

---

**REPORT TITLE: Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

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

---

## **RECOMMENDATION**

- 1. That the findings outlined in the report from the Commissioner of Public Works, listed on the December 7, 2023 Regional Council agenda titled “Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results”, be endorsed; and**
- 2. That staff be directed to undertake the next steps outlined in the subject report and report back to Regional Council with a recommendation on a Regional Official Plan Amendment to consider removing Site 1 and the western portion of Site 2 in the City of Mississauga, as well as the Dry Industrial lands in the Bolton GO Station Area of the Town of Caledon, from the “Employment Area” designation on Schedule E-4 of the Region of Peel Official Plan; and**
- 3. That a copy of the subject report be forwarded to the Ministry of Municipal Affairs and Housing, City of Brampton, Town of Caledon and City of Mississauga for information.**

## **REPORT HIGHLIGHTS**

- When adopting the new Region of Peel Official Plan on April 28, 2022, Regional Council directed staff to consider potential employment area conversions that warrant further analysis and collaboration with local municipalities, and include three employment sites in Mississauga to be considered in the analysis.
- Through consultation with local municipal staff, Caledon staff requested that lands in the vicinity of King Street West and Humber Station Road, referred to as the “Dry Industrial lands” be considered for further analysis as well.
- Regional Council directed staff to report back on the review’s findings by December 2023;
- Review of the subject lands for potential conversions to Community uses has been completed by Peel staff, jointly with Caledon and Mississauga staff.
- The Dry Industrial lands in the Bolton GO Station Area of Caledon, as well as Site 1 and the western portion of Site 2 in Mississauga, can satisfy most of the Region of Peel Official Plan conversion criteria in policy 5.8.34, however, the remaining criteria will need to be met through the next steps outlined in this report.
- This report outlines the findings of the review, and staff are seeking direction to undertake the next steps outlined in this report and to report back to Regional Council with a recommendation on a Regional Official Plan Amendment to consider removing Site 1 and the western portion of Site 2 in Mississauga, as well as the Dry Industrial

## Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results

lands in the Bolton GO Station Area of Caledon, from the “Employment Area” designation on Schedule E-4 of the Region of Peel Official Plan.

- Should staff recommend a Regional Official Plan Amendment be initiated, public consultation will be undertaken as part of the process, including holding open houses and a statutory public meeting.
- 

### DISCUSSION

#### 1. Background

The *Planning Act* requires Peel Region to undertake an Official Plan Review and Municipal Comprehensive Review (MCR) every five years to ensure that official plan policies maintain conformity and consistency with Provincial plans and policy changes, and to reflect the community’s evolving needs. Through an MCR, Peel Region may consider the conversion of employment lands to non-employment uses, subject to Provincial and Regional policy criteria.

Through the recently completed MCR, otherwise known as Peel 2051, 59 requests for employment conversions were submitted. Additional requests were also received as part of the Fall 2021 statutory consultation for Peel 2051. All of the sites were analyzed for potential conversions. Peel staff supported 16 sites for removal from the employment area through the final Region of Peel Official Plan (RPOP) recommendation report. Regional Council adopted the new RPOP on April 28, 2022. The RPOP was subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022.

While adopting the new RPOP, Regional Council passed a Resolution (2022-376) that directed staff to undertake a subsequent phase of the MCR to consider potential employment area conversions that warrant further analysis and collaboration with local municipal staff, and report back with the results within 18 to 20 months. Peel staff were directed to support local municipal land use compatibility analysis and public engagement and factor this input into Peel’s consideration of the employment conversion requests. Also on April 28, 2022, Regional Council passed a second Resolution (2022-380) that directed staff to include three potential conversion sites in the analysis, for the following addresses:

- 3155 Argentia Road (Site 1)
- 1100, 1140, and 1170 Burnhamthorpe Road (Site 2)
- 720 and 780 Burnhamthorpe Road (Site 3)

Site 1 is located in the Meadowvale Business Park Corporate Centre near Lisgar GO Station, while Sites 2 and 3 are located in the Mavis-Erindale Employment Area. All three sites were submitted by SmartCentres REIT (SmartCentres) for employment conversion requests and analyzed during Phase 1 of the MCR but were not supported for conversion. A map of the sites is available in Appendix I.

Peel staff also consulted with Caledon and Brampton staff to determine if any previously reviewed sites warranted inclusion in this Phase 2 MCR assessment. Brampton staff did not identify any lands. Caledon staff requested the Bolton GO Station Area Dry Industrial lands (Dry Industrial lands) be further considered. These lands are located in northwest Bolton near King Street and Humber Station Road, in proximity to the future Bolton GO station. They are designated Dry Industrial by Caledon’s currently in-effect Official Plan. Caledon staff identified these lands to be reviewed for potential conversion as part of the ongoing Caledon Major

## **Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

Transit Station Areas (MTSAs) Study, as the Dry Industrial lands are partially located in the Bolton GO MTSA.

### **2. Process**

Peel staff evaluated potential employment conversions for conformity with RPOP policy 5.8.34, which permits the conversion of employment lands to non-employment uses subject to the following criteria:

- a) there is a need for the conversion;
- b) the lands are not required over the horizon of the Plan for the employment use they were designated;
- c) Peel Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;
- d) the proposed uses do not affect the overall viability of the Employment Area and the achievement of intensification and density targets, as well as other policies of this Plan;
- e) there is existing or planned infrastructure and public service facilities to accommodate the proposed uses;
- f) the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
- g) cross-jurisdictional issues have been considered.

Analysis of these criteria has been done for each of the subject sites and can be found in Appendix II. The Dry Industrial lands in Caledon, as well as Site 1 and the western portion of Site 2 in Mississauga, fulfill most of the RPOP conversion criteria in policy 5.8.34 and the remaining criteria will need to be met through the next steps outlined in the report.

Local municipal staff from Mississauga and Caledon initiated the necessary land use compatibility and associated public engagement components of this review, which provided important input to Peel staff's consideration.

#### **a) Mississauga Study Process**

##### **i) Land Use Compatibility Studies**

GHD Limited (GHD) was retained by Mississauga to prepare land use compatibility studies with respect to the employment conversion requests. These studies evaluated the impacts of nearby employment uses and potential uses which may be introduced based on the existing zoning permissions of the surrounding lands. GHD also analyzed how the introduction of residential uses may impact the long-term operation and viability of existing or permitted employment uses in the subject areas. These analyses were based on the preliminary concepts provided by SmartCentres, proposing employment conversions.

GHD also conducted a peer review of the employment conversion rationales prepared by Urban Strategies Inc. on behalf of SmartCentres related to their requests to remove Sites 1, 2, and 3 from Peel's Employment Areas. The peer review assessed the submitted reports based on land use compatibility policies in the Growth Plan and the RPOP and considered the Ministry of the Environment, Conservation, and Parks (MECP)'s D-6 Guideline for Compatibility between Industrial Facilities and Sensitive Land Uses.

## **Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

### **ii) Public Consultation**

Two rounds of community and industry meetings were held in April and September 2023. During both meetings, participants were able to review information boards and discuss the potential conversions with Mississauga and Peel staff. Presentations and question-and-answer sessions were also held at each meeting.

### **b) Caledon Study Process**

#### **i) Land Use Compatibility Studies**

Meridian Planning (Meridian) was contracted by Caledon to undertake an MTSAs study for the Bolton GO Station Area and the Mayfield West Transit Hub Area. Meridian prepared a conversion and land use compatibility analysis on behalf of Caledon as a component of the Caledon MTSAs Study. Meridian evaluated whether the potential conversion of the subject lands would be supportive of the planning objectives of Peel and Caledon for this area. They completed an analysis of the existing land use context and the nature of permitted uses for the surrounding area, including consideration of the MECP's D-6 Guideline. A demonstration plan was used to understand how the subject lands could be redeveloped if converted. Meridian also analyzed whether the potential conversions would satisfy Provincial and Regional policy requirements and considered input from the initial consultation with landowners.

#### **ii) Public Consultation**

On May 4, 2023, Caledon staff invited impacted property owners of the Dry Industrial lands to a meeting about the Caledon MTSAs Study and the employment conversion review. To share the results of Meridian's analysis and recommendations, another consultation with these landowners was held on November 15, 2023. The public was invited to a virtual meeting on this same date.

Peel staff supported local municipal staff in preparing land use compatibility studies and undertaking public consultation for the potential employment conversions. Peel staff also analyzed the capacity of the transportation and water and wastewater servicing infrastructure surrounding each of the sites to determine if the preliminary concepts proposed by SmartCentres could be accommodated. In addition, Peel staff assessed the impact of these potential employment conversions on Peel's employment land needs.

### **3. Study Findings**

Findings of the local land use compatibility studies, public consultations, Mississauga peer review and Peel analysis can be found in the sections below.

#### **a) Land Use Compatibility Studies**

##### **i) Mississauga**

GHD found that the potential conversion of Site 1 would not result in significant impacts on the viability or operations of the surrounding employment area.

## **Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

It was also determined that the potential conversion of the western portion of Site 2 would not have significant impacts on the viability or operations of the surrounding employment area. However, it was found that the potential conversion of the eastern portion of Site 2 may result in a reduction and fragmentation of the Mavis-Erindale Employment Area. GHD recommended that further detailed analysis should be undertaken to investigate potential land use compatibility issues between the eastern portion of Site 2 and surrounding industries. It was recommended that further analysis be undertaken to identify the appropriate location for residential uses on the western portion of Site 2, should this potential conversion proceed.

GHD found that Site 3 has several nearby industries that may be adversely impacted if sensitive land uses were to be introduced. The overall viability of the surrounding employment area may also be impacted should the potential conversion proceed, as zoning permissions for properties to the south of Site 3 allow for manufacturing/ industrial uses that differ from current uses.

GHD also peer review assessed the employment land conversion rationale report submitted by the SmartCentres during the main phase of the MCR for the sites in Mississauga. GHD's review found that the report did not include enough information to adequately determine conformity to the applicable Provincial and Regional land use compatibility policies. Investigations per MECP Guideline D-6 are necessary to evaluate whether the introduction of sensitive uses would impact the surrounding employment areas and lead to land use compatibility issues.

### **ii) Caledon**

Based on the nature of the existing businesses currently occupying the Dry Industrial lands, the majority of the uses would be considered Class II uses, with one use being a Class III use. A Class II use is defined as a place of business for medium scale processing and manufacturing with outdoor storage of waste or materials. It generates periodic outputs of minor annoyance and has an influence area of 300 metres and requires separation distance of 70 metres.

A Class III use involves large scale manufacturing or processing, characterized by large physical size, outside storage of raw and finished products, large production volumes. It has frequent outputs of major annoyance and there is high probability of fugitive emissions. Its influence area is 1,000 metres and requires separation distance of 300 metres. Most, if not all, of the Class II and III uses within the Dry Industrial lands involve the outdoor storage of materials and/or trucks and the frequent movement of trucks on individual sites. Their area of influence impacts the neighbouring existing and planned community areas. The Dry Industrial lands will eventually be completely surrounded by residential communities, which will increase the potential for land use conflicts. Based on their analysis, Meridian recommended that the entire Dry Industrial lands be converted to community area.

Meridian also highlighted that the subject lands are partially located in the Bolton GO MTSA, which is required to be planned to achieve a minimum density of 150 residents and jobs combined per hectare. Meridian's memo concluded that the potential conversion of the subject lands into a residential area could assist in meeting this density target to support the development of the Bolton GO MTSA as a

## **Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

transit-supportive and complete community. Provincial and Regional policy justification for this recommendation was provided.

### **b) Public Consultation**

#### **i) Mississauga**

The majority of participants in the public consultation for Site 1 expressed opposition to the potential conversion, as they were concerned with the possible loss of relied-upon existing businesses and services. Some participants also communicated concerns regarding speculation that the potential conversion would facilitate the development of 100% “social housing” on the subject site. Other participants were hopeful that a future redevelopment could introduce more affordable housing options into the community. Participants submitted comments requesting that improved amenities be added to the subject neighbourhood (i.e., additional pedestrian connections and green spaces).

A variety of responses were received during the public consultations for Sites 2 and 3. Several industries located near these sites expressed concerns with the potential introduction of sensitive land uses near their businesses, particularly for Site 3, which could impact their operations and viability.

For all three sites, participants stressed that any proposals approved in the future should contain heights that are appropriate for the surrounding context, including nearby low-rise residential neighbourhoods. Participants were concerned that the potential loss of businesses and traffic congestion would impact their quality of life. They voiced concerns that existing transit on the Milton GO train line would not provide adequate transit services to accommodate the development concepts being proposed by SmartCentres for Site 1. Participants were also worried about the loss of jobs in these areas if the potential conversions were to proceed.

Participants noted that the advertised name of this project, “Employment Site Review”, was confusing, and they were unsure regarding its intent. Since the purpose of the review was to determine the suitability of an employment land conversion, there were limited details available on future land uses and built forms on the sites, should the potential conversions proceed, which participants expressed frustration with.

#### **ii) Caledon**

The feedback received from business operators and/or landowners of the Dry Industrial lands was in general supportive of higher density development and the potential conversion. None of the attendees indicated that they did not support conversion. The feedback from the community to date has been limited. Only a few comments and questions were typed into the meeting’s “Q&A” chat. No attendees opted to speak after the presentation. One person indicated support for conversion.

Caledon staff reported to the Town’s Planning and Development Committee (PDC) on November 21, 2023 on the findings of the review of the Dry Industrial lands in Caledon. Caledon staff report titled “Potential Employment Land Conversion of the Dry Industrial Area Near the Future Bolton GO Station” was received by the Town’s PDC. The committee was also provided with the memo on the November 15, 2023 consultation meetings related to the potential employment land conversion of the Dry

## **Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

Industrial lands. The memo documents the consultations with the industry and the community and includes the written comments received in response to the meetings or the related notices. In addition, there was one late submission to the Caledon PDC that generally supported the conversion but also expressed opposition to any negative impacts that potential conversion could have on their application in process.

### **c) Peel Transportation Analysis**

Peel staff prepared a Regional Transportation Analysis that can be found in Appendix III of this report. Based on high-level modelling, this analysis found that the proposed growth scenarios should not create a significant impact on Peel's surrounding road network across any of the horizon years for any of the sites. It was further determined that the existing infrastructure surrounding the subject sites could accommodate the proposed conversions, subject to more detailed analysis.

Peel staff also highlighted that Caledon's Dry Industrial lands and the Burnhamthorpe Road sites (Sites 2 and 3) are located near primary truck routes as identified in Peel's Goods Movement Strategic Plan (GMSP). Argentia Road, along which Site 1 is located, is not identified as a designated truck route by the GMSP. However, Transportation staff noted that, as industrial lands are situated west of this site, trucks tend to travel along Argentia Road to access Highway 401 via Winston Churchill Boulevard. It was noted that careful planning should be undertaken when proposing residential uses along designated primary truck routes to mitigate potential negative community impacts.

### **d) Peel Water and Wastewater Servicing Analysis**

Analyses were undertaken by Peel staff to evaluate the servicing impacts of the potential conversions, which can be found in Appendix IV-A and IV-B. The additional water demand and wastewater flows for the subject sites in Mississauga and Caledon were estimated for both the low- and high-growth scenarios.

#### **i) Caledon**

Based on high-level modelling, staff concluded that with the proper sizing, servicing infrastructure will be sufficient to accommodate both scenarios for potential employment conversions of the Dry Industrial lands in Caledon. The required water and wastewater infrastructure to service these sites should the conversions proceed will be development charge (DC) eligible. It was recommended that detailed modelling and hydraulic analysis be undertaken when development is eventually proposed and local servicing is developed and as part of other ongoing studies/updates.

#### **ii) Mississauga**

Analysis of the sites in Mississauga determined that upgrades to the existing local wastewater system and distribution watermains will be required to accommodate potential conversions for both low- and high-growth scenarios. The required infrastructure improvements are not DC-eligible and would be the responsibility of future development.

## **Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

It can be concluded that from a servicing perspective, conversions of analyzed employment lands can proceed; however, the future development would be responsible for improvements to local water and wastewater infrastructure.

### **e) Peel Assessment of Implications for Employment Lands Needs**

The area required to accommodate Peel's employment forecast was determined through the Peel 2051 MCR exercise, through a Lands Needs Assessment (LNA). The LNA established a total employment land requirement of 16,722 hectares (ha). The total area of the sites being reviewed for conversion is 84 ha, including 22 hectares in Mississauga and 62 gross hectares in Caledon. Since only Site 1 and a portion of Site 2 in Mississauga fulfill the land use compatibility criteria, Mississauga's potential conversion would result in about 15 ha of land. Most of the jobs within the analyzed sites are categorized as population-related jobs, such as retail and service jobs, and employment land employment (ELE) jobs, such as manufacturing and warehousing.

Peel staff analyzed the current uses of the subject sites to evaluate which category of employment they fall within. It was determined that Sites 1, 2, and 3 in Mississauga are currently occupied by population-related employment uses. These types of uses are typically located in non-employment areas, such as mixed-use settings, commercial designations, and institutional sites. Potential conversions of these sites to community uses will not have any significant impact on the supply of employment lands in Peel due to a relatively small area and requirement for replacement of existing jobs within new uses.

The Dry Industrial lands in Caledon include some uses providing ELE. This type of employment is typically more land-intensive and generally located in areas separate from other uses due to the externalities of these industries. There are about 300 jobs within this area based on the 2023 Caledon Employment Survey. Assuming that all of these jobs are ELE, it would require just over 11 ha of new employment lands elsewhere within the Employment Area in Caledon.

If the employment lands are converted to non-employment uses, the existing jobs will be required to be replaced or increased, accommodating primarily population-related jobs, such as retail and service jobs, as well as some office jobs. Peel staff conclude that the balance of employment lands in Peel should be sufficient to accommodate the projected growth of ELE jobs typical to employment areas, such as manufacturing and warehousing.

## **4. Next Steps and Conclusion**

Based on the results of the study findings outlined in this report, Regional staff, in consultation with local staff, agree that most of the criteria in RPOP policy 5.8.34 can be satisfied. However, criteria "a" of the policy: 'there is a need for the conversion', requires further justification. A Regional growth forecasting exercise is currently underway by Hemson Consulting which will consider population and employment needs in light of Bill 23. The work is planned to be completed in March 2024.

Regional staff support, in principle, initiating a Regional Official Plan Amendment (ROPA) process to remove Site 1 and the western portion of Site 2 in Mississauga, as well as the Dry



## Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results

Industrial lands in Caledon, from the “Employment Area” designation on Schedule E-4 of the RPOP, subject to the need for a conversion being met.

As such, the following next steps will be completed:

- Complete the Regional growth forecasting exercise to confirm if there is a need for the conversions of Site 1 and a portion of Site 2 in Mississauga, and the Dry Industrial lands in Caledon, to ensure all criteria in RPOP Policy 5.8.34 are satisfied;
- In the Spring of 2024, once the growth forecasting exercise is complete, staff anticipate reporting back to Council with a recommendation to either:
  - proceed with a ROPA and present a draft ROPA to request permission to initiate public consultation, including public open houses and a statutory public meeting;
  - or
  - not proceed with a ROPA.
- Following endorsement of this report, to avoid unnecessary delay, staff will initiate preparation of a draft ROPA in consultation with Mississauga and Caledon to be ready should the forecasting exercise demonstrate a need for the conversion. As part of the preparation of a draft ROPA, Peel staff will consider how to implement Mississauga’s conditions for Site 1 and the western portion of Site 2 in Mississauga outlined in the City of Mississauga report titled “Employment Sites Review (SmartCentres Mixed Use Proposals): Findings and Next Steps” dated October 25, 2023.

Additionally, at the appropriate time, Mississauga may undertake a master planning process which will address the specific concerns expressed by the community providing more details on the future uses, amenities, transportation solutions, housing forms, shopping options and job preservations. Similarly, Caledon may undertake a detailed planning process to address land uses and the specific concerns raised by the community and landowners.

### RISK CONSIDERATIONS

As a result of the provisions in Bill 23, *More Home Built Faster Act, 2022* (Bill 23), at a date to be proclaimed, Peel’s responsibilities as a planning authority will be removed, and the RPOP will be deemed to be an official plan of each local municipality, in addition to their own official plans. The Province has not provided a specific date for the proclamation of these changes but advised that the earliest would be winter 2024. If proclamation occurs before the completion of Phase 2 of Peel’s MCR, Regional Council will lose the authority to adopt the proposed conversions.

On May 18, 2023, the Province introduced Bill 112, the *Hazel McCallion Act, 2023* (Bill 112) that will dissolve Peel Region and make Brampton, Mississauga, and Caledon single-tier municipalities, effective January 1, 2025. The proposed legislation provides for the establishment of a Transition Board to make recommendations on implementing the restructuring. The Board’s future recommendations related to Regional roles and responsibilities may prevent the completion of Phase 2 of Peel’s MCR.

Bill 150, the *Planning Statute Law Amendment Act*, was introduced on November 16, 2023, which winds back ministerial changes to official plans. If this proposed legislation is passed, the *Official Plan Adjustments Act* would be enacted, which would reverse decisions impacting

## **Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversions Results**

twelve municipalities' official plans, including Peel Region's. The RPOP would therefore revert back to the in-effect version adopted by Regional Council on April 28, 2022, retroactive to the date of the ministerial approval on November 4, 2022. Any decisions on outstanding applications and appeals would be required to conform with this version of the RPOP. Peel staff will be bringing forward a report to Regional Council on December 7, 2023 that provides recommendations on the reversal of Provincial modifications to the adopted RPOP and related implementation matters.

### **APPENDICES**

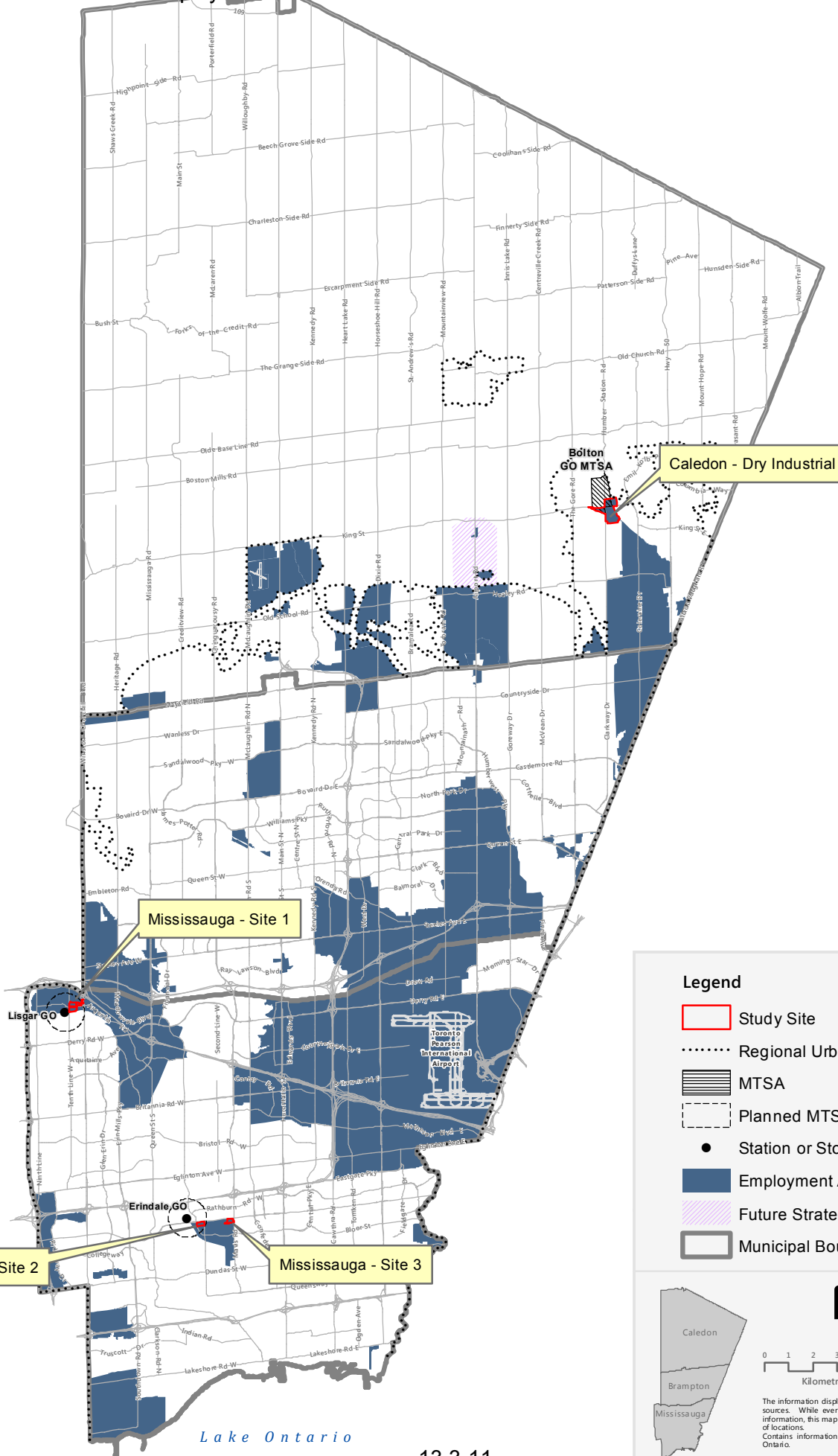
- Appendix I – Sites Analyzed for Potential Employment Conversion
  - Appendix II – Region of Peel Official Plan Policy Analysis on Potential Employment Conversions
  - Appendix III – Transportation Analysis for Potential Employment Conversions
  - Appendix IV-A - Water and Wastewater Analysis for Potential Employment Conversions in Mississauga
  - Appendix IV-B - Water and Wastewater Analysis for Future Employment Conversions in Caledon
- 



---

Kealy Dedman, Commissioner of Public Works

*Authored By: Roman Kuczynski, RPP, MCIP, Project Manager, Growth Management, Planning and Development Services*



**Legend**

- Study Site
- Regional Urban Boundary
- MTSA
- Planned MTSA
- Station or Stop Location
- Employment Area
- Future Strategic Employment Area
- Municipal Boundary



The information displayed on this map has been compiled from various sources. While every effort has been made to accurately depict the information, this map should not be relied on as being a precise indicator of locations.  
 Contains information licensed under the Open Government Licence - Ontario.

**Region of Peel Official Plan (RPOP) Policy Analysis on Potential Employment Conversions**

Policy 5.8.34

Permit the conversion of lands within *Employment Areas* designated on Schedule E-4 to non-employment uses, only through a *municipal comprehensive review* that demonstrates:

Conversion Criteria	Site 1: Argentia Road Lands	Site 2: 1100 Burnhamthorpe Road	Site 3: 780 Burnhamthorpe Road	Dry Industrial Lands in Caledon
a) there is a need for the conversion;	<p>Due to the ongoing housing crisis, there is a demand to convert underutilized employment lands within Peel Region to introduce residential uses.</p> <p>Mississauga’s Housing Action Plan identified reviewing opportunities to introduce residential uses on the subject site as an action to support the goal of increasing of housing supply in the city.</p> <p>Peel’s ongoing forecasting exercise will determine if Site 1 is needed for residential uses.</p>	<p>Due to the ongoing housing crisis, there is a demand to convert underutilized employment lands within Peel Region to introduce residential uses.</p> <p>Mississauga’s Housing Action Plan identified reviewing opportunities to introduce residential uses on the subject site as an action to support the goal of increasing of housing supply in the city.</p> <p>Peel’s ongoing forecasting exercise will determine if Site 2 is needed for residential uses.</p>	<p>Due to the ongoing housing crisis, there is a demand to convert underutilized employment lands within Peel Region to introduce residential uses.</p> <p>Mississauga’s Housing Action Plan identified reviewing opportunities to introduce residential uses on the subject site as an action to support the goal of increasing of housing supply in the city.</p> <p>Peel’s ongoing forecasting exercise will determine if Site 3 is needed for residential uses.</p>	<p>Due to the ongoing housing crisis, there is a demand to convert underutilized employment lands within Peel Region to introduce residential uses.</p> <p>Peel’s ongoing forecasting exercise will determine if the Dry Industrial Lands are needed for residential uses.</p>
b) the lands are not required over the horizon of the Plan for the employment use they were designated;	<p>The subject site is currently occupied by retail/commercial uses, providing mainly population-related employment. If conversion of this site was to proceed to permit a mixed-use development, the existing number of jobs would likely be replaced or even increased.</p>	<p>The subject site is currently occupied by retail/commercial uses, providing mainly population-related employment. If conversion of this site was to proceed to permit a mixed-use development, the existing number of jobs would likely be replaced or even increased.</p>	<p>The subject site is currently occupied by retail/commercial uses, providing mainly population-related employment. If conversion of this site was to proceed to permit a mixed-use development, the existing number of jobs would likely be replaced or even increased.</p>	<p>The existing uses of the subject site currently provide around 300 employment-related employment (ELE) jobs. It would require about 11 ha of new employment lands elsewhere within the Employment Area in Caledon to offset the potential conversion of the Dry Industrial lands.</p> <p>If the employment lands are</p>

Appendix II - Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversion Results

Conversion Criteria	Site 1: Argentia Road Lands	Site 2: 1100 Burnhamthorpe Road	Site 3: 780 Burnhamthorpe Road	Dry Industrial Lands in Caledon
				<p>converted to non-employment uses, the existing jobs will be required to be replaced or increased, accommodating primarily population-related jobs, such as retail and service jobs, as well as some office jobs. Peel staff conclude that the balance of employment lands in Peel should be sufficient to accommodate the projected growth of ELE jobs typical to employment areas.</p>
<p>c) the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;</p>	<p>Peel staff concluded that should this employment conversion proceed, the balance of employment lands in Peel should be sufficient to accommodate the projected growth of ELE jobs typical to employment areas, such as manufacturing and warehousing.</p>	<p>Peel staff concluded that should this employment conversion proceed, the balance of employment lands in Peel should be sufficient to accommodate the projected growth of ELE jobs typical to employment areas, such as manufacturing and warehousing.</p>	<p>Peel staff concluded that should this employment conversion proceed, the balance of employment lands in Peel should be sufficient to accommodate the projected growth of ELE jobs typical to employment areas, such as manufacturing and warehousing.</p>	<p>Peel staff concluded that should this employment conversion proceed, the balance of employment lands in Peel should be sufficient to accommodate the projected growth of ELE jobs typical to employment areas, such as manufacturing and warehousing.</p>
<p>d) the proposed uses do not affect the overall viability of the Employment Area and the achievement of intensification and density targets, as well as other policies of this Plan;</p>	<p>The potential conversion is intended to facilitate the redevelopment of Site 1. Based on the preliminary concept provided by SmartCentres REIT (SmartCentres), this development would include 13 mixed-use high-rise residential towers, nine (9) mid-rise residential buildings, 80 low-rise residential buildings, two (2) high-rise office buildings, one (1) mid-rise office building, and eight (8) single-storey</p>	<p>The potential conversion is intended to facilitate the redevelopment of Site 2. Based on the preliminary concept provided by SmartCentres, this development would include eight (8) mixed-use residential towers, one (1) mid-rise residential building, one (1) employment building, and one (1) office tower. As such, the proposed development would support Peel in achieving the intensification and density targets set out by the RPOP.</p>	<p>The potential conversion is intended to facilitate the redevelopment of Site 3. Based on the preliminary concept provided by SmartCentres, this development would include three (3) mixed-use high-rise buildings and (4) four mid-rise buildings (two (2) mixed-use residential and two (2) employment). As such, the proposed development would support Peel in achieving the</p>	<p>The Dry Industrial lands are partially located within the Bolton GO Major Transit Station Area (MTSA), which is required to be planned to achieve a minimum density of 150 residents and jobs combined per hectare. In Meridian Planning (Meridian)'s conversion and land use compatibility analysis, it was found that the potential conversion of the subject lands into a residential area could assist in meeting this density</p>

Appendix II - Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversion Results

Conversion Criteria	Site 1: Argentia Road Lands	Site 2: 1100 Burnhamthorpe Road	Site 3: 780 Burnhamthorpe Road	Dry Industrial Lands in Caledon
	<p>retail buildings. As such, the proposed development would support Peel in achieving the intensification and density targets set out by the RPOP.</p> <p>The potential conversion of the site should be subject to conditions that require the same amount of non-residential gross floor area (GFA) to be provided, at minimum. Please see criterion f) for further analysis of how the potential conversion and proposed uses may impact the viability of the Employment Area.</p>	<p>The potential conversion of the site should be subject to conditions that require the same amount of non-residential GFA to be provided, at minimum. Please see criterion f) for analysis of how the potential conversion and proposed uses may impact the viability of the Employment Area.</p>	<p>intensification and density targets set out by the RPOP.</p> <p>Please see criterion f) for analysis of how the potential conversion and proposed uses may impact the viability of the Employment Area.</p>	<p>target to support the development of the Bolton GO MTSA as a transit-supportive and complete community.</p> <p>The majority of the uses existing within the Dry Industrial lands would be considered Class II uses, with one use being a Class III use. Most, if not all, of the uses involve the outdoor storage of materials and/or trucks and the frequent movement of trucks on individual sites. The area of influence of the Class 2 and 3 uses impacts the neighbouring existing and planned community areas. The Dry Industrial lands will eventually be surrounded by residential communities, which will increase the potential for land use conflicts. As such, Meridian recommended that the entire Dry Industrial lands be converted to community uses. It was determined that other Employment Areas within Caledon would not be impacted by the potential conversion of the Dry Industrial lands.</p>
<p>e) there is existing or planned infrastructure and public service facilities to</p>	<p>Peel Transportation and Water/Wastewater staff used potential capacity figures to analyze</p>	<p>Peel Transportation and Water/Wastewater staff used potential capacity figures to analyze whether the</p>	<p>Peel Transportation and Water/Wastewater staff used potential capacity figures to</p>	<p>Peel Transportation and Water/Wastewater staff used potential capacity figures to analyze</p>

Appendix II - Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversion Results

Conversion Criteria	Site 1: Argentia Road Lands	Site 2: 1100 Burnhamthorpe Road	Site 3: 780 Burnhamthorpe Road	Dry Industrial Lands in Caledon
<p>accommodate the proposed uses;</p>	<p>whether the potential conversion could be accommodated by Peel’s transportation and servicing infrastructure.</p> <p>Transportation staff found that the proposed growth scenarios should not pose a significant impact on Peel’s surrounding road network across any of the horizon years based on high-level modelling. It was further determined that existing infrastructure should be able to accommodate the potential conversions subject to more detailed future analysis.</p> <p>Servicing staff found that upgrades to water and wastewater infrastructure would be required to accommodate the potential conversions.</p> <p>Based on the City’s analysis, infrastructure exists in the vicinity of Site 1 but would need to be improved should the potential conversion proceed.</p> <p>The proposed uses may require increased GO service, as Lisgar GO Station is the only station in</p>	<p>potential conversion could be accommodated by Peel’s transportation and servicing infrastructure.</p> <p>Transportation staff found that the proposed growth scenarios should not pose a significant impact on Peel’s surrounding road network across any of the horizon years based on high-level modelling. It was further determined that existing infrastructure should be able to accommodate the potential conversions subject to more detailed analysis. Careful planning should be undertaken as Site 2 is located near primary truck routes as identified in Peel’s Goods Movement Strategic Plan.</p> <p>Servicing staff found that upgrades to water and wastewater infrastructure would be required to accommodate the potential conversions.</p> <p>Based on the City’s analysis, infrastructure exists in the vicinity of Site 2 but would need to be improved should the potential conversion proceed. A new school would also be needed to accommodate new residential development in the Downtown Core.</p>	<p>analyze whether the potential conversion could be accommodated by Peel’s transportation and servicing infrastructure.</p> <p>Transportation staff found that the proposed growth scenarios should not pose a significant impact on Peel’s surrounding road network across any of the horizon years based on high-level modelling. It was further determined that existing infrastructure should be able to accommodate the potential conversions subject to more detailed analysis. Careful planning should be undertaken as Site 3 is located near primary truck routes as identified in Peel’s Goods Movement Strategic Plan.</p> <p>Servicing staff found that upgrades to water and wastewater infrastructure would be required to accommodate the potential conversions.</p> <p>Based on the City’s analysis, infrastructure exists in the vicinity of Site 3 but would need to be improved should the potential</p>	<p>whether the potential conversion could be accommodated by Peel’s transportation and servicing infrastructure.</p> <p>Transportation staff found that the proposed growth scenarios should not pose a significant impact on Peel’s surrounding road network across any of the horizon years based on high-level modelling. It was further determined that existing infrastructure should be able to accommodate the potential conversions subject to more detailed analysis. Careful planning should be undertaken as the Dry Industrial lands are located near primary truck routes as identified in Peel’s Goods Movement Strategic Plan.</p> <p>Servicing staff found that with proper sizing, water and wastewater infrastructure will be sufficient to accommodate the potential employment conversions.</p> <p>Peel staff are not in receipt of any servicing capacity analysis prepared by Caledon staff in support of this review.</p>

Appendix II - Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversion Results

Conversion Criteria	Site 1: Argentia Road Lands	Site 2: 1100 Burnhamthorpe Road	Site 3: 780 Burnhamthorpe Road	Dry Industrial Lands in Caledon
	proximity to the site, which operates at a limited capacity.		conversion proceed. A new school would also be needed to accommodate new residential development in the Downtown Core.	
f) the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and	GHD prepared a land use compatibility study to determine whether the potential conversion of the subject site would impact the operation or viability of employment uses on nearby lands. It was found that the potential conversion of Site 1 would not result in significant impacts on the viability or operations of the surrounding employment area.	<p>GHD prepared a land use compatibility study to determine whether the potential conversion of the subject site would impact the operation or viability of employment uses on nearby lands. It was found potential conversion of the western portion of Site 2 would not have significant impacts on the viability or operations of the surrounding employment area.</p> <p>It was determined that introducing residential uses on the eastern portion of Site 2 would have a more significant adverse impact on the operation and viability of nearby employment uses.</p>	GHD prepared a land use compatibility study to determine whether the potential conversion of the subject site would impact the operation or viability of employment uses on nearby lands. They found that introducing residential and other sensitive uses on the subject site may impact the long-term operation or viability of the permitted nearby employment uses, as heavy industry exists near the subject site, which would not meet Provincial guidelines for separation distances from residential and other sensitive residential land uses.	<p>Meridian recommended that the entire Dry Industrial lands be converted to community uses. They found that other Employment Areas within Caledon would not be impacted by the potential conversion of the Dry Industrial lands.</p> <p>The majority of the uses existing within the Dry Industrial lands would be considered Class II uses, with one use being a Class III use. Most, if not all, of the uses involve the outdoor storage of materials and/or trucks and the frequent movement of trucks on individual sites. The area of influence of the Class 2 and 3 uses impacts the neighbouring existing and planned community areas. The Dry Industrial lands will eventually be surrounded by residential communities, which will increase the potential for land use conflicts. As such, Meridian recommended that the entire Dry Industrial lands be converted to</p>



Appendix II - Phase 2 of the Peel 2051 Municipal Comprehensive Review: Consideration of Potential Employment Area Conversion Results

Conversion Criteria	Site 1: Argentia Road Lands	Site 2: 1100 Burnhamthorpe Road	Site 3: 780 Burnhamthorpe Road	Dry Industrial Lands in Caledon
				community uses. It was determined that other Employment Areas within Caledon would not be impacted by the potential conversion of the Dry Industrial lands
g) cross-jurisdictional issues have been considered.	Mississauga and Peel staff have analyzed the impacts of the potential employment conversion from their respective perspectives. There were no cross-jurisdictional issues identified. Additional agencies will be consulted through the approvals process.	Mississauga and Peel staff have analyzed the impacts of the potential employment conversion from their respective perspectives. There were no cross-jurisdictional issues identified. Additional agencies will be consulted through the approvals process.	Mississauga and Peel staff have analyzed the impacts of the potential employment conversion from their respective perspectives. There were no cross-jurisdictional issues identified. Additional agencies will be consulted through the approvals process.	Caledon and Peel staff have analyzed the impacts of the potential employment conversion from their respective perspectives. There were no cross-jurisdictional issues identified. Additional agencies will be consulted through the approvals process.

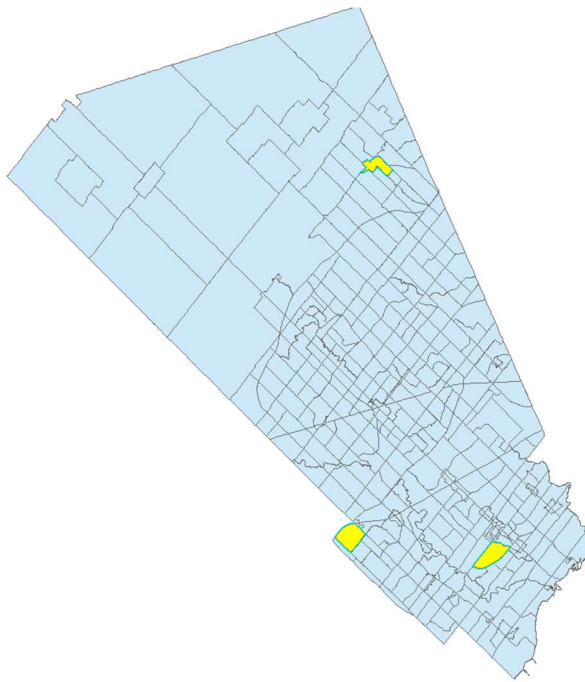
## MEMO

# RE: Transportation Analysis for Future Employment Conversions

October 2023

## Overview

This memo presents the results of the high-level transportation analysis, focusing on the impacts of several proposed employment conversions within three (3) traffic zones (TZs) across Peel Region, shown in **Figure 1**. This memo outlines the findings associated with two growth scenarios (low and high, compared to the base conditions) across the horizon years of 2031, 2041 and 2051. This analysis was conducting using EMME modelling software.



**Figure 1:** Traffic Zones with Proposed Employment Conversions

## Study Area

The project study area is composed of four (4) sites across three (3) TZs:

- |                |  |
|----------------|--|
| <b>TZ 3153</b> | <b>Caledon Dry Industrial Lands (1 site)</b><br>Located at King Street and Humber Station Road   |
| <b>TZ 3617</b> | <b>Lisgar GO Station (1 site)</b><br>Located at 3155 Argentia Road   |
| <b>TZ 3671</b> | <b>Burnhamthorpe Road (2 sites)</b><br>Located between Central Parkway West and Mavis Road <ul style="list-style-type: none"><li>i. 1100 Burnhamthorpe Road West</li><li>ii. 780 Burnhamthorpe Road West</li></ul> |

## Land Use Distributions

The change in population and employment, as a result of the proposed site conversions can be seen in **Table 1**, below. These distributions form the low and high growth scenarios.

**Table 1:** Difference between Revised and Approved Land Use Distributions

TZ #	Low Growth Scenario						High Growth Scenario					
	Population			Employment			Population			Employment		
	2031	2041	2051	2031	2041	2051	2031	2041	2051	2031	2041	2051
<b>3153*</b>	0	2,227	4,070	-179	114	746	0	2,227	4,070	-179	114	746
<b>3617</b>	3,636	7,272	7,272	-602	0	0	5,165	10,331	10,331	366	1,937	1,937
<b>3671</b>	2,479	4,960	4,960	-541	0	0	3,542	7,085	7,085	-439	205	205

\* **Note:** there is no difference between the low and high growth scenario for the Caledon Dry Industrial Lands

## Analysis and Conclusion

The analysis focuses on the horizon years of 2031, 2041 and 2051, and considers the three growth scenarios of base (existing), low, and high. A total of 40 kilometres of roads were selected for the analysis, across the three traffic zones. The proposed Highway 413 has been included as part of this analysis.

### Vehicle Kilometres Travelled

Across the three traffic zones, there was only a slight increase identified for **total** vehicle kilometres travelled (VKT) for all horizon years. Results are shown below.

**Table 2:** Increase in Total VKT Compared to Base Conditions

Growth Scenario	Horizon Year		
	2031	2041	2051
Low	0.4%	1.5%	1.9%
High	0.4%	2.1%	2.5%

Traffic Zone 3153 (Caledon Dry Industrial Lands) demonstrated the highest individual increase in VKT by 2051, with a forecasted increase of 5%. The zones located in Mississauga showed a maximum increase in VKT of 1.6% by 2051.

### Volume-to-Capacity Ratio

Volume-to-capacity (V/C) ratio is the measure of the amount of traffic (volume) on any given road, relative to the amount of traffic the road can physically accommodate (capacity). A V/C ratio greater than 1.0 indicates that the volume on the road has exceeded the capacity. When the V/C ratio is greater than 0.9 is considered "over acceptable capacity".

Across both the high and low growth scenarios, the percentage of roads operating over acceptable capacity (V/C greater than 0.9) increases by a maximum of only 2% when compared to the base scenario. This is true across all traffic zones. When observing roads over capacity (V/C greater than 1), the Lisgar GO Station zone only increases by 2% when compared to the base scenario. The other two sites remain unaffected, across both growth scenarios. Results are shown in the tables below.

**Table 3:** Percentage of Road with Volume-to-Capacity > 0.9

	3153 (Caledon)			3617 (Lisgar)			3671 (Burnhamthorpe)		
Growth Scenario	Horizon Year			Horizon Year			Horizon Year		
	2031	2041	2051	2031	2041	2051	2031	2041	2051
Base	2%	2%	9%	4%	4%	6%	2%	2%	4%
Low	2%	4%	11%	5%	6%	7%	2%	3%	4%
High	2%	4%	11%	5%	6%	7%	2%	3%	6%

**Table 4:** Percentage of Road with Volume-to-Capacity > 1.0

	3153 (Caledon)			3617 (Lisgar)			3671 (Burnhamthorpe)		
Growth Scenario	Horizon Year			Horizon Year			Horizon Year		
	2031	2041	2051	2031	2041	2051	2031	2041	2051
Base	2%	2%	6%	2%	2%	4%	0%	0%	0%
Low	2%	2%	6%	2%	2%	5%	0%	0%	0%
High	2%	2%	6%	2%	4%	5%	0%	0%	0%

## Conclusion

The proposed growth scenarios should not pose a significant impact on the surrounding Regional road network, across any of the horizon years, for all zones. Based on the information provided, the existing infrastructure should be able to accommodate the proposed site conversions. However, to fully capture the impact of the proposed population and employment increases, a more detailed transportation analysis should be conducted. Further analysis would provide additional insight on the operational level impacts, as well as nearby intersection operations.

Both the Caledon and Burnhamthorpe zones are located along primary truck routes. Argentia Road (Lisgar zone) is not identified as a designated truck route in the Region’s 2017 Goods Movement Strategic Plan (GMSP). However, as there are industrial lands west of this zone, trucks tend to travel along Argentia Road to access Highway 401 via Winston Churchill Boulevard. Since Argentia Road is considered an important connection for these truck generating businesses, it should be assessed for potential as a connector truck route, either through an updated GMSP or future studies. Careful consideration should be made when proposing community zones along designated truck routes, including mitigation measures to minimize negative impacts on the community.



future development would be responsible for the required water and wastewater infrastructure improvements. It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed.

The recommendations could change should the population estimates change based on a review of the potential impacts of these new numbers.

## 1 INTRODUCTION

The City of Mississauga provided the Region with two scenarios of potential employment conversions within three select sites within the City for the purposes of high-level water and wastewater infrastructure capacity assessment. The Region’s Water and Wastewater Infrastructure Planning have investigated to provide an overview of the water and wastewater impacts of potential employment conversions within following three select sites:

- Site 1 (located in SGU M0205)
- Site 2 (located in SGU M0253)
- Site 3 (located in SGU M0254)

The revised distribution for servicing analysis for low and high growth scenarios and corresponding population provided by the City for each site are summarized in Table 1.

**Table 1.** Summary of the population by Growth Distribution Scenarios for Employment Conversion Study 2023

Site (SGU ID)	Approved						Revised Distribution for Servicing Analysis											
	Population			Employment			Low Growth Scenario			High Growth Scenario			Population			Employment		
	2031	2041	2051	2031	2041	2051	2031	2041	2051	2031	2041	2051	2031	2041	2051	2031	2041	2051
Site 1 (M0205)	0	0	0	1,610	1,680	1,730	3,636	7,272	7,272	1,008	1,680	1,730	5,165	10,331	10,331	1,976	3,617	3,667
Site 2 (M0253)	240	740	1,060	3,090	3,280	3,660	1,674	3,609	3,929	2,728	3,280	3,660	2,288	4,837	5,157	2,883	3,590	3,970
Site 3 (M0254)	0	0	0	2,040	2,030	2,020	1,045	2,091	2,091	1,861	2,030	2,020	1,494	2,988	2,988	1,808	1,925	1,915
Sub-Total <sup>2</sup>	240	740	1,060	6,740	6,990	7,410	6,355	12,972	13,292	5,597	6,990	7,410	8,947	18,156	18,476	6,667	9,132	9,552

Table 2 summarizes the estimated water demands and wastewater flows generated by the additional low and high growth scenarios to get a high-level understanding of the scale of wastewater flows based on the information provided:

## 2 SERVICING ANALYSIS OF THE AREAS

### 2.1 Site 1 Overview

- The Site 1 is located in SGU M0205. Based on the information provided in Table 1, the total population with the low and high growth scenarios are well above the Region’s 2051 anticipated growth within the area for the years 2031, 2041 and 2051. Both low and high growth scenarios for this site was provided. The potential impacts to the water and wastewater systems with the potential utilization of Low and High growth Scenarios in the Site 1 was investigated.

**Table 2.** Estimated water demands and wastewater flows from low and high growth scenarios

Sites (SGU ID)	Growth Year	Approved				Low Growth Scenario				High Growth Scenario			
		Growth Population	Growth Peak Wet Weather Flow (L/s)	Growth Water Demands		Proposed Growth Population	Growth Peak Wet Weather Flow (L/s)	Growth Water Demands		Proposed Growth Population	Growth Peak Wet Weather Flow (L/s)	Growth Water Demands	
				Average (L/s)	Maximum Day Demand (MDD)(L/s)			Average (L/s)	Maximum Day Demand (MDD)(L/s)			Average (L/s)	MDD (L/s)
Site 1 (M0205)	2031	1,610	34.3	4.7	6.5	4,644	65.7	14.3	24.5	7,141	89.0	21.9	65.6
	2041	1,680	35.1	4.9	6.8	8,952	105.0	27.6	47.7	13,948	146.5	42.8	128.3
	2051	1,730	35.6	5.0	7.0	9,002	105.4	27.7	47.9	13,998	146.9	42.9	128.7
Site 2 (M0253)	2031	3,330	46.2	9.7	13.9	4,402	56.9	13.1	20.5	5,171	64.3	15.5	24.5
	2041	4,020	53.1	11.8	17.4	6,889	80.2	20.8	33.6	8,427	94.0	25.5	41.8
	2051	4,720	60.0	13.9	20.8	7,589	86.5	22.9	36.9	9,127	100.0	27.6	45.1
Site 3 (M0254)	2031	2,040	38.7	5.9	8.3	2,906	47.9	8.7	13.4	3,302	52.0	9.9	15.7
	2041	2,030	38.6	5.9	8.2	4,121	60.2	12.4	20.0	4,913	67.9	14.9	24.6
	2051	2,020	38.5	5.8	8.2	4,111	60.1	12.4	19.9	4,903	67.8	14.9	24.6

- The additional water demand as well as wastewater flows in these sites, as compared to approved growth scenarios, were estimated for both low and high growth scenarios for respective subject sites.
- There is existing water and wastewater infrastructure located in the vicinity of subject sites. There are no planned capital and/or master plan water and wastewater infrastructure improvements identified in the vicinity of subject sites.
- The capacity of wastewater systems was modelled based on the wastewater flows discharging on existing sewer in the area.
- The capacity of existing water system was investigated based on the estimated population/water demands supply through existing PZ5 water infrastructure in the area.
- The map showing the site, additional water demands and wastewater flows, existing /proposed infrastructure and high-level conclusions and recommendations for the existing water and wastewater servicing to the sites are provided separately in the Appendix 1 for the Site 1.

**2.2 Site 2 and Site 3 Overview**

- The Site 2 is located in SGU M0253 and Site 3 is located in SGU M0254. Based on the information provided in Table 1, the total population with the low and high growth scenarios are well above the Region’s 2051 anticipated growth within the area for the years 2031, 2041 and 2051. Both low and high growth scenarios for this site was provided. The potential impacts to the water and wastewater systems with the potential utilization of Low and High growth Scenarios in the Site 2 and Site 3 was investigated.
- The additional water demand as well as wastewater flows in these sites, as compared to approved growth scenarios, were estimated for both low and high growth scenarios for respective subject sites.
- There is existing water and wastewater infrastructure located in the vicinity of subject sites. There are no planned capital and/or master plan water and wastewater infrastructure improvements identified in the vicinity of subject sites.
- The capacity of wastewater systems was modelled based on the wastewater flows discharging on existing sewer in the area.
- The capacity of existing water system was investigated based on the estimated population/water demands supply through existing PZ3 water infrastructure in the area.

- The map showing the site, additional water demands and wastewater flows, existing /proposed infrastructure and high-level conclusions and recommendations for the existing water and wastewater servicing to the sites are provided separately in the Appendix 2 for the Site 2 and Site 3.

### **3 CONCLUSIONS AND RECOMMENDATION**

#### **1. Wastewater Servicing**

The capacity of existing/planned wastewater system was modelled based on the estimated population/wastewater flows discharging to the existing wastewater infrastructure adjacent to subject sites. The following are the high-level conclusions and recommendation for wastewater servicing to the sites:

- i. Site 1: Upgrades to the existing local wastewater system is required to accept potential employment conversions in the subject Site for both low/high growth scenarios
- ii. Site 2 and Site 3: Upgrades to the existing local wastewater system is required to accept potential employment conversions in the subject Site for both low/high growth scenarios

#### **2. Water Servicing**

The capacity of existing/planned water system was modelled based on the estimated population/water demands supply through existing PZ3 water infrastructure (for sites 2 and 3) and existing PZ5 water infrastructure (for site 1) adjacent to subject sites. The following are the high-level conclusions and recommendation for water servicing to the sites:

- i. Site 1: Upgrades to the existing distribution watermain (PZ 5) is required to accept potential employment conversions in the subject Site for both low/high growth scenarios
- ii. Site 2 and Site 3: Upgrades to the existing distribution watermain (PZ 3) is required to accept potential employment conversions in the subject Site for both low/high growth scenarios

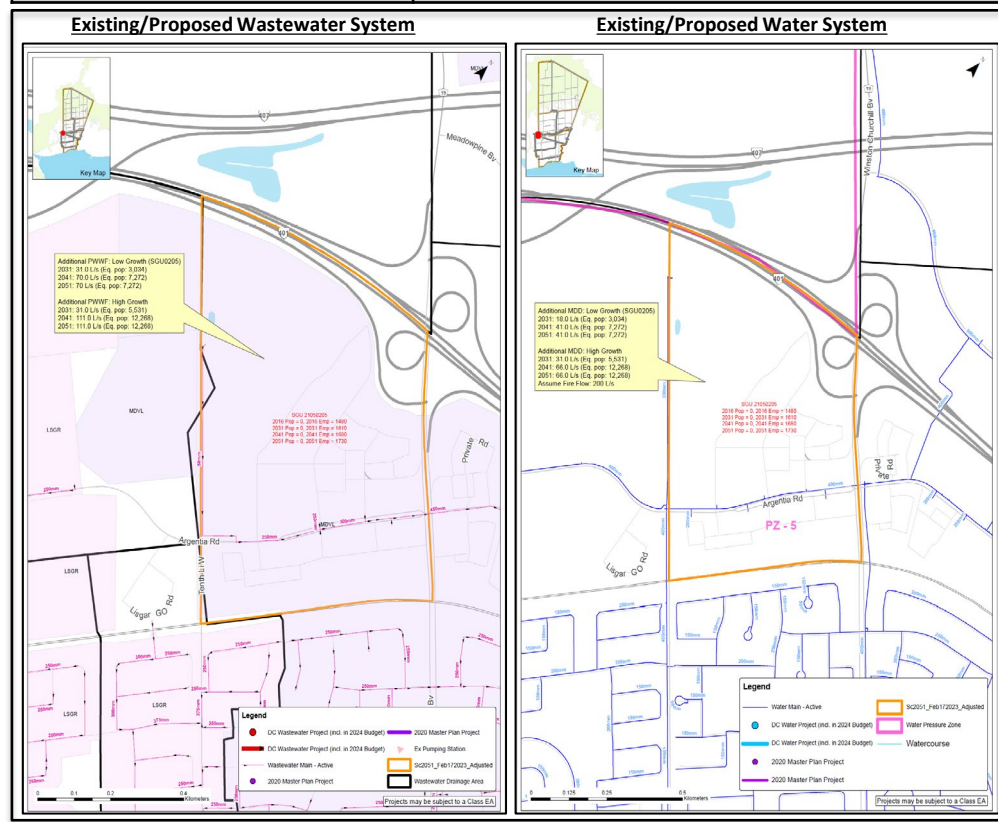
The required local wastewater and local water infrastructure improvements to service these sites are not DC eligible. The employment conversion lands could proceed; however, the future development would be responsible for the required water and wastewater infrastructure improvements. It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed.

The recommendations could change should the population estimates change based on a review of the potential impacts of these new numbers.



Appendix I Growth Distribution Scenarios for Employment Conversion Study 2023 – Site 1

Development Concept	Growth Distribution Scenarios for Employment Conversion Study 2023 in Three Sites
Development Area	Site 1 (located in SGU M0205)
Equivalent SGU Population (Year) – Approved	Site 1: 1,610 (2031); 1,680 (2041); 1,730 (2051)
Equivalent SGU Population (Year) – Low Growth	Site 1: 4,644 (2031); 8,952 (2041); 9,002 (2051)
Equivalent SGU Population (Year) – High Growth	Site 1: 7,141 (2031); 13,948 (2041); 13,998 (2051)
Ultimate Population	Site 1: 1,898



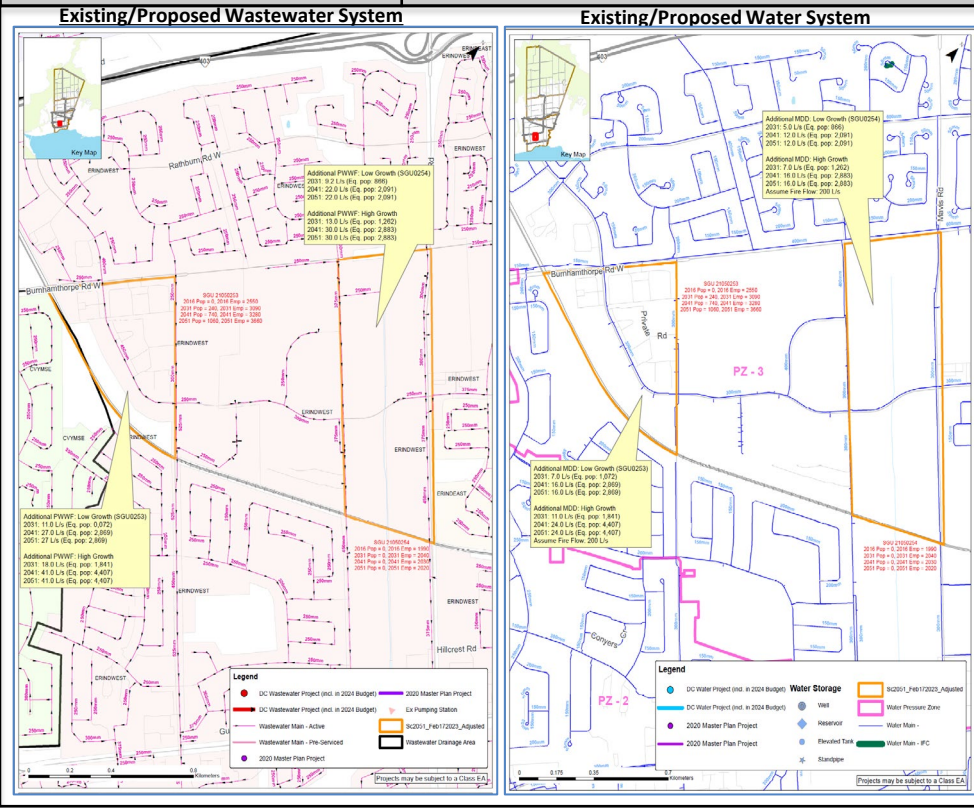
**Potential Wastewater Servicing Strategy:**

- Site 1 is located within the Credit Valley (MDVL) sewershed area, and discharges via McVean/East Trunk sewer system GE Booth Wastewater Treatment Facility.
- **Existing/ Proposed Infrastructure:**
  - Existing wastewater infrastructure: 50mm forcemain on Tenth Line; 250/300/450mm on easement east of Tenth Line and Argentia Rd intersection
  - No planned capital and master plan wastewater infrastructure in the vicinity of Site 1
- **Servicing Request:**
  - Investigate the impacts to the wastewater system with the potential utilization of Low and High Scenario for the site
- **Infrastructure Planning Review:**
  - Additional population and wastewater flows for Low/High growth compared to approved scenario is shown in map. The capacity of wastewater system was modelled based on the estimated population/wastewater flows discharging on existing sewer in the area and following are the recommendations:
    - Site 1: The upgrades of existing local wastewater system is required to accepts potential employment conversions in the subject Site for both low/high growth scenarios
    - The local sewer upgrades is not DC eligible and it's the developer's responsibility
    - It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed for these lands and local servicing is developed.

**Potential Water Servicing Strategy:**

- Site 1 is located in water pressure zone # 5
- **Existing/ Proposed Infrastructure:**
  - Existing water main around Site 1: 300/400mm on Tenth Line; 400mm on easement east of Tenth Line and Argentia Rd intersection, and 400mm on Winston Churchill Blvd
  - No planned capital and master plan water infrastructure in the vicinity of Site 1
- **Servicing Request:**
  - Investigate the impacts to the water system with the potential utilization of Low and High Scenario for the site
- **Infrastructure Planning Review:**
  - Additional population and water demands for Low/High growth compared to approved scenario is shown in map. The capacity of existing water system was investigated based on the estimated population/water demands supply through existing PZ5 water infrastructure in the area.
    - Site 1: The upgrades of existing distribution watermain is required to accepts potential employment conversions in the subject Site for both low/high growth scenarios
    - The local watermain upgrades is not DC eligible and it's the developer's responsibility
    - It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed for these lands and local servicing is developed.

Site 2 and Site 3	
Development Concept	Growth Distribution Scenarios for Employment Conversion Study 2023 in Three SGUs
Development Area	Site 2 (located in SGU M0253) and Site 3 (located in SGU M0254)
Equivalent SGU Population (Year) - Approved	Site 2: 3,330 (2031); 4,020 (2041); 4,720 (2051) Site 3: 2,040 (2031); 2,030 (2041); 2,020 (2051)
Equivalent SGU Population (Year) - Low Growth	Site 2: 4,402 (2031); 6,889 (2041); 7,589 (2051) Site 3: 2,906 (2031); 4,120 (2041); 4,111 (2051)
Equivalent SGU Population (Year) - High Growth	Site 2: 4,402 (2031); 6,889 (2041); 7,589 (2051) Site 3: 2,906 (2031); 4,120 (2041); 4,111 (2051)
Ultimate Population	Site 2: 5,298; M0254: 2,137



### Potential Wastewater Servicing Strategy:

- SGUs located within the Credit Valley Creek (ERINDWEST) sewershed area, and discharges via East Trunk sewer system GE Booth Wastewater Treatment Facility.
- **Existing/ Proposed Infrastructure:**
  - Existing sewer around Site 2: 450mm on Wolfedale Rd; 300/375mm on Mavis Rd; 300mm on Central Pkwy
  - Existing sewer around Site 3: 450mm on Central Pkwy; 250/350/525mm on Erindale Station Rd; 300mm on Central Pkwy
  - No planned capital and master plan wastewater infrastructure in the vicinity of both Sites
- **Servicing Request:**
  - Investigate the impacts to wastewater system with the potential utilization of Low and High Scenario for these Sites
- **Infrastructure Planning Review:**
  - Additional population and wastewater flows for Low/High growth compared to approved scenario is shown in map. The capacity of wastewater system was modelled based on the estimated population/wastewater flows discharging on existing sewer in the area and following are the recommendations:
    - Site 2: The upgrades of existing local wastewater system is required to accept potential employment conversions in the subject Site for both low/high growth scenarios
    - Site 3: The upgrades of existing local wastewater system is required to accept potential employment conversions in the subject Site for both low/high growth scenarios
    - The local sewer upgrades is not DC eligible and it's the developer's responsibility
    - It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed for these lands and local servicing is developed.

### Potential Water Servicing Strategy:

- Sites is located in water pressure zone # 3
- **Existing/ Proposed Infrastructure:**
  - Existing water main around Site 2: 300/400mm on Wolfedale Rd; 300mm on Mavis Rd; 300mm on Central Pkwy and 400/600mm on Burnhamthorpe Rd W
  - Existing water main around Site 3: 300mm on Central Pkwy; 300mm on Erindale St Rd; and 400/600mm on Burnhamthorpe Rd W
  - Construction of 400mm several growth-related water mains in the Mississauga City Centre (Completed)
- **Servicing Request:**
  - Investigate the impacts to the water system with the potential utilization of Low and High Scenario for these Sites
- **Infrastructure Planning Review:**
  - Additional population and water demands for Low/High growth compared to approved scenario is shown in map. The capacity of existing water system was investigated based on the estimated population/water demands supply through existing PZ3 water infrastructure in the area.
    - Site 2: The upgrades of existing distribution watermain is required to accept potential employment conversions in the subject Site for both low/high growth scenarios
    - Site 3: The upgrades of existing distribution watermain is required to accept potential employment conversions in the subject Site for both low/high growth scenarios
    - The local watermain upgrades is not DC eligible and it's the developer's responsibility
  - It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed for these lands and local servicing is developed.



The recommendations could change should the population estimates change based on a review of the potential impacts of these new numbers.

## 1 INTRODUCTION

The Town of Caledon provided the Region with two scenarios of potential employment conversions within two select sites within the Town for the purposes of high-level water and wastewater infrastructure capacity assessment. The sites are located in SGU C0444 and SGU C1120. The Region’s Water and Wastewater Infrastructure Planning have investigated to provide an overview of the water and wastewater impacts of potential employment conversions for the two select sites.

The revised distribution for servicing analysis for low and high growth scenarios and corresponding population provided by the Town for each site are summarized below in Table 1. Low and High Growth Scenarios for Caledon are the same.

**Table 1.** Summary of the population by Growth Distribution Scenarios for Employment Conversion Study 2023

Site (SGU ID)	Approved						Revised Distribution for Servicing Analysis											
	Population			Employment			Low Growth Scenario			High Growth Scenario								
	2031	2041	2051	2031	2041	2051	2031	2041	2051	2031	2041	2051	2031	2041	2051	2031	2041	2051
Site located in SGU C0444	4,040	4,148	4,525	424	921	1,431	4,040	6,117	8,080	424	1,297	2,457	4,040	6,117	8,080	424	1,297	2,457
Site located in SGU C1120	0	0	0	179	262	280	0	258	515	0	0	0	0	258	515	0	0	0
Caledon Sub-Total	4,040	4,148	4,525	603	1,183	1,711	4,040	6,375	8,595	424	1,297	2,457	4,040	6,375	8,595	424	1,297	2,457

Table 2 summarizes the estimated water demands and wastewater flows generated by the additional low and high growth scenarios to get a high-level understanding of the scale of wastewater flows based on the information provided:

**Table 2.** Estimated water demands and wastewater flows from low/high growth scenarios

Sites (SGU ID)	Growth Year	Approved				Low/High Growth Scenario			
		Growth Population	Growth Peak Wet Weather Flow (L/s)	Growth Water Demands		Proposed Growth Population	Growth Peak Wet Weather Flow (L/s)	Growth Water Demands	
				Average (L/s)	Maximum Day Demand (MDD)(L/s)			Average (L/s)	Maximum Day Demand (MDD)(L/s)
Site located in SGU C0444	2031	4,464	82.3	13.9	24.4	4,464	82.3	13.9	24.4
	2041	5,069	88.1	15.6	27.1	7,414	109.8	22.9	39.7
	2051	5,956	96.5	18.3	31.3	10,537	136.9	32.4	55.4
Site located in SGU C1120	2031	179	5.6	0.5	0.7	0	3.1	0.0	0.0
	2041	262	6.7	0.8	1.1	258	6.6	0.8	1.5
	2051	280	6.9	0.8	1.1	515	10.0	1.6	2.9



## **2 SERVICING ANALYSIS OF THE AREAS**

### **2.1 Employment Conversion Sites Overview**

- The sites is located in SGU C0444 and SGU C1120. Based on the information provided in Table 1, the total population with the low and high growth scenarios are well above the Region's 2051 anticipated growth within the area for the years 2031, 2041 and 2051. Both low and high growth scenarios are same for both sites. The potential impacts to the water and wastewater systems with the potential utilization of Low and High growth Scenarios in these sites was investigated.
- The additional water demand as well as wastewater flows in these sites, as compared to approved growth scenarios, were estimated for low/high growth scenarios for respective subject sites.
- There is existing water and wastewater infrastructure located in the vicinity of subject sites. There are also planned capital and/or master plan water and wastewater infrastructure improvements identified in the vicinity of subject sites.
- The capacity of wastewater systems was modelled based on the wastewater flows discharging on existing sewer in the area.
- The capacity of existing/planned water system was investigated based on the estimated population/water demands supply through existing PZ6 and PZ7 water infrastructure in the area.
- The map showing the site, additional water demands and wastewater flows, existing /proposed infrastructure and high-level conclusions and recommendations for the existing water and wastewater servicing to the sites are provided separately in the Appendix 1 for the subject sites.

## **3 CONCLUSIONS AND RECOMMENDATION**

- Wastewater Servicing for Employment Conversion Sites: With the proper sizing of the planned 525/675mm sewer on King Street and Humber Station Road wastewater infrastructure will be sufficient to accept the potential employment conversions in the subject sites for both low/high growth scenarios.
- Water Servicing for Employment Conversion Sites: With the proper sizing of the planned PZ6 and 7 water infrastructure (750mm PZ6E water main on King St, 600mm PZ6B water main and New booster pumping station in the vicinity of King St and Emil Kolb Pkwy) in the area, will be sufficient to accept the potential employment conversions in the subject sites for both low/high growth scenarios.

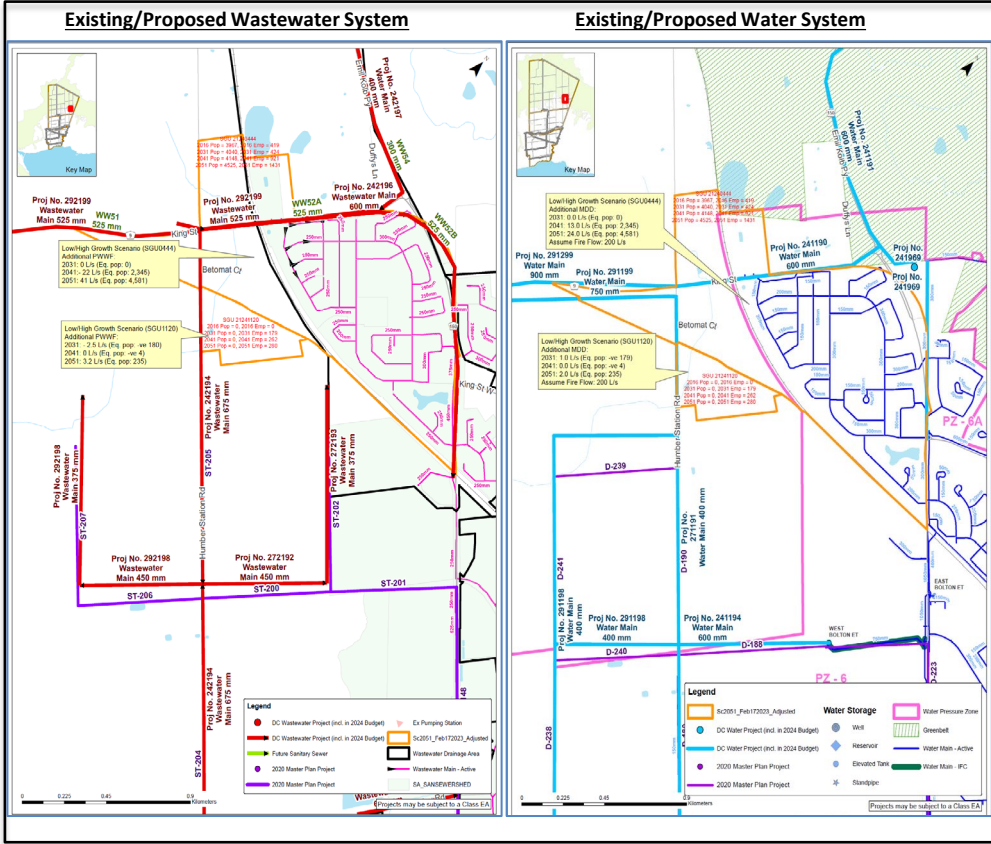
The required planned wastewater and water infrastructure to service these sites are DC eligible. Therefore, the employment conversion lands could proceed. It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed.

The recommendations could change should the population estimates change based on a review of the potential impacts of these new numbers.

Consideration of Potential Employment Area Conversion Results

Appendix I Growth Distribution Scenarios for Employment Conversion Study 2023 – Employment Conversion Sites (Town of Caledon)

Development Concept	Growth Distribution Scenarios for Employment Conversion Study 2023 in Two SGUs in Town Of Caledon
Development Area	One Site located in SGUC0444, and Other Site located in SGUC1120
Equivalent SGU Population (Year) - Approved	SGU C0444: 4,464 (2031); 5,069 (2041); 5,956 (2051) SGU C1120: 179 (2031); 262 (2041); 280 (2051)
Equivalent SGU Population (Year) – Low/High Growth	SGU C0444: 4,464 (2031); 7,414 (2041); 10,537 (2051) SGU C1120: 0 (2031); 258 (2041); 515 (2051)
Ultimate Population	8,375



**Potential Wastewater Servicing Strategy:**

- The sites located within the Coleraine (COLER) sewershed area, and discharges via McVean/East Trunk sewer system GE Booth Wastewater Treatment Facility.
- **Existing/ Proposed Infrastructure:**
  - Exiting 375/525mm sanitary sewer on Coleraine Drive
  - Construction of 675/750mm sewer on Humber Station Rd to service future development in west Bolton (Design 2024, Service Year 2026)
  - Construction of a 525/600mm sanitary sewer on King Street between The Gore Rd and Emil Kolb Pkwy to service future development in west and north Bolton (Design 2024)
  - Construction of a 375mm sanitary sewer to service future development in west Bolton (Service Year 2027/2033)
- **Servicing Request:** The intent is to investigate the impacts to the wastewater system with the potential utilization of Low and High Scenario for these Sites
- **Infrastructure Planning Review:**
  - The capacity of wastewater system was investigated based on the estimated population/wastewater flows discharging on planned 525/675mm sewer on King St and Humber Station Rd in the area. With the proper sizing, the planned wastewater system will be sufficient to accept the potential employment conversions in the subject sites for both low/high growth scenarios
  - The required planned wastewater infrastructure to service these sites are DC eligible. It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed for these lands and local servicing is developed.

**Potential Water Servicing Strategy:**

- The sites is located in water pressure zone # 6 and 7
- **Existing/ Proposed Infrastructure:**
  - Exiting 300mm distribution water main in area and 1050mm sub-transmission on Coleraine Dr (PZ-6)
  - Proposed water infrastructure to service future development areas:
    - 1500mm PZ6B transmission main from 1050mm main north of King St to North Bolton Booster Pumping Station (BPS) (Design 2024, Service Year 2026)
    - 600mm PZ7B water main on King St from future North Bolton BPS to Humber Station Rd (Design 2024, Service Year 2026)
    - 400mm PZ6B water main on Humber Station Rd from future 400mm main on future street north of Healey Rd (Service Year 2029)
    - 900- mm PZ7E transmission main on King St from future Sandhill Pumping Station to future Macville Elevated Tank (Design 2032, Service Year 2030)
    - 750mm PZ6E water main on King St from future Sandhill Pumping Station to Humber Station Rd (Design 2032, Service Year 2034)
    - 600mm PZ6B water main on a future street from West Bolton Elevated Tank to future 600mm water main on Humber Station Rd (Service Year 2026)
    - New booster pumping station in the vicinity of King St and Emil Kolb Pkwy to service future development in west and north Bolton (Design 2024, Service Year 2026)
- **Servicing Request:** The intent is to investigate the impacts to the water system with the potential utilization of Low and High Scenarios
- **Infrastructure Planning Review:**
  - The capacity of water system was investigated based on the estimated population/water demands supply through planned PZ6 and 7 water infrastructure (750mm PZ6E water main on King St, 600mm PZ6B water main and New booster pumping station in the vicinity of King St and Emil Kolb Pkwy) in the area. With the proper sizing, the planned water system will be sufficient to accept the potential employment conversions in the subject sites for both low/high growth scenarios.
  - The required planned water infrastructure to service these sites are DC eligible. It is recommended that detailed modeling and hydraulic analysis be undertaken at the time a development is proposed for these lands and local servicing is developed.