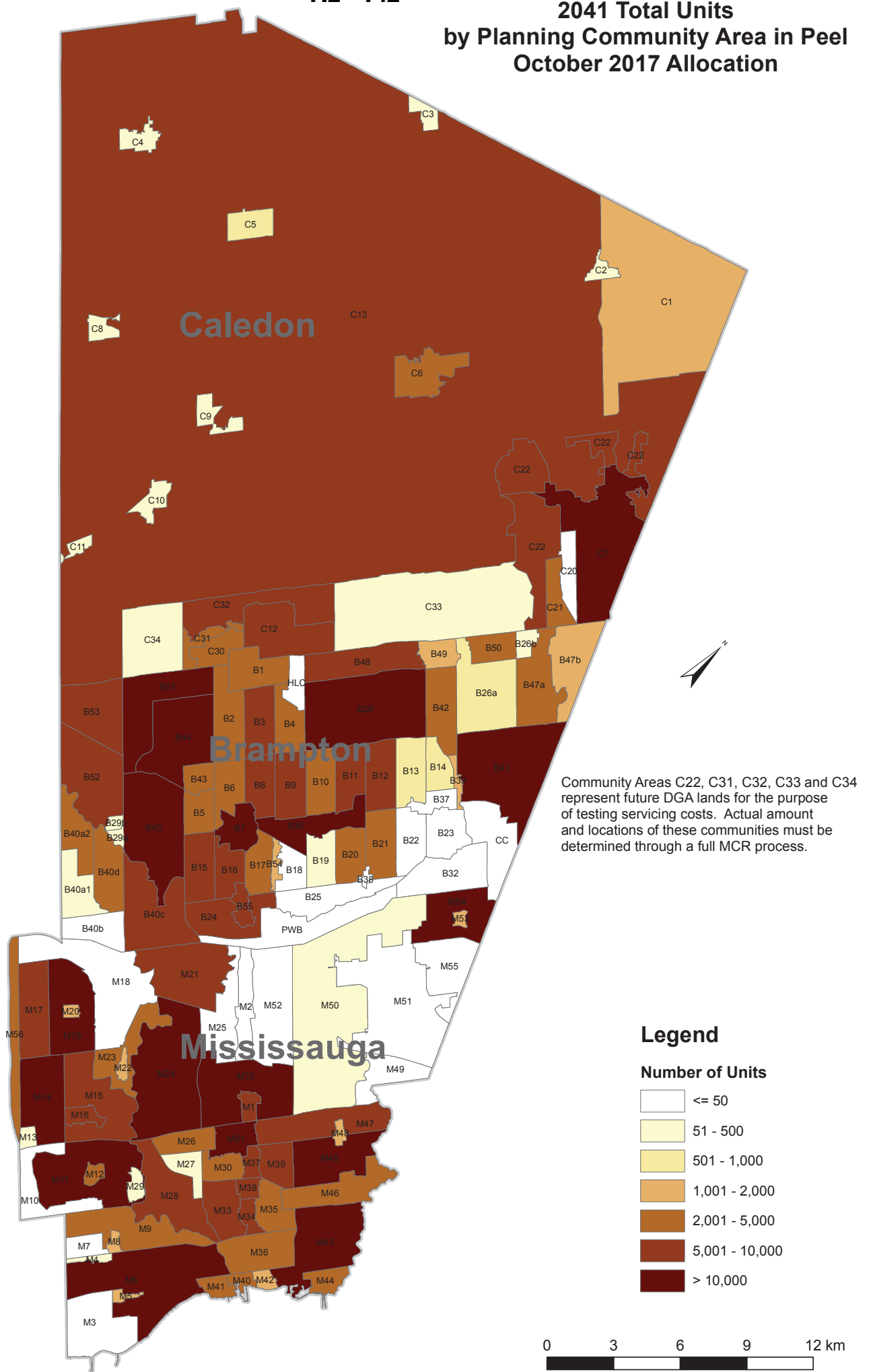
APPENDIX IV

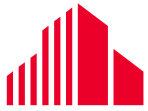
PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

OCTOBER 2017 ALLOCATION - 2041 TOTAL HOUSING UNITS BY MUNICIPALITY AND PLANNING COMMUNITY AREA									
Municipality/Community Planning Area	Map Label	2016	2021	2031	2036	2041	2016-2031 Growth	2016-2041 Growth	2031-2041 Growth
Caledon Village	C5	470	490	500	520	520	30	50	20
Caledon East	C6	1,530	2,130	2,950	3,170	3,380	1,420	1,850	430
Bolton	C7	8,320	8,570	9,410	10,210	11,180	1,090	2,860	1,770
Belfountain	C8	80	90	130	140	160	50	80	30
Inglewood	C9	300	310	340	350	360	40	60	20
MISSISSAUGA									
Mississauga		240,810	252,230	279,140	293,170	307,470	38,330	66,660	28,330
Uptown MN	M1	4,410	5,100	6,430	6,960	7,500	2,020	3,090	1,070
Western Business Park EA	M10	50	50	50	50	50	0	0	0
Erin Mills NHD	M11	13,160	13,180	13,360	13,530	13,770	200	610	410
South Common CN	M12	1,870	1,870	1,900	1,910	2,090	30	220	190
Churchill Meadows EA	M13	0	0	0	40	70	0	70	70
Churchill Meadows NHD	M14	13,310	13,570	13,900	14,050	14,110	590	800	210
Central Erin Mills NHD	M15	8,750	8,810	9,010	9,110	9,170	260	420	160
Central Erin Mills MN	M16	1,960	3,110	5,220	5,770	6,360	3,260	4,400	1,140
Lisgar NHD	M17	8,870	9,010	9,240	9,290	9,430	370	560	190
Meadowvale Business Park CC	M18	0	0	0	0	0	0	0	0
Meadowvale NHD	M19	12,660	12,870	13,290	13,480	13,650	630	990	360
Gateway CC	M2	0	0	0	0	0	0	0	0
Meadowvale CN	M20	1,180	1,180	1,320	1,480	1,610	140	430	290
Meadowvale Village NHD	M21	8,270	8,360	8,960	9,220	9,380	690	1,110	420
Streetsville CN	M22	600	780	910	1,090	1,270	310	670	360
Streetsville NHD	M23	3,880	3,890	3,970	3,980	4,230	90	350	260
East Credit NHD	M24	17,880	18,290	18,880	19,100	19,270	1,000	1,390	390
Gateway EA (West)	M25	0	0	0	0	0	0	0	0
Creditview NHD	M26	3,190	3,190	3,210	3,220	3,260	20	70	50
Mavis-Erindale EA	M27	0	0	0	90	200	0	200	200
Erindale NHD	M28	7,290	7,290	7,400	7,440	7,670	110	380	270
UTM SPA	M29	250	250	250	250	250	0	0	0
Southdown EA	M3	0	0	0	0	0	0	0	0
Fairview NHD	M30	2,250	2,250	2,260	2,270	2,340	10	90	80
DT Core	M31	14,020	17,830	27,150	29,590	32,200	13,130	18,180	5,050
Hurontario NHD	M32	15,230	15,250	16,120	16,540	16,800	890	1,570	680
Cooksville NHD (West)	M33	5,270	5,330	5,540	5,610	5,690	270	420	150
DT Hospital	M34	5,100	5,680	5,730	5,980	6,260	630	1,160	530
Cooksville NHD (East)	M35	2,930	3,020	3,490	3,690	3,990	560	1,060	500
Mineola NHD	M36	3,390	3,590	3,780	3,810	3,830	390	440	50
DT Fairview	M37	6,710	8,190	8,310	8,330	8,340	1,600	1,630	30
DT Cooksville	M38	4,130	4,320	4,670	5,980	7,330	540	3,200	2,660
Mississauga Valleys NHD	M39	4,550	4,640	4,900	5,120	5,240	350	690	340
Clarkson EA	M4	0	0	0	70	150	0	150	150
Port Credit CN	M40	3,410	3,420	3,460	3,950	4,450	50	1,040	990
Port Credit NHD (West)	M41	1,450	2,230	3,550	3,990	4,260	2,100	2,810	710
Port Credit NHD (East)	M42	1,160	1,230	1,450	1,670	1,810	290	650	360
Lakeview NHD	M43	8,920	9,340	9,990	10,350	10,600	1,070	1,680	610
Lakeview EA	M44	0	0	1,670	3,220	4,800	1,670	4,800	3,130
Applewood NHD	M45	13,280	13,410	13,670	14,130	14,450	390	1,170	780
Dixie EA	M46	140	140	140	1,690	3,330	0	3,190	3,190
Rathwood NHD	M47	9,250	9,280	9,420	9,460	9,630	170	380	210
Rathwood-Applewood CN	M48	1,430	1,440	1,550	1,640	1,710	120	280	160
Airport CC	M49	0	0	0	0	0	0	0	0
Clarkson Village CN	M5	1,340	1,360	1,400	1,530	1,650	60	310	250
Northeast EA (West)	M50	60	60	60	60	60	0	0	0
Airport SPA	M51	0	0	0	0	0	0	0	0
Gateway EA (East)	M52	0	0	0	0	0	0	0	0
Malton CN	M53	930	930	1,080	1,170	1,260	150	330	180
Malton NHD	M54	9,940	9,990	10,190	10,240	10,540	250	600	350
Northeast EA (East)	M55	0	0	0	0	0	0	0	0
Ninth Line SSA	M56	20	20	3,000	3,410	3,520	2,980	3,500	520
Clarkson - Lorne Park NHD	M6	12,750	12,870	13,300	13,450	13,520	550	770	220
Sheridan Park CC	M7	0	0	0	0	0	0	0	0
Sheridan CN	M8	1,110	1,110	1,320	1,480	1,600	210	490	280
Sheridan NHD	M9	4,460	4,500	4,640	4,680	4,770	180	310	130

2041 Total Units by Planning Community Area in Peel October 2017 Allocation

APPENDIX IV
PEEL 2041
GROWTH
MANAGEMENT
ROPA - REQUEST
TO PROCEED
WITH
CONSULTATION
ON DRAFT
AMENDMENT





**CUSHMAN &
WAKEFIELD**

The **Planning** Partnership



EMPLOYMENT STRATEGY DISCUSSION PAPER

PREPARED FOR:

REGION OF PEEL



September 19, 2017

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Regarding: Employment Strategy Discussion Paper

This Employment Strategy Discussion Paper brings focus to employment issues that are facing the Region (within the context of the broader GTHA), as well as how these issues are manifested at the local municipal level in Caledon, Brampton, and Mississauga. Various strategies are identified that the Region and local municipalities can consider to help achieve the employment growth forecast.

Cushman & Wakefield was pleased to team with The Planning Partnership (Ron Palmer) and MDB Insight (Lauren Millier) in the preparation of this Discussion Paper. We are grateful for the collaboration of Hemson Consulting (Russell Mathew) and IBI Group (Brian Hollingworth) on aspects of the analysis. Further, we appreciate the inputs provided by Value Planning Group (Iain Dobson) and Metro Economics (Tom McCormack) to complement our work.

We look forward to discussing the analysis and strategies with you.

Respectfully submitted,

Cushman & Wakefield Ltd.

A handwritten signature in black ink that reads "abrowning".

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1.0 PREAMBLE

1.1 Project Team Overview

Cushman & Wakefield was engaged as the lead proponent to undertake an Employment Strategy Discussion Paper on behalf of the Region of Peel. The scope of work for this project goes beyond employment trends and their impact on future commercial real estate development, and focuses on recommending strategy outcomes to support employment growth to 2041. Accordingly, we have teamed with sub-consultant firms The Planning Partnership (policy planning advisory) and MDB Insight (economic development perspectives) to form a multi-disciplinary project team. The firms collectively have extensive experience across the Region of Peel and the broader Greater Toronto and Hamilton Area (GTHA) in the areas of office and employment land strategies, growth management policy-making, and economic development.

1.2 Growth Management Committee Motion and the New Growth Plan

At the Region of Peel's Growth Management Committee meeting on January 19, 2017, a motion was passed directing staff to:

- provide research and a strategy for local municipalities to achieve the employment targets, through the inter-municipal work group and the development industry workgroup;
- work with the local municipalities to determine a strategy for transportation/transit to support employment growth that represents local municipal plans and identifies opportunities where the Region can support increased active and public transit, such as through the provision of data, and advocacy for funding, etc.;
- report through the inter-municipal work group on the relevant public consultations, including reviewing the achievement of intensification targets through good design in other jurisdictions; and,
- meet with staff of the Provincial government regarding the results of the Growth Management Strategy, the challenges of achieving the current Provincially-determined employment targets, the need for complete communities, and the need to consider these challenges when setting the next set of employment targets.

In addition to direction from Region of Peel's Growth Management Committee, the Province of Ontario, through the new Growth Plan effective July 1, 2017, now also requires that:

- Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop an employment strategy that:
 - establishes a minimum density target for all employment areas, measured in jobs per hectare, that reflects the current and anticipated type and scale of employment that characterizes the employment areas and aligns with policy 2.2.5.1;
 - identifies opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and,
 - will be implemented through a municipal comprehensive review, including official plan policies and designations and zoning by-laws.

1.3 Discussion Paper Overview

Project Overview and Purpose

The purpose of this Employment Strategy Discussion Paper is to bring focus to employment issues that are facing the Region (within the context of the broader GTHA), as well as how these issues are manifested at the local municipal level in Caledon, Brampton, and Mississauga. The municipalities have shown leadership in calling for action on this issue; significant work has taken place to-date in order to position themselves to attract and retain employment, and to put in place policies that support and manage growth. This work has included Municipal Comprehensive Reviews, office and commercial-retail strategies, economic development initiatives, and other strategic plans. Our intent is to build upon this foundation in providing an Employment Strategy Discussion Paper to help guide future planning.

As a point of emphasis, the purpose of this Discussion Paper is to consider strategies towards achieving the employment growth figures that form the projections to 2041, and provide recommendations and next steps (including timing of action items). We recognize that it is important to have a vision for the future, and to develop a forecast that guides regional planning – and to monitor progress over time. Ultimately, the objective is for Peel to plan for the achievement of its 2041 employment and growth forecasts in a way that effectively contributes to achieving the desired goal of creating healthy, vibrant, and connected communities.

This Employment Strategy Discussion Paper, along with a Transportation Strategies to Support Employment Growth Discussion Paper prepared by IBI Group, and concurrent growth forecasting and planning policy work being undertaken by Hemson Consulting, form part of the Region's broader Employment Strategy.

The Role and Value of an Employment Strategy

Informed by ongoing planning efforts at the Regional and local municipal levels, the role of this Employment Strategy Discussion Paper is to identify issues and trends across employment types and geographies, and identify approaches to understand, avoid, or mitigate risks. Such strategies assist in the coordination and alignment of government efforts, as meeting growth targets is a multi-departmental effort, including disciplines such as planning (Development Services), transportation and transit (Public Works), economic development, finance (Corporate Finance), and others. Underpinning these growth targets is the goal of maximizing opportunities, and providing livelihoods of residents in an increasingly global, competitive, and evolving economy.

Structure of the Report

This Discussion Paper is structured to provide the reader with a profile of Peel's employment landscape, as well as highlighting key trends and challenges/risks. This leads to a consideration of issues at the municipal level, as well as by type of employment. Finally, a set of strategies and recommendations is presented to help achieve the forecast employment growth targets for Peel Region.

Following this Preamble (Section 1.0), the reader is provided with a synopsis of recent market performance in the Office and Industrial Market Overview in Section 2.0. Perspectives on Growth Management are discussed in Section 3.0. Section 4.0 explores The Employment Landscape – Challenges and Opportunities, which examines issues both at the municipal level, and by employment type. The Employment Strategies Section 5.0 identifies risks and opportunities, and again is organized by type of employment. Recommendations in Section 6.0 provide a synopsis of the key takeaways from the report. Appendix A, titled *Broadband and Employment Growth Implications*, discusses issues and opportunities associated with broadband infrastructure and employment growth.

As a note to the reader, both metric and imperial measures are cited in this report. This is due to the common usage of imperial measures to describe commercial real estate (office and industrial building areas in square footage terms [sf], and rents in dollars per square foot [\$psf]), while land areas are often cited in metric (square kilometres [km²]).

1.4 Employment Category Descriptions

Planning for employment in the GTHA commonly divides jobs into six categories:

1. **Major Office Employment (MOE)** – In the Growth Plan, Major Office is described as “Freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.”¹ In its population projections, Hemson Consulting describes Major Office Employment as “employment occurring in freestanding office buildings of 1,860 m² (20,000 sf) or more.” In this report, the phrase Major Office generally is used in regard to buildings that accommodate Major Office Employment, as described by Hemson Consulting – which is aligned with the office inventories monitored by the major brokerage firms (including Cushman & Wakefield). Major Office functions typically concentrate in downtown areas or established suburban office parks, but developers may also pursue pioneering sites in complementing other existing commercial/retail properties or planned projects. Increasingly, office uses are being encouraged to locate in “centres and corridors”, where intensification is sought, and where transportation/transit investments can be leveraged.
2. **Employment Land Employment (ELE)** – The phrase “Employment Land Employment” refers principally to industrial-type jobs, and includes: manufacturing; research and development; warehousing and distribution; and wholesale trade. Typically a land-extensive form of development, these jobs are overwhelmingly located in single storey buildings, with a small office component which may be multi-storey. These functions are generally planned in distinct areas separate from other uses, given the nature of these businesses (which may generate noise, produce odours, are associated with truck traffic, and are often aesthetically unappealing).
3. **Population-Related Employment (PRE)** – The “Population-Related Employment” category of employment is that which exists in response to a resident population, and is not primarily located in employment areas. Some commercial, institutional, and accessory retail uses – and increasingly, community facilities/population-related functions (such as private educational institutions and places of worship) – may locate on employment lands. The extent of population-related land uses in employment areas varies among municipalities, and contributes to the mix of land uses and amenities within employment areas. Predominantly, however, Population-Related Employment is accommodated across the non-employment lands within a municipality (in residential mixed-use settings, and commercial designations, institutional sites, and various other locations).
4. **Home-Based Employment (HBE)** – As defined by Statistics Canada, these are “Persons whose job is located in the same building as their place of residence; persons who live and work on the same farm; building superintendents; and teleworkers who spend most of their work week working at home (also known as “work-at-home” jobs).”²
5. **No Fixed Place of Employment (NFPE)** – As defined by Statistics Canada, these are “Persons who do not go from home to the same workplace location at the beginning of each shift. Such persons include building and landscape contractors, travelling salespersons, independent truck drivers, etc. (this category is also referred to as “no fixed place of work”).”³

¹ Places to Grow – Growth Plan for the Greater Golden Horseshoe, 2017.

² Place of Work status – National Household Survey. <http://www12.statcan.gc.ca/nhs-enm/2011/ref/dict/pop110-eng.cfm>

³ Ibid.

6. **Rural Employment (RE)** – Rural Employment is a category of employment which is of particular relevance to the Town of Caledon. This type of employment is most predominantly related to natural resources, agriculture, tourism, and recreation, in rural areas outside of settlement areas.

1.5 The Importance of Employment Areas⁴

Peel's employment areas are similar in many respects to established industrial/employment areas of most of Canada's large metropolitan areas. The industrial areas and business parks have been constructed over a period of many decades, with a mixture of heavy industrial and light industrial land uses; warehousing and distribution facilities; small and medium scale office buildings; and supporting commercial/retail establishments. Employment areas in Mississauga, Brampton, and Caledon are home to a significant share of the Greater Toronto Area's suburban industrial and office supply, and are the headquarters to many local, national, and international firms.

Peel's municipalities benefits from their location in the west-central portion of the GTHA, featuring excellent accessibility to multiple 400-series highways; the presence of Toronto Pearson International Airport and nearby intermodal facilities; proximity to a large and growing labour pool; and favourable access to U.S. border locations to the west (while avoiding some of the central GTHA traffic congestion).

Toronto Pearson International Airport is a significant employment generator and key infrastructure element. Identified as the second largest concentration of employment in the GTHA (after Downtown Toronto), its location in northeast Mississauga acts to draw employment uses – both industrial and office-type jobs. Proximity to the airport is a key site selection determinant for firms that engage in the import/export of materials and finished goods, as well as office users that require a mobile workforce. As well, development restrictions in the vicinity of the airport protect these lands as employment areas, since many other uses are prohibited. An effort is underway to establish a Pearson International Airport Transit Hub to complement the level of employment that surrounds this area.

In general, industrial and Employment Land Employment activities continue to be critical to the economic health of cities and regions. There are a number of reasons, as follows:

- More local dollars and jobs increase economic stability for the entire community, including the overall standard of living. Established industrial/employment areas are an important component of the existing tax base, helping to maintain and improve local infrastructure and investment.
- The industrial sector accommodated within Peel's employment areas continues to be an important source of jobs. These areas supply a huge number of employment opportunities for residents of Peel and beyond. Having jobs in proximity to desirable residential communities creates an advantageous live-work relationship, reducing travel trips and times.
- A diversified industrial land base – with alternative locations, land costs and contexts – helps accommodate and expand the local economy, and reduces a community's vulnerability and dependence on a single industry sector.
- The industrial/employment areas are home to many of the activities that support the local population, such as auto repair shops, household repair services, wholesale distribution, and warehousing of consumer products.
- These areas provide small, cost-effective flexible space that is critical for startups and incubators for innovation in high technology sectors, as well as artist studios, making these older, industrially zoned areas important to a healthy, dynamic, and vital economy.

⁴ This section has been modified from the original text included in the City of Mississauga's Municipal Comprehensive Review of Employment Lands (2015).

- After years of industrial activity, sites may carry a legacy of contamination (on-site and off-site). Under current economic conditions and existing remediation techniques, these parcels are often unsuitable for residential and commercial developments. For such properties, ongoing industrial activity remains the highest and best use.
- Provincial policy directives promote the concept of a “complete community”⁵, where residents can fulfill all or most of their daily requirements within city boundaries. Complete communities provide opportunities to live, work, learn, and plan locally, supported by the potential for improved transit access, greater active transportation, reduced reliance on personal vehicle use, improved health outcomes, and reduced impacts on the environment. Having a full range of opportunities for local employment is fundamental to the “complete community” concept.

1.6 Examination of Risks and Consequences – “Lenses” of Analysis

This Employment Strategy Discussion Paper can be viewed through a series of “lenses”. The following are some of the financial, social, and environmental risks, and consequences, of failing to achieve Peel’s projected employment growth target.

Financial

- Infrastructure investments not aligned with employment outcomes – costly infrastructure allocations in areas where future market realities do not align with on-the-ground (or in-the-ground) investments, or where land uses do not require such extent of investment.
- Insufficient job growth – if local jobs do not materialize, there will be increased pressure on the residential tax base to fund municipal services, as well as a shortfall of anticipated development-related revenues (development charges and building permits) to offset infrastructure spending.

Social

- Lower activity rate – an imbalance of population growth without job opportunities in the community (a decline in the activity rate).
- Insufficient job growth – fewer opportunities to work close to home result in prolonged commuting times, and absence from family, as well as younger workers leaving the community in search of opportunities elsewhere in the region (and never returning to form a new household).

Environmental

- Increased pollution – inadequate transit linkages to employment areas result in increased greenhouse gas emission and resource consumption, as workers travel farther from home to work.
- Low density form of growth – lack of focus on intensification potential and low density growth leads to excess consumption of agricultural lands and natural areas.

⁵ https://www.placestogrow.ca/index.php?option=com_content&task=view&id=359

2.0 OFFICE AND INDUSTRIAL MARKET OVERVIEW

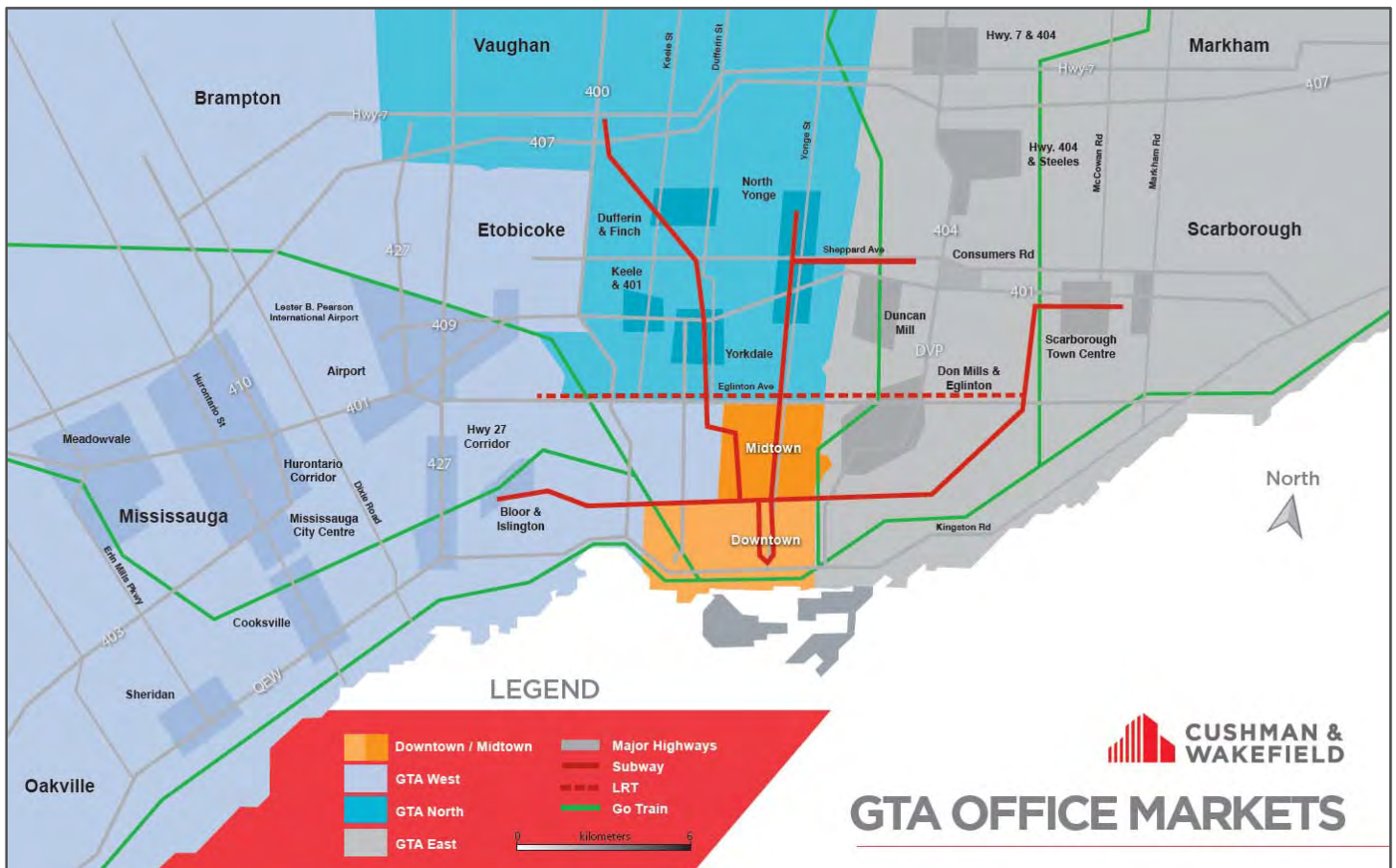
2.1 Introduction

A considerable amount of background work has been undertaken by the local municipalities in the evaluation and implementation of employment forecasts. Among the components of this work has been analysis of the historic and current office and industrial market trends. These are closely tied to the employment dynamics such as the increasing presence of automation, and ongoing diversification away from a manufacturing-based economy to more service-based jobs. The purpose of this section of the report is to provide a current (year-end 2016) profile of conditions in Peel and across the Greater Toronto Area.

2.2 Office Market Overview

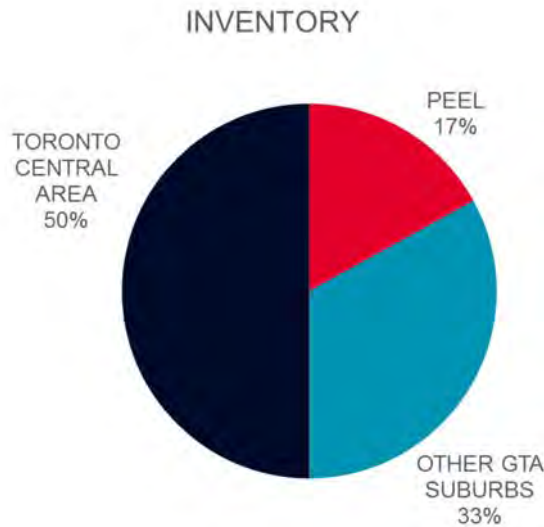
Introduction

Cushman & Wakefield tracks the Greater Toronto Area (GTA) office submarkets at a nodal/concentration level (not a municipal level). In a few cases where a concentration of office activity does not exist, but is more dispersed, a market is tracked more broadly (such as Brampton). The following is a brief summary of recent (as at year-end 2016) and historic market performance by key metrics.



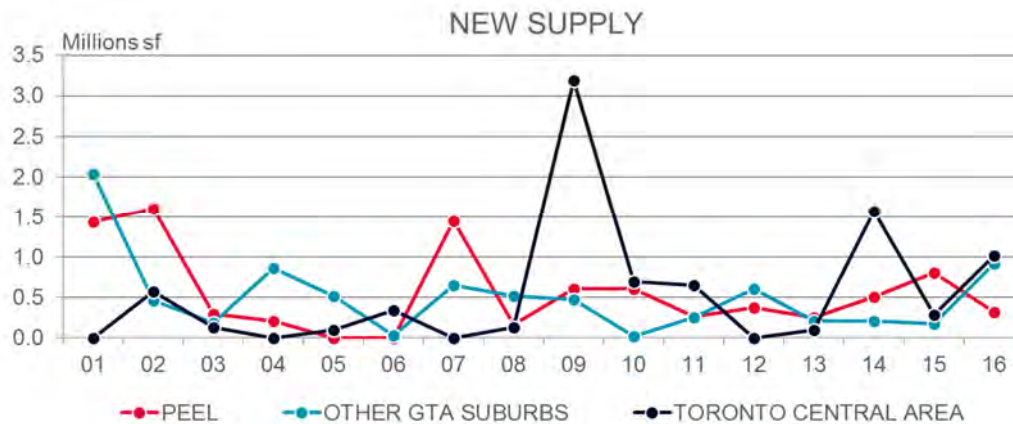
Inventory

- Peel's largest office concentrations include Airport (the offices located on the north side of Highway 401, as well as the Airport Corporate Centre submarket, located south of Highway 401 [combined to total 12.2 million sf])⁶; Meadowvale (6 million sf); Hurontario Corridor (4.3 million sf); and Mississauga City Centre (3.4 million sf). Brampton has a dispersed inventory of 2.2 million sf.⁷
- Peel's office inventory totals approximately 30 million sf, as tracked by Cushman & Wakefield, which represents a 34% share of the overall GTA suburban office stock, and roughly 17% of the overall GTA office inventory (including Toronto's Central Area inventory of nearly 89 million sf).



New Supply

- Meadowvale, Hurontario Corridor, and Airport Corporate Centre (in descending order) have been the three most active submarkets, in terms of new supply activity over the past 10 years.
- Together, Peel's office concentrations have added some 6.5 million sf over the past 10 years, accounting for almost 70% of the GTA's new suburban development. However, at an annual average of 650,000 sf, this represents a decline from the just over 1 million sf added annually from 2000-2008 (pre-recession).

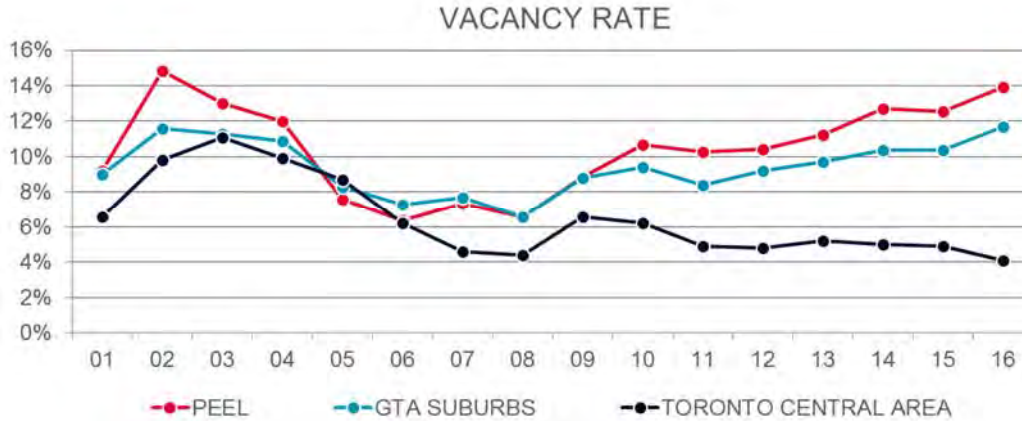


⁶ Airport Corporate Centre is tracked as a submarket of the broader Airport concentration in Cushman & Wakefield's statistics.

⁷ In its quarterly market survey, C&W tracks 26 office buildings totaling 2.3 million sf across the City of Brampton. Notable properties not tracked include the Loblaw Headquarters (privately-owned, 460,000 sf, not available for lease), Air Canada Flight Data Centre (85,000 sf), as well as medical-professional-type properties. The adjusted office inventory totals approximately 4.7 million sf, as cited in Brampton's Office Strategy.

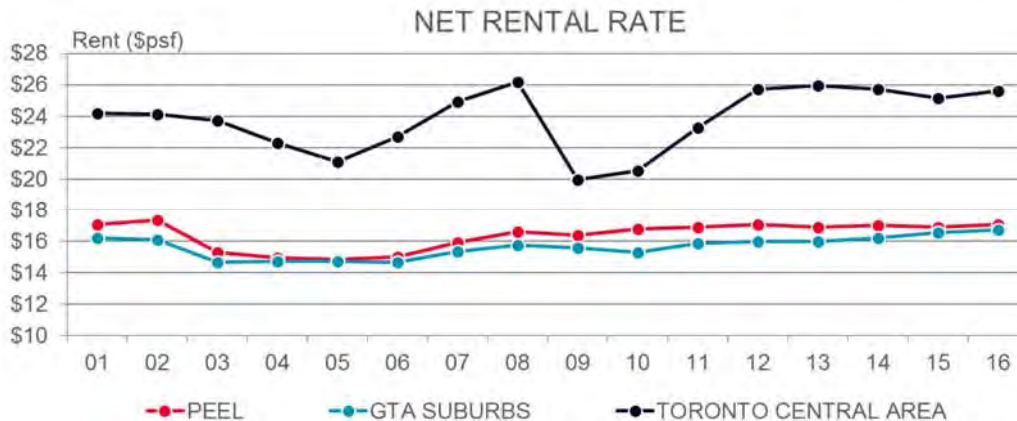
Vacancy Rates

- The overall average vacancy rate across Mississauga's office concentrations plus Brampton is 14%. This exceeds the overall GTA suburban average of 11.7%, and is well above the GTA's overall rate of 7.9%. The overall rate is influenced by the low vacancy rate of 4.1% recorded for the Central Area (Downtown and Midtown Toronto), which has not been this low since 2000.



Rental Rates

- Rental rates across most of Mississauga's office concentrations have remained unchanged over the past several years (in the range of \$16-\$19 psf net), despite rising vacancy. Cushman & Wakefield does not report rental rates for Brampton, given the relatively small size of its competitive office leasing inventory.
- Across Peel, there is downward pressure on rents, due to persisting high levels of vacancy. In contrast, rents GTA-wide have increased by 20% from the post-recession low recorded in 2009.



Observations

Peel's office market has seen persisting weakness since the recession of 2008-2009. Strong demand for office space in Downtown Toronto has fueled significant new supply activity in that submarket, at the expense of the suburban submarkets. While much of this new space has been the result of organic growth of downtown tenancies, there are instances where larger suburban tenants have consolidated space into Toronto's Financial Core and Downtown Fringe markets, along with space absorption by new market entrants. This has pushed vacancy rates upward across Mississauga, while the smaller competitive office leasing inventory in Brampton has been less directly impacted. To date, asking net rental rates have held firm, but it is conceivable that landlords will have to reduce rents in order to fill vacancies in the near term. Persisting lower rents would inhibit new development interest in the suburban submarkets.

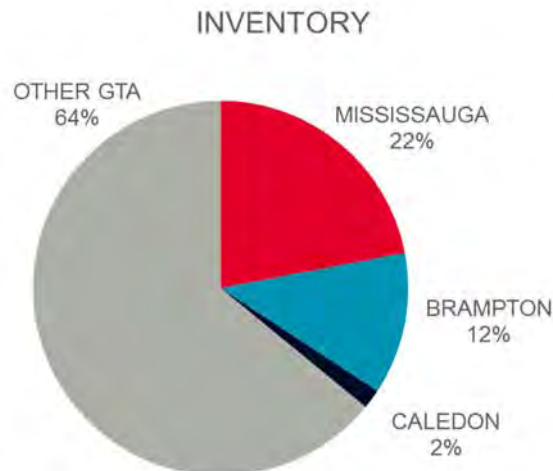
2.3 Industrial Market Overview

Introduction

Cushman & Wakefield tracks the GTA's industrial submarkets at a municipal level. The following is a brief summary of recent (as at year-end 2016) and historic market performance by key metrics.

Inventory

- Mississauga has the largest industrial inventory in the GTA, at almost 172 million sf (22% share of GTA).
- Brampton is home to the GTA's second largest industrial inventory,⁸ at almost 96 million sf (12% share of GTA, just ahead of Vaughan).
- Bolton/Caledon has an industrial inventory of just over 13 million sf (2% share of total GTA).
- Together, Peel's municipalities account for just over one-third of the GTA's total inventory.

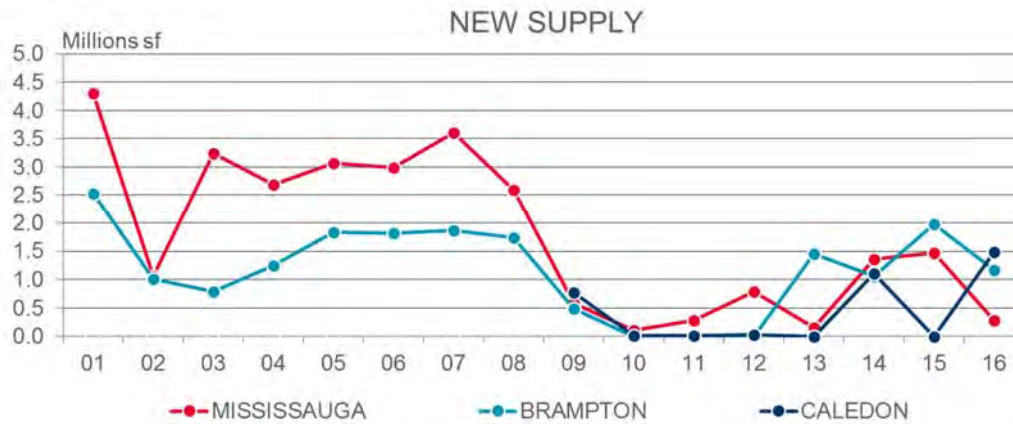


New Supply

- The amount of new industrial supply GTA-wide has increased in each of the past six years (since 2010). For 2016, total new supply was almost 6.3 million sf. However, this is still well below the 8.4 million sf average added annually from 2001-2008 (pre-recession).
- Mississauga has added an annual average of 1.1 million sf of new supply over the past 10 years – the most in the GTA.
- Brampton ranks second in the GTA, at 975,000 sf annually, followed by Milton/Halton Hills, at 900,000 sf annually.
- Bolton/Caledon has added roughly 430,000 sf annually since 2009.⁹

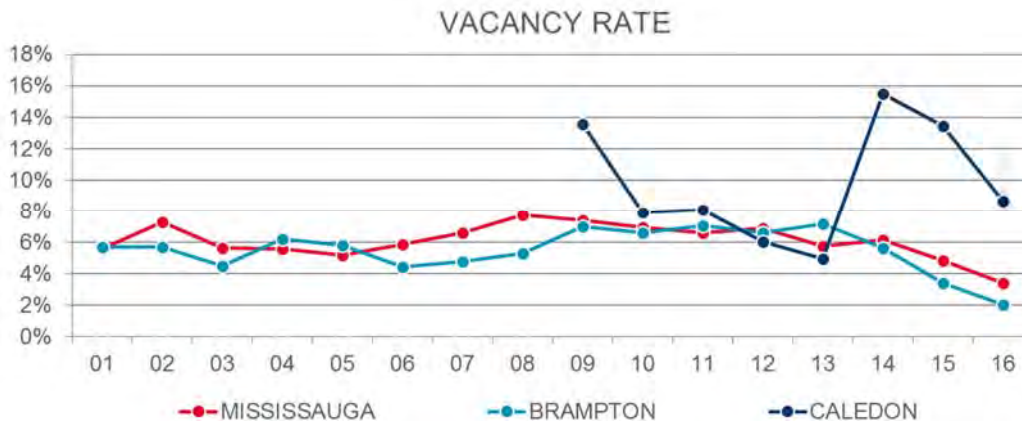
⁸ Note: Cushman & Wakefield tracks the City of Toronto by its six former municipalities, which together total 250 million sf of inventory (accounting for a 32% share of the total GTA inventory). The largest submarket is North York, at some 75 million sf.

⁹ Bolton/Caledon was not tracked as an industrial submarket prior to 2009, due to its previously relatively small inventory.



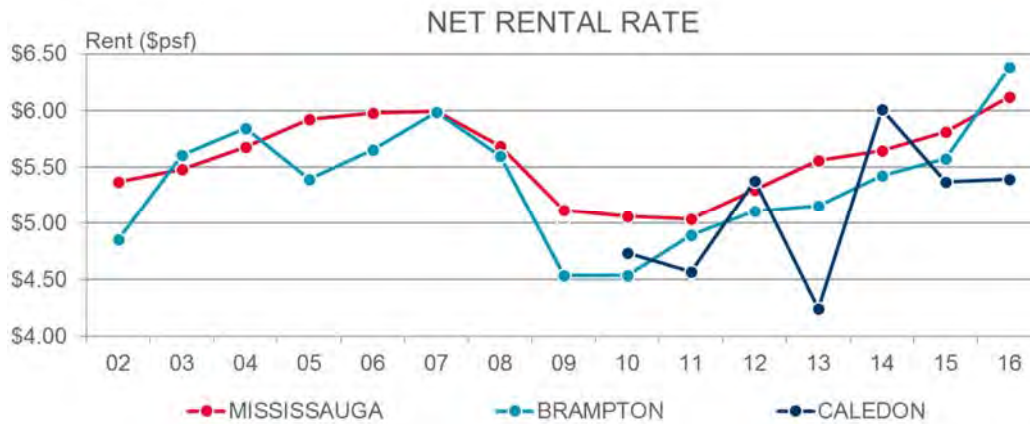
Vacancy Rates

- The GTA had an overall industrial vacancy rate of 3.3% at year-end 2016. This is the lowest rate ever recorded by Cushman & Wakefield (since detailed municipal-level data has been tracked, dating back to 2000).
- Mississauga’s vacancy rate was 3.4% at year-end 2016. This is the lowest vacancy rate ever recorded for this submarket. For comparison, the vacancy rate has averaged around 6.2% for the past 10 years.
- Brampton’s year-end 2016 vacancy rate of just 2.1% was among the lowest across the GTA’s municipalities, and the lowest ever recorded for this submarket. This contrasts with an annual average of around 5.6% since 2007 (past 10 years).
- Bolton/Caledon’s year-end 2016 vacancy rate was 8.7%. This rate represented an improvement from over 15% at year-end 2013, which was the recent market peak for that submarket.



Rental Rates

- The GTA’s overall average asking net rental rate for industrial space surpassed \$5.85 psf at year-end 2016. This represents the highest level ever recorded by Cushman & Wakefield (since detailed municipal-level data has been tracked, dating back to 2000). Rents are up over 20% from the recent market low of around \$4.75 psf recorded in 2010.
- Mississauga’s asking net rent was \$6.10 psf at year-end 2016 – the highest rate ever recorded in that submarket. The previous high was \$6.00 psf recorded back in 2007.
- Brampton’s asking net rent was \$6.40 psf at year-end 2016 – the highest rate ever recorded in that submarket. Like Mississauga, the previous high was \$6.00 psf recorded back in 2007.
- The average asking net rent for Bolton/Caledon was \$5.40 psf. This is off the peak of \$6.00 psf recorded in 2014, and is impacted by a persisting high level of vacant space in this submarket.



Observations

The conservative levels of new supply being brought to market across the GTA amid rising demand from occupiers has contributed to record-low vacancy rates, and increases in rental rates to historic highs. Conditions in the GTA’s industrial market are considered favourable for landlords and developers, and the pace of new development is anticipated to accelerate. Peel’s municipalities have the site selection characteristics to continue to prosper, attracting continued employment growth.

2.4 Linkage to Employment Strategy and Outlook for Growth

While Peel’s office market accounts for a roughly one-third share of the total suburban office inventory across the GTA, it has accounted for close to 70% of the new suburban office supply the past ten years. However, the emergence (current and planned) of new office nodes such as Vaughan Metropolitan Centre, Downtown Markham, and Midtown Oakville, will place increased competitive pressure on office attraction. Major Office employment growth projections will not be achieved without planning efforts to support intensification of existing employment areas, and new and improved transportation/transit infrastructure to provide labour accessibility, among other considerations.

Given historic and current performance, the outlook for continued employment growth for industrial-type space appears robust. Mississauga and Brampton are two of the GTA’s largest industrial markets, by inventory size; Caledon has emerged over the past decade and is certainly now “on the radar” for prospective tenants. Peel’s industrial areas have the key site selection attributes that occupiers desire. Vacancy rates are at or near historic lows, and rental rates are positioned to grow – indicating favourable conditions for landlords and developers (although this inflates occupancy costs for industrial users). These market metrics indicate very strong underlying fundamentals for industrial-type employment growth in the Region.

3.0 PERSPECTIVES ON GROWTH MANAGEMENT

3.1 Overview

The Province of Ontario, through Places to Grow, establishes population and employment growth forecasts for single and upper-tier municipalities, including Peel. These forecasts guide decision-making on matters ranging from the allocation of land; to the development of infrastructure; to the planning of social services; through to how finance public investments via mechanisms such as development charge by-laws.

Within this framework, employment growth figures provided by the Province are allocated among Peel's local municipalities, and are to be utilized for future planning. It is necessary to establish context-specific targets for each employment category – Major Office Employment, Employment Land Employment, Population-Related Employment, Home-Based Employment, No Fixed Place of Employment, and Rural Employment – as these employment categories have different characteristics and needs ranging from employment densities (floor space per worker), different land use patterns (site selection preferences), and different infrastructure requirements (roads, water, wastewater, transit, etc.). It is necessary to understand the nuances among the employment types in order to plan for the accommodation, sustainability, and growth of jobs in Peel Region.

It is important to understand and identify how each of the employment categories will be accommodated in several ways, by addressing a series of inter-related questions:

- What is the total amount of employment, and amount and pace of growth, that needs to be accommodated? What is the desired mix of employment within a municipality?
 - Distribution of employment by type of jobs.
- What is the geographic distribution of each category? Where should the jobs be located?
 - Which type of employment are land-intensive (ELE), versus more easily accommodated across an urban area (MOE and PRE)?
 - Are they to be situated in mixed-use centres and corridors, within retail-commercial nodes, within employment areas, or elsewhere?
- Which employment categories are inclined to greenfield sites, versus intensification areas?
- What are the context-specific metrics that accompany the preferred locations for each employment category? How much total land is required?
 - Employment density – persons per unit of floor area (dictates the required building area).
 - Employment density – building site coverage/floor space index (which, along with persons per unit of floor area, dictates the required land area).
 - Built form/urban character associated with preferred building typology.
 - Parking type associated with the built form/urban character (surface, structured, or underground parking), along with parking density (number of spaces provided).

By exploring and addressing the lines of enquiry above, effective growth management is linked with implementation strategies and economic development objectives to attract and retain the different categories of employment. The risks to accommodating, sustaining, and growing employment lie in the misallocation of resources – either allocating too few, too many, or locating them incorrectly – which could contribute to the employment growth forecast not being achieved. For instance, consider the following scenarios:

- An over-designation of lands for one employment use could have the unintended consequence of inhibiting the prospects for attracting other uses, due to a scarcity of lands (or inadequate provision of suitable locations for growth).
- The siting of employment lands far removed from dense residential areas means that travel times are extended, commuter congestion is more likely, the provision of public transportation to link residents to employment opportunities is more costly, and residents are challenged in deciding how they want to (or whether they are able to) commute to work.
- As established employment areas intensify (such as established office nodes), a failure to link these areas to enhanced transit services and infrastructure, and public realm improvements, could lead to them becoming less desirable over time, from a site selection perspective.

3.2 Proposed Framework of Land Use by Employment Category

In considering how the employment categories relate to land use planning and growth management, the following observations are noted. These drivers should be considered in developing a future framework for land use to support employment growth.

1. **Major Office Employment** and smaller-scale office uses have a relatively low land requirement – compared to other employment uses – and can generally be accommodated in the same locations as mixed-use Population-Related Employment and many Employment Land Employment uses. In the future, it is anticipated that suburban offices that are situated in a mixed-use setting offering an urban environment, nearby amenities, are highly accessible (including private automobiles and via public transit), and offer superior levels of broadband service will be the most successful in attracting tenants. Office uses will increasingly be found in intensification areas, and well connected to transit infrastructure – as opposed to the greenfield, automobile-oriented pattern of development that has characterized office growth in Peel over the past several decades.
2. **Employment Land Employment** is suited to greenfield business parks (home to more prestige uses, including light industrial) and industrial areas (which are more land-intensive, and accommodate heavier manufacturing uses), as well as a component of mature business park areas, which feature a mix of employment uses, including offices. ELE will continue to be accommodated on greenfield sites, as warehousing and distribution facilities require large tracts of land. These uses are associated with low employment densities, which is a challenge in creating dense, live-work balanced communities. The Growth Plan (2017) now allows for designated employment lands to be excluded from the calculation of designated greenfield area densities. The potential introduction of Regional policy to designate employment areas – including the identification of strategic areas near major good movement facilities and corridors such as prime employment areas – could be beneficial in preserving these high-value sites for future employment opportunities, and for providing a focus for future Regional infrastructure investments. As with office locations, those areas that are planned to accommodate Employment Land Employment which are highly accessible (including private automobiles and via public transit) and offer superior levels of broadband service will be the most successful in attracting tenants.
3. Certain components of **Population-Related Employment** – including major retail uses, and major institutional uses – require more attention in planning for land uses. Traditionally, new PRE uses are accounted for in planning for greenfield residential areas, as well as part of intensification/redevelopment within established mixed-use areas – particularly within key centres and corridors. However, increased diligence is required in planning for major institutional uses in particular, to attract these uses, which can then generate spin-off employment. While major new retail development will not occur at the pace that has been seen in the past – due to some retailers transitioning to smaller store formats, and increased e-commerce – planning for some extent of large retail sites will remain important.

Increasingly, as a result of higher land prices for prime locations, retail uses will be accommodated at vertically mixed-use sites. There are examples in the GTHA (particularly in the City of Toronto, but also in the suburbs) of shopping centre sites being targeted for conversion into mixed-use sites, incorporating medium and high density residential developments on former parking lots, alongside the retail uses that are retained. Property values are dictating a denser form of land use at shopping centres, which are often located on major arterial routes that offer excellent accessibility.

4. **Home-Based Employment** does not account for a significant component of the land base. It is anticipated to continue to grow (in absolute terms) as the overall population grows, but not change dramatically as a proportion of the overall mix of employment uses.
5. Similar to home-based employment, the **No Fixed Place of Employment** category does not account for a significant share of the land base. It will continue to grow (in absolute terms) as the overall population grows, but is not anticipated to change dramatically as a proportion of the overall mix of employment uses.
6. **Rural Employment** is predominantly related to natural resources (renewable and non-renewable); agricultural uses, including agricultural-related and on-farm diversified uses; recreation (passive and active); and tourism, including agri-tourism. It can include employment within rural settlements such as hamlets and villages. It accounts for a small component of Peel's overall employment mix, and is of particular relevance to the Town of Caledon.

3.3 Summary

In summary, the categories of employment have a different geographic distribution within an individual municipality (and among the three local municipalities in Peel). Some are inclined to greenfield sites, while others may seek intensification areas – all with varying infrastructure requirements to accommodate, sustain, and grow employment. As such, varied factors including employment densities, built form characteristics, and associated parking types, must be considered to ensure that the full range of employment types is planned for in strategic land use decision-making.

4.0 THE EMPLOYMENT LANDSCAPE – CHALLENGES AND OPPORTUNITIES

4.1 Introduction

Our approach to examining the current employment landscape across Peel Region, the broader GTHA, and beyond, lies in considering individual topics/issues; considering the risks inherent in these dynamics; and then identifying a strategy or strategies that municipalities can utilize to either mitigate a risk, or enhance the likelihood of attracting the type of employment that is envisioned in their plans to manage growth.

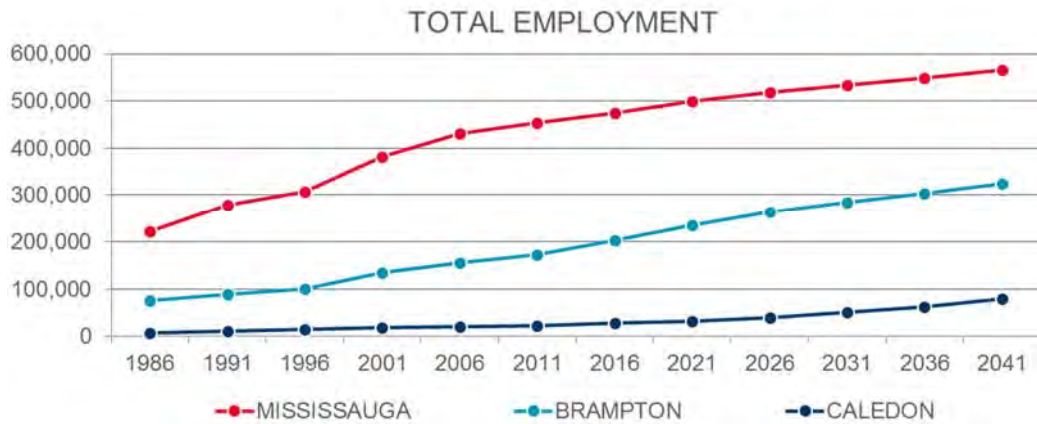
Forces such as automation, deregulation, and globalization have profoundly changed the nature of employment. These factors generate uncertainty in the outlook for employment growth, as well as the location of this growth across the GTHA. The overriding risk is that the employment growth forecasts are not achieved, and/or that planned growth is not aligned with on-the-ground (or in-the-ground) investments that are made to foster this growth – or some combination thereof. There are profound financial, social, and environmental implications for planning for one vision of growth in Peel Region, while so-called market realities instead dictate a different form, scale, and timing.

4.2 Background

First, it is important to first take stock of how employment has grown over time in each of the local municipalities. While considerable background information exists in other reporting on this topic, a brief summary is presented below. This historic data and forecast has been prepared by Hemson Consulting.

TOTAL EMPLOYMENT BY MUNICIPALITY*				
Year	Mississauga	Brampton	Caledon	Total
1986	221,220	75,330	7,480	304,030
1991	278,880	88,090	11,200	378,180
1996	307,160	99,460	14,190	420,810
2001	382,230	133,640	18,430	534,310
2006	430,670	155,890	21,410	607,970
2011	454,670	172,120	22,640	649,420
2016	474,180	202,880	27,670	704,730
2021	499,470	234,430	32,280	766,180
2026	519,020	263,390	40,450	822,860
2031	534,000	285,000	51,000	870,000
2036	548,280	304,060	62,640	914,980
2041	565,000	325,000	80,000	970,000

* Note that the forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth at the time of writing. Figures in this table are rounded, and may be revised through consultation with the local municipalities, and are ultimately subject to approval by Peel Regional Council.



4.3 Examination of Select Key Issues – Local Municipality-Level

Town of Caledon

- Achieving Growth Plan density targets is a significant challenge, given the lower density nature of residential development found in Caledon (versus Brampton and Mississauga), and the generally lower density forms of employment that are attracted to the community.
- Employment Land Employment will be a principal driver of future growth.
- The East-West corridor in northern Peel would greatly improve accessibility, from a goods movement perspective. It would also improve the inter-regional transportation network in general.
- Forged from the GTA West Land Use Study initiated in 2014, Caledon’s Whitebelt Visioning is examining all land uses, such as residential, commercial, institutional, agriculture, and environmental protection, in addition to employment lands across the entire "Whitebelt".
 - The "Whitebelt" is the area outside the Greenbelt Plan and existing settlement areas in south Caledon (roughly 15% of the land area of the municipality, or 105 km²).

City of Brampton

- Has been attracting low density Employment Land Employment.
- Office Strategy seeks to mitigate challenges and focus Major Office development.
- New major institutional jobs (considered Population-Related Employment) are coming (hospital and university).
 - And associated spin-off jobs from these institutional uses.
- Population-Related Employment growth is critical to improving activity rate, along with Major Office and other higher employment density-type uses such as biotech, advanced manufacturing, and other uses.

City of Mississauga

- Future growth must be through intensification – greenfield lands are essentially exhausted.
- Office-type employment is a key component of future growth.
- Airport and 400-series highways will continue to bring jobs.
- Leveraging employment opportunities along the LRT corridor – particularly Downtown.
- A proposed transit hub at Toronto Pearson International Airport with rail and bus connections across the region could improve accessibility and attract employment uses.

4.4 Examination of Issues – by Employment Type

Introduction

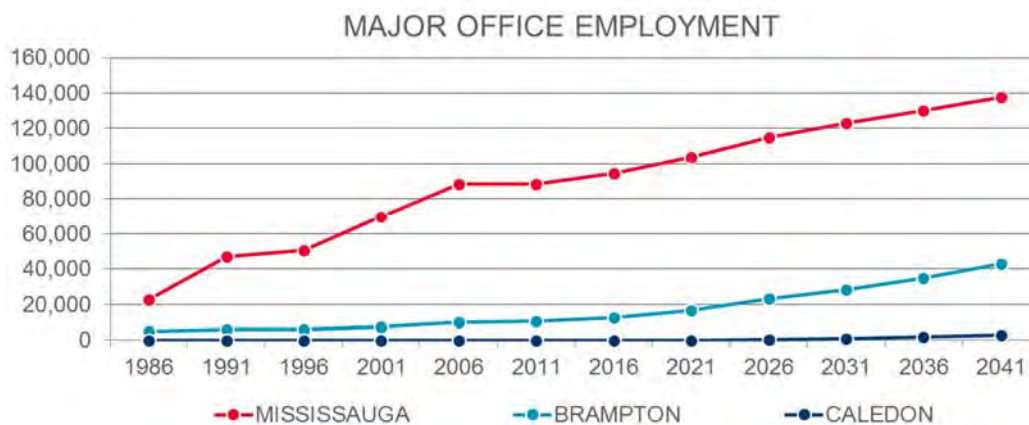
Planning for employment in the GTHA commonly divides jobs into six categories (defined earlier in this report). The following considers important trends related to employment growth in each category, in the context of Peel and the broader GTHA.

Major Office Employment

- There has been a profound re-balancing in new office space demand between Downtown Toronto and the GTA Suburbs.
 - From 2000-2008, the GTA Suburbs accounted for 91% of all the new office supply added GTA-wide. However, from 2009-2016, this share fell to 47%.
- Some suburban nodes have still not seen conditions rebound since the 2008/2009 recession.
 - Persisting high vacancy rates (currently in excess of 12% across Peel – compared to around 5% in 2008), and rental rates that do not support the economics of new development.
- The remaining office development land supply in Downtown Toronto is getting closer to capacity.
 - Competitive pressures versus high density residential development contribute to this.
- Office site selection characteristics:
 - Access to labour is key.
 - Public transit is increasingly important, as an alternative to auto-oriented commuting.
 - Desire to live closer to work – especially millennials.
 - Desire for mixed-use/“urban” environments – restaurants/bars, retail, recreation, public realm – quality of place.
 - Access to superior levels of broadband.
- Office densification – declining office space per worker leads to declining requirement for new construction.
- Need to connect existing office parks/corporate centres to transit, and support ride-sharing.
 - Build transit to support existing built form (corporate centres/office parks), prior to servicing new/unproven areas.
- New locations have emerged for offices in the GTHA – such as Vaughan Metropolitan Centre, and Markham Centre – which is making the landscape even more competitive than in the past. Other potential future office hubs include the Lever Brothers site (east of Downtown Toronto, Toronto's Port Lands, Downsview Park, Buttonville Airport Lands, and others).
- Desolate areas will not attract jobs in the future, and could result in a decline in the tax base, as undesirable properties see falling rental rates compared to better located alternatives.
- This historic data and forecast has been prepared by Hemson Consulting.

MAJOR OFFICE EMPLOYMENT*				
Year	Mississauga	Brampton	Caledon	Total
1986	22,550	4,780	0	27,330
1991	46,880	6,180	0	53,060
1996	50,370	6,040	0	56,420
2001	69,670	7,620	0	77,290
2006	88,440	9,830	0	98,270
2011	88,340	10,730	0	99,060
2016	94,500	12,800	0	107,300
2021	103,900	16,870	0	120,770
2026	114,960	23,060	350	138,380
2031	123,180	28,490	930	152,600
2036	129,960	34,770	1,760	166,500
2041	137,890	43,130	2,810	183,830

* Note that the forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth at the time of writing. It does not include the portion of Major Office Employment that is in the No Fixed Place of Employment category. Figures in this table are rounded, and may be revised through consultation with the local municipalities, and are ultimately subject to approval by Peel Regional Council.



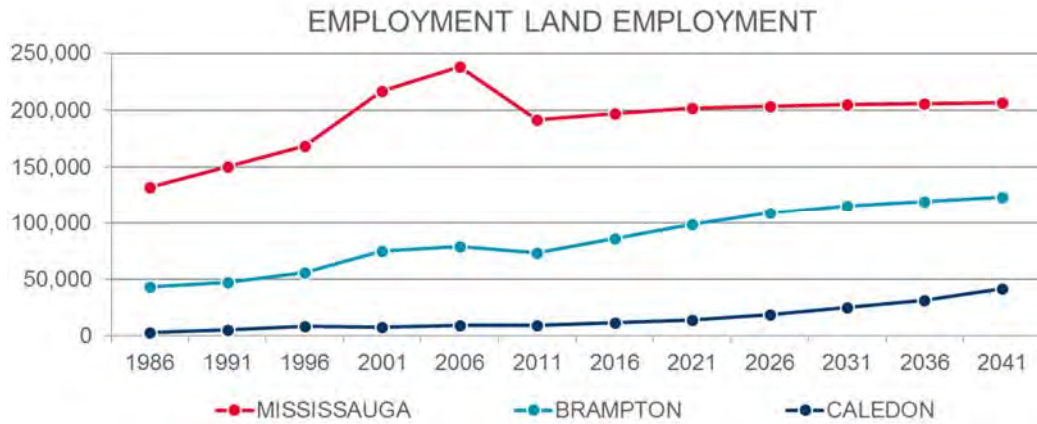
Employment Land Employment

- The conversion of lands within employment areas is an ongoing issue. The nature of employment in the GTHA continues to evolve away from a historic manufacturing base to a more service-based economy. In addition, the siting of sensitive uses such as private schools, daycares, and places of worship, in areas planned for employment uses causes friction with adjacent industrial uses. In permitting the conversion of employment lands to a non-employment use, these lands are highly unlikely to revert in the future back to an employment use; they are “lost” forever. A land supply to meet residential growth targets (plus lands needed to accommodate Population-Related Employment) is sufficiently available in sites designated and planned for such uses.

- Industrial floor space per worker continues to increase.
 - Automation is impacting traditional manufacturing employment.
 - Warehousing and distribution is the dominant component of growth, and it has relatively low employment density. It is also subject to increased automation.
- Regeneration and intensification within older industrial areas will be key to unlocking future employment potential.
 - Could be office-type uses in a former industrial building (a multi-functional environment, with a mix of uses and building types) – offers lower cost of occupancy.
- Due to the typically land-extensive built form environment, employment lands are not as conducive to public transit service.
 - Affordable and reliable “last mile” travel solutions (including active transportation options) are needed to bridge this gap.
- Historically, the number of jobs within employment areas declines over time as these areas mature.
- Desolate areas will not attract jobs in the future.
- Due to their large building footprint (and accordingly, land cost), warehousing and logistic uses are attracted to large sites on the urban periphery which feature ready access to multiple highways.
- This historic data and forecast has been prepared by Hemson Consulting.

EMPLOYMENT LAND EMPLOYMENT*				
Year	Mississauga	Brampton	Caledon	Total
1986	131,800	43,400	2,900	178,000
1991	150,000	47,300	5,700	203,000
1996	168,100	56,300	8,300	232,700
2001	216,800	75,200	8,000	299,900
2006	237,800	79,200	9,600	326,600
2011	191,500	73,100	9,000	273,600
2016	196,700	86,500	12,100	295,200
2021	201,700	98,900	14,500	315,100
2026	203,700	109,400	19,100	332,200
2031	205,000	115,500	25,000	345,500
2036	205,900	119,700	31,500	357,100
2041	206,700	123,700	41,900	372,300

* Note that the forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth at the time of writing. It does not include the portion of Employment Land Employment that is in the No Fixed Place of Employment category. Figures in this table are rounded, and may be revised through consultation with the local municipalities, and are ultimately subject to approval by Peel Regional Council.



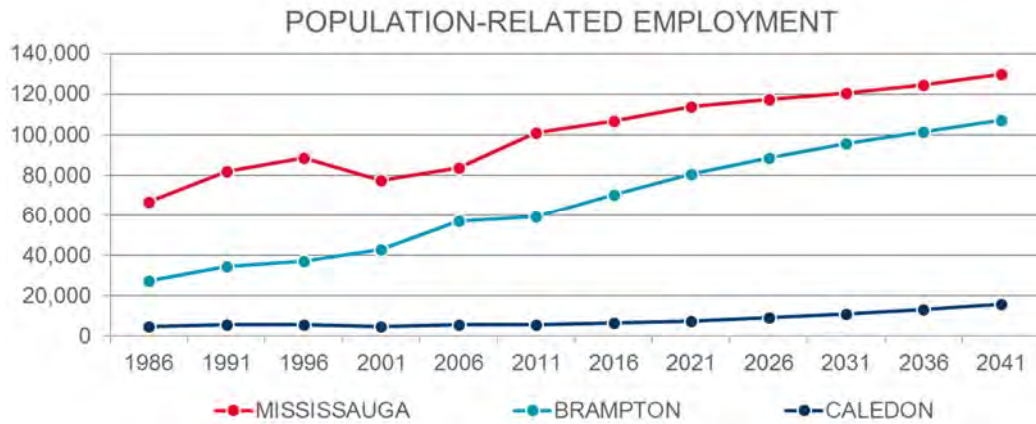
Population-Related Employment

- PRE jobs are largely planned for residential locations. Major institutional and major retail uses need to be planned for more thoughtfully, as these are home to significant employment (and spin-off employment opportunities).
- Preserving local jobs as older retail-commercial sites redevelop to a higher and better use is a means of ensuring aspects of a “complete community” character are maintained over time.
- Major institutional uses seem to be increasing in physical size (hospitals and universities) – need appropriate sites for such uses (campuses).
- Growth of e-commerce is reshaping the retail industry, resulting in smaller store formats.
- This historic data and forecast has been prepared by Hemson Consulting.

POPULATION-RELATED EMPLOYMENT*

Year	Mississauga	Brampton	Caledon	Total
1986	66,900	27,200	4,600	98,700
1991	82,000	34,600	5,500	122,100
1996	88,700	37,100	5,900	131,700
2001	77,400	43,100	5,000	125,500
2006	83,600	57,000	5,700	146,400
2011	100,900	59,400	5,500	165,900
2016	106,600	70,200	6,400	183,200
2021	113,800	80,700	7,500	202,000
2026	117,300	88,600	9,100	214,900
2031	120,300	95,500	11,100	226,900
2036	124,400	101,300	13,200	239,000
2041	129,700	107,200	15,900	252,800

* Note that the forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth at the time of writing. It does not include the portion of Population-Related Employment that is in the No Fixed Place of Employment category. Figures in this table are rounded, and may be revised through consultation with the local municipalities, and are ultimately subject to approval by Peel Regional Council.

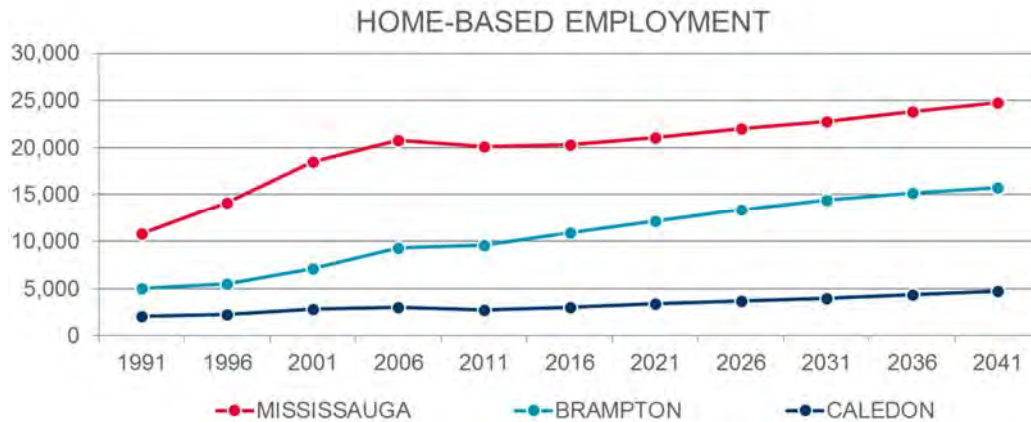


Home-Based Employment

- Trends in the office workplace environment towards densification have resulted in a shift of some workers to a “work from home”/home-based environment. These workers may periodically use office space in a “hoteling” fashion, whereby they do not have a dedicated desk, and rather “check in”, and are assigned a temporary workspace for the day/part of a day. This has allowed employers to reduce their occupancy costs significantly – particularly for firms that have a very mobile workforce (such as salespeople, or staff who regularly spend time at a client’s location, or elsewhere off-site).
- Generally thought of as having “an office at home”, but still requires infrastructure (though at a lower level than office-based commuters do).
- The level of home-based employment is not changing significantly – this is linked to population growth.
- This historic data and forecast has been prepared by Hemson Consulting.

HOME-BASED EMPLOYMENT*				
Year	Mississauga	Brampton	Caledon	Total
1991	10,800	5,000	2,100	17,800
1996	14,100	5,500	2,300	21,900
2001	18,500	7,100	2,800	28,400
2006	20,800	9,300	3,000	33,100
2011	20,100	9,600	2,700	32,400
2016	20,300	10,900	3,000	34,200
2021	21,100	12,100	3,400	36,700
2026	22,000	13,400	3,700	39,100
2031	22,800	14,400	4,000	41,300
2036	23,800	15,200	4,400	43,300
2041	24,800	15,800	4,700	45,300

* Note that the forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth at the time of writing. Also note that Home-Based Employment was not tracked consistently prior to 1991. Figures in this table are rounded, and may be revised through consultation with the local municipalities, and are ultimately subject to approval by Peel Regional Council.

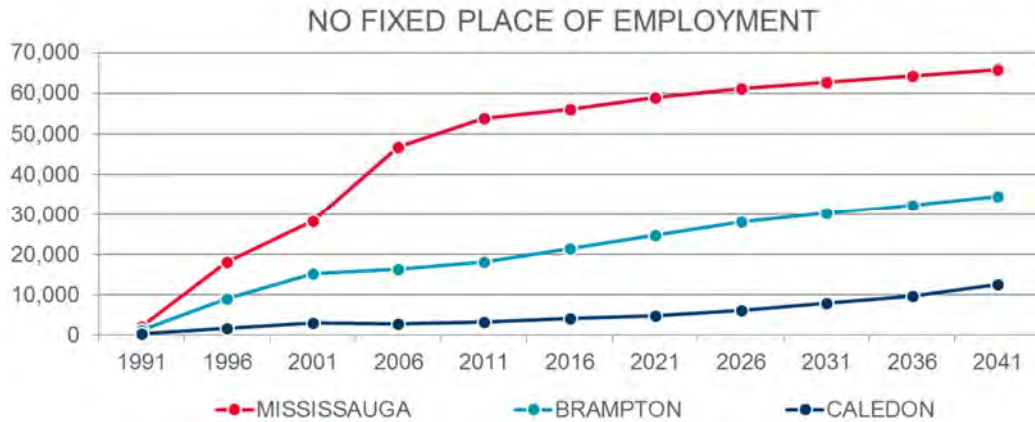


No Fixed Place of Employment

- The extent of no fixed place of work employment is not changing appreciably.
 - Construction workers, sales workers, etc.
- A share of the no fixed place of work employment category is related to transportation and logistics sector expansion that is linked to the rapid growth of warehousing and distribution activities in the GTHA’s industrial market.
- The dramatic increase in no fixed place of employment from 1991-2001 has more to do with a change in how the question was asked on the Census form, rather than explosive growth in this segment of work (“no fixed place of employment” was added as a check box on the form, rather than a write-in alternative option).
- This historic data and forecast has been prepared by Hemson Consulting.

NO FIXED PLACE OF EMPLOYMENT*				
Year	Mississauga	Brampton	Caledon	Total
1991	2,200	1,300	300	3,800
1996	18,100	9,000	1,700	28,800
2001	28,300	15,300	3,100	46,800
2006	46,800	16,300	2,900	66,000
2011	53,800	18,200	3,300	75,400
2016	56,100	21,500	4,200	81,800
2021	58,900	24,900	4,900	88,700
2026	61,100	28,100	6,200	95,300
2031	62,700	30,300	7,900	100,900
2036	64,200	32,300	9,800	106,300
2041	65,900	34,500	12,700	113,100

* Note that the forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth at the time of writing. Also note that No Fixed Place of Employment was not tracked consistently prior to 1991. Figures in this table are rounded, and may be revised through consultation with the local municipalities, and are ultimately subject to approval by Peel Regional Council.



Rural Employment

- Rural employment is predominantly related to natural resources (renewable and non-renewable); agricultural uses, including agricultural-related and on-farm diversified uses; recreation (passive and active); and tourism, including agri-tourism. It can include employment within rural settlements such as hamlets and villages.
- Limitations and opportunities to further enhance rural employment include access to infrastructure such as public and private water and wastewater servicing, access to energy alternatives, appropriate road infrastructure (e.g., for farm vehicles, recreational active transportation, and goods movement), and broadband connectivity. This infrastructure can support both the establishment and retention of rural businesses and growth of the rural economy.
- The Province, through the Provincial Policy Statement 2014 and amendments to the Growth Plan for the Greater Golden Horseshoe (Growth Plan) and Greenbelt Plan, have opened up land use permissions for a wider range of on-farm diversified and agriculture-related industrial and commercial uses, within the Prime Agricultural Area.
- Some of Peel Region’s rural businesses benefit from their closeness to the large consumer market of the Greater Toronto and Hamilton Area (for example, agricultural business involved in direct-marketing, aggregates, recreational uses, etc.). In addition, some rural employment uses within the Region benefit from their proximity to key goods movement infrastructure such as airports, intermodal freight stations, and ports (for example, movement of grains and oilseed).
- There has been an ongoing decline in the number of farms and amount of land in agricultural production in Peel Region. However, from 2011-2016, the Region saw a slower rate of decline than in the past, and a comparatively lower decline than other Region’s within the GTA.¹⁰
- Gross Farm Receipts (GFR) for Peel Region farms have seen a steady increase since 2006, with GFR valued at over \$94 million in 2016. This reflects an increase in value-added uses, and production of high value crops.¹¹

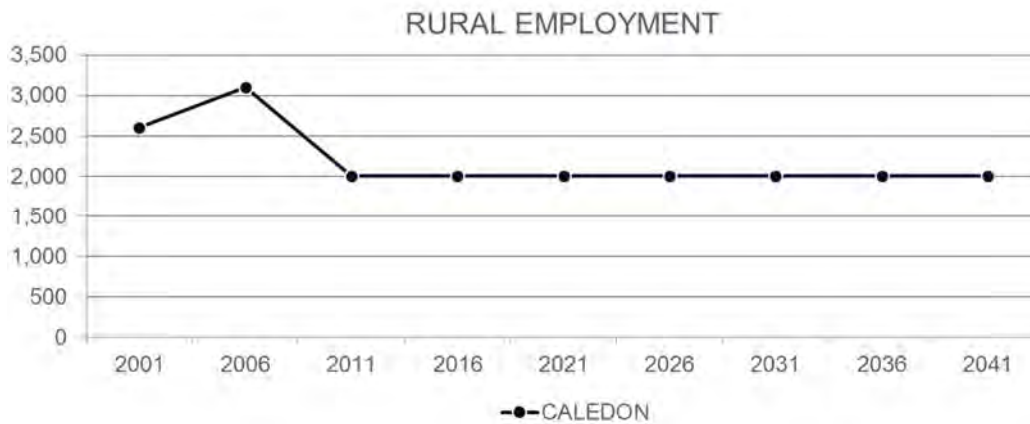
¹⁰ Statistics Canada, 2016 Agricultural Census

¹¹ Ibid

- This historic data and forecast has been prepared by Hemson Consulting.

RURAL EMPLOYMENT*				
Year	Mississauga	Brampton	Caledon	Total
2001	N/A	N/A	2,600	2,600
2006	N/A	N/A	3,100	3,100
2011	N/A	N/A	2,000	2,000
2016	N/A	N/A	2,000	2,000
2021	N/A	N/A	2,000	2,000
2026	N/A	N/A	2,000	2,000
2031	N/A	N/A	2,000	2,000
2036	N/A	N/A	2,000	2,000
2041	N/A	N/A	2,000	2,000

* Note that the forecast employment shown in this table is based on the proposed municipal allocation of population and employment growth at the time of writing. Also note that Rural Employment was not tracked consistently prior to 2011. Figures in this table are rounded, and may be revised through consultation with the local municipalities, and are ultimately subject to approval by Peel Regional Council.



5.0 EMPLOYMENT STRATEGIES

5.1 Introduction

Following from the preceding section which explored employment issues, the following section is organized by category of employment. Active and passive strategies have been identified to address current and emerging issues related to employment within Peel Region (and beyond). These strategies should be read as a “menu” of strategies – or a set of “principles” – that may be applicable to all municipalities, or may be tailored to address specific needs of a single municipality. In many instances, the strategic guidance would be implemented at the local municipal level, rather than the Regional level of planning.

5.2 Major Office Employment (MOE)

Suburban Locations Must Offer an Urban Environment to Compete for Sought-After Major Office Employment

- Over the past decade, there has been a profound shift in new office construction to Downtown Toronto from the surrounding suburbs. This is due to a number of factors including superior transit accessibility; accessibility to a young and educated pool of labour residing nearby; and the wealth of amenities offered to workers.
- Suburban municipalities must offer a compelling alternative on more than just a financial (rent) basis. Enhanced multi-modal transportation and an urban, amenity-rich environment is sought-after, and highly valued among office occupiers.

Leverage Positive Spin-Off Effects from Major Office Development

- Office development has many positive spin-off effects for a municipality. The development-related financial benefits through the collection of development charges and ongoing property tax revenues are apparent. In the context of this Employment Strategy Discussion Paper, two other impacts are of importance:
 - Demand for shopping, recreation, and other amenities to support the MOE workforce will drive PRE growth in the urban mixed-use nodes that will increasingly be home to new office space (including sites such as “innovation hubs”¹²).
 - Office employment contributes a substantial opportunity to capture transit ridership, and a need to provide a multi-modal environment to be attractive to a broad local and regional labour pool.

Consider Financial Incentives to Attract New Office Development

- Financial incentives such as development charge reductions, tax increment equivalent grants (TIEGs), municipally-built parking facilities, and other considerations could be explored to spur new office development, by making the development more cost competitive. These incentives could be tailored to specific locations where offices are being planned for and are sought by municipalities, in the form of a Community Improvement Plan.

¹² Innovation Hub: A designated area with dedicated physical infrastructure, facilities and services – usually established in partnership with a post-secondary or research institution – with a strong link between academia and industry, contributing to the movement of ideas/discoveries from concept to commercialization. When cluster stakeholders are placed together in a specific, dense geography, it facilitates the kinds of cross-sector interactions that drive innovative activity. These areas provide an environment that attracts and retains talented workers, who increasingly want to live, work, and play, in dense urban areas that contain high concentrations of cultural amenities, links to transportation, and attractive public spaces.

Monitor MOE Density to Understand Impacts on Real Estate Market

- The trend toward a declining amount of office space per worker is well established. There are various factors contributing to the trend towards higher office employment densities, such as:
 - more efficient office building design, allowing greater utilization of floor plates;
 - higher occupancy costs (net rental rates, operating costs, and taxes), contributing to a reduced space allocation on a per employee basis by firms;
 - greater use of technology, reducing paper filing and storage requirements; and,
 - increased telecommuting and desk sharing among co-workers.
- Higher office employment densities will impact office development in two ways:
 - Some additional density will be accommodated within the existing building stock, reducing the need for future new development.
 - New office buildings will be built to a modern standard that accommodated higher densities than some of the existing inventory, leading to less new development than has been required in the past to accommodate office jobs.
- It is critical that municipalities plan for an appropriate level of office employment density, as this affects levies from new development (such as development charges). It could also impact the property values (and therefore taxes) collected from existing buildings that are able to accommodate higher densities (and thereby, higher rents than other properties in the market, as tenants have increased demand for such product).
- Another impact of rising office employment densities is that in the future, more office workers will occupy space in existing business parks and corporate centre, placing more pressure on the road network, and driving more demand for sustainable transportation solutions (e.g. carpooling, ride-sharing, and public transit). Existing high density employment areas should be a priority for increased transit service and infrastructure, as opposed to planning for service to upstart locations that may emerge as nodes over time.

5.3 Employment Land Employment (ELE)

Protect Budgeted Employment Lands from Conversion

- Industrial lands are typically a lower cost land use, compared to other employment-type land uses, and compared to residential lands. Municipalities must continue to protect the designated, budgeted employment lands that are necessary to meet employment targets from conversion to other uses that are seeking to capitalize on relatively lower cost of acquisition. Recent amendments to the Growth Plan necessitate that Municipal Comprehensive Reviews require Provincial approval, further underscoring the importance of identifying and protecting employment lands. While there are circumstances that may justify a conversion – such as seeking intensified land uses in Major Transit Station Areas – the default context should be that no conversion is appropriate. Further, the protection of employment lands from intrusion by sensitive uses (such as private schools, daycares, places of worship) must be ensured, in order to avoid friction from incompatible adjacent/nearby land uses.

Identify Employment Areas

- The requirement for Upper-tier and Single-tier municipal official plans to identify Employment Areas was introduced in recent amendments to the Growth Plan. Municipalities are also encouraged to identify large areas with high concentrations of employment that cross municipal boundaries and are large trip generators (Growth Plan policy 2.2.5.14). In addition, the Provincial Policy Statement allows municipalities to protect strategic employment areas beyond the planning horizon, provided the lands are not designated. The data, analysis, and strategies examined in this Discussion Paper – along with other elements from the Region’s growth management work – should be used to consider appropriate policies and mapping for inclusion in the Regional Official Plan.

Ensure Variety of Employment Lands – Location, Size, and Servicing

- Municipalities should encourage a range of parcel sizes, locations, and timing/levels of servicing of employment lands, in order to be responsive to occupier and developer requirements. Having an adequate supply of serviced lands can act to suppress land price inflation, by ensuring choice in the marketplace, and enabling multiple market participants (not one dominant land owner/investor). If there is too limited a supply – or an insufficient range of choices of location/size – then occupiers will look elsewhere. Industrial developers are sensitive to land pricing – it is a key component of their development pro forma model – and they will seek markets that provide lower cost options (which generally coincides with movement from the core towards the urban periphery, or beyond).
- Among the planning tools that may be employed to broaden the variety of employment lands within a municipality are:
 - Designating additional lands – designating additional lands for employment uses, to increase the supply of vacant lands for development.
 - Acquiring land – owning lands and creating a municipal business park (to have influence over the size of parcels, timing of development, and future ownership).
 - Development incentives – providing financial incentives (waiver or reduction of building permits and/or development charges) for large landowners to subdivide a portion of lands into smaller lots, so that both smaller-scale uses and larger-scale users may be accommodated, as market demand dictates.

Support Employment Land Intensification Opportunities

- Older industrial areas with buildings that no longer meet the requirements of contemporary business (i.e. lower ceiling clear height, less function site layout/truck movements/distribution, etc.) may convert over time to alternate uses – although there is uncertainty and complexity in anticipating the adaptive re-use of employment lands. While this may displace/replace Employment Land Employment, such adaptive re-use of buildings could include more office-type functions – particularly firms seeking low-cost environments that do not need conventional office space (such as high-tech start-ups, and other “new economy” uses). Providing flexibility in planning policy (such as permissive zoning, context-appropriate parking standards, etc.) to accommodate alternative, compatible uses will be important in attracting such opportunities for intensification of employment within established business parks.

Recognize that Highway Access Increasingly Important

- Direct or seamless access to highways – and multiple highway options is preferred – is increasingly important as a site selection driver for industrial occupiers. Logistics uses are increasing as a component of the industrial stock, as e-commerce growth is necessitating new distribution models for retailers. Peel’s municipalities offer ready access to the GTHA’s urban market and beyond, and will remain a sought-after location. Identifying opportunities for future employment lands adjacent to new highways/expanded arterial routes is crucial to remain competitive in the overall region in attracting ELE growth.

Recognize that Multi-Modal Transportation Access Increasingly Important

- Employers will increasingly be attracted to employment areas that offer good accessibility, to draw upon the regional labour pool. With the low employment densities associated with many ELE uses, providing transit to serve employment areas can be challenging, from a service level perspective (and therefore, also a financial challenge). Emerging “last mile” travel solutions (including active transportation options) could be part of the solution in providing access to employment areas, while reducing private automobile congestion within the broader region.

Monitor ELE Density to Ensure Adequate Land Supply

- Employment densities in industrial areas have been declining, due to the greater rate of warehousing and distribution activity over the past decade or more (and the relatively low employment density associated with this use), along with automation taking the place of some labourers in more traditional manufacturing workplaces. Municipalities must continue to monitor this trend, and align land budgets with the appropriate ELE density, in order to ensure an adequate supply is provided for this land-intensive use. The implication of lower ELE employment density is that more land will be required than before to accommodate the same level of employment.

5.4 Population-Related Employment (PRE)

Recognize that Population-Related Employment Requires a More Nuanced Level of Consideration

- In growth management, Population-Related Employment is often not given as much attention as ELE and MOE. PRE is assumed to increase as the population grows, but consideration for the location of PRE employment, and the potential to leverage spin-off employment and synergies, may be overlooked.
- In addition to a “General” category of PRE, Major Institutional and Major (large-scale) Retail employment should be considered more closely. Major Institutional and Major Retail can be significant consumers of land – unlike much of the smaller-scale PRE uses that could be grouped into the catch-all “General” category. While General PRE will locate throughout a municipality, in response to market demand, Major Institutional and Major Retail uses often are a self-contained land use – a campus-like ecosystem – without reliance on neighbouring land uses. For this reason, it is important to plan for the location of these uses in both greenfield and intensification development scenarios, in order to attract these forms of employment. Further, these uses generate high levels of employment, and are destinations (sometimes 24 hours a day, 7 days a week – in the case of a hospital; or may have operating hours beyond a typical work day – in the case of post-secondary institutions), which mean that they must be considered in the broader network of transportation and transit planning in the local municipality/Region.

Plan for Decline in Future Retail Employment Demand, as E-Commerce Increases as a Share of Total Retail Spending

- E-commerce spending on retail goods and services continues to increase as a proportion of total retail spending. This has already had a pronounced effect on retail real estate, as some chains shrink the size of their store model footprint. Over time, this could translate into fewer retail employees on a floor space basis. This will impact land demand for new retail development, and affect retail employment growth rates. This could be counteracted to some degree by increased employment in the logistics sector, in dealing with the fulfillment and delivery of online shopping orders. Another emerging trend is pick-up depots replacing traditional retail space. This could have land use implications such as zoning, footprint, access, and fit in the community.

5.5 Home-Based Employment (HBE)

Recognize a Continuum of Home-Based Employment, and Provide Supportive Policy

- Home-Based Employment is a modest but growing component of the overall mix of employment. The growth in this segment is largely office-type jobs, as some employers are encouraging their workers to work remotely using technology (and benefit from lower corporate real estate occupancy costs). Planning policy should recognize a continuum of Home-Based Employment, and strike the right balance of permission for such uses, while maintaining the character of residential areas. These planning solutions are influenced by the built form of the structure. Business signage and staff/customer parking are typical issues to be addressed. The continuum is as follows:
 - A “home office” for a single worker – whether an employee of a company, or a self-employed – accommodated within their place of residence. In this instance, the structure was built as a residence, and not intended to house a business.
 - A “home business”, which includes the resident/employer, along with a small contingent of staff. This is a more intensive use than a single “home office”. Again, in this instance, the structure was built as a residence, and not intended to house a business.
 - More formal, purpose-built, live-work settings, where the residential portion of the structure is operationally separated from the commercial portion of the structure, but not physically separated (it may be partitioned by walls, or situated on a different storey of the structure). In this instance, a building is constructed to accommodate commercial uses along with a residential use (unlike “home office”, where a portion of a residential dwelling is set aside for work purposes).
 - Purpose-built, mixed-use building forms (small scale) that accommodate Home-Based Employment, as well as residential uses, but are a physically separated use within the building (i.e. separate entrances, and likely located on separate levels of the structure).

5.6 No Fixed Place of Employment (NFPE)

Covers All Employment Types

- No Fixed Place of Employment refers to persons who do not go from home to the same workplace location at the beginning of each shift (according to Statistics Canada).
- The employment strategies that apply to ELE, MOE, and PRE also apply to this category of employment.

5.7 Rural Employment (RE)

Collaborate to Increase Rural Employment

- In 2012, the Region, along with each Regional municipality within the Golden Horseshoe, as well as the Cities of Hamilton and Toronto, endorsed the “Golden Horseshoe Agriculture & Agri-Food Strategy – Food & Farming: An Action Plan, 2021”. The Action Plan outlines a ten-year vision and corresponding actions which strive to establish the Golden Horseshoe as a globally renowned vibrant food and farming cluster, characterized by profitable farming operations, a thriving hub of food processing, food retail, and food service businesses. Continued municipal support for the implementation of the Action Plan is encouraged to attract agricultural and corresponding rural-based businesses to the rural area to support this cluster.
- In 2017, the Headwaters Food & Farming Alliance released an Action Plan complimentary to the Golden Horseshoe Food & Farming Action Plan. Collaboration between the two partnerships with Region of Peel programs is encouraged to further the implementation of the vision, goals, and objectives of both Action Plans.
- Ongoing Regional support of the Region’s Peel Agricultural Advisory Working Group (PAAWG) is also recommended, as they assist the Region in its:
 - protection of agricultural and rural lands;
 - support of farming, and on-farm diversified and agricultural-related uses; and,
 - promotion of the importance of the agricultural industry to the Region.
- Ongoing support of Region of Peel programs such as the Grown in Peel local food guide and the Peel Rural Water Quality Program, which are delivered in partnerships to promote and support the viability of the Region’s agricultural sector.
- Support the implementation of both the Region of Peel’s and Headwaters Food & Farming Alliance’s Food Charters. These charters bolster agricultural uses, and encourage support for the economic development and diversification of the sector.
- Look for opportunities through existing partnerships to encourage the implementation of the Town of Caledon’s Economic Development Office’s economic development strategies that support the rural economy.

Implement New Provincial Policy

- The Province, through its amendments to the Growth Plan and Greenbelt Plan, has encouraged municipalities to protect and enhance the Agri-Food Network that comprises the Provincial Agricultural System for the Greater Golden Horseshoe. Municipal employment and economic development strategies that promote the long-term economic prosperity of the Agri-Food Network are examples provided by the Province on how this policy direction can be implemented.

5.8 Other Considerations

Broadband Infrastructure

- The Canadian Radio-television and Telecommunications Commission (CRTC) has established a universal service objective that all Canadians should have broadband internet access at a defined speed. For fixed (wired) broadband access, the minimum available speeds should be 50 Mbps download and 10 Mbps upload.
 - Currently, almost 50% of Canadian subscribers have a service of 16 Mbps or faster.
 - Subscriptions for 50 Mbps or faster has grown significantly in the last five years, and now comprises almost 20% of all subscriptions.

- While most cities offer a 4G network of services, the next generation of wireless 5G broadband technology is under development to enable the adoption of the “Internet of Things” – a key platform for any “Smart City” strategy.
- Full deployment of 5G technology is not expected until 2020, but some telecommunications carriers have begun to prepare for this.
- The most important trend in broadband is connectivity and speed, and this will continue to drive competition, innovation, and expansion of networks. Broadband allows for faster and automated information flow between companies, but it also connects residents to jobs through the effective use of online tools to support job matching, as well as online job training.
- There are several benefits of accessible and adoptable broadband networks:
 - They can act as a tool in helping cities to attract skilled workers, enable innovation, and create a stronger competitive edge for a community.
 - They can contribute to the increase of specialized knowledge-intensive activities (e.g. IT services, engineering, accounting, and financial services), and support the growth of entrepreneurs working from home.
 - Broadband access also affords a range of social benefits for a community, from enabling access to lower-cost online education and training, to better educational performance in children and adults, and improved citizen engagement.
- Where possible, the Region should support local initiatives including data gathering, analysis, and the development of strategy regarding advanced telecommunications infrastructure, including broadband. This potentially relates to initiatives regarding supporting office clusters; intensification around Major Transit Station Areas; attracting industries such as biotech, life sciences, and advanced manufacturing; attracting post-secondary educational facilities; fostering Employment Land Employment growth (particularly in Caledon); and others. Please refer to Appendix A, titled *Broadband and Employment Growth Implications*, which discusses issues and opportunities associated with broadband infrastructure and employment growth.

Moving from Sprawl to Intensification

- Affordable housing for workers (home ownership and rental) and affordable workplaces (occupancy costs) are vital to moving the region from sprawling development to a more intensified form. Providing accessible places of work (fast, efficient, affordable, and reliable) is important – particularly for millennial generation, where the auto ownership rate is much lower than prior generations.

Identifying which Employment Types (and Associated Land Uses) Require Permission, versus Protection, versus Incentives?

- **Permission** refers to a balance between permitting flexibility versus applying planning control. This is a relevant consideration across all employment types, with regard to land use planning.
- **Protection** is particularly necessary for employment lands, where alternative uses are seeking conversion of lands (often seeking a low land cost, as opposed to simply superior location attributes versus other vacant/available sites). It may be desirable to protect for Major Office uses in select locations where prime sites (such as those well served by transit) are sought for lower density uses.

- **Incentives** are intended for those employment segments that are more challenging to achieve.
 - A competitive landscape exists for attracting Major Office Employment and certain Major Institutional uses (e.g. post-secondary educational institutions). Tax increment equivalent grants are one tool that may be employed to attract office users to a specific location/precinct.
 - Retention of employment along historic main streets may be facilitated through incentives (such as heritage grants).

6.0 RECOMMENDATIONS

6.1 Introduction

The following section summarizes the recommendations stemming from the preceding research, analysis, and strategies. Discussion of the timing of these recommendations is included.

6.2 Major Office Employment (MOE)

Suburban Locations Must Offer an Urban Environment to Compete for Sought-After Major Office Employment

RECOMMENDATION: The Region and local municipalities should consider the provision of enhanced multi-modal transportation, and the design of urban, amenity-rich environments, in order to attract and retain office users. This includes evaluating the impact of improved transit service levels and enhanced infrastructure to established office nodes, and ensuring that a high quality public realm is a feature of new development/redevelopment.

TIMING: This should take place over the full planning horizon – particularly as opportunities arise to replace existing infrastructure.

Leverage Positive Spin-Off Effects from Major Office Development

RECOMMENDATION: Ensure that land use planning provides opportunities for shopping, recreation, and other amenities to support the office workforce, are accessible in established and emerging office locations. Urban, mixed-use nodes are likely to emerge as a location preference for office occupiers.

TIMING: As development applications are received, these issues can be reviewed on a local area basis. As well, as Official Plans are periodically reviewed, there is an opportunity to consider the range of uses in key commercial office nodes, and beyond.

RECOMMENDATION: As, office employment contributes a substantial opportunity to capture transit ridership, there is a need to provide a multi-modal environment to be attractive to a broad local and regional labour pool. Enhancing transit access/frequency of service to established office nodes will help ensure these areas remain vital. Provision of new service to emerging office locations will also be essential in attracting occupiers.

TIMING: Enhanced transit provision would provide immediate benefits, but as with any prospective investment, the costs must be weighed against the benefits. This is a matter for ongoing consideration, linking land use and transportation planning.

Consider Financial Incentives to Attract New Office Development

RECOMMENDATION: A range of financial incentives such as development charge reductions, tax increment equivalent grants (TIEGs), municipally-built parking facilities, and other considerations could be explored to spur new office development, by making the development more cost competitive. These incentives could be tailored to specific locations where offices are being planned for and are sought by municipalities, in the form of a Community Improvement Plan.

TIMING: In the near term, identification of financial (and non-financial) incentives that are in place in other GTHA municipalities to attract office development is a starting point. In time, evaluating the merits of each type of incentive should be studied. Ongoing monitoring of this topic is recommended.

Monitor MOE Density to Understand Impacts on Real Estate Market

RECOMMENDATION: Since increasing office employment densities have a range of impacts – from the amount of new office development needed to accommodate growth, to financial considerations such as the collection of development charges and property taxes – ongoing quantitative analysis on this topic is essential. Data such as employer surveys and building permits are key inputs.

TIMING: This is an ongoing requirement. Analysis should be undertaken at least every five years, to assess trends in the marketplace.

6.3 Employment Land Employment (ELE)

Protect Budgeted Employment Lands from Conversion

RECOMMENDATION: Municipalities must continue to protect the designated, budgeted employment lands that are necessary to meet employment targets from conversion to other uses. Recent amendments to the Growth Plan necessitate that Municipal Comprehensive Reviews require Provincial approval, further underscoring the importance of identifying and protecting employment lands. While there are circumstances that may justify a conversion – such as seeking intensified land uses in Major Transit Station Areas – the default context should be that no conversion is appropriate. Further, the protection of employment lands from intrusion by sensitive uses (such as private schools, daycares, places of worship) must be ensured, in order to avoid friction from incompatible adjacent/nearby land uses.

TIMING: This is an ongoing matter of planning policy.

Identify Employment Areas

RECOMMENDATION: As a result of recent amendments to the Growth Plan, Upper-tier and Single-tier municipal official plans are required to identify Employment Areas. Municipalities are also encouraged to identify large areas with high concentrations of employment that cross municipal boundaries and are large trip generators. In addition, the Provincial Policy Statement allows municipalities to protect strategic employment areas beyond the planning horizon, provided the lands are not designated. The data, analysis, and strategies examined in this Discussion Paper – along with other elements from the Region's growth management work – should be used to consider appropriate policies and mapping for inclusion in the Regional Official Plan.

TIMING: This planning policy should be addressed in the near term.

Ensure Variety of Employment Lands – Location, Size, and Servicing

RECOMMENDATION: Municipalities should encourage a range of parcel sizes, locations, and timing/levels of servicing of employment lands, in order to be responsive to occupier and developer requirements. Having an adequate supply of serviced lands can act to suppress land price inflation, by ensuring choice in the marketplace, and enabling multiple market participants. Among the planning tools that may be employed to broaden the variety of employment lands within a municipality are designating additional lands, acquiring land, and providing development incentives.

TIMING: The designation of additional lands would be undertaken in tandem with a land supply and demand study (such as a Municipal Comprehensive Review). Land acquisition could be considered proactively – approaching a landowner – or reactively – reviewing the merits of purchasing a property that is offered for sale. First, a land acquisition strategy would be completed that identifies the location, size, and timing of lands required. In the near term, identification of financial (and non-financial) incentives that are in place in other GTHA municipalities to attract employment land-type development is a starting point. In time, evaluating the merits of each type of incentive should be studied. Ongoing monitoring of this topic is recommended.

Support Employment Land Intensification Opportunities

RECOMMENDATION: While this may displace/replace Employment Land Employment, providing flexibility in planning policy (such as permissive zoning, context-appropriate parking standards, etc.) to accommodate alternative, compatible uses will be important in attracting such opportunities for intensification of employment within established business parks. While new office construction should be directed to transit-supportive area (such as Major Transit Station Areas), the adaptive re-use of aging/obsolete industrial facilities as low-cost office spaces should be permitted, where market demand exists. We note that there is uncertainty and complexity in anticipating the adaptive re-use of employment lands, and this is an area for ongoing investigation/monitoring.

TIMING: This matter should be explored proactively, from a policy and land use planning perspective, to avoid reactionary planning that results from addressing “one-off” applications that involve intensification within an existing employment area.

Recognize that Highway Access Increasingly Important

RECOMMENDATION: Identifying opportunities for future employment lands adjacent to new highways/expanded arterial routes is crucial to remain competitive in the overall region in attracting ELE growth.

TIMING: This is an ongoing matter of aligning land use and transportation planning.

Recognize that Multi-Modal Transportation Access Increasingly Important

RECOMMENDATION: Regional and municipal staff should continue to explore ways to provide transit to lower density employment areas in a cost-effective way – including emerging “last mile” travel solutions (incorporating active transportation options, where possible). “Best practice” examples should be studied for suitability in Peel.

TIMING: This is an evolving niche within the transportation/transit mix, and should be pursued over time.

Monitor ELE Density to Ensure Adequate Land Supply

RECOMMENDATION: Municipalities must continue to monitor this trend, and align land budgets with the appropriate ELE density, in order to ensure an adequate supply is provided for this land-intensive use. The implication of lower ELE employment density is that more land will be required than before to accommodate the same level of employment.

TIMING: This is an ongoing requirement. Analysis should be undertaken at least every five years, to assess trends in the marketplace.

6.4 Population-Related Employment (PRE)

Recognize that Population-Related Employment Requires a More Nuanced Level of Consideration

RECOMMENDATION: In addition to a “General” category of PRE, Major Institutional and Major (large-scale) Retail employment should be considered more closely in growth management. Major Institutional and Major Retail can be significant consumers of land – unlike much of the smaller-scale PRE uses that could be grouped into the catch-all “General” category. Major Institutional and Major Retail uses often are a self-contained land use – a campus-like ecosystem, without reliance on neighbouring land uses. For this reason, it is important to plan for the location of these uses in both greenfield and intensification development scenarios, in order to attract these forms of employment.

TIMING: This is a matter for ongoing attention.

Plan for Decline in Future Retail Employment Demand, as E-Commerce Increases as a Share of Total Retail Spending

RECOMMENDATION: Monitor the impact of rising e-commerce spending on retail-commercial land demand, and retail employment (it is a component of Population-Related Employment).

TIMING: This is an evolving trend which should continue to be monitored.

6.5 Home-Based Employment (HBE)

Recognize a Continuum of Home-Based Employment, and Provide Supportive Policy

RECOMMENDATION: Policy should recognize a continuum of Home-Based Employment, striking the right balance of permission for such uses, while maintaining the character of residential areas.

TIMING: This matter should be explored proactively, from a policy and land use planning perspective, to avoid reactionary planning that results from addressing “one-off” applications to permit a home-based business.

6.6 No Fixed Place of Employment (NFPE)

Covers All Employment Types

No Fixed Place of Employment refers to persons who do not go from home to the same workplace location at the beginning of each shift (according to Statistics Canada). The employment strategies and recommendations that apply to ELE, MOE, and PRE also apply to this category of employment.

6.7 Rural Employment (RE)

Collaborate to Increase Rural Employment

RECOMMENDATION: Continued municipal support for the implementation of the “Golden Horseshoe Agriculture & Agri-Food Strategy – Food & Farming: An Action Plan, 2021” is advised, along with support for the Headwaters Food & Farming Alliance’s Action Plan. Collaboration between the two partnerships with Region of Peel programs is encouraged to further the implementation of the vision, goals, and objectives of both Action Plans. As well, ongoing support for Region of Peel programs such as the Grown in Peel local food guide and the Peel Rural Water Quality Program, along with Region of Peel’s and Headwaters Food & Farming Alliance’s Food Charters. Finally, seeking opportunities through existing partnerships to encourage the implementation of the Town of Caledon’s Economic Development Office’s economic development strategies that support the rural economy is recommended.

TIMING: This is a matter for ongoing attention.

Implement New Provincial Policy

RECOMMENDATION: The Province, through its amendments to the Growth Plan and Greenbelt Plan, has encouraged municipalities to protect and enhance the Agri-Food Network that comprises the Provincial Agricultural System for the Greater Golden Horseshoe. Pursuing municipal employment and economic development strategies that promote the long-term economic prosperity of the Agri-Food Network is advised.

TIMING: This is a matter for ongoing attention.

6.8 Broadband Infrastructure

When considering next steps for broadband investment in Peel Region, and in particular, in its employment lands, the Region should consider undertaking the following activities:

1. Completion of a robust gap analysis that identifies existing broadband services and connectivity within Peel Region, including access, speed, and prices, to better understand the market, and the various gaps in service delivery within the Region.
2. Completion of a needs analysis that identifies the needs and interests of a range of public and private sector stakeholders, as well as the current challenges and obstacles in obtaining increased connectivity.
3. Completion of a detailed baseline data and background information set to ensure the Region and local municipalities can be ready for any future funding opportunities under the Government of Canada's Connect to Innovate funding program.
4. Completion of an assessment of the appropriate role and scope that the Region and local municipalities should provide in enhancing and delivering broadband service within their jurisdiction, including partnerships and collaboration with private sector enterprises. This may include changes to municipal processes and procedures, or improvements to the Public Sector Network (PSN).
5. Consideration of technology options and approaches to servicing the needs highlighted through consultation, including potential costs. This could include the investigation of introducing public Wi-Fi across business parks, corridors, and centres.
6. Completion of a 'Smart Peel Strategy' that illustrates how broadband connectivity can assist the Region and local municipalities in becoming an 'Intelligent/Smart Community', and the related benefits and economic impacts of this designation.

APPENDIX A – BROADBAND AND EMPLOYMENT GROWTH IMPLICATIONS



Broadband and Employment Growth Implications

Region of Peel

White Paper

September 19, 2017



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1. What is Broadband?

1.1 Introduction

There are widely varying definitions of what ‘broadband’ means practically. In the most basic sense, broadband is a type of access to the internet that is: a) always on; and b) faster than traditional phone-line-based dial-up internet service. Given that much of the developed world has moved well beyond dial-up internet services, most definitions of broadband now have to do with the speed of the internet service being provided. Broadband speed is measured in megabits per second, or ‘Mbps’.

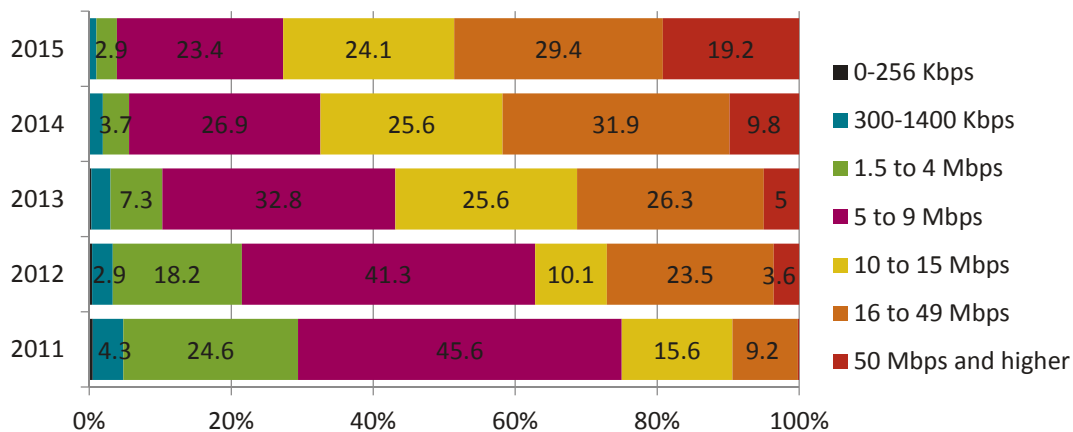
The Canadian Radio-Telecommunication Commission (CRTC) glossary defines broadband as “an always-on, high-speed connection to the internet through the facilities of an Internet-Service-Provider (ISP) that provide[s] download throughput of greater than 1 Mbps,”.

More recently, the CRTC established a ‘universal service objective’ that all Canadians should have broadband internet access, at a specified speed. For ‘fixed’ (wired) broadband access, the CRTC determined that the minimum available speeds should be 50 Mbps download and 10 Mbps upload.¹ Throughout this report and to be consistent, when broadband is mentioned, this is the standard that is being referenced.

1.2 Broadband Trends

An updated broadband standard is sensible given the subscription trends to internet services in Canada overall. As shown in the chart below, based on data gathered by the CRTC, Canadians are increasingly subscribing to higher-speed internet services. Nearly 50% of Canadian subscribers have a service 16 Mbps or faster, while over the last five years, subscription to 50 Mbps or faster services has grown from almost non-existent to 19.2% of subscriptions. The trend suggests that consumers, businesses, and residents, are looking for ubiquitous and constant connectivity.

Figure 1: Internet Service, One-Month Subscriber Distribution (%), by Advertised Download Speed



Source: CRTC, Communications Monitoring Report, 2016

¹ CRTC, 2016. *Telecom Regulatory Policy 2016-496*. <http://crtc.gc.ca/eng/archive/2016/2016-496.pdf>



This trend coincides with a general move from wired to wireless connectivity for everyday uses of broadband. This desire to be connected will continue to be the driver of competition, innovation, and expansion of broadband networks into the future.

Current wireless speeds in the Greater Toronto Area are already more than the CRTC's broadband wired standard. Several carriers are using wireless technologies to expand outside of major centres, instead of installing fibre. This is due to the fact that carriers can deliver broadband (50+ Mbps) via wireless at a much lower cost compared to fibre.

As consumer demand for data grows, it will lead to wireless network capacity issues. Globally, Cisco expects mobile data traffic to expand sevenfold between 2016 and 2021.² To meet this greater demand for data, carriers have already started on the next generation of wireless broadband technology: 5G, or 5th Generation of broadband delivery.

Standards for 5G are still in development globally, but carriers are targeting for gigabit speed delivery, with the objective of improving coverage and capacity, and significantly reducing latency. The 5G networks would be deployed primarily through a higher density of 'small cells' and in-building distributed antenna systems, in addition to traditional towers.

The growth of 5G technology will see an increased demand from traditional carriers for the use of city/region infrastructure such as street poles and buildings. Already at this pre-5G stage, the inclusion of, or provision for, distributed antenna systems (DAS) inside new office buildings has become common. These systems provide wireless service within a geographic area or structure. Full deployment of 5G technology in Canada is not expected until 2020 at the earliest. However, some carriers have already begun preparations for the changes that will be required. These changes are not anticipating the use of underground fibre lines, but deploying large wireless fields off the top of buildings and city infrastructure. Municipal restrictions on electromagnetic radiation might be a concern for the advancement of 5G technology.

The Internet of Things (IoT) defined as the interconnection via the internet of computing devices embedded in everyday objects, enabling them to send and receive data, also promises to change the way society operates. IoT will see the increase of smart infrastructure as technology on common infrastructure (i.e. roads, streetlights, and sewers) become mechanised, and transmit performance metrics that can be viewed to improve, repair, or otherwise, change the infrastructure, or the way services are delivered. New smartphone applications will appear that enable new delivery of city services, either on the City's, initiative or through private developers. The evolution of untraditional wireless networks will occur to enable machine-to-machine communication (M2M), enabling automation, and new business systems.

1.3 Benchmarking Broadband

In most cases, download speed is the only benchmark businesses and residents are concerned with. However, this alone is not always a reliable way of determining great broadband versus good broadband. Upload speeds – the rate at which data is transferred from your device to the internet – is slowing becoming a required benchmark. With Cloud computing, many businesses are using the internet for uploading just as much as downloading.

² Cisco, 2015. VNI Mobile Forecast Highlights, 2016-2021.

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The type of connection a business' internet is supplied can also be a benchmark into the quality of their connection. The distance from the exchange, quality of wiring, and whether the connection is shared with other users in the area, will affect the consistency of internet speeds. If a connection is shared, the internet is delivered to a central node in the area by fibre optic cable, coax cable, or copper wire phone line. If the connection is a leased line – a dedicated connection between the business and the ISP – the speeds the customer receives will not be impacted by a neighbour's usage, because they are not sharing bandwidth capacity. This option gives businesses download and upload speeds that are guaranteed not to fluctuate. However, as you might expect, dedicated internet access is much more expensive.

It should be noted that broadband is difficult to compare across various jurisdictions. While speed tests generally suggest that Canadian communities are behind global jurisdictions in countries like South Korea and Singapore, it is not a result of infrastructure not being adequate enough, but rather national and local policies that might inhibit or enhance an ISP's capability to offer services. An example might be speed restrictions in a certain area, or electromagnetic indicators that limit the type of infrastructure. To accurately measure how well Peel communities can benchmark against other jurisdictions, the Region would require specialized broadband knowledge – in particular, connections to the existing ISPs in the area, and the policy limits of their infrastructure.



2. Broadband Implications

2.1 Broadband is a Key Element to ‘Smart City’ Development

While the internet has transformed everything from how people search for a job to how people communicate with friends and family, cities are looking to use digital technology to address stubborn challenges such as reducing poverty, promoting economic development, and making local governments more accessible and efficient. The Intelligent Community Forum (ICF) describes this transformation as the era of “Smart City Development.” At the heart of this transformation lies the core investment that supports its growth – broadband infrastructure. The ICF claims that for a city to be “Smart”, it requires that existing broadband infrastructure be accessible and adoptable by all parties (residents, businesses, and the public sector).

Recent trends worldwide have pointed to the several benefits of accessible and adoptable broadband networks. In many cases, the ICF describes that an accessible and adoptable broadband network can act as a tool in helping cities to attract skilled workers, and enable opportunities for innovation and new competitive edges.³ The ICF goes on to also describe benefits to schools, residents, and research interests, as these parties can access improved tools, access global connections, and improve their community involvement.

Globally, investment in broadband technology, infrastructure, and networks, is leading business opportunities and establishing new jobs. Research has shown that companies which adopt broadband-based processes can improve employee productivity.⁴ In Cornwall, UK, four years after the implementation of a broadband development program, the business sector saw an increase of 10% in yearly growth, and an annual increase of 7% in productivity compared to the rest of the United Kingdom.⁵ Broadband connectivity also opens up possibilities for more advanced home-based businesses, replacing the economic need for a traditional workplace.⁶ Broadband also allows for faster and automated information flow between companies, increasing the specialising of knowledge-intensive activities. In Europe, this change in the business environment shifts 725,000 jobs annually from traditional economic sectors to business sectors (e.g. IT services, engineering, accounting, and financial services).⁷

³ Intelligent Community Forum, 2015. *What is an Intelligent Community?* Retrieved from: http://www.intelligentcommunity.org/what_is_an_intelligent_community

⁴ MICUS, 2008. *Impact of Broadband on Growth and Productivity*. Retrieved from: <https://www8.gsb.columbia.edu/citi/sites/citi/files/Panel%203.Martin%20Fornfeld%20paper.pdf>

⁵ MICUS, 2008. *Impact of Broadband on Growth and Productivity*.

⁶ ERICSSON, 2015. *Socioeconomic Effects of Broadband Speed*. Retrieved from: <https://www.ericsson.com/res/thecompany/docs/corporate-responsibility/2013/ericsson-broadband-final-071013.pdf>

⁷ ERICSSON, 2015. *Socioeconomic Effects of Broadband Speed*. Retrieved from: <https://www.ericsson.com/res/thecompany/docs/corporate-responsibility/2013/ericsson-broadband-final-071013.pdf>

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Regarding city investment, the development of municipally-run broadband networks provides structured business development and job creation opportunities. The City-owned broadband connection in Chattanooga, Tennessee expanded its business community and established new employment opportunities to its residents through the creation of an innovation corridor with a world-class smart-grid internet network.⁸ In the first ten years of the creation of the network, the city established over 3,600 new jobs. As a result of this investment, a nationally-renowned call centre relocated its head office to Chattanooga because the network's maximum connection speeds were higher than the company's previous headquarters. Further, companies in neighbouring communities have expanded into Chattanooga to take advantage of the network. Businesses in Chattanooga credit the city network with some of the company's success. The investment in broadband also helped to attract computer engineers, tech entrepreneurs, and investors, and helped to create an environment suitable for venture capital. For example, local entrepreneurs established a venture incubator, Lamp Post, which provides capital and mentorship to start-ups.⁹

In Chanute, Kansas, its municipal network provides a 10 Gbps fibre-optic broadband ring around the municipality, which generates \$600,000 per year in leasing contracts with telecom providers that enable the network to be reinvested and upgraded continuously.¹⁰ The network has been credited in attracting high-tech manufacturing firms and retention of large design firms.¹¹

Lebanon, Virginia – following investments in broadband infrastructure through its public-private utility company (Bristol Virginia Utilities) – has seen its broadband access and affordability greatly improve. The public-private utility company is responsible for creating and laying the fibre connections alongside other municipal utilities, and contracts out separate output levels to a variety of telecom providers. The result has led to an interesting market dynamism that has providers focused on both higher speed and usage users, and smaller market affordable basic services. The result of the investment helped Lebanon develop a series of high-tech hubs, where under the same building, different speeds could be prioritised without impacting performance on the overall network.¹²

In Toronto, broadband connection and investments into internet infrastructure play a critical role in both economic development and job creation. A recent report by Economists Incorporated for Bell Canada pointed to the creation of 3,783 sustained new jobs from the Fibre-to-the-home (FTTH) project in Toronto alone (both direct and spin-off), and had the potential to generate \$3 billion in higher economic outcome for the city.

⁸ Sturgis, 2015. *Why Housing is Key to Chattanooga's Tech-Hub Ambitions*. Retrieved from: <http://www.citylab.com/housing/2015/03/why-housing-is-key-to-chattanoogas-tech-hub-ambitions/386776/>

⁹ Executive Office of the President, *Community-based Broadband Solutions*. Retrieved from: <https://muninetworks.org/sites/www.muninetworks.org/files/fact-sheet-econ-dev.pdf>

¹⁰ Community Networks, *Community Broadband Creates Jobs*. Retrieved from: <https://muninetworks.org/sites/www.muninetworks.org/files/fact-sheet-econ-dev.pdf>

¹¹ Ibid

¹² Ibid



In the City of Toronto's Workforce Development Strategy, some priorities emerged related to connecting residents to jobs, including: the use of public sector developments as employment opportunities; the use of online tools to support job matching; and ensuring that services available to job seekers get the best outcomes for unemployed residents. The report also identifies some priorities related to enhanced business supports, including providing increased support for entrepreneurs, as well as using public sector developments to gain labour market intelligence. Enhanced internet access would benefit entrepreneurs working at home or in weak-signal areas of the city, and is an opportunity for generating employment and economic growth throughout the city.

The Workforce Development Strategy also speaks about the intrinsically required broadband access to support training and enhanced business support opportunities for residents and businesses. Examples include launching new digital innovation hubs and programs (like Digital Main Street); increasing services related to expanding digital access and literacy; and increasing the number of learning labs in public libraries as highlighted in the TO Prosperity: Toronto Poverty Reduction Strategy and the TO Prosperity 2017 Work Plan. These actions work to provide opportunities for all residents and businesses to gain needed employment and business skills.

2.2 Broadband Responds to the Pressures of the Digital Economy

In 2016, the Information and Communications Technology Council of Canada (ICTC) reported that in the next 3-5 years, the adoption of smart and connected technologies, such as the IoT, will exponentially reshape all aspects of the economy, including how essential city services are delivered. The 2017 Federal Budget responded to this by proposing new investments that will assist Canadians in accessing digital learning opportunities, improve internet inclusivity, and make home internet access more affordable for low-income families. Digital skills widen Canadian's access to a world of possibilities. The 2017 Budget proposes \$29.5 million over the next five years for a new Digital Literacy Exchange program. The program will support non-profit organizations to implement initiatives that teach basic digital skills, including how to use the internet for business, at pre-existing facilities such as public libraries and employment centres.

According to the Economist Intelligence Unit, Canada is tied for 8th out of 75 countries in terms of internet inclusivity. Canada does particularly well on measures of internet affordability – ranking first overall. Canada is also successful in terms of internet quality and availability, and in terms of having local and relevant internet content. Research has shown that cities that have invested in broadband accessibility and affordability experience numerous social-economic benefits, with residents reporting improved labour market conditions; businesses reporting increased economic growth; and government services reporting improved access, efficiencies, and enhanced civic participation. Investment in broadband accessibility and affordability allow individuals to search for jobs, submit applications, and communicate to employers online. Investment into broadband connectivity has made medical care and medical information more convenient and more accessible, allowing access to training professionals at lower costs. Increased broadband speed has made access to services possible and efficient, including real-time information sharing between service providers and users. Broadband connectivity enables access to lower-cost online education and training opportunities, and enables an inclusive education for people with disabilities, allowing for enhanced support beyond the traditional classroom. Household internet access has also been correlated to better educational performances in children/young adults.



2.3 Broadband is a Standard Requirement for Growing Businesses

From an economic development and business development perspective, broadband is increasingly less an attraction factor and more a standard of site selection. Broadband is a key enabler of businesses to generate and use their intellectual property; without it, modern businesses are not able to function and will only locate where this access is available. Internet access is not enough – competitive speeds, and access to services like AWS (Amazon Web Services), locally hosted data centre providers, and carrier redundancy, are becoming the standard in business practice.

As the digital economy advances, broadband has become a ‘utility’ – it is essential to economic growth, job creation, public service delivery, and knowledge and innovation transfers.¹³ Investing in broadband generates economies of scale, and is important to innovation and productivity in both primary and advanced industries. A background paper for the World Development Report 2016 *Digital Dividends* estimated that a 10% increase in fixed broadband penetration would increase GDP growth by 1.2% in developed economies and 1.38% in developing ones.¹⁴ Broadband has the potential to improve labour efficiency, contribute towards job creation, and increase the number of businesses. For example, in comparing the economic growth between counties in the State of Florida, it was determined that Lake County experienced greater economic growth relative to comparable Florida counties since making its municipal fibre optic network available to businesses and municipal institutions in the county.¹⁵ In another example, the Sacramento Regional Research Institute for AT&T measured broadband use from 2001 to 2006 in 39 California counties and determined that broadband deployment contributed towards employment and total payroll growth, but not to an increased number of physical business establishments.¹⁶ In both instances, improved broadband availability contributed to employment growth in most industries to some degree.

The impact of broadband on businesses cannot be accurately quantified, as various other factors that include employment and population play a role in economic growth. However, it can either decrease unemployment by improving the efficiency of the labour market, or increase unemployment by varying the demand for particular labour skills.¹⁷ Furthermore, it is estimated that a critical amount of broadband infrastructure may be needed to increase employment, but once a community is completely built out, additional broadband infrastructure will not (cannot) further affect employment growth.¹⁸

¹³ www.intelligentcommunity.org/broadband_utility_resolution Dumitrescu, G. C. (2014). The New World of Information and Communication Technologies: Global and Regional Trends. Knowledge Horizons. Economics, 6(4), 17.

¹⁴ <http://pubdocs.worldbank.org/en/391452529895999/WDR16-BP-Exploring-the-Relationship-between-Broadband-and-Economic-Growth-Minges.pdf>

¹⁵ Ford, G. S., & Koutsky, T. M. (2005). Broadband and economic development: A municipal case study from Florida. Review of urban & regional development studies, 17(3), 216-229.

¹⁶ Van Gaasbeck, K., Perez, S., Sharp, R., Schaubmayer, H., Owens, A., & Cox, L. (2007). Economic Effects of Increased Broadband Usage in California. Summary Report. Sacramento Regional Research Institute.

¹⁷ Holt, L., & Jamison, M. (2009). Broadband and contributions to economic growth: Lessons from the US experience. Telecommunications Policy, 33(10), 575-581.

¹⁸ Shideler, D., & Badasyan, N. (2007). The economic impact of broadband deployment in Kentucky.



Changing labour dynamics, decreasing office space, national and international collaborations, and increasing trends of remote work, have also resulted in the need for faster internet services for businesses. An example would be the technology Voice over Internet Protocol (VoIP), which requires access to high-bandwidth internet, and can realise significant savings.¹⁹

2.4 Broadband and Economic Development

The availability of ultra-high-speed connectivity is increasingly being used to promote economic development in communities. Opportunities that some communities have embraced include:

- **Business Incubators** – Developing research and business incubators supporting researching and commercialization of new technologies and processes.
- **High-Tech Business Parks** – Developing new business parks with state-of-the-art connectivity made available to companies.
- **Community Test Labs** – Using their high-speed networks, municipalities are enticing high-tech businesses to invest in their communities by offering a place to test new technologies and services.

Also, the changing nature of work as a result of technology is having an impact on connectivity. Some of the trends in applications include:

- **Telework and Work-At-Home** – Knowledge-based companies and offices are accelerating their telework programs to enhance recruitment and retention by improving work-life balance, and in some cases, to decrease real estate costs; teleworkers access voice, video, and data services over the network, all of which increase traffic.
- **Pervasive Video** – There is increasing use of video for collaboration, communication, training, client interaction, security management, and entertainment, within the private sector.
- **'Big Data'** – Companies throughout the world are accessing increasingly large image files and unstructured 'big data' for analysis and market development, requiring increasingly large speed and capacity of connectivity.
- **Network** – Web-based applications and backups, including cloud services, are moving functionality from the desktop to the network; this is a great benefit to businesses as they gain capacity and flexibility, and reduced requirements for IT support for locally-hosted applications.

2.5 Broadband in Agricultural Lands

The rise of 'precision agriculture', combined with increasing interest in the use of 'telematics' and 'big data' for agriculture, raises the question of how available broadband connectivity is for rural agricultural lands. The 2016 Census of Agriculture indicates that 43% of all Canadian farms have begun to use technology as part of day-to-day operations. However, a significant number of those connections were via technologies that may not be adequate when it comes to accessing and delivering the large quantities of data that are associated with some precision agriculture processes.

¹⁹ <https://www.ontario.ca/page/how-business-can-use-internet-technology-voice-communications#section-3>

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Farm businesses have made increasingly more frequent use of internet services. Over the last decade, farmers went from having to deliberately acquire internet connectivity, to now essentially every farmer with a cellular phone having internet connectivity. Early on, farmers used the internet to participate in discussion forums and shop for equipment parts, while today a farmer's use of the internet is ubiquitous. Nearly every farmer with a smartphone uses it to check weather conditions and commodity prices in near-real-time.

Over the last few years, telematics has become the quintessential example of how farmers make use of the internet for precision agriculture. It allows farmers to remotely monitor their equipment and the farm workers operating the equipment; upload variable rate prescriptions to applicators; and gather real-time equipment diagnostics and site-specific sensor data.

Historically, farmers managed their crops at the field level, applying nutrients at a constant rate, and analyzing data from the entire field – even though they knew that not all portions of the field would perform the same. The advent of precision agriculture has shifted this paradigm, and allowed for crop management at a much finer level of detail. Simply defined, precision agriculture is the application of information technology to farm-level production operations and management decision making. The focus of this technology has evolved: from mapping site-specific soil properties, to geo-referenced yield monitors, to variable rate applications, to automated guidance and, finally, to the more recent emphasis on 'big data.' The concept of precision agriculture has always been about data – particularly, site-specific decision making based on that data. As the technologies and data requirements associated with precision agriculture continue to grow, it will be vital to understanding the demands being placed on the local broadband network.



3. Broadband Work Undertaken in Canada

3.1 Work Undertaken in Peel Region

3.1.1 Public Sector Network

In June 1999, a partnership to develop a fibre optic network (known as the Public Sector Network – PSN) between the Region of Peel, the City of Brampton, the City of Mississauga, and the Town of Caledon, was formed. The key principle of the partnership is that each partner is responsible for construction of the fibre optic network within its municipal boundaries. However, spare fibre would be made available for use by the other member partners.

The partnership has invested more than \$17 million in construction of the PSN, and it now consists of over 690 kilometres of fibre connecting over 580 partner and subscriber facilities across the Region. The PSN has become a subscription-driven asset that can be leveraged within Peel Region to provide facilities direct broadband access beyond the need of an ISP.

PSN has been able to bring administrative efficiency within the Region, and has provided the ability to share data amongst the partners and subscribers at a minimal cost. It has been able to cultivate a program within a Region where various municipal and public sector partners have a shared vision of a fibre optic network, and invest financially to support this build through contributions from their respective budgets.

The cities of Mississauga and Brampton have increasingly been using broadband to improve service delivery and infrastructure. Use of the PSN network has led to the advancement of traffic management, field mobility, and IoT operations. In Mississauga, the network is deploying over 800 wireless access points that are enabling the connection of sensors, traffic intersections, buses, fire trucks, and the office mobile workforce and fieldwork force. Access to the network has also allowed for the development and use of IoT technologies such as smart streetlights and smart waterways. In Brampton, the PSN is factoring into the decisions around communications infrastructure as it relates to the advancement of the health sciences, advanced manufacturing, and research sectors.

Post-secondary institutions such as, Sheridan College's Hazel McCallion Campus are looking to expand on the PSN and become a build ultra-high speed secure private networks (i.e. not connected to the public internet) that seek to link companies and services.

In Caledon, the PSN is being furthered levied by the special tax levy for broadband. The special levy aims to generate \$300,000 per year, which results in a high-speed internet investment of \$1,200,000 to \$1,500,000 over 4 and 5 years, respectively. The plan is that these funds will be invested into the Southwestern Integrated Fibre Technology (SWIFT) network project, and the investment will translate into an approximate \$22,500,000 fibre infrastructure buildout in Caledon with Federal, Provincial, and private sector contributions also factored in.



3.2 Other GTA Regional Governments

3.2.1 York Region

York Region's Economic Development Action Plan highlighted the need for improved broadband connectivity to keep pace with the needs of businesses, the public sector, and residents. Approved by Regional Council in December 2012, the York Region Economic Development Action Plan has as a Transformational goal: "Provide Connectivity Infrastructure to Support Innovation." Through extensive consultation, facilitating investments in broadband infrastructure was identified as critical to supporting existing business growth, to attract and expand research functions, and attract and retain a knowledge-based workforce within York Region. The Economic Development Action Plan called for an assessment of bandwidth capabilities across the Region, and development of a strategy for improving connectivity.

A consulting firm was retained to undertake the Broadband Strategy work. The process involved consultation with an array of public and private sector stakeholders, including telecommunications companies with an interest in serving residents (such as Bell, Rogers, Cogeco, Terago and others), and businesses from York Region's employment areas. Public agencies within York Region, such as hospitals, education institutions, and local municipalities, were also engaged, as they also play a critical role in helping develop and promote innovation. The development of the Strategy included some actions, such as a:

- **Gap Analysis** – An analysis of the current service areas within York Region.
- **Community Needs Analysis** – Engagement of public and private sector stakeholders to identify their connectivity infrastructure and application needs.
- **Telecommunication Provider Consultation** – Engagement of private telecommunications companies to discuss their coverage areas, and opportunities for investment.
- **Technology Infrastructure** – Identification of target connectivity speeds and technologies for York Region.
- **Road Map** – Development of a range of actions for improving connectivity within York Region.

The study found that in relation to other municipalities in Ontario, broadband internet connectivity speeds in some locations within York Region are very good. However, while there is connectivity in all parts of York Region, it is not always available at the speed and price point that makes York Region competitive with other jurisdictions. The challenge is not access to high-speed connectivity itself, but access to high-speed connectivity that is robust and cost-effective across all parts of York Region to support innovation and maintain competitiveness.

The Gap Analysis and Community Needs Analysis identified various connectivity challenges both in urban and rural areas. Different locations present specific challenges that require improved connectivity if they are going to assist York Region in competing for business growth, and fostering an educated and creative labour force. Three areas, in particular, have been identified as being important to future regional economic vitality:

1. York Region's Centres and Corridors will compete with Waterfront Toronto and other global centres for office employment and knowledge workers. Whereas these centres provide ultra-high-speed connectivity infrastructure, York Region's Centres and Corridors do not, putting them at a competitive disadvantage.



2. York Region's employment areas offer another challenge for connectivity: while most employment areas are located in urban settings, private sector telecommunications companies are focused on the residential market, with service to employment areas taking a secondary role. This means smaller businesses within these business parks cannot get access to wired fibre optic solutions without significant investments, leaving them to rely on expensive wireless solutions.
3. In York Region's rural communities, businesses face high costs for connectivity that puts them at a disadvantage in relation to urban peers, as cost limits them in their ability to access business, research, and education resources. This leaves entrepreneurs and home-based businesses in these communities at a competitive disadvantage, and workers in rural communities specifically at a disadvantage when it comes to accessing education opportunities online.

To address the challenges identified in the Gap Analysis, the following objectives were set as part of the York Region Broadband Strategy to help establish appropriate actions:

- Encourage investments that will provide higher connectivity speeds and lower price points across York Region – this objective is key to increasing York Region's competitiveness.
- Create an environment that facilitates open, competitive, and innovative services and applications – this objective aims to promote the use of broadband infrastructure in delivering services, promoting collaboration, and encouraging economic development.
- Maximise the efficient investment of both public and private sector funding to improve connectivity throughout York Region – this objective focuses on ensuring public sector investments do not duplicate efforts of the private sector to provide connectivity.

To attain these objectives, the York Region Broadband Strategy identifies improved connectivity targets based on its land uses. The targets include the speed and technology requirements for the mid-term (five years) and long-term (10 years). The targets are the ideal and are not meant to set the expectation that York Region or its local municipalities are going to invest in providing connectivity to the target speeds if the private sector does not realize those targets across all parts of the Region. Rather, it helps frame the type of infrastructure investment necessary to achieve competitive connectivity in locations such as Centres and Corridors, employment lands, and in rural communities.

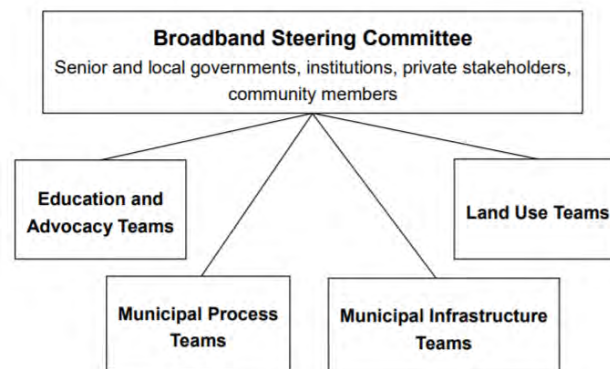
The study also identifies the role that municipalities within York Region can play. Predominantly, municipalities can play a big role in making it easier for telecommunications companies to make investments in connectivity. By leveraging planning processes and infrastructure investments, connectivity can be integrated alongside municipal initiatives. Examples stated include:

- **Harmonize Municipal Access Agreements** – Harmonize the process for accessing municipal right-of-ways to support fibre investments.
- **Wireless Tower Master Plan** – Develop a wireless tower master plan focused on increasing wireless connectivity and coordinating private and public sector tower investment.
- **Development Approval Process** – Work with local municipalities to include connectivity considerations within the development approval process
- **Include Fibre Conduit in Regional Infrastructure Projects** – Develop a policy and business case for including installation of fibre conduit as part of applicable and appropriate Regional infrastructure projects, such as road (re)construction and water/wastewater projects.



The study concluded with an implementation plan. Critical to the implementation of the York Region Broadband Strategy is the collaboration among York Region's internal departments, its municipal partners, and an array of private sector relationships – including interested Internet Service Providers. It was recommended that a steering committee of key stakeholders be established to guide and report on the implementation of the York Region Broadband Strategy. This steering committee would be supported by various action-orientated project teams comprised of required stakeholders that would focus on implementation initiatives for specific Municipal priorities or broader Regional priorities. The figure below illustrates the structure York Region imposed for reviewing priorities and facilitating delivery of broadband initiatives and projects.

Figure 2: York Region Broadband Steering Committee Structure



This approach would see the steering committee work towards common objectives set in the Strategy, allowing for collaboration and information sharing, while also allowing each municipality to employ its preferred approaches to its identified projects. Many of these teams were already in place and actively explored solutions and appropriate actions for implementation.

York Region's role in the implementation of the Broadband Strategy will be to provide leadership in the management of the proposed steering committee and its associated project teams, while helping guide the implementation of the various project opportunities identified in partnership with its municipal and private sector stakeholders.

3.2.2 Durham Region

The purpose of the Durham Region Broadband Strategy (to be completed by the end of 2017) is to understand the connectivity challenges in the region, and identify the needs and interests of both public and private stakeholders. Based on these needs and interests, the Strategy will outline a series of recommended actions focused on improving broadband connectivity.

The Strategy aims to establish connectivity goals and targets, and outline the necessary actions and stakeholder roles to realize better internet connectivity, adding to the region's economic competitiveness.



Specific objectives of the project are as follows:

- Identify the broadband needs to ensure there is cost-competitive and equitable connectivity throughout the Region.
- Identify the broadband infrastructure required to ensure local businesses, students, and residents, can remain competitive and grow in an increasingly connected world.
- Identify the types of projects that are of interest to both the private and public sector. This should include justification for investments in broadband infrastructure that improves service delivery and enhances the Region's economic competitiveness.
- Foster a culture of collaboration, partnerships, and cooperation among Regional, Area Municipal, and private sector broadband initiatives.
- Identify current trends and future scenarios of connectivity to ensure the Region is future-focused.
- Develop a business model that emphasises a collaborative approach to encouraging private and public investments into increased connectivity.
- Consolidate the necessary information and data to ensure that the Region and Area Municipalities can be 'application ready' for future funding opportunities under the Government of Canada's Connect to Innovate (or similar Federal or Provincial) funding program.
- An analysis of how broadband connectivity can assist Durham Region and Area Municipalities in becoming an 'Intelligent/Smart Community', and the related benefits and economic impacts of this designation.
- An implementation plan that provides Durham Region and its Area Municipal partners with the necessary actions to move forward with the implementation of the Broadband Strategy.

3.3 Multi-Government Networks

3.3.1 Southwestern Integrated Fibre Technology Network

The Southwestern Integrated Fibre Technology (SWIFT) network is a long-term plan to help the region compete, connect, and keep pace in a changing digital world. Notably, the Town of Caledon is a member of the network. The foundation of the network design is built upon an 80 Channel, 100 Gbps fibre optic transport network inter-connecting all major centres in Southwestern Ontario. This transport network would be connected to the 40 Gbps aggregation points in each county. Each access aggregation point would then be connected to 10 Gbps access nodes in various cities, towns, villages, and hamlets across the region. The largest deterrent for Internet Service Providers investing into rural communities has been infrastructure limitations. In larger urban centres, Internet Service Providers can connect to 'Points of Presence' (POPs – cell towers, wireless fields) at a much cheaper rate as there are several POPs in denser areas. In rural centres, POPs are less frequent and as such, more expensive to connect into. The SWIFT network aims to build about 350 POPs across Southwestern Ontario, including into areas with population densities as low as four people per square kilometre. This will make it easier, faster, and cheaper, for Internet Service Providers to connect customers to high-speed internet.



The SWIFT network anticipates that it will be able to bring fibre connections closer to businesses and consumers beginning in 2018. Its priority will be to connect fibre to public sector organizations and larger businesses because these large users will help SWIFT achieve the critical mass it needs to expand services more broadly. Municipalities who participate in the SWIFT network program will be guaranteed to receive POPs in its communities, and will have the opportunity to direct where those POPs are located. The SWIFT Network aims to emulate the success of its Eastern Ontario counterpart EORN.

3.3.2 Eastern Ontario Regional Network

Since it was established by the Eastern Ontario Wardens' Caucus (EOWC) five years ago, the Eastern Ontario Regional Network (EORN) has substantially increased broadband access across rural Eastern Ontario by working in partnership with all levels of government and the private sector.

The result of the network has been the complete build-out of an extensive high-capacity fibre optic backhaul network across the region. This backbone connects to nearly two dozen local access networks that provide wired or fixed wireless broadband access to about 90% of the homes and businesses in Eastern Ontario. EORN supplemented this network by negotiating improved satellite packages to reach those parts of the region that it could not otherwise connect. It also built fibre services to more than 60 business parks and core business areas across the region.

With the completion of the network infrastructure, EORN is shifting gears to ensure the region reaps the benefits of this important investment. To create a digitally connected region, Eastern Ontario needs not just broadband access, but also the skills and capacity to use technology effectively. The Digital Strategy offers a road map for the region to embrace the economic and social benefits of internet-based tools to create strong, successful communities.

The Strategy is based on the latest research and understanding of the digital economy, as well as EORN's own local experience and success in building rural broadband services. Through the first phase of the project, EORN built trust and credibility by developing solutions that were based on sound data analysis and evidence. It cultivated good relationships with partners through open lines of communication, and the flexibility to meet and balance different stakeholder needs. EORN will continue to seek out strategic partnerships with organizations that share its goals and priorities. This will involve working with local and national businesses, economic development groups, non-profit groups, and those who deliver public services. EORN will also continue to seek out federal and provincial funding opportunities to provide support.

Three goals align the strategy:

1. **Increase User Uptake** – Working with private and public sector partners, EORN will promote the adoption of digital technology across Eastern Ontario. Citizens, businesses, and public institutions, will be encouraged and supported in the adoption of high-speed internet service and digital technology.
2. **Improve Broadband Access** – Driven by the perpetual demand for higher speed and more capacity, EORN will leverage the existing broadband network in Eastern Ontario to expand and enhance fixed and mobile broadband access throughout the region.
3. **Demonstrate Technology Leadership** – EORN will investigate, develop and promote the adoption of new technologies that support wealth creation, job growth, and educational opportunities.



EORN will achieve its goals by focusing on four key areas:

1. **Regional Economic Development** – EORN will work with Eastern Ontario businesses, not-for-profit organizations, and public institutions, to develop innovative ways to use the new broadband network as a springboard for increased wealth and job creation. In particular, EORN will focus on ways to connect businesses to in-region and out-of-region markets, secure increased sales and business revenues, and increase efficiency. EORN will also work on strengthening access to quality labour market intelligence to address the needs of businesses and individuals. This will foster economic growth in the form of improved regional GDP and productivity, better jobs, and higher personal incomes. Those benefits will help to build a stronger residential and commercial property tax base that supports more sustainable communities.
2. **Municipal Services** – EORN will help Eastern Ontario municipalities use internet-based applications to improve service levels, better manage the costs of delivering vital public services, and engage citizens in local government. The Strategy identifies opportunities such as training, shared services, and new application development, that would support these goals and create more responsive local governments with improved citizen satisfaction.
3. **Broadband Education** – Individuals with new access to broadband may not realize the many ways in which it can be used to improve their social interactions and prepare them for our changing world – both globally and locally. Through education and training programs, EORN will help Eastern Ontarians learn how to use the new regional broadband network, and will pursue network applications to reduce social isolation, improve education and skills, and improve personal/household prosperity. This delivers direct benefits through reduced spending on social programs, as well as indirect benefits in the form of higher employment levels, stronger household incomes, and a stronger property tax base.
4. **Broadband Infrastructure (Fixed & Mobile)** – EORN has successfully built a \$170-million fixed broadband network that meets the speed and capacity demands of Eastern Ontarians today, with the capacity to grow in the future. However, there is still work to be done to ensure that the current infrastructure is fully scaled and expanded upon to meet the needs of citizens in 2024. This includes building off the current network to increased mobile access in the future.

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The following figure demonstrates how each focus area will interact with each goal.

Figure 3: EORN's Digital Strategy Overview

ACTIVITIES BY GOAL			
Focus Areas	Increase User Uptake	Improve Broadband Access	Demonstrate Technology Leadership
Regional Economic Development	<p>Improve access to quality labour market intelligence.</p> <p>Promote availability of investment supports for a wide range of local businesses and organizations.</p>	<p>Promote Eastern Ontario as a "connected," "tech savvy" or "innovative" rural region.</p> <p>Promote positive economic impact of high-speed broadband to the economic development community.</p>	<p>Develop a competition with a cash prize for technology companies to develop practical tech solutions for challenges faced by citizens in the region.</p> <p>Participate and provide seed co-funding for new infrastructure or commercialization opportunities in Eastern Ontario; e.g. data centres.</p>
Municipal Services	<p>Develop voluntary shared IT services and joint procurement programs. Promote regional training opportunities.</p> <p>Co-ordinate and develop a Municipal Information Management Project (MIMP).</p>	<p>Assess municipal broadband needs.</p> <p>Engage municipal planning departments to support broadband infrastructure in new developments.</p> <p>Identify opportunities to improve emergency response communications in conjunction with available spectrum options, such as the 700 MHz band.</p>	<p>Support and develop expanded online services for ratepayers.</p> <p>Explore improved local government apps.</p> <p>Explore opportunities to support home healthcare/paramedical monitoring.</p> <p>Identify and develop online applications that support citizen engagement with local government.</p>
Broadband Education	<p>Promote the adoption and use of Magnet, a job matching platform, with post-secondary schools and business organizations.</p> <p>Work with tourism organizations to develop an Eastern Ontario Tourism e-kit.</p>	<p>Promote improved broadband access in the 62 business parks/areas wired through EORN.</p> <p>Support promotional programs to encourage broadband.</p> <p>Provide input and advice to the CRTC on rural broadband requirements.</p>	<p>Support technology demonstration projects and kiosks where citizens can access internet services.</p> <p>Facilitate access to online training, webinars and public meetings to promote new technologies for citizens, businesses and government.</p>
Broadband Infrastructure (Fixed & Mobile)	<p>Work with partners to understand regional user uptake and how to support fixed and mobile broadband needs.</p> <p>Investigate uptake patterns for fixed and mobile broadband in urban and rural areas.</p>	<p>Look to <i>Digital Canada 150</i> funding to serve areas in Eastern Ontario without terrestrial broadband.</p> <p>Conduct a gap analysis for mobile broadband and cell coverage throughout the region. Build case for mobile broadband expansion if required.</p> <p>Ensure ongoing upgrades to existing EORN infrastructure and maximize scalability of the network.</p>	<p>Develop a strategy to ensure broadband investments and transportation networks deliver seamless travel across the region – create a "smart" overlay.</p> <p>Research and identify future requirements for upload speeds for fixed and mobile broadband.</p>



3.4 Smart Cities Undertaking Broadband Investment

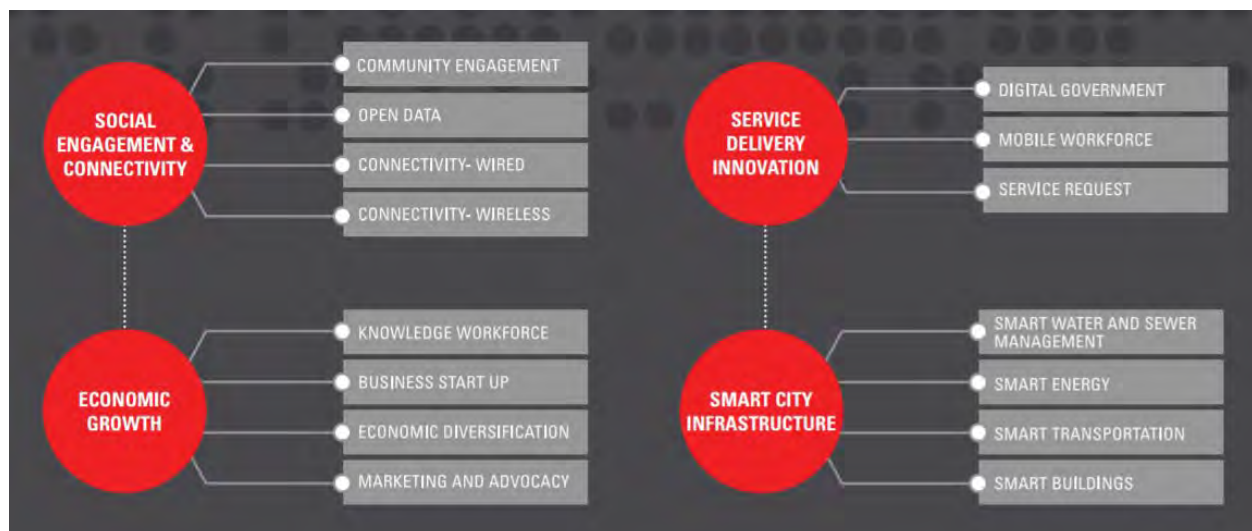
3.4.1 Surrey, BC

In 2014, the City of Surrey released its Smart Surrey Strategy. The Strategy serves as a guide for how technology and innovation can be considered in decisions made for existing and future City plans, programs, and infrastructure. Emerging from the Strategy were four key action areas that would support the delivery of smart solutions across the following areas:

- **Social Engagement & Connectivity** – A socially engaged and connected community is one where residents actively participate in decision making, and the City of Surrey is both transparent and accountable.
- **Economic Growth** – The local economy in a ‘Smart City’ is prosperous and resilient. It achieves a one-to-one ratio of the jobs-to-resident workforce, and a balanced tax base. New jobs are created in knowledge-based and high-growth industries by local entrepreneurs. The city has a world-class network of partners to enable growth.
- **Service Delivery Innovation** – Service delivery in a ‘Smart City’ is easy, convenient, and efficient for residents to do business with the City. Residents have multiple methods to do business – either digitally, or in person. The City’s service delivery is customer-focused, efficient, and cost-effective.
- **Smart City Infrastructure** – Smart City Infrastructure consists of optimized methods of construction, operation, and maintenance. The City uses leading-edge technology and new approaches to finding efficiencies, coordinate activities, and collect data to “do more with less”.

The figure below illustrates the key actions under each area:

Figure 4: Smart Surrey Strategy Overview



To be completely considered a ‘Smart City’, Surrey has to demonstrate ongoing improvements to each action item continuously. As a result, in early 2017, the City of Surrey completed its first Broadband Strategy.

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The Broadband Strategy is driven by a vision to introduce a world-class connected city with widespread, affordable, reliable, scalable, high-speed broadband access, which enhances economic prosperity and supports a high quality of life.

The Strategy highlighted that there are two approaches to building a world-class connected city. The first is to partner with the private sector, and the second approach is to place the city's fibre conduit in strategic locations, which has already begun by generating conditions whereby residents and businesses have access to affordable services and have a choice. This approach will attract Internet Service Providers to invest in Surrey, which is already evident with Novus and Urbanfibre making plans to use the city's infrastructure in City Centre.

In addition to the build-out approaches, there are six other objectives that make up the Strategy. Within each area, there are a collection of strategic initiatives that help support the overall vision, ranging from a "dig once" approach, to advancing public Wi-Fi, to ensuring that fibre infrastructure is included in the City's asset management programs among roads, water, sewer and District Energy programs. The Strategy has many expected outcomes, several of which are well underway.



4. Considerations for Peel Region

When considering next steps for broadband investment in Peel Region, and in particular, in its employment lands, the Region should consider undertaking the following activities:

1. Completion of a robust gap analysis that identifies existing broadband services and connectivity within Peel Region, including access, speed, and prices, to better understand the market, and the various gaps in service delivery within the Region.
2. Completion of a needs analysis that identifies the needs and interests of a range of public and private sector stakeholders, as well as the current challenges and obstacles in obtaining increased connectivity. This task will assist in identifying a standard of service towards which the region can strive for.
3. Completion of a detailed baseline data and background information set, to ensure the Region and Area Municipalities can be ready for any future funding opportunities under the Government of Canada's Connect to Innovate funding program. This task should also aim to answer any financial expenditure expected with broadband investment.
4. Completion of an assessment of the appropriate role and scope that the Region and Area Municipalities should provide in enhancing and delivering broadband service within their jurisdiction, including partnerships and collaboration with private sector enterprises. This may include changes to municipal processes and procedures, or improvements to the Public Sector Network (PSN). This task will assist in identifying any policy or program changes required to improve broadband accessibility and affordability in the Region. This can also include leveraging the PSN to connect employment lands and commercial corridors.
5. Consideration of technology options and approaches to servicing the needs highlighted through consultation, including potential costs. This could include the investigation of introducing public Wi-Fi across business parks, corridors, and centres.
6. Completion of a 'Smart Peel Strategy' that illustrates and leverages existing initiatives on how broadband connectivity can assist the Region and Area Municipalities in becoming an 'Intelligent/Smart Community', and the related benefits and economic impacts of this designation.



5. Resources

Eastern Ontario Regional Network Digital Strategy

https://www.eorn.ca/en/resources/Digital_Strategy/EORN_Digital_Strategy_2015-2024.pdf

SWIFT Network Feasibility Study

http://swiftnetwork.ca/WOWC02-Regional_Broadband_Feasibility_Study_07-12-13_REDACTED.pdf

York Region Broadband Strategy

<http://www.yorklink.ca/wp-content/uploads/2014/05/york-region-broadband-strategy-may-2014.pdf>

Smart Surrey Strategy

http://www.surrey.ca/files/Smart_Surrey_Strategy_-_March_2015_WEB.pdf

Smart Surrey Broadband Strategy

[http://www.surrey.ca/files/\(16329\)%20Broadband%20Strategy%20WEB.pdf](http://www.surrey.ca/files/(16329)%20Broadband%20Strategy%20WEB.pdf)

Innovations in Farm Families and Rural Communities: Capacity Development for Broadband Use in Southern Ontario

http://swiftnetwork.ca/Rural_Broadband-final_paper.pdf



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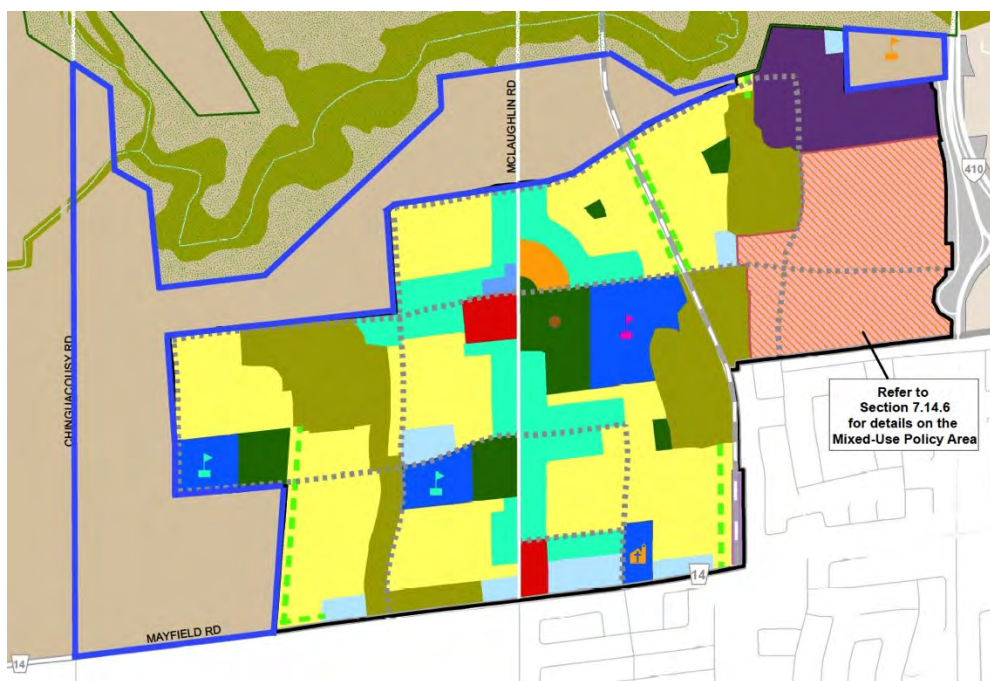
1.0 OVERVIEW

1.1 PURPOSE OF REPORT

The purpose of this Planning Justification Report ('PJR') is to provide background information in support of an expansion to the Mayfield West ('MW') settlement area to implement the 2031 and 2041 Growth Plan (2017) population and employment forecasts, which is part of the 2017 Growth Plan conformity amendment process (Peel 2041 - Official Plan Review).

To support the proposed expansion, this PJR reviews all applicable and in-effect Provincial, Regional and local policies (including the 2017 Growth Plan) to determine whether the expansion would be in conformity with those policies. All of the technical work completed in support of the last MW settlement area expansion and all of the work recently completed and updated to support the current proposal has also been reviewed. In this regard, and as will be demonstrated in this report, it is my opinion that the proposed expansion will be in conformity with those policies, particularly as it relates to the location of a settlement area expansion in the Region of Peel context.

Below is a map that identifies **in blue** what lands are proposed to be added to the MW settlement area to implement the **2041 Growth Plan population and employment forecast**. The lands to be added are known as the MW Phase 2 ('MW2') Stage 2 lands. The land area of MW2 Stage 2 is approximately 105 hectares, which does not include lands within the Greenbelt Plan area. Based on the Growth Plan (2017) requirement that these lands be planned to achieve a minimum density target that is not less than 80 residents and jobs per hectare, the MW2 Stage 2 lands could support about 8,500 residents and jobs combined.



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As will be discussed later in this PJR, the current boundary of MW was established by Regional Official Plan Amendment 29 ('ROPA 29'). This current boundary was based very precisely at the time on the amount of land that could be designated to implement the **2031A Growth Plan population and employment forecast**.

It is for this reason that the current MW boundary follows straight lines through open fields, does not follow property boundaries and does not extend to logical boundaries that are established by Etobicoke Creek to the north and Chinguacousy Road to the west.

1.2 PLANNING OPINION

I am advised by Regional staff that Town of Caledon's population could be planned to increase from 108,000 in 2031 (as per ROPA 24) to up to 160,000 by 2041 through the current 2017 Growth Plan conformity amendment process (Peel 2041: Official Plan Review). This represents a population increase of up to 52,000 people over current planned growth to 2031.

I am also advised by Regional staff that, with a population increase to 160,000 by 2041, a substantial portion of that increase could be accommodated on new Greenfield lands.

As such, the potential exists for the proposed expansion of MW2 Stage 2 lands in Caledon to accommodate that growth while still meeting 2017 Growth Plan intensification target for Peel Region as a whole (40% until the current municipal comprehensive review is approved and in effect, 50% to the year 2031, and 60% each year thereafter to 2041).

As a consequence of the above, the focus of my planning opinion is on whether the proposed location of the MW2 Stage 2 settlement area expansion is appropriate and in conformity with Provincial and Regional policies that relate to the location of growth and development.

As will be demonstrated in this PJR, the MW2 Stage 2 lands have long been planned (for the most part) to be part of the MW settlement area.

On the basis of the work completed and recently updated, it is my opinion that inclusion of the MW2 Stage 2 lands will allow for the completion of the community, will provide for the efficient use of infrastructure and allow for the MW settlement area to extend to logical boundaries on the west (Chinguacousy Road) and to the north (Etobicoke Creek).

The expansion to MW will also support the establishment of a complete community, since it would facilitate the development of the necessary road and trail connections between McLaughlin Road and Chinguacousy Road and rectify a previous planning decision that led to the establishment of an arbitrary settlement area boundary that was simply based on a mathematical exercise.

In order to demonstrate how the MW2 Stage 2 lands would be integrated with the already approved MW2 Stage 1 lands, a number of examples of how this integration would occur are on the next two pages (as per a draft Development Staging and Sequencing Plan prepared by the landowners):

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The red line on the map on the right is the boundary between the MW2 Stage 1 and MW2 Stage 2 lands. In this case, the inclusion of the MW2 Stage 2 lands in the settlement area will allow for the development of an **additional elementary school and community park** that, because of its location, will serve residents in both MW2 Stage 1 and Stage 2.



The inclusion of the MW2 Stage 2 lands in the settlement area will allow for the development of **housing on both sides of the east west spine road** that is proposed to intersect with Chinguacousy Road as shown on the map on the right (it is noted that there are policies in OPA 222 that require the development of the east-west spine road to Chinguacousy Road when the MW2 Stage 1 lands are developed). The development of primarily medium density housing on both sides of this key east-west road will provide additional housing choices in MW, will further support transit along this key road and allow for the comprehensive planning of the spine road between Chinguacousy Road and Mayfield Road. There is also a second east-west collector road that will be extended to Chinguacousy Road as well as a result.



In addition to the above, the inclusion of the MW2 Stage 2 lands in the settlement area **will allow for development to occur on both sides of the internal collector roads**, as per the examples on the right. This will support the completion of the necessary road network much earlier and the development of fully developed streets that can be easily integrated with the remainder of the community. In addition, the creation of unfinished edges where development only occurs on one side of an internal street is avoided.



Lastly, the inclusion of the MW2 Stage 2 lands in the settlement area **will allow for the**



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development of an additional commercial area at the north east corner of Chinguacousy Road and Mayfield Road, with this commercial area serving both the Stage 1 and Stage 2 lands.

Based on the work completed to date, it is clear that the proposed settlement area expansion area will be planned to accommodate population growth in MW that is compact and transit-supportive, and will provide opportunities to plan and design a complete community with 'hard' boundaries with a diverse mix of land uses, a range and mix of employment and housing types and high quality public open spaces with easy access to local amenities and services. **In preparing my land use planning opinion, I have reviewed the extensive documentation that was made available to me in support of the MW2 Secondary Plan and the work completed by consultants retained by the Town in 2017 to update this work.**

In addition to the above, it is my opinion that, on the basis of my review of all available technical information that the proposed expansion of the MW settlement area to include the MW2 Stage 2 lands conforms to the Growth Plan (2017), is consistent with the Provincial Policy Statement 2014 ('PPS') and conforms with the Region of Peel Official Plan ('ROP') and the Town of Caledon Official Plan ('OP') as it relates to the location of growth and development. Further details on consistency with and conformity with Provincial policy are found in **Appendices 1 (PPS) and 2 (Growth Plan)**.

Given that the Ultimate Community Plan and Framework Plan that was developed for the MW2 Stage 1 and 2 lands in 2013 has a density that is less than the 80 residents and jobs combined than is now required by Section 2.2.7.2 of the Growth Plan, it is anticipated that the Framework Plan will be revised before it is implemented through an amendment to the Town of Caledon Official Plan.

However, it is not anticipated that significant changes will be necessary, given the proposed grid-like road pattern in the Framework Plan that provides for the development of low and medium density housing in interchangeable locations. It is recognized, however, that a review of parkland needs will need to be carried out given the increased density, along with a review of the need for additional schools. Both of these will be reviewed in the context of the local Official Plan Amendment process. It is noted as well that an opportunity exists on the part of the Region and Town to average the minimum density target over multiple Greenfield development areas in the Town of Caledon, which could result in a slight decrease in the density on the MW2 Stage 2 lands.

In any event, approximately 2,700 households are proposed on the MW2 Stage 2 lands based on the application of the minimum density target of 80 residents and jobs combined. Given

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that between 45% and 50% of any new Greenfield development area is truly available for development, the majority of these households (65% to 75%) will be in the form of apartments, townhouses, stacked townhouses and back-to-back townhouses and the remaining households will be in the form of single and semi-detached dwellings. This housing mix will be required to support the minimum density requirement of 80 residents and jobs per hectare combined. The population resulting from the development of this number of households is about 7,800. The number of new jobs will be approximately 600, with these jobs coming from the one new school proposed in MW2 Stage 2 and from the commercial block at the northeast corner of Chinguacousy Road and Mayfield Road, with the remainder being considered as work from home / no fixed location jobs.

As a result of the housing mix proposed, a significantly high proportion of the proposed housing will be more accessible and affordable than other recently developed Greenfield areas in Peel Region. Along with these new households will be other uses that provide employment such as one additional elementary school and other commercial uses. In addition to the above, the MW2 Stage 2 area is part of a larger MW2 Secondary Plan area that will contain a wide range of uses and provide for a range of activities. The expansion of MW to now include the MW2 Stage 2 lands will allow for the completion of this component of MW.

1.3 REPORT OUTLINE

Section 2.0 of this PJR provides a summary of the process followed in the development of the MW2 Secondary Plan starting in 2006 and which is still ongoing. A more comprehensive review of this process is contained in **Appendix 3**. As will be demonstrated in **Section 2.0**, the MW2 Stage 2 lands were for the most part considered as part of the Ultimate Community Plan throughout this process. However, the area of land selected at the time was the product of a mathematical exercise that did not take into account the location of logical community boundaries.

Section 3.0 of the PJR provides an overview of the technical studies that were either updated or reviewed as it relates to MW2 Stage 2 to ensure that a sound technical foundation exists for the expansion of the settlement area. **Section 4.0** then reviews the MCR process in the Town of Caledon and the process established by ROPA 24 that contemplated settlement area expansions through the ROPA process.

Section 5.0 then reviews Provincial policy on settlement area expansions and provides an opinion on whether the MW2 Stage 2 settlement area expansion conforms to those policies, as it relates to the location of growth and development. **Section 6.0** contains a review of the ROP policy framework and **Section 7.0** contains a review of the Caledon OP framework and criteria dealing with settlement area expansions. The report concludes with **Section 8.0**, which is a review of the criteria established by the Region to consider settlement area expansions in the Town of Caledon.

This PJR has been prepared for the Town of Caledon to implement the Council resolution on the matter adopted on December 20, 2016. The Council resolution of December 20, 2016 is reproduced in its entirety below for completeness, since it also in of itself provides some context and history on the process to date:

- *Whereas the Town of Caledon Official Plan directs future growth to Bolton and*

MW with MW to grow faster than Bolton until they become similar in size; and,

- *Whereas MW Phase 2 Secondary Plan General Terms of Reference was endorsed by Council on June 10, 2008 to strategically identify a location in MW for growth for the planning period from 2021 to 2031; and,*
- *Whereas a preferred scenario for the MW Phase 2 Secondary Plan was endorsed by Council on August 10, 2010 that includes lands south of the Etobicoke Creek, west of Highway 10, north of Mayfield Road, and east of Chinguacousy Road; and,*
- *Whereas the MW Phase 2 Secondary Plan has always targeted at building a compact and complete community that far exceeds the Greenfield density target set by the Province; and,*
- *Whereas the MW Phase 2 Secondary Plan was forced to split into two parts with only the east side, approximately 206 hectares of developable land, approved to proceed under ROPA 29 in order to achieve Region wide intensification and Greenfield density targets; and,*
- *Whereas the Province has since adjusted its 2031 growth forecasts with an increase of 130,000 persons and 10,000 jobs for Peel Region, and Peel Region has not made its adjustments accordingly; and,*
- *Whereas the subject land is entirely inside the area in Peel Region Official Plan (section 5.4.3.2.7 and Schedule D that is designated for future growth; and,*
- *Whereas most studies required to amend Peel Region's Official Plan for a settlement area boundary expansions have been completed through MW Phase 2 Secondary Plan on the basis of compact and complete community building; and,*
- *Whereas all required Regional servicing capacities, including road, water and sewer, have been either in place or planned to be in place in the next two years to support a complete community building in MW Phase 2; and,*
- *Now therefore be it resolved that the Region of Peel be requested to amend its Official Plan to bring the remaining area of the Town of Caledon MW Phase 2 Secondary Plan into settlement area; and,*
- *Further that staff be directed to review, validate and update, where needed, all the studies that have been completed in the area to meet the requirements of Peel Region Official Plan for a settlement area boundary expansion; and,*
- *Further that staff be directed to prepare a new Planning Justification Study Report, as well as other studies that may be deemed necessary by Peel Region Official Plan, to support the Regional Official Plan Amendment; and,*
- *Further that staff be directed to continue to work with staff from the Region of Peel and the MW Phase 2 Landowners Group to expedite the planning process.*

2.0 MW2 PLANNING PROCESS

The purpose of this section of the PJR is to provide a brief overview of the MW2 planning process since it also involved for the most part an analysis of the MW2 Stage 2 lands. The

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intent of this overview is to demonstrate that the MW2 Stage 2 lands are a logical addition to the MW2 Stage 1 lands.

As set out in detail in **Appendix 3**, the MW2 planning process began in 2006 and was concluded with the approval of ROPA 29 in 2015. Throughout this lengthy process, multiple supporting studies were completed, many public meetings were held and many staff reports on the progress of the MW Secondary Plan process were completed, all as detailed in **Appendix 3** to this report.

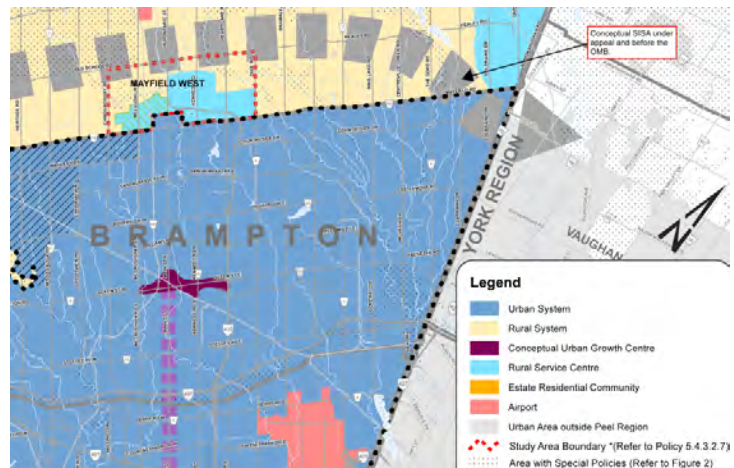
As set out in Schedule 3 of the June 2006 Growth Plan, Peel Region's population and employment base was forecast to reach 1,640,000 and 870,000 respectively by 2031, which later came to be known as the 2031A forecast when the Growth Plan was amended in 2013. However, it was the 2031A population forecast that provided the basis for the last expansion to the MW settlement area through ROPA 29 and OPA 222 (which became known as MW2 Stage 1).

The Regional Land Budget (associated with ROPA 24) and the Caledon Land Budget (associated with OPA 226) established the population and employment numbers for settlement area boundary expansions in Caledon, and the maximum area that would result in the minimum Greenfield density target being met, in accordance with the 2031A forecast. As a consequence, three urban expansions in Caledon were undertaken in the Town through ROPA's 28, 29 and 30. In this regard, these three ROPA's included an additional 609 hectares of land within the Bolton and Mayfield West settlement areas. These additional lands were planned to accommodate about 21,500 residents and about 11,000 jobs at a combined density of 53 residents and jobs per hectare.

While ROPA 24 did not contemplate the 2031B and 2041 Growth Plan forecasts, it did establish a policy framework for the consideration of settlement area expansions in the future through a ROPA process. OPA 226 also did the same.

In addition, the ROP as amended later by ROPA 29 specifically anticipated a further expansion of the MW settlement area by stating the following:

The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.



On the basis of the above, the ROP has already predetermined that additional growth would be allocated to MW for the post-2031 time period, subject of course to the completion of a MCR.

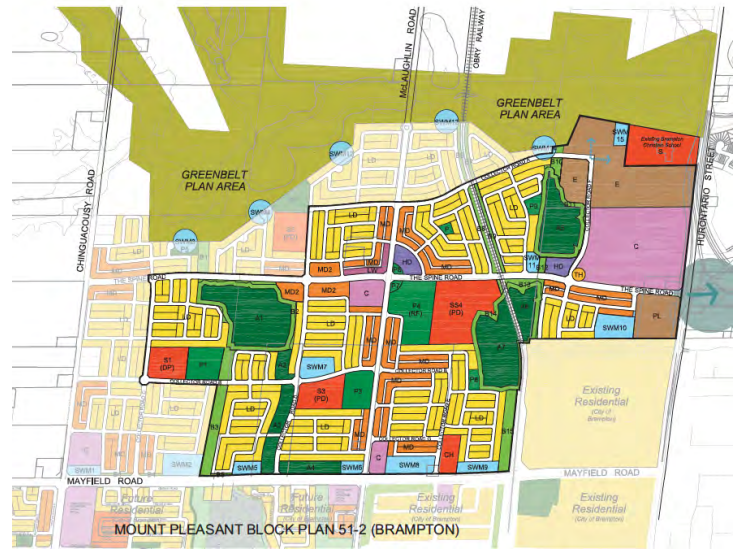
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In terms of the MW2 Stage 2 lands specifically, a Framework Plan endorsed by Council in 2013 clearly shows that the majority of the MW2 Stage 2 lands were considered as part of the planning process (**Caledon Report DP-2013-092**).

The intent at that time was to rely upon the Framework Plan (shown on the right) to prepare and submit an application to the Region of Peel to obtain an amendment to the Regional Official Plan to expand the MW settlement area boundary (which later became ROPA 30).

The Framework Plan prepared at the time was based on a draft Ultimate Community Plan that identified the potential full build-out of the lands bounded by Highway 410/10, Mayfield Road, Chinguacousy Road and the Etobicoke Creek.



In this regard, the following was further stated in **Caledon Report DP-2013-092**:

The Ultimate Community Plan enables both Caledon and Peel to plan for the appropriate municipal infrastructure (road, water and waste water services) and community facilities (i.e. schools and parks) to support possible future growth beyond the MW2 planning considerations.

The Framework Plan identified residential lands, employment lands, commercial lands and a transit hub. A natural heritage system was also identified.

The recommended Framework Plan involved the establishment of a spine road between Chinguacousy Road on the west and Hurontario Street on the east and the establishment of a second collector road between McLaughlin Road and Chinguacousy Road as well. Two north-south collector roads are also proposed between Chinguacousy Road and McLaughlin Road as well.

The boundary of MW2 then followed in all cases either the spine road or a collector road and in one case, an enhancement corridor (B3 as shown on the Framework Plan). However, the western boundary of the Framework Plan did not follow property boundaries, nor did it extend to Chinguacousy Road to the west or Etobicoke Creek to the north.

The Framework Plan boundary was the product of a mathematical exercise that was intended to ensure that exactly the amount of land required to meet expected population and employment growth was being planned for. In my opinion, the very precise nature of the calculations carried out to support Growth Plan implementation at the time resulted in the creation of a boundary that did not logically include all of the lands that should be planned for in MW.

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A more detailed description of the planning process that led to the approval of ROPA 29 and then OPA 222 is contained within **Appendix 3**.

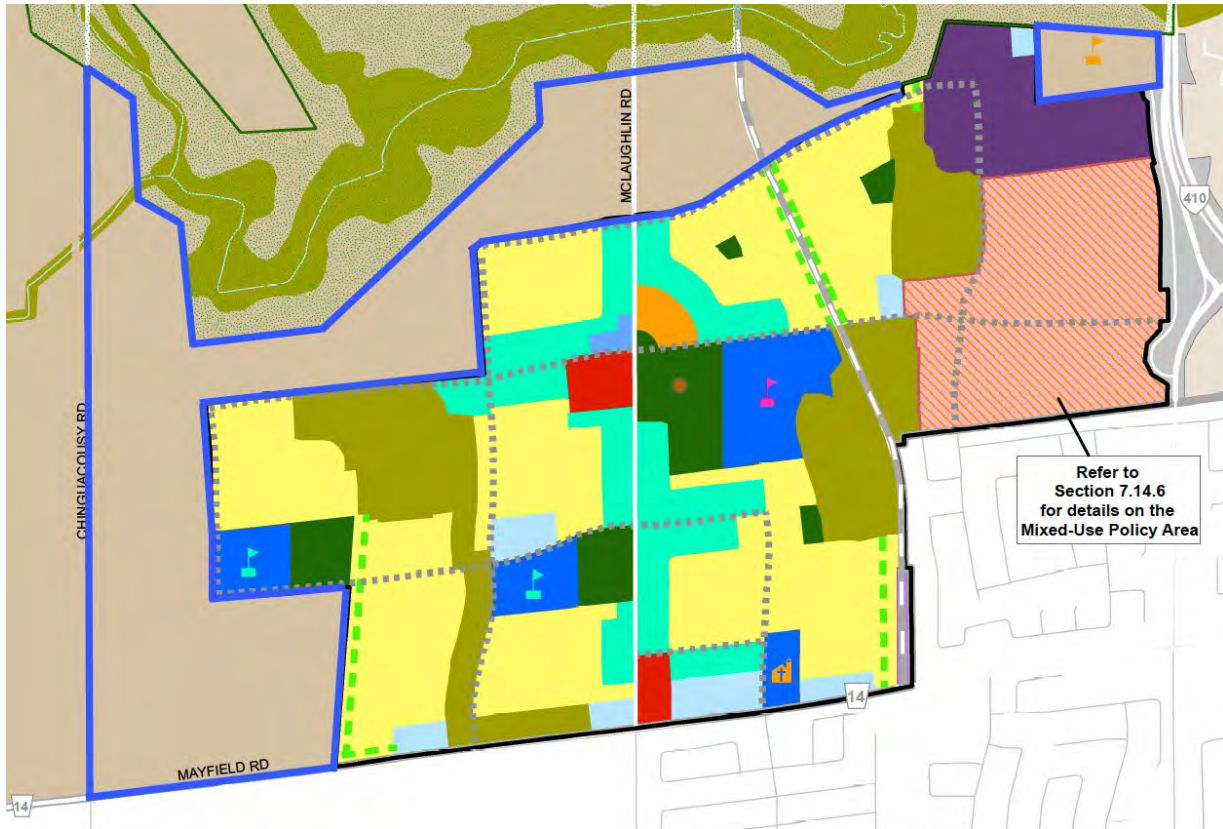
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3.0 TECHNICAL STUDIES IN SUPPORT OF MW2 STAGE 2

3.1 LOCATION OF SETTLEMENT AREA EXPANSION

The map below shows in blue the lands that are to be added to the MW settlement area:

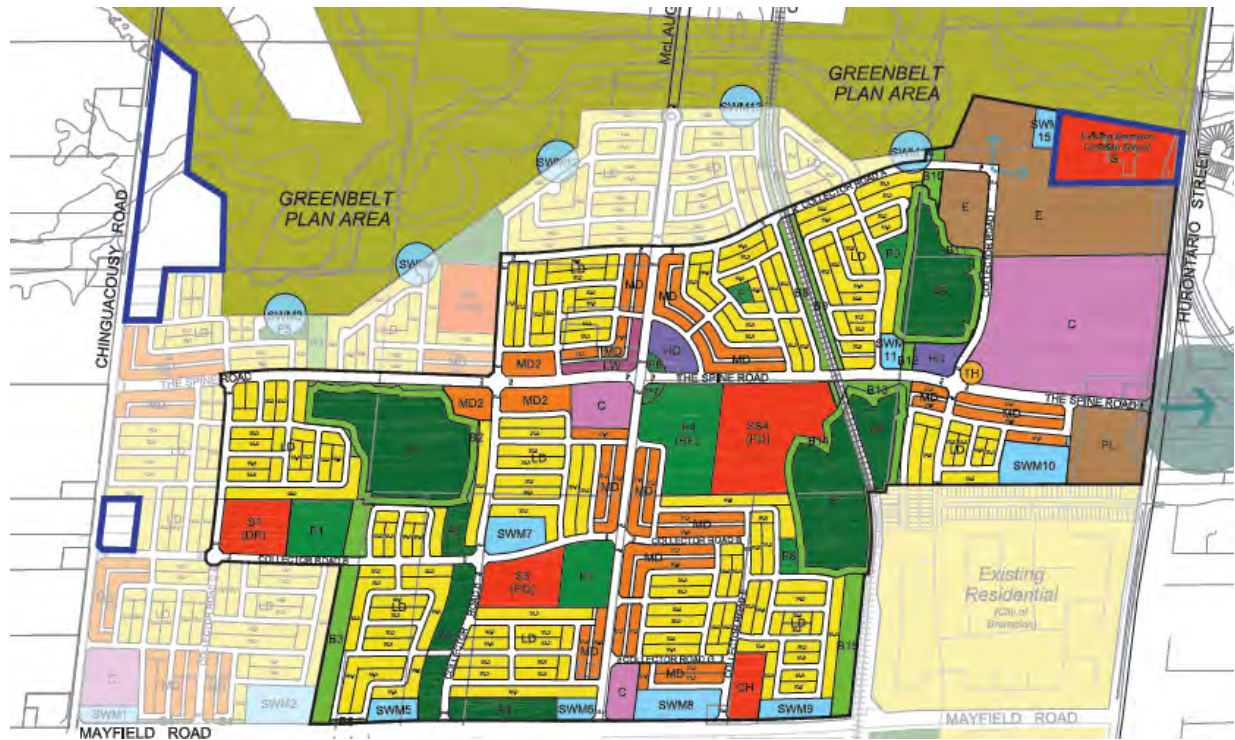


As noted in Section 2.0 of this PJR, the majority of the lands in MW2 Stage 2 were included in the Ultimate Community Plan that provided the basis for the endorsed Framework Plan.

However, it is now proposed to include an additional eight properties in the settlement area expansion as shown on the next page (with the properties outlined in blue).

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Seven of the eight properties front on Chinguacousy Road. Six of these properties on Chinguacousy Road are small rural residential lots, of which four are currently developed with single detached dwellings. It is anticipated over time that these lots would be absorbed in the development area and redeveloped if they were included in the settlement area. Given their small size, and the desire to create hard community boundaries such as Chinguacousy Road, it is my opinion that they be included.

A small tributary to Etobicoke Creek bisects the most northern property. The development potential of this northern property has been reviewed and the southern portion can be easily integrated into the fabric of the development area. The northern portion is separated from the southern portion by the tributary; however, the northern portion has enough developable land to support development. The northern portion is also within the Focused Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. These lands, if included as part of the MW2 Stage 2 expansion would be prevented from proceeding to development until the future route of the new highway corridor is known.

It is also my opinion that the eighth property, which is the site of the Brampton Christian School on Hurontario Street, be included as well. Although there are no immediate plans to close the school, not including these lands in the settlement area would mean that it would be the only parcel of land south of Etobicoke Creek and between Chinguacousy Road and Hurontario Street that is not in the MW settlement area. It is noted that the Brampton Christian School property was once considered as part of the Ultimate Community Plan but was removed for land budget reasons prior to the enactment of ROPA 29.

The total land area within the settlement area expansion is about 105 hectares (excluding lands subject to the Greenbelt Plan). Of this amount, about 88 hectares was included within

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the Framework Plan, with the eight properties discussed above comprising approximately 17 hectares.

3.2 SUMMARY OF UPDATED TECHNICAL STUDIES

On December 13, 2016, Caledon Council passed a Motion that, among other things, directed staff to initiate a Regional Official Plan Amendment to expand the MW2 Secondary Plan boundary to include the remainder of the lands south of Etobicoke Creek (Stage Two lands). On December 20, 2016 Council adopted all of the recommendations from the December 13 Motion. One of the specific directions to staff involved the technical studies needed to justify the settlement area expansion:

- ***Further that staff be directed to review, validate and update, where needed all the studies that have been completed in the area to meet the requirements of Peel Region Official Plan for a settlement area boundary expansion.***
- ***Further that staff be directed to prepare a new Planning Justification Study Report, as well as other studies that may be deemed necessary by Peel Region Official Plan, to support the Regional Official Plan Amendment.***

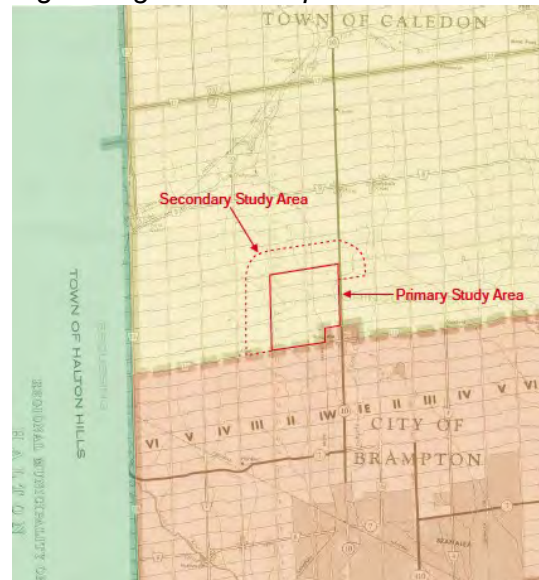
Subsequently, the Town contacted those consultants that had completed reports for the MW2 Secondary Plan to assess and update their respective studies for the MW2 Stage Two lands. Below is review of each of the updated studies.

3.3 AGRICULTURAL IMPACT ASSESSMENT

3.3.1 Background

Colville Consulting was retained to complete the MW2 Stage 1 Agricultural Impact Assessment (2008 AIA) with the purpose of preparing 'an *Agricultural Impact Assessment to specifically address Policy 1.1.3.9 [of the 2005 PPS], as well as pertinent policies in the Region of Peel and in the Town of Caledon Official Plan relating to expansion of settlement boundaries*'. It was also stated that the AIA was based on Caledon's Draft Agricultural Impact Assessment Guidelines (2003) that had the effect of identifying basic steps for the AIA to follow.

The Town-prepared detailed terms required that the AIA be prepared in two parts. Part A was completed in January 2010. The purpose of Part A was to describe the existing agricultural conditions within the study area. The study area for the AIA consisted of a primary and secondary study area that is shown on the map to the right. It is noted that the study area included both the MW2 Stage 1 and Stage 2 lands.



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Part A of the AIA identified the existing land use characteristics in the study area, provided a physical inventory of the primary study area and also provided the minimum distance separation (MDS) requirements for all livestock facilities in the primary and secondary study area. As indicated by Colville Consulting, the expectation of the AIA Part A was that the Town would use the information, in addition to other completed technical studies, to identify land use scenarios and eventually a preferred land use scenario.

Part B was completed in 2013. Part B included an assessment of three land use scenarios as well as the potential impacts on agriculture for each scenario. More specifically, Colville Consulting indicated that Part B also addressed the consumption of agricultural resources and farm related investments, the effect of the loss of resources/investments on agricultural operations and the potential negative impacts of new non-farm development abutting the agricultural area and farm operations.

The three land use scenarios included lands within the Part A study area and additional lands located to the east of Hurontario Street that were not assessed in the Part A report. As noted above, the study area in Part A (completed in 2010) and Part B (completed in 2013) included the MW2 Stage Two lands.

On the basis of the above, the AIA was updated on July 12, 2017 (2017 AIA) to assess the impact of the MW2 Stage Two lands on agricultural resources and farm operations in the area. This also involved the consideration of the PPS 2014 and the Growth Plan (2017). The 2017 AIA study area includes the MW2 Stage 2 well as an additional area of 1.5 kilometres surrounding the subject lands.

3.3.2 Policy Changes that Impact the 2017 AIA

Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014. This version was updated from the time that the original AIA was completed. In the current PPS, Section 2.3 continues to deal with agricultural policy, however some of the policies that are applicable to the study area have been updated.

Section 2.3.5.1 of the PPS continues to allow for municipalities to exclude land from prime agricultural areas for the expansion of settlement areas. Section 2.3.5.1 states that:

Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.

While this section was not updated in the 2014 PPS version, the policy that it references in Section 1.1.3.8 has been updated. Section 1.1.3.8 of the PPS has been updated to require settlement expansions to evaluate alternative locations and to ensure that expansions comply with MDS requirements. Below is Section 1.1.3.8 of the PPS with the new policy language identified in red.

1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:

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- a) *Sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;*
- b) *The infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and **the natural environment**;*
- c) *In prime agricultural areas:*
 - a. *The lands do not comprise specialty crop areas;*
 - b. ***Alternative locations have been evaluated, and***
 - i. *There are no reasonable alternatives which avoid prime agricultural areas; and*
 - ii. *There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
- d) ***The new or expanding settlement area is in compliance with the minimum distance separation formulae; and***
- e) *Impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.*

In determining the most appropriate direction for expansions to the boundaries of settlement areas or the identification of a settlement area by a planning authority, a planning authority shall apply the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

Growth Plan

The Growth Plan (2017) includes updated policies on the agricultural system. Firstly, Section 4.2.6.1 indicates that the Province will identify an Agricultural System and in this regard, draft mapping has been prepared for public and stakeholder review. An updated Section 4.2.6 dealing with the interface between settlement areas and agricultural areas has also been included in the Growth Plan (2017) as per below:

Where agricultural uses and non-agricultural uses interface outside of settlement areas, land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed.

The key component of the above is the requirement that mitigation is required to be incorporated as part of the non-agricultural uses. Section 2.2.8.3 j) also speaks to impacts on agricultural operations when an expansion to a settlement area is proposed:

Any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;

Regional Official Plan

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When the AIA was completed in 2013, the lands within the study area were all identified as Prime Agricultural Area in the ROP. Since that time, the ROP has been amended as a result of the approval of ROPA 29, which affected the MW2 Stage 1 lands only.

Schedule B of the ROP continues to identify the MW2 Stage 2 lands as Prime Agricultural Area. As with work completed in 2013, the ROP continues to require that an assessment of impacts on agriculture be completed. This requires demonstrating that there are no reasonable alternative locations that avoid prime agricultural areas and no reasonable alternative locations with lower priority lands. A proposal to expand a settlement area also has to demonstrate compliance with MDS formulae.

Town of Caledon Official Plan

The Town of Caledon OP includes the MW2 Stage 2 lands as Prime Agricultural Area on Schedule B and similar policies apply.

3.3.3 Other Changes in the 2017 AIA

This section provides an overview of the sections that have changed in the 2017 AIA.

Agricultural Investments

The 2017 AIA includes a new section called 'Agricultural Investments' that addresses drainage and infrastructure. It is noted that these topic areas were covered in the original AIA but not in its own section.

The 2017 AIA indicates that there are approximately 197.6 ha of tile-drained lands (157.8 ha of systematic and 39.8 random) in the study area. The majority of the tile drained lands lie outside of the MW2 Stage 1 and MW2 Stage 2 lands. According to the 2017 AIA, there are approximately 16.5 ha of land within MW2 Stage 1 (0.6 hectares) and MW2 Stage 2 (15.9 hectares) that will be directly impacted by future development.

The 2017 AIA acknowledges that the previous decision on the MW boundary as per ROPA 29 '*did a good job of excluding farm operations from within its boundaries*'. It is also noted that the infrastructure at other former farm operations within the subject lands has been removed entirely. However, the Cook Farm continues to be identified as a large dairy farm operation with farm infrastructure located within the MW2 Stage 2 lands. In addition to the above, the 2017 AIA also identifies several other farm operations that are located outside of the boundaries of the subject lands including livestock operations and cash crop operations with grain driers.

Minimum Distance Separation

The Minimum Distance Separation (MDS) formulae and guidelines were updated in 2016 and came into effect on March 1, 2017.

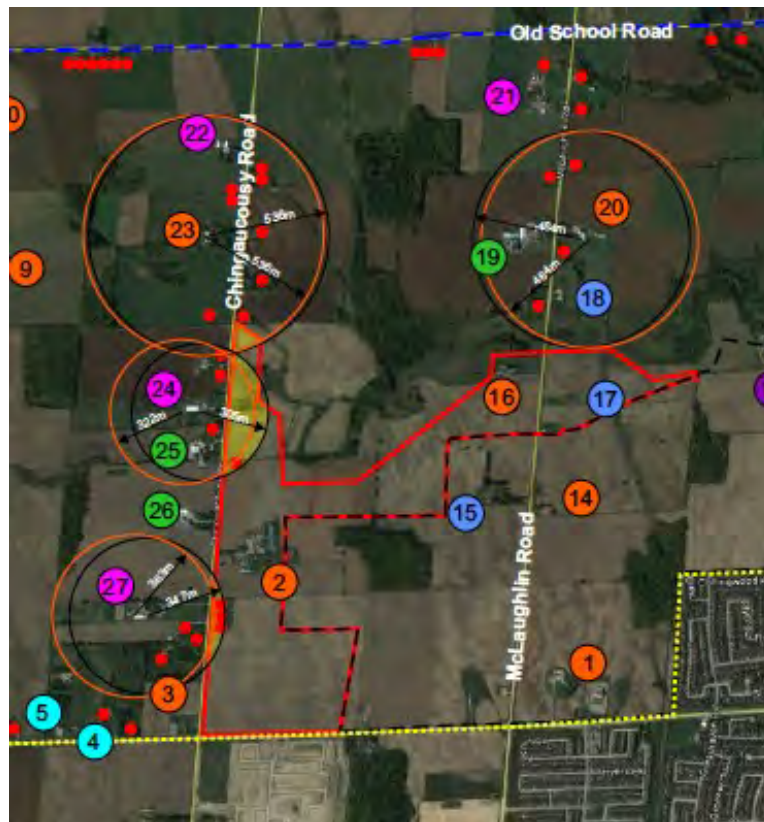
Since ROPA 29 and OPA 222 has been approved and is in effect, the MDS formulae focused on the MW2 Stage 2 lands. It is noted that OPA 222 did accommodate for MDS in the design of the land use plan and through policies. MDS I is applied to existing livestock operations, which include all of those in the study area.

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The MDS Document, Publication 853 (2016) recognizes two types of land uses. The 2017 AIA indicates that the MW2 Stage Two lands are considered to be Type B land uses. According to the MDS Documents, Publication 853 (2016), Type B land uses 'include applications to rezone or redesignate agricultural lands for residential, institutional, recreational use – high intensity, commercial or settlement area purposes'.

The 2017 AIA identified five operations of concern. The 2017 AIA indicates that the Cook Farm (Farm #2) is the most significant of the livestock operations, while the four other operations are 'minor and unlikely to significantly affect the settlement area expansion in the long-term'. The figure below identifies the operations of concern (Farm #2, #20, #23, #24 and #27) and the MDS setback from each of them, except from the Cook property.



3.3.4 New Recommendations in the 2017 AIA

OPA 222 in policy 7.14.4.1.7 states 'Development in the Plan Area shall be consistent, to the extent feasible, with the recommendations for mitigation measures contained in the Agricultural Impact Assessment'. In the 2017 AIA, Colville Consulting indicates its assumption that the policy above is in reference to the mitigation measures of the AIA dated January 2014. The 2017 AIA provides updated recommendations and mitigation measures that are discussed below. It is noted that the recommendations for 'Phasing of Development' and 'Restrictions of Normal Farm Practices' remain the same as in the AIA. It is also noted that the recommendations from the original AIA on Drainage Measures have been removed entirely in the 2017 AIA.

Buffering Recommendations

Below are the two new recommendations for buffering (Section 7.2) that replace recommendations in the original AIA. This recommendation takes into account Section 2.2.8.3 j) of the Growth Plan (2017):

The establishment of a buffer of some form should be considered for lands on both sides of Chinguacousy Road.

- ***Maintain the buffer along the northern boundary; and***
- ***Consider implementing edge-planning concepts into the Stage 2 lands to minimize potential conflicts along Chinguacousy Road.***

Traffic Recommendations

Below is a modified traffic recommendation from the original AIA (modified text in red).

- ***The transportation plans for new development should be internalized as much as possible and access to Chinguacousy minimized to the extent possible;***

In addition to the above, the 2017 AIA includes two new recommendations that speak to traffic. These recommendations include:

- ***Ensure that access to farm fields is not restricted;***
- ***Any upgrades to existing roadways used by farm machinery should include the construction of wide shoulders to allow for slow moving farm vehicles to travel safely;***

Vandalism, Theft and Trespass Recommendations

The 2017 AIA also provides recommendations to limit the potential negative impacts of vandalism, theft and trespass with the recommendations below, which also takes into account Section 2.2.8.3 j) of the Growth Plan (2017):

- ***Delay development of the Stage 2 lands until development of the MW2 lands is nearly complete. The Stage 2 lands will act as a temporary buffer between urban and agricultural uses;***
- ***Establish low density land uses along Chinguacousy Road;***

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- *Inform residents through public consultation/education to not trespass on agricultural lands;*
- *Consider implementing edge planning concepts (e.g. buffering) into Stage 2 lands to minimize potential for new residents to easily access adjacent farm lands; and*
- *Where necessary consider the erecting and maintaining suitable fencing along the property limits of sensitive farm operations adjacent to the settlement area boundary.*

It is noted that the final recommendation above is similar to a recommendation made in the original AIA.

3.3.5 Conclusions

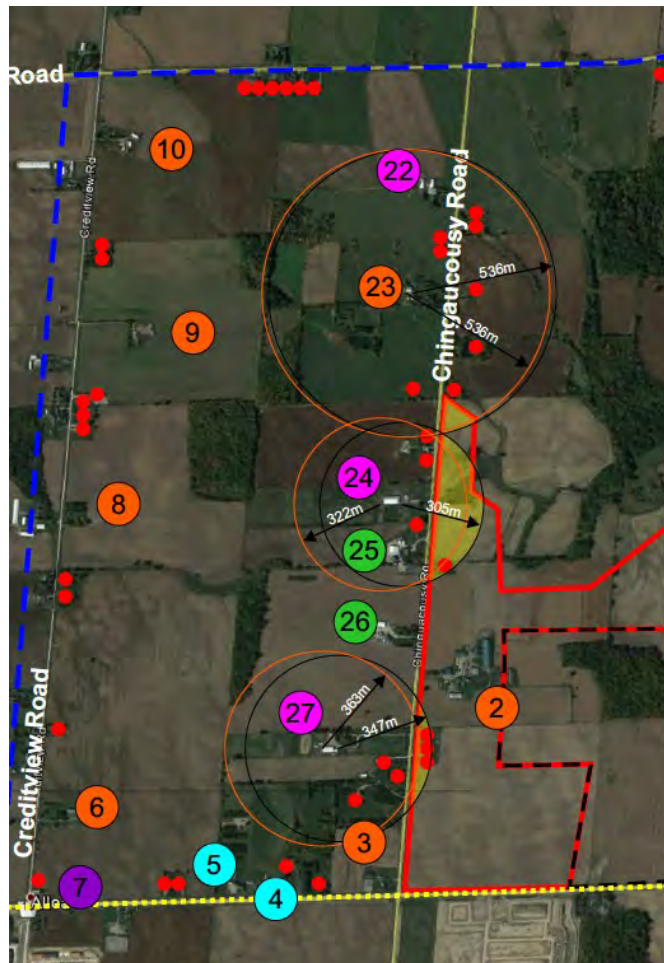
The 2017 AIA identifies the Cook dairy farm and other livestock operations along Chinguacousy Road as constraints to developing the MW2 Stage 2 lands. This is because the settlement expansion would encroach into the established MDS setbacks. Any new development needs to be compliant with MDS requirements. It is noted that MDS compliance is required as long as the livestock facilities are present, structurally sound and have the ability to house livestock. However, the 2017 AIA also indicates *'that once the facilities are retired and the buildings removed, settlement boundary expansion can continue for the majority of the Subject Lands in compliance with MDS'*.

It is also indicated in the 2017 AIA that there are four other farm operations that have MDS1 setbacks that extend onto the lands that are in the MW2 Stage 2 area. However, only three of these have an impact on lands within MW2 Stage 2 as set out below, and as shown on the right:

- Farm 20 – 0 hectares
- Farm 23 – 0.89 hectares
- Farm 24 – 4.6 hectares
- Farm 27 – 1.87 hectares

This means that there are 7.36 hectares within the MDS setbacks on the MW2 Stage 2 lands (not including the Cook property).

Given the small areas of land included within these MDS setbacks and their location on the western edge of MW2 Stage 2 along Chinguacousy Road, it is my opinion that their inclusion in the settlement area cannot be avoided, if the desire is to create a logical western boundary of the settlement area.



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The amount of land affected is very minor and will not impact in a significant way the form of development. In addition, it is anticipated that a similar policy to Section 7.14.20 would be included in the Town of Caledon OP that would preclude development in these areas until the livestock facilities are altered or removed.

It is noted that the AIA as summarized above has been submitted to the Region for their review and will be further revised based on further consultation with the Region, the Town and the Province.

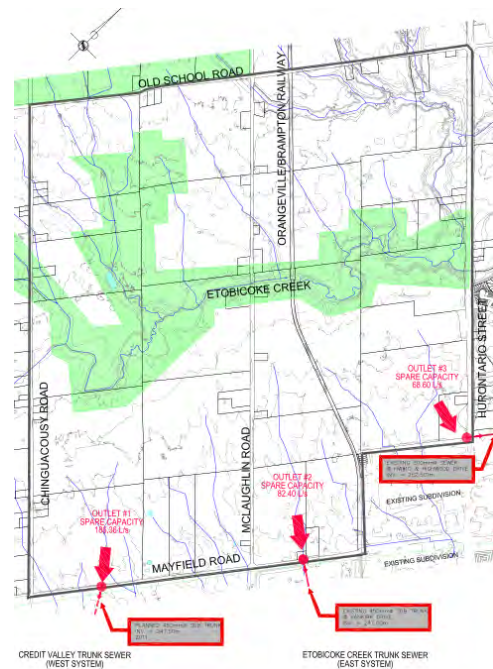
3.4 WATER AND WASTEWATER SERVICING STUDY

3.4.1 Background

R.J. Burnside & Associates Limited (Burnside) was retained by the Town to conduct a Water and Wastewater Servicing Study (Servicing Study) for the MW2 Secondary Plan. Burnside also peer reviewed other studies completed by the Developers Group in 2012 and 2014.

Burnside's work was divided into two parts. Part A was completed on May 26, 2009 and Part B was completed on October 8, 2010. The area subject to the servicing study is shown on the right.

The purpose of Part A (2009 Servicing Study) was 'describe the existing or planned regional water and wastewater infrastructure in or adjacent to the Study area and identify the related wastewater drainage areas and water pressure zones'. The 2009 Servicing Study results formed the foundation for Part B. It was also indicated in the report that Part A would be used in the initial preparation of land use scenarios for the MW2 area.



The purpose of Part B (2010 Servicing Study) was to 'identify potential internal servicing options including potential routing alignments for both wastewater and water services. Part B also identifies potential key external regional servicing improvements that would be required to service each of the three (3) land use scenarios'. The figure below shows the updated study area for the 2010 Servicing Study.

Recognizing that other studies have been completed since the 2010 Servicing Study, Burnside prepared a memo to the Town on March 9, 2017 (2017 Burnside Memo) that summarizes the servicing work completed by Burnside and other on-going engineering studies. In the 2017 Burnside Memo, Burnside also provides an opinion on whether these reports could be utilized in the expansion of the plan into the Stage Two lands. These reports are discussed below.

3.4.2 Other Completed Servicing Studies

Water and Wastewater Servicing Study Report

The Municipal Infrastructure Group Ltd. (TMIG) was retained by the Developer's Group to prepare a Water and Wastewater Servicing Study Report (Developer's Servicing Study). In January 2014, TMIG completed the Developer's Servicing Study that documented engineering evaluations that were completed following Burnside's Servicing Study. The Town retained Burnside to Peer Review the Developer's Servicing Study.

The 2017 Burnside Memo indicates that the Developer's Servicing Study was '*undertaken to address revised servicing requirements as a result of changes to the MW2 Secondary Plan through OPA 226, dated September 11, 2012 and the Planning Report DP-2013-092, dated September 3, 2013*'.

According to the 2017 Burnside Memo, the Developer's Servicing Study was intended to:

- Identify existing and planned water and wastewater infrastructure;
- Provide a summary of proposed water and wastewater demands;
- Identify proposed water and wastewater infrastructure to support the study area;
- Identify possible interim servicing opportunities utilizing existing water and wastewater infrastructure; and,
- Identify potential development phasing limits based on planned and proposed infrastructure.

Functional Servicing Report

In May 2016, Urbantech Consulting prepared a Functional Servicing Report (2016 Urbantech FSR) and an EIR and Transportation Study to support individual Draft Plans of Subdivision in the MW2 lands. The 2017 Burnside Memo indicates that the 2016 Urbantech FSR '*provided details to support the Future Development of the Stage 2 lands and demonstrated how those lands would be integrated with the approved MW2 lands*'.

According to the 2017 Burnside Memo, the Urbantech FSR was intended to address the items below.

- Discussion on the existing drainage conditions and environmental constraints for Stage 1 and 2;
- Proposed grading, storm and stormwater management (SWM) design, and sanitary/water servicing; and,
- Proposed water and sanitary infrastructure has been designed to service MW2 lands (both Stages 1 and 2) as well as Future Developments lands beyond Stage 2.

3.4.3 Conclusions

The 2017 Burnside Memo acknowledges that the '*more recent reports provide an indication that lands outside the Stage 1 area of MW2 have been considered in developing servicing concepts*'.

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In addition and in response to requests for additional information from the Region, Burnside has indicated that trunk sanitary sewers within MW2 have been sized to accommodate 80 residents and jobs per hectare within for the Stage 2 lands. As per the mapping included in **Appendix 4**, there are four different servicing outlets for MW2, but only the Edenbrook Drive outlet will accommodate the future MW2 Stage 2 development.

None of the MW2 Stage 2 development will be directed to the other three outlets (Van Kirk, Robertson Davies Drive and Highwood Road). It is also anticipated that any local stage 1 sanitary pipes, which will convey the future MW2 Stage 2 lands, will be sized through detail design for Stage 1 to accommodate future requirement for 80 residents and jobs per hectare.

With respect to water supply, the current FSR has only captured the trunk watermains along the major roads as shown in the mapping included in **Appendix 4**. The watermain sizes have been confirmed by Region, and they are properly sized for the increased MW2 Stage 2 population. The local watermains will be sized at detail design by individual developers as part of the subdivision applications, and it is anticipated that their water analysis will take into account higher densities within the MW2 Stage 2 lands.

3.5 CULTURAL HERITAGE SURVEY

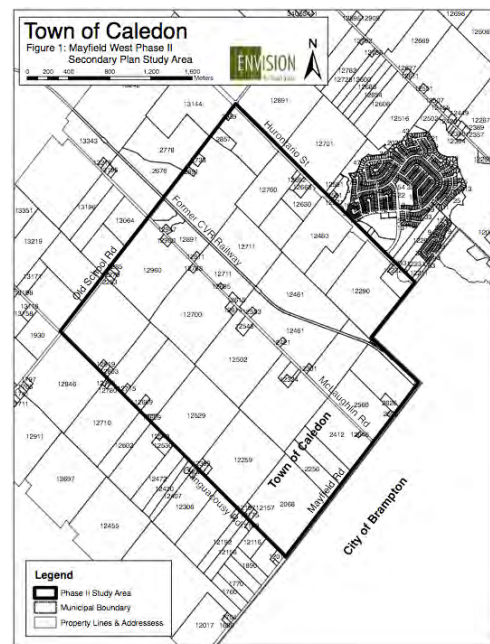
3.5.1 Background

The Town's General Terms of Reference for the MW2 Secondary Plan divided the Cultural Heritage Survey included three component studies: Stage 1 Archaeological Assessment, a Built Heritage Resources Assessment and a Cultural Heritage Landscapes Assessment.

In December 2008, ASI, in collaboration with Envision, completed a Cultural Heritage Landscapes Assessment and Built Heritage Resources (2008 Cultural Heritage Survey) for the MW2 Secondary Plan area. The map on the next page shows the study area from the 2008 Cultural Heritage Survey. It is noted that the archaeological assessment was completed as a separate study from the 2008 Cultural Heritage Survey.

The 2008 Cultural Heritage Study identified the study area as a Peel Plain farmscape, however it was noted that the entire study area did not emerge as a cultural heritage landscape of significance. The 2008 Cultural Heritage Survey further identified fourteen properties and a railway that have cultural heritage resource significance. Below are the recommendations from the 2008 Cultural Heritage Survey.

- The Town list eight properties on the Town's Heritage Register. These properties include:
 - 12669 Chinguacousy Road
 - 12960 and 12900 McLaughlin Road
 - 12461 McLaughlin Road



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- 12711 McLaughlin Road
 - 12502 McLaughlin Road
 - 2412 Mayfield Road
 - 12760 Hurontario Street
 - 12324 McLaughlin Road and adjacent property
- The Town designate six properties under Section 29, Part IV of the Ontario Heritage Act. These properties include:
 - 12529 Chinguacousy Road (considered a CHL)
 - 12259 Chinguacousy Road
 - 2939 Old School Road
 - 12290 Hurontario Street
 - 12700 McLaughlin Road
 - 12891 McLaughlin Road
 - The Town consider and designate the Former Credit Valley Railway as a cultural heritage landscape.
 - The Town prepare a Cultural Heritage Impact Statement for the Designated and Listed properties in association with any proposed development of major site or building alteration, on or adjacent to the properties.

On August 10, 2010, through Report 2010-050, Council added all of the above-mentioned properties as listed properties in the Town of Caledon Heritage Register. According to the 2017 Cultural Heritage Survey, the former Credit Valley River Railway was added to the Town's Cultural Heritage Landscape Inventory in 2009. The map below is a map of the properties with recommendations from above.

ASI indicates that the purpose of the 2017 Cultural Heritage Survey is to update the 2008 Cultural Heritage Survey to 'assess any changes to the condition and status of properties containing cultural heritage resources within a portion of the original Secondary Plan study area, that may have transpired since 2008'. The 2017 Cultural Heritage Survey includes the Stage Two lands only.

The 2017 Cultural Heritage Survey documents four properties and the railway that were previously included in the 2008 Cultural Heritage Study. No additional properties were identified in the 2017 Cultural Heritage Survey. Below is a list of the heritage resources that are included in the 2017 Cultural Heritage Survey.

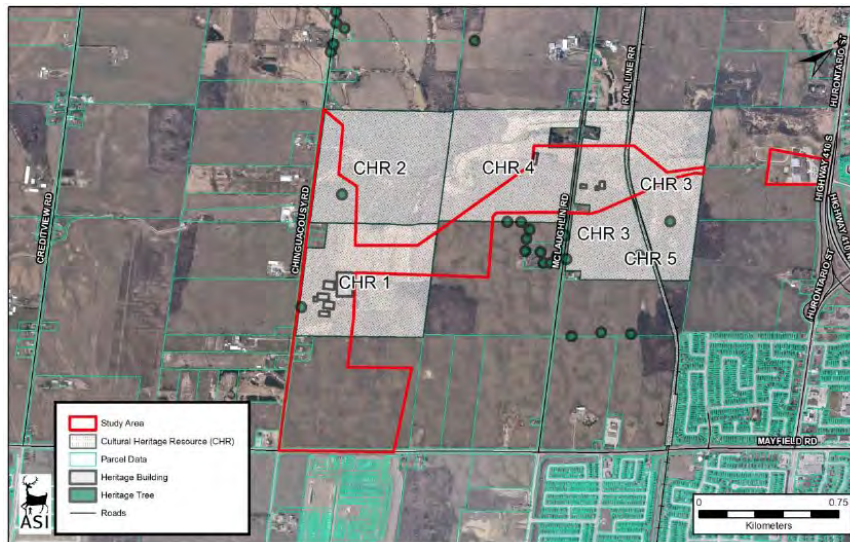


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- 12259 Chinguacousy Road (CHR1)
- 12529 Chinguacousy Road (CHR2)
- 12461 McLaughlin Road (CHR3)
- 12502 McLaughlin Road (CHR4)
- Former Credit Valley Railway (CHR5)

The figure below identifies these properties on a map.



3.5.2 Policy Changes that Impact the 2017 Cultural Heritage Survey

Provincial Policy Statement

The current PPS includes updates to heritage-related definitions that were in the previous PPS. The updated definitions were reviewed in detail.

Growth Plan

The 2017 Cultural Heritage Survey also reviewed the policies of the 2006 Growth Plan, however it is noted that the 2017 Growth Plan is now in effect.

Some preamble text that addressed heritage-related matters has been reworded and/or removed in the 2017 Growth Plan. However, the policies that speak to heritage conservation in Section 4.2.7 of the 2017 Growth Plan have not been changed from the 2006 Growth Plan.

Region of Peel Official Plan

The 2017 Cultural Heritage Survey identifies policies that recognize that address cultural heritage in Section 3.6 of the Region of Peel Official Plan. The 2017 Cultural Heritage Survey does not identify changes to the Regional policies since the completion of the 2008 Cultural Heritage Survey.

Town of Caledon Official Plan

The 2017 Cultural Heritage Survey indicates that a number of heritage-related definitions have been updated since the 2008 Cultural Heritage Survey was completed. It is noted that the Town's Official Plan heritage-related definitions are different than those in the PPS and the Region of Peel Official Plan. Below are the definitions that have been updated in the Town's OP since the 2008 Cultural Heritage Survey was completed.

3.5.3 Other Changes in the 2017 Cultural Heritage Survey

Since the 2008 Cultural Heritage Survey, some changes have been made to properties on the Town's Heritage Register. Some of these changes apply to heritage properties that are within the Stage Two lands. Below is a summary of these properties.

- **12259 Chinguacousy Road** (CHR 1) remains on the Town's Heritage Register as a listed property. The 2017 Cultural Heritage Survey indicates that of the remaining cultural heritage resources within the study area, this property is the most significant and intact.
- **12529 Chinguacousy Road** (CHR 2) was removed from the Town's Heritage Register on September 29, 2015 (Report 2015-074). According to the 2017 Cultural Heritage Survey, the majority of the property's built heritage resources were removed without Council approval in 2013. The owner subsequently complied with the *Ontario Heritage Act* and received Council approval to demolish the remainder of the property's built heritage resources.
- **12461 McLaughlin Road** (CHR 3) remains on the Town's Heritage Register as a listed property. The 2017 Cultural Heritage Survey states that this property has retained its significance, but that the removal of vegetation (which was previously identified as adding to its value) has impacted the property's cultural heritage value.
- **12502 McLaughlin Road** (CHR 4) was removed from the Town's Heritage Register on October 18, 2016 (Report 2016-130). Council approved the removal of this property following the completion of a Heritage Impact Statement by Wayne Morgan that determined that the property did not have sufficient cultural heritage value or interest to warrant retention and conservation under the *Ontario Heritage Act*.
- **Former Credit Valley River Railway** (CHR 5) remains on the Town's Cultural Heritage Landscapes Inventory. It is noted that the railway is used regularly for freight traffic and continues to remain operational as part of the Credit Valley Explorer corridor (weekend public excursion train).

3.5.4 New Recommendations in the 2017 Cultural Heritage Survey

The 2008 Cultural Heritage Survey recommended that a number of properties be listed and designated on the Town's Heritage Register. The Town subsequently added all of the properties from the 2008 Cultural Heritage Survey to the Town's Heritage Register as listed properties. The Town also identified the Former Credit Valley River Railway as a Cultural Heritage Landscape on its Cultural Heritage Landscape Inventory.

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As identified above, some changes have occurred to the Town's Heritage Register that included some properties within the Stage Two lands. Below are the recommendations identified in the 2017 Cultural Heritage Survey:

1. The 2008 Scheinman Report [2008 Cultural Heritage Survey] recommends the designation of the property at 12259 Chinguacousy Road (CHR 1). The Town of Caledon should pursue designation to ensure the long-term survival of the property's cultural heritage resources;
2. The MW2 Secondary Plan calls for the redevelopment of portions of properties containing cultural heritage resources. As such, a Heritage Impact Statement should be prepared to determine if the proposed development will have any impacts on the property's heritage resources;
3. If a future application is made to incorporate the farmhouses at 12259 Chinguacousy Road or 12461 McLaughlin Road within a residential development, the farmhouses and significant landscape features should be conserved and a Conservation Plan should be prepared as a condition of approval of the planning application;
4. All significant heritage trees/vegetation identified within the 2008 Scheinman Report [2008 Cultural Heritage Survey] should be incorporated into the MW Phase 2 Secondary Plan where possible;
5. The 2008 Scheinman Report [2008 Cultural Heritage Survey] acknowledged the significance of the landscape at 12529 Chinguacousy Road. Despite the loss of the built heritage resources on site, this landscape should be considered as an asset to the area. Opportunities to preserve the landscape and potentially provide community access should be explored;
6. The condition of the cultural heritage resources in the study area should be monitored according to the Town of Caledon's Property Standards By-law (98-155) to ensure that their condition does not deteriorate; and,
7. Town staff should promote the active use of the buildings to ensure that their condition is maintained.

3.5.5 Constraints to Developing the Stage Two Lands

Based on the 2017 Cultural Heritage Survey and its proposed recommendations, below is a summary of the constraints to developing the Stage Two lands by the specific properties that were identified as having heritage significance.

12259 Chinguacousy Road (CHR 1)

- This property is listed on the Town's Heritage Register.
- The 2017 Cultural Heritage Survey recommends that the Town pursue designation to ensure the long-term survival of the property's cultural heritage resources.
- The recommendations also propose that if future applications are made on this property to be included within a residential development that the farmhouses and significant landscape features be conserved. The recommendations further specify that a Conservation Plan should be prepared as a condition of approval with the planning application.

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12529 McLaughlin Road (CHR 2)

- This property is no longer listed on the Town's Heritage Register, however the 2017 Cultural Heritage Survey recommendations indicate that the landscape should be considered as an asset to the area and that opportunities to preserve the landscape and potentially provide community access should be explored. It is noted that the 2008 Cultural Heritage Survey acknowledged the significance of the landscape, in addition to the previous built resources that have since been demolished, on this property.

12461 McLaughlin Road (CHR 3)

- This property is listed on the Town's Heritage Register.
- The recommendations propose that if future applications are made on this property to be included within a residential development that the farmhouses and significant landscape features be conserved. The recommendations further specify that a Conservation Plan should be prepared as a condition of approval with the planning application.

3.6 TRANSPORTATION IMPACT STUDY**3.6.1 Background**

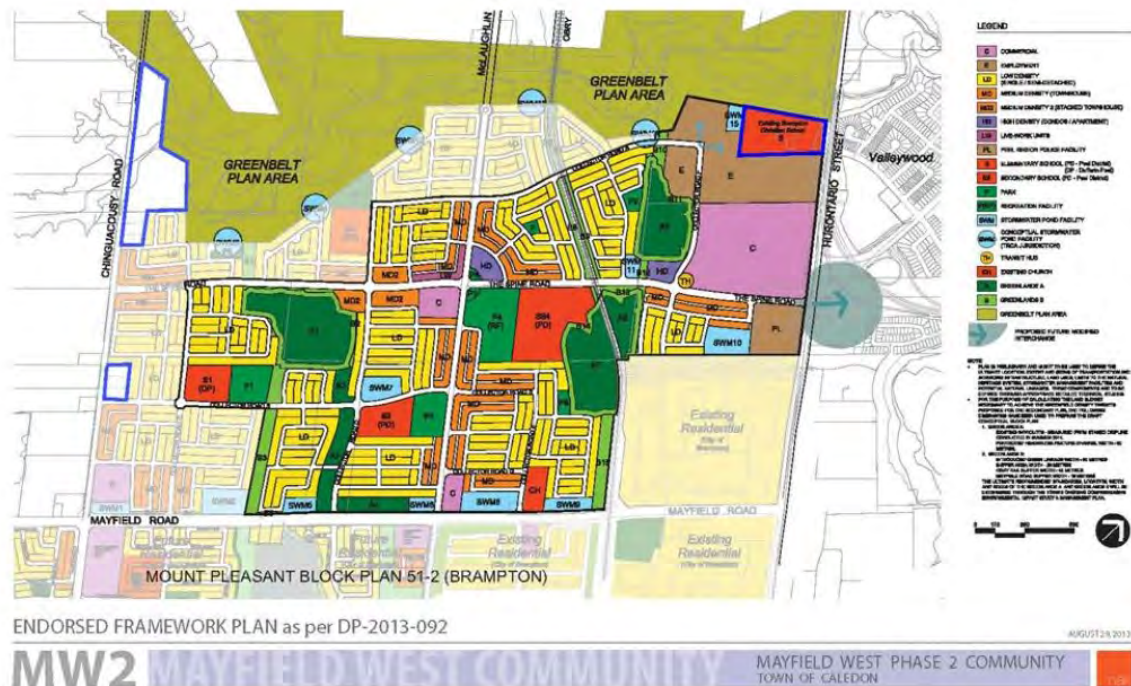
Paradigm Transportation Solutions Limited (Paradigm) was retained by the Town to conduct a Traffic Impact Study (TIS) for the MW2 Secondary Plan. The map below shows the study area for the TIS.

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3.6.2 Changes in the 2017 TMP

The 2017 TMP indicates that 'the planned urban boundary expansion also includes two relatively small areas adjacent to Chinguacousy Road in which development was not previously anticipated'. It is noted that the existing Brampton Christian School (adjacent to Highway 10) is also outlined in blue. The 2015 TMP included this area in its analysis and assumed that the existing school use would continue. The map below outlines the two additional areas that were not previously considered in blue.



The 2017 TMP also states that the expected build-out of the area was included in the analysis of future transportation needs at the time that the 2015 TMP was completed. In this regard, the 2017 TMP assess the two additional areas outlined in blue in its update.

The 2017 TMP assumes that the two additional areas will be developed with low to medium density residential uses. In addition, the 2017 TMP expects that additional travel demand related to urban development on these lands will be relatively low compared to the overall urban development.

3.6.3 Constraints to Developing the Stage Two Lands

The 2017 TMP concluded that the existing plans (road network, public transit and pedestrian and cycling plan) are able to fully accommodate the expansion of the MW2 lands to include the Stage Two lands. The 2017 TMP does not recommend any changes to the existing plans. In response to a request for further information from the Region, Paradigm has indicated that while further transportation analysis is required, it is anticipated that the planned road network should be able to accommodate the expected population and jobs resulting from the application of the minimum density target of 80 residents and jobs combined per hectare on the MW2 Stage 2 lands.

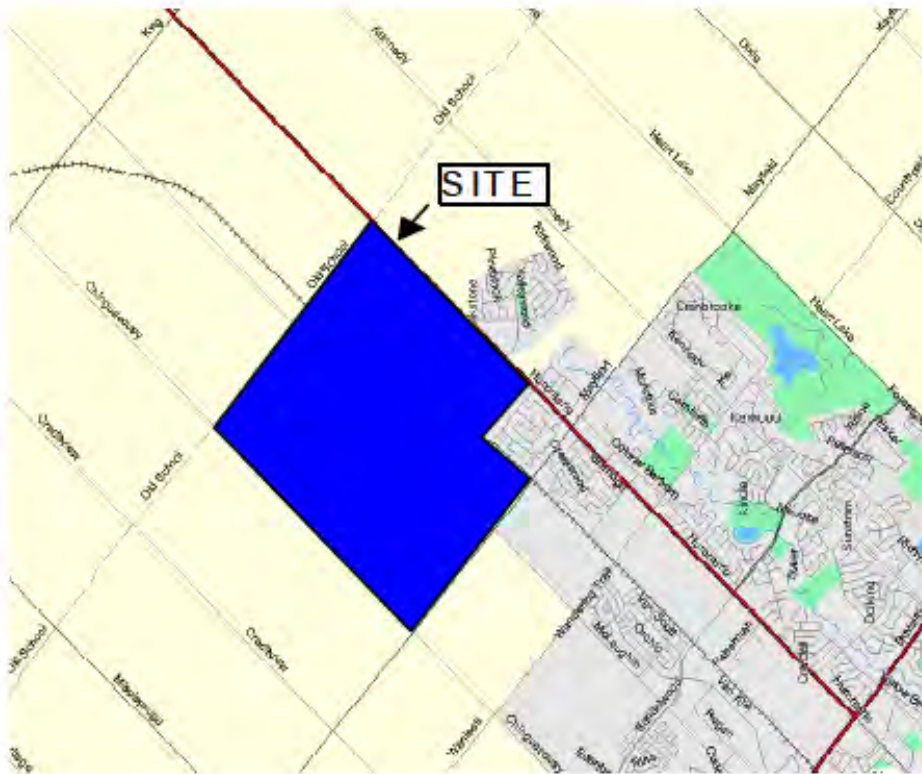
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3.7 NOISE IMPACT ASSESSMENT

3.7.1 Background

Jade Acoustics Inc. (Jade Acoustics) was retained by the Town to conduct an Environmental Noise and Vibration Impact Assessment (ENVIA) for the MW2 Secondary Plan. The map below shows the study area for the ENVIA.



Jade Acoustics' work was divided into two parts. Part A was completed on December 22, 2008. The purpose of Part A (2008 ENVIA) was *'to identify existing noise and vibration sources within, and in the vicinity of the study area and identify any possible constraints associated with the existing future noise and vibration study'*. Part A concluded that there were several sources of noise and vibration within and around the study area that required assessment and evaluation but that *'no source would severely constrain future uses'*.

Part B was completed on May 13, 2010. The purpose of Part B (2010 ENVIA) was to *'identify existing and future noise and/or vibration sources and evaluate their potential impact on the three proposed land-use options'*. Part B provided an analysis of each of the land-use scenarios and concluded that all land-use scenarios would require acoustical abatement measures in order to comply with MOW/Peel Guidelines.

On June 28, 2017, Jade Acoustics completed a draft addendum to the 2010 ENVIA (2017 ENVIA). The purpose of the 2017 ENVIA is to assess the Stage Two lands to the MW2 Secondary Plan. The 2017 ENVIA used the same study area and map as provided in the 2017 TMP completed by Paradigm. It is noted that the 2017 ENVIA relied upon the 2017

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TMP for future road traffic volumes. It is also noted that the 2017 ENVIA does not include an update on the Brampton Airport operations.

3.7.2 Changes in the 2017 ENVIA

The 2017 ENVIA identifies three areas that will require particular attention. These include:

- *The interface of the proposed commercial and employment lands west of Hurontario Street and the proposed residential lands and the existing Brampton Christian School;*
- *The interface of the proposed high density residential and the commercial land/transit hub at the intersection of The Spine Road and Collector Road F; and,*
- *The interface of the rail spur line and the proposed residential uses to the west.*

3.7.3 New Recommendations in the 2017 ENVIA

Below are additional recommendations provided in the 2017 ENVIA.

- All residential dwellings will require warning clauses, implemented in the appropriate agreements, advising the homeowners of the noise situation and the existence of commercial, industrial developments and agricultural uses in the vicinity of the proposed development, which at times may be audible.
- Noise and vibration reports should be prepared for each use to determine the specific measures that will be needed to meet the applicable guidelines.

3.7.4 Constraints to Developing the Stage Two lands

The 2017 ENVIA did not identify constraints to developing the Stage Two lands, however the recommendations above could be applied during the planning process for the Stage Two lands.

3.8 FINANCIAL IMPACT ASSESSMENT

3.8.1 Background

Watson and Associates Economists Ltd. (Watson) prepared the “Mayfield West Phase 2 Secondary Plan Fiscal and Economic Impact Assessment re the Region of Peel”, dated January 20, 2014 ('2014 Study'). The assessment within the 2014 Study focused primarily on the Mayfield West Phase 2 (MW2) Stage 1 lands to provide an indication of the anticipated long-range fiscal impacts of development on the Region of Peel.

The 2014 Study broadly assessed the development charge (D.C.) funding impact for Regional water, wastewater and roads needs attributable to MW2, including both the Stage 1 and Stage 2 lands. The analysis focused on the imminent Regional projects that were of a localized nature and significantly attributable to MW2. The 2014 study showed that while there would be front-end financing pressures for MW2 growth-related projects, at build-out of MW2 Stage 1 lands, there would be positive anticipated D.C. incremental capital cost and servicing differential revenues of \$53.7 million. Moreover, MW2 Stage 2 lands were anticipated to

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contribute an additional \$62.8 million in D.C. revenue related to roads, water, and wastewater services.

Regional tax and utility rate supported impacts were also assessed as part of the 2014 Study. The tax supported assessment showed that the anticipated annual property tax revenues associated with the build-out of MW2 would exceed the anticipated increase in annual expenditures by \$2.4 million annually (\$1.7 million for Stage 1 land and \$0.7 million for Stage 2 lands). The assessment also concluded that the Region's water and wastewater rates would be sufficient to cover incremental operating and capital from current budget costs in MW2.

3.8.2 Updated Financial Impact Assessment

The 2014 Study was updated in August 2017 to consider the MW2 Stage 2 lands. The updated fiscal impact assessment includes a broad assessment of the development charge impacts of servicing MW2 Stage 2 lands for water, wastewater and roads services. The updated assessment also considers the Region's operating budget implications for tax-supported services.

With respect to Regional roads, at current D.C. rates, the MW2 Stage 2 Lands are anticipated to produce \$24.5 million of Regional Roads D.C. revenue by build-out. The one third cost share of the identified infrastructure needs is \$14.2 million. This produces positive incremental capital cost and servicing differential revenues in the order of \$10.3 million over the build-out of MW2 Stage 2 Lands.

With respect to water services, the MW2 Stage 2 lands are anticipated to produce approximately \$54.8 million in water D.C. revenues at build-out. As a result, positive incremental capital cost and servicing differential revenues related to water services will be used to fund the balance of the Regions D.C. water program that provide border service benefits to the area and Regional water system in general. With respect to wastewater services, the development of the MW2 Stage 2 Lands is anticipated to produce \$25.5 million in wastewater D.C. revenue at build-out. The result is an estimated positive incremental capital cost and servicing differential revenue of \$5.7 million.

The above means that collectively between water, wastewater and Regional road infrastructure requirements, there will be positive incremental capital cost and servicing differential revenue of about \$54 million. However, the analysis does indicate that there will be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2 Stage 2 lands.

However, the analysis does indicate that there will be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2 Stage 2 lands. This is typical, as the services are required to be built and paid for before build-out. It is noted however that expected revenue from MW2 Stage 1 lands will assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.

3.9 CIESMP

The inventory and collection of background information related to the Mayfield West Phase 2 Secondary Plan commenced in 2008. The scope of the inventory and evaluation included identification of all natural heritage features (woodland, PSW, drainage features, vegetation, wildlife). The additional investigations included hydrological and hydrogeological testing and monitoring to determine and understand the water regime. Inventory of historical references to SAR and observations from the MW2 area (Stages 1 and 2) were recorded and considered during the confirmation of natural heritage constraints to development.

Consultants representing both the Town and landowners confirmed the natural heritage features extent by completing a field staking exercise with the TRCA, CVC and MNRF to locate woodland edges, PSW boundaries and to evaluate headwater drainage features and top-of-bank limits. Ultimately all natural heritage features were field confirmed with the agencies and surveyed by an Ontario Land Surveyor and used as parameters for future community design.

By 2011 all natural heritage constraints were identified and associated buffers/setbacks were applied and approved by all agencies. A monitoring program to collect data related to the surface and ground water regime was undertaken per the TRCA/CVC protocol in order to confirm the requirements for a features based water balance.

In 2014 the CEISMP completed by AMEC was approved by the Town and Region and included mapping depicting the natural heritage constraints (NHS), parameters to community design (performance measures) and stormwater management and servicing scenarios. Since the completion of the CEISMP was completed by AMEC, further ongoing analysis of the natural heritage features has occurred.

The work completed since the completion of the AMEC report has included further determinations of floodline mapping based upon an updated flood model (TRCA), meander belt calculation for Etobicoke Creek and a key headwater feature, stable slope analysis and erosion setback establishment. Also, given that the AMEC data collection occurred in 2008 – 2010, updates to the regional, provincial and federal status of plant and wildlife species were completed and further review of the water budget was completed using compiled data provided since the AMEC work was completed. Recent meetings with TRCA, CVC and MNRF have reconfirmed the acceptability of the characterization of natural heritage features and functions related to the MW2 lands. Proponents continue to liaise with MNRF regarding SAR and to date there have been no findings that would preclude development within the MW2 Stage 2 lands.

It is acknowledged that the work on the CEISMP is ongoing in accordance with updated terms of reference provided by the Region and will be subject to further review and revisions in consultation with the Region, Town of Caledon and relevant agencies to ensure terms of reference requirements are satisfied.

4.0 THE MCR PROCESS IN CALEDON

In September 2012, Peel Region retained the firm Malone Given Parsons (MGP) to review Caledon's MCR process, and provide the Region with an assessment and planning opinion regarding the appropriateness of Caledon's OPA 226 (Caledon's Provincial Policy Conformity amendment) and associated settlement area boundary expansion applications in fulfilling the requirements of a MCR. It is noted that this assessment and planning opinion related to the implementation of the 2031 Growth Plan forecast through OPA 226.

A final report entitled 'Region of Peel Assessment of the Municipal Comprehensive Review Process for Settlement Area Boundary Expansion in the Town of Caledon' was released on April 13, 2013 and endorsed by Regional Council on May 23, 2013.

In their Report, MGP provided the opinion that Caledon's MCR process is appropriate and that Caledon can implement settlement area boundary expansions through separate amendments to the Region of Peel OP to conclude the conformity process. The following is stated in the report:

It is our opinion that the Town of Caledon's MCR process is appropriate when considered within the Provincial policy definition of what constitutes a MCR process as an official plan review initiated by a municipality. OPA 226 is clearly the culmination of Caledon's analytical and policy conformity work with provincial planning initiatives. However, full conformity to Provincial and Regional planning documents can only be achieved by delineating and designating the land required to accommodate growth through expansion of the Settlement Area Boundary (if necessary), i.e. by designating the land that will be required to meet growth forecasts for population and employment over the (2031) planning horizon. Hence, once approved, OPA 226 must be fully implemented through adoption of associated Settlement Area Boundary expansions.

By extension, Caledon's Official Plan review is not complete until the Settlement Area Boundary expansions are finalized, and the expansions are demonstrated to conform to the policies of the Town, Region and Province. Additional Official Plan Amendments dealing with Settlement Area Boundaries must therefore be brought forward and adopted as part of the current Official Plan Review. Only then will the Official Plan Review process commenced by the Town in 2007 be concluded, and thereby conclude the MCR process. Completing the MCR through an Official Plan Review comprised of separate Official Plan Amendments is consistent with provincial policies and is similar in approach to that employed by other municipalities in the Greater Golden Horseshoe. Caledon's OPA 226 properly implements the Growth Plan Policy Areas in the Town in accordance with ROPA 24 and is good planning. It is appropriate to undertake the MCR process in stages, with the initial stages focused on Growth Plan Policy Area allocations and policies, followed by implementing Settlement Area Boundary Expansion OPAs as part of the same MCR.

MGP reviewed all the relevant Provincial, Regional and Caledon policy documents to identify all the policies relating to settlement area boundary expansions and MCRs. MGP then prepared a policy checklist that lists all the relevant policies that should be reviewed for

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compliance to and conformity with settlement area boundary expansions in the context of the MCR process.

Using the policy checklist described above, MGP developed a list of 23 evaluation criteria that form the basis for evaluating whether individual settlement area boundary expansions meet the requirements of an MCR.

While the work completed by MGP related to the implementation of the 2031 Growth Plan forecast, it is my opinion that the work completed remains valuable and on this basis, this PJR addresses the policies contained in the policy checklist (see Sections 5, 6 & 7) and evaluation criteria (see Section 8) prepared by MGP.

In preparing the policy framework, MGP identified relevant policies from the following policy documents:

- Provincial Policy Statement, 2005 (*note: now PPS 2014*)
- The Growth Plan for the Greater Golden Horseshoe, 2006 (*note: now 2017*).
- Greenbelt Plan, 2005 (*note: now 2017*).
- Region of Peel OP.
- Town of Caledon OP.

In some instances, the relevant policies contained in these policy documents are duplicative and therefore this PJR cross references responses to these policies where necessary.

It is recognized that the Region's land budget methodology is in the process of being updated. It is the intent of this PJR to also provide input into this updated methodology. Once finalized, it is anticipated that a more detailed analysis would be carried out in Caledon to ensure that the minimum density target established by the Growth Plan (2017) will be implemented.

5.0 PROVINCIAL PLANNING FRAMEWORK

The Provincial planning system in Ontario is intended to guide growth and development across the Province and particularly the Greater Golden Horseshoe in a co-coordinated and comprehensive manner. As such, all OP's and OPAs are required to be consistent with the Provincial Policy Statement, 2014 (PPS) and conform to Places to Grow: The Growth Plan for the Greater Golden Horseshoe and Greenbelt Plan, 2017.

The following sections provide an overview of the applicability of the PPS, Growth Plan and Greenbelt Plan. A detailed response to the applicable Provincial policies and plans is provided in **Appendices 1 and 2** of this PJR.

5.1 PROVINCIAL POLICY STATEMENT (2014)

5.1.1 Basis for Consideration of the PPS 2014

Section 3(5)(a) of the Planning Act states the following:

A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Municipal Board, in respect of the exercise of any authority that affects a planning matter, shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision.

The Policy Statement that is currently in effect is the PPS 2014, which came into effect on April 30, 2014. The overall context for municipal decision-making that is required to be consistent with the PPS 2014 is established in the first two paragraphs of the Part 1 Preamble to the PPS 2014:

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians.

The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

5.1.2 Importance of Updated Official Plans

With respect to the implications of the PPS 2014 on the proposed MW2 Stage 2 settlement area expansion, Section 4.7 of the PPS 2014 states the following:

The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

While the ROP has been amended to conform to the Growth Plan (pre the 2017 Growth Plan), it is recognized that the Region of Peel is currently updating the ROP to ensure that it conforms to the updated Provincial Plans.

5.1.3 The Use of Words in the PPS 2014

The PPS 2014 significantly expanded upon Part III (How to Read the Provincial Policy Statement) from the PPS 2005. There is now a discussion in Part III on the need to read the entire PPS, the need to consider specific policy language and the geographic scale of the policies. This section also confirms that the policies represent minimum standards and it also articulates the relationship of the PPS 2014 with Provincial plans. This new section also contains direction on defined terms and meanings and guidance material. There is one enhancement in Part III of interest that was made in 2014 and it deals with the language used in the PPS 2014. This enhancement is reproduced below:

When applying the Provincial Policy Statement it is important to consider the specific language of the policies. Each policy provides direction on how it is to be implemented, how it is situated within the broader Provincial Policy Statement, and how it relates to other policies.

Some policies set out positive directives, such as “settlement areas shall be the focus of growth and development.” Other policies set out limitations and prohibitions, such as “development and site alteration shall not be permitted.” Other policies use enabling or supportive language, such as “should,” “promote” and “encourage.”

The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition.

On the basis of the above, it is clear that the Province, in writing and updating the PPS 2014, was very cautious and deliberate with respect to the words used. Of particular interest to decision-makers is whether a particular policy incorporates the word “shall”, “should”, “promote” or “encourage”. The latter three are enabling or supportive, while the first (shall) when applied to a policy is a directive, limitation or prohibition.

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The word 'shall' when used means that the policy requirement that follows is mandatory. This is supported by the statement in Part III of the PPS 2014, which indicates that there is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition. In this regard, wherever the word 'shall' is used, it is a directive, limitation or a prohibition.

With respect to the MW2 Stage 2 settlement area expansion, below is a list of a few of the relevant directives, limitations and prohibitions (using the word 'shall') from the PPS 2014 that will need to be considered:

- **Section 1.1.2** - Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years.
- **Section 1.1.3.1** – Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- **Section 1.1.3.2** – Land use patterns within settlement areas shall be based on densities and a mix of land uses that support a number of objectives.
- **Section 1.2.4 e)** - Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall identify and provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.
- **Section 1.6.1** - Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.
- **Section 1.6.7.2** - Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- **Section 1.6.7.5** – Transportation and land use considerations shall be integrated at all stages of the planning process.
- **Section 2.1.1** - Natural features and areas shall be protected for the long term.
- **Section 4.4** - This Provincial Policy Statement shall be read in its entirety and all relevant policies are to be applied to each situation.

5.1.4 The Role of Peel Region

Section 1.2.4 of the PPS 2014 below indicates very clearly what is required, when an upper tier municipality (such as Peel Region) is responsible for planning:

1.2.4 Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:

- a) Identify, coordinate and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect provincial plans where these exist;***

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Peel Region has implemented Section 1.2.4 a) as a consequence of the approval of ROPA 24, which established the basis for the carrying out of settlement area expansions in the Town of Caledon. This role continues with the Peel 2041 process.

5.1.5 MW2 Stage 2 and the PPS 2014

Appendix 1 provides a review of the proposed MW2 Stage 2 for compliance with and conformity to relevant policies from the PPS 2014. All of the relevant and applicable policies in the PPS, related to the proposed settlement area boundary expansion, have been reviewed for compliance and conformity. Based on this review, the proposed MW2 Stage 2 settlement area expansion is consistent with the PPS 2014, as it relates to the location of growth and development.

5.2 GROWTH PLAN (2017)

The Provincial Government adopted the *Places To Grow Act* in June 2005. The Act provides a framework for the adoption of regional-scale Growth Plans. The first of these, the Growth Plan for the Greater Golden Horseshoe, was adopted by Regulation in June 2006. Since its adoption, the Growth Plan has been amended twice, as follows:

- The first amendment was released in January 2012 and contains new policies, schedules and definitions that apply in the Simcoe Sub-area; and,
- The second amendment was released in June 2013 to update and extend the Growth Plan's population and employment forecasts.

The Growth Plan is a statement of Provincial policy directing growth-related planning decisions over the next 30 years. The intent of the Growth Plan is to significantly reduce urban sprawl and land consumption while making more efficient use of existing infrastructure. The Growth Plan requires that municipalities look to new ways to accommodate growth that breaks from the past, in terms of how communities are designed, and how land uses are mixed, all in an effort to improve our quality of life, our health and our general well-being.

The Growth Plan contains a vision for 2041 for the Greater Golden Horseshoe. This vision is described through a series of maps and text, and contains policies dealing with the essential aspects of the Plan. The Plan contains specifics on where and how the area will grow and the infrastructure that may be needed to support that growth. A section of the Plan also deals with the natural heritage system, agricultural system, rural areas and mineral aggregate resources.

The Growth Plan establishes specific policies dealing with forecasts, intensification, urban growth centres and intensification corridors, employment areas, urban boundaries, and small cities and towns. It also establishes minimum densities that new development must achieve, requires that urban growth centre and intensification corridor boundaries be delineated, creates strong policies dealing with the preservation of employment areas and lists the criteria to be met to justify urban boundary expansions.

A chapter on infrastructure deals with transportation and water/wastewater systems. A chapter entitled "Protecting What is Valuable" establishes policies related to the natural system, agricultural system, rural areas, mineral aggregate and cultural heritage resources.

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There is also a chapter providing for implementation measures, including monitoring and review of the Plan's policies and projections.

The Places to Grow Act, 2005 requires that the OP's of all municipalities within the Growth Plan area be brought into conformity with the Growth Plan. In the Region of Peel, this resulted in a coordinated planning effort between the Region of Peel, Town of Caledon, City of Brampton, and City of Mississauga, and the adoption of required conformity amendments. The relevant conformity amendment applicable to this ROPA application is ROPA 24, which has been discussed throughout this report and particularly in Section 4.0.

The Government of Ontario introduced Amendment 2 to the Growth Plan in June 2013, which adjusted total population and employment for Peel Region by 2031 (referred to as 2031B), and set new population and employment targets for the Region by 2041. Growth Plan Amendment 2 came into effect on June 17, 2013 and required the affected municipal OP's, including the Region of Peel and Caledon OP's, be brought into conformity at the time of their next OP review.

The Growth Plan was recently updated in 2017 and it contains updated requirements for municipal comprehensive reviews and it increases the minimum intensification target and the minimum designated Greenfield area target. One of the key changes made is that the responsibility for identifying settlement area expansions now rests with the upper tier planning authority, which in this case is the Region of Peel. The role of the upper tier planning authority as it relates to the identification of targets is further spelled out in an updated Section 5.2.3.2:

Upper-tier municipalities, in consultation with lower-tier municipalities, will, through a municipal comprehensive review, provide policy direction to implement this Plan, including:

- a) Identifying minimum intensification targets for lower-tier municipalities based on the capacity of delineated built-up areas, including the applicable minimum density targets for strategic growth areas in this Plan, to achieve the minimum intensification target in this Plan;***
- b) Identifying minimum density targets for strategic growth areas, including any urban growth centres or major transit station areas, in accordance with this Plan;***
- c) Identifying minimum density targets for employment areas;***
- d) Identifying minimum density targets for the designated Greenfield areas of the lower-tier municipalities, to achieve the minimum density target for the upper- or single-tier municipality;***
- e) Allocating forecasted growth to the horizon of this Plan to the lower-tier municipalities in a manner that would support the achievement of the minimum intensification and density targets in this Plan; and***
- f) Addressing matters that cross municipal boundaries.***

In addition to the above, and in accordance with Section 2.2.7.2 of the Growth Plan (2017), an average density of 80 people and jobs per hectare has been assumed for MW2 Stage 2. This generates a total yield of approximately 8,500 people and jobs by 2041 (105 ha x 80 people

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and jobs per ha). The new Growth Plan also contains new intensification targets and these will need to be implemented as well through the Peel 2041: Official Plan Review.

Appendix 2 of this PJR provides a review of the MW2 Stage 2 settlement area expansion for compliance with and conformity to relevant policies of the Growth Plan 2017. All of the relevant and applicable policies in the Growth Plan related to the proposed settlement area boundary expansion, have been reviewed for compliance and conformity. Based on this review, the proposed MW2 Stage 2 settlement area expansion conforms to the Growth Plan as it relates to the location of growth and development.

5.3 GREENBELT PLAN, 2017

In 2005, the Province of Ontario created the Greenbelt Plan, to permanently protect about 728,000+ hectares (1.8 million acres) of agricultural lands and ecological features/systems, from urban development, within the Greater Golden Horseshoe and beyond. The Greenbelt Plan was established under Section 3 of the *Greenbelt Act, 2005*. The Greenbelt is the largest geographical area of its kind in the world, and includes the previously protected Oak Ridges Moraine and Niagara Escarpment. The main objectives of the Greenbelt Plan are to:

- Support agricultural land and promote agriculture production;
- Protect natural heritage features and systems;
- Advance opportunities for culture, recreation and tourism;
- Provide for viable rural settlements; and,
- Promote sustainable infrastructure and natural resource use.

The Greenbelt Plan establishes a policy framework that identifies where urbanization shall not occur to provide permanent protection to the agricultural land base and the ecological features and functions occurring on this landscape. The Greenbelt Plan generally identifies a 'Protected Countryside' that is made up of an Agricultural System and a Natural System, together with a series of settlement areas. The Agricultural System is made up of specialty crop, prime agricultural and rural areas. The Natural System identifies lands that support both natural heritage and hydrologic features and functions. Both systems maintain connections to the broader agricultural and natural systems of southern Ontario.

None of the lands within the proposed MW2 Stage 2 settlement area expansion are included in the Greenbelt Plan area, Niagara Escarpment Plan area, or Oak Ridges Moraine Conservation Plan area. Notwithstanding the above, it is recognized that the northern limit of the MW2 Stage 2 lands abut lands that are within the Greenbelt Plan (Etobicoke Creek).

6.0 PEEL PLANNING FRAMEWORK

6.1 INTRODUCTION

The Region of Peel initiated its Growth Plan Conformity exercise in 2007 known as the Peel Region Official Plan Review (PROPR). The purpose of PROPR was to bring the ROP into conformity with the Provincial Policy Statement, the Growth Plan for the Greater Golden

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Horseshoe and the Greenbelt Plan. The PROPR process resulted in twelve ROPAs as follows:

1. ROPA 20 – Sustainability & Energy
2. ROPA 21A – Air Quality & Integrated Waste Management
3. ROPA 21B – Natural Heritage & Agriculture
4. ROPA 22 – Transportation
5. ROPA 23 – Housing
6. ROPA 24 – Growth Management, Employment Areas & Greenbelt Conformity
7. ROPA 25 – Monitoring & Planning and Conservation Land Amendment Act
8. ROPA 26 - Variety of matters including intensification incentives
9. ROPA 27 - Age-Friendly Planning and other matters
10. ROPA 28 - Expansion to Bolton Rural Service Centre (Employment)
11. ROPA 29 - Expansion to Mayfield West Rural Service Centre (Residential and Employment)
12. ROPA 30 - Expansion to Bolton Rural Service Centre (Residential)

In late 2014, Peel Region initiated a further review of its Official Plan (called Peel 2041: Official Plan Review). There are ten focus areas that are being dealt with as part of the Peel 2041 and they include housing, growth management, agriculture and transportation.

As mentioned previously, the purpose of this PJR is to provide background information in support of an expansion to the MW settlement area to implement the 2031 and 2041 Growth Plan population and employment forecasts, which is part of the 2017 Growth Plan conformity amendment process (Peel 2041). While it is recognized that the policies of the ROP will be updated to reflect the updated Growth Plan (2017), all of the current policies in the ROP and the Town OP have been reviewed, along with the updated policies in the PPS and Growth Plan (2017).

It is also recognized that the Region's land budget methodology is in the process of being updated. It is the intent of this PJR to also provide input into this updated methodology. Once finalized, it is anticipated that a more detailed analysis would be carried out in Caledon to ensure that the minimum density target established by the Growth Plan (2017) will be implemented.

6.2 REGIONAL REQUIREMENTS FOR A SETTLEMENT AREA EXPANSION

Both the Growth Plan and ROP (as amended by ROPA 24), require that a settlement area boundary expansion only be undertaken as part of a MCR, which is a municipally initiated comprehensive study process.

The following chart reviews the proposed MW2 Stage 2 settlement area expansion for compliance with and conformity to the relevant policies in the ROP as part of the MCR.

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POLICY	RESPONSE
5.5.4.2.1 Plan to achieve a minimum greenfield density target of 50 people and jobs combined per hectare by 2031, to be measured over Peel's designated greenfield area excluding major environmental features as defined by the Growth Plan.	Given Section 2.2.7.4 of the Growth Plan, working in tandem with Section 2.2.7.2, the minimum density target for the MW2 Stage 2 lands is 80 residents and jobs combined per hectare. This exceeds the minimum density target in ROPA 24 and OPA 226. This minimum density will conform to the Growth Plan (2017).
7.9.2.12 Consider an expansion to the 2031 Urban Boundary, 2021 or 2031 Rural Service Centre boundary only through a Regional Official Plan Amendment which is based on a municipal comprehensive review which demonstrates the following (a) to p)):	

POLICY	RESPONSE
a) That the proposed expansion is based on the population, household and employment growth forecasts contained in Table 3.	<p>The population, household and employment growth forecasts contained in Table 3 of the ROP implement the 2031A Growth Plan forecasts. As a result of the 2031B forecast (which is now the 2031 forecast in the current Growth Plan 2017), and the 2041 forecast, there is a need for the Region to update Table 3.</p> <p>I am advised by Regional staff that Town of Caledon's population could be planned to increase from 108,000 in 2031 (as per ROPA 24) to up to 160,000 by 2041 through the current 2017 Growth Plan conformity amendment process (Peel 2041: Official Plan Review). This represents a population increase of up to 52,000 people over current planned growth to 2031.</p> <p>I am also advised by Regional staff that, with a population increase to 160,000 by 2041, a substantial portion of that increase could be accommodated on new Greenfield lands. As such, the potential exists for the proposed expansion of MW2 Stage 2 lands in Caledon to accommodate that growth while still meeting 2017 Growth Plan intensification target for Peel Region as a whole (40% until the current municipal comprehensive review is approved and in effect, 50% to the year 2031, and 60% each year thereafter to 2041).</p>
b) That sufficient opportunities, as determined by the Region, are not available in the area	In 2013, the Growth Plan was amended and Peel Region's population and employment base was forecast to reach 1,770,000 and 880,000

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POLICY	RESPONSE
<p>municipality to accommodate forecasted growth for the area municipality contained in Table 3, through intensification and in designated greenfield areas.</p>	<p>respectively by 2031 and this came to be known as the 2031B forecast.</p> <p>This represents an increase of 130,000 persons and 10,000 employees in comparison to the original 2031 population forecast provided in Schedule 3 of the Growth Plan (2031A).</p> <p>The Growth Plan (2017) no longer has a 2031A and a 2031B forecast, and it now has one forecast for 2031, and it is the same as the previous 2031B forecast.</p> <p>The additional population and employment added to the 2031B forecast has not been implemented by Peel Region, meaning that a shortage of development land may currently exist in Peel Region to accommodate the 2031 forecast.</p> <p>As mentioned above, I am advised by Regional staff that, with a population increase to 160,000 by 2041, a substantial portion of that increase could be accommodated on new Greenfield lands. As such, the potential exists for the proposed expansion of MW2 Stage 2 lands in Caledon to accommodate that growth while still meeting 2017 Growth Plan intensification target for Peel Region as a whole (40% until the current municipal comprehensive review is approved and in effect, 50% to the year 2031, and 60% each year thereafter to 2041).</p>
<p>c) The timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the intensification and density targets of this Plan.</p>	<p>Given Section 2.2.7.4 of the Growth Plan, working in tandem with Section 2.2.7.2, the minimum density target for the MW2 Stage 2 lands is 80 residents and jobs combined per hectare. This exceeds the minimum density target in ROPA 24 and OPA 226.</p>
<p>d) That the proposed expansion makes available sufficient lands for a time horizon not exceeding 2031.</p>	<p>The MW2 Stage 2 expansion is required to partially implement the 2031B Growth Plan forecast, however, the result if implemented would be a further 'interim' boundary for MW. The purpose of the MW2 Stage 2 expansion is to ensure that land is made available for the 2041 planning horizon established by the Growth Plan (2017).</p>

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POLICY	RESPONSE
e) Conformity with the Regional Official Plan.	See Sections 6.3 and 6.4 of this PJR.
f) Environmental and resource protection and enhancement including the identification of a natural heritage system, in accordance with the policies of this Plan.	A comprehensive natural heritage features inventory has been completed for the MW2 Stage 2 lands. The identified features and their corresponding buffers have been approved by the TRCA. Consideration of SAR has also been on going with MNRF. The identification and evaluation of natural heritage components has led to the identification of the comprehensive natural heritage system. The to be completed CEISMP will provide final details on the enhancements to the NHS that will be included within buffers, Category A and B terrestrial and aquatic corridors, and within the Greenbelt.
g) That there are no reasonable alternative locations which avoid Prime Agricultural Areas.	<p>The lands within the MW2 Stage 2 settlement area expansion are considered to be within a prime agricultural area. However, these same lands are identified on Schedule D as being within a study area boundary subject to Policy 5.4.3.2.7 of the ROP.</p> <p>This section indicates that the lands within this study area boundary are expected to be the location within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur.</p> <p>This same policy also indicates that a MCR would be required to justify the expansion of the urban area into the study area and that an amendment to the ROP would be required.</p> <p>As a consequence of the above, the ROP has established the principle of potentially developing lands within the MW2 Stage 2 lands for future population and employment needs.</p> <p>In addition to the above, the MW2 Stage 2 lands are a logical choice for the expansion of MW and would serve to extend the MW settlement area boundary to a logical boundary on the west and to the north.</p> <p>In addition to the above, the policy indicates that there are no “reasonable” alternative locations that avoid prime agricultural areas. This means that alternative locations that may be considered should be “reasonable”.</p>

POLICY	RESPONSE
	<p>In this particular case, the most logical location for expanding the MW settlement area boundary is to the west and given that residential development is proposed in the MW2 Stage 2 area, such development should be integrated with other existing and planned residential development in MW.</p> <p>It is recognized that there are other locations within the 'study area' established by the ROP that could be considered.</p> <p>These include the lands to the west of Hurontario Street and north of Etobicoke Creek. However, development in this area would be separated from the rest of MW by Etobicoke Creek and therefore would not be as well integrated as MW Stage 2. The same can be said for lands on the east side of Hurontario Street and also to the north of a tributary to Etobicoke Creek. In addition, these lands have long been considered as part of the GTA West EA and are now included within the FAA.</p> <p>There is a small area of land on both sides of Kennedy Road that could be considered to the north of the existing MW boundary to Old School Road. This area would also be logical to consider, however, these lands are also in the FAA and are not as necessary to 'complete' the MW community as the MW Stage 2 lands because the lands to the south of Etobicoke Creek and between Hurontario Street and Chinguacousy Road have long been planned as an integrated complete community.</p> <p>Lands on both sides of Heart Lake Road could also be considered, however, these lands are also within the FAA and given the location of Highway 410 to the south, these lands may lend themselves to employment uses. Lastly, there are additional lands within the ROP study area to the southwest of Dixie Road and Old School Road. These lands are also in the FAA. They are also separated from the current MW settlement area boundary by a watercourse and in my opinion would be a much lower priority for a small scale expansion involving 105 hectares than MW2 Stage 2.</p>

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POLICY	RESPONSE
h) Within the Prime Agricultural Area there are no reasonable alternative locations on lower priority agricultural lands.	Refer to the response above.
i) Impacts from expanding settlement areas on agricultural operations are mitigated to the greatest extent feasible.	<p>Colville Consulting makes a number of recommendations that are intended to mitigate the impact of development on the MW2 Stage 2 lands to the extent feasible.</p> <p>In this regard, buffering recommendations applying to Chinguacousy Road and along the northern boundary have been provided. In addition, it is recommended that the implementation of edge planning concepts be considered to minimize potential conflicts along Chinguacousy Road.</p> <p>It is also recommended that the transportation network on MW2 Stage 2 be internalized as much as possible and that access to Chinguacousy Road are minimized to the extent possible. It is also recommended that upgrades to existing roadways used by farm vehicles such as Chinguacousy Road should be wide enough to allow for slow moving farm vehicles to travel safely.</p> <p>It is also suggested that the MW2 Stage 2 lands be delayed from a development perspective until the MW2 lands are nearly completed such so that the Stage 2 lands will act as a temporary buffer between urban and agricultural uses. It is anticipated that these recommendation will be considered when the Caledon OP is amended to implement the ROPA for MW2 Stage 2.</p>
j) Compliance with the minimum distance separation formula	<p>Colville Consulting reviewed the nature of the livestock facilities that exist on the MW2 Stage 2 lands and surrounding area.</p> <p>It was determined as part of this analysis that there are only five livestock operations of concern. In this regard, the Cook Dairy Farm (Farm #2) on Figure 8 of the Colville Report is the most significant of these livestock operations and has an MDS1 setback calculated to be 724 metres from the liquid manure storage area located to the east of the livestock barns. This setback also encroaches significantly into the MW2 lands and occupies much of the MW2</p>

POLICY	RESPONSE
	<p>Stage 2 lands.</p> <p>It is noted that a portion of the Cook property was located within the MW2 lands subject to ROPA 29.</p> <p>In recognition of the presence of this livestock facility, Section 7.14.20 of the Caledon OP prohibits development within the MDS1 setback area from the Cook Farm until the livestock facilities and the manure storage facilities are removed or altered to no longer be capable of housing livestock or storing manure. It is my understanding that a developer now owns the Cook farm, and that plans are in place to remove the livestock facility. As a consequence, it is very likely that the livestock facility will not exist in the short to medium term and when it ceases, there will no longer be an MDS1 setback issue to be concerned about.</p> <p>It is also indicated in the 2017 AIA that there are four other farm operations that have MDS1 setbacks that extend onto the lands that are in the MW2 Stage 2 area. However, only three of these have an impact on lands within MW2 Stage 2 as set out below:</p> <ul style="list-style-type: none"> • Farm 20 – 0 hectares • Farm 23 – 0.89 hectares • Farm 24 – 4.6 hectares • Farm 27 – 1.87 hectares <p>This means that there are 7.36 hectares within the MDS setbacks on the MW2 Stage 2 lands (not including the Cook property).</p> <p>Given the small areas of land included within these MDS setbacks and their location on the western edge of MW2 Stage 2 along Chinguacousy Road, it is my opinion that their inclusion in the settlement area cannot be avoided, if the desire is to create a logical western boundary of the settlement area.</p> <p>The amount of land affected is very minor and will not impact in a significant way the form of development. In addition, it is anticipated that a similar policy to Section 7.14.20 would be included in the Town of Caledon OP that would preclude development in these areas until the livestock</p>

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POLICY	RESPONSE
	facilities are altered or removed.
k) Fiscal impact analysis	<p>It has been demonstrated as part of the updated Fiscal Impact Analysis that there will be a positive incremental capital cost and servicing differential of about \$54 million. However, the analysis does indicate that there will be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2 Stage 2 lands. This is typical, as the services are required to be built and paid for before build-out. It is noted however that expected revenue from MW2 Stage 1 lands will assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.</p>
l) The ability to provide the necessary Regional infrastructure and services, including Regional and local transportation infrastructure, water and wastewater servicing, in a financially and environmentally sustainable manner.	<p>The Town retained R.J. Burnside and Associates Limited in early 2017 to review all previous reports prepared for MW2. It is noted that Chinguacousy Road has consistently been the boundary of the study area for the servicing work completed for MW2 to the west, Mayfield Road to the south and Old School Road to the north.</p> <p>This means that the MW2 Stage 2 lands were considered from the beginning.</p> <p>It is concluded by R.J. Burnside that the various reports prepared in support of MW2 illustrate that existing, planned and future infrastructure is/will be available and that the location and capacity of this infrastructure is appropriate to support MW2 Stage 2. It is also indicated that the more recent reports also provide an indication that lands outside the Stage 1 area of MW2 have been considered in developing servicing concepts.</p> <p>In addition and in response to requests for additional information from the Region, Burnside has indicated that trunk sanitary sewers within MW2 have been sized to accommodate 80 residents and jobs per hectare within for the Stage 2 lands. As per the mapping included in Appendix 4, there are four different servicing outlets for MW2, but only the Edenbrook Drive outlet will accommodate the future</p>

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	<p>MW2 Stage 2 development.</p> <p>None of the MW2 Stage 2 development will be directed to the other three outlets (Van Kirk, Robertson Davies Drive and Highwood Road). It is also anticipated that any local stage 1 sanitary pipes, which will convey the future MW2 Stage 2 lands, will be sized through detail design for Stage 1 to accommodate future requirement for 80 residents and jobs per hectare.</p> <p>With respect to water supply, the current FSR has only captured the trunk watermains along the major roads as shown in the mapping included in Appendix 4. The watermain sizes have been confirmed by Region, and they are properly sized for the increased MW2 Stage 2 population. The local watermains will be sized at detail design by individual developers as part of the subdivision applications, and it is anticipated that their water analysis will take into account higher densities within the MW2 Stage 2 lands.</p>
m) The sustainable development imperatives in Section 1.3.5 have been addressed.	Refer to Section 6.3 of this PJR.
n) Other relevant Regional interests as may be confirmed through pre-consultation.	The Town has consulted with the Region throughout the MW2 Stage 2 process.
o) Proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan and the Oak Ridges Moraine Conservation Plan.	The proposed settlement area boundary expansion does not contain any lands that are part of the Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan. Lands adjacent to the Greenbelt were reviewed in preparing the natural heritage system.
p) In determining the most appropriate location for expansions to the boundaries of settlement areas the policies of Sections 2 and 3 of the Provincial Policy Statement, 2005 are applied. (Note: now PPS 2014)	Refer to Section 5.0 of this PJR.

6.3 SECTION 1.3.5 (AS PER SECTION 7.9.2.12 M)

Section 1.3.5, Themes of the Plan, states in part the following: “***The over-arching theme of this Plan is sustainability...***” which is based on a framework consisting of the following sustainable development imperatives: (a) environmental; (b) social; (c) economic; and (d) cultural. The brief discussion below is intended to demonstrate how each of the imperatives was generally considered as part of the MW2 Stage 2 process to date.

6.3.1 Environmental Imperative

The following is indicated with respect to the environmental imperative in the ROP:

The environmental imperative is to protect, enhance and foster self-sustaining, Regional, Native biodiversity while reducing and measuring the impact of development on the ecosystem based on an integrated systems approach.

It is further indicated that the imperative seeks to reduce greenhouse gas emissions and other pollutants while promoting best practices in sustainable development including the use of green development standards, energy and water efficient systems and living within the carrying capacity of Peel’s supporting ecosystems.

To a very large extent, this imperative can be satisfied by directing new development to urban areas thereby minimizing the consumption of lands and impacts on the natural environment.

It is also noted that there are a number of policies in OPA 222 that will most likely be applied and included in the OPA for MW2 Stage 2. These policies require the preparation of a community-wide Environmental Implementation Report which is intended to ensure that the natural heritage goals and objectives, associated targets and management strategy identified in the supporting documentation will be implemented on a community-wide basis.

In addition, it is anticipated that the environmental policies dealing with the Environmental Policy Area and Greenway corridors as per Section 7.14.16.2 of the Caledon OP will also be applied to the MW2 Stage 2 area as well. In addition, there are a number of policies dealing with stormwater management facilities in Section 7.14.17.3 that also support the environmental imperative such as through the implementation of low impact development techniques.

Section 7.14.18 of the Caledon OP also deals specifically with the conservation of water and energy and it requires that all residential homes be designed and constructed with water and energy conservation, efficiency, and reuse systems and/or features that will reduce the rate of water and energy consumption and exceed energy efficiency standards in the Building Code Act.

It is noted as well that Caledon also has a **Green Development Program**, which is a voluntary program that provides development charge discounts for new green commercial and industrial buildings. Through this program, Caledon enables developers to create more sustainable projects in its communities.

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The Town also has **Corporate Green Building Standard** that sets out Caledon's commitment to incorporate sustainable building design principles into the planning, design, and construction of new municipal buildings and major renovations of existing buildings. Sustainable building design can lead to monetary savings, reduced environmental impact and a healthier and a more productive working environment.

In November 2013 Caledon Council adopted a new **LED Outdoor Lighting Standard**. Accordingly, new residential subdivisions, and industrial and commercial sites, including those within MW2 and MW2 Stage 2 will be required to use light emitting diode (LED) streetlights. Among the advantages of using LED streetlights over high-pressure sodium streetlights include a much lower power consumption ranging from 40-70% energy savings.

6.3.2 Social Imperative

The social imperative is to create conditions, in this case, communities and neighbourhoods that encourage healthy behaviours and lifestyles, and respect for one another.

The proposed MW2 Stage 2 expansion provides for the planning and design of a complete community with a diverse mix of land uses, a range and mix of housing and employment types, high quality public open space and easy access to local amenities and services such as schools, parks and recreation facilities. The addition of the MW2 Stage 2 lands to MW2 allows for the development of the necessary linkages between McLaughlin Road and Chinguacousy Road and the development of one additional school and the additional housing required to meet the 2031 and 2041 Growth Plan forecasts.

6.3.3 Economic Imperative

The intent of the economic imperative is to promote a strong, vibrant and prosperous economy that operates within the sustainability theme while encouraging environmentally friendly businesses and business practices, providing for an adequate supply of future employment lands, convenient, efficient and effective public transportation system, sustainable infrastructure and services to support a diverse and growing economy including local employment and financial sustainability.

In addition, one of the keys to a successful economy is ensuring that there is a sufficient supply of land for new housing and employment opportunities and in this particular case, it has been determined by the Province that Peel Region is required to accommodate a certain amount of population and employment by 2031 and 2041.

In order to meet this Provincial requirement, additional lands are required and the MW2 Stage 2 lands will fulfill part of that requirement. It is anticipated that the creation of new housing in MW will stimulate the local and regional economy by providing direct, indirect (i.e. employment multiplier or spin-off effects) and temporary (i.e. construction) employment growth to the broader area. The MW2 Stage 2 expansion will also generate induced employment impacts associated with increased labour income and wealth generated from local employment opportunities. In turn, this will stimulate growth in household savings, taxation, and the consumption of goods and services within the local and regional economy.

6.3.4 Cultural Imperative

As mentioned previously in this PJR, an updated Cultural Heritage Assessment was carried out in 2017. In this updated report, specific recommendations are made regarding 12259 Chinguacousy Road and 12461 McLaughlin Road. 12259 Chinguacousy Road (which is identified as CHR 1) is also known as the Cook Property. The 2017 Cultural Heritage Survey indicates that of the remaining cultural heritage resources within the general area, this property is the most significant and intact. 12461 McLaughlin Road (CHR 3) is also on the Town's heritage register and it is recommended that it remain. Recommendations are made with respect to how these two properties and the important buildings contained on them can be retained.

The study area for the Stage 1 archaeological assessment completed in 2008 included all of the MW2 Stage 2 lands. It was recommended that all development be subject to a Stage 2 assessment prior to development, which is a standard recommendation.

6.4 OTHER REGIONAL POLICIES

Section 7.9.2.12 e) of the ROP requires that the settlement area expansion be in conformity with the ROP.

In this regard, the policies that are the most relevant to the MW2 Stage 2 settlement area expansion are found in Section 5.5 (Growth Management) of the ROP. In this regard, there are a number of objectives in Section 5.5.1 that are directly relevant. These are below:

- Section 5.5.1.2 – to establish intensification and Greenfield density targets
- Section 5.5.1.3 – to manage growth based on the growth forecast and intensification targets and Greenfield density targets of this plan
- Section 5.5.1.5 – to optimize the use of the existing and planned infrastructure and services
- Section 5.5.1.6 – to support planning for complete communities in Peel that are compact, well designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space and easy access to retail and services to meet daily needs
- Section 5.5.1.7 – to protect and promote human health

In addition, Section 5.5.2.3 indicates the following:

It is the policy of Regional Council to develop compact, transit-supportive communities in designated Greenfield area.

Section 5.5.4 then deals with Greenfield density. The objectives in Section 5.5.4.1 are as follows:

- To plan and designate Greenfields to contribute to complete communities;

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- To achieve compact urban forms within the designated Greenfield area that support walking, cycling and the early integration and sustained viability of transit services;
- To achieve a compatible and diverse mix of land uses to support vibrant neighbourhoods;
- To optimize the use of designated Greenfield areas;
- To enhance the natural environment and resources; and,
- The manage Greenfield growth to support Peel's economy.

The Ultimate Community Plan developed for MW2 in 2013 and then refined in the years following is designed to implement the above objectives and the related policies since it will provide for the establishment of a complete community with a compatible and diverse mix of land uses to support vibrant neighbourhoods. The development form is compact and efficient at 80 persons and jobs per hectare which supports active transportation including walking and cycling. The plan supports diverse land uses such as medium density housing and employment in proximity to public open spaces.

The establishment of this complete community will also support Peel's economy by providing the additional housing that is required to accommodate and implement the 2031 and 2041 Growth Plan forecasts. In any event, approximately 2,700 households are proposed on the MW2 Stage 2 lands based on the application of the minimum density target of 80 residents and jobs combined. Given that between 45% and 50% of any new Greenfield development area is truly available for development, the majority of these households (65% to 75%) will be in the form of apartments, townhouses, stacked townhouses and back-to-back townhouses and the remaining households will be in the form of single and semi-detached dwellings.

This housing mix will be required to support the minimum density requirement of 80 residents and jobs per hectare combined. The population resulting from the development of this number of households is about 7,800. As noted previously, it is expected that there will also be 600 new jobs on the MW2 Stage 2 lands as well.

As a result of the housing mix proposed, a significantly high proportion of the proposed housing will be more accessible and affordable than other recently developed Greenfield areas in Peel Region. Along with these new households will be other uses that provide employment such as one additional elementary school and other commercial uses. In addition to the above, the MW2 Stage 2 area is part of a larger MW2 Secondary Plan area that will contain a wide range of uses and provide for a range of activities. The expansion of MW to now include the MW2 Stage 2 lands will allow for the completion of this component of MW.

The higher minimum density will also support the development of affordable housing and it is anticipated that this issue will be explored further at the Secondary Plan stage, and be supported by an affordable housing assessment in consultation with the Region. In addition to the above, the MW2 Stage 2 settlement area expansion supports Section 5.3.1.3 that states the following:

To establish healthy, complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

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In addition, the proposed settlement area expansion supports another general objective as set out in Section 5.3.1.5 as follows:

To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive.

Given that the Ultimate Community Plan was developed in 2013 and has a density that is less than the 80 residents and jobs combined that is now required by Section 2.2.7.2 of the Growth Plan 2017, it is anticipated that the Concept Plan (as it applies to the MW2 Stage 2 lands only) will be revised before it is implemented through an amendment to the Town of Caledon OP.

However, it is not anticipated that significant changes will be necessary, given the proposed grid-like road pattern that provides for the development of low and medium density housing in interchangeable locations. It is recognized, however, that a review of parkland needs will need to be carried out given the increased density, along with a review of the need for additional schools. Both of these will be reviewed in the context of the local OPA process.

6.5 CONCLUSION

On the basis of the analysis contained in this section of the PJR, it is my opinion that the expansion of the MW settlement area as proposed will conform to the ROP, as it relates to the location of growth and development and the desire to establish and plan for complete communities.

7.0 CALEDON PLANNING FRAMEWORK

7.1 INTRODUCTION

The Town of Caledon OP contains growth management policies that implement a tri-nodal growth concept based on focusing the majority of growth in the Rural Service Centres of Bolton, Caledon East and Mayfield West. ROPA 24 and OPA 226 were intended to implement the 2031A Growth Plan forecast. Both ROPA 24 and OPA 226 anticipated that expansions to settlement area boundaries would occur firstly through an Amendment to the ROP and then through an Amendment to the local OP.

Both ROPA 24 and OPA 226 included policies in their respective Official Plans on the process of expanding settlement area boundaries in Caledon. The relevant ROP policies were discussed in Section 6.0 of this PJR. The purpose of this section is to review the relevant policies in the Town's OP as amended by OPA 226, as it relates to the MW2 Stage 2 settlement area expansion.

7.2 CALEDON'S PROVINCIAL POLICY CONFORMITY EXERCISE

The following section reviews the proposed MW2 Stage 2 settlement area expansion for compliance with and conformity to the relevant policies in Caledon's OP, as amended by OPA 226, as part of its MCR.

POLICY	RESPONSE
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<p>4.2.1.1 The Region will only consider approving settlement boundary expansions for Rural Service Centres if they contribute to the achievement of the Regional minimum intensification targets and the Regional Greenfield density target established for 2031.</p>	<p>The MW2 Stage 2 settlement area expansion will provide for Greenfield development that exceeds the minimum requirement set out in the Caledon OP.</p>
<p>4.2.3.1 An Official Plan Amendment and a municipal comprehensive review are required to expand the boundary of any settlement. As the boundaries of the Rural Service Centres in Caledon are designated in the Region of Peel Official Plan, a Regional Official Plan Amendment and a municipal comprehensive review are required to expand the boundary of a Rural Service Centre. A municipal comprehensive review is required to expand the boundary of a Village, Hamlet or Industrial Commercial Centre. The Region of Peel Official Plan lists the matters that must be addressed through the municipal comprehensive review in Section 7.9.2.12. The Region will determine if a municipal comprehensive review demonstrates that the requirements of section 7.9.2.12 of the Regional Official Plan are met. The Town of Caledon Official Plan lists the matters that the Town requires to be addressed in a municipal comprehensive review in Section 4.2.3.3.1, based on provincial and regional requirements and local considerations.</p>	<p>OPA 226 was the culmination of Caledon's Provincial Policy Conformity exercise, and forms the basis for settlement area boundary expansions in Caledon to 2031.</p> <p>While OPA 226 did not contemplate the 2031B and 2041 Growth Plan forecasts, it did establish a policy framework for the consideration of settlement area expansions in the future.</p> <p>ROPA 24 also did the same by establishing the policy framework that supported the implementation of the Growth Plan through a ROPA process. In addition, the ROP as amended by ROPA 29 specifically anticipated a further expansion of the Mayfield West settlement area by stating the following:</p> <p><i>The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.</i></p> <p>The MW2 Stage 2 settlement area boundary expansion will further advance Caledon's MCR process at least as it relates to the 2031 forecast. Section 4.2.4.3.1 (reproduced below) also anticipates adjustments to Town-wide forecasts:</p> <p><i>Adjustments to Town-wide forecasts on Table 4.1 will generally be made as a result</i></p>

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	<i>of a Provincial review of the forecasts in Schedule 3 of the Growth Plan and the associated review by the Region of Peel of the growth allocations to the area municipalities in Table 3 of the Region of Peel Official Plan. Adjustments to the population and employment allocations for specific communities will be considered by amendment to this Plan, when further detailed studies, such as the Village Studies, have determined specific population allocations for these settlements for the planning period.</i>
4.2.3.3.1 Expansions to settlements will require an amendment to this Plan and shall be undertaken through a Municipal Comprehensive Review that will address the following:	
(a) How the proposed expansion is based on the population and employment forecasts and population allocations in Tables 4.1 to 4.6 of this Plan.	The Town of Caledon OP does not anticipate growth beyond the 2031A Growth Plan projection because the ROP has not been updated in this regard. Once the ROPA for MW2 Stage 2 is implemented through a ROPA, the Town of Caledon OP will then also be updated.
(b) Protection and enhancement of natural environmental and cultural resources, including identification of a natural heritage system.	A comprehensive natural heritage features inventory has been completed for the MW2 Stage 2 lands. The identified features and their corresponding buffers have been approved by the TRCA. Consideration of SAR has also been on going with MNRF. The identification and evaluation of natural heritage components has led to the identification of the comprehensive natural heritage system. The to be completed CEISMP will provide final details on the enhancements to the NHS that will be included within buffers, Category A and B terrestrial and aquatic corridors, and within the Greenbelt.
(c) The potential impact of the expansion on the function and character of the community including those lands in neighbouring municipalities.	As has already been concluded with the MW2 Secondary Plan, which was implemented, by ROPA 29 and then OPA 222, new development in the MW settlement area will be closely integrated with development in the City of Brampton.
(d) The expansion is a logical and	As has already been demonstrated, the MW2

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contiguous addition to the existing settlement.	<p>Stage 2 lands have long been planned (for the most part) to be part of the MW settlement area. The inclusion of the MW2 Stage 2 lands will allow for the completion of the community and the establishment of logical western and northern boundaries.</p> <p>The proposed settlement expansion area will be planned to accommodate population growth in MW that is compact and transit-supportive, and will provide opportunities to plan and design a complete community with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space with easy access to local amenities and services.</p>
(e) The ability to provide the necessary Regional infrastructure and services including Regional and local transportation infrastructure, water and wastewater servicing in a financially and environmentally sustainable manner.	Refer to the response provided to Section 7.9.2.12 (l) in Section 6.2 of this PJR.
(f) Fiscal Impact.	Refer to the response provided to Section 7.9.2.12 (k) in Section 6.2 of this PJR.
(g) Sufficient opportunities as determined by the Region to accommodate forecasted growth contained in Section 4.2.4 of this Plan through intensification and in designated Greenfield areas are not available in Caledon.	Refer to the response provided to Section 7.9.2.12 (b) in Section 6.2 of this PJR.
(h) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and reasonable alternative locations on lands with lower priority in the Prime Agricultural Area.	Refer to the response provided to Section 7.9.2.12 (g) through (j) in Section 6.2 of this PJR.
(i) The preparation and conclusions of watershed and sub-watershed studies that also address impacts in neighbouring municipalities	Refer to the response provided to Section 7.9.2.12 (f) in Section 6.2 of this PJR.

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within the watershed or sub-watershed area.	
(j) Compliance with minimum distance separation formulae.	Refer to the response provided to Section 7.9.2.12 (g) through (j) in Section 6.2 of this PJR.
(k) The provisions of the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Lake Simcoe Protection Plan and the Greenbelt Plan.	Refer to the response provided to Section 7.9.2.12 (o) in Section 6.2 of this PJR.
(l) Conformity with the objectives and policies of the Region of Peel Official Plan; and, the principles, strategic direction, goals, objectives and policies of this Plan.	<p>All relevant and applicable policies in the Regional OP, related to the proposed settlement area boundary expansion, have been reviewed for compliance and conformity in Section 6.0 of this PJR.</p> <p>The policies of Section 4.2.3 of the Caledon OP have been reviewed and the proposed MW2 Stage 2 settlement area expansion is supported, as it relates to the location of growth and development.</p>
(m) The expansion makes available sufficient lands for a time horizon not exceeding the timeframe of this Plan.	The timeframe of Caledon's OP is 2031, which will need to be updated when the ROP is updated.
(n) The timing of the expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the Regional and municipal intensification and density targets.	Refer to the response provided to Section 7.9.2.12 (c) in Section 6.2 of this PJR.
(o) Mitigation of impacts of settlement area expansions on agricultural operations which are adjacent to or close to the settlement area to the greatest extent feasible.	Refer to the response provided to Section 7.9.2.12 (g) through (j) in Section 6.2 of this PJR.
(p) The sustainability objectives and policies of Section 3.1 of this Plan.	To a very large extent the completion of the Mayfield West community to Chinguacousy Road on the west and Etobicoke Creek to the

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		north will provide for the development of a complete, integrated and transit-supportive community. It is anticipated that all of the relevant policies in Section 3.1 will be implemented through a future OPA, as was the case with OPA 222 for MW2.
(q)	The proposed expansion will meet the requirements of the Greenbelt Plan, Niagara Escarpment Plan, Lake Simcoe Protection Plan, and the Oak Ridges Moraine Conservation Plan.	Refer to the response provided to Section 7.9.2.12 (o) in Section 6.2 of this PJR.
(r)	In determining the most appropriate location for expansions to the boundaries of settlement areas, the policies of Section 2 and 3 of the Provincial Policy Statement, 2005 are applied. <i>(Note: now PPS 2014)</i>	Refer to Section 5.0 of this PJR.
5.7.3.1.7	The expansion of existing settlement areas to include EPA will generally be discouraged unless it can be demonstrated that such an expansion would adhere to the Town's ecosystem principle, goal, objectives, policies and performance measures.	No lands within the MW2 Stage 2 are included in the EPA.
5.7.3.7.6	Proposed large-scale development applications, proposed amendments to this plan or settlement area expansion proposals, which include, or are adjacent to EPA, and which may have a substantive impact on broader ecosystems, may be required to complete a comprehensive, broader scale environmental study, such as a Comprehensive EIS & MP or a Sub-watershed Study, prior to any planning and development approvals. Such	<p>The AMEC November 2012 Mayfield West Comprehensive Environmental Impact Study And Management Plan Part C: Detailed Analysis and Implementation was approved by the Region and the Town.</p> <p>The AMEC report identified a Natural Heritage System that was endorsed by the TRCA, CVC and MNRF. All significant natural heritage features have been identified and confirmed jointly by MNRF, TRCA, CVC, Town of Caledon and development proponents. These features have thus been protected and associated buffers applied and similarly confirmed and approved by all parties. The</p>

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<p>broader scale investigations may be necessary in order to assess the carrying capacity of the affected ecosystem and the potential cumulative environmental effects of the proposal, within an appropriate environmental framework. The need for and scope of such studies shall be determined jointly by the Town and other relevant agencies.</p>	<p>CEISMP has added large areas of wildlife habitat through restoration efforts and establishment of Greenway Corridors on agricultural lands where these features presently do not exist therefore resulting in a net gain in vegetative cover and associated habitat. Through restored buffers and created/enhanced greenway corridors the CEISMP will achieve a net gain in area extent and a net benefit to the habitat and functional aspects of the Natural Heritage System located within the expansion area and to the broader scale regional ecosystem.</p>
<p>5.10.3.18 The objectives and policies of the Greenbelt Plan, as generally incorporated into Section 7.13 of this Plan, shall apply to the growth and development of those portions of the Rural Service Centre of Caledon East, the Villages of Caledon and Alton, the Hamlets of Campbell's Cross, Claude and Melville and the Industrial/Commercial Centre of Victoria that are within the Greenbelt Plan Protected Countryside, and shall apply to the consideration for expansion of any Settlement Area within or abutting the Greenbelt Plan Area.</p>	<p>Section 7.13 of the Town of Caledon OP contains policies related to the Greenbelt Plan. None of the lands within the MW2 Stage 2 settlement expansion area are included in the Greenbelt Plan area. Lands adjacent to the Greenbelt were reviewed in preparing the draft natural heritage system.</p>
<p>5.10.3.25 Expansions to settlements will require an amendment to this Plan and shall be reviewed on the following:</p> <ul style="list-style-type: none"> (a) Protection of environmental and cultural resources. (b) The potential impact of the expansion on the function and character of the community. (c) The expansion as a logical and contiguous addition to the existing settlement. (d) The adequacy of municipal 	<p>Refer to the comments made on Section 4.2.3.3.1 of the Caledon OP.</p>

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<p>services and related municipal financial costs.</p> <p>(e) The need and demand for development.</p> <p>(f) An examination of reasonable alternative locations which avoid Prime Agricultural Areas, and considers lands with lower priority in the Prime Agricultural Area.</p> <p>(g) The preparation and conclusions of watershed and sub-watershed studies.</p> <p>(h) Compliance with minimum distance separation formulae.</p> <p>(i) The provisions of the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan.</p> <p>(j) The objectives and policies of Region of Peel Official Plan; and, the Principles, Strategic Direction, Goals, Objectives and Policies of this Plan.</p>	
<p>6.2.4.1 Secondary Plans may be prepared for specific areas of the Town where it is considered necessary to provide more detailed planning objectives and policies for development activities. Secondary Plans may be prepared for established, partially developed or undeveloped areas within existing settlement areas within the Town in order to conform to an overall community development concept and approved planning policies. As well a Secondary Plan may be required as part of an expansion to the boundaries of an existing settlement or as a requirement of a Policy Area designation contained in this Plan.</p>	<p>In accordance with Section 5.10.4.3.2.1 of the Caledon OP, an overall secondary plan will be prepared for MW2 Stage 2 in the form of an OPA to address this policy.</p>

7.3 CONCLUSION

OPA 226 was the culmination of Caledon's Provincial Policy Conformity exercise, and forms the basis for settlement area boundary expansions in Caledon to 2031. While OPA 226 did not contemplate the Growth Plan 2031B forecast (which is the same as the current Growth Plan forecast for 2031), and the 2041 forecast, it did establish a policy framework for the consideration of settlement area expansions in the future. ROPA 24 also did the same by establishing the policy framework that supported the implementation of the Growth Plan through a ROPA process. In addition, the ROP as amended by ROPA 29 specifically anticipated a further expansion of the Mayfield West settlement area by stating the following:

The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.

The MW2 Stage 2 settlement area boundary expansion will further advance Caledon's MCR process at least as it relates to the 2031 forecast. Section 4.2.4.3.1 (reproduced below) also anticipates adjustments to Town-wide forecasts:

Adjustments to Town-wide forecasts on Table 4.1 will generally be made as a result of a Provincial review of the forecasts in Schedule 3 of the Growth Plan and the associated review by the Region of Peel of the growth allocations to the area municipalities in Table 3 of the Region of Peel Official Plan. Adjustments to the population and employment allocations for specific communities will be considered by amendment to this Plan, when further detailed studies, such as the Village Studies, have determined specific population allocations for these settlements for the planning period.

8.0 REGIONAL EVALUATION CRITERIA

The following 23 evaluation criteria (first column in table) were developed for the Region of Peel by MGP and form the basis for evaluating whether individual settlement area boundary expansions meet the requirements of a MCR.

This section of the PJR reviews each of the evaluation criteria in the context of the proposed MW2 Stage 2 settlement area expansion and provides a response (second column in table) with respect to compliance with and conformity to the evaluation criteria. In some instances, the evaluation criteria duplicate policy contained in the ROP and, as such, a response has been provided in earlier sections of this PJR.

Evaluation Criteria	Response
(1) Is the proposed settlement area boundary expansion being done at the time of a MCR?	Yes. The Region of Peel is considering the implementation of the 2031 and 2041 Growth Plan forecast.
(2) Is the proposed settlement area boundary expansion based on the population, household, and employment growth forecasts contained in Table 3 of ROPA 24?	Table 3 is in the process of being updated by the Region.
(3) Is there insufficient opportunity to accommodate forecasted growth through: <ul style="list-style-type: none"> i. Intensification? ii. Redevelopment? iii. In Designated Growth Plan Policy Areas? 	Yes. Refer to the response provided to Section 7.9.2.12 (b) in Section 6.2 of this PJR.
(4) Does the expansion make available sufficient lands for a time horizon not exceeding 2031?	Yes, partially. Refer to the response provided to Section 7.9.2.12 (d) in Section 6.2 of this PJR.
(5) Will the timing of the settlement area boundary expansion and the phasing of development within the designated greenfield areas adversely affect the achievement of the intensification and density targets of ROPA 24?	No. Refer to the response provided to Section 7.9.2.12 (c) in Section 6.2 of this PJR.
(6) If applicable, does the settlement area boundary expansion meet the requirements of the Greenbelt Plan; Niagara Escarpment Plan; Oak Ridges Moraine Conservation Plan; and Lake Simcoe Protection Plan?	Not applicable.

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Evaluation Criteria	Response
(7) Is the necessary infrastructure being provided in a financially and environmentally sustainable manner?	Yes. Refer to the response provided to Section 7.9.2.12 (l) in Section 6.2 of this PJR.
<p>(8) Regarding expansions into Prime Agricultural Areas:</p> <p>(i) Do the lands comprise specialty crop areas?</p> <p>(ii) Are there reasonable alternative locations which avoid the Prime Agricultural Area?</p> <p>(iii) Within the Prime Agricultural Area, are there reasonable alternative locations on lower priority lands?</p> <p>(iv) Have impacts from the proposed settlement area boundary expansion on agricultural operations been mitigated to the greatest extent feasible?</p>	The MW2 Stage 2 lands are not within a specialty crop area. For the remainder of this policy, refer to the response provided to Section 7.9.2.12 (g) through (j) in Section 6.2 of this PJR.
(9) Have the policies within Section 2 and 3 of the PPS been applied in determining the most appropriate location for the settlement area boundary expansion?	Yes. Refer to Section 5.0 of this PJR.
(10) Will the settlement area boundary expansion contribute to the overall achievement of the Regional minimum Greenfield density target of 50 people and jobs combined per hectare by 2031?	It will exceed this minimum. Refer to the response provided to Section 5.5.4.2.1 in Section 6.2 of this PJR.
(11) Is the settlement area boundary expansion in conformity to the Regional Official Plan?	Yes, as it relates to the location of growth and development. Refer to the response provided to Section 7.9.2.12 (e) in Section 6.2 of this PJR.
(12) Have other relevant Regional interests been confirmed through pre-consultation?	Yes. Refer to the response provided to Section 7.9.2.12 (n) in Section 6.2 of this PJR.
(13) Does the settlement area boundary expansion protect and enhance the environment and resources, including the identification of a natural heritage system (through an environmental study), in accordance with the policies of ROPA 24?	Yes. Refer to the response provided to Section 7.9.2.12 (f) in Section 6.2 of this PJR.

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Evaluation Criteria	Response
(14) Is the settlement area boundary expansion in compliance with the minimum distance separation formula?	Yes. Refer to the response provided to Section 7.9.2.12 (g) through (j) in Section 6.2 of this PJR.
(15) Has a fiscal impact analysis been completed?	Refer to the response provided to Section 7.9.2.12 (k) in Section 6.2 of this PJR.
(16) Is the settlement area boundary expansion outside of the Greenbelt Plan area?	Yes
(17) In permitting expansions into rural areas within the Protected Countryside, have the settlement area policies of the Greenbelt Plan and ROPA 24 been applied?	Not applicable. Does not include lands within the Greenbelt Plan
(18) Does the settlement area boundary expansion encompass areas within the Protected Countryside (as identified in the Greenbelt Plan)? Have the policies within section 2.2.10.5 of ROPA 24, including the requirements regarding EA's, been fulfilled?	Not applicable. Does not include lands within the Greenbelt Plan.
(19) Is the settlement area boundary expansion occurring within a Hamlet in the Protected Countryside (as identified in the Greenbelt Plan)? If so, does it fulfil the relevant requirements of ROPA 24?	Not applicable. Does not include lands within the Greenbelt Plan.
(20) Does the settlement area boundary expansion require the extension of municipal or private communal sewage or water services outside of a settlement area boundary only in the case of health issues or to service existing uses and the expansion thereof adjacent to the settlement?	No.
(21) Have the sustainable development imperatives in ROPA 20 been considered where appropriate?	Yes. Refer to the response provided to Section 7.9.2.12 (n) in Section 6.2 of this PJR.
(22) Is the settlement area boundary expansion a logical and contiguous addition	Yes. Refer to the response provided to Section

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Evaluation Criteria	Response
to the existing settlement?	4.2.3.3.1(d) in Section 7.2 of this PJR.
(23) Is the settlement area boundary expansion within the Special Policy Area (the SISA and the North-South Transportation Corridor)? If so, does the proposal predetermine or preclude the outcome of the GTA West Corridor Environmental Assessment?	<p>No. The MW2 Stage 2 lands are not in the SISA as per Schedule D of the ROP.</p> <p>With respect to the GTA West Corridor, the Province established a Focussed Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. The GTA west transportation corridor could directly impact properties that are located within the FAA. A small portion of the northern property fronting on Chinguacousy Road is within the FAA. When included in the MW settlement area, policies will preclude development as required.</p> <p>An area adjacent to the corridor has also been identified and it has been indicated by the Province that MTO has a reduced interest in properties located within the green area. In this regard, applications can proceed through municipal development processes. MTO will continue to review all development applications in the study area, but it is anticipated that the GTA west transportation corridor will not impact applications in green areas. The remainder of the MW2 Stage 2 lands are within this green area.</p>

APPENDIX 1 - PROVINCIAL POLICY STATEMENT

Below is a review of the relevant policies in the PPS 2014 and my planning opinion as it relates to the MW2 Stage 2 settlement area expansion.

#	Policy	Planning Opinion
1.1.1 a)	Healthy, liveable and safe communities are sustained by: <u>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.</u>	The focusing of additional growth in an existing settlement area is consistent with this policy. The minimum density target of 80 residents and jobs combined per hectare will mean that land is used efficiently. Directing growth at the required minimum densities to settlement areas would conform to the Growth Plan, which encourages financially sustainable development.
1.1.1 b)	Healthy, liveable and safe communities are sustained by: <u>Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.</u>	<p>Approximately 2,700 households are proposed on the MW2 Stage 2 lands based on the application of the minimum density target of 80 residents and jobs combined. Given that between 45% and 50% of any new Greenfield development area is truly available for development, the majority of these households (65% to 75%) will be in the form of apartments, townhouses, stacked townhouses and back-to-back townhouses and the remaining households will be in the form of single and semi-detached dwellings.</p> <p>This housing mix will be required to support the minimum density requirement of 80 residents and jobs per hectare combined. The population resulting from the development of this number of households is about 7,800.</p> <p>As a result of the housing mix proposed, a significantly high proportion of the proposed housing</p>

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		will be more accessible and affordable than other recently developed Greenfield areas in Peel Region. Along with these new households will be other uses that provide employment such as one additional elementary school and other commercial uses. In addition to the above, the MW2 Stage 2 area is part of a larger MW2 Secondary Plan area that will contain a wide range of uses and provide for a range of activities.
1.1.1 c)	Healthy, liveable and safe communities are sustained by: <u>Avoiding development and land use patterns which may cause environmental or public health and safety concerns.</u>	Directing growth to settlement areas is one way to avoid development and land use patterns that may cause environmental or public health and safety concerns. Once the Region approves a ROPA, the Town will prepare a detailed Secondary Plan that will balance all interests in ensuring that a complete community is developed in MW.
1.1.1 e)	Healthy, liveable and safe communities are sustained by: <u>Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.</u>	Given that MW2 Stage 2 will be developed in accordance with the minimum density target requirement of 80 residents and jobs combined per hectare, development in MW2 Stage 2 will be presumably more cost-effective than developments that are at a lower density.
1.1.1 g)	Healthy, liveable and safe communities are sustained by: <u>Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.</u>	It has been determined that water and sewer services are available for the MW2 Stage 2 lands. Other public service facilities will be assessed in more detail through the Secondary Plan process initiated by the Town of Caledon.
1.1.1 h)	Healthy, liveable and safe communities are sustained by: <u>Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.</u>	Directing growth to settlement areas at the densities proposed means that less land is being consumed for urban development. Lands that are the site of natural heritage features

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		have also been avoided and a number of measures will be established and then implemented through the Secondary Plan and implementing Planning Act applications that will consider the impacts of a changing climate.
1.1.2	Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for <i>infrastructure</i> and <i>public service facilities</i> beyond a 20-year time horizon.	The Region is now planning to accommodate the 2031 and 2041 forecasts.
1.1.3.1	Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.	MW is a settlement area and the additional development provided by the MW2 Stage 2 will further support the need for a range of population related employment and other services in the community.
1.1.3.2 a)	Land use patterns within settlement areas shall be based on densities and a mix of land uses which: <ol style="list-style-type: none"> 1. Efficiently use land and resources; 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency; 4. Support active transportation; 5. Are transit-supportive, where transit is planned, exists or may be developed; and 6. Are freight-supportive. 	The MW2 Stage 2 settlement area expansion will entail the efficient use of land, given the minimum density proposed. The planned density will also support active transportation and will be transit-supportive, both of which were key elements in the development of the Community Framework Plan for MW2.

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#	Policy	Planning Opinion
1.1.3.6	New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.	The MW2 Stage 2 lands are located adjacent to the settlement area boundary, have been for the most part planned for development since 2008 and will support compact development at higher densities than planned for in MW2.
1.1.3.7 b)	The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.	It is anticipated that phasing plans for MW2 Stage 2 will be developed as part of the Caledon OPA process.
1.1.3.8 a)	A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon.	<p>In 2013, the Growth Plan was amended and Peel Region's population and employment base was forecast to reach 1,770,000 and 880,000 respectively by 2031 and this came to be known as the 2031B forecast.</p> <p>This represents an increase of 130,000 persons and 10,000 employees in comparison to the original 2031 population forecast provided in Schedule 3 of the Growth Plan (2031A).</p> <p>The Growth Plan (2017) no longer has a 2031A and a 2031B forecast, and it now has one forecast for 2031, and it is the same as the previous 2031B forecast.</p> <p>The additional population and employment added to the 2031B forecast has not been implemented by Peel Region, meaning that a shortage of development land may currently exist in Peel Region to accommodate the 2031 forecast.</p> <p>As mentioned above, I am advised by Regional staff that, with a population increase to 160,000 by 2041, a substantial portion of that increase could be accommodated on new Greenfield lands. As such, the potential exists for the proposed</p>

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		expansion of MW2 Stage 2 lands in Caledon to accommodate that growth while still meeting 2017 Growth Plan intensification target for Peel Region as a whole (40% until the current municipal comprehensive review is approved and in effect, 50% to the year 2031, and 60% each year thereafter to 2041).
1.1.3.8 b)	The infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment.	<p>It has been demonstrated as part of the updated Fiscal Impact Analysis that collectively, there will be a positive incremental capital cost and revenue differential of about \$54 million.</p> <p>However, the analysis does indicate that there will be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2 Stage 2 lands. This is typical, as the services are required to be built and paid for before build-out. It is noted however that expected revenue from MW2 Stage 1 lands will assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.</p> <p>With respect to other public service facilities such as schools and parks, there are well-established funding mechanisms in place to ensure their delivery and maintenance.</p>
1.1.3.8 c)	In prime agricultural areas: 1. The lands do not comprise specialty crop areas; 2. Alternative locations have been evaluated, and i. There are no reasonable alternatives	Refer to the response provided to Section 7.9.2.12 (g) through (j) of the ROP in Section 6.2 of this PJR.

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	which avoid prime agricultural areas; and ii. There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas.	
1.1.3.8 d)	The new or expanding settlement area is in compliance with the minimum distance separation formulae.	Refer to the response provided to Section 7.9.2.12 (g) through (j) of the ROP in Section 6.2 of this PJR.
1.1.3.8 e)	Impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.	Refer to the response provided to Section 7.9.2.12 (g) through (j) of the ROP in Section 6.2 of this PJR.
1.1.3.8	In determining the most appropriate direction for expansions to the boundaries of settlement areas or the identification of a settlement area by a planning authority, a planning authority shall apply the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.	<p>Section 2.0 of the PPS 2014 is entitled "Wise Use and Management of Resources". This section contains policies on natural heritage (Section 2.1), water (Section 2.2), agriculture (Section 2.3), minerals and petroleum (Section 2.4), mineral aggregate resources (Section 2.5) and cultural heritage and archaeology (Section 2.6).</p> <p>With respect to Section 2.1 dealing with natural heritage, a considerable amount of work has been completed in support of the MW2 Secondary Plan exercise, which included consideration of the lands within MW2 Stage 2 as well.</p> <p>Issues relating to Section 2.2 (Water) have also been assessed in the work completed to date and it is anticipated that more detailed studies will be prepared to implement the ROPA for the MW2 Stage 2 lands.</p> <p>The above work would be completed to support a Secondary Plan and a local OPA. Many of the policies currently within the Caledon OP that apply to MW2 will also apply in MW2 Stage 2 as well. These include Section 7.14.4.3, which provides for the development of a community-wide Development Staging and Sequence Plan, Section 7.14.4.5 that provides for a community-wide</p>

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		<p>Functional Servicing Report, Section 7.14.4.6 that provides for a community-wide Environmental Implementation Report and Section 7.14.18 that contains policies on the conservation of water and energy.</p> <p>Section 2.3 deals with agriculture and this policy area has already been dealt with in previous responses. It is noted that Section 2.3.5.1 indicates that planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with Policy 1.1.3.8.</p> <p>Sections 2.4 (Minerals and Petroleum) and 2.5 (Mineral Aggregate Resources) do not directly apply to MW2 Stage 2.</p> <p>Section 2.6 which deals with cultural heritage and archaeology does apply and in this regard a Cultural Heritage Assessment was carried out in 2008/2009 and updated in 2017. Within this update are recommendations on the cultural heritage resources in the area and on how they should be conserved. With respect to archaeology, the MW2 Stage 2 lands were assessed at the same time as the MW2 lands and recommendations have been made to conduct Stage 2 assessments in support of future development applications.</p>
1.2.1 a)	A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including managing and/or promoting growth and development.	The request for a ROPA is being coordinated with Peel Region.

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#	Policy	Planning Opinion
1.2.1 g)	Population, housing and employment projections, based on regional market areas.	The Region is now planning on implementing the 2031 and 2041 forecasts.
1.4.3 c)	Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.	MW is an excellent example of where new housing should be directed, given that it is a growing settlement area.
1.4.3. d)	Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.	The MW2 Stage 2 settlement area expansion will entail the efficient use of land, given the minimum density proposed. The planned density will also support active transportation and will be transit-supportive, both of which were key elements in the development of the Community Framework Plan for MW2.
1.6.1	Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.	See response below.
1.6.6.1 a)	Planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing: 1. Municipal sewage services and municipal water services; and 2. Private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available.	Existing municipal sewage services and municipal water services will be extended to the MW2 Stage 2 lands in an economical manner in accordance with the work completed to date. No issues have been identified with respect to the provision of these services.
1.6.6.1 b)	Ensure that these systems are provided in a manner that: 1. Can be sustained by the water	See response above.

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	<p>resources upon which such services rely;</p> <p>2. Is feasible, financially viable and complies with all regulatory requirements; and</p> <p>3. 3. Protects human health and the natural environment.</p>	
1.6.6.1 c)	Promote water conservation and water use efficiency.	See response above.
1.6.6.1 d)	Integrate servicing and land use considerations at all stages of the planning process.	The MW2 Secondary Plan process has involved consideration of servicing, environmental matters and transportation in a coordinated manner.
1.6.6.7	<p>Planning for stormwater management shall:</p> <p>a. Minimize, or, where possible, prevent increases in contaminant loads;</p> <p>b. Minimize changes in water balance and erosion;</p> <p>c. Not increase risks to human health and safety and property damage;</p> <p>d. Maximize the extent and function of vegetative and pervious surfaces; and</p> <p>e. Promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.</p>	This will be implemented at the Secondary Plan stage.
1.6.7.1	Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.	A comprehensive Transportation Master Plan has been prepared to address this policy. In response to a request for further information from the Region, Paradigm has indicated that while further transportation analysis is required, it is anticipated that the planned road network should be able to accommodate the expected population and jobs resulting from the application of the minimum density target of 80 residents and jobs combined per hectare on the MW2 Stage 2 lands.
1.6.7.2	Efficient use shall be made of existing and planned infrastructure, including through	Existing municipal sewage services and municipal water services will be

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	the use of transportation demand management strategies, where feasible.	extended to the MW2 Stage 2 lands in an economical manner in accordance with the work completed to date. No issues have been identified with respect to the provision of these services.
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The minimum required density of 80 residents and jobs combined per hectare would support the development of an efficient transportation system in MW.
1.6.7.5	Transportation and land use considerations shall be integrated at all stages of the planning process.	The MW2 Secondary Plan process has involved consideration of servicing, environmental matters and transportation in a coordinated manner.
1.6.8.3	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	<p>With respect to the GTA West Corridor, the Province established a Focused Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. The GTA west transportation corridor could directly impact properties that are located within the FAA. A small portion of the northern property fronting on Chinguacousy Road is within the FAA, and these lands when included in the settlement area, will be precluded from development until appropriate.</p> <p>An area adjacent to the corridor has also been identified and it has been indicated by the Province that MTO has a reduced interest in properties located within the green area. In this regard, applications can proceed through municipal development processes. MTO will continue to review all development applications in the study area, but it is anticipated that the GTA west transportation corridor will not impact applications in green areas. The remainder of the</p>

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		MW2 Stage 2 lands are within this green area.
2.1.1	Natural features and areas shall be protected for the long term.	A comprehensive natural heritage features inventory has been prepared in support of the MW2 Stage 2 expansion. In addition, the delineation of meander belt widths and geotechnically stable top of slope has been completed for Etobicoke Creek and significant headwater features. The identified features and their corresponding buffers have been approved by the TRCA. Consideration of SAR has also been on-going with MNRF. The identification and evaluation of natural heritage components has led to the identification of the comprehensive natural heritage system. The CEISMP will provide final details on the enhancements to the NHS that will be included within buffers, Category A and B terrestrial and aquatic corridors, and within the Greenbelt. The confirmation of natural heritage constraints to development and the associated buffers and linkages between features where development will not occur, ensures the long-term viability of the NHS within the expansion area.
2.1.2	The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.	The CEISMP has identified an NHS that incorporates and preserves all existing natural heritage features located within the expansion area. In addition, corridors are proposed which will link natural heritage features located within the Stage 1 lands to the Etobicoke Creek valley. The CEISMP has added large areas of wildlife habitat through restoration efforts and establishment of Greenway Corridors on agricultural lands where these features presently do not exist therefore resulting in a

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		net gain in vegetative cover and associated habitat. Through restored buffers and created/enhanced greenway corridors the CEISMP will achieve a net gain in area extent and a net benefit to the habitat, diversity and functional aspects of the Natural Heritage System located within the expansion area and to the broader scale regional ecosystem. Proposed SWM facilities to be located along the Etobicoke Creek/Greenbelt corridor will consider the maintenance of water budget targets to ensure no impacts to PSW and fish habitat. Erosion thresholds to guide SWMP design will be quantified in the CEISMP to mitigate exacerbated rates of erosion. As a consequence of the above, this policy is satisfied.
2.3.5.1	Planning authorities may only exclude land from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 1.1.3.8.	This policy permits the consideration of a settlement area expansion.
2.6.1	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	A detailed Cultural Heritage Resource Assessment Review has been carried out and recommendations have been made on how the cultural heritage resources in the MW2 Stage 2 area can be conserved.

APPENDIX 2 - GROWTH PLAN 2017

Below is a review of the relevant policies in the Growth Plan 2017 and my planning opinion as it relates to the MW2 Stage 2 settlement area expansion.

#	Policy	Planning Opinion
2.2.1.2 a)	The vast majority of growth will be directed to settlement areas that: <ul style="list-style-type: none"> i. Have a delineated built boundary; 	Mayfield West has a built boundary that reflects the development that has occurred

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	<ul style="list-style-type: none"> ii. Have existing or planned municipal water and wastewater systems; iii. Can support the achievement of complete communities. 	before 2006. The settlement area is fully serviced and is being planned to be a complete community through the establishment of a mix of uses, a range of housing options and an integrated transportation network.
2.2.1.2 c)	<p>Within settlement areas, growth will be focused in:</p> <ul style="list-style-type: none"> i. Delineated built-up areas; ii. Strategic growth areas; iii. Locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; iv. Areas with existing or planned public service facilities. 	As a small settlement area in a primarily rural community, MW is not served by higher order transit. However, a transit hub is planned in MW2 and the addition of more people on the MW2 Stage 2 lands will support the development of transit over the long term.
2.2.1.4 a)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</u>	The MW2 Stage 2 settlement area expansion will entail the efficient use of land, given the minimum density proposed. The planned density will also support active transportation and will be transit-supportive, both of which were key elements in the development of the Community Framework Plan for MW2.
2.2.1.4 b)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;</u>	The higher proportions of medium and high-density housing that would be developed on the MW2 Stage 2 lands, will support increased social equity, would provide choice in the market and appeal to a larger market. The minimum density of 80 residents and jobs combined will support the establishment of an integrated transportation network, including an active transportation network that supports healthy lifestyles.
2.2.1.4 c)	Applying the policies of this Plan will support	Considerable housing choice

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#	Policy	Planning Opinion
	the achievement of complete communities that: <u>Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.</u>	will be provided on the MW2 Stage 2 lands as a consequence of the minimum densities required.
2.2.1.4 d)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Expand convenient access to:</u> i. <u>A range of transportation options, including options for the safe, comfortable and convenient use of active transportation;</u> ii. <u>Public service facilities, co-located and integrated in community hubs;</u> iii. <u>An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;</u> iv. <u>Healthy, local, and affordable food options, including through urban agriculture.</u>	A comprehensive and integrated planning process has been undertaken in support of the MW2 Secondary Plan and it involved, for the most part the MW2 Stage 2 lands. The issues identified in sub-sections i), ii) and iii) were considered as part of that process and will be implemented through a future OPA. Opportunities with respect to urban agriculture will be reviewed as part of that process.
2.2.1.4 e)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.</u>	A comprehensive and integrated planning process has been undertaken in support of the MW2 Secondary Plan and it involved, for the most part the MW2 Stage 2 lands. The product of this work is a well-designed and efficient new community area that will require the preparation of detailed implementation strategies to implement this policy.
2.2.1.4 f)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities.</u>	To be implemented by the Town through the required Secondary Plan.
2.2.1.4 g)	Applying the policies of this Plan will support the achievement of complete communities that: <u>Integrate green infrastructure and low impact development.</u>	To be implemented by the Town through the required Secondary Plan.

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#	Policy	Planning Opinion
2.2.6.2	Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of <i>complete communities</i> by: <ol style="list-style-type: none"> Planning to accommodate forecasted growth to the horizon of this Plan. Planning to achieve the minimum intensification and density targets in this Plan Considering the range and mix of housing options and densities of the existing housing stock. Planning to diversify their overall housing stock across the municipality. 	Even though this policy supports the development of a housing strategy, implementing the MW2 Stage 2 settlement area expansion will support these objectives since it will accommodate growth to 2031 and 2041, exceed the minimum density target that currently exists in the ROP and provided for a significant percentage of medium and high density housing on the lands.
2.2.6.5	When a settlement area boundary has been expanded through a municipal comprehensive review in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned based on the housing strategy developed in accordance with policies 2.2.6.1 and 2.2.6.2.	This section references Section 2.2.6.2 above and the comments made above apply here.
2.2.7.1	New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that: <ol style="list-style-type: none"> Supports the achievement of complete communities; Supports active transportation; and Encourages the integration and sustained viability of transit services. 	This will be the case with MW2 Stage 2 as has already been demonstrated in responses to other policies.
2.2.7.2	The designated greenfield area of each upper- or single-tier municipality will be planned to achieve within the horizon of this Plan a minimum density target that is not less than 80 residents and jobs combined per hectare.	This will be achieved on the MW2 Stage 2 lands, with the density measured as per Section 2.2.7.3.
2.2.8.1	Settlement area boundaries will be delineated in official plans.	The ROPA requested would result in an expanded settlement area that will be delineated in the ROP.
2.2.8.2 a)	A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that: <u>based on the minimum intensification and density</u>	

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#	Policy	Planning Opinion
	<p><u>targets in this Plan and a land needs assessment undertaken in accordance with policy 2.2.1.5, sufficient opportunities to accommodate forecasted growth to the horizon of this Plan are not available through intensification and in the designated greenfield area:</u></p> <ul style="list-style-type: none"> i. <u>Within the upper- or single-tier municipality; and</u> ii. <u>Within the applicable lower-tier municipality.</u> 	
2.2.8.2 b)	<p>A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that: <u>the proposed expansion will make available sufficient lands not exceeding the horizon of this Plan, based on the analysis provided for in policy 2.2.8.2 a), while minimizing land consumption.</u></p>	<p>See response above regarding planning horizon. The consumption of land is minimized and given that the minimum density is 80 residents and jobs per hectare combined, the land will be used efficiently.</p>
2.2.8.2 c)	<p>A settlement area boundary expansion may only occur through a municipal comprehensive review where it is demonstrated that: <u>the timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.</u></p>	<p>In 2013, the Growth Plan was amended and Peel Region's population and employment base was forecast to reach 1,770,000 and 880,000 respectively by 2031 and this came to be known as the 2031B forecast.</p> <p>This represents an increase of 130,000 persons and 10,000 employees in comparison to the original 2031 population forecast provided in Schedule 3 of the Growth Plan (2031A).</p> <p>The Growth Plan (2017) no longer has a 2031A and a 2031B forecast, and it now has one forecast for 2031, and it is the same as the previous 2031B forecast.</p> <p>The additional population and employment added to the 2031B forecast has not been implemented by Peel Region,</p>

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#	Policy	Planning Opinion
		<p>meaning that a shortage of development land may currently exist in Peel Region to accommodate the 2031 forecast.</p> <p>As mentioned above, I am advised by Regional staff that, with a population increase to 160,000 by 2041, a substantial portion of that increase could be accommodated on new Greenfield lands. As such, the potential exists for the proposed expansion of MW2 Stage 2 lands in Caledon to accommodate that growth while still meeting 2017 Growth Plan intensification target for Peel Region as a whole (40% until the current municipal comprehensive review is approved and in effect, 50% to the year 2031, and 60% each year thereafter to 2041).</p>

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<p>2.2.8.3</p>	<p>Where the need for a settlement area boundary expansion has been justified in accordance with policy 2.2.8.2, the feasibility of the proposed expansion will be determined and the most appropriate location for the proposed expansion will be identified based on the following:</p> <p>a) There are existing or planned infrastructure and public service facilities to support the achievement of complete communities;</p>	<p>Existing municipal sewage services and municipal water services will be extended to the MW2 Stage 2 lands in an economical manner in accordance with the work completed to date. No issues have been identified with respect to the provision of these services.</p> <p>In addition and in response to requests for additional information from the Region, Burnside has indicated that trunk sanitary sewers within MW2 have been sized to accommodate 80 residents and jobs per hectare within for the Stage 2 lands. As per the mapping included in Appendix 4, there are four different servicing outlets for MW2, but only the Edenbrook Drive outlet will accommodate the future MW2 Stage 2 development.</p> <p>None of the MW2 Stage 2 development will be directed to the other three outlets (Van Kirk, Robertson Davies Drive and Highwood Road). It is also anticipated that any local stage 1 sanitary pipes, which will convey the future MW2 Stage 2 lands, will be sized through detail design for Stage 1 to accommodate future requirement for 80 residents and jobs per hectare.</p> <p>With respect to water supply,</p>
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	<p>b) The infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets, based on mechanisms such as asset management planning and revenue generation analyses;</p>	<p>the current FSR has only captured the trunk watermains along the major roads as shown in the mapping included in Appendix 4. The watermain sizes have been confirmed by Region, and they are properly sized for the increased MW2 Stage 2 population. The local watermains will be sized at detail design by individual developers as part of the subdivision applications, and it is anticipated that their water analysis will take into account higher densities within the MW2 Stage 2 lands.</p> <p>The capital costs of the proposed infrastructure / public facilities such as sewer infrastructure, roads, and stormwater management ponds within the MW2 Stage 2 lands will be funded entirely by development, with the exception of Development Charge (DC) infrastructure. DC infrastructure will be initially funded by development, but a portion of the costs will be credited to the developers. DC infrastructure in the subject lands includes the external roads, sanitary trunk (375mm and larger) and watermains (400mm and larger).</p> <p>In terms of financial viability, the majority of the infrastructure will be constructed by the developers and will not constitute any capital expenditure by the Town of Caledon or Region of Peel. In terms of asset management, it is assumed that, upon assumption of Town-owned or Region-owned</p>
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	<p>infrastructure, the future tax revenues from the residents and businesses in the subject lands will support the on-going maintenance and management of the proposed infrastructure. The infrastructure in the MW2 Stage 2 lands has also been designed to service future communities north of the subject lands.</p> <p>It should be noted that the majority of the trunk sewer and stormwater management infrastructure in Stage 2 is required to service the Stage 1 lands, for which the Secondary Plan has already been approved.</p> <p>Existing municipal sewage services and municipal water services will be extended to the MW2 Stage 2 lands in an economical manner in accordance with the work completed to date. No issues have been identified with respect to the provision of these services.</p> <p>It has been demonstrated as part of the updated Fiscal Impact Analysis that collectively, there will be a positive incremental capital cost and revenue differential of about \$54 million.</p> <p>However, the analysis does indicate that there will be financing pressure in the near term based on the emplacement of infrastructure and timing of development for the MW2 Stage 2 lands. This is typical, as the services are required to be built and paid for</p>
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	<p>c) The proposed expansion would align with a water and wastewater master plan or equivalent that has been completed in accordance with the policies in subsection 3.2.6;</p> <p>d) The proposed expansion would align with a stormwater master plan or equivalent that has been completed in accordance with the policies in subsection 3.2.7;</p>	<p>before build-out. It is noted however that expected revenue from MW2 Stage 1 lands will assist in financing these needs. To the extent that a cumulative short fall exists during the take up of MW2, this gap would be filled via Regional D.C. reserve funds, Regional external or internal debt, or potential upfront financing from the affected landowners.</p> <p>The Region of Peel commissioned the Water and Wastewater (2014) Master Plan that outlined the future infrastructure requirements / expansions in the Town of Caledon. Through preparation of the Functional Servicing Report (FSR) for the MW2 lands, the Region of Peel was consulted and the proposed water and sanitary servicing strategy was coordinated such that the design of the Stage 2 lands meets the intent of the Master Plans and anticipated future populations.</p> <p>AMEC Foster-Wheeler completed a subwatershed synthesis report (2008) and Secondary Plan Comprehensive Environmental Impact Study and Management Plan for the majority of the Stage 2 lands in support of the Secondary Plan.</p> <p>These studies characterized the existing conditions in the study area, developed the stormwater management criteria and targets for control as well as mitigation of impacts to natural features, and “tested” the Secondary Plan land use</p>
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	<p>e) Watershed planning or equivalent has demonstrated that the proposed expansion, including the associated servicing, would not negatively impact the water resource system, including the quality and quantity of water</p> <p>f) Key hydrologic areas and the Natural Heritage System should be avoided where possible.</p>	<p>for compliance with the established targets.</p> <p>The TRCA also identified specific targets with respect to flood mapping and SWM facility locations that are relevant to the Stage 2 lands. The Stage 2 SWM strategy will generally conform to the Endorsed Framework Plans with respect to the recommended locations of the SWM facilities.</p> <p>As noted in the response above, AMEC Foster Wheeler completed a subwatershed study / environmental impact study to characterize and determine the mitigation requirements for perceived impacts to the water resource system including water quality and quantity for the Stage 2 lands.</p> <p>The MW2 Stage 2 expansion area plan will maintain appropriate buffers from the Natural Heritage System features and hazards as coordinated with TRCA. There are no hydrologic features directly impacted by the Stage 2 lands, other than the overall drainage to Etobicoke Creek and the embedded PSW. The design of the Stage 1 and Stage 2 lands will match as closely as possible the existing drainage patterns to ensure that the flow regime of the Etobicoke Creek system is unaltered. Where required and as identified in the CEISMP, SWM facilities are proposed to control post-development flows to the targets established by the TRCA in the Etobicoke</p>
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		Creek Hydrology Study Impact (2013) and in the AMEC EIS (2014) in order to mitigate impacts related to development of the Stage 1 and Stage 2 lands.
2.2.8.3 h)	Prime agricultural areas should be avoided where possible. An agricultural impact assessment will be used to determine the location of the expansion based on avoiding, minimizing and mitigating the impact on the Agricultural System and evaluating and prioritizing alternative locations across the upper- or single-tier municipality in accordance with the following: <ul style="list-style-type: none"> i. Expansion into <i>specialty crop areas</i> is prohibited; ii. Reasonable alternatives that avoid prime agricultural areas are evaluated; and iii. Where prime agricultural areas cannot be avoided, lower priority agricultural lands are used. 	Refer to the response provided to Section 7.9.2.12 (g) through (j) of the ROP in Section 6.2 of this PJR.
2.2.8.3 i)	The settlement area to be expanded is in compliance with the minimum distance separation formulae.	Refer to the response provided to Section 7.9.2.12 (g) through (j) of the ROP in Section 6.2 of this PJR.
2.2.8.3 j)	Any adverse impacts on agricultural operations and on the agri-food network from expanding settlement areas would be avoided or, if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment.	Refer to the response provided to Section 7.9.2.12 (g) through (j) of the ROP in Section 6.2 of this PJR.
2.2.8.3 k)	The policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied.	Refer to the response provided to a similar section in the PPS 2014 in Appendix 1.
3.2.5.1 b)	In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure	Refer to the response provided to Section 1.6.8.3 of the PPS 2014 in Appendix 1.

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	corridor protection policies in the PPS.	
4.2.6.3	Where agricultural uses and non-agricultural uses interface outside of settlement areas, land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate, within the area being developed.	Refer to the response provided to Section 7.9.2.12 (g) through (j) of the ROP in Section 6.2 of this PJR.
4.2.7.1	Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.	A detailed Cultural Heritage Resource Assessment Review has been carried out and recommendations have been made on how the cultural heritage resources in the MW2 Stage 2 area can be conserved.

Appendix 2 above of this PJR provides a review of the MW2 Stage 2 settlement area expansion for compliance with and conformity to relevant policies of the Growth Plan 2017. All of the relevant and applicable policies in the Growth Plan related to the proposed settlement area boundary expansion, have been reviewed for compliance and conformity. Based on this review, it is my opinion that the proposed MW2 Stage 2 settlement area expansion conforms to the Growth Plan as it relates to the location of growth and development.

APPENDIX 3 - DETAILS OF THE MW2 PLANNING PROCESS

On August 1, 2006, Council endorsed the recommendations made in **Report 2006-49** that dealt with the Town of Caledon population and employment forecast and allocations. Within this report, staff requested that Council endorse the population and employment forecast and allocations for the 2011, 2021 and 2031 planning horizons contained in Official Plan Amendment 203. In addition, Council was asked to direct staff to commence work on the terms of reference for an expansion to the MW Rural Service Centre west of Highway 10 in late 2006.

It was indicated in this report that there would be no change to the 2021 Town-wide population forecast was then included in the Official Plan, so that the 2021 Town-wide population would remain at 84,444. However, it was also recommended that there should be a reallocation of approximately 5,400 people from the Villages and the Palgrave Estate Residential Area to the Rural Service Centres. It was the intent at the time that the 5,400-person reallocation be divided between MW (3,900) and Bolton (1,500). With respect to MW, it was indicated that the 3,900 people reallocated to MW would be subject to the policies of ROPA 17, which directs additional growth to the west of Highway 10. **In my opinion, this 2006 report made it clear that the Town was actively considering the expansion of the MW settlement area to the west of Highway 10.**

With respect to the 2031 planning horizon, Report 2006-49 indicated that the Town-wide population forecast for 2031 would be 108,000 and the employment forecast would be 48,622. It was further indicated that the Town-wide population increase of 23,556 between 2021 and 2031 would be distributed as follows: 19,676 distributed equally between MW and South Albion-Bolton; 2,462 allocated to the Villages to restore their previous forecast in the then current Official Plan and the remainder allocated to the rural category, which includes lands within the Agricultural Area, Rural Area and the Palgrave Estates Community. The above meant that the population of MW was planned to increase by 9,838 people between 2021 and 2031.

There is reference in Report 2006-49 to ROPA 17, which was the Regional Official Plan Amendment for MW that expanded the MW Rural Service Centre boundary to include lands on the east side of Highway 10 for the development of a new community. It was indicated that Section 5.4.3.2.9 of ROPA 17 specified that any additional growth in MW would be located on the west side of Highway 10. This section of ROPA 17 also directed that studies be completed to determine the exact land requirements and to fulfill the Provincial and Regional study requirements that existed at the time for settlement area boundary expansions.

On September 25, 2007, Council endorsed the recommendations made in **Report 2007-52** with respect to the Employment Land Needs Study. While this study was primarily focused on the South Albion-Bolton Community planning process that was initiated in May 2004, there was some reference to MW in the report. In particular, it was indicated that the employment lands supply of 181.2 hectares (448 gross acres) that were designated in the MW Secondary Plan at the time could accommodate future demand beyond 2021 but it was recommended that an additional 20.2 hectares (50 gross acres) be designated post-2021.

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On June 10, 2008, Council endorsed the recommendations made in **Report PD 2008-040** that dealt with the MW2 Secondary Plan General Terms of Reference. It was indicated in this report that the MW Community Development Plan study area was established on Schedule B (MW Land Use Plan) in Caledon's Official Plan. The lands within the Community Development Plan study area are shown on the map below, which shows the 2021 MW settlement area boundary in blue, with all other lands being within the 'Community Development Plan Study Area'. It is noted that the boundary of the 'Community Development Plan Study Area' extended from Chinguacousy Road on the west to Dixie Road on the east.



It was indicated in Report PD 2008-040 that within the 'Community Development Plan Study Area', a compact and well-integrated community is to be developed in the long-term through a series of phased expansions. These phased expansions would be based on the long-term population and employment forecast contained in Caledon's Official Plan as may be updated from time to time. **In my opinion, this means that it had long been contemplated that MW would expand in a phased manner over time.**

The following was further indicated in Report PD 2008-040 with respect to population:

Under Caledon's Population and Employment Study, the 2021 Caledon-wide population forecast will remain at 84,444 and the 2031 Caledon-wide population forecast is

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108,000. For Mayfield West, the 2021 population forecast has been revised from 13,100 to 17,000 representing a 3,900 population increase (reallocated from elsewhere in Caledon) and a 2031 population forecast of 26,838 has been established representing an additional 9,838 population between 2021 and 2031.

It was then indicated that one of the purposes of Report PD 2008-040 was to recommend that the Phase 2 Secondary Plan be undertaken in accordance with the General Terms of Reference ('GTR') attached to the report as Schedule B to the staff report. It was the intent of the GTR to set out a road map for the completion of a comprehensive secondary planning exercise and describe the objectives, scope and deliverables, resources and work program, stakeholders, roles and responsibilities and schedule. It was then indicated that the secondary planning exercise would take approximately 27 months to complete.

It was further recognized in Report PD 2008-040 that the Growth Plan indicated that settlement area boundary expansions could only occur as part of a MCR. It was further indicated that an expansion to a settlement area boundary would require an amendment to the Peel Official Plan to amend Schedule D (Regional Structure) and Schedule B (Prime Agricultural Areas). The following was further indicated:

The Work Program associated with the secondary planning exercise has been designed to fulfill the Provincial policy requirements in respect of a Municipal Comprehensive Review and the requirements of the Peel and Caledon Official Plan. Accordingly, a set of technical studies and implementation documents will be completed in support of the Phase 2 Secondary Plan.

The MW2 Secondary Plan study was then initiated by Caledon in 2008 to identify a location for the population and employment increase anticipated for the planning period from 2021 to 2031. Following the release of the GTR discussed above, Caledon retained a team of external consultants to carry out the necessary background technical studies to both inform and support MW2. In this regard, nine consultant firms were retained to complete the following background technical studies:

1. Comprehensive Environmental Impact Study and Management Plan ('CEISMP');
1. Water & Wastewater Servicing Study;
2. Transportation Impact Study;
3. Agricultural Impact Assessment;
4. Noise & Vibration Impact Assessment;
5. Stage 1 Archaeological Assessment;
6. Cultural Heritage Landscapes Assessment & Built Heritage Resources Assessment;
7. Commercial Needs Assessment; and,
8. Community Design & Sustainability.

On April 7, 2009, Council enforced the recommendation made in **Report PD 2009-021** that authorized revisions to key milestone events in the MW2 Work Program. In the report, it was indicated that the technical studies would be completed by May 2009, the guiding principles would be endorsed in April 2009 and that a preferred Land Use Plan would be selected in

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October 2009.

It was then proposed in this report that the application to expand the settlement area boundary would be submitted by December 2009 and that a Council information workshop would be held in February 2010. The revisions to the timing of the completion of the reports and the submission of the application needed to be revised at the time to reflect the external factors that existed at the time, such as the extended timetable for Peel's Provincial Policy Conformity Exercise and internal factors such as the extended timetable for Caledon's own Provincial Policy Conformity Exercise.

On May 5, 2009 Council endorsed a set of Principles for the MW2 Secondary Planning process as per **Report PD-2009-029**. The Principles were as follows:

1. Achieve a net ecological gain;
2. Adopt an integrated design process;
3. Foster a local identity rooted in the spirit of the Town of Caledon;
4. Establish the structure for a close knit small town that fosters self-sufficiency;
5. Achieve a range and mix of housing;
6. Promote walking, cycling and transit opportunities;
7. Ensure community connectivity and integration at all scales; and,
8. Support adaptive change.

On June 23, 2009, Peel Region released a draft of ROPA 24 as per a report to Regional Council on that date.

The purpose of the draft ROPA 24 was to update the ROP to bring it into conformity with the Growth Plan (2006) and the Greenbelt Plan and to ensure that it was consistent with the Provincial Policy Statement (2005). It was indicated in this report that on June 18, 2005, Regional Council adopted ROPA 15 that updated the population, household and employment forecasts and which extended the planning horizon for the urban system to 2031.

The Ontario Municipal Board approved ROPA 15 on December 8, 2006. With the release of the Growth Plan on June 16, 2006, new upper-tier forecasts and a number of other policies then had to be considered by Peel Region. It was further indicated in the report that the three local municipalities in Peel Region had undertaken a review of their population and employment forecasts as part of the implementation of the Growth Plan. However, the totals of the three municipal population and employment figures for 2031 were higher than the 2031 Growth Plan forecasts by 23,000 people and 17,000 jobs.

On this basis, a number of discussions were held with the local municipalities and options were developed. In addition to the many changes proposed to the ROP at the time to implement the Greenbelt Plan, a new Section 4.1.1 was proposed.

This section established the population and employment forecasts for the Region of Peel to the year 2031. With respect to Caledon, it was proposed in the draft of ROPA 24 that the population of the Town would increase from 75,000 people in 2011 to 111,000 in 2031.

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It was acknowledged in a footnote to the Table 3 that the Province was at the time reviewing the forecasts included within Schedule 3 of the Growth Plan and that as soon as the schedule was amended, Table 3 would also need to be amended. This reference to changes had to do with the 2031B and 2041 forecasts that were then in development.

It was also proposed at the time to delete two paragraphs in Section 5.4.3 in the ROP and replace them with the following:

The only rural service centres in the rural system designated in this plan are Mayfield West, Bolton and Caledon East in the Town of Caledon. These three rural service centres serve as the primary foci for growth within the rural system. The 2031 boundary for the Caledon East rural service centre and the 2021 boundaries for the Mayfield West and Bolton rural service centres are designated in this plan, which indicate where growth is planned to occur in a phased manner subject to the financial capabilities of the Region. The 2031 boundaries for the Mayfield West and Bolton Rural Service Centres will be designated on the basis of a Regional Municipal Comprehensive Review and will require an amendment to this plan. Growth within these three rural service centres will take place in a timely and orderly manner, making the most effective and efficient use of available services.

The Mayfield West, Bolton and Caledon East communities will be developed on full municipal water and sewer services. Opportunities for a wide range and mix of land uses and activities will be provided within the three rural service centres. Caledon East falls partially within the ORMCPA and the protected countryside of the Greenbelt Plan and is subject to the Town/Village policies of the Greenbelt Plan.

It was also proposed at the time to include a new Section 5.4.3.2.2 as per below:

Show on Schedule D the 2031 boundary for the Caledon East rural service centre and the 2021 boundaries for they Mayfield West and Bolton rural service centres. The 2031 boundaries for the Mayfield West and Bolton rural service centres will be designated on the basis of a Regional Municipal Comprehensive Review and be consistent with Sections 5.4.7, 5.5 and 7.9 of this plan and will require an amendment to this plan. Accordingly, the Town of Caledon will determine and designate the 2031 boundaries of the Mayfield West and Bolton rural service centres.

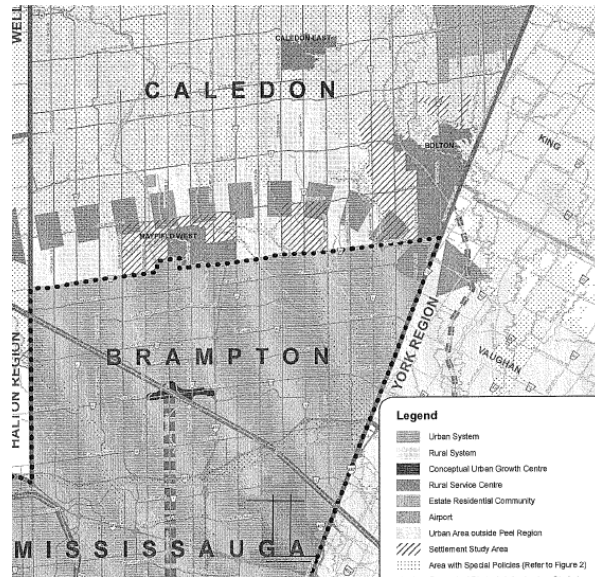
It was clear at the time that the Peel Region process relating to the implementation of the Growth Plan forecast to 2031 relied upon the determination of settlement area boundaries by the Town of Caledon. Item 63 in ROPA 24 also included a renumbered Section 5.4.3.2.7 as per below:

The study area shown on Schedule D around Mayfield West rural service centre and designated in the legend 'settlement study area' is the area within which additional growth for Mayfield West beyond the 2021 population target is anticipated to occur.

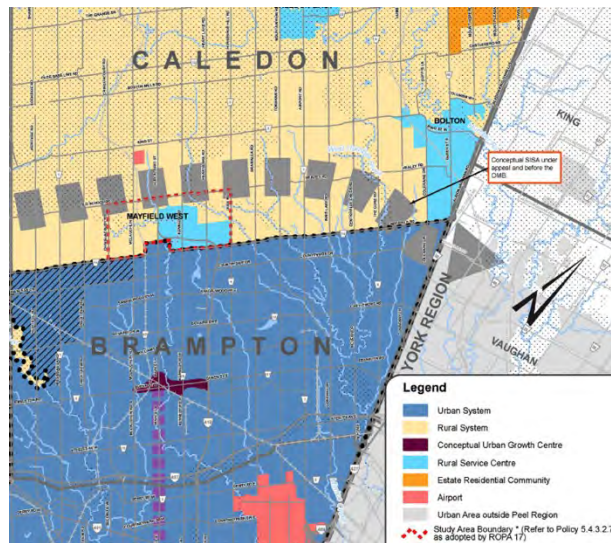
An extract from draft Schedule D below shows the proposed settlement study areas.

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It is noted that the final version of ROPA 24 approved by the Ontario Municipal Board on November 30, 2012 continued to identify a 'study area boundary' around MW, but did not include such boundaries in the vicinity of Tullamore and Bolton as originally proposed, as shown below.



Item 69 in the draft of ROPA 24 established a new Section 5.4.7 that dealt with settlement study areas. The first few sentences of this policy are below:

To provide a framework to manage growth in the rural systems, three settlement study areas (study areas) which have been identified on Schedule D. The three study areas are broadly defined around Mayfield West, Tullamore and Bolton. Bolton and Mayfield West are established rural service centres that are planned to accommodate steady managed growth and are currently identified in this plan.

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The following was further indicated in the proposed Section 5.4.7.2.3:

Proceed with the planning process for the study area around Mayfield West rural centre in accordance with Policy 5.4.3.8 and all other applicable policies of this plan and the Area Municipal Official Plan.

On October 20, 2009, Council authorized the release of a draft of OPA 226 in accordance with **Report PD 2009-74**.

On June 8, 2010, Council endorsed the recommendations made in Report **PD 2010-036** that recommended that Council adopt Official Plan Amendment 226. Prior to the writing of that report, the population forecast and allocation tables had been updated to conform to an updated ROPA 24 and the Greenfield density policies were modified to reflect other changes made to ROPA 24 as well. The policies were also revised to reflect ROPA 24 wording with respect to MCR requirements as well.

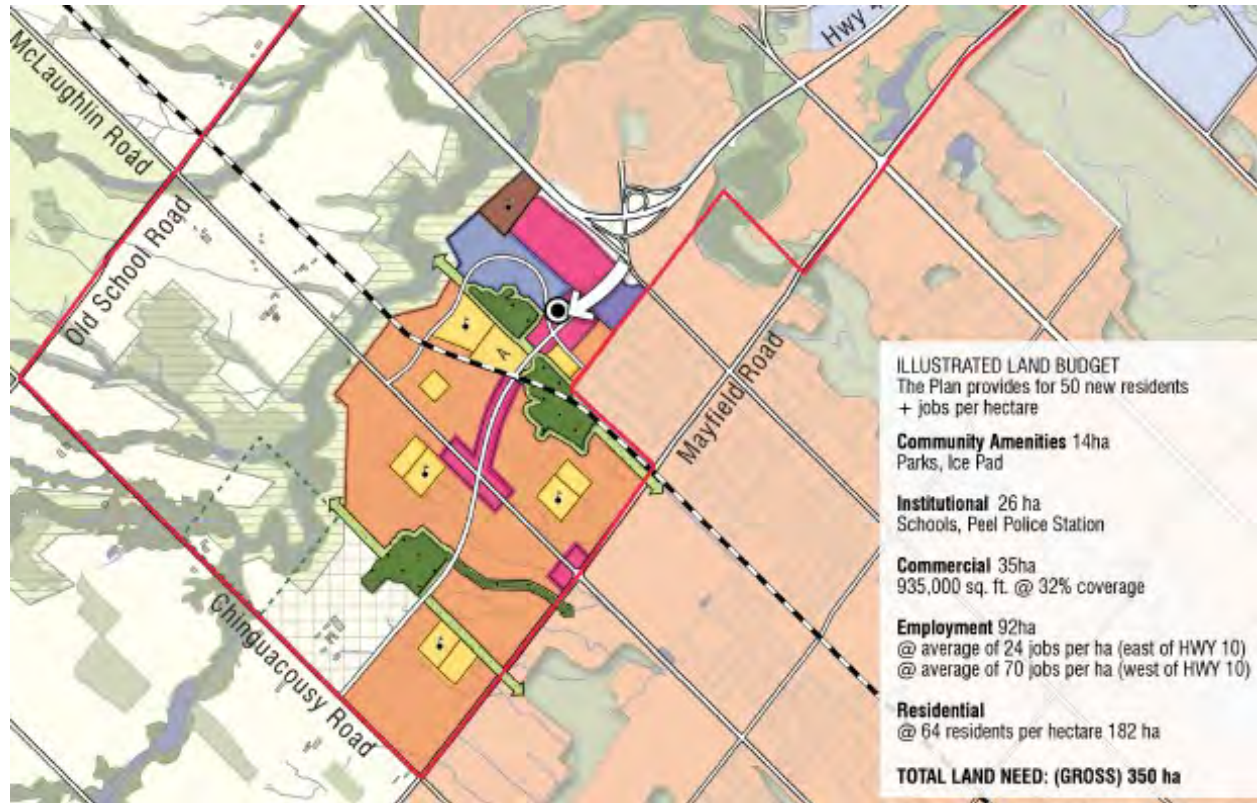
It was also indicated in this report that the version of OPA 226 that was released for public comment on October 20, 2009 showed the total population and employment forecast for Caledon for 2011, 2021 and 2031 in conformity with the then current version of ROPA 24. The forecasts at the time reflected the proportional reductions that the Region made to the area municipal forecast to bring the Region of Peel total forecast to within 5,000 people of the Provincial forecast in the Growth Plan.

However, the Province subsequently indicated that the Regional forecast must match the Provincial forecast exactly. In response to this comment, the Region applied further proportional reductions in the area municipal forecast in order to conform to the Growth Plan.

On August 10, 2010, Council endorsed a preferred scenario for MW2, which identified the location for the next phase of growth for MW and the land uses intended for the area (**PD 2010-050**). Below is a map showing the preferred scenario at the time.

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The preferred scenario included approximately 350 hectares of land. With respect to the residential lands, a total of 183 hectares of new residential lands were proposed on lands west of Highway 10. These lands would accommodate 11,638 new residents and complementary new schools and community parks, and achieve an average overall density of 64 residents per hectare.

Also included on the preferred scenario were 92 hectares of new employment lands and 35 hectares of commercial lands. A Transit Hub/Centre was also identified along with lands that would be included within the Natural Heritage System.

According to the preferred scenario, the northern boundary of the preferred scenario dated August 10, 2010 extended to the Greenbelt Plan boundary associated with Etobicoke Creek until a midpoint between McLaughlin Road and Chinguacousy Road. In this regard, one parcel of land extending to Chinguacousy Road and located immediately to the north of Mayfield Road was included, and the parcel of land to north known as the 'Cook property' was also included, however, a note was added to the legend indicated that the lands are considered to be 'Priority Future Phase Lands.' In addition, and according to the map prepared at the time, the parcel to the north of the 'Cook Property'; a portion of which is south of Etobicoke Creek, was identified as a "cultural heritage landscape" in the legend.

A key component of the preferred scenario involved the development of a new east-west road between Highway 410/Hurontario Street and Chinguacousy Road that would run parallel to Mayfield Road and be located between Etobicoke Creek and Mayfield Road in a central location. It was on the basis of this preferred scenario that staff recommended to Council that Phase 3 of the MW2 Secondary Plan be initiated with the preferred scenario boundary.

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The following is further indicated in this report with respect to population:

The recommended population and employment forecast and allocations were originally contained in the Town Official Plan Amendment #203 (OPA 203), which Town Council endorsed on August 1, 2006 and November 6, 2007. Furthermore, Town Council directed that the forecast and allocations contained in OPA 203 be used in all population related planning matters. Population allocations for Mayfield West which are contained in the existing Official Plan and OPA 203 are shown in Table 1.

Table 1 included in the report indicated that the existing Official Plan population for MW was at that time 13,100 and that the revised population as per OPA 203 was 17,000 in 2021 and 26,838 in 2031. This translated into an increase of 3,900 people before 2021 and 9,838 people between 2021 and 2031.

It was further indicated in this report that on June 8, 2010 Council adopted **OPA 226**. The original OPA 203 population and employment forecasts, outlined within the report, were incorporated into OPA 226 with minor proportional reductions and the addition of the 2001 census undercount of 4.3% to match the forecast for the Town contained in ROPA 24. This meant that the population allocation for MW as per OPA 226 as adopted was 17,515 in 2021 and 27,584 on 2031. The increase in the amount of population allocated between 2021 and 2031 was 746.

A detailed description of the **three alternative scenarios** that were prepared at the time was included within the report. In this regard, 28 formal submissions and 144 comments in total were provided on the three scenarios and as a consequence of an analysis of the comments, a preferred scenario was developed in February of 2010. It was indicated that one of the underlying principles of the February 2010 preferred scenario was that the lands south of Etobicoke Creek and adjacent to Chinguacousy Road be included within an expanded settlement area boundary. The preferred scenario was further refined in June 2010 where it was indicated the following:

Council reiterated its desire to see the land south of the Etobicoke Creek and adjacent to Chinguacousy Road included with an expanded settlement boundary and to see the proposed east-west Transit Spine Road extend to Chinguacousy Road.

It was for this reason that the boundaries of MW2 along Mayfield Road extended westerly to Chinguacousy Road at that time (this was later changed when the boundaries were modified in 2013).

With respect to the Greenfield density target, the preferred scenario would accommodate 11,638 new residents and 5,895 new jobs for a combined total of 17,533 new residents and jobs. It was further indicated that the balance of the expected population growth (which is 2,100 and the difference between 13,738 and 11,638) was proposed to be allocated to the existing residential lands within MW1 to increase the existing density of 41 residents and jobs combined per hectare to 50 residents and jobs combined per hectare with this population growth occurring post-2021.

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With respect to the Cook property, which is located at 12259 Chinguacousy Road, it is indicated in the report that it was proposed to include the Cook property in the proposed expansion area. The following was then indicated:

Excluding the Cook property from the settlement boundary would result in approximately 54 hectares of land adjacent to, east and south of the Cook property being precluded from designation for growth due to the application of the Provincial minimum distance separation formula to these lands; at a density of 50 persons and jobs per hectare, this exclusion represents approximately 2,700 population. By including the Cook property in the settlement boundary, the Town is able to designate sufficient lands to fully accommodate the population growth forecast contained in both ROPA 24 and OPA 226.

It was further indicated that although the Cook property was being included in the settlement area, it was intended that it would be subject to policies which would not allow for it to be designated for development until after 2031 or until such time that MW is assigned additional population. This means that while the Cook property was included, development on the Cook property would not have contributed to the population growth of 11,838 expected in MW.

It was later recommended that the Cook property be included on the Town's heritage register, as a non-designated property. It was also recommended that the property to the north known as 12669 Chinguacousy Road also be included on the Town's heritage register, again as a non-designated property.

On September 11, 2012, Council dealt with a report on the modifications to OPA 226 (**DP-2012-085**). It was indicated in this report that on October 27, 2010, the Province issued a draft decision on ROPA 24 that had been adopted by Regional Council on April 22, 2010. This decision was appealed to the Ontario Municipal Board.

A series of discussions involving staff at the Province, the Region and the area municipalities took place in late 2010 and early 2011 which resulted in minutes of settlement signed by the Region, the Cities of Mississauga and Brampton, the Town of Caledon and by the Province on October 7, 2011. This settlement proposed changes to ROPA 24 and included a land budget agreed to by all five government parties. The revised land budget indicated how the Region would meet the Growth Plan forecasts and targets, including the Greenfield density target of 50 persons and jobs combined per hectare within the existing future and existing Greenfield area, which encompassed the future settlement expansions in Caledon.

Through the settlement, the population forecast for the Region of Peel for 2031 was reduced from 1,641,000 to 1,640,000 to conform to the Growth Plan forecast for the Region. The population forecast for Caledon was then reduced from 111,000 to 108,000. Part of the reduction (1,000) was the result of a proportional reduction to allow the Region to meet the Growth Plan forecast and rounding.

The above changes meant that a maximum of 21,500 and 11,000 jobs could be located in future settlement expansions in Caledon which meant that the area of such expansions could not exceed a total of 609 hectares. In addition, the minimum density would be required to be set at 53.4 persons and jobs combined per hectare.

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The above changes were then reviewed against the proposed settlement area expansions that were being considered at the time, including the South Albion-Bolton employment land expansion (including the North Hills supermarket), MW2, Bolton Residential Expansion and Alton Village.

The second part of the review consisted of an assessment of the distribution of growth among the proposed settlement expansions and the densities that would be required for them to collectively conform to the land budget minimum density requirement of 53.4 persons and jobs combined per hectare. It was then determined that if all the expansions were to proceed at their desired sizes and densities, the Town would not be able to meet the land budget minimum density/maximum land area requirements and achieve conformity with ROPA 24.

A number of scenarios were reviewed at that time as set out below:

- Scenario 1 – equally dividing new residential growth between Bolton and MW such that the density is 71 persons and jobs combined per hectare. Alton would expand as was proposed at the time at a density of 25 persons and jobs per hectare.
- Scenario 2 – expand Bolton and MW equally but assume a higher density of 50 persons and jobs combined per hectare for the Alton settlement area expansion. If this option is selected, less land would be required in Alton and the additional land (16 hectares) is then divided between MW and Bolton resulting in a density of 68.3 people and jobs combined per hectare for Bolton and MW.
- Scenario 3 – equally divide the residential growth between Bolton and MW with no settlement area expansion for Alton.

It was recommended in Report 2012-085 that the second scenario above be selected, which would result in a reduction of approximately 1,800 people, 273 jobs and 69 hectares of associated expansion land from the ongoing MW Phase 2 Secondary Plan process. This recommendation meant that the boundary of the preferred scenario dated August 10, 2010 had to be modified.

It was also agreed at the time that Section 4.1.7 of OPA 226 could be modified in response to the changes made to Section 5.4.7 of ROPA 24 with Section 4.1.7 stating the following:

The Town of Caledon will study areas around Bolton, Mayfield West and Tullamore as shown on Schedule A1 for possible settlement expansions to accommodate the population and employment forecasts shown in Table 4.1 recognizing a settlement area boundary expansion may only occur as part of a Municipal Comprehensive Review.

On September 3, 2013, Council considered **Report DP-2013-092** that recommended the endorsement of a recommended Framework Plan for the MW2 Secondary Plan. The intent at that time was to rely upon the Framework Plan to prepare and submit an application to the Region of Peel to obtain an amendment to the Regional Official Plan to expand the MW settlement area boundary. It is indicated in the report that changes to ROPA 24 and the corresponding changes to OPA 226 with respect to population have had an impact on the MW Secondary Plan process.

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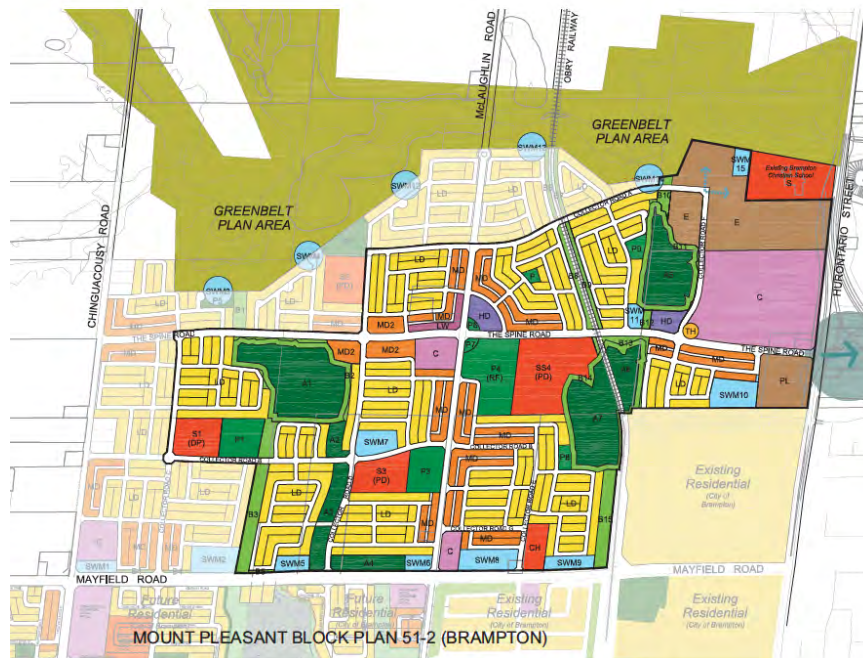
It was further indicated in this report that two Framework Plans were reviewed with Council at a workshop in February 2012 and a number of options with respect to future development were reviewed. A draft Framework Plan was then reviewed with Council at a workshop in February 2013.

It was also indicated in this report that a draft Ultimate Community Plan that identified the potential full build-out of the lands bounded by Highway 410/10, Mayfield Road, Chinguacousy Road and the Etobicoke Creek was reviewed with Council. The following was further indicated:

The Ultimate Community Plan enables both Caledon and Peel to plan for the appropriate municipal infrastructure (road, water and waste water services) and community facilities (i.e. schools and parks) to support possible future growth beyond the MW2 planning considerations.

It is noted that the Ultimate Community Plan did not include six small residential lots fronting on Chinguacousy Road and the larger parcel bounded by the Greenbelt Plan on the east and Chinguacousy Road on the west in the northwest corner of the Secondary Plan area.

The recommended Framework Plan (which also shows the Ultimate Community Plan) from this report is shown below.



The Framework Plan identified residential lands, employment lands, commercial lands and a transit hub. A natural heritage system was also identified.

The recommended Framework Plan involved the establishment of a spine road between Chinguacousy Road on the west and Hurontario Street on the east and the establishment of a second collector road between McLaughlin Road and Chinguacousy Road as well. Two north-

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south collector roads are also proposed between Chinguacousy Road and McLaughlin Road as well.

The boundary of MW2 then followed in all cases either the spine road or a collector road and in one case, an enhancement corridor (B3 as shown on the Framework Plan).

A number of changes were made to the boundary of MW2 from the boundary in the framework plan that was recommended in August 2010. These changes included:

- The removal of the Brampton Christian School from the MW2 Secondary Plan;
- The inclusion of the eastern 8.5 hectares of the 'Cook Property'; and,
- The removal of the property at the northeastern corner of Chinguacousy Road and Mayfield Road.

In addition, the inclusion of the eastern portion of the 'Cook Property' allowed for the inclusion of the entirety of the central woodlot in the MW2 Secondary Plan and the establishment of collector roads that would serve as the interim edge of development until the rest of the lands could be brought into the settlement area.

The changes made to the August 2010 boundary were made to ensure that exactly the amount of land required to meet expected population and employment growth was being planned for. In my opinion, the very precise nature of the calculations carried out to support Growth Plan implementation at the time resulted in the creation of a boundary that did not logically include all of the lands that should be planned for in MW.

Following the Council acceptance of the **Report DP-2013-092**, the Town of Caledon applied to amend the Region of Peel Official Plan with the application being received on January 23, 2014.

The purpose of the application was as follows:

To establish the Mayfield West Phase 2 Secondary Plan Settlement Boundary Expansion, and provide an updated policy framework to guide planning applications and development approvals in the Mayfield West Phase 2 Secondary Plan planning area.

To support the proposed Regional Official Plan Amendment, the Town also prepared a Planning Justification Report dated January 2014. The following was also indicated with respect to the population forecast in the Growth Plan that was relied upon in making the application to the Region:

The proposed settlement area boundary expansion is being undertaken to implement the original Growth Plan population and employment forecast for 2031 (referred to as 2031A) and the Regional and Caledon Official Plans which have incorporated the 2031A forecast.

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It is also noted in the Town's Planning Justification Report that the Region retained the firm Malone Givens Parson (MGP) in September 2012 to review Caledon's MCR and provide the Region with the following:

An assessment and planning opinion regarding the appropriateness of Caledon's Official Plan Amendment 226 and the associated Settlement Area Boundary Expansion applications in fulfilling the requirements of an MCR.

It is further indicated that 23 evaluation criteria were established by MGP to assist in evaluating whether individual settlement area boundary expansions in Caledon met the requirements of an MCR. The intent of the Town's Planning Justification Report was to address those criteria.

The application for Regional Official Plan Amendment was also supported by the following studies:

1. Population and Employment Forecasts and Allocations Study prepared by the Town of Caledon, Watson and Associates and the Butler Group Consultants Inc.;
2. The Employment Lands Needs Study prepared by Watson and Associates;
3. Comprehensive Environmental Impact Study and Management Plan prepared by AMEC Environment and Infrastructure;
4. Agricultural Impact Assessment prepared by Colville Consulting Inc.;
5. Water and Waste Water Servicing Study prepared by R.J. Burnside and Associates;
6. Cultural Heritage Landscapes Assessment and Built Heritage Resources Assessment prepared by Andre Schenman and Envision, the Hough Group;
7. Stage 1 Archaeological Assessment prepared by Historical Horizon;
8. Transportation Impact Study prepared by Paradigm Transportation Solutions Limited;
9. Noise and Vibration Impact Assessment prepared by Jade Acoustics;
10. Commercial Needs Assessment prepared by Scott Morgan; and,
11. Fiscal and Economic Impact Assessment prepared by Watson and Associates.

It was also indicated in the Town's Planning Justification Report that a number of additional studies would be prepared in support of the Caledon Official Plan Amendment and they include the following:

1. Community Design Plan;
2. Comprehensive EIS and MP;
3. Transportation Master Plan;
4. Water and Wastewater Servicing Plan; and,
5. Fiscal and Economic Impact Assessment.

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It was noted in the Town's Planning Justification Report that the Caledon MCR process was appropriate and that Caledon was able to implement settlement area boundary expansions through separate amendments to the ROP to conclude the conformity process.

In this regard, below is the conclusion reached by MGP in their report dated April 13, 2013 and endorsed by Regional Council on May 23, 2013, as reported in the Town's Planning Justification Report:

It is our opinion that the Town of Caledon's MCR process is appropriate when considered within the Provincial policy definition of what constitutes a MCR process as an Official Plan Review initiated by a municipality. OPA 226 is clearly the culmination of Caledon's analytical and policy conformity work with Provincial planning initiatives. However, full conformity to Provincial and Regional planning documents can only be achieved by delineating and designating the land required to accommodate growth through expansion of the Settlement Area Boundary (if necessary), i.e. by designating the land that will be required to meet growth forecasts for population and employment over the (2031) planning horizon. Hence, once approved, OPA 226 must be fully implemented through adoption of associated Settlement Area Boundary expansions.

By extension, Caledon's Official Plan review is not complete until the Settlement Area Boundary expansions are finalized, and the expansions are demonstrated to conform to the policies of the Town, Region and Province. Additional Official Plan Amendments dealing with Settlement Area Boundaries must therefore be brought forward and adopted as part of the current Official Plan Review. Only then will the Official Plan Review process commenced for the Town in 2007 be concluded, and thereby conclude the MCR process. Completing the MCR through an Official Plan Review comprised of separate Official Plan Amendments is consistent with Provincial policies and is similar in approach to that employed by other municipalities in the Greater Golden Horseshoe. Caledon's OPA 226 properly implements the Growth Plan Policy Areas in the Town in accordance with ROPA 24 and is good planning. It is appropriate to undertake the MCR process in stages, with the initial stages focused on Growth Plan Policy Area allocations and policies, followed by implementing Settlement Area Boundary Expansion OPAs as part of the same MCR.

On the basis of the above, the requested application to amend the ROP was determined to be in conformity with the Growth Plan. The application was deemed to be complete by the Region in January 2014 and the formal public meeting was held on May 22, 2014. By way of resolution at Regional Council on **September 11, 2014**, ROPA 29 was adopted by Bylaw 72-2014. There was one appeal to ROPA 29, however it was withdrawn and ROPA 29 came into effect on **May 8, 2015**.

As noted in the Regional Council Report dated September 11, 2014, the purpose of ROPA 29 was to expand the Rural Service Centre boundary for Mayfield West by adding a total of 207.5 hectares of net developable land to the Rural Service Centre boundary in the Region's Official Plan as identified on Schedule D, Regional Structure. It was further indicated that the proposed expansion was to include approximately 10,000 people, 2,600 population related jobs from commercial uses and 1,100 employment related jobs from higher density employment uses such as office/business parks. It was also clearly indicated in this report the following:

The MW2 ROPA Application submitted by the Town of Caledon intends to implement the P2G 2031A population and employment forecasts.

The following was also indicated in the report with respect to the boundary of MW2:

The MW2 land area that is part of this proposed ROPA is smaller than the land area that Caledon Council was previously considering for expansion. This reduced size is a result of adjustments made in response to the population and employment numbers in P2G 2031A as reflected in ROPA 24 and Caledon OPA 226. If additional population and employment becomes available for Caledon through a future Regional Official Plan Amendment that will bring the Regional Plan into conformity with Amendment 2 of the Places to Grow Plan, a subsequent ROPA application by the Town of Caledon could add more land into Mayfield West's Rural Service Centre boundary or other Rural Service Areas to accommodate that additional population and employment growth.

On the basis of the above, there clearly was an anticipation on the part of Regional staff that the possibility existed for Mayfield West to be expanded further to fully bring the Regional Official Plan into conformity with Amendment 2 of the Growth Plan.

The following was also indicated with respect to the conformity of ROPA 29 to the Region of Peel Official Plan:

The MW2 ROPA application conforms to the Region's Official Plan. The MW2 area is one of several expansion areas currently in process in Caledon. Taken together, the expansion areas allow Caledon to meet its population and employment growth targets as approved by the Places to Grow Plan, Regional Official Plan and Caledon Official Plan. The review by Regional, Town and Conservation Authority staff found that the MW2 ROPA met our OP requirements for Municipal Comprehensive Review (MCR) as listed in ROP Section 7.9.2.12 (see Appendix IV).

The reference to Appendix IV relates to a letter from the Ministry of Municipal Affairs and Housing to the Region of Peel dated August 18, 2014. The purpose of the letter was to provide comments on ROPA 29 as then proposed. The Province with respect to Provincial Policy and Provincial Plans then indicated the following:

While it is recognized that the ROPA and its supporting documentation have been prepared by the Town, the Region will need to ensure that this amendment is consistent with the new policy direction contained in the 2014 Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe. Based on the above, our comments focus on matters related to growth management, the proposed GTA West transportation corridor and protection of agricultural resources.

In considering the Staff Report, Regional Council then decided to support the amendment as proposed within Appendix I to the Staff Report. It was indicated within the basis section of ROPA 29 the following with respect to the Growth Plan population and employment forecasts:

The proposed settlement area boundary expansion is being undertaken to implement the original Growth Plan population and employment forecasts for 2031 (referred to as

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2031A) and the Regional and Caledon Official Plans which have incorporated the 2031A forecast.

The following was further indicated regarding the suitability of the proposed MW settlement area boundary expansion:

- It implements the planning considerations in a manner that is consistent with ROPA 24 and OPA 226 and their associated land budget.
- It provides for the planning and design of a complete community with a diverse mix of land uses, a range and mix of housing and employment types, high quality public open space and easy access to local amenities and services.
- It accommodates population and employment growth in Caledon's designated Greenfield area that is compact and transit supportive.
- It represents a logical and contiguous expansion to the Mayfield West settlement area boundary.

A revised Section 5.4.3.2.2 was also included in the ROP by ROPA 29 as follows:

Show on Schedule D the 2031 settlement boundaries for the Caledon East and Mayfield West Rural Service Centres and the 2021 settlement boundary for the Bolton Rural Service Centre. The 2031 settlement boundary for the Bolton Rural Service Centre will be designated on the basis of a municipal comprehensive review and will be consistent with Sections 5.4.7, 5.5 and 7.9 of this Plan and will require an amendment to this Plan. Accordingly, the Region, working with the Town of Caledon, will designate the 2031 settlement boundary of the Bolton Rural Service Centre.

A revised Section 5.4.3.2.7 was also included in the ROP by ROPA 29 as follows:

The boundary shown as a red dashed line on Schedule D and designated in the legend "Study Area Boundary" is the area within which additional growth for Mayfield West beyond the 2031 population target is anticipated to occur. Any settlement boundary expansion for the Mayfield West Rural Service Centre will be designated on the basis of a municipal comprehensive review and will require an amendment to this plan.

A number of other policies on healthy communities and the built environment, the GTA West Preliminary Route Planning Study and the Provincial Minimum Distance Separation were also included within ROPA 29. With respect to the latter, Section 5.4.3.2.8.3 indicates the following:

Regional Council directs the Town of Caledon, in consultation with and to the satisfaction of the Province and the Region, to include in its official plan and in the Mayfield West Phase 2 Secondary Plan, policies that will:

- (a) ***Identify through mapping any Provincial Minimum Distance Separation (MDS) / calculated setback (the Setback Area) that extends into the Mayfield West Phase 2 Settlement Area.***
- (b) ***Prohibit development in the Setback Area. If and when the livestock and manure storage facilities that are creating the Setback Area are removed, thus eliminating***

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the Setback Area, development can proceed in accordance with the Mayfield West Phase 2 Secondary Plan.

- (c) *Recognize that lands within the Setback Area will be considered a Type A Land Use for the purpose of applying Provincial MDS II Formula.*

As noted above, ROPA 29 came into effect on **May 8, 2015**.

While long term growth planning was occurring at the Regional and local levels, the Ontario Ministry of Transportation (MTO) was undertaking Stage 2 of the Environmental Assessment (EA) Study for the GTA West transportation corridor. Building on the recommendations from Stage 1, the EA Study was supposed to identify the route, determine interchange locations and complete the preliminary design for a new transportation corridor within the Route Planning Study Area. The new transportation corridor was planned to include: a 400-series highway, transitway and potential goods movement priority features. In **late 2015**, work on the EA was suspended. A panel appointed by the Province is currently carrying out a strategic assessment of the alternatives to meeting future transportation demand and other transportation infrastructure needs.

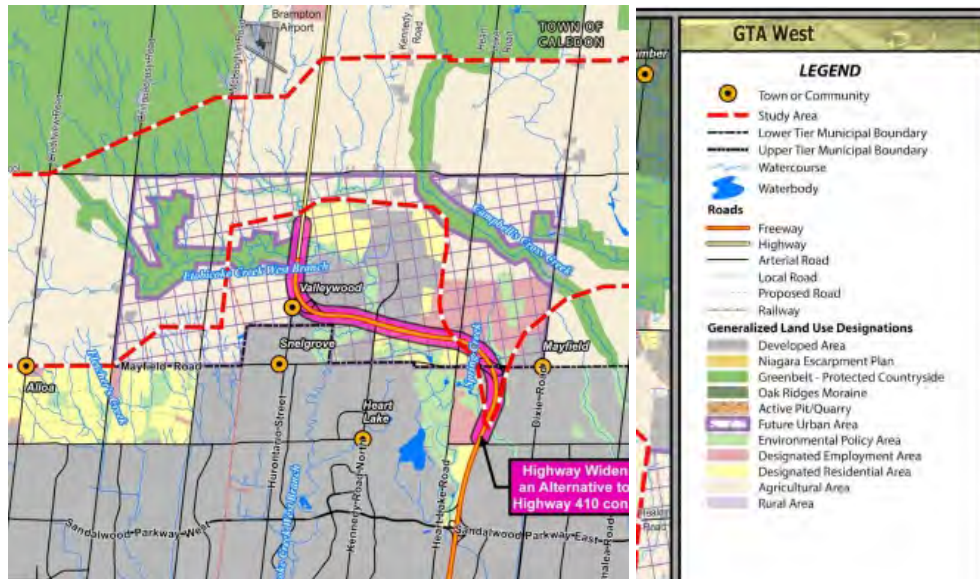
As part of the background work for the EA, a review of land use was carried out. On the next page is a map produced in a working paper update entitled 'Draft Overview of Environmental Conditions and Constraints' dated **June 2015** that identifies lands within the MW settlement area as per ROPA 29 and OPA 222 and the remaining lands that are located within the 'Special Study Area' identified on Schedule D to the ROP as a 'Future Urban Area'.

On October 10, 2015, Council considered **Report DP-2015-090**. The purpose of this report was to recommend that Council adopt OPA 222. This OPA established goals, objectives and policies to govern the redevelopment of land within the MW2 area. Council then adopted OPA 222 on **November 10, 2015**. It is noted that OPA 222 provided for an overall Greenfield density of 68.2 people and jobs combined per hectare.

While OPA 222 dealt with the same area as identified in ROPA 29, there were a number of references to the broader community and its logical western extent, which is Chinguacousy Road. In this regard, Section 7.14.4.3 deals with the need to prepare a Community-Wide Development Staging and Sequencing Plan.

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Section 7.14.4.3.3 below then discusses the broader area that extends beyond the limits of the lands subject to ROPA 29 and OPA 222:

The community-wide DSSP shall recognize that the following arterial roads and their associated transportation-related infrastructure, as suggested in Schedule B-2 of this Plan, are required for the development of the entire Plan Area:

- a) ***Spine Road from Hurontario Street / Highway 410 west to Chinguacousy Road;***
- b) ***McLaughlin Road from Mayfield Road north to the south limit of the Greenbelt Plan Area associated with the Etobicoke Creek; and***
- c) ***Chinguacousy Road from Mayfield Road north to the spine road.***

On March 8, 2016, Council considered **Report DP-2016-10**, which recommended that the MW2 Community Design Plan be approved. The following extract from the Staff Report provides an overview of how the Community Design Plan is to be utilized going forward.

The proposed MW2 CDP provides Council, residents, landowners and stakeholders with a clear idea regarding the intended design of the overall community (e.g. road network, location of schools and parks, trails and cycling routes) as well as key components of the community (e.g. distribution of housing types, architecture, and streetscape design). The CDP states that it “provides guidance to all parties involved in delivering a pedestrian friendly, transit-oriented community with mixed uses, a diversity of housing types and densities, a variety of commercial, employment and institutional uses and an emphasis on creating, preserving and enhancing the Natural Heritage System (NHS).” The CDP covers two areas: one is the area that was originally envisioned for the community, and the other is the area approved by ROPA 29 and OPA 222. It is important to note that any further settlement area boundary expansion beyond what is currently approved will require a municipal comprehensive review to determine.

On March 8, 2016, Council considered recommendations made in Report **DP-2016-12**, which dealt with a Transportation Master Plan for MW2. The study area for the master plan included

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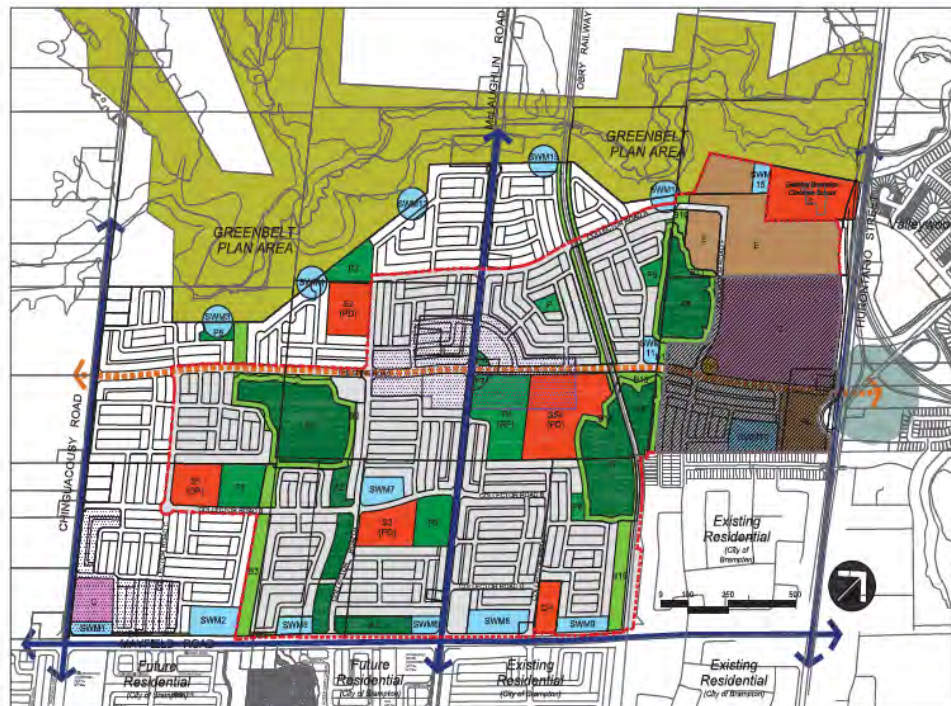
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the lands north of Mayfield Road, east of Chinguacousy Road, south of the Etobicoke Creek and west of Hurontario Street to guide the provision of fully integrated transportation infrastructure and services. The following was also indicated in the report on the needed arterial roads, with one of these roads extending from the Secondary Plan area to Chinguacousy Road:

The proposed arterial roads provide mobility within MW2 as well as connections to the surrounding Municipal arterial roads, Regional roads and Provincial highways, as follows:

- *An east – west Spine Road that will connect Chinguacousy Road and McLaughlin Road along with a connection to the Highway 410 interchange with Valleywood Boulevard and Hurontario Street. The details of this roadway connection will require further investigation in partnership with the MTO. The Spine Road provides important connectivity between the primary activity areas within MW2.*
- *McLaughlin Road extending north from Mayfield Road, generally along the current alignment.*
- *Chinguacousy Road extending north from Mayfield Road, generally along the current alignment.*

The above roads are shown on the figure below.



In mid-2016, the Province established a Focussed Analysis Area (FAA) which is a zone surrounding the shortlist of route alternatives for the new highway corridor. The GTA west transportation corridor could directly impact properties that are located within the FAA. This area is identified on red in the map below. A small portion of the northern property fronting on Chinguacousy Road in MW2 Stage 2 is within the FAA.

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An additional area adjacent to the corridor has also been identified and it has been indicated by the Province that MTO has a reduced interest in properties located within the green area.

In this regard, applications can proceed through municipal development processes. MTO will continue to review all development applications in the study area, but it is anticipated that the GTA west transportation corridor will not impact applications in green areas. The remainder of the MW2 Stage 2 lands are within this green area.



On **May 25, 2017**, the Ontario Municipal Board issued a decision on OPA 222, with the decision reflecting a settlement that was reached amongst the parties. A few minor changes to the framework plan were made to reflect the concerns of the one of the appellants. In particular, the northerly rail crossing was eliminated and additional roadways on either side of the railway were incorporated into the conceptual road network on the revised Schedule D. The boundaries of MW2 remained as is.

APPENDIX VI
PEEL 2041 GROWTH MANAGEMENT ROPA - REQUEST TO PROCEED WITH CONSULTATION ON DRAFT AMENDMENT

