

Dear Regional Planning Committee,

The Land Needs Assessment that is talked about in this agenda has deep and pervasive flaws, stemming from the Hemson source material. Page 5.3-4 says “During the 1990’s and 2000’s, Mississauga and Brampton accommodated many new families in Peel, in auto-oriented development forms.” Why doesn’t it say 2010’s? Because people started emigrating from Peel in the late 2000’s, and since 2015 emigration has exploded being nearly 25k in 2019-2020. (See Figure 1.) This means the Region of Peel is underestimating actual housing need by hundreds of thousands of people. Those people are going to move out from the GTHA to the outskirts of the GGH and beyond according to Hemson. (See Figure 2)

Young families are fleeing the Region of Peel (See Figure 3), these are people’s brother and sisters, sons and daughters, grandsons and granddaughters, they are people’s friends, and they are leaving. Furthermore, the housing squeeze is hindering household formation, it is hard to get married and move in with your spouse when the only place you can afford to live is with parents. It is also hard to start a family when the only place you can afford to live is with parents; living with parents is not generally conducive to procreation. People aren’t just moving to KW anymore, London Metro is now also one of the fastest growing parts of the province, it is growing explosively. This Land Needs Assessment plan is planning for massive outmigration, perhaps the Region could survey residents of Caledon Village on what they think about another 10,000 cars driving down Highway 10. They are building townhouses out in Dundalk, if townhouses make sense in Dundalk, we could easily build a higher percent of our ground related housing in Peel as townhouses. I live in a townhouse, they are an economical way to house a family, and offer transit supportive densities. Low rise apartment redevelopment would also be a good way to accommodate a significant amount of units suitable for small families, they can be done relatively dispersed over a wide area.

The Region needs to figure out how to accommodate significant intensification, in Mississauga a good job has been done laying it out with the many MTSA’s and planning like Dundas Connects, this is generally sufficient plus some diffuse redevelopment of low rise intensification. In Brampton however, there is enormous work to be done, not many MTSA’s have been delineated, and significant intensification of both housing and employment is needed. The Region needs to accelerate planning of MTSA’s along Queen, and along Main from Brampton GO to Mayfield, there are plenty of locations for intensification of both housing and employment along them. There is also room for employment intensification along Steeles from Kennedy to Torbram, and along Airport Road, especially at Airport and Queen. (Figure 5)

Which is better for the Region, if population is accommodated at a redeveloped Kingspoint Plaza at Main and Vodden, where people can walk to most services, and walk, bike, or take transit to downtown, or if they move to Orangeville and drive down Highway 10 to downtown Brampton? While the new Official Plan needs to be done and submitted as soon as practical, immediately after that is done, the Region needs to start planning for intensification with additional MTSA’s and corridors. Local bus service and Zum has been quite conducive for encouraging intensification in Brampton, it would benefit the Region to also introduce Official

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Plan provisions for Frequent Transit Development Areas, which are suitable for intensification to a lower degree, more compatible with low rise areas. Recognition of Frequent Transit Development Areas would acknowledge and regularize an existing practice which is helping to introduce intensification that is more affordable than the provincial practice of Major Transit Station Areas.

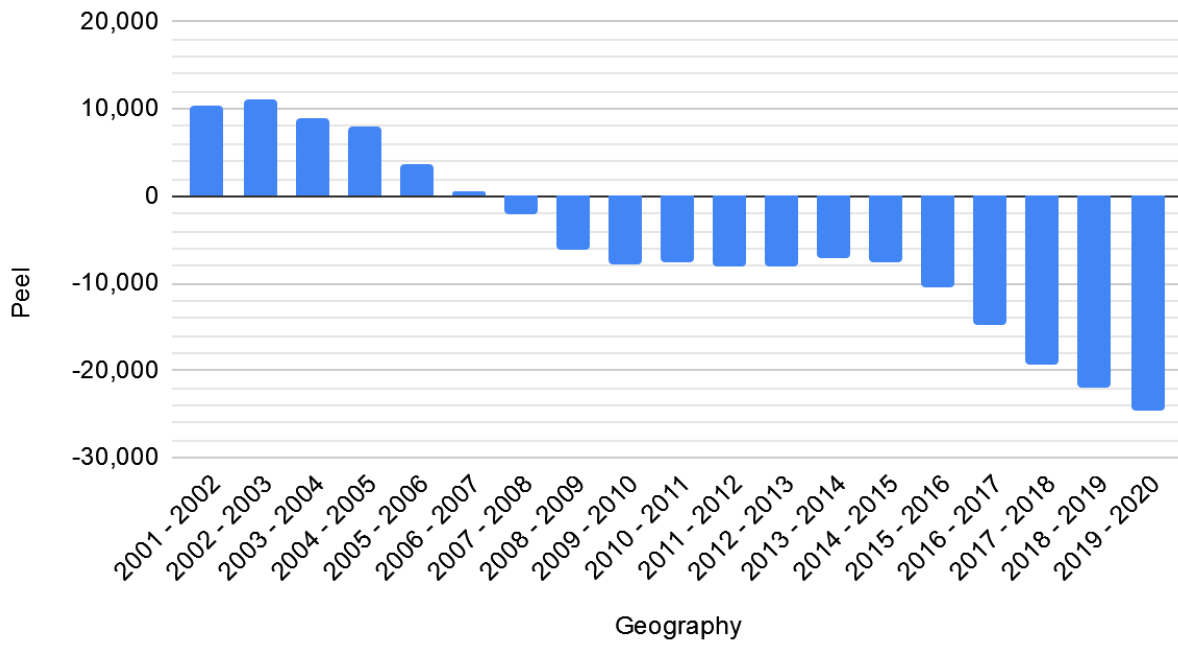
Sincerely,

Sylvia

Appendix

Figure 1

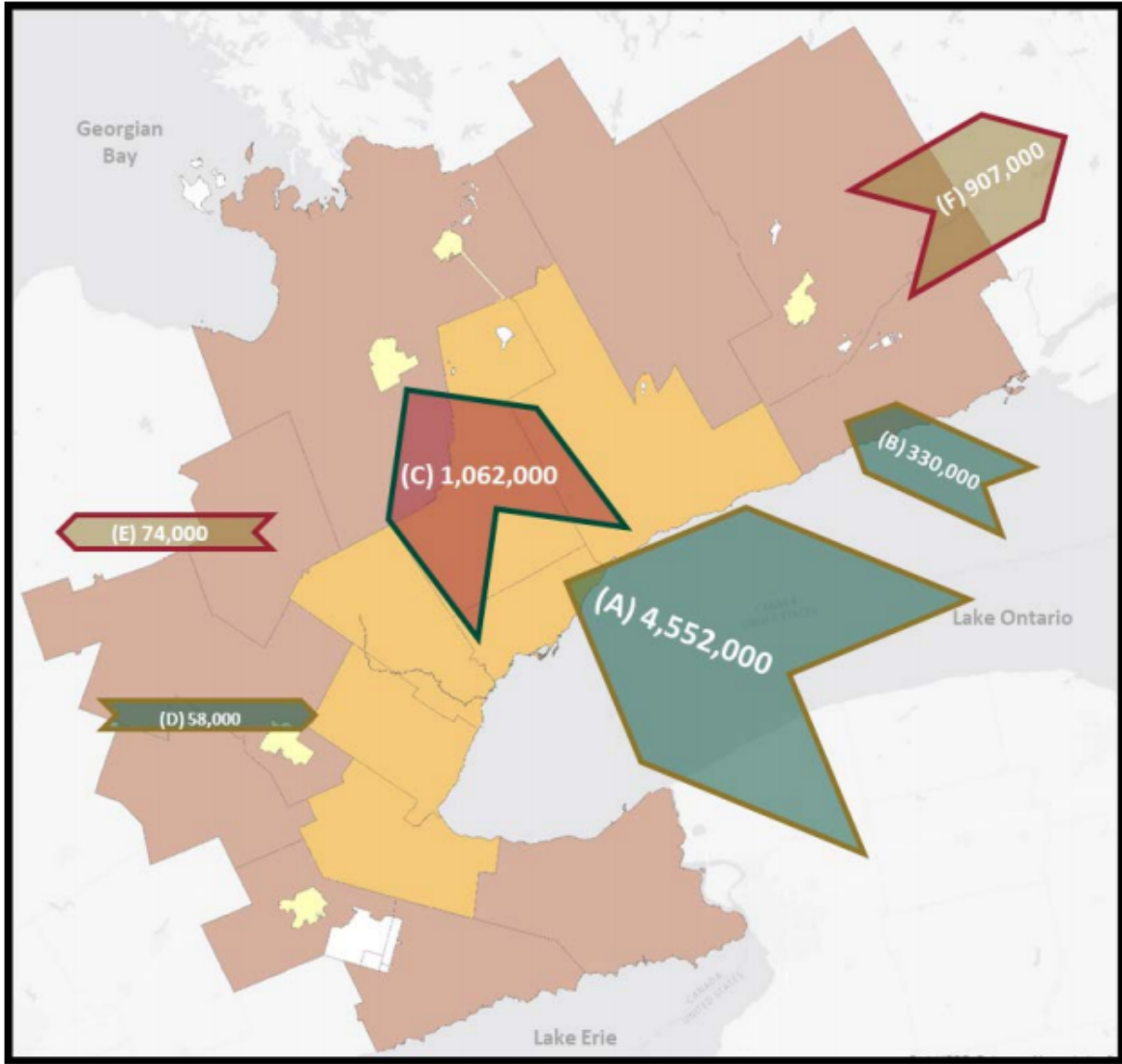
Peel Intraprovincial migration per year



From Statistics Canada, Components of Population Change by Census Division, Peel data for net intraprovincial migration (between the Region of Peel and the rest of Ontario)

Figure 2

Net Migration in GGH, 2016 - 2051

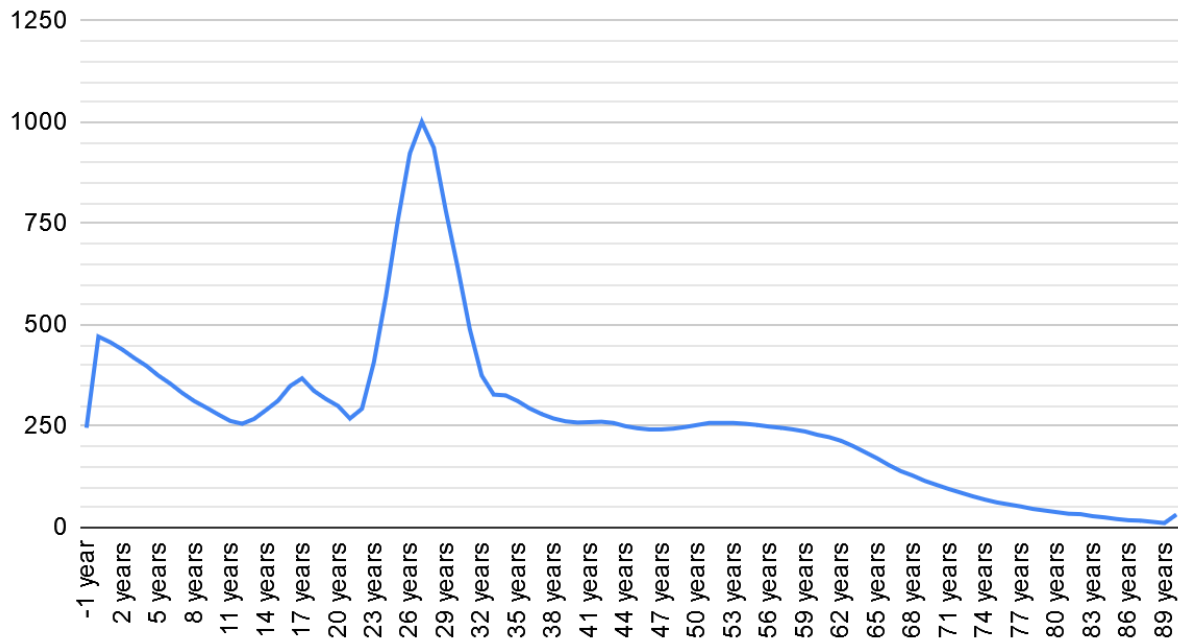


- A. Net International Migration to GTA
- B. Net International Migration to Outer Ring
- C. Net Migration GTA to Outer Ring
- D. Net Inter-Provincial Migration to GTA
- E. Net Inter-Provincial Migration from Outer Ring
- F. Net Migration GGH to Rest of Ontario

Figure 11 from the Hemson report, showing approximately 1 million people moving from the Greater Toronto Area and Hamilton to the outer Greater Golden Horseshoe, and an additional 900 thousands moving from the Greater Golden Horseshoe to the rest of Ontario

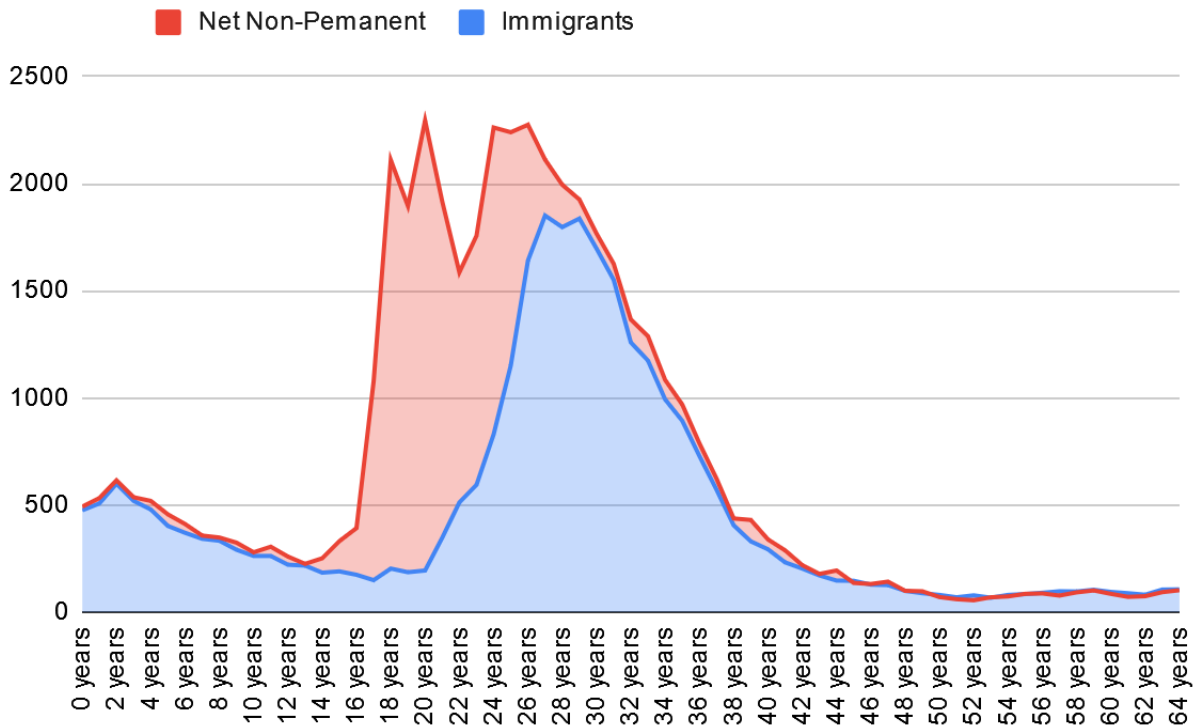
Figure 3

Peel Intraprovincial outmigration



From Statistics Canada, Components of Population Change by Census Division, Peel data for net intraprovincial migration (between the Region of Peel and the rest of Ontario), for 2019/2020 broken down by single year age group buckets (-1 year represents people born after 1 July 2019), the highest points being late 20's and below 5 is strongly indicative of outmigration by young families.

Figure 4



from Statistics Canada components of population change for the Region of Peel, stacked area chart, red shows the combined population growth for 2019/2020 from net non-permanent residents (mostly international students) and immigrants. Newcomers are driving population growth in Peel, at the cost of resulting in outmigration of longer term residents, additional housing could accommodate the newcomers without pushing out existing residents.

Figure 5

