

**For Information**

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**REPORT TITLE:**      **Overview of Recent Matters Pertaining to the New Peel 2051 Official Plan**

**FROM:**                Kealy Dedman, Commissioner of Public Works

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**OBJECTIVE**

To provide an update on matters that have arisen since the February 3, 2022 Planning and Growth Management Committee meeting and advise on the impacts to the New Peel 2051 Official Plan.

**REPORT HIGHLIGHTS**

- Staff have received additional feedback through the Peel 2051 Regional Official Plan and Municipal Comprehensive Review and worked collaboratively with agencies and stakeholders to provide staff responses.
  - Peel continues to plan for a balanced approach to growth that provides a range and mix of housing options and job opportunities for current and future Peel residents.
  - Recommended revisions have been incorporated into the New Peel 2051 Official Plan.
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**DISCUSSION**

**1. Background**

On February 3, 2022, staff presented a report titled “Peel 2051: Official Plan Review and Municipal Comprehensive Review Comment Response Summary and Next Steps” (“the February 3, 2022 Report”) to the Planning and Growth Management Committee (PGMC) with a recommendation that staff be directed to prepare and bring forward the Peel 2051 Official Plan and Municipal Comprehensive Review for adoption by Spring 2022.

Since the PGMC meeting, staff have had ongoing discussions with local municipal staff, agencies and stakeholders and received additional input and comments for consideration as a part of the Peel 2051 Official Plan and Municipal Comprehensive Review.

The purpose of this report is to provide an update on the matters that have been discussed and outline final recommendations on the work completed to date.

A number of staff recommended revisions have been incorporated into the Draft Region of Peel Official Plan to be recommended for adoption and in the track change office consolidation version available on the Peel 2051 project website. Recommended revisions in this report include the following:

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- Inclusion of 2025 – 2085 Dundas Street East as a Major Transit Station Area recognized for flexibility in accordance with policy 5.8.36
- Delineation of a Primary Major Transit Station Areas at Steeles Avenue and Mississauga Road including flexibility in accordance with policy 5.8.36
- Inclusion of the Bolton Option 6 lands within the Region's designated Employment Area
- Addition of policies allowing for dry industrial uses, such as truck parking in new employment areas on an interim basis in advance of full municipal services, subject to local official plan policy framework
- Enable local assessment of a potential expansion of Palgrave Village (8575 Patterson Side Road) only for affordable housing or supportive housing geared to seniors
- Clarification of rural servicing policies in accordance with the Provincial Policy Statement
- Addition of policies to address lands along the protected GTA West corridor in the new urban area should they be released by the Province or Region

Any further revisions, such as directions from Planning and Growth Management Committee, will be incorporated into a final new Peel 2051 Official Plan which will be brought forward to Council for adoption.

## **2. Overview of Recent Matters**

Staff have received additional feedback from the public, agencies, and stakeholders since the February 3, 2022 PGMCM meeting. Based on discussions, in some instances staff position has evolved, or policies have been updated to be responsive to the feedback received. The following section provides an overview of the matters and the staff recommended response and Appendix I – Site Specific Comments – Mapping, identifies the location of the subject areas:

### **a) Growth Management**

#### **i. Flexibility in Employment Areas that overlap with select Major Transit Station Areas**

The Ministry of Municipal Affairs and Housing has provided comments to the Region on draft policy 5.8.36. The policy is intended to allow the local municipalities to consider non-employment uses and mixed use development (including residential) in select Major Transit Station Areas (MTSAs) that are also within employment areas and specifically identified for such flexibility through this MCR process. The draft policies apply to 12 Major Transit Station Areas as shown on Appendix II - Schedule E-4 – Employment Areas.

Growth Plan, 2020 policies that apply to these applicable station areas have conflicting objectives. MTSAs have the potential to leverage transit infrastructure and investments by accommodating a diverse mix of transit-supportive densities and uses. Whereas employment areas are to be protected from conversion to non-employment or sensitive

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uses to support clusters of business and economic activity including manufacturing, warehousing, and offices.

Staff, working collaboratively with the local municipalities through the Municipal Comprehensive Review (MCR) have evaluated these sites and identified that significant land use change would be appropriate to support a mix of uses and transit supportive development in line with the objectives of MTSAs. However, due to their location within employment areas, additional technical study is required to determine how the introduction of sensitive land uses would be compatible with the surrounding employment uses and the specific boundaries of such uses. Further, many of these sites are also in close proximity to strategic goods movement facilities such as CN Intermodal terminals and the Pearson International Airport which support the movement of goods and industries in Peel.

Although the suitability of land use change has been established through the MCR, specific refinements to the Region's employment area mapping without the completion of the appropriate technical studies to assess land use compatibility and the impact of introducing sensitive land uses such as residential could impact the viability of the employment lands and businesses in the surrounding area. These studies are best undertaken as part of the comprehensive detailed local work required.

To balance the policy objectives of MTSAs and employment areas based on the analysis through this MCR, staff propose that the select sites continue to be protected as employment areas and consideration for non-employment uses within the select MTSAs be evaluated through comprehensive planning by the local municipalities. The introduction of non-employment uses would only be considered through a local official plan amendment to implement the *Planning Act* requirements for MTSAs and the criteria outlined in draft policy 5.8.36. This includes removal of the applicable lands from the regional Employment Area once the boundaries of the residential uses are confirmed through a local official plan amendment.

### ii. Employment Conversion Requests

As a part of the Peel 2051 Official Plan and Municipal Comprehensive Review, the Region received 59 employment conversion requests. In January 2022, the Region released its staff recommendations on employment conversions and brought a report to the Planning and Growth Management Committee on February 3, 2022 outlining the findings. Since the February 3, 2022 PGMC meeting, staff have received additional information or requests for further consideration. The following section provides an overview of the requests and the staff position.

#### 5923 Mayfield Road West, Brampton (B33)

A notice of motion was brought forward from City of Brampton Councillor Dhillon at the February 24, 2022 Regional Council meeting and further referred to the April 7, 2022 Planning and Growth Management Committee meeting. The motion directs staff to include the employment conversion request at 5923 Mayfield Road in the Municipal Comprehensive Review on the basis that Brampton staff is undertaking land use planning work for the subject lands and adjacent area which may introduce residential and mixed land uses.

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The subject lands are located at the southwest corner of the Mayfield Road and Airport Road intersection. The lands are vacant with an existing single detached dwelling on site. The employment conversion request is to permit 91 townhome units and approximately 1,500 square feet of retail and office space on 1.85 hectares of land that is currently designated for Business Corridor uses in the Brampton Official Plan. In the January 2022 employment conversion analysis, staff recommended the conversion request at 5923 Mayfield Road not be supported, as the need for the use was not demonstrated, and further the lands were not identified as a Strategic Growth Area, where local staff are directing mixed use development.

Supporting this individual conversion request would result in 1.85 hectares of the Region's employment area land supply being removed to support the introduction of sensitive land uses which may impact the surrounding area. Further, as the City of Brampton is examining the entire subject area beyond the individual site through a Precinct Plan, consideration should be given to the impact on the overall employment area, which is approximately 26 hectares of greenfield employment lands.

Staff continue to recommend that the individual conversion request for 5923 Mayfield Road not be supported, however any comprehensive work undertaken by City of Brampton staff on the subject area to identify lands within the broader employment area where mixed use and residential will be considered should be evaluated and implemented during the next MCR. Region staff understand that Brampton staff are initiating a precinct plan to comprehensively evaluate and consult on land uses in the area.

### Heartland Town Centre, Mississauga (M31)

The consultant representing Heartland Town Centre (HTC) submitted written correspondence, Item 6.5 of the April 7, 2022 PGMC agenda, requesting that their site be given further consideration prior to a Council decision on the Peel 2051 Official Plan and Municipal Comprehensive Review. The applicant is requesting an employment conversion that would broaden the retail function of the Heartland Town Centre by introducing residential uses to contribute to housing needs.

The subject lands are located at the northeast corner of Matheson Boulevard West and Mavis Road. The existing uses are retail-commercial, and the City of Mississauga Official Plan designates the lands for mixed use (employment area).

Development within the subject lands is constrained by the Toronto Pearson Airport Operations Area (AOA), which limits the introduction of sensitive land uses such as residential based on Federal Airport Zoning Regulations limits. The subject lands are within the NEF/NEP level 30-35 noise exposure contours and residential development is currently not permitted. To permit residential uses, the City of Mississauga in collaboration with the Greater Toronto Airports Authority would need to be involved in technical studies demonstrating there would be no negative impacts on the long-term function of the airport and the risk to public health and safety would be minimized.

Staff continue to recommend that this conversion request not be supported, at this time, due to the constraints associated with the Airport Operating Area (AOA) limiting the introduction of sensitive uses such as residential. Staff are not aware of any work currently being undertaken in the City of Mississauga to revisit the permissions for the

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AOA to support the introduction of sensitive land uses. However, a study process could lead to a future Official Plan Amendment process.

### 2025-2087 Dundas Street East, Mississauga (M29)

Written correspondence was submitted by Weston Consulting, Item 6.3 of the April 7, 2022 PGMC agenda, for the property located at 2025-2087 Dundas Street East, requesting that staff revisit their employment conversion request to facilitate mixed use development.

The subject lands are designated in the City of Mississauga Official Plan as Mixed Use-Employment and Natural Hazard. The existing uses on site are currently retail and commercial. Further, the site is within a Primary Major Transit Station Area (Wharton Way- Dun 17) which is planned for a minimum density of 160 people and jobs per hectare.

The property was identified in the Dundas Connects Master Plan (DCMP), but residential development permissions were not recommended at the time due to the need for further consideration of flood mitigation measures and a review of the Special Policy Area (SPA) within the area. Residential uses are not permitted in the SPA. Staff recommended this conversion request not be supported to be consistent with the findings of the DCMP and the need for further analysis on the SPA.

Since the approval of the DCMP, City of Mississauga staff have initiated the Dundas Street Special Policy Area Review. The review will utilize the result of flood mitigation studies to assess the existing Special Policy Area (SPA) boundaries and land uses policies and culminate with local official plan updates to reflect the findings.

Recognizing this area has already been subject to comprehensive review through the Dundas Connects Study and will remain under further review through the Special Policy Area flood hazard framework and the required local MTSA implementation, staff recommend that this MTSA be added to the specific areas addressed in policy 5.8.36 discussed above. This would allow for the conversion of some lands within the MTSA through the detailed local planning process, if deemed appropriate, without need for a further Regional MCR.

### 9340, 9358, and 9370 Goreway Drive Candevcon Ltd., Brampton (B36)

The applicant for 9340, 9358, and 9370 Goreway Drive, otherwise known as (Candevcon) has submitted written correspondence to the Region, Item 6.4 of April 7, 2022 PGMC agenda. The applicant is requesting that their lands not be removed from the Region's employment area, but permissions for retail, high density residential and commercial uses be added to the existing designation.

The subject lands are located on Goreway Drive, north of Queen Street and east of Humberwest Parkway. The City of Brampton Official Plan designates the lands for Business Corridor, which permits retail, office, and light industrial uses. The lands are within close proximity, to a Planned Major Transit Station Area along the Queen Street Bus Rapid Transit corridor.

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The applicant is of the opinion that mixed use residential uses would increase the financial viability of the site, generate more overall jobs and investment choice, and serve as a transition between industrial uses to the west.

The employment conversion analysis undertaken by the Region did not support this request as the need for the use was not demonstrated and further, there are no plans for comprehensive planning to be undertaken by City of Brampton staff to consider the introduction of mixed use development in the subject area.

Further discussion with City of Brampton staff indicates that there are still no current plans to comprehensively assess the subject lands, but as a part of future work to be undertaken for Major Transit Station Areas, the subject lands may be considered for inclusion within the boundary of the Goreway MTSA. The Goreway MTSA has been identified as a Planned MTSA to date with no boundary yet delineated. If included in the future MTSA, the local implementation work would provide flexibility to potentially include conversion of employment uses in accordance with policy 5.8.36 discussed above.

### 110 East Drive, Brampton, (B35)

The applicant for 110 East Drive has submitted written correspondence to the Region, Item 6.2 of April 7, 2022 PGMC agenda. The applicant is requesting that their lands be removed from the Regions employment area designation to permit residential uses to support mixed use development.

The subject lands are designated as industrial in the City of Brampton Official Plan and a warehouse and office building are existing uses. The lands are within a primary Major Transit Station Area (KIT 2- Bramalea Go). The employment conversion analysis undertaken by the Region did not support the conversion request but noted that the non-employment uses may be considered through MTSA-Employment flexibility as per policy 5.8.36. This will allow all lands within the MTSA to be planned comprehensively, including consideration for land use compatibility and mitigation measures as necessary to support compact transit-supportive development and the protection of the broader employment area where applicable.

The applicant is requesting staff re-considered their analysis as the subject lands are located at the edge of an employment area and serve as a transition to low density residential and employment uses to the north. Further, the applicant states that Brampton City Council has endorsed a Minister's Zoning Order (MZO) for the Emerald Heights proposal which includes the subject lands and supports the introduction of residential land use permissions.

Staff continue to recommend that the subject site not be supported for employment conversion, and that the consideration of non-employment uses be undertaken comprehensively through MTSA implementation planning the City of Brampton is required to undertake for the Bramalea Go MTSA. Should the MZO be approved by the Minister, staff have provided direction in 'Section I – Additional ongoing matters through MZOs' of this Report.

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### b) Growth within Existing Settlement Areas

Staff have received over 300 form letter emails (approximately 40 percent from addresses in Mississauga, 20 percent from Brampton, 20 percent from Caledon, and 20 percent from addresses outside of Peel) directed to the Planning and Growth Management Committee requesting that the draft Peel 2051 Official Plan presented to PGMC on February 3, 2022 be rejected and staff prepare a new official plan that accommodates all forecasted population and employment within the existing settlement area boundaries (i.e. No boundary expansion).

The bullets below outline the key points from the correspondence:

- A majority of respondents to the Peel 2051 Official Plan consultation requested Council accommodate growth without further boundary expansion
- Expansion would be disastrous to the natural heritage and farmland in Peel
- The Region can achieve higher rates of intensification than proposed without compromising the need for family sized units by aggressively reforming zoning to add more compact single- and semi- detached homes and townhouses in established low rise neighbourhoods.
- The existing Designated Greenfield Area lands in Peel can be planned for 90-100+ people and jobs per hectare and supported by planning and zoning homes with reduced on-site parking.

During the statutory consultation period staff received similar correspondence requesting that a no boundary expansion scenario be brought forward.

Staff responded to these inquiries noting that a Land Needs Assessment (LNA) was undertaken in accordance with Provincial requirements to determine how growth in Peel could be accommodated in a manner that supports healthy, livable, and complete communities. Through the LNA, staff considered three scenarios, 'market based', 'balanced', and 'No boundary expansion'. The LNA demonstrated that additional land is needed in Peel through settlement area boundary expansion (SABE) to accommodate growth to 2051 in a manner that provides for a range and mix of housing and employment opportunities.

The staff recommended growth scenario supports a balanced approach to accommodating the additional 700,000 people and 335,000 jobs forecasted for Peel over the next 30 years. The balanced approach addresses a number of regional and provincial policy initiatives including climate change, efficient use of infrastructure, supporting complete communities, affordable housing, age-friendly planning, sustainable transportation, fiscal sustainability, protecting farmland and greenspace. Over 60 technical studies were undertaken to support the draft Region of Peel Official Plan, including the recommended growth scenario and Settlement Area Boundary Expansion (SABE).

The balanced approach limits sprawl and protects the natural heritage and farmland in Peel by directing the vast majority of growth to Peel's existing settlement areas.

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Approximately 75 percent (530,000 people and 280,000 jobs) of Peel's forecasted growth between 2021 and 2051 will be directed to existing settlement areas in Brampton, Caledon, and Mississauga. For context, this proportion of growth is the equivalent of adding a community the size of Hamilton into existing settlement areas. The new 2051 urban areas (i.e. SABE) have been informed by technical studies that consider matters including climate change, sub watershed planning, natural heritage, agriculture, transportation, and healthy development to support the creation of complete and sustainable communities.

The manner in which this growth is accommodated will be very different than how Peel has grown historically. Approximately 70 percent of new residential units will be in townhome and apartment-built forms, primarily in areas where there is existing or planned transit investment. The greenfield areas in Peel will be planned for a minimum density of 70 residents and jobs per hectare to reflect intensification in existing greenfield communities in Brampton and Mississauga and planned transit investment in greenfield communities across Peel. The shift in how growth is accommodated is anticipated to transition Peel from an auto-dependent community to a compact and transit-oriented community that provides for a range and mix of housing options and employment in both greenfield and built-up areas.

Increasing the minimum intensification rate of 55 percent and minimum greenfield area density of 70 residents and jobs per hectare proposed in Peel may result in a market condition that is not in line with market demand. Based on the 'balanced approach' an additional 50,000 units and 40,000 employment area jobs are required through boundary expansion to accommodate forecasted growth. Shifting this growth entirely to the existing settlement area will result in less opportunities for ground-oriented housing and less employment opportunities to support the goods movement and logistics industries which are anchored by the Pearson International Airport and 400 series highways in Peel. Zoning reform is one piece of the puzzle to create additional infill opportunities, but it may not translate to the creation of new opportunities to meet the overall housing demand in Peel. If Peel does not plan in a balanced way to meet the needs of households, it will have the effect of worsening the housing affordability crisis.

In addition, if Peel does not provide sufficient opportunities for a range and mix of housing and employment opportunities, potential residents and businesses may look to communities outside of Peel and the outer ring of the Greater Golden Horseshoe (GGH) to accommodate market demand and housing need, which may further exasperate spawl. The recent release of population and dwelling count data from the 2021 Census indicates that communities such as East Gwillimbury, New Tecumseth, Thorold, and Bradford West Gwillimbury were some of the fastest growing municipalities between 2016 and 2021.

Staff continue to recommend support for the 'balanced approach' which accommodates forecasted growth in a manner that addresses all forms of housing and employment, while avoiding shortages that would increase the costs of housing and reduce employment opportunities. The recommended approach represents good planning consistent with provincial policy.



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### c) Major Transit Station Area

Steeles at Mississauga Road (Brampton)

Written correspondence was submitted by DG Group, Item 6.1 to April 7, 2022 PGMC agenda, for the property located at 1750 Steeles Avenue West and 8059-8089 Mississauga Road requesting clarification on the employment conversion request (B32) submitted for their subject lands and the ability for them to bring forward a vision for mixed use development. In addition, correspondence was received from the City of Brampton requesting that the Steeles/Mississauga Road MTSA (HUB-3) be reclassified from a 'Planned' to a 'Primary' MTSA.

The subject lands are within a 'Planned' Major Transit Station Area at the intersection of Steeles Avenue West and Mississauga Road. The Brampton Official Plan and Bram West Secondary Plan designate the lands for office uses. The Region identified the MTSA as 'planned' due to the need for further land use study and infrastructure investment to unlock the market potential in the Steeles Avenue/Mississauga Road area.

Brampton staff have advised that they intend to commence a review of the Bram West Secondary Plan in Q2 of 2022. The review will assess the appropriate mix of employment and non-employment uses for this area, to demonstrate how transit-supportive employment densities can be achieved to support transit-supportive development.

Based on this request, staff have determined that it is appropriate to elevate the status of the MTSA from 'Planned' to 'Primary' with a minimum density of 160 people and jobs per hectare. Further, staff recommend the MTSA be added to draft policy 5.8.36 to allow for the consideration of non-employment uses in employment areas to reflect the potential for non-employment uses to be introduced through the Bram West Secondary Plan Review.

### d) Settlement Area Boundary Expansion (SABE)

#### i. Bolton Option 6 Lands

Regional Official Plan Amendment (ROPA) 30 established a settlement area boundary expansion for residential (community land) and employment uses in Bolton to accommodate growth to 2031. As part of the Local Planning Appeal Tribunal decision on ROPA 30, the ROPA 30 Option 6 lands were intended to be developed as a complete community including an appropriate mix of jobs, employment areas, local services, housing, and infrastructure.

At the February 22, 2022 Caledon Council Meeting, Town Council considered an MZO request submitted to the Town on behalf of the Humber Station Village Landowners Group Inc. to zone the Option 6 lands for employment area uses for the provision of a prestige industrial park to create approximately 3,400 jobs. Town Council referred it back to staff to come back with more information at a later date.

Regional staff have assessed the request and, on the basis of the ongoing MCR context, can support the development of the Option 6 lands for employment area

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purposes. The context of the ongoing MCR provides a much larger scope for decision making about the growth of Bolton than the previous ROPA 30 process. Regional staff have also previously advised that portions of south Bolton are also potentially suitable for consideration for additional employment development.

As the Option 6 lands have previously been planned for community lands, the approximate 5,000 residents that would have been accommodated on these lands would need to be redistributed to other parts of the existing Designated Greenfield Area (DGA) within Bolton. Adjusting the allocation of this residential growth will have the effect of increasing density in the other areas, such as the area around the planned Bolton GO Station Major Transit Station Area. Further, the additional employment on the Option 6 lands in Bolton decreases employment density in this area, and for the Region overall. However, additional employment lands can also have the effect of providing additional market choice and competition, making Peel employment lands more competitive.

The effect on the Land Needs Assessment as a whole is a change in approximately 166 net hectares of land within the Region's existing DGA in Caledon from 'community area' to 'employment area' and a modest increase to the minimum DGA density on existing lands in Caledon and Peel overall.

Regional staff are recommending an employment land designation for the Option 6 lands through this MCR and the latest draft Employment Areas Schedule E-4 has been revised to include the Option 6 lands as employment.

### **ii. 13070 Heart Lake Road, Caledon**

Letters from the landowner, Cedar City Developments, at 13070 Heart Lake Road have been received throughout the Peel 2051 process supporting the community designation on their lands.

This property is within the area west of Heart Lake Rd, north and south of Old School Rd which had been shown as community area in the earlier December 2020 and September 2021 versions of the Draft SABE mapping.

As part of the February 3, 2022 PGMC report, a further revised draft SABE map was presented. Based on further consideration of some areas in SABE and related to comments received from the Town of Caledon requesting additional employment area in Caledon, the map included some revisions to community and employment lands from the September 2021 version of the draft SABE. One of the areas that changed was this area west of Heart Lake Rd, north and south of Old School Rd.

The landowner delegated to PGMC on February 3, 2022 indicating they do not support this change to their lands. Additionally, in their latest correspondence, dated March 14, 2022 Item 6.9 on the April 7, 2022 PGMC agenda, they have suggested further reasons as to why they do not support the change from community to employment. Those reasons include that there has been no indication that these lands are necessary for employment based on Hemson's review of them in relation to the LNA, and that the technical studies support community uses.

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It is recognized that the MCR work had concluded the lands are suitable for community uses, however, throughout the Peel 2051 process, this quadrant has been considered for, and determined as, suitable for either community or employment uses. The primary reason for this area being suggested for community in earlier versions of the mapping was their proximity as an extension of Mayfield West. However, the area is also separated from Mayfield West by the Greenbelt and as the technical studies indicate, it could also function well as employment to reinforce the clustering of employment activity around the potential highway interchange and other employment uses around Old School Rd.

After further review, staff is recommending that approximately 30 hectares of the lands in the northwest corner of Heart Lake Road and Old School Road remain employment in response to comments from the Town of Caledon and to support a cluster of employment activity along the frontage of Heart Lake Road. The remainder of the property (approximately 50 hectares) would be changed to community area. This change is balanced by the other mapping refinements proposed by staff and does not affect the overall recommendations regarding the amount of community and residential settlement expansion area presented in February 2022.

The 'Commercial and Employment' study by Cushman and Wakefield concluded that the planned population in Mayfield West will generate demand for new retail-commercial uses. The proposed community lands that have frontage onto Old School Road have the potential to be an appropriate location for future retail uses and also provide a transition between the employment area along the west side of the Heart Lake Road frontage and the Greenbelt. The areas subject to these proposed changes are shown on Appendix III – Draft Settlement Area Boundary Expansion Map, March 2022.

### **iii. 12489 Dixie Road and 12861 Dixie Road**

A request has been made by the landowners for 12489 and 12861 Dixie Road in Caledon, to designate their subject lands as an Employment Area. The lands are currently identified for community area uses in the January 2022 proposed Settlement Area Boundary Expansion mapping.

The applicant's rationale included consideration that:

- Dixie Road is currently a primary truck route as identified in Peels Goods Movement Strategic Plan (2017-2021), and the proposed SABE is introduction community rea uses along the frontage which would result in land use conflicts.
- The lands can leverage proximity to the Highway 410 north-south extension and proposed Highway 413 to create a highway-employment link and have a reduced impact on Co2 Emissions compared to other employment areas identified in the SABE.
- The landownership of the subject lands are not fragmented and may provide an opportunity for land assembly to support the needs of large employers; and
- Preliminary work undertaken by the Region indicate these lands can support the efficient use of municipal servicing.

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Staff agree that there is merit in lands with frontage along Dixie Road being designated for employment uses to leverage its proximity to 400 series highways, support this segment of Dixie Road as a goods movement corridor and align with the employment uses proposed just south and west of the subject site along the Dixie frontage. Staff recommend that approximately 70 hectares of the subject lands be changed from community area to employment area. The areas subject to these proposed changes are shown on Appendix III – Draft Settlement Area Boundary Expansion Map, March 2022.

This revision, when considered with the revision of a portion of the lands at the northwest corner of Heart Lake Road and Old School Road to community lands, continues to maintain the community area and employment area as outlined in the February 3, 2022 report to PGMC. This includes the additional 130 hectares of employment land beyond the minimum outlined in the Land Needs Assessment (1,400 hectares) as requested by the Town of Caledon and still maintain the necessary area of community area lands of 2,870 hectares at a minimum density of 67.5 people and jobs/hectare.

### **iv. Dry Industrial Related Employment Uses in the 2051 New Urban Area**

In response to requests to consider potential regional policy tools to assist with managing complex demands for uses such as truck parking in Caledon and facilitate goods movement industry support, a new draft policy is proposed to be included in the Draft Official Plan to permit dry industrial employment uses on an interim basis in designated Employment Areas in the 2051 New Urban Area. Dry industrial employment uses are proposed to be permitted in advance of the provision of full municipal services and prior to the completion of comprehensive designated greenfield area planning requirements (e.g. comprehensive secondary planning, staging and phasing). This proposed policy would provide flexibility for dry industrial uses (e.g. contractor yards, transportation related uses) to be permitted subject to local planning policies provided the extension of municipal services is not needed and the uses are planned on an interim basis such that they will not preclude the long term development and servicing of the lands for more intensive planned employment uses.

This policy would provide one tool to assist Caledon in managing the land economics and other factors involved in the extensive illegal truck parking situation that exists today. The proposed policy would be in addition to a policy previously proposed in the Draft Official Plan to allow for the potential to expand the Sandhill settlement area for similar dry industrial uses subject to meeting the required Growth Plan policies.

### **e) Rural Settlement Areas**

#### **i. Inglewood Expansion Request (15344, 15352, 15380 and 15400 Hurontario Street and 2949, 2939 and 2973 Olde Base Line Road)**

A request was received in January 2021 to expand the Inglewood Settlement Area to include the above noted lands, which are within the Greenbelt Protected Countryside. Recognizing that the area is currently functioning as a mostly urban

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cluster of existing commercial/residential uses, a policy was included in the previous draft of the Official Plan that enables the Town of Caledon to undertake a more detailed assessment through a local official plan amendment process to determine if an expansion is appropriate. The local study would need to satisfy all the rural settlement expansion requirements, the Growth Plan/Greenbelt Plan tests, and it would involve a public process.

Staff are not recommending the expansion at this time as the necessary technical assessment or public process has not been undertaken and continue to propose the draft policy framework referenced above.

In initial discussions with Provincial staff regarding the draft policy, they indicated that further investigation would be required to determine if the policy would be in conformity with Provincial Plans. Staff continue to support the proposed policy approach which, based on this MCR analysis, enables the Town of Caledon to undertake a more detailed assessment through a local official plan amendment process to determine if an expansion is appropriate without need for a further Regional MCR process.

### **ii. Caledon Village Expansion Request ('0' Charleston Side Road and 2785 Charleston Side Road)**

In March 2019, a request was received to expand the Caledon Village settlement area into the Greenbelt Plan Protected Countryside for residential development. The request is for a property that is partially within the settlement area and partially outside the settlement area.

Staff have previously reported to Council on this request and are not proposing changes to what has previously been proposed. Staff are not recommending the expansion at this time but have proposed a policy for the applicant to undertake a subsequent planning process with the Town of Caledon in consultation with the Region of Peel as part of a rehabilitation plan for the subject lands in accordance with Provincial policy. The study would be undertaken at the local level and would demonstrate that the proposed settlement expansion would not preclude or hinder the continued use of adjacent mineral aggregate operations and that expansion would not be incompatible for reasons of public health, public safety, or environmental impact.

Similar to the policy for the Inglewood settlement area, Provincial staff indicated that further review would be required to determine if the policy could be in conformity with Provincial Plans. Staff continue to support the proposed policy approach which, based on this MCR analysis, enables the Town of Caledon to undertake a more detailed assessment through a local official plan amendment process to determine if an expansion is appropriate without need for a further Regional MCR process.

### **iii. Palgrave Village Expansion Request (8575 Patterson Sideroad)**

A request was received by the Region to expand the Palgrave settlement area into the Oak Ridges Moraine Conservation Plan Countryside Area of the above noted property. In response to the request, staff have previously noted that the request

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was not considered to be warranted as the additional area was not needed for residential purposes.

In a letter dated February 25, 2022, the landowner states a portion of the area is intended to be planned for affordable bungalows for seniors and other housing forms such as single detached dwellings, retirement style units or higher density dwellings to support housing options for future and aging residents. As the Region has policies to support age-friendly planning, and affordable housing, and there is a shortage of this in the community, the request can be supported on the basis that the expansion be planned to provide affordable or supportive housing geared to seniors.

Staff have proposed a new Policy 5.7.18.11 in the draft Regional official plan for the Town of Caledon to undertake further study of this area as part of a local official plan amendment. This further review will be subject to the lands providing affordable housing or supportive housing geared to seniors, as defined in the Regional Official Plan, meeting all Growth Plan and Greenbelt Plan tests and will require approval of an amendment to the Oak Ridges Moraine Conservation Plan Land Use Designation Map in Ontario Regulation 140/02 by the Province.

This policy is similar to those related to Inglewood and Caledon Village and Provincial staff will need to confirm if it is in conformity with Provincial Plans.

### **f) Prime Agricultural Area**

#### **i. Osprey Valley Lands**

The TPC Toronto at Osprey Valley landowners have requested that the Region not designate their lands Prime Agricultural Area on Schedule X12 (now Schedule D-1 Rural System) based on a site-specific agricultural study of their property. The property is identified as Prime Agricultural Area (PAA) in both the Growth Plan Provincial Agricultural System mapping and the Draft Regional Official Plan. The Provincial PAA designation is in effect and the Region may refine the PAA in accordance with mapping procedures issued by the Province. Refinements to the Provincial PAA mapping may be supported if they are consistent with the Growth Plan Agricultural System mapping method, purpose and outcomes.

The Region conducted a refinement exercise in consultation with the Ontario Ministry of Agriculture, Food and Rural Affairs staff. The results of that exercise confirmed the subject lands meet the criteria to identify the property as PAA. The joint Region of Peel/Town of Caledon Land Evaluation and Area Review (LEAR) Study scored the lands as having a high potential to support agriculture utilizing a consistent soil classification dataset available at a regional scale along with additional factors.

At this time, Regional staff are not recommending adjustments to the PAA to refine parcel scoring based on site specific agricultural studies or soil reclassification. This is to ensure that PAA mapping of lands across the Region is based on consistent data inputs as recommended by the Province.

Regional staff have provided the landowners' submission to Provincial staff for review as it includes site specific information unique to the property. Should it be determined

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through further review and discussion with Provincial staff that further refinement of the Osprey Valley lands can be supported, an amendment to Schedule D-1 to replace the PAA with a Rural Lands designation could be implemented in the province's approval of the Regional Official Plan.

### **g) Transportation**

City of Brampton staff submitted written comments that spoke to several key themes:

- The need for guidance on how to prioritize competing interests for the Region's Right-of-Way, particularly in strategic growth areas where there are specific local municipal land use visions;
- The need to develop a new methodology for planning for transportation in urban areas; and
- The importance of having an appeal mechanism to address disputes on Regional road characters and intersection spacing.

Regional staff met with City of Brampton staff to discuss these comments and made revisions to the Regional Official Plan policy framework. A number of the detailed comments provided by Brampton staff are more appropriately addressed through updates to the Transportation Master Plan (TMP) which is just commencing. The Transportation Master Plan will consider how best to integrate the Region's Road Characterization Study, Vision Zero Road Safety Strategic Plan, Goods Movement Strategic Plan and Network, and the Sustainable Transportation Strategy together with road improvements required to support growth to 2051. Regional staff will utilize the TMP process as a forum to further explore the City's concerns, and City of Brampton staff have expressed agreement with this approach.

### **h) Additional Staff Recommended Revisions**

The following additional revisions have been identified by staff and are proposed to clarify policy direction for specific land use and servicing related planning needs and to ensure policies are consistent with provincial requirements.

#### **i. Brampton-Caledon Airport**

The Brampton-Caledon Airport is a general aviation airport located south of King Street west of Highway 10 in the Town of Caledon. The airport is proposed to be included in an Employment Area designation in the 2051 New Urban Area north of Mayfield West. In accordance with the Provincial Policy Statement, planning for land uses in the vicinity of airports shall be undertaken to ensure their long-term operation and economic role is protected. Accordingly, draft policy has been added to address land use compatibility adjacent to the airport by:

- directing the Town of Caledon to investigate the need for and incorporate, as appropriate, Aircraft Noise Exposure Contour mapping;
- prohibiting new residential and other sensitive land uses in areas above the 30 NEF/NEP noise contour thresholds established by provincial policy; and

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- discouraging land uses which may cause a potential aviation safety hazard.

### ii. Rural Servicing Policies

The Regional Official Plan currently includes servicing hierarchy policies for the provision of water and wastewater services in rural settlement areas in accordance with the Provincial Policy Statement (PPS). The policies set out study requirements for development applications to evaluate servicing options which can include the extension of existing partial services or provision of private individual on-site services. The PPS was recently amended to provide additional criteria and circumstances under which the extension of partial services or individual on-site services may be appropriate. In order to align with the PPS, the following policies are recommended to be included in the Plan to:

- permit infilling or minor rounding out of existing development in rural settlement areas on individual services subject to criteria;
- only permit partial services where necessary to address failed individual on-site services; to allow infilling and minor rounding out of development, or where permitted in accordance with a Provincial Greenbelt plan.

The above revisions help clarify existing policies and provide flexibility when considering servicing options in the Rural System.

### iii. Adjustment to DGA in the event that GTA West corridor protection is released

At the February 3, 2022 PGMC meeting, a delegation was provided by Matthew Cory of Malone Given Parsons representing Brookvalley Project Management Inc, Mayfield West Phase 2 Stage 3 land owners in the Town of Caledon.

The delegation provided an overview of the implications associated with not having policies in the New Peel 2051 Official Plan to address lands in the GTA West corridor should the corridor protection be released. Specifically, using the highway corridor as a boundary outside of the settlement area Boundary Expansion lands will create gaps in the settlement area boundaries and disconnected communities if the lands were to be released for development in the future.

In response to the comment pertaining to the GTA West corridor, staff drafted a new policy (5.6.14.20.10) in the draft Peel 2051 Official Plan that directs any lands within the 2051 Urban Area if released from corridor protection by the Province and Region of Peel be added to the Urban System and take on the designation of the adjacent lands within the Designated Greenfield Area (i.e. community or employment area). This policy will ensure that in the event lands are released from the corridor, there is sufficient direction to guide the inclusion of these lands as part of a contiguous settlement area boundary.



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### **iv. 2051 New Urban Area Implementation**

The Peel 2051 Official Plan includes several policies that were refined to further support orderly growth and the development of complete communities in the New 2051 Urban Areas through approved secondary plans.

- Policy 5.6.20.14.12 requires a structure for a connected transit and transportation system including a conceptual east-west higher order transit corridor and the conceptual alignment of transportation corridors to support travel including goods movement. This conceptual alignment will need to be planned to the Region's satisfaction prior to the local municipalities approving secondary plans.
- Policy 5.6.20.14.13 require that the jurisdiction and financing mechanisms for a local transit system be in place by the time a substantial portion of the New Urban Area has been approved for development.
- Policy 5.8.49 will permit dry industrial uses (such as transportation or contractor yards) as an interim use on lands designated as Employment Areas in the New 2051 Urban Areas that do not require the extension of municipal services or any significant new infrastructure. The lands will be subject to criteria and local official plan policies that do not preclude long term development and servicing of the lands for more intensive employment uses.

### **I) Additional ongoing matters through Minister's Zoning Orders (MZO)**

There are a number of MZOs that have been submitted to the Minister through local council resolutions. These matters may have an impact on the New Peel 2051 Official Plan should the Minister's decision not align with the Official Plan adopted by Regional Council. See a list of known active MZOs in Peel below:

- 199, 203, 205, 207, 209, 219, 221 Main Street North / 34/38/42/44 Thomas Street / 4 Market Street, Brampton
- 380 Fern Forest Drive, Brampton
- 8200 Dixie Road (Rogers Communication), Brampton
- Metrolinx owned lands (Railroad St/Elizabeth St N, Nelson St W, and George St, N), Brampton
- 10124 and 10244 Mississauga Road, Brampton
- 11176 Highway 50, Brampton
- 10 and 26 Victoria Crescent / 376m 387, 391 Orenda Road, 24 Bramalea Road (Emerald Heights, Brampton
- Bolton Residential Area Option 6, Caledon
- 100 Queensway West, Mississauga

Decisions on outstanding Municipal Zoning Orders under consideration could be incorporated into the Peel 2051 Official Plan by the Minister in consultation with staff through Provincial modifications incorporated into the final approved Plan.

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### **CONCLUSION**

Staff have worked collaboratively with agencies and stakeholders to respond to the additional comments received on the Peel 2051 Official Plan and Municipal Comprehensive Review. The staff responses provided in this report and the corresponding draft policies and schedules in the Peel 2051 Official Plan represent good planning informed by consultation with a diverse range of stakeholders to support Provincial, Regional, and local planning objectives.

### **APPENDICES**

Appendix I - Site Specific Comments - Mapping

Appendix II - Schedule E-4 – Employment Areas

Appendix III – Draft Settlement Area Boundary Expansion Map, March 2022

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