

For Information

REPORT TITLE: **Peel 2051 Draft Settlement Area Boundary Expansion Update and Revised Mapping**

FROM: Kealy Dedman, Commissioner of Public Works

OBJECTIVE

The objective of this report is to provide an update on technical work undertaken as part of the Settlement Area Boundary Expansion study, which is one focus area of the overall Peel 2051 Official Plan Review and Municipal Comprehensive Review.

REPORT HIGHLIGHTS

- This report provides draft recommended Settlement Area Boundary Expansion (SABE) mapping, policies and technical documents to support a Settlement Area Boundary Expansion under the Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review.
 - The Settlement Area Boundary Expansion study has been ongoing since 2019 and has included in depth technical studies and analyses with comprehensive technical material and a draft SABE boundary released for consultation in December 2020.
 - Further technical analysis and fiscal evaluation has been carried out along with updates to technical studies in response to Regional Council's March 11, 2021 decision to oppose the GTA West highway.
 - Responses to the numerous SABE comments and requests for inclusion into the SABE and rural settlement boundaries are provided.
 - The results of the Provincially mandated Land Needs Assessment (LNA) have concluded that, to accommodate planned growth in Peel, a settlement expansion will be needed to provide approximately 3,000 hectares of new community area and 1,400 hectares of new employment area.
 - A revised draft recommended SABE boundary and accompanying mapping and policies will be presented in statutory consultations with a final staff recommended SABE mapping and policies planned for early 2022.
 - Two other reports on the October 7, 2021 Planning and Growth Management Committee agenda provide further details on Growth Management (Land Needs Assessment) and the overall Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review.
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DISCUSSION

1. Background

As part of the Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review (Peel 2051), the Settlement Area Boundary Expansion (SABE) focus area was established and the SABE Study was initiated in 2019.

While much of Peel's growth to 2051 can be accommodated through intensification of existing areas, the Region's Land Needs Assessment (LNA) identifies growth requirements that will need to be accommodated on new designated greenfield lands. More details on the LNA are provided in the accompanying Growth Management LNA report listed on the October 7, 2021 Planning and Growth Management Committee agenda. In order for the Region to designate new greenfield lands, a SABE must occur in accordance with the process as prescribed in Provincial Plans.

The Region's role in a SABE is determining land needs through a process that meets the requirements of the Provincially mandated LNA methodology and delineating new community (residential) lands and new employment lands. Community Areas are those required for residential development (housing), as well as associated local roads, infrastructure, utilities, institutions, retail, parks, and open space. Employment Areas are to be set aside for the primary use of employment activities such as manufacturing, warehousing and logistics.

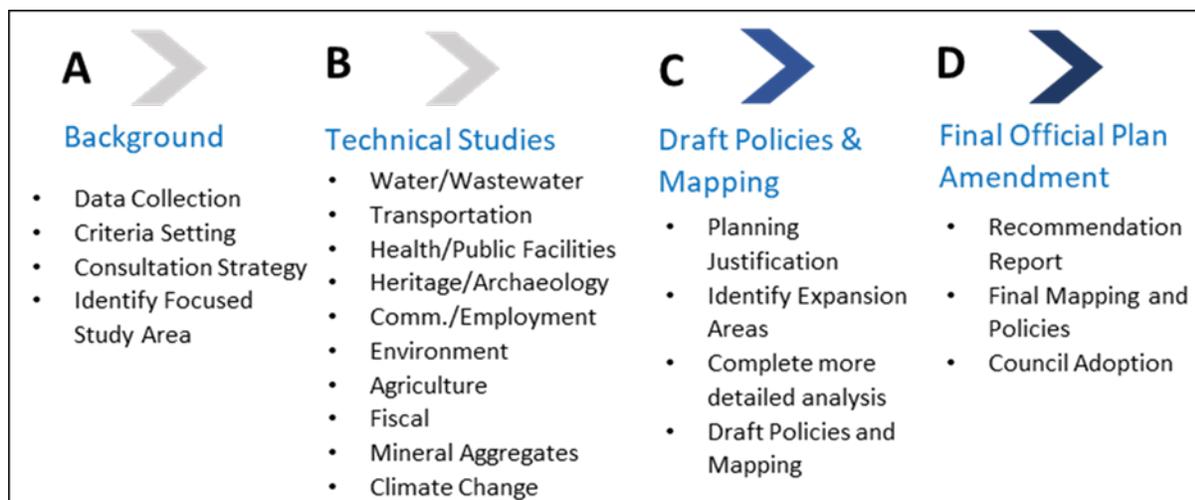
Additionally, the Region establishes corresponding Official Plan policy to provide direction to the local municipalities and guide development to ensure Regional interests are maintained. Once the Regional Official Plan Amendment for a SABE is adopted and approved by the Province, it is then a local municipal role to undertake detailed planning such as staging and sequencing plans, secondary plans, block plans, zoning by-laws, etc.

2. SABE Study Process

The SABE study is being completed through the four-phase work plan illustrated as Figure 1 which includes preparation of the necessary technical studies required to support this work under the Growth Plan, 2019. This report concludes the Phase C deliverables and initiates Phase D of the SABE study.

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Figure 1: Settlement Area Boundary Expansion Study



In Phase A, the agricultural and rural area in the Town of Caledon outside of the Greenbelt was used as an “Initial Study Area”. The Initial Study Area was refined from the entire agricultural and rural area in Caledon to a Focus Study Area (FSA). The FSA was identified using evaluation criteria based on the current Provincial and Regional land use planning policy framework, the findings of an Evaluation Criteria Workshop held in November 2019, and natural environment constraint screening data prepared by Wood Environment & Infrastructure Solutions.

In Phase B, 12 detailed technical studies have been completed on the FSA. Phase C used the results of the completed technical studies to identify a draft SABE conceptual boundary map brought to Regional Council on December 10, 2020. The December 2020 draft SABE concept map has since been subject to more detailed analysis of water, wastewater, and transportation infrastructure needs, an Agricultural Impact Assessment, a Scoped Subwatershed Study and a fiscal impact analysis. This report presents a revised map, called the ‘draft recommended SABE’ which is based on this subsequent technical work and is being provided for the purpose of statutory consultation. All technical study reports informing the SABE are available on the Peel 2051 project website.

Based on Regional Council’s March 11, 2021 Resolutions 2021-291, 2021-292, 2021-293 and 2021-294 regarding the GTA West Highway, addendums to some of the technical studies have been developed to consider the impacts and needs for proceeding with a SABE in the absence of construction of the proposed GTA West 413 Highway, including the northerly extension of Highway 410. Affected technical studies included: Community Health Assessment, Employment and Commercial Opportunities Study, Phase 1 Agricultural Impact Assessment and Phase 1 Transportation Assessment. Results of the addendums were considered by Hemson in the work undertaken to determine implications on the SABE as outlined in Section 3b) of this report.

3. SABE Findings

The December 10, 2020 staff report titled “Peel 2041+ Regional Official Plan Review and Municipal Comprehensive Review Update” provided the results on the 12 technical studies and the planning justification for the SABE conceptual map.

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Since then, staff have been working further with Hemson Consulting Ltd (Hemson) and their subconsultants, and Wood Environment & Infrastructure Solutions (Wood).

Additional analysis of water, wastewater, transportation infrastructure needs, a fiscal impact analysis and an assessment of potential impacts of the SABE on agricultural, natural heritage and water resources have been completed working from the December 2020 SABE concept map and Regional Council direction on the GTA West Highway. These studies are available on the Region's Peel 2051 webpage and a summary of the implications of these studies on the Hemson draft SABE can be found in the Hemson Planning Justification Report Part 2: Final Concept Map and Fiscal Impact Analysis dated September 2021, included as Appendix I.

a) Growth Scenario Testing

In order to consider infrastructure and financial implications of potential SABE alternatives, a series of scenarios were developed for analysis purposes. Water, wastewater and transportation assessments as well as fiscal impact analysis were carried out on these scenarios.

Table1 summarizes the assumptions in each scenario.

Table 1: Growth Scenario Assumptions

#	Description	Inten. (%)	Density (PPJ)	Community Area (ha)	Employment Area (ha)
0	LNA Base (Dec 2020)	55	65	3,000	1,200
1	New LNA Base	55	65	3,000	1,400
2	High DGA Density	55	75	2,500	1,400
3	Low DGA Density	55	55	3,200	1,400
4	Minimum Intensification	50	65	4,200	1,600
5	No GTA West	55	65	3,000	1,400

Additional details on the assumptions are as follows:

Scenario 0 - LNA Base Scenario: This scenario reflects the distribution of Community Area and Employment Area set out in the SABE Concept Map released on December 10, 2020. The distribution is based on an assumed intensification rate of 55 per cent and a Designated Greenfield Area (DGA) density of 65 persons and jobs per hectare in the SABE area.

Scenario 1 - Updated LNA Base Scenario: The assumed intensification rate of 55 per cent and DGA density of 65 persons and jobs per hectare remains the same as the 0 – LNA Base Scenario. Approximately, an additional 200 hectares of Employment Area have been added to the SABE area, mostly north of the GTA West Highway Corridor just south of the hamlet of Sandhill. Moreover, Community Area north-west of Mayfield West has been reconfigured in part to accommodate this additional Employment Area and recognize approvals of ROPA 30 and ROPA 34 settlement areas.

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Scenario 2 – Higher DGA Density: housing density in the DGA has been increased from 65 persons and jobs per hectare to 75 persons and jobs per hectare. This reduces the overall 2051 Community Area land need.

Scenario 3 – Lower DGA Density: This scenario is the same as the 1 – Updated LNA Base Scenario except that the housing density in the DGA has been reduced from 65 persons and jobs per hectare to 55 persons and jobs per hectare. This increases the overall 2051 Community Area land need.

Scenario 4 – Minimum Intensification: This scenario modifies the 1 – Updated LNA Base Scenario and is updated in two ways: (1) the intensification rate has been reduced from 55 per cent to 50 per cent. This results in a shift in population growth and population-related employment to Caledon from other parts of Peel; and, (2) an additional 200 hectares of Employment Area has been added to the SABE in order to test the impact of a more extensive employment land base.

Scenario 5 – No GTA West: This scenario reflects the same density and intensification assumptions as Scenario 1, however assumes that the GTA West does not proceed as a highway.

The results of the assessments on the growth scenarios are documented in technical reports attached as Appendix I - Hemson Planning Justification Report Part 2: Final Concept Map and Fiscal Impact Analysis; Appendix II - GM BluePlan Water and Wastewater Servicing Analysis; and, Appendix III - Paradigm Transportation Servicing Analysis. The results of these studies were considered in delineation of the draft recommended SABE described in subsequent sections of this report.

b) Updates to Technical Studies

Based on the results of the technical studies, Hemson has prepared a Planning Justification Report Part 2: Final Concept Map and Fiscal Impact Analysis dated September 2021 included as Appendix I. The planning justification builds upon the reasons provided to support the draft December 10, 2020 SABE Concept Map and specifically outlines where there are revisions since the December 10, 2020 version together with a supporting rationale as follows:

- Updated environmental features and areas (“takeouts”) required to be removed from the developable land for SABE expansion. The updated takeouts reflect the conceptual natural heritage system as recommended in the Scoped Subwatershed Study which refines the initial mapping of environmental features and areas.
- Expansion of SABE Employment Areas north-west of Mayfield West, clustered around the proposed future Highway 410 and GTA West Transportation Corridor interchange, and east of Highway 10 north of the GTA West Transportation Corridor, in order to accommodate additional Employment Area land needs.
- Reconfiguration of Community Area north of Bolton and west of Mayfield West in order to reflect approvals of ROPA 30 and ROPA 34 settlement areas.

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- Expansion and reconfiguration of Community Area north-west of Mayfield West in order to accommodate the changes above.

These changes are consistent with the findings of the additional technical study work and are supported by the fiscal impact analysis (see below).

Consistent with Provincial policies and plans, as well as the Region's Long-Range Transportation Plan, the draft SABE concept released on December 10, 2020 was predicated on the construction of the Provincially defined GTA West Transportation Corridor, consisting of a 400-series highway and transitway. However, in March 2021 Regional Council passed Resolutions 2021-291, 2021-292, 2021-293 and 2021-294 which expressed "Strong Opposition to in principle to construction of any transportation corridor traversing the Region of Peel, but specifically the currently proposed GTA West 413 highway and Transmission corridor...".

As part of the Hemson work, addendums to previous technical studies were undertaken to determine potential implications should the GTA West Highway not proceed.

Based the results of the technical study addendums, a "No GTA West" concept map was also prepared which was used to undertake transportation and fiscal impact analysis (see below). The following changes to the December 10, 2020 SABE Concept Map were made in order to develop a "No GTA West scenario" (Scenario 5):

- New Community Area has been added north of the GTA West Highway Corridor east of Chinguacousy Road in order to round out the Community Area around Mayfield West and ensure there is sufficient Community Area in the SABE.
- Community Area around the intersection of Highway 10 and Old School Road has been converted to Employment Area in order to connect employment lands more appropriately to the north with Highway 410.
- Employment Area surrounding the Brampton Caledon Airport, north of Mayfield West, has been extended east of Highway 10 to reflect the new appeal of such lands for employment uses.
- Community Area south of the highway corridor between Heart Lake Road and Dixie Road has been converted to Employment Area to reflect the new appeal of such lands for employment uses.
- Community Area has been added south of Old School Road between Dixie Road and Bramalea Road in order to ensure there is sufficient Community Area in the SABE.
- The Future Strategic Employment Land Reserve identified on the December 10, 2020 Concept Map has been removed.
- The northern boundary of the Employment Area north of Tullamore has been moved south from the highway corridor to Old School Road.
- Community Area east of Innis Lake Road and north of Old School Road has been removed from the SABE to reflect a new northern SABE boundary.
- Employment Area north of the highway corridor and west of Bolton has been converted to Community Area in order to ensure there is sufficient Community Area in the SABE. Note that no change has been made to the Employment Area south of the highway corridor in this part of the FSA.

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- Community Area has been added so as to build out the Bolton “Fingers” (lands north of Bolton) in order to ensure there is sufficient Community Area in the SABE.

c) Public Comments and Request for Inclusion in the SABE

All public comments, including formal requests for inclusion in the SABE boundary, have been documented and responses are available on the Region’s Peel 2051 webpage. The SABE study was undertaken from a holistic view and study of the FSA, rather than a site-specific approach. In some instances, policies and technical review resulted in supporting inclusion of some properties in the SABE but not for the sole reason that they have been formally requested. In instances where there has been a request for inclusion and the request is not supported for inclusion in the SABE, this rationale is based on the technical studies completed for the SABE study as a whole and high-level principles that were determined through the study.

d) Rural Settlement Expansion Requests in the Greenbelt

As part of the SABE work, the extent to which rural settlements outside the FSA are suitable for expansion has been addressed through a separate technical study. This study assessed the growth potential of rural settlements in the context of provincial and municipal planning policy, the demand for housing and non-residential development, the supply of vacant land, and the capacity of infrastructure to support growth.

A key principle underlying the work within this study was ensuring that Peel maintains conformity and alignment with the objectives and policies of the Greenbelt Plans. Primarily, those objectives and policies are to protect the integrity of the Greenbelt and the various natural features and elements within it.

Overall, the study concludes that rural settlements should play a limited role in accommodating population and employment growth in Caledon to 2051. Moreover, there is little justification for expanding settlement area boundaries in the Greenbelt Area given the forecasted growth can be accommodated in the proposed SABE to 2051 outside of the Greenbelt.

In a few instances, requests for expansions within the Greenbelt may have been able to be revised to comply with strict Greenbelt policies, however these expansions are not recommended as there are still vacant lands within the rural settlements and sufficient land to accommodate residential growth outside of the Greenbelt Area. Further these requests do not appear to provide a substantive contribution to complete communities or provide specific community benefits to the rural settlements.

The Hemson memorandum does not recommend any expansions to rural settlements in the Provincial Greenbelt Area. However, there are two properties that could be considered for expansion in the future subject to further analysis are as follows:

- Caledon Village (ID#3); 0 Charleston Side Road and 2785 Charleston Side Road – staff are proposing that the applicant undertake a subsequent planning process with the Town of Caledon in consultation with the Region of Peel as part of a rehabilitation plan for the subject lands in accordance with Provincial policy. The study would need to demonstrate that the proposed settlement expansion would

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not preclude or hinder the continued use of adjacent mineral aggregate operations and that expansion would not be incompatible for reasons of public health, public safety, or environmental impact. Draft policies permit implementation of the outcome of that study without the need for a Regional Official Plan Amendment.

- Inglewood (ID#48); 15344 Hurontario Street - given the existing commercial uses along Hurontario, staff recommend that additional analysis be undertaken to demonstrate the proposal meets Provincial policy criteria that proposed uses cannot be reasonably accommodated within the existing Village and that the proposed expansion would be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing Village.

Appendix IV, Rural Settlement Technical Memorandum with Recommendations – September 2021 provides additional details on the requests and the responses.

4. Fiscal Impact Analysis

As part of the SABE technical studies, for each of the growth scenarios discussed earlier, the initial capital cost to construct the associated infrastructure was analyzed. Additionally, an analysis of the potential assessed value (in relation to potential property tax assessment) of lands to be developed under each growth scenario, was undertaken. The analysis allowed the potential financial impact of scenarios to be compared.

Based on the analysis of changes to the assessment base and infrastructure cost requirements, conclusions have been made for the SABE growth scenarios. Table 2 outlines the water, wastewater and transportation costs for each scenario and Table 3 outlines the estimated assessment for each scenario, with more details and comparisons to other scenarios provided below:

Table 2: Estimated Infrastructure Costs by Scenario (\$000's)

Infrastructure	0 LNA Base	1 New LNA Base	2 High DGA	3 Low DGA	4 Min Int	5 No GTA West
Water	321,437	355,252	318,878	379,230	428,385	*n/a
Wastewater	398,000	514,000	483,000	546,000	576,000	*n/a
Roads	380,791	270,588	403,328	436,344	458,881	597,563
Total	1,100,228	1,139,840	1,205,206	1,361,574	1,463,266	

Note: Represents costs beyond those included in Infrastructure Master Plans to 2041

*Infrastructure Costs for Water and Wastewater in Scenario 5 are similar to Scenario 1

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Table 3: Estimated Weighted Assessment by Scenario (\$000's)

Type/Class	0 LNA Base	1 New Base LNA	2 High DGA	3 Low DGA	4 Min Int	5 No GTA West
Residential	31,232	30,213	30,906	31,369	43,138	33,510
Commercial	2,308	3,316	3,205	2,797	4,500	4,104
Employment	5,520	6,465	6,465	6,465	7,167	6,772
Total	39,061	39,994	40,576	40,630	54,805	44,386

Scenario 0 - LNA Base Scenario: the original base case that was released as a preliminary SABE concept map on December 10, 2020, while requiring the lowest infrastructure costs of all scenarios, would also generate the least amount of additional assessment and corresponding property tax revenue. This scenario does not, however, fully incorporate the land need requirements of the SABE.

Scenario 1 - Updated LNA Base Scenario: the revised base case set out in the Hemson report in Appendix I, requires only marginally higher infrastructure costs overall than the original base case. Additional water and wastewater infrastructure costs associated with Scenario 1 are largely offset by significant savings in road infrastructure. Other than the land extensive Scenarios 4 and 5, Scenario 1 offers the highest assessment growth of all scenarios.

Scenario 2 – Higher DGA Density: the scenario with the least SABE land requirement, results in significant water and wastewater cost savings. However, additional roads infrastructure costs mean that overall costs are 6 per cent higher than Scenario 1. Together with Scenario 3, Scenario 2 results in the lowest assessment growth of all scenarios, almost 5 per cent lower than Scenario 1.

Scenario 3 – Lower DGA Density: the scenario with the lowest density Community Area, results in higher infrastructure costs overall than Scenarios 1 and 2. As with Scenario 2, Scenario 3 results in the lowest assessment growth of all scenarios, almost 5 per cent lower than Scenario 1.

Scenario 4 – Minimum Intensification: the scenario with the most growth but also the most land requirement, is the costliest scenario by a wide margin; 28 per cent higher costs than Scenario 1. That said, the additional growth results in significantly higher assessment than the other scenarios.

Scenario 5 – No GTA West: this scenario results in the highest road infrastructure costs by a significant margin, and \$327 million more costs than Scenario 1. The assessment growth under Scenario 5 is materially higher than the other scenarios, though still well below the growth generated by Scenario 4.

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5. Draft Recommended SABE

Based on the results of the technical studies, input from the public and other stakeholders and Council's recent resolutions regarding the GTA West Corridor, a draft Region of Peel staff recommended SABE map has been prepared and attached as Appendix V.

The draft recommended SABE land use concept proposed can accommodate growth with or without a Provincial Highway, while also meeting the following planning considerations:

- The results of various technical reports conducted by subject matter experts that have assessed agricultural, mineral aggregate and cultural heritage impacts, water/wastewater and transportation needs, health, public facilities, commercial/employment opportunities, environmental and climate change impacts, and the fiscal impacts of growth.
- The growth requirements of the LNA methodology prescribed by Growth Plan which recommends the intensification rate of 55 per cent and a DGA density of 65 persons and jobs per hectare for new designated greenfield areas. This exceeds Provincial intensification and density minimum targets of 50 per cent intensification and 50 persons and jobs per hectare.
- Based on these recommended intensifications and DGA targets, it is estimated that an additional 4,400 hectares of land would be needed to accommodate growth in the SABE to 2051. The draft recommended SABE provides for approximately 3,000 hectares of Community lands and approximately 1,400 hectares for Employment lands.
- Supporting the principle of developing complete communities by logically extending the existing communities of Mayfield West and Bolton and location of strategic infrastructure such as the planned GO rail station.
- Providing employment designations that support employment opportunities and market demands that could be utilized with or without direct 400-series highway access.
- Balanced approach to housing need that addresses market demands and affordable housing policy objectives.
- Balanced approach to fiscal responsibility of servicing new growth and potential assessment value over the longer term.
- Responding to Council resolutions regarding the GTA West Transportation Corridor, while also meeting the Region's obligation to protect for a planned corridor in Provincial Plans.
- A supporting policy framework that will guide development in a way that protects important environmental and resource features while also ensuring that growth is staged in a phased, logical manner that maintains fiscally responsibility for the Region and its local municipalities.

The draft recommended SABE land use plan was assessed for transportation costs assuming the GTA West is not a highway, in response to the Council resolutions. The results of the assessment concluded it was the most expensive from a roads perspective. Further work to assess the water, wastewater, transportation and fiscal impacts related to this land use plan will continue to be evaluated.

Some of the more substantial revisions and rationale for the changes proposed in the draft Recommended SABE compared to the December 10, 2020 version are outlined below and

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correspond to the numbers on the map included as Appendix VI. All revisions are consistent with the findings of the SABE technical studies.

1. The inclusion of additional employment lands east of Hurontario Street, north of Old School Road, south of King Street to Campbells Cross and the Provincial Greenbelt.

This revision responds to comments from employment development representatives requesting that staff consider inclusion of additional employment lands recognizing that a proportion of the vacant employment land inventory is not available for employment (example Maple Lodge Farms lands that are considered vacant but not available for development)

2. Utilizing Old School Road as the northerly boundary for the SABE between Dixie Road and Innis Lake Road. Previously the northern boundary of the SABE was the proposed GTA West Transportation corridor.

This revision responds to Council's opposition to the GTA West Transportation Corridor proceeding as a highway. By establishing the northerly boundary of the SABE at Old School Road as part of this review, staff can continue to monitor the Provincial and Federal Environmental Assessment processes and consider appropriate land uses north of Old School Road in subsequent Official Plan reviews as more clarity on the future of the GTA Wests becomes available.

3. Lands in the vicinity of Old School Road and Dixie Road in the draft SABE are proposed to be included in the draft SABE. Lands west of Dixie Road are proposed to be included as Employment Area and lands east of Dixie Road are proposed to be included as Community Area.

This revision responds to comments received requesting that these lands are appropriate for inclusion given the proximity to the proposed 410 extension. As a result of more detailed technical review, staff agree that the lands should be included in the draft SABE.

4. Include the remaining Whitebelt lands north of Columbia Road in Bolton and bound by the Provincial Greenbelt as future Community Area.

Comments were submitted regarding these lands requesting that they be included within the SABE given the results of the LPAT appeal for the Bolton Residential Expansion. Previously these lands were not included because of an initial agricultural impact and the need to undertake further servicing assessment. A more detailed review of these lands was undertaken and it was concluded that exclusion of these lands from the SABE was not warranted based on agricultural impact. These lands have been included in the draft staff recommended SABE on the basis that these lands form a logical expansion to Bolton and contribute to developing complete communities. Although servicing and fiscal assessments have been undertaken through the previous Bolton Residential Expansion Study and through the SABE Study, servicing of this area is complex and further work is being undertaken. As more information becomes available, staff will make a final recommendation on these lands through the report to Council recommending adoption of the Regional Municipal Comprehensive Review Official Plan Amendment planned for early 2022.

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5. Change the proposed land use for the lands north of the GTA West Highway Corridor west of Humber Station Road and south of Healy Road from Employment Area to Community Area.

Comments received regarding the identification of Employment Area north of Mayfield Road and west of Humber Station Road indicated that the lands have environmental constraints that will make the lands challenging to accommodate larger format employment uses. Staff have undertaken a more detailed review of the lands and determined that the more southerly lands could still accommodate and are suitable for smaller scale employment uses or potentially larger uses. Staff are in agreement that given the environmental features in the lands north of the GTA West Transportation Corridor, it may be challenging to develop these lands for future employment and are recommending those lands be included as Community Area in the revised draft SABE map.

6. Draft SABE Policies

To accompany and support the implementation of the draft Recommended SABE, policies have been developed to ensure Regional interests are maintained throughout the development and planning for these new communities including ensuring technical studies undertaken to support the selection of the SABE are implemented. A new section to the Regional Official Plan has been added called “2051 New Community Areas”. This section outlines policies to ensure comprehensive plans are implemented in accordance with the Region of Peel and Town of Caledon Official Plans through secondary plans and detailed block plans at the local level. The policies will coordinate the development of complete communities in a way that protects, restores, or improves valuable resources including natural heritage and water resource systems, agricultural, and aggregate resources. The policy direction requires completion of detailed subwatershed studies and planning for climate change adaptation and emissions reduction to be undertaken and implemented as part of the secondary plan process, and that development is appropriately phased and staged to maintain the financial well-being of the Region and its local municipalities and ensure the orderly development of safe and healthy communities.

FINANCIAL IMPLICATIONS

Fiscal implications have been included within the Hemson Planning Justification Report Part 2: Final Concept Map and Fiscal Impact Analysis – September 2021 attached as Appendix I and summarized in Section 4 of this report. The results of the financial analysis have been considered in the Land Needs Assessment prepared to support the Region’s 2051 Official Plan Review and in delineating the draft Staff Recommended SABE which is shown on Appendix V.

CONCLUSION

Over the last two plus years, staff along with consultants have developed a rigorous, detailed and extensive process to assess and balance the various needs of expanding and planning for a new community of this large scale. The technical reports have considered a variety of options for consideration and decision-making purposes. The draft recommendations are based on planning principles that have been informed by a variety of technical experts including water/wastewater and transportation engineering, water resource engineers, ecologists, market demand analysts, agricultural and cultural heritage experts, climate change experts, and other technical subject matter experts.

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Staff consider that the scope and magnitude of work undertaken will meet the requirements of the Growth Plan in expanding a Settlement Area Boundary. This work considers and carefully balances the need for growth and development with the need to protect important resources, while also creating complete communities. The draft SABE policies and mapping are being incorporated into the draft 2051 Regional Official Plan Amendment (ROPA).

This work is being presented as “draft recommended” to present the findings to date and to allow for further input and comments through the statutory consultation process. To facilitate further feedback and discussion, a Council workshop has been scheduled for October 21, 2021 on the overall Peel 2051 project and staff and the consultants will be available to answer any detailed comments that Regional Council may have on the above technical studies or overall draft recommended SABE mapping and policies. Several opportunities for feedback on the draft recommended SABE and policies are outlined below:

- October 21, 2021 Council Workshop
- October 26-28, 2021 Statutory Open Houses
- November 4, 2021 Statutory Public Meeting
- November 25, 2021 Final Written Comments Deadline

Alongside consultations, additional detailed work under the SABE study is being undertaken. Further work on the scoped subwatershed study, infrastructure impacts and financial evaluation of the staff draft recommended SABE are underway. Results of this further work and input from the public statutory consultation will be analyzed and brought forward to Regional Council in the final MCR ROPA recommendation report which is planned for Winter 2022, in advance of the July 1, 2022 Provincial conformity deadline.

APPENDICES

Copies of Appendices I-VI inclusive are available from the Office of the Regional Clerk or the Region of Peel website: peelregion.ca/officialplan/review/reading-room/#rc2021/

Appendix I – Hemson Planning Justification Report Part 2: Final Concept Map and Fiscal Impact Analysis – September 2021

Appendix II – GM BluePlan Water and Wastewater Servicing Analysis – August 2021

Appendix III – Paradigm Transportation Servicing Analysis – August 2021

Appendix IV – Rural Settlement Technical Memorandum with Recommendations – August 2021

Appendix V – Draft Recommended Settlement Area Boundary Expansion – September 2021

Appendix VI – Draft SABE Map Identifying Key Revisions since December 2020

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