

PLANNING JUSTIFICATION REPORT

PREPARED BY HEMSON FOR THE REGION OF PEEL

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

December 10, 2020



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EXECUTIVE SUMMARY

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

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

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

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

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

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

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

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

1. BACKGROUND

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

A. PROVINCIAL POLICY SETS PLANNING FRAMEWORK

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

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

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

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

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

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

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

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

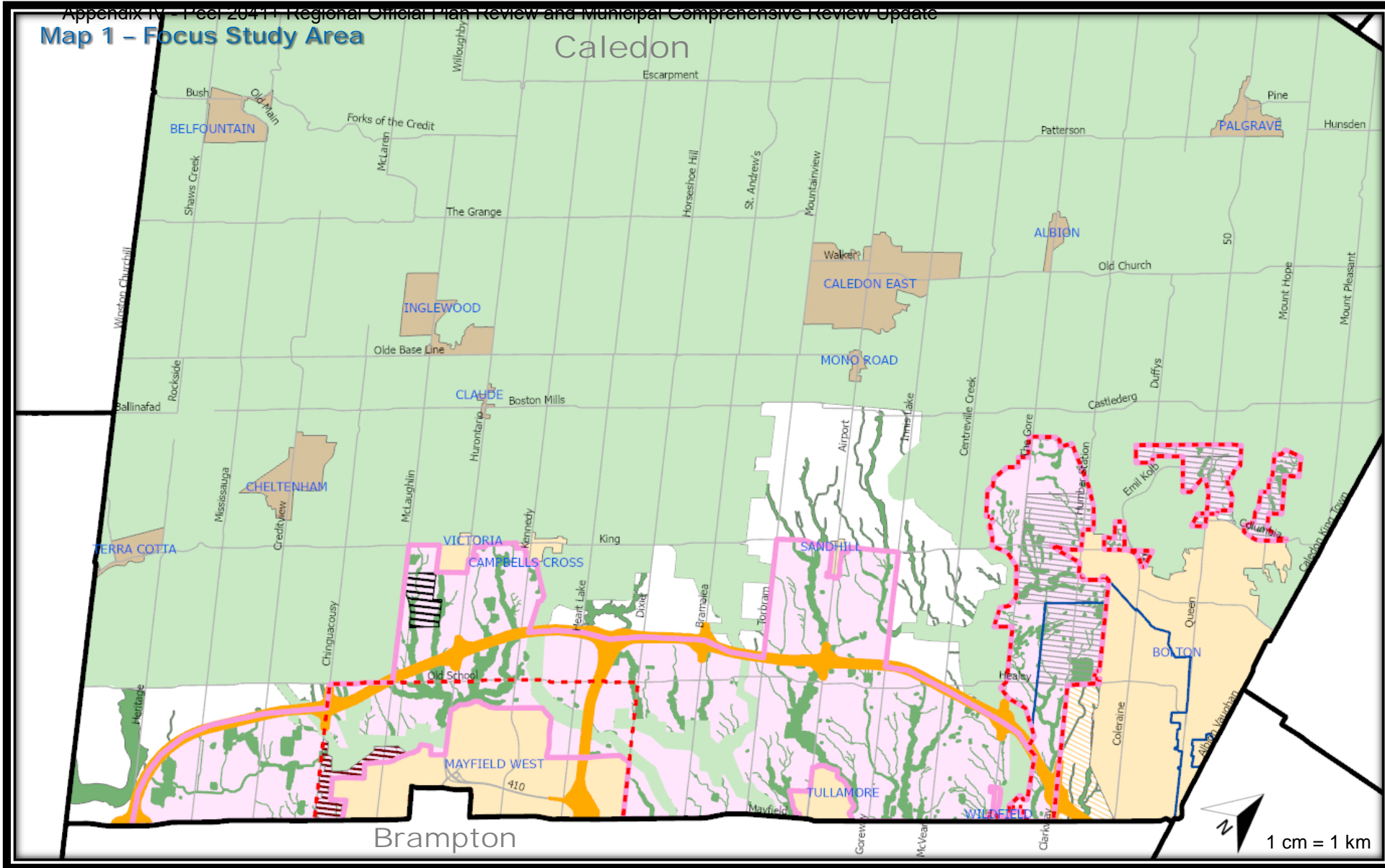
There are also several smaller rural settlements in the FSA: Victoria, Campbell's Cross, Sandhill, Wildfield, and Tullamore. Under the Town of Caledon Official Plan, Victoria, Sandhill, and Tullamore are designated as Industrial/Commercial Centres: small, mixed-use settlements that provide, at a small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

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

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

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

Map 1 – Focus Study Area



FOCUS STUDY AREA (FSA) (2051)

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

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

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

C. MAIN PURPOSE OF FSA TECHNICAL STUDIES

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

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

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

D. TECHNICAL STUDIES SCALE, STRUCTURE, AND SEQUENCING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

E. TECHNICAL STUDIES USE CONSISTENT ASSUMPTIONS

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

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

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

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

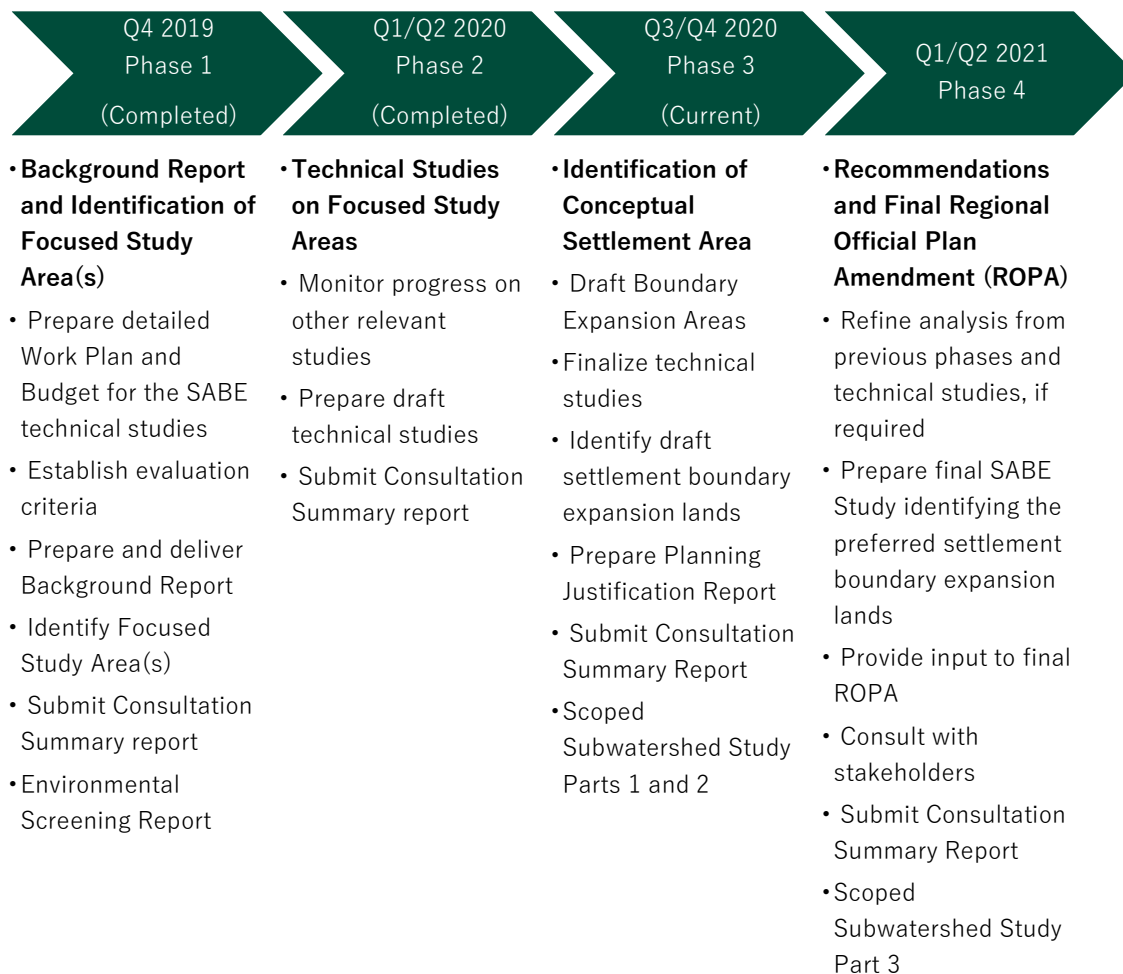
F. SABE STUDY TIMELINE AND CONSULTATION

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

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

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

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



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

2. TECHNICAL STUDY FINDINGS

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

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

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

i. Study Approach

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

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

ii. Policy Context

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

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

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

iii. Principles & Conclusions

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

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

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

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

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

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

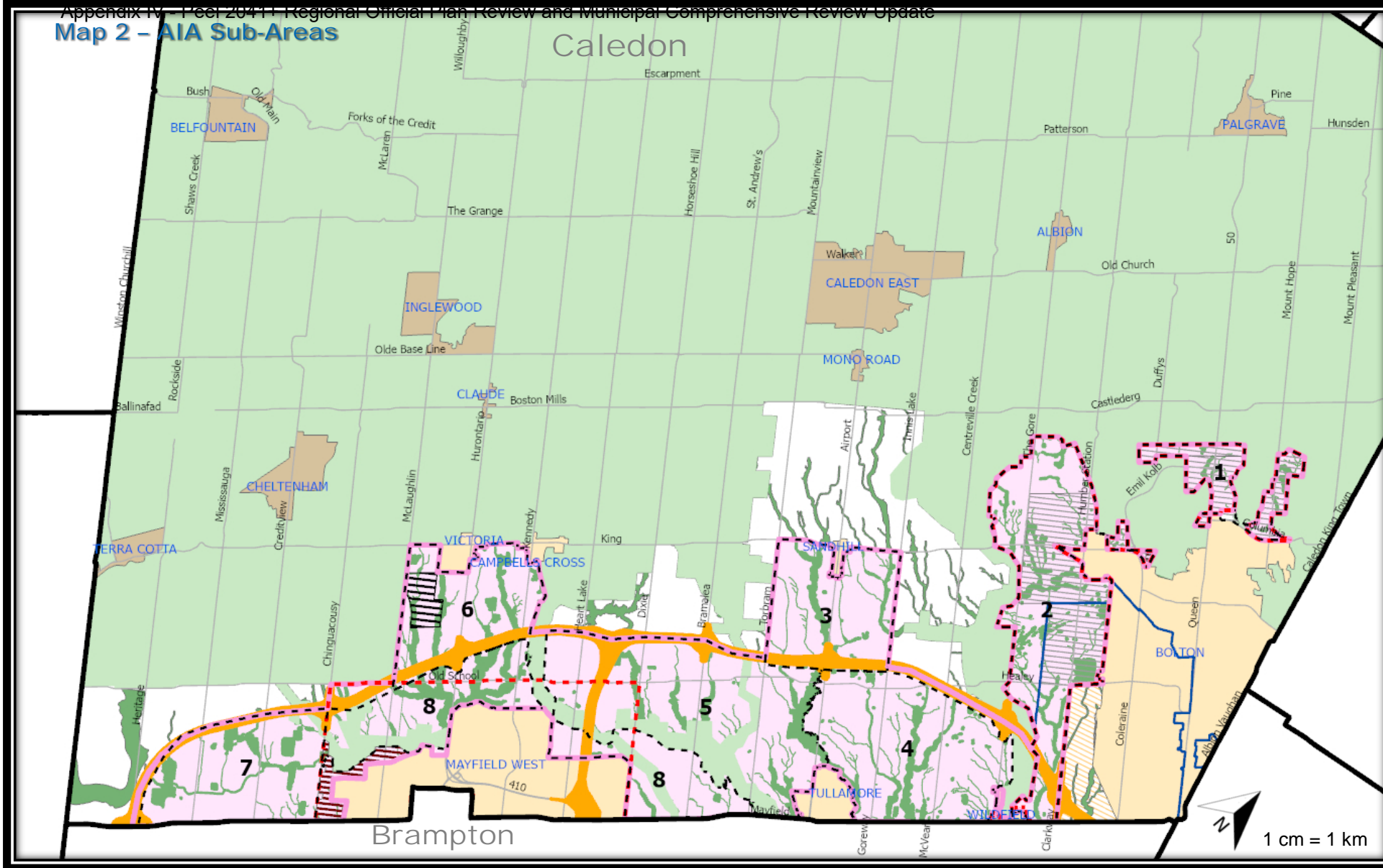
AREA	CONCLUSIONS
	<ul style="list-style-type: none"> ▪ Livestock sector is declining in this area. However, there is active farming occurring in the westerly portion along the Gore Road. ▪ Retaining the northern portion of this area as part of the rural system would strengthen the system. ▪ Agriculture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

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

iv. FSA Map

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

Map 2 – AIA Sub-Areas



FOCUS STUDY AREA (FSA) (2051)

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

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

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

B. TECHNICAL STUDY: TRANSPORTATION INITIAL ASSESSMENT

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

i. Study Approach

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

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

ii. Policy Context

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

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

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

iii. Principles & Conclusions

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

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

1 Residential measures

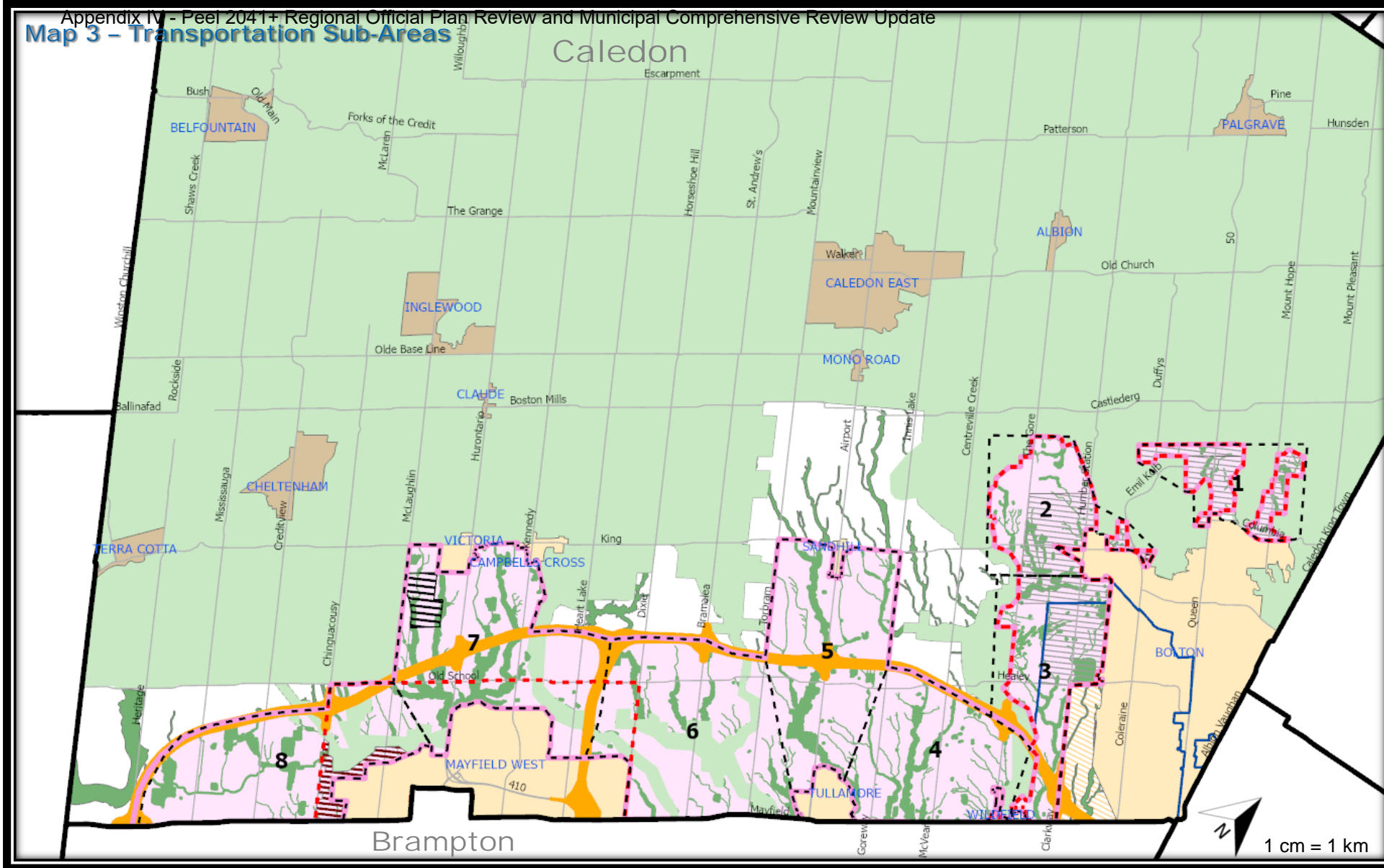
2 Non-residential measure

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

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

iv. FSA Map

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



FOCUS STUDY AREA (FSA) (2051)

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

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

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

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

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

i. Study Approach

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

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

ii. Policy Context

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

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

iii. Principles & Conclusions

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

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

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

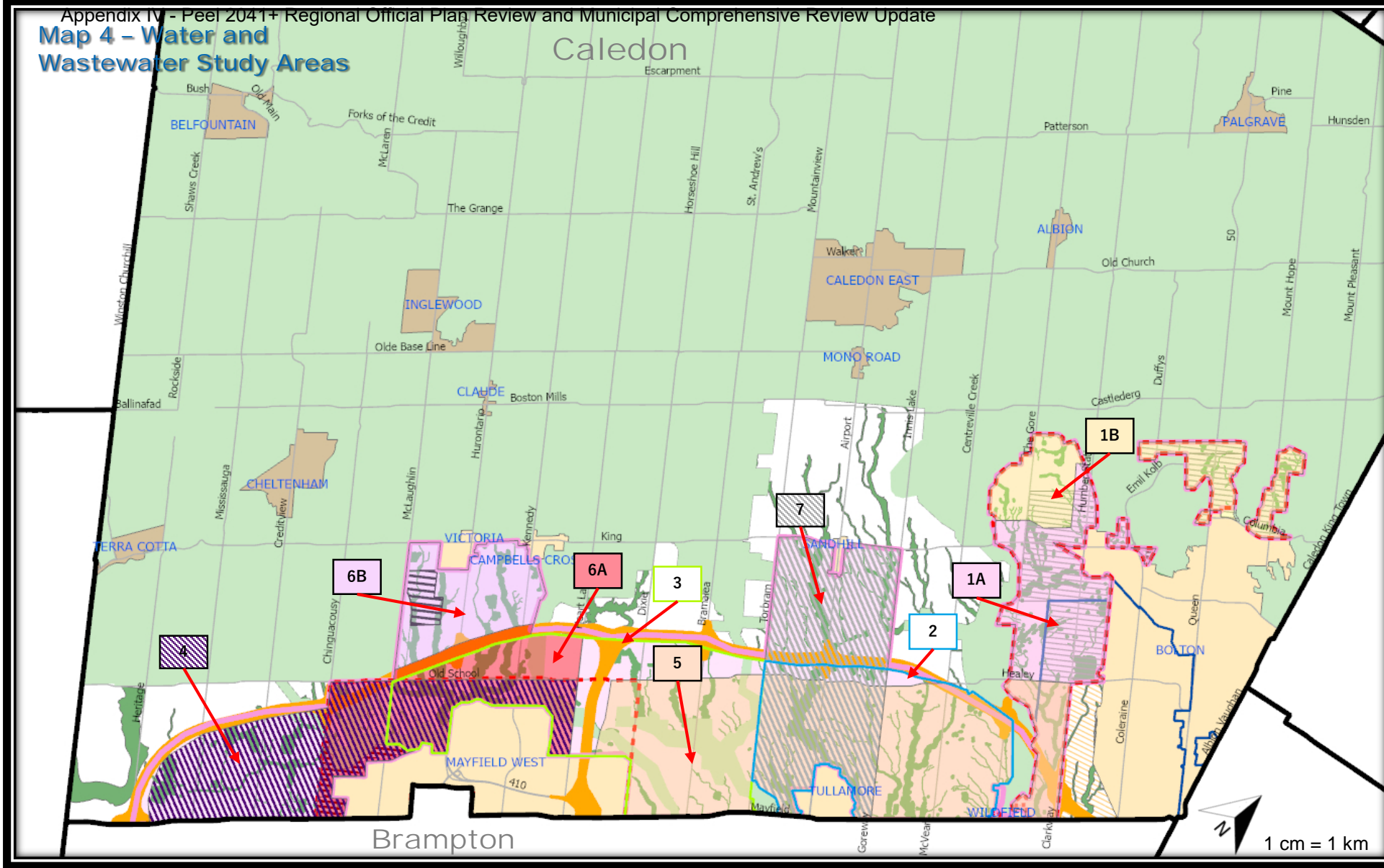
The water and wastewater servicing requirements for each area were assessed. The following summarizes the conclusions of each area.

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

iv. FSA Map

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

Map 4 - Water and Wastewater Study Areas



FOCUS STUDY AREA (FSA) (2051)

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

Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

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

D. TECHNICAL STUDY: EMPLOYMENT AND COMMERCIAL RETAIL OPPORTUNITIES

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

i. Study Approach

The study includes two distinct components:

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

i. Policy Context

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

ii. Principles & Conclusions

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

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

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

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

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

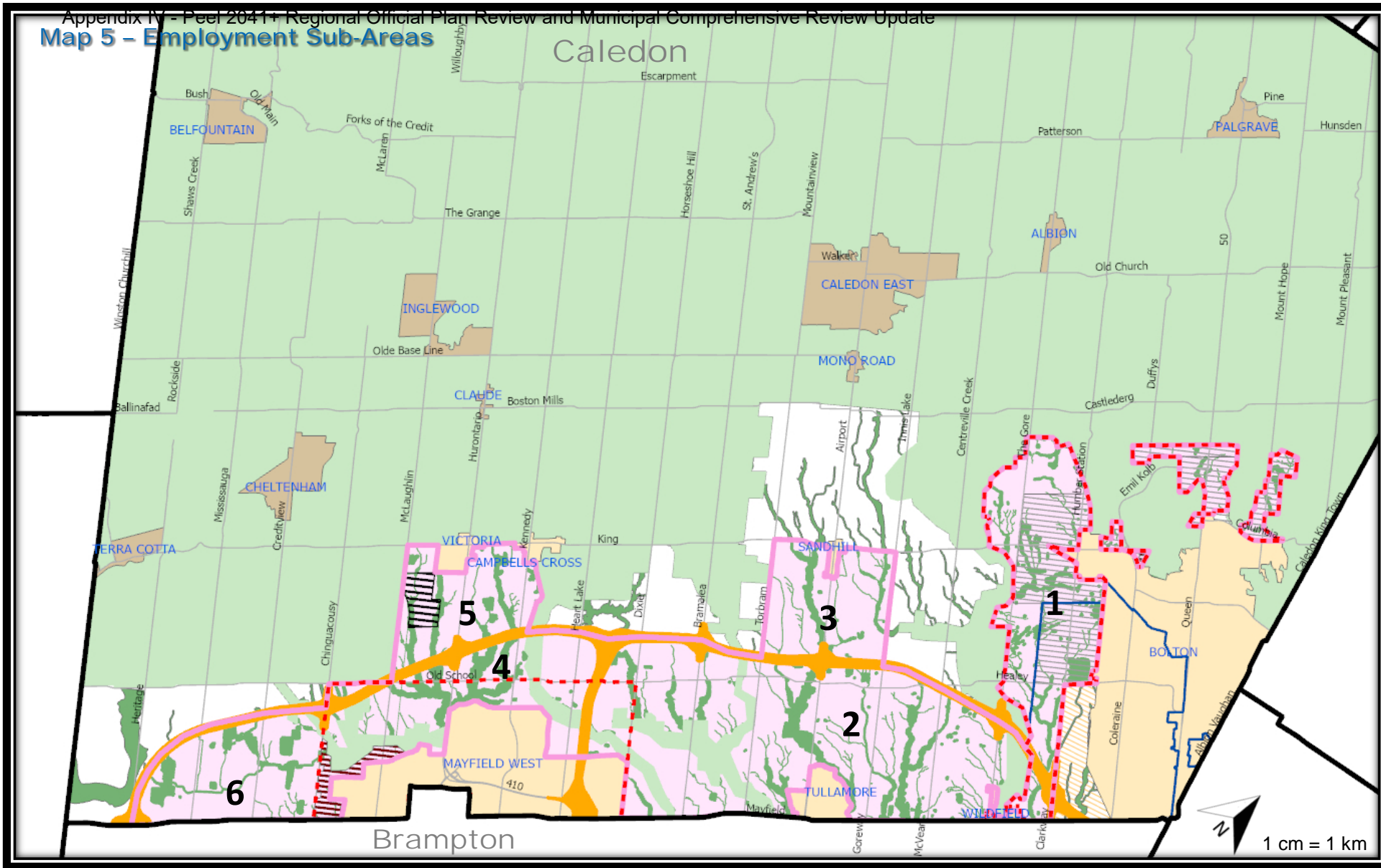
PART 1: EMPLOYMENT ALLOCATIONS	PART 2: RETAIL-COMMERCIAL NEEDS
Good access to labour	Adjacency and/or proximity to existing Settlement Areas
Proximity to other established employment areas	Population growth within nearby Settlement Areas/rural lands which supports primary and/or secondary trade area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

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

iii. **FSA Maps**

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

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



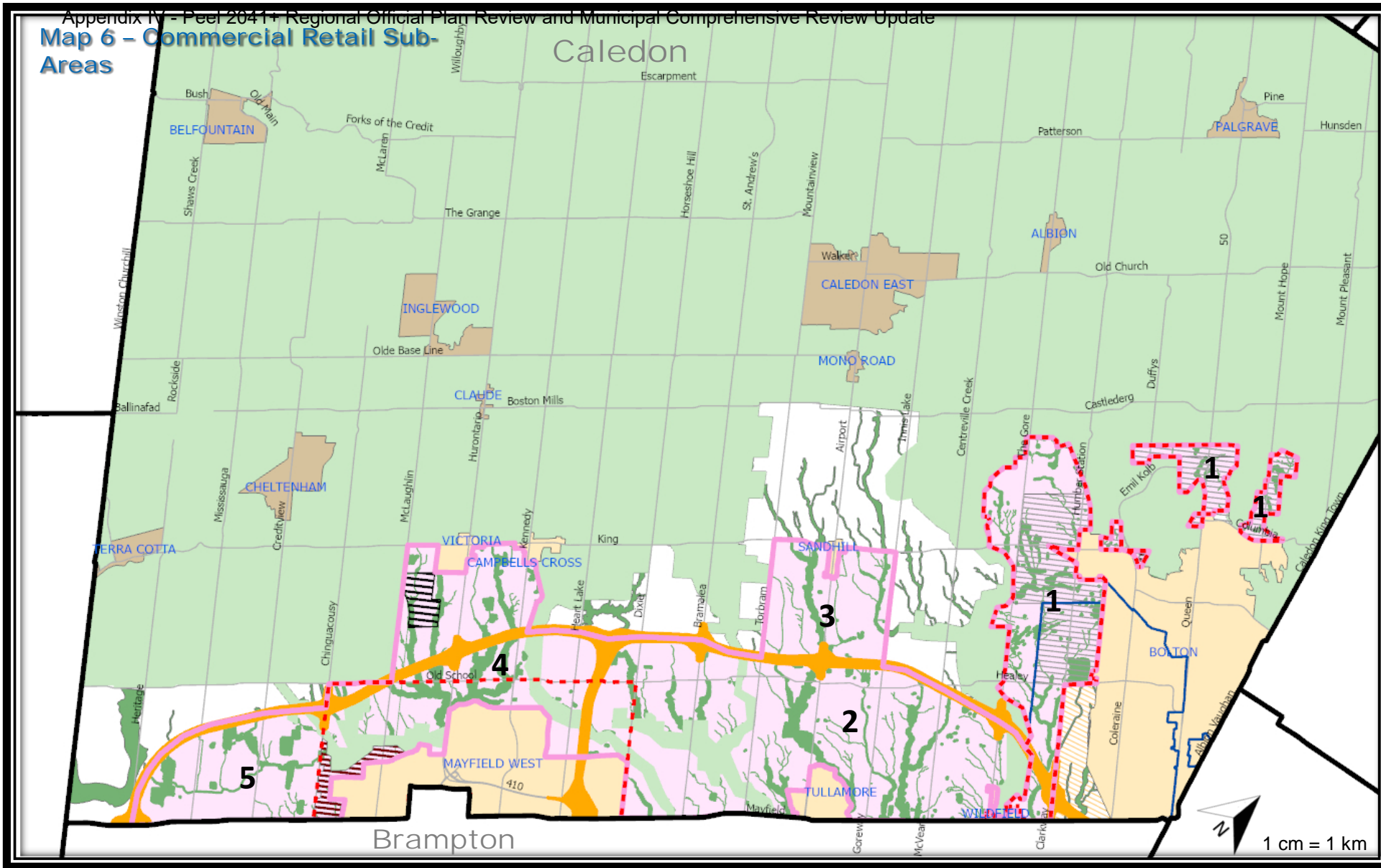
Disclaimer: This map has been developed for the Settlement Area Boundary Expansion (SABE) Study.

For additional information, please refer to the technical studies at <http://www.peelregion.ca/officialplan/review/focus-areas/settlement-area-boundary.asp>

Note:

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

Map 6 - Commercial Retail Sub-Areas



FOCUS STUDY AREA (FSA) (2051)

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

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Note:

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

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

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

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

i. Study Approach

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

i. Policy Context

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

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

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

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

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

ii. Principles & Conclusions

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

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

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

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

Secondary Plan Policies

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

Town-wide Official Plan Policies

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

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

F. TECHNICAL STUDY: STAGE 1 ARCHEOLOGICAL ASSESSMENT

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

i. Study Approach

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

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

i. Policy Context

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

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

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

ii. Principles & Conclusions

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

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

⁶ The Dixon's Union Cemetery, Mayfield United Church Cemetery, and Salem United Church Cemetery.

G. TECHNICAL STUDY: CULTURAL HERITAGE ASSESSMENT

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

ii. Study Approach

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

i. Policy Context

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

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

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

ii. Principles & Conclusions

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

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

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

H. TECHNICAL STUDY: MINERAL AGGREGATE RESOURCE IMPACT

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

iii. Study Approach

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

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

i. Policy Context

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

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

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

ii. Principles & Conclusions

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

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

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

I. TECHNICAL STUDY: HEALTH ASSESSMENT

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

iv. Study Approach

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

i. Policy Context

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

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

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

ii. Principles & Conclusions

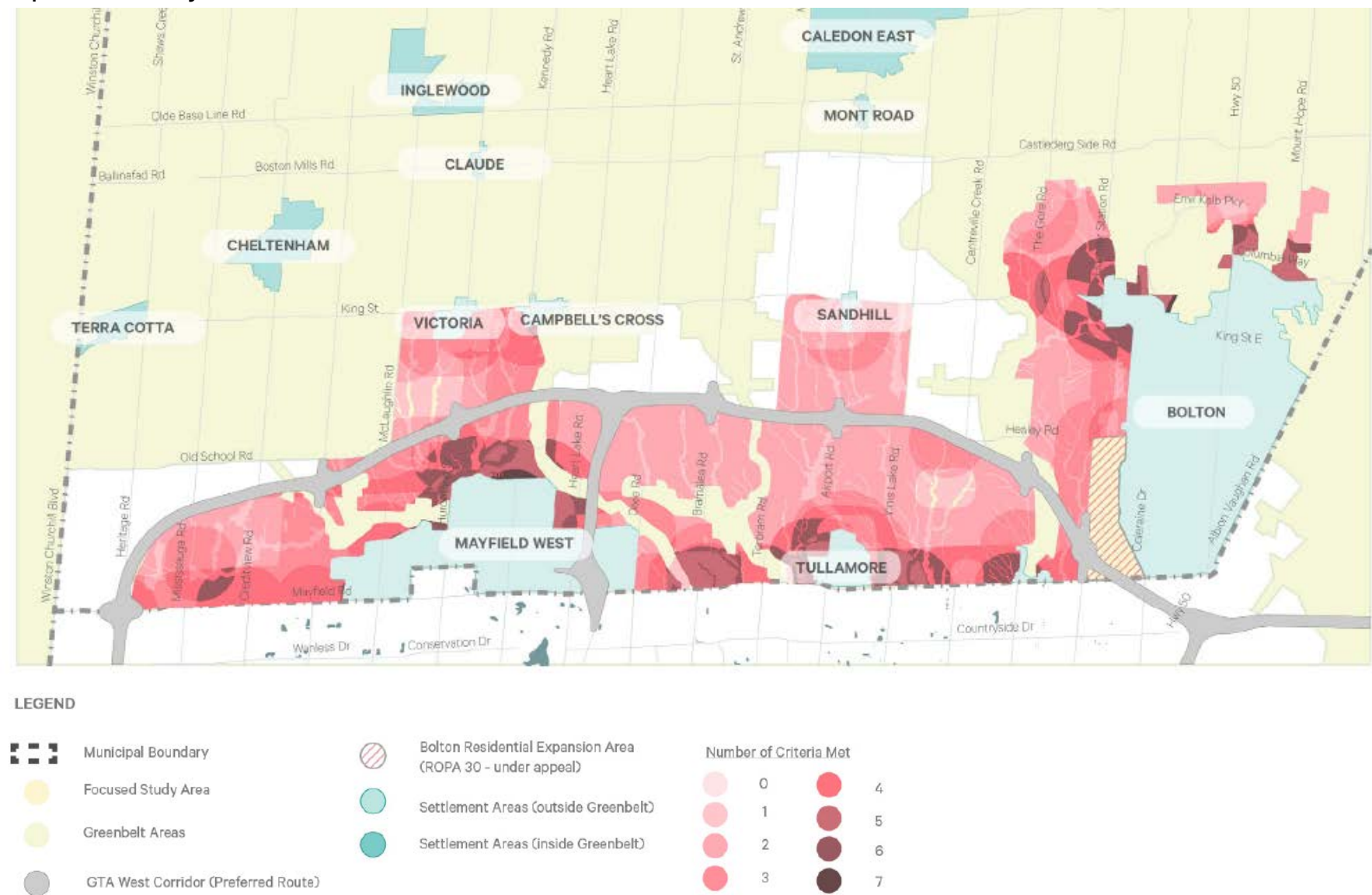
Under each theme, the report identified principles to be considered in selecting the location and configuration of the SABE. These principles are summarized below:

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

iii. FSA Map

Map 7 illustrates the results of the health assessment.

Map 7 – Community Health Assessment Results



J. TECHNICAL STUDY: PUBLIC FACILITIES

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

v. Study Approach

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

The methodology to undertake the public facilities assessment involved:

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

vi. Policy Context

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

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

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

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

Fire Master Plan, 2018

vii. Principles & Conclusions

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

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

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

K. TECHNICAL STUDY: FISCAL IMPACT

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

viii. Study Approach

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

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

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

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

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

i. Policy Context

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

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

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

ii. Preliminary Principles & Conclusions

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

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

3. CONCEPTUAL SABE

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

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

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

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

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

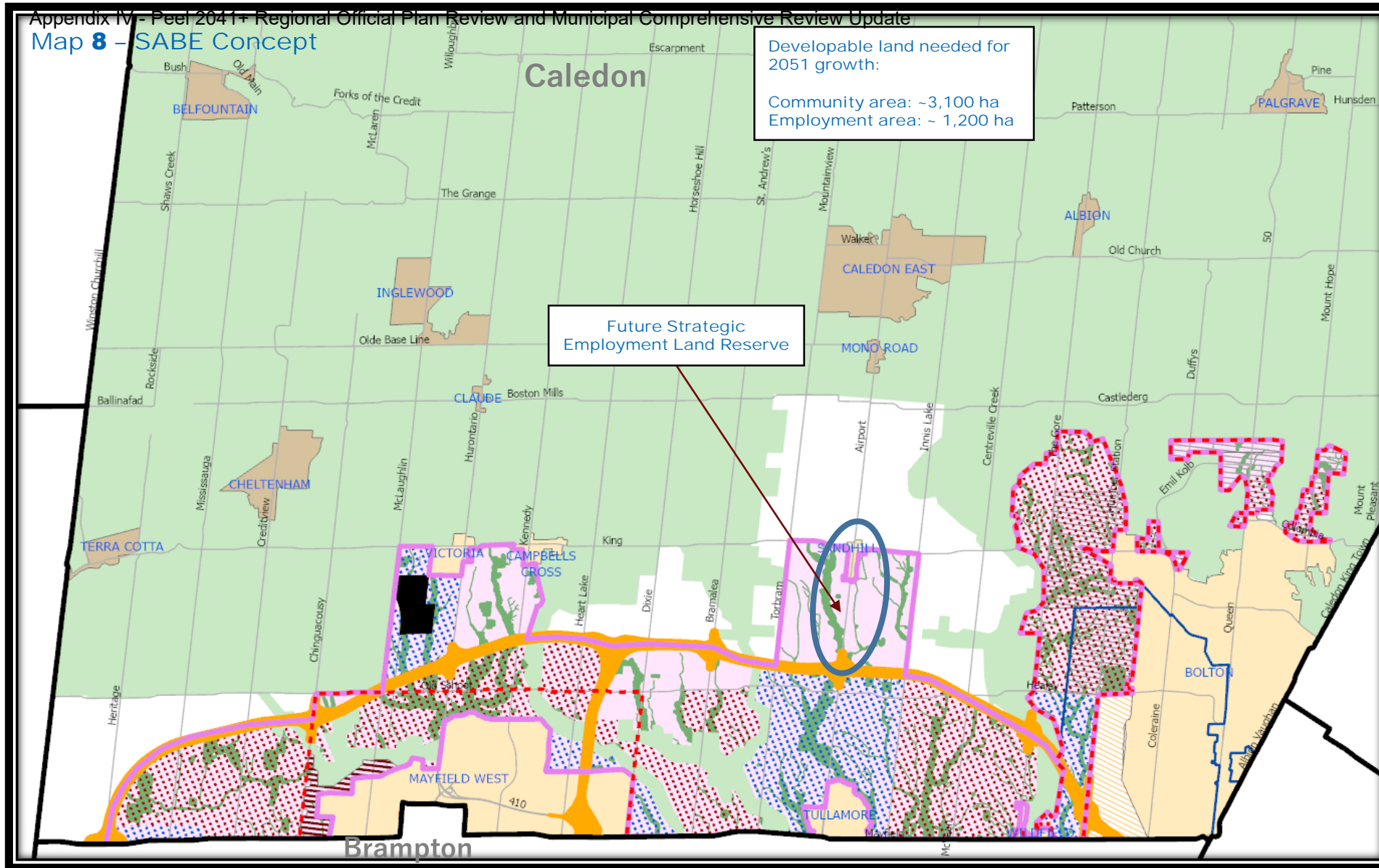
The revised Schedule 3 to the Growth Plan requires that the Region achieve a population of 2.28 million and employment of 1.07 million by 2051. Work undertaken as part of the Growth Management Focus Area for Peel 2041+ has resulted in a preliminary allocation of this growth to Caledon: 300,000 persons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

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

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

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

Map 8 – SABE Concept



FOCUS STUDY AREA (FSA) (2051)

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

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

Notes:

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

DISCLAIMER: Draft conceptual SABE for further study and discussion.



1 cm = 1 km

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

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

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

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

B. PROPOSED EMPLOYMENT LAND DISTRIBUTION

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

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

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

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

¹⁰ See the SABE *Employment and Commercial Opportunities Technical Study*.

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

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

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

a) Sandhill Future Strategic Employment Land Reserve

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

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

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

C. PROPOSED COMMUNITY LAND DISTRIBUTION – BOLTON

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

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

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

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

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

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

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

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

D. PROPOSED COMMUNITY LAND DISTRIBUTION – MAYFIELD WEST

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

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

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

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

4. NEXT STEPS

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

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

APPENDIX A

SUMMARY OF ENVIRONMENTAL SCREENING AND SCOPED SUB-WATERSHED STUDY

Memo

To: Hemson Consulting / Region of Peel

From: Wood / North-South Environmental / Dougan & Associates

Date: October 28, 2020

File: TPB198127

Re: **Environmental Screening and Scoped Subwatershed Study - Technical Study Overview & Phase 1 Summary**

1. Purpose

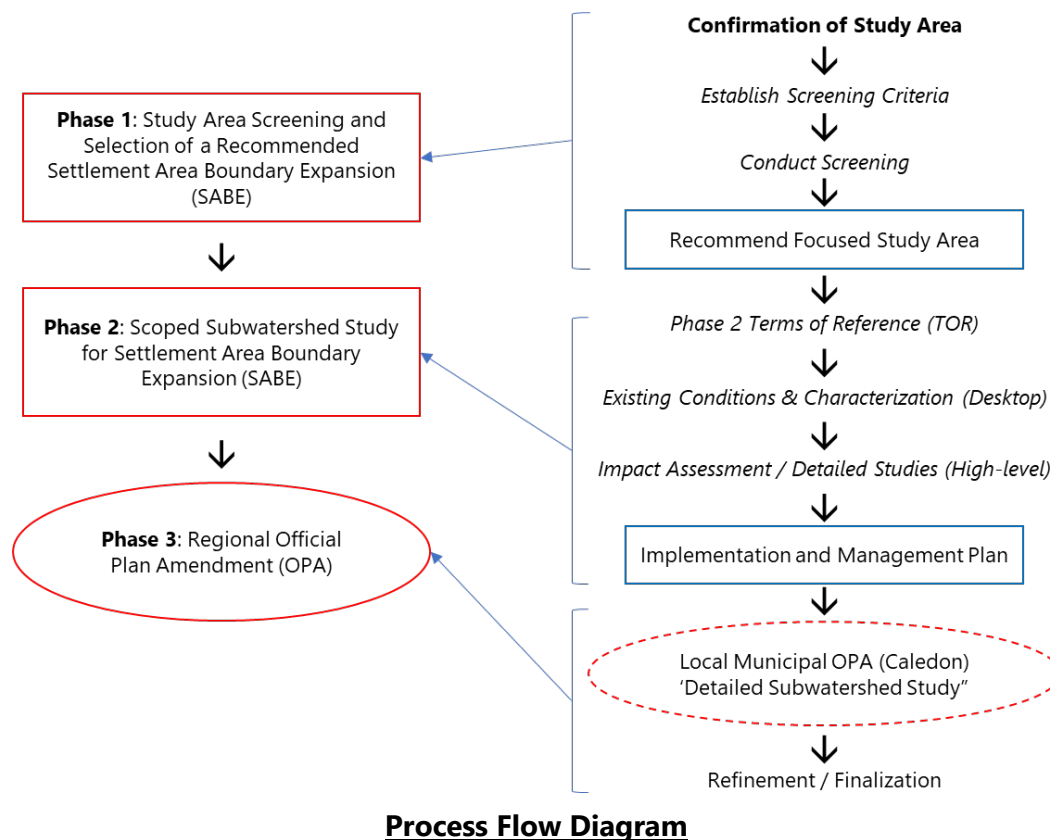
The Regional Municipality of Peel (Peel) has undertaken a two-phase Environmental Screening and Scoped Subwatershed Study: Phase 1: Environmental Screening (ES) and Phase 2: Scoped Subwatershed Study (Scoped SWS). These study phases will provide natural heritage and water resources input to support the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

2. Approach

2.1 Phase 1: Environmental Screening (ES)

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

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



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

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

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

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

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

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

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

2.2 Phase 2: Scoped Subwatershed Study (Scoped SWS)

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

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

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

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

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

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

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

3. Policy Context

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

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

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

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

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

4. Key Outcomes & Recommendations

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

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

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

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

Table 4.2. Feature Constraints Assignments

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

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

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

Constraint Category	Land Area¹ (ha [% S.S.A.²])	Cumulative Land Area (ha [% S.S.A.²])	Implications for Land Use Planning (for summary of features, see Table 2)
High	~1,452 ha (14%)	~1452 ha (14 %)	Features and areas in this category represent 'take-outs' in terms of development potential. While some minor modifications may occur (e.g., through field-confirmation of feature boundaries).
Moderate	~308 ha (3%)	~1,760 ha (17%)	Features and areas in this category are not currently known to represent a high constraint to development. Through additional study, some of these areas may be identified as High Constraint and would represent a 'take-out' to future development area. Updates to some of these areas may be identified through the scoped Subwatershed Study.
Low	~3,343 ha (32%)	~5,103 ha (49%)	Features and areas in this category are not currently known to represent a high or moderate constraint to development, and thus are not expected to result in development 'take-outs'. It may, however, be determined that special design considerations are required for these areas through additional study, which in turn, may affect land-use type and density targets.

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

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

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

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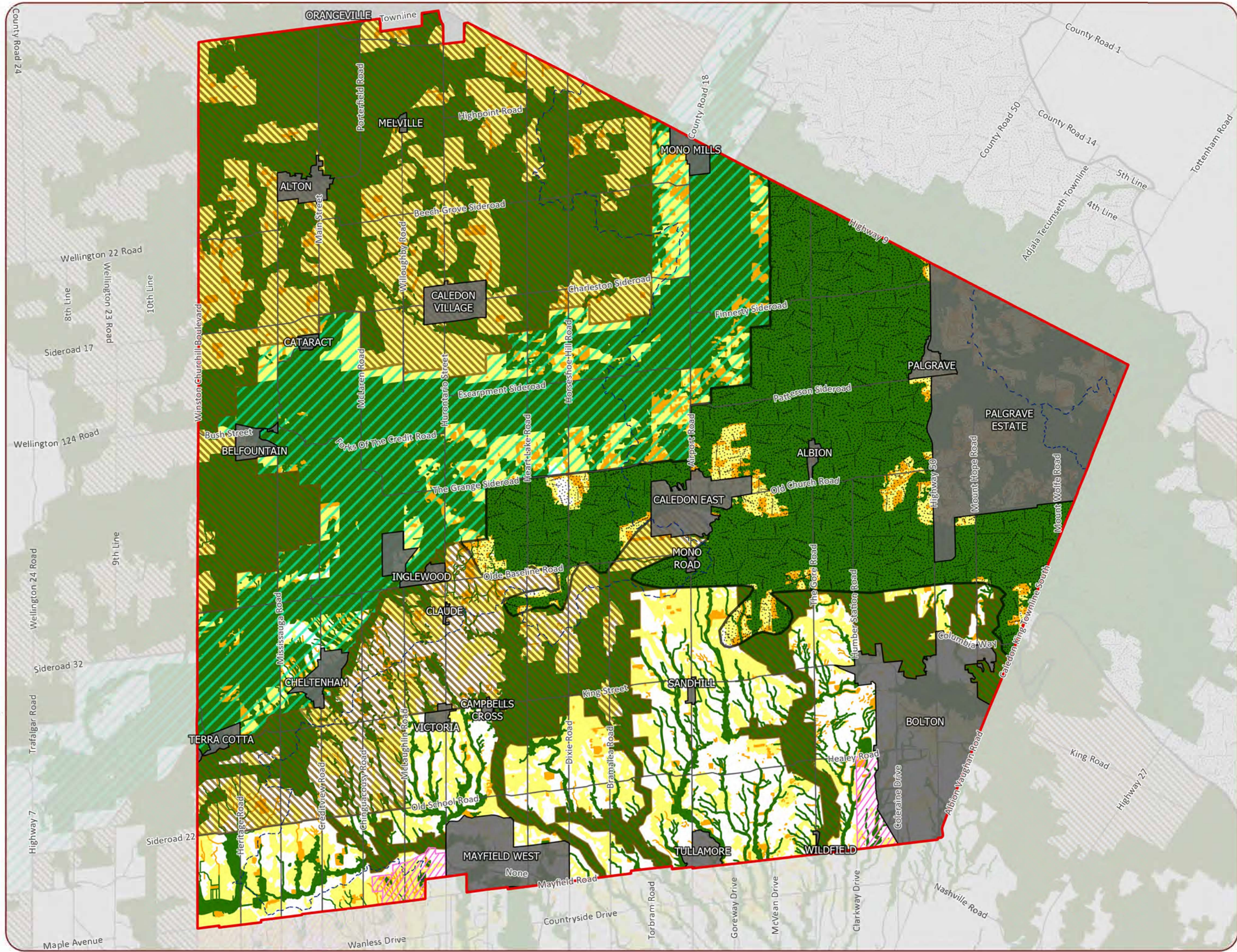
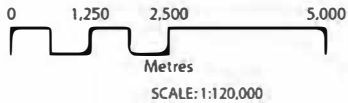


Figure 1: Preliminary Natural Environment Constraints: Input to Focused Study Area Delineation

Peel Region Settlement Boundary Expansion and Scoped Subwatershed Study

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



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