

# Peel2051

## Regional Official Plan Review and Municipal Comprehensive Review

### Employment Conversion Analysis

January 2022



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## 1.0 Introduction and Background

As part of the Peel 2051 Regional Official Plan Review and municipal comprehensive review (MCR), the Region is designating and planning for employment areas to accommodate existing and future jobs. Employment Areas are places of business and economic activity in the Region that are vital for the Region to maintain a healthy economy and accommodate future jobs and economic opportunities to meet the Regions employment forecast. Where non-employment land uses (such as residential or retail) are proposed, the merits and justification are reviewed through the MCR process.

As part of a Peel 2051 update, employment conversion requests received to date were reviewed and presented in a *Preliminary Employment Conversion Analysis, May 2021*. Following further policy updates and the statutory consultation period in Fall 2021, additional requests were received. By January 2022, a total of 59 employment conversion requests were received, and 16 requests (some overlapping) are proposed to be supported, totalling 275.2 hectares of land. This report provides detailed analysis of the employment conversion requests and proposed direction for refinements to the mapped regional employment area designation. Expanded detailed analysis and justification on select sites (B8, M1 and M3) has also been included where requested by the Province in their comments dated November 3, 2021.

The land use planning framework in the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and Regional Official Plan (ROP) is outlined in this section to provide an understanding of the key policy framework components affecting employment conversions. Both existing ROP policies and those proposed through the Peel 2051 Regional Official Plan Review and municipal comprehensive review are presented.

### 1.1 Employment Planning Policy Context

#### *Provincial Policy Statement, 2020*

The Provincial Policy Statement (PPS) was recently updated and came into effect May 1, 2020. The PPS sets the policy foundation for regulating the development and use of land, with a specific focus on the provincial goal of enhancing quality of life and a vision for long-term prosperity, healthy, liveable, and safe communities. A key component of the strategy to achieve these goals is represented in the PPS policies to identify, plan for, and protect employment areas to secure jobs and promote economic development and competitiveness. A few changes from the previous PPS 2014 introduced new ways to plan for employment.

New policies in the PPS 2020 emphasize that planning authorities should assess employment areas to ensure the planned function is appropriate, and that industrial and manufacturing uses are separated from sensitive uses to maintain long term economic viability (PPS 1.3.2.2 and 1.3.2.3). These policies surrounding land use compatibility and transition sensitive uses are important additions that reflect the increasing pressures on employment areas resulting from cities' efforts to intensify adjacent lands.

Protection of employment areas has also been permitted on a longer planning horizon, beyond 25 years (PPS 1.3.2.7). This may be a useful tool for municipalities to protect for future employment areas on lands that have strategic qualities, like in strategic growth areas. The PPS 2020 further clarifies where employment conversions may be outside of the new provincially significant employment zones introduced through the Growth Plan for the Greater Golden Horseshoe (PPS 1.3.2.5) and discussed in the next section.

## *A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2020*

In 2019, the Province released the Growth Plan for the Greater Golden Horseshoe (Growth Plan), 2019 which built upon the Growth Plan 2017 to address key issues in securing more housing supply, jobs, and business investments in Ontario. This introduced several changes to how municipalities plan for employment, including a strengthened regional municipal role in employment planning.

Upper-tier municipalities are now required to identify and designate employment areas for protection in regional official plans to conform to Growth Plan policy 2.2.5.6. These employment areas must have minimum density targets established. The policy changes in the Growth Plan 2019 also dictate “one-window” for employment conversions. Once designated, employment areas may only be converted through a Municipal Comprehensive Review (MCR) undertaken by the Region (some exceptions are outlined in section 1.2 of this report).

The Growth Plan, 2019 introduced 31 [provincially significant employment zones](#) (PSEZ), six of which are in Peel. The PSEZ are intended to identify employment areas (as well as mixed use areas) with a significant number of jobs, protect them for the longer term, and act as an economic development tool. Further policy direction on the implementation of PSEZ may be forthcoming from the Province.

The Province approved Amendment 1 to the Growth Plan 2019 in August 2020, to provide municipalities with more flexibility to respond to demographic, employment, market demand, and housing affordability trends in the Greater Golden Horseshoe (GGH). A significant change was to extend the planning horizon from 2041 to 2051 for future growth by updating the Schedule 3 population and employment forecasts. An additional 310,000 people and 100,000 jobs are included in the Region of Peel’s forecast by 2051. The Growth Plan now includes additional flexibility for conversions of lands within PSEZs and Major Transit Station Areas.

To support municipal planning for growth, the Province simultaneously proposed an updated land needs assessment methodology with a simplified approach. This would replace the previous detailed methodology with guidance on an outcome-based method.

### *The Regional Official Plan*

The ROP includes three definitions primarily related to employment, which will require updates to reflect the new employment framework in the Growth Plan, 2019, including PSEZs and the regional employment area.

- *Employment Area/Areas*: areas that are designated in *area municipal official plans* for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and *ancillary* facilities. *Employment areas* are designated in *area municipal official plans* as described in Section 5.6.2.6 of this Plan.
- *Employment Land/Lands*: land within employment areas.
- *Ancillary*: uses that primarily serve the business functions on employment land.

Currently there is no formally mapped employment designation in the in-effect ROP. ROP policy 5.6.2.6 defines the employment areas to be supported and protected from conversion to include those designated in local municipal official plans as follows:

- In Mississauga: Industrial, Institutional, Business Employment, or Mixed Use designations in the Mississauga Official Plan employment areas and corporate centres
- In Brampton: Office, Industrial, and certain Business Corridor” designations
- In Caledon: Prestige Industrial, General Industrial, and Dry Industrial designations

Conversions of lands within those employment areas to non employment uses are permitted only through an MCR and subject to parameters in ROP policy 5.6.2.8.

Through the Region’s Peel 2051 MCR, designating an employment area is to be included through the policy text and on a schedule in the amended ROP, as per Growth Plan policy. This draft employment area will form the basis for Regional employment planning, regional-level employment protection, and employment conversion review. Policy 5.6.2.6 outlined above is proposed to be simplified and replaced with draft policy 5.8.25 to read:

- “Protect and support Employment Areas as identified on Schedule Y6 of the Regional Official Plan for employment uses.”

## 1.2 Specific Policies for Conversion Review and Non-Employment Flexibility

As part of the growth management and employment planning focus area of the Peel 2051 MCR, this document presents Employment Conversion Analysis based on the policies of the growth plan, regional official plan, and other strategic considerations. The Region generally holds the position that all employment lands are needed, but further consideration is given where conversions may be appropriate in strategic areas.

### *The Growth Plan*

Establishing and preserving employment lands in the Region of Peel is necessary to build and sustain complete communities, foster economic growth and competitiveness, and to achieve employment forecasts to 2051. In accordance with policy 2.2.5.6 of the Growth Plan, 2019, the Region is designating employment lands for the first time through the current Municipal Comprehensive Review (MCR), taking into consideration existing designations and uses, as well as employment conversion requests. Land uses such as residential and major retail developments are to be prohibited, except for example, where the uses are ancillary to the primary employment use or fall below established thresholds. The conversion of employment lands to non-employment uses can only take place through a Region-led MCR, and the Growth Plan includes criteria for assessing whether conversions are justified.

Provincial Growth Plan Employment Conversion Policies	
Policy 2.2.5.7	a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use;
Municipalities will plan for all employment areas within settlement areas by:	b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and
	c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.

<p>Policy 2.2.5.9</p> <p>The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:</p>	a) There is a need for the conversion
	b) The lands are not required over the horizon of this Plan for the employment purposes for which they are designated
	c) The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan
	d) Proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification density targets in this Plan, as well as the other policies of this Plan; and
	e) There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
<p>Policy 2.2.5.10</p> <p>Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:</p>	a) satisfy the requirements of policy 2.2.5.9 a), d) and e);
	b) maintain a significant number of jobs on those lands through the establishment of development criteria; and
	c) not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.

### Regional Official Plan

The Region is reviewing conversion requests in the employment areas which are protected under existing Regional Official Plan policy 5.6.2.6 and meant to support growth to the year 2031 (and some intensification to 2051). Employment conversions which are “supported” will remove these lands from the Region’s employment area land base for 2031 growth and subsequently impact the municipal comprehensive review for growth to 2051. Ultimately if existing employment lands are converted to non-employment uses there may be a loss of jobs (or a loss of lands that could provide jobs) within the existing urban area. The employment planning framework restricts conversions to prevent the export of jobs and economic activity out of our municipalities, maintain a healthy employment activity rate, and keep employment opportunities in areas that are close to residents and accessible by transit. The primary ROP employment conversion policy proposed through the Peel 2051 MCR is as follows:

<b>Draft Regional Official Plan Employment Conversion Policy</b>	
<p>Policy 5.8.30</p> <p>Permit the conversion of lands within Employment Areas identified on Schedule Y6 to non-employment uses, only through a <i>municipal comprehensive review</i> undertaken by the Region that demonstrates:</p>	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) the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;
	d) the conversion does not affect the overall viability of the Employment Area and the achievement of intensification and density targets;

	e) there is existing or planned infrastructure and public service facilities to accommodate the proposed conversion;
	f) the lands are not required over the long-term for employment purposes;
	g) the lands do not fulfill the criteria for provincially significant employment lands;
	h) the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
	i) cross-jurisdictional issues have been considered.
	For the purposes of this policy, major retail, residential and nonancillary uses are not considered employment uses unless already permitted by a designation identified in the Employment Area of the local municipalities' official plan.
<p><i>Please note that Regional staff are reviewing and refining this policy, and draft policy numbers align with the October 1, 2021 Draft Regional Official Plan Consolidation and may change.</i></p>	

To address the complex nature of planning for employment, the evolving visions for strategic growth areas in the Region, and areas where additional technical work may be required for a fulsome picture of appropriate land uses, the Region has proposed policies in the draft Regional Official Plan Amendment (ROPA) to permit additional uses in select areas. For employment areas likely facing transition and development in the future, the ROP is proposed to include new policies to facilitate additional non-employment uses to be permitted through comprehensive planning and technical study in the future. In these areas, the existing and surrounding employment uses are still valuable assets and employers, so the flexible employment policies outlined below require demonstration of land use compatibility while introducing the new community building land uses. These new policies follow the direction provided in the Employment Strategy Discussion Papers described in Section 2.1 of this report. Employment planning policies in Section 5.8 of the ROP continue to be refined to reflect the findings of this Peel 2051 MCR, to respond to Peel's unique employment context, and further clarify Provincial consistency and conformity requirements (e.g. PPS land use compatibility policies).

Under policies in **Category 1**, the employment areas within select delineated major transit station areas (MTSA) on draft Schedule Y6 – Employment Areas may be permitted to include retail, residential, commercial, and non-ancillary uses without an amendment to the ROP, subject to the completion of a municipally-initiated planning study (likely a study completed during local implementation of MTSA policy requirements). These select MTSA's have complex considerations regarding timing of transit infrastructure, transition, and land use compatibility:

- Clarkson GO Station (LWGO-2)
- Bolton GO Station (HUB-1)
- Queen BRT Stations between Torbram Road and Highway 50 (QUE-9 to QUE-15)
- Bramalea GO Station (KIT-2)

Under policies in **Category 2**, local municipalities may accommodate new retail and commercial uses in Employment Areas on lands designated Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies. Some examples of these areas include:

- Steeles Avenue Business Corridor Uses (primarily east of Kennedy Road)
- Bovaird Drive Business Corridor Uses (from McLaughlin Road to Main Street)
- Dundas Street East Mixed Uses

<b>Draft Regional Official Plan Employment Implementation Policies</b>	
<p><b>Category 1</b> Policy 5.8.32</p> <p>Notwithstanding Section 5.8.31, Employment Areas within delineated Major Transit Station Areas on Schedule Y6 – Employment Areas have the potential to support the integration of Employment Areas with nonemployment uses to develop vibrant, mixed use areas, and innovation hubs. Retail, residential, commercial, and non-ancillary uses may be permitted without the requirement of an amendment to this Plan, subject to the completion of a municipally initiated planning study underway and the implementing local official plan amendment as per Section 16(16) of the Planning Act to the satisfaction of the Region. The planning study shall address:</p>	a) the requirements of Section 5.6.19.9 of this Plan;
	b) an overall net increase to the total jobs planned for the Employment Area within the delineated boundary;
	c) maintaining an employment land use designation to protect for higher density office uses;
	d) how the viability of the Employment Area will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality may also be required to contain an assessment of various environmental considerations such as impact on local airsheds;
	e) maintain a minimum employment to population ratio across the subject lands;
	f) that higher order transit is planned for the Major Transit Station Area within the planning horizon;
	g) the development of complete communities and transit-supportive densities including employment uses; and
	h) demonstrate how transit-supportive employment densities will be achieved.
<p>Examples of refinements under consideration for policy 5.8.32 include:</p> <ul style="list-style-type: none"> <li>• Recognition of Growth Plan policy requirements to be met; and</li> <li>• Requiring that the mix and ratio of types of jobs is addressed (e.g. office, manufacturing, etc.)</li> </ul>	
<p><b>Category 2</b> Policy 5.8.31</p> <p>Notwithstanding Section 5.8.30, the local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:</p>	a) the lands to be re-designated are located on the periphery of an Employment Area;
	b) the building(s) have direct frontage onto a corridor that is supported by existing or planned higher order transit;
	c) the proposed uses are accommodated in a multi-storey mixed-use office building;
	d) appropriate transition and buffering are provided to sensitive uses;
	e) the planned function and viability of the Employment Area including movement of goods are not adversely impacted; and
	f) the development exceeds the minimum Employment Area density for the local municipality prescribed in Section 5.8.26.
<p>An example of refinements under consideration for policy 5.8.31 include modifying part b) to reference rapid transit, rather than higher order transit.</p>	
<p><i>Please note that Regional staff are reviewing and refining these policies, and draft policy numbers align with the October 1, 2021 Draft Regional Official Plan Consolidation and may change.</i></p>	



Under **Category 3**, additional employment planning implementation policies are being considered for addition to the ROP. These policies address Growth Plan directions such as those surrounding the definition and control of major retail land uses, and Peel’s context-specific opportunities to consider unique land use issues or changes in transit and MTSA planning.

<b>New Draft Regional Official Plan Employment Implementation Policies Under Consideration</b>	
<p><b>Category 3-1</b></p> <p>Example: Major Retail thresholds &amp; direction on commercial uses permitted in employment areas</p>	<ul style="list-style-type: none"> <li>• Prohibit major retail uses in employment areas</li> <li>• Add a definition for major retail in the ROP, and include a gross floor area threshold for standalone stores or retail centres that would not be considered major retail (for example, a cluster of commercial land uses up to 3,000 square metres)</li> <li>• Direct permitted retail or commercial land uses which are below the major retail threshold to appropriate lands (for example, the periphery of employment areas and served by transit)</li> </ul>
<p><b>Category 3-2</b></p> <p>Example: Additional MTSA’s may become subject to draft policy 5.8.32</p>	<ul style="list-style-type: none"> <li>• Permit additional MTSA’s to form the basis of draft flexible policy 5.8.32 through a regionally initiated amendment to the ROP</li> </ul>
<p><b>Category 3-3</b></p> <p>Example: Recognize and relocate existing non-employment land uses in employment areas</p>	<ul style="list-style-type: none"> <li>• In specific scenarios, allow existing non-employment land uses permitted in employment areas to be relocated to another developable site, provided there are development restrictions on the original location and there is a need for the proposed use which can also contribute jobs.</li> </ul>
<p><i>Please note that Regional staff are drafting and refining these policies, which may change.</i></p>	

### 1.3 Regional and Local Municipal Roles in Employment Conversions

This Regional MCR is the first to be conducted under the new Growth Plan policy framework which requires employment areas to be designated by upper-tier municipalities. As the responsibility for employment land designation is now at the Regional level, the role of reviewing employment conversions has also been assigned to the Regional MCR.

Some employment conversion requests in this document have a history which began before the Growth Plan, 2017, therefore their supporting studies and analysis were initiated at the local municipal level (see section 2.0 of this report). The Region has respected where these local municipal studies recommended employment conversions which were in turn endorsed or approved by local municipal councils. That direction has been carried forward.

Any requests for conversion received since 2017 have been reviewed by Regional staff in collaboration with local municipal staff. Ultimately, the Regional staff recommendations stemming from this work are to be presented to Regional Council and addressed through a ROPA if supported for approval.

The employment conversion summary table in section 3.0 of this report divides the areas considered by their status in previous local municipal studies, other areas considered, and additional requests.

## 2.0 Related Studies and Analysis Summary

### 2.1 Region of Peel

#### *Employment Strategy Discussion Paper*

Cushman & Wakefield prepared an Employment Strategy Discussion Paper for the Region of Peel that outlines the current context of employment and provides strategies for achieving the Region's employment forecasts.

In their recommendations, Cushman & Wakefield highlight the importance of protecting employment lands as the default position, and further, that encroachment by sensitive uses (e.g. schools, places of workshop) should be monitored as these intrusions also pose a risk to the long-term viability of the Region's employment base. At the same time, specific conversions may be justified to support wider community building objectives, for example to allow for intensification around certain Major Transit Station Areas.

An addendum has been completed to reflect the 2051 planning horizon, changes in the provincial planning framework and Regional Council direction, overall economic shifts, and trends and impacts from COVID-19. In particular, the *Employment Strategy Discussion Paper 2051 Addendum* has provided direction on how and where employment areas may transition to support more density and mixed uses.

#### *Strategic Growth Areas*

The Peel 2051 MCR is establishing a new Strategic Growth Area (SGA) policy framework, which provides geographic areas to focus intensification in the Region. Some SGAs including MTSAs and intensification corridors overlap and traverse employment areas. These SGAs can include employment intensification (i.e. from low density manufacturing to major office developments), or where appropriate, mixed land uses. The Region's establishment of SGAs and particularly those on rapid transit corridors or MTSAs provides a focus for lands in which mixed uses may be introduced in employment areas, as proposed in the draft employment implementation policies in section 1.2 of this report. Employment areas can play a role in achieving the Region's minimum intensification rate; intensification in these key SGA locations can support Peel's diverse workforce in accessing jobs via transit.

#### *Land Needs Assessment*

Employment conversions can have a significant impact on the Region's achievement of forecasted employment growth, if jobs are removed from employment lands without replacement. As such, results of the employment conversion review inform the *Land Needs Assessment*, which evaluates how forecasted jobs can be accommodated in the existing settlement areas of the Region and the subsequent requirement for additional settlement area expansion to accommodate growth to 2051.

## **2.2 Caledon**

The Caledon Employment Land Needs Study, completed by Watson and Associates in September 2007 and amended in February 2010 projected employment growth in Bolton, Mayfield West, Tullamore, and the remaining Rural area and determined whether additional employment land was needed to accommodate this growth. It was determined that settlement expansions are needed in Bolton, Mayfield West, and Tullamore to provide for the identified employment land needs to 2031. Settlement expansions were completed to accommodate these employment land needs in Caledon, such as ROPA 28 (South-Albion Bolton Employment Area in Bolton).

The Town also completed a 2019 Queen Street Corridor Study which reviewed Queen Street and Highway 50 in Bolton for redevelopment potential and streetscape improvements. The report highlighted lands adjacent to Highway 50, some which overlap the existing employment areas, as potential areas for intensification gateways and a new commercial core. While the study identified this potential, the primary recommendation of the report was to complete an environmental assessment for the downtown section of Queen Street, and the secondary recommendation was for the report to inform updated secondary plans in the Caledon OP. The land use recommendations of the report have not been implemented at this time.

The Town's current local official plan review is underway and will include both an Intensification Study Update, and an Institutional, Commercial, and Industrial Study to inform implementation of the Provincial and Regional employment policy framework.

## **2.3 Brampton**

In 2015, the City of Brampton undertook an MCR for employment conversions, which was a local municipal responsibility prior to the Growth Plan, 2017. The City of Brampton approved the conversion of 6 sites as part of their MCR, informed by several studies and background reports. These sites are currently under appeal at the Local Planning Appeal Tribunal.

N. Barry Lyon Consultants Limited was retained to analyze the lands in the Bram East Secondary Plan, an area that received several requests for conversion through the Brampton MCR. In their analysis, they recommend a review of the Bram East Secondary Plan to establish a comprehensive vision for the lands which would support the viability of the entire area for major office investment.

Cushman & Wakefield provided a market analysis for the conversion requests being considered in the context of industrial and office employment trends, and offer a site-specific breakdown that considers the site conditions and existing land uses, clustering of land uses, transportation and transit access, proximity to residential lands and other sensitive land uses, and recent development activity.

Hemson Consulting Ltd. provided a recommendation report on the conversion requests, in which they recommend conversion of 3 of 13 sites based on their assessed ability to contribute to employment growth in the long term. This report highlights that all current employment lands are required to meet employment forecasts for Brampton, and conversions are not needed to ensure sufficient residential land supply. Hemson's recommendation report was followed by two addenda analyzing 69 Bramalea Rd., 75 Bramalea Rd., and 106 East Dr., at the direction of

Brampton Council. These conversions were considered in the context of the Bramalea Station Proof of Concept developed by Perkins + Will, which identified the potential for conversion of certain lands along Bramalea Rd. to mixed use, transitioning to “low impact industrial” adjacent to the remaining employment uses. In their analysis, Hemson cautioned against proceeding with conversions for these sites prior to the establishment of a policy framework and stated the need to ensure that the overall viability of the employment lands to the east are protected from residential encroachment.

In May 2018, the City of Brampton released “Living the Mosaic: Brampton 2040 Vision”, a document outlining Brampton’s vision for community building to the year 2040. The vision included new direction for development across the city and highlighted a need for a jobs-housing balance that preserves local employment opportunities for Brampton residents.

In 2022 with the Brampton Official Plan Review underway, the City of Brampton has started work to draft a revised City Structure, which identifies employment areas as well as Urban Centres, Town Centres, and Urban boulevards which may be appropriate for the introduction of additional mixed uses. The Region and the City of Brampton are working to develop policies in alignment with this vision, including in the process of planning for employment. These areas are important considerations in both the City and Regional structure and are being considered in review of employment conversions.

## **2.4 Mississauga**

The City of Mississauga also undertook a Municipal Comprehensive Review for employment conversions in 2015. Phase 1 of Mississauga’s two-phase approach to employment conversions identifies the potential for conversion of lands in the Northeast Employment Area, Lakeview Employment Area, and Dixie Employment Area. The Phase 1 MCR report recommends the protection of employment areas other than those identified above.

In 2016, an update to the Phase 1 MCR was produced with specific focus on conversion of lands adjacent to Major Transit Station Areas. Through this report it was recommended that the City (responsible for conversions at the time) consider the conversion of certain mixed-use employment lands within employment areas adjacent to MTSA through detailed MTSA planning work. In Phase 2 of Mississauga’s MCR, three major community planning initiatives informed and refined the lands recommended for conversion: MyMalton, Inspiration Lakeview, and Dundas Connects. The lands identified through these detailed planning studies were recommended for their potential to create community spaces on underutilized lands and to optimize proximity to transit infrastructure.

The recommendations of the Dundas Connects Master Plan were endorsed by Mississauga Council in December 2018, and a draft Official Plan Amendment is being developed by City Staff to formalize policy for the area, in conjunction with Major Transit Station Area policy implementation. In recognition of the change in land uses that may occur over time to implement the Dundas Connects Master Plan, city staff have developed a Dundas Connects Land Use Compatibility Terms of Reference for development applicants to use in the future to assess whether sensitive land uses may be appropriate in proximity to employment uses.

The City’s current local official plan review is underway with key focus areas including what parts of the city will be the focus for growth, ultimately informing implementation of the Provincial and Regional employment policy framework.

## 2.5 Analysis Summary and Next Steps

### Summary of Recommendations

In general, the studies reviewed as part of this work align with the Region’s position that the majority of Peel’s employment lands must be preserved in the interest of maintaining a strong economic base, diverse types of employment, and supporting the development of complete communities over the long term. Where individual sites have been recommended for conversion, it has been sufficiently demonstrated that larger community building objectives will be served, such as intensification in strategic growth areas and optimizing investment in transit infrastructure. The review of employment conversion requests identified in the report section 3 table and section 4 maps is summarized as follows:

- 59 Employment conversions requests were received (including local or regional MCR initiatives and private requests);
- 473.4 hectares of land were requested to be converted;
- 275.2 hectares (16 requests) are supported by the Region to be removed from the regional employment area (a majority within Dundas Connects); and
- Flexible employment implementation policies (**Categories 1 to 3**) that can enable local municipal consideration of additional non-employment uses would apply to a further 26 of the conversion requests.

### A ‘Roadmap’ for Employment Conversion Sites

In section 5 of this report, the individual employment conversion requests were reviewed in a two-step process. All proposed conversions were reviewed for their conformity to criteria laid out in Growth Plan policies, such as those in section 1.2 of this report. Those which largely did not meet the growth plan tests are “not supported” for conversion. As a second step for sites where some Growth Plan policy criteria are met, further review was conducted and a summary of detailed analysis of the Growth Plan and ROP policy framework was included. Based on this analysis, sites which meet the regional and provincial policies are “supported” for conversion, and those which require additional technical review through local implementation post-Regional MCR have been directed to the relevant category of implementation policies (“not supported; within a Flexible Policy Area” or “not supported; see implementation polices”).

Analysis Results and Next Steps	
<b>Not Supported</b>	<p>The subject lands remain in the regional employment area and are protected from conversion until review during the next MCR.</p> <ul style="list-style-type: none"> <li>• In most cases, the proposed land uses would not be permitted at this time.</li> <li>• In select cases, the land uses proposed would be permitted through existing local or proposed regional (policy <b>Category 3-1</b>) policies while remaining within the regional employment area, therefore a conversion is not needed.</li> </ul>

<p><b>Supported</b></p>	<p>The subject lands are supported for conversion, meaning that they will be removed from the Regional Employment Area designation and regional level employment protections no longer apply.</p> <ul style="list-style-type: none"> <li>• Local municipal land use designations will continue to apply, but further development application processes are enabled to consider non-employment land uses.</li> <li>• A subsequent change in the local official plan designation could result from a city/town-initiated official plan amendment or privately-initiated official plan amendment.</li> <li>• The developer will follow the standard development review processes to permit their proposed use.</li> </ul>
<p><b>Not supported; within a Flexible Policy Area (Category 1 or 2)</b></p> <p>or</p> <p><b>Not supported; See Implementation Polices (Category 3-2 or 3-3)</b></p>	<p>The subject lands remain in the regional employment area, subject to recommendations from municipally initiated studies that would support the addition of non-employment land uses if deemed appropriate.</p> <ul style="list-style-type: none"> <li>• For <b>Category 1 or 2</b> sites, the Regional MCR evaluation has provided a level of recognition that there may be potential for non-employment uses to be introduced to the site, however additional technical study is required. The local municipal official plan reviews or other studies may address the outstanding technical criteria outlined in the ROP flexible employment policies, and propose new uses to be added.</li> <li>• For <b>Category 3-2</b> sites, if additional MTSAs are delineated in the ROP, the Region will consider whether they are appropriate to be added to schedule Y6 and benefit from draft policy 5.8.32 through a regionally-initiated amendment to the ROP. If so, the implementation steps of that policy would apply.</li> <li>• For <b>Category 3-3</b> sites, additional justification would need to be provided through a local official plan amendment (demonstrated to the satisfaction of the Region), to allow for an existing non-employment land use to change locations.</li> </ul>

*Next Steps*

Regional staff will provide correspondence to the parties that have requested conversions to inform them of the assessments of their proposals, and next steps in the Regional municipal comprehensive review. The results of this analysis are being incorporated into refinements of the mapped regional employment area designation on draft Schedule Y6, ultimately being presented to as part of the recommended new ROP policy framework to Regional Council for adoption in spring 2022.

Ultimately employment conversions are one component of the MCR recommendations to be forwarded for review and approval by the Province. For sites within PSEZ, the Region's adopted ROP and MCR will be provided as input and justification for refinement of the PSEZ mapping.

### 3.0 Employment Conversion Summary Table

Region of Peel Employment Conversion Summary					
	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Approved by Local Council prior to July 1, 2017	B1	Alpa Stone	Brampton	Support (LPAT appeal withdrawn)	2.1
	B2	Castlemore Country Properties	Brampton	Support (LPAT appeal withdrawn)	4.6
	B3	Ouray Dev. Inc.	Brampton	Support (LPAT appeal withdrawn)	3.1
	B4	Royal Pine	Brampton	Support (LPAT appeal withdrawn)	7.0
	B5	TACC Holborn	Brampton	Support (See O. Reg 171/20)	14.3
	B6	69 Bramalea Rd.	Brampton	Support (Approved at LPAT)	0.8
				<b>Subtotal</b>	<b>31.9</b>
Considered endorsed by local Planning Study	B7	106 East Drive	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	0.6
	M1	Lakeview	Mississauga	Support	24.8
	M2	Dundas Connects – Dixie & Mavis*	Mississauga	Support	136.7
	M3	MyMalton – Great Punjab Centre	Mississauga	Support	7.4
	M4	Clarkson GO (LWGO-2)	Mississauga	MTSA to form the basis of draft ROP policy 5.8.32 (Flexible Policy Area) <sup>1</sup>	N/A
	M18	Dundas Connects – Western Business Park*	Mississauga	Support	77.1
				<b>Subtotal</b>	<b>246.6</b>
Other Areas Considered	C1	Bolton GO (HUB-1)	Caledon	Partial Support (See O. Reg 171/21) / MTSA to form the basis of draft ROP policy 5.8.32 (Flexible Policy Area) <sup>1</sup>	2.6 / N/A
	B25	Bramalea GO (KIT-2)	Brampton	MTSA to form the basis of draft ROP policy 5.8.32 (Flexible Policy Area) <sup>1</sup>	N/A
	B26	Queen Street BRT MTSA's from Torbram to Hwy 50 (QUE-9 to QUE-15)	Brampton	MTSA's to form the basis of draft ROP policy 5.8.32 (Flexible Policy Area) <sup>1</sup>	N/A
				<b>Subtotal</b>	<b>2.6</b>
Private Requests Submitted to the Region	C2	11 Perdue Court	Caledon	Not Supported	1.6
	C4	41 Hopcroft Road	Caledon	Not Supported	0.8
	C5	500 Wilton Dr	Caledon	Support	1.8
	B8	75 Bramalea Rd.	Brampton	Support	1.5
	B9	9381 and 9393 McLaughlin Road North	Brampton	Not Supported	4.4
	B10	Castlepoint Invest Inc.	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	8.8
	B11	1000 Steeles Ave E. (Bacardi)	Brampton	Not supported <sup>3</sup>	5.0
	B12	2111 Steeles Ave E. (Canadian Tire)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	4.9
	B13	3420 Queen St. E	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	4.3
	B14	18 Corporation Drive	Brampton	Not Supported	1.2
	B15	10 Victoria Crescent (Delta Urban/Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	1.1

	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Private Requests Submitted to the Region	B16	26 Victoria Crescent (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	2.6
	B17	376 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	1.7
	B18	387 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	2.0
	B19	391 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	4.0
	B20	10394 Hurontario St. (GWD)	Brampton	Not Supported	0.4
	B21	Steeles (Kennedy to Hwy 410)	Brampton	Not supported; Within a Flexible Policy Area <sup>2</sup> See Implementation Policies <sup>3</sup>	23.8
	B22	150 Bovaird Drive	Brampton	Not supported; Within a Flexible Policy Area <sup>2</sup>	1.2
	B23	10064 Hurontario Street	Brampton	Not supported; Within a Flexible Policy Area <sup>2</sup>	1.9
	B24	Proposed Place of Worship (N side of Countryside, west of Coleraine)	Brampton	Not Supported See Implementation Policies <sup>3</sup>	8.0
	B27	9400 Goreway Drive	Brampton	Not supported	1.8
	B28	10124 Hurontario	Brampton	Within a Flexible Policy Area <sup>2</sup>	0.9
	B29	2250, 2280 and 2300 Queen St E	Brampton	Within a Flexible Policy Area <sup>1,2</sup>	3.5
	B30	8383 Mississauga Road	Brampton	Not Supported	0.4
	B31	8200 Dixie Road	Brampton	Not Supported See Implementation Policies <sup>3</sup>	10.1
	B32	Steeles at Mississauga Road	Brampton	Not Supported See Implementation Policies <sup>3</sup>	18.8
	B33	5923 Mayfield Rd	Brampton	Not Supported	1.9
	B34	390 Orenda Rd (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	3.2
	B35	110 East Dr	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	3.0
	B36	9340, 9358, & 9370 Goreway Dr	Brampton	Not supported	1.9
	B37	24 Bramalea Rd (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area <sup>1</sup>	0.4
	B38	Steeles at Wardsville Dr (0 Harbour Sky Drive)	Brampton	Not Supported	1.5
	M13	2120 Dundas St. E	Mississauga	Within a Flexible Policy Area <sup>2</sup>	0.5
	M14	Dundas St. E & Mattawa Ave (GSAI)	Mississauga	Not Supported	7.3
	M15	Stanfield (GSAI)	Mississauga	Not Supported	6.7
	M17	1000 Dundas St. E. (Plan Logic)	Mississauga	Support **	0.8
	M22	1699-1701 Dundas St. E	Mississauga	Support **	1.3
	M23	5170 Dixie Road	Mississauga	Not Supported	1.9
	M24	Dixie at Crestlawn	Mississauga	Not Supported	5.6
	M25	3155 Argentia Rd	Mississauga	Not Supported; See Implementation Policies <sup>3</sup>	12.6
	M26	1100 Burnhamthorpe Rd	Mississauga	Not Supported; See Implementation Policies <sup>3</sup>	4.6
M27	780 Burnhamthorpe Rd	Mississauga	Not Supported	4.4	



	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Private Requests Submitted to the Region	M28	5200 Dixie Rd	Mississauga	Not Supported	4.0
	M29	2025-2087 Dundas St E	Mississauga	Not supported; Within a Flexible Policy Area <sup>2</sup>	2.7
	M30	1425 Dundas St. E	Mississauga	Support **	1.9
	M31	Heartland Town Centre	Mississauga	Not Supported	13.2
	M32	6981 & 6991 Millcreek Dr	Mississauga	Not Supported; See Implementation Policies <sup>3</sup>	3.0
				<b>Subtotal</b>	<b>195.7</b>
				<b>Total Requested</b>	<b>473.0</b>
				<b>Total Supported by Region</b>	<b>275.2</b>

\*Note: Areas include select Mixed Use and Business Employment lands in the Dixie, Mavis-Erindale, and Western Business Park employment areas as identified in the Dundas Connects Master Plan recommendations.

\*\*Note: property is within the supported Dundas Connects – Dixie area and is removed from the “Total Requested” and “Total supported by Region” sums to avoid double counting.

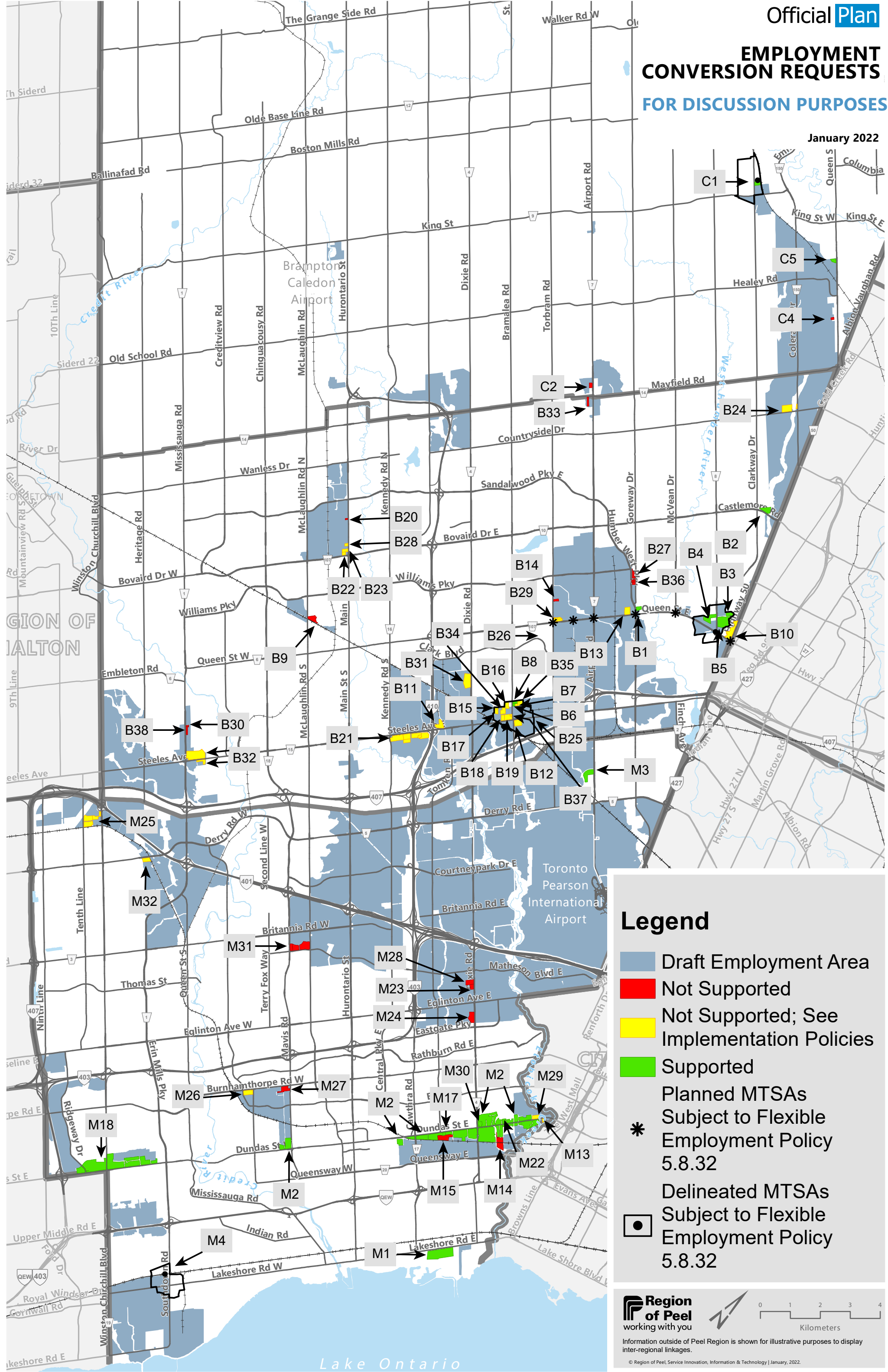
<sup>1</sup> These properties are within an area with draft flexible policies **Category 1**: MTSA subject to draft ROP policy 5.8.32 – Lands may be permitted to include non-employment uses post-regional municipal comprehensive review subject to outlined criteria.

<sup>2</sup> These properties are within an area with draft flexible policies **Category 2**: Draft ROP Policy 5.8.31 - Local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies.

<sup>3</sup> Other draft ROP policies in **Category 3** regarding employment planning implementation may permit the proposed uses to be permitted in the future, subject to specific thresholds or policy criteria being met (ROP Policy section 5.8)

**EMPLOYMENT  
CONVERSION REQUESTS**  
FOR DISCUSSION PURPOSES

January 2022



**Legend**

- Draft Employment Area
- Not Supported
- Not Supported; See Implementation Policies
- Supported
- Planned MTSAs
- \* Subject to Flexible Employment Policy 5.8.32
- ◻ Delineated MTSAs
- ◼ Subject to Flexible Employment Policy 5.8.32

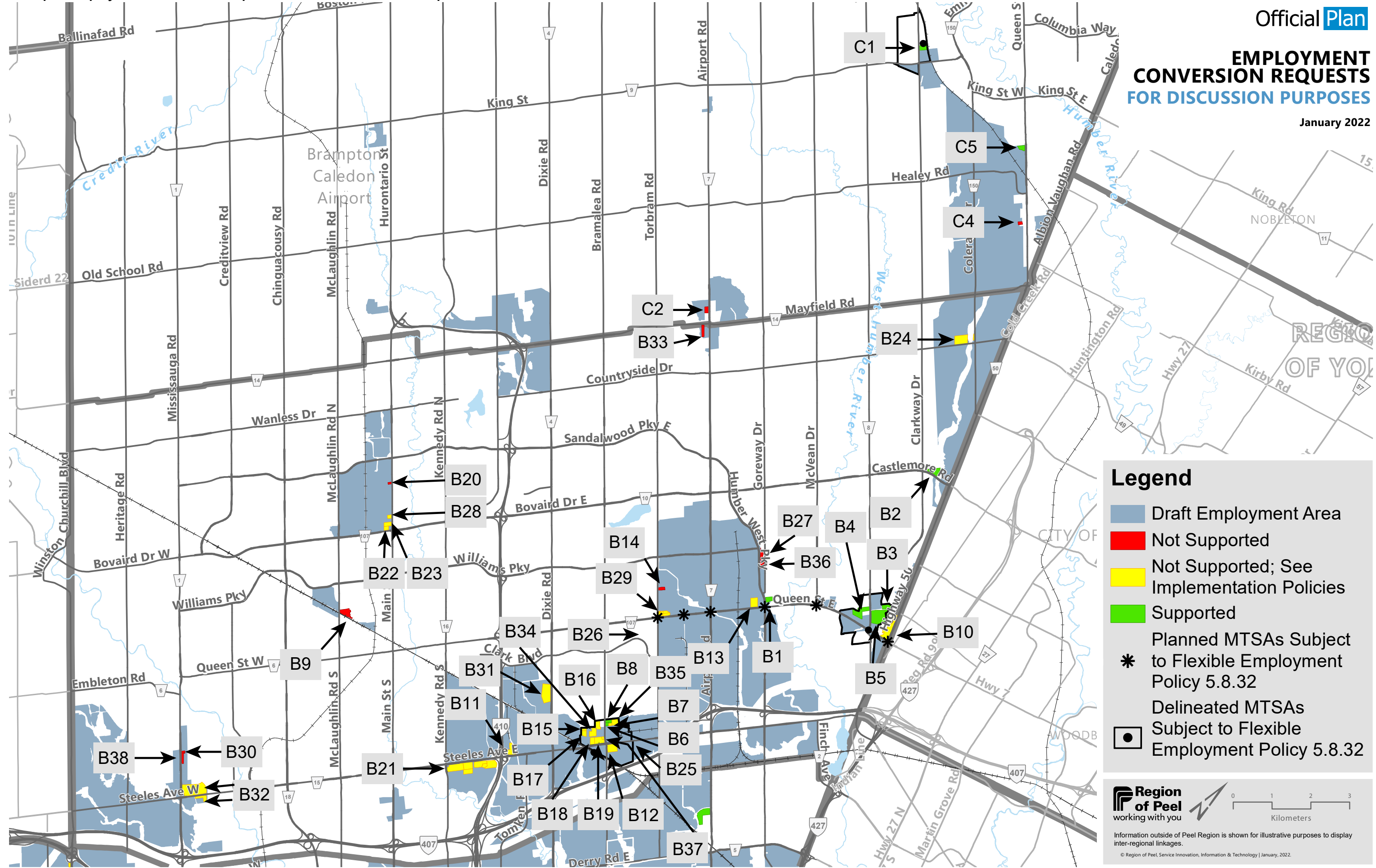
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**EMPLOYMENT  
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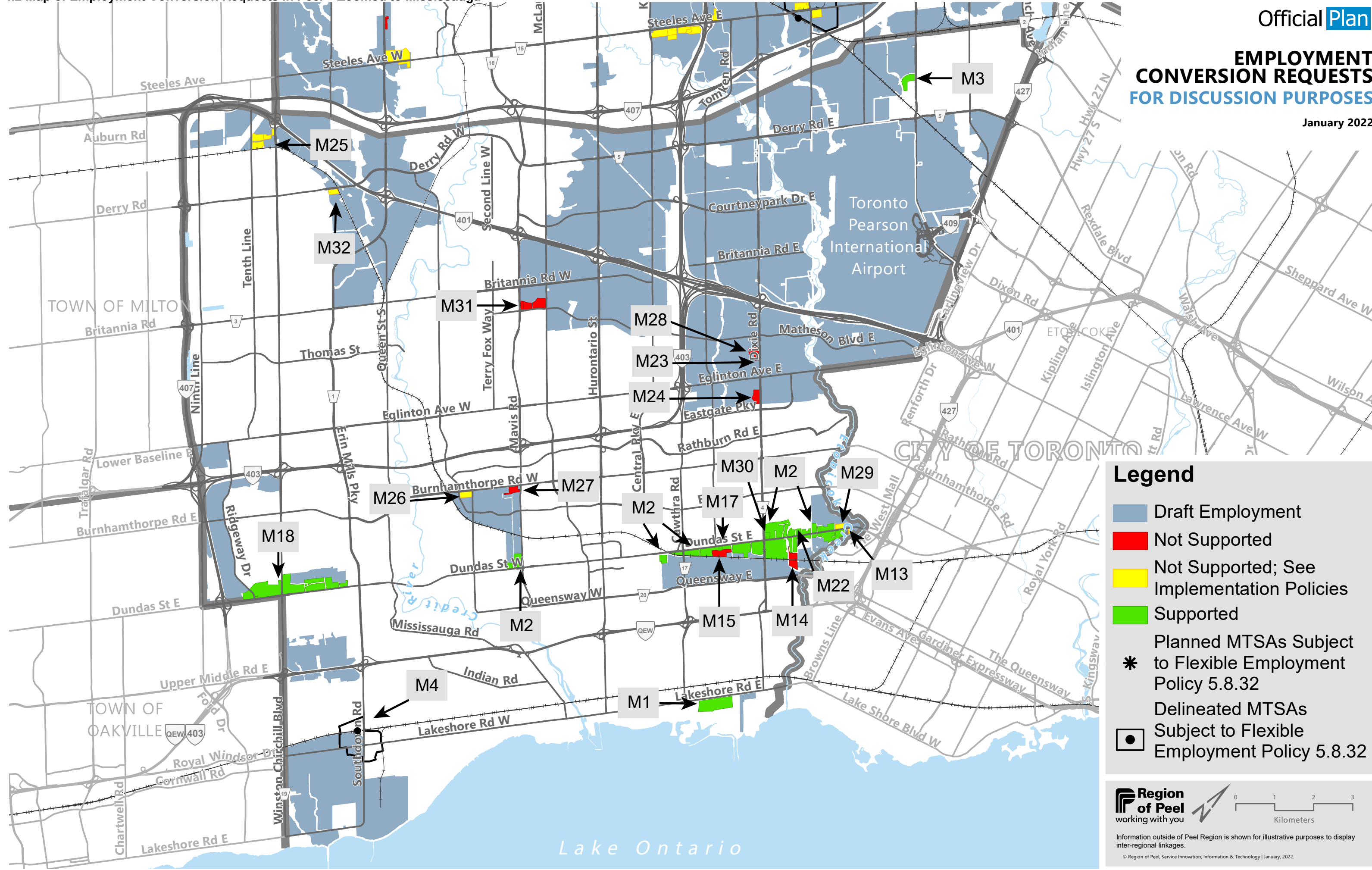
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**EMPLOYMENT  
CONVERSION REQUESTS  
FOR DISCUSSION PURPOSES**

January 2022



## 5.0 Individual Employment Conversion Request Assessments

### 5.1 Caledon Sites

<b>C1</b>	<b>Bolton GO MTSA (HUB-1)</b>						
<b>Applicant:</b>	Considered by Region						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Partial Dry Industrial (Caledon OP) & partial prime agricultural area (Regional OP)						
<b>Existing use:</b>	Dry Industrial / Agricultural						
<b>Proposed use:</b>	TBD & See Minister's Zoning Order Permissions						
<b>Area Reviewed:</b>	10.5 ha (dry industrial lands in the draft Bolton GO MTSA Boundary as per the Peel MTSA Study)						
<b>Recommendation:</b>	<p><i>Recommended for conversion in part, at 0 Humber Station Road (third parcel north of King Street)</i></p> <p>This MTSA is proposed to form the basis of a draft flexible policy area (5.8.32 / <b>Category 1</b>). The remaining lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.</p>						
<b>Area Supported for Conversion:</b>	2.63 ha (0 Humber Station Road)						
<b>Summary</b>							
<p>It is noted that overall, the draft Bolton GO MTSA is a "planned" station for which the classification and boundary continues to be reviewed and will be refined prior to delineation in the ROP. In June 2020 the Region identified this MTSA on draft employment schedule Y6 as an MTSA that would benefit from flexible employment policies to permit mixed uses post-MCR, subject to specified criteria. Because this flexibility would apply to the MTSA when delineated, the Region does not recommend conversion of the full extent of employment land in the MTSA. On March 5, 2021 a Minister's Zoning Order (MZO) was made under the Planning Act through <a href="#">Ontario Regulation 171/21</a>. The lands east of Humber Station Road and north of the settlement boundary are a Mobility Transit Hub Zone (a public transit depot with specified non-residential accessory uses).</p> <p>0 Humber Station Road (third parcel north of King Street) is an existing dry industrial employment parcel that has been affected by the MZO and is now in the Mobility Transit Hub Zone. It is recommended that this parcel be removed from the regional employment area to meet the land uses permitted as per the MZO. The draft Regional Official Plan employment policy framework identifies the remainder of the employment land in the MTSA as benefitting from flexible employment policies for a range of mixed uses to be considered after the Regional MCR through comprehensive planning.</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands Required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	N	Y	Y	N	Y

<b>C2</b>	<b>11 Perdue Court</b>						
<b>Applicant:</b>	Harper Dell & Associates						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Prestige Industrial (Caledon OP)						
<b>Existing use:</b>	Vacant						
<b>Proposed use:</b>	To permit a hotel commercial use and retirement residence/institutional use						
<b>Area Reviewed:</b>	1.63 ha						
<b>Recommendation:</b>	<i>Not supported for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The property has been severed and the applicant has proposed a hotel on the northern portion fronting Perdue Court (0.6 ha), and a retirement residence on the southern portion now fronting Airport Road (1.03 ha).</p> <p>These parcels have a prime location in the Tullamore employment area, which is intended to be preserved long-term and become part of a larger employment area as per the Region's draft conceptual settlement area boundary expansion to 2051. As a vacant parcel of prestige industrial land and considering the proposed uses can be located elsewhere in the Region and Town, the conversion is not supported.</p> <p><b>List of Studies Submitted:</b> Initial Feasibility Summary prepared by CBRE, dated February 10, 2021; Concept Plan prepared by AAA Architects, dated July 17, 2020.</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands Required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y (hard infrastructure)	N	N	N

<b>C4</b>	<b>41 Hopcroft Road</b>						
<b>Applicant:</b>	API Development Consultants Inc.						
<b>PSEZ:</b>	Yes – Zone 15, Pearson Airport Hub (Hwy 50 Corridor)						
<b>Local Designation:</b>	Dry Industrial (Caledon OP) – majority of parcel Bolton Highway 50 Commercial (Caledon OP) – eastern portion of parcel						
<b>Existing use:</b>	Vacant residential dwelling						
<b>Proposed use:</b>	The applicant is proposing to construct a seven storey, 114 room hotel with meeting space.						
<b>Area Reviewed:</b>	0.8 ha (employment designation in a 0.91 ha property)						
<b>Recommendation:</b>	<i>Not supported for conversion or removal from the regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p><i>This proposal has been received as a development application (pre-consultation), and no request through the Region's MCR has been filed at this time. The requested parcel (western and southern parcel) was identified in the 2019 Queen Street Corridor Study which reviewed Queen Street and Highway 50 in Bolton for redevelopment potential and streetscape improvements. The report highlighted the lands for potential infill opportunities and a potential new commercial core. While the study identified this potential, the primary recommendation of the report was to complete an environmental assessment for the downtown section of Queen Street, and the secondary recommendation was for the report to inform updated secondary plans in the Caledon OP. The land use recommendations of the report have not been implemented at this time. If the Queen Street Corridor Study is to be advanced comprehensively by the Town of Caledon, this proposed conversion and intended land uses can be considered for how they contribute to achieving the strategic goals of the study for land use changes to create a commercial core in Bolton.</i></p>							
<b>List of Studies Submitted:</b> Architectural Drawing Set prepared by SAI Saplys Architects, dated October 27, 2020							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	N	Y	N	N	N

<b>C5</b>	<b>500 Wilton Drive, Bolton</b>
<b>Applicant:</b>	Weston Consulting Inc. on behalf of V!VA Retirement Communities
<b>PSEZ:</b>	Yes – Zone 15, Pearson Airport Hub (Hwy 50 Corridor)
<b>Local Designation:</b>	Prestige Industrial (Caledon OP), Prestige Industrial exception 635 (MP-635) (Caledon Zoning By-law)
<b>Existing use:</b>	Private Daycare Facility (Unoccupied)
<b>Proposed use:</b>	Seniors Retirement Complex (Mixed use)
<b>Area Reviewed:</b>	1.83 ha
<b>Recommendation:</b>	<i>Supported for conversion (removal from the regional employment area).</i>
<b>Area Supported for Conversion:</b>	1.83 ha
<b>Summary</b>	
<p>The subject lands are located in the Built-up area of Bolton, with one frontage along the Queen Street/Highway 50 corridor south of Bolton Core. It is on the edge of the larger Bolton employment area and PSEZ at a transition point to residential land uses to the north, and commercial/retail, institutional and service land uses directly to the north and east. The lands were formerly part of the Husky Injection Molding Systems industrial facility, but the site was severed and utilized for a daycare centre for the employer. An approved zoning by-law amendment for Prestige Industrial Exception 635 (MP-635) zoning included the daycare uses. While the daycare use is now inactive, the land use permissions remain, and the lands are buffered from the industrial buildings by parking lots and landscaped areas. The applicant has proposed a change to this site to permit a phased Seniors Retirement Complex which in Phases 1 and 2 would include two 6 to 8 storey buildings of independent seniors housing, a full range of care (including Long Term Care), and commercial services. Phase 2 of the proposed development may include the addition of a 1 storey building to house a daycare facility. Phases 1 and 2 were estimated to provide 60-80 jobs onsite, while the future Phase 3 addition may add up to 10 daycare worker jobs.</p> <p>Considering the site history, technical justification submitted to date, and demonstrated merit, Regional staff support the conversion of the site by removing the lands from the Regional employment area. As the site has operated in the past as a sensitive land use (with those land use permissions still in-effect), this conversion is also a refinement to the boundary of the employment area to recognize existing land uses. It will also be requested that the Province make refinements to the PSEZ accordingly. The proposed Seniors Retirement Development complex can provide community benefits and contribute to objectives of the Regional Official Plan including providing housing for the needs of diverse residents and Age-friendly planning. While the site is removed from the Regional employment area protection, it is expected that the Town will examine the local land use implementation to facilitate the outlined Seniors Retirement Complex use.</p> <p><b>List of Studies Submitted:</b> Employment Conversion Request Letter prepared by Weston Consulting Inc, Preliminary Screening Level Assessment prepared by SLR Consulting, and Preliminary Development Concept prepared by RAW Design.</p>	
<b>Detailed Analysis</b>	
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	Yes. Removing the property from the Regional Employment Area will more accurately represent the historical daycare non-employment use and recognize that sensitive land use permissions are still active on site. The conversion will allow for redevelopment to the proposed Seniors Retirement Complex, contributing to the need for housing geared to the aging population and provision of Long-Term Care services.



<b>Lands required for employment purposes? (GP 2.2.5.9.b)</b>	No. While the Region must maintain the majority of its existing employment lands to meet its employment forecasts to 2051, Husky Injection Molding Systems, a major active employer, found it appropriate to utilize the site for non-employment purposes and subsequently sever the property from their site. The lands have previously operated as non-employment and a major employer was prepared to be able to continue operations while severing this parcel). Periphery of the empl area and PSEZ, not immediately close to 400-series highways
<b>Maintain sufficient employment land if removed? (GP 2.2.5.9.c)</b>	Yes. Husky Injection Molding Systems, a major active employer, severed the property. The Land Needs Assessment has already considered this site as built out and not needed for additional “employment land employment” as the property is not vacant. There continues to be vacant and underutilized employment lands in the Bolton employment area in areas that are more appropriately separated from sensitive uses and intensification areas and can support industrial/manufacturing/warehousing other employers. The proposed Seniors Retirement Complex would add jobs where none currently exist on an unused site, still contributing the achievement of employment forecasts in the Region and Caledon.
<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	No. Sensitive land uses have operated onsite previously and residential land uses on Wilton Drive are closer to the existing industrial operations in the vicinity than this parcel. The land use compatibility assessment / Preliminary Screening Level Assessment prepared by SLR Consulting lists D-Series Class I-III industrial sites that are in the area of influence and notes that on a site visit only odours from Mars Canada were apparent. The assessment acknowledges that air quality, dust and odour, & noise studies, need to be completed (and there would be a regional road noise study requirement for Hwy 50). Considering the site was already operating with a sensitive use in the past and the site is on the periphery of the employment area, there is less concern for potential land use conflicts. Detailed land use compatibility technical work will be required at the local implementation level for any additional land uses proposed through an OPA/RZ – this can inform mitigation measures if necessary.
<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	Yes. The site has hard services and is located a key intersection with commercial and service uses to serve the proposed population. As the site is located in Bolton Core, other public services are nearby on Highway 50 and in Downtown Bolton.
<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	No. The property is not in a draft Strategic Growth Area, however the Town has previously considered the intersection as having redevelopment potential through a <i>2015 Intensification Study</i> and the <i>Bolton Queen St Corridor Study, 2019</i> . The <i>Bolton Queen St Corridor Study, 2019</i> did not specifically identify this site as an infill opportunity as it wasn't an existing commercial lot under examination. The site was identified as part of the Husky Campus, however, the three other corners of the intersection of Highway 50/Queen Street, Allan Drive, and Wilton Drive were identified as an “active core area” with potential infill lots. The site is also along the primary cycling route in Bolton with pedestrian connections on Wilton and Hwy 50.
<b>Would Retail/Commercial Flexibility apply? (ROP 5.8.31)</b>	No
<b>Would MTSA Flexibility apply? (ROP 5.8.32)</b>	No

## 5.2 Brampton Sites

<b>B1</b>	<b>Alpa Stone (Northeastern corner of Part of Lot 6, Concession 8 (Northern Divisions) (Township of Toronto Gore), on Goreway Drive north of Queen Street East)</b>						
<b>Applicant:</b>	Malone Given Parsons Ltd. / Review in City of Brampton MCR						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Previously Business Corridor (Brampton OP)						
<b>Existing use:</b>	Vacant						
<b>Proposed use:</b>	Residential or mixed use						
<b>Area Reviewed:</b>	2.1 ha						
<b>Recommendation:</b>	<i>Conversion in effect</i>						
<b>Area Supported for Conversion:</b>	2.1 ha						
<b>Summary</b>							
<p>This conversion was assessed through a local municipal comprehensive review then approved by the City of Brampton Council through Official Plan Amendment OP 2006-126. The conversion was supported under the Growth Plan, 2006, in effect at the time.</p> <p>The Brampton Official Plan Amendment supporting the conversion of Alpa Stone was under appeal at the LPAT (PL170674), and while the Region supported the conversion as a result of the MCR in principle, we continued to monitor the appeal. The appeal has since been withdrawn, and the conversions are now approved. The Regional employment area has been modified to exclude this site.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	N	Y	Y	Y	Y

<b>B2</b>	<b>Castlemore Country Properties (North side of Castlemore Rd, between Clarkway Dr and Highway 50)</b>						
<b>Applicant:</b>	Glen Schnarr and Associates / Review in City of Brampton MCR						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP); Mixed Commercial/Industrial (SP)						
<b>Existing use:</b>	Vacant/Agricultural						
<b>Proposed use:</b>	Residential						
<b>Area Reviewed:</b>	4.6 ha						
<b>Recommendation:</b>	<i>Conversion in effect</i>						
<b>Area Supported for Conversion:</b>	4.6 ha						
<b>Summary</b>							
<p>This conversion was assessed through a local municipal comprehensive review then approved by the City of Brampton Council through Official Plan Amendment OP 2006-127. The conversion was supported under the Growth Plan, 2006, in effect at the time.</p> <p>The Brampton Official Plan Amendment supporting the conversion of Castlemore Country Properties was under appeal at the LPAT (PL170675), and while the Region supported the conversion as a result of the MCR in principle, we continued to monitor the appeal. The appeal has since been withdrawn, and the conversions are now approved. The Regional employment area has been modified to exclude this site.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	N	Y	N	Y	N

<b>B3</b>	<b>Ouray Dev. Inc. (North side of Fogal Road between Highway 50 and The Gore Rd)</b>						
<b>Applicant:</b>	Review in City of Brampton MCR						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor, SPA 13 (Brampton OP), Mixed Commercial/Industrial (SP)						
<b>Existing use:</b>	Vacant/Agricultural						
<b>Proposed use:</b>	Residential						
<b>Area Reviewed:</b>	3.1 ha						
<b>Recommendation:</b>	<i>Conversion in effect</i>						
<b>Area Supported for Conversion:</b>	3.1 ha						
<b>Summary</b>							
<p>This conversion was assessed through a local municipal comprehensive review then approved by the City of Brampton Council through Official Plan Amendment OP 2006-128. The conversion was supported under the Growth Plan, 2006, in effect at the time.</p> <p>The Brampton Official Plan Amendment supporting the conversion of Ouray Dev. Inc. was under appeal at the LPAT (PL170676), and while the Region supported the conversion as a result of the MCR in principle, we continued to monitor the appeal. The appeal has since been withdrawn, and the conversions are now approved. The Regional employment area has been modified to exclude this site.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">Bram East Employment Land Review – N. Barry Lyon Consultants Ltd.</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	N	Y	N	Y	N

<b>B4</b>	<b>Royal Pine, Part of Lot 4 and 5, Concession 9 (North side of Queen Street East, west of The Gore Road)</b>						
<b>Applicant:</b>	Candevcon / Review in City of Brampton MCR						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor, Office (Brampton OP), Mixed Commercial/Industrial, Office Node, Med. Density Residential, Cluster High Density Residential (SP)						
<b>Existing use:</b>	Vacant/Agricultural/Existing Single Dwelling						
<b>Proposed use:</b>	Residential and a Special Land Use Policy Area 15						
<b>Area Reviewed:</b>	7.0 ha						
<b>Recommendation:</b>	<i>Conversion in effect</i>						
<b>Area Supported for Conversion:</b>	7.0 ha						
<b>Summary</b>							
<p>This conversion was assessed through a local municipal comprehensive review then approved by the City of Brampton Council through Official Plan Amendment OP 2006-129. The conversion was supported under the Growth Plan, 2006, in effect at the time.</p> <p>The Brampton Official Plan Amendment supporting the conversion of Royal Pine was under appeal at the LPAT (PL170677), and while the Region supported the conversion as a result of the MCR in principle, we continued to monitor the appeal. The appeal has since been withdrawn, and the conversions are now approved. The Regional employment area has been modified to exclude this site.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">Bram East Employment Land Review – N. Barry Lyon Consultants Ltd.</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	N	Y	Y	Y	Y

<b>B5</b>	<b>TACC Holborn, Part of Lot 4 and 5, Concession 10 (East side of The Gore Road, between Fogal Rd and Queen Street E)</b>						
<b>Applicant:</b>	Malone Given Parsons / Review in City of Brampton MCR						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor, Office (Brampton OP), Neighbourhood Retail, Mixed Commercial/Industrial, Valleyland, SPA 8 (SP)						
<b>Existing use:</b>	Vacant/Agricultural						
<b>Proposed use:</b>	Residential and Special Land Use Policy Area 19						
<b>Area Reviewed:</b>	14.3 ha						
<b>Recommendation:</b>	<i>Conversion in effect</i>						
<b>Area Supported for Conversion:</b>	14.3 ha						
<b>Summary</b>							
<p>This conversion was assessed through a local municipal comprehensive review then approved by the City of Brampton Council through Official Plan Amendment OP 2006-130. The conversion was supported under the Growth Plan, 2006, in effect at the time.</p> <p>The Brampton Official Plan Amendment supporting the conversion of TACC Holborn was under appeal at the LPAT (PL170677), and while the Region supported the conversion as a result of the MCR in principle, we continued to monitor the appeal.</p> <p>On April 24, 2020 a Minister's Zoning Order (MZO) was made under the Planning Act through <a href="#">Ontario Regulation 171/20</a>. This introduced land use changes for a commercial zone at the intersection of Queen Street and the Gore which includes office and accessory uses (not to be converted), and land uses including open space, residential, residential high density, and environmental protection zones (areas to be converted). It is recommended that this area be removed from the regional employment area to meet the land uses permitted as per the MZO.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">Bram East Employment Land Review – N. Barry Lyon Consultants Ltd.</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	Y	Y	Y	Y	Y

<b>B6</b>	<b>69 Bramalea Rd</b>						
<b>Applicant:</b>	Glen Schnarr & Associates / Review in City of Brampton MCR						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Office (Brampton OP), Mixed-Use (Office & Retail) (SP)						
<b>Existing use:</b>	Commercial Plaza						
<b>Proposed use:</b>	Mixed uses including residential						
<b>Area Reviewed:</b>	0.8 ha						
<b>Recommendation:</b>	<i>Conversion in effect (see in effect OPA 133 and</i>						
<b>Area Supported for Conversion:</b>	<i>0.8 ha</i>						
<b>Summary</b>							
<p>This conversion was assessed through a local municipal comprehensive review then approved by the City of Brampton Council through Official Plan Amendment OP 2006-133 / OPA 133. The conversion was supported under the Growth Plan, 2006, in effect at the time.</p> <p>The Brampton Official Plan Amendment supporting the conversion of 69 Bramalea Rd was under appeal at the LPAT (PL170865), and while the Region supported the conversion as a result of the MCR in principle, we continued to monitor the appeal. The appeal has since been dismissed in part, and modifications to OPA 133 we made while still permitting residential and retail uses (the conversion is now approved). The Regional employment area has been modified to exclude this site.</p> <p><a href="#">Second Addendum Report on Employment Land Conversion Requests, 69 Bramalea Rd.</a>  <a href="#">Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub</a></p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	Y	Y	Y	N	Y

<b>B7</b>	<b>106 East Drive</b>						
<b>Applicant:</b>	Requested by the City / Reviewed in Brampton MCR						
<b>PSEZ:</b>	Yes – Zone 14, Pearson Airport Hub (Airport)						
<b>Local Designation:</b>	Office (Brampton OP), Mixed-Use (Office & Retail) (SP)						
<b>Existing use:</b>	Industrial						
<b>Proposed use:</b>	Unknown						
<b>Area Reviewed:</b>	0.6 ha						
<b>Recommendation:</b>	The conversion is not supported through the Regional MCR. Non-Employment uses may be considered through local comprehensive planning for the Bramalea GO MTSA, subject to Flexible Employment Policy <b>Category 1</b> (5.8.32).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>This site is directly to the east of 69 Bramalea Rd and 75 Bramalea Road (conversion request sites B6 and B8, respectively) and is currently designated for Mixed Use (Office &amp; Retail) in the Bram East Secondary Plan Area. The conversion of this site is being considered in the context of Regional and local work regarding MTSAs and the Bramalea GO Mobility Hub. The draft Emerging Concept for the Bramalea GO Mobility Hub recommended the site be retained as low industrial for the purposes of acting as a buffer with adjacent residential uses. Employment conversion analysis to date has recommended the site remain as a buffer to employment uses to the east and not be converted at this time. Through Brampton’s 2017 MCR initiated under the 2006 Growth Plan, Hemson Consulting provided a “Third Addendum Report on Employment Land Conversion Requests – 75 Bramalea Road and 106 East Drive” dated April 19, 2018. The Hemson Consulting analysis recommended that the lands not be converted.</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	Y	N	Y



<b>B8</b>	<b>75 Bramalea Road</b>
<b>Applicant:</b>	SGL Planning & Design Inc.
<b>PSEZ:</b>	N/A
<b>Local Designation:</b>	Office (Brampton OP), Mixed-Use (Office & Retail) (SP)
<b>Existing use:</b>	One-storey industrial building
<b>Proposed use:</b>	Mixed Residential building with retail, office and service commercial uses on the ground floor
<b>Area Reviewed:</b>	1.5 ha
<b>Recommendation:</b>	<i>Supported for conversion (removal from the regional employment area)</i>
<b>Area Supported for Conversion:</b>	1.5 ha
<b>Summary</b>	
<p>This property is on the periphery of the employment area at the transition point to residential uses existing directly to the north and west, across the street on Bramalea Road. This site is also directly to the north of 69 Bramalea Road (conversion request B6) in Brampton’s Secondary Plan 38 which has been supported for conversion based on an LPAT decision and Brampton OPA 133 which is now in-effect. 75 Bramalea is within the KIT-2 Bramalea GO MTSA on the Kitchener GO line, a priority transit corridor in the Growth Plan. The entirety of the subject site and 69 Bramalea Rd are excluded from the PSEZ in current Provincial mapping.</p> <p>Through Brampton’s 2017 MCR initiated under the 2006 Growth Plan, Hemson Consulting provided a “Third Addendum Report on Employment Land Conversion Requests – 75 Bramalea Road and 106 East Drive” dated April 19, 2018. The Hemson Consulting analysis recommended that if the lands were converted, it would be limited to the western portion of the site in the interest of maintaining the integrity of the employment lands to the east. The 2019 City of Brampton Bramalea Mobility Hub Land Use Study recognized that mixed land uses could be further explored through the Region’s MCR and future study and implementation of the Mobility Hub/MTSA. The draft Emerging Concept for the Bramalea GO Mobility Hub recommended the eastern portion of the site be retained as “low impact industrial” for the purposes of acting as a buffer with adjacent employment land employment uses.</p> <p>The existing warehouse employment use on site was noted by the applicant to contain 18 jobs. The applicant’s proposed non-residential uses (retail, office and service commercial uses) on the ground floor were estimated to have the potential to provide 75 jobs, an increase over the current warehouse land use. The conversion of this site is being considered in the long history of Regional and local MCRs and planning for intensification in MTSA’s and the Bramalea GO Mobility Hub. The location of the site outside of the PSEZ, on the periphery of the employment area, and adjacent to residential land use permissions on three sides is key for its consideration as a transitional site from the larger employment area to the residential community. Regional staff support removal of the site from the regional employment area to enable the local municipal development process to consider the introduction of mixed uses. Technical study via the development application review process is required to determine if avoidance or mitigation of land use compatibility issues can be achieved for any proposed sensitive uses on site in relation to the employment uses to the east and south of 69 Bramalea Road. Regional staff encourage any future development onsite to increase the number of jobs onsite as proposed, and consider a mix and ratio of employment appropriate for the site’s location within an MTSA and role in buffering active employers to the east.</p>	

<b>List of Studies Submitted:</b> ; 75 Bramalea Road Request for Conversion to Residential - Summary of Planning Analysis, January 4 2021, prepared by SGL Planning and Design; 75 Bramalea Road - Request for Conversion and Policy Analysis, March 16, 2021, prepared by Aird and Berlis LLP	
<b>Detailed Analysis</b>	
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	A conversion of the site can be in the interest of strategic community development as a part of a MTSA and Strategic Growth Area – focal points in the Regional structure for intensification and in many cases, mixed uses. This conversion is not required to meet residential growth forecasts to 2051, but can be supported as part of a mixed use development that provides both residential units and a potential increase in jobs on the basis of planning a complete community around Bramalea GO, and continuing the transition from the employment area to the south and east and residential land uses at 69 Bramalea Road, to the west, and to the north.
<b>Lands required for employment purposes? (GP 2.2.5.9.b)</b>	No. The Land needs assessment has recognized that without this site in the Regional employment area, the forecasted employment growth and land need in Peel can be accommodated in other existing employment lands for growth to 2031 and through the settlement area boundary expansion for growth to 2051. The proposed land uses propose the provision of jobs in a mixed use format and will be required to appropriately contribute to the minimum density requirements of the Bramalea GO MTSA (150 people and jobs per hectare).
<b>Maintain sufficient employment land if removed? (GP 2.2.5.9.c)</b>	Yes. In addition to the information above, the conversion of a single site will not jeopardize the Region's overall ability to meet its employment targets, but it is expected that the proposed development will replace the existing jobs onsite and potentially provide an increase to the number of jobs.
<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	Maybe (pending development application technical study). The subject site is already flanked with residential uses to the north, south (69 Bramalea Road – OPA 133), and west. A removal from the Regional does not guarantee that sensitive land uses will be permitted at the local level. Any development proposal will be required to consider land use compatibility and impact on the overall viability of the surrounding employment area. Provided sufficient buffering is required to separate the existing employment uses and land use compatibility requirements are met during the development application review process, non-employment uses can be considered (particularly on the western portion of 75 Bramalea Road).
<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	Yes. Hard services and transit services exist to support the site. The community to the north provides a broad range of uses and services to support any workers or potential population that may be added.
<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	Yes. The site is within the KIT-2 Bramalea GO MTSA which is delineated and identified Draft Schedule Z2 – Strategic Growth Areas.
<b>Would Retail/Commercial Flexibility apply? (ROP 5.8.31)</b>	No
<b>Would MTSA Flexibility apply? (ROP 5.8.32)</b>	Yes

<b>B9</b>	<b>9381 and 9393 McLaughlin Road North</b>						
<b>Applicant:</b>	Wellings Planning Consultants Inc.						
<b>PSEZ:</b>	Yes						
<b>Local Designation:</b>	Industrial (Brampton OP), Industrial/Parks and Open Space (SP)						
<b>Existing use:</b>	One-storey industrial building/garden centre						
<b>Proposed use:</b>	Request to permit residential uses.						
<b>Area Reviewed:</b>	4.4 ha						
<b>Recommendation:</b>	Not supported for conversion						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>This site is located south of Williams Pkwy on the east side of McLaughlin Rd., and is designated Industrial in the Brampton West Secondary Plan Area. The site is adjacent to residential and park uses to the north, east, and south, and a small employment area across McLaughlin Rd. to the west. The site's current use is a greenhouse business.</p> <p>This site was originally considered as part of Brampton's 2015 MCR and reviewed in Cushman &amp; Wakefield's Market Analysis of Employment Land Conversions as well as Hemson's analysis of employment land conversions (referred to as the Petrelli/Iannace site in these reports). The site was not recommended for conversion due to access limitations and no proposed use/development application submitted, and the City of Brampton did not approve the conversion. Since that time, a request has come forward to permit residential uses on the land, however the issues of site constraints were not addressed in the request, and more information is required to properly assess the site for conversion. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p> <p><b>List of Studies Submitted:</b> N/A</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	N	Y	N	N	N

<b>B10</b>	<b>Castlepoint Invest Inc.</b>						
<b>Applicant:</b>	Malone Given Parsons						
<b>PSEZ:</b>	Yes – Zone 15 Pearson Airport Hub (Highway 50 Corridor)						
<b>Local Designation:</b>	Office (Brampton OP), SPA 8 (Office Node – Mixed Commercial/Industrial) (SP)						
<b>Existing use:</b>	Vacant / agricultural						
<b>Proposed use:</b>	Requesting conversion to introduce mixed uses including offices, retail, live/work, towns and apartments						
<b>Area Reviewed:</b>	8.8 ha						
<b>Recommendation:</b>	The conversion is not supported through the Regional MCR. Non-Employment uses may be considered through local comprehensive planning for the Highway 50 Queen Street MTSA, subject to Flexible Employment Policy 5.8.32 – <b>Category 1.</b>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>This site is located at Queen St. E and Hwy 50, and is designated Special Policy Area 8 within Secondary Plan Area 41. The current designation permits a Mixed Office/Commercial/Industrial centre with office and commercial situated along Hwy 50, and prominent multi-storey buildings at the corner of Queen St. E and Hwy 50, and Queen St. E and The Gore Rd. The site is within the 800 metre radius of the MTSA QUE-15 Highway 50 on the Queen Street BRT. The draft Regional Official Plan employment policy framework identifies the MTSA as one which benefits from flexible employment policies (draft ROP 5.8.32) for a range of mixed uses to be considered after the Regional MCR. The conversion request would introduce medium and high density residential to the site, while maintaining the employment function at the corner of Queen St. E and Hwy 50, as well as on the northern portion of the site. This site appears to be identified in the Brampton 2040 Vision for neighbourhood infill, but more information is required to assess the site for conversion at this time, which can be completed during the local municipal implementation of the Region's employment and MTSA policy framework.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	N	Y	Y (partial)	N	Y

<b>B11</b>	<b>1000 Steeles Ave / Bacardi Site</b>						
<b>Applicant:</b>	GWD Ltd						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor						
<b>Existing use:</b>	Industrial Manufacturing						
<b>Proposed use:</b>	To permit a banquet hall, restaurant and hotel uses						
<b>Area Reviewed:</b>	5.0 ha						
<b>Recommendation:</b>	A conversion is not supported through the Regional MCR. Additional Non-Employment uses may be considered through employment planning implementation policies under consideration ( <b>Category 3-1</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>A proposed use on the site includes an entertainment commercial use, and possible banquet hall, restaurant and hotel uses. The City of Brampton is reviewing the vision for the Steeles Corridor, however this site has not been identified for a change in use at this time. The lands are located directly on Steeles Avenue and within the Business Corridor designation in the Brampton Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. However, some criteria of the policy 5.8.31 (Category 2) may not be met (for example, the site is not on the periphery of an employment area). Additional non-employment retail land uses may be considered on the site subject to the addition of additional ROP policies under employment implementation policy Category 3-1, whereas the proposed total gross floor area of retail/commercial land uses on site would be required to fall below a set major retail threshold.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	N	Y	N	N	N

<b>B12</b>	<b>2111 Steeles Ave E. (Canadian Tire)</b>						
<b>Applicant:</b>	Zelinka Priamo Ltd.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Office, Business Corridor (Brampton OP Schedule A), Office, Mixed Use-Office & Retail, Mixed Industrial Commercial (Brampton Secondary Plan 9)						
<b>Existing use:</b>	Canadian Tire Brampton Distribution Centre						
<b>Proposed use:</b>	Office, retail, and commercial uses considered on a portion of the site.						
<b>Area Reviewed:</b>	4.9 ha						
<b>Recommendation:</b>	A conversion is not supported through the Regional MCR. Additional non-employment uses may be considered through local comprehensive planning subject to Flexible Policy Flexible Policy (5.8.32 – <b>Category 1</b> ) for the KIT-2 Bramalea GO MTSA.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The addition of office, retail, or other commercial uses is being considered for the site. Some commercial/retail uses are permitted through the existing Mixed Use-Office &amp; Retail designation in Secondary Plan 9 on the western portion of the site (approximately 2.5 hectares), and a small portion (approximately 0.1 hectares) of the site at the corner of Bramalea Road and Steeles Avenue has existing “Highway Commercial One” zoning within the employment area; these existing designations may not require additional permissions or a conversion if proposed uses fall within the existing permissions. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is directly adjacent to but outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents).</p> <p>The lands are within the KIT-2 Bramalea GO MTSA flexible policy area which may permit a range of mixed uses to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
.N	Y	N	N	N	Y	Y (partial)	Y

<b>B13</b>	<b>3420 Queen Street East</b>						
<b>Applicant:</b>	Bridging Finance Inc.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Vacant						
<b>Proposed use:</b>	Mixed uses including residential and office						
<b>Area Reviewed:</b>	4.3 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Additional non-employment uses may be considered through local comprehensive planning subject to Flexible Policy Flexible Policy (5.8.32 – <b>Category 1</b> ) for the KIT-2 Bramalea GO MTSA.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
A greater mix of uses including residential and office was requested to be permitted. The property is within the Pearson Airport Operating Area, and located on the border of the noise contour level 30 (where 30 or above typically spurs airport noise complaints from residents).							
The lands are located within the 800 metre radius of the Goreway (QUE-12) planned MTSA on the Queen Street Bus Rapid Transit line. The draft Regional Official Plan employment policy framework identifies the MTSA as one which will benefit from flexible employment policies (draft ROP 5.8.32) when it is delineated in the Regional Official Plan. A range of mixed uses can be considered through comprehensive planning and implementation of the MTSA post-Regional MCR. A conversion of the site is not recommended at this time.							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	Y	N	Y

<b>B14</b>	<b>18 Corporation Drive</b>						
<b>Applicant:</b>	Corbett Land Strategies						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Commercial & retail						
<b>Proposed use:</b>	Additional retail uses						
<b>Area Reviewed:</b>	1.2 ha						
<b>Recommendation:</b>	<i>Not supported for conversion.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site is an existing commercial strip plaza (with retail and other service commercial uses) and additional retail uses are proposed. With additional retail, the permitted quantity for the site under the Brampton official plan and zoning would be exceeded for an industrial employment area. As of March 2021, a temporary use zoning by-law was approved (Brampton By-law No 35-2021) to permit additional retail/commercial land uses on site until January 24, 2024.</p> <p>As the property is not within a strategic growth area and there is no specific need for additional retail uses to justify the site's removal from the regional employment area, a conversion is not recommended. An employment conversion and removal from the Regional employment area is not supported, as additional non-employment retail land uses may be considered on the site subject to the addition of additional ROP policies under employment implementation policy Category 3-1, whereas the proposed total gross floor area of retail/commercial land uses on site would be required to fall below a set major retail threshold.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	N	Y	N	N	N



<b>B15</b>	<b>10 Victoria Crescent</b>
<b>Applicant:</b>	Delta Urban / Lark Investments Inc.
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Industrial (Brampton OP)
<b>Existing use:</b>	Vacant
<b>Proposed use:</b>	Residential and mixed-uses
<b>Area Reviewed:</b>	1.1 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Bramalea GO MTSA.
<b>Area Supported for Conversion:</b>	N/A
<b>Summary</b>	
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport with employment land uses to the west, east, and south. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). While the site is on the periphery of the employment area, it is a vacant employment parcel adjacent to other employment lands. Introducing residential uses on Victoria Crescent may introduce land use compatibility issues.</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.</p> <p><b>List of Studies Submitted:</b> Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur</p>	

Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

<b>B16</b>	<b>26 Victoria Crescent</b>
<b>Applicant:</b>	Delta Urban
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Industrial (Brampton OP)
<b>Existing use:</b>	Industrial manufacturing
<b>Proposed use:</b>	Residential and mixed-uses
<b>Area Reviewed:</b>	2.6 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Bramalea GO MTSA.
<b>Area Supported for Conversion:</b>	N/A

**Summary**

The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). While the site is on the periphery of the employment area (and adjacent to residential to the west), introducing residential uses on this site would represent a loss of the existing active industrial use, further encroach on the employment area, and may introduce land use compatibility issues with surrounding employers.

Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must

be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.

**List of Studies Submitted:** Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

<b>B17</b>	<b>376 Orenda</b>
<b>Applicant:</b>	Delta Urban
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Industrial (Brampton OP)
<b>Existing use:</b>	Industrial manufacturing
<b>Proposed use:</b>	Residential and mixed-uses
<b>Area Reviewed:</b>	2.6 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Bramalea GO MTSA.
<b>Area Supported for Conversion:</b>	N/A

### Summary

The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers.

Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.

**List of Studies Submitted:** Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

<b>B18</b>	<b>387 Orenda</b>
<b>Applicant:</b>	Delta Urban
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Industrial (Brampton OP)
<b>Existing use:</b>	Industrial
<b>Proposed use:</b>	Residential and mixed-uses
<b>Area Reviewed:</b>	2.0
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Bramalea GO MTSA.
<b>Area Supported for Conversion:</b>	N/A
<b>Summary</b>	
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers. However, the Region does recognize the ongoing consideration of Steeles Avenue, which the site fronts onto, in the Brampton 2040 Vision as possibly transitioning from a goods movement corridor to include additional land uses as a strategic growth area. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through comprehensive planning and technical justification.</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.</p> <p><b>List of Studies Submitted:</b> Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur</p>	

Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

<b>B19</b>	<b>391 Orenda</b>
<b>Applicant:</b>	Delta Urban
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Industrial (Brampton OP)
<b>Existing use:</b>	Industrial
<b>Proposed use:</b>	Residential and mixed-uses
<b>Area Reviewed:</b>	4.0 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Bramalea GO MTSA.
<b>Area Supported for Conversion:</b>	N/A

**Summary**

The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). This site is located directly on the northwest corner of Steeles Avenue at Bramalea Road. The property is in the larger employment area around Pearson International Airport, surrounded by employment land uses, and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers. However, the Region does recognize the ongoing consideration of Steeles Avenue, which the site fronts on, in the Brampton 2040 Vision as possibly transitioning from a goods movement corridor to include additional uses as a strategic growth area.

Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.

**List of Studies Submitted:** Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

<b>B20</b>	<b>10394 Hurontario Street</b>						
<b>Applicant:</b>	GWD Urban Planners Ltd.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Vacant						
<b>Proposed use:</b>	Commercial use for office, medical, and commercial-retail						
<b>Area Reviewed:</b>	0.4 ha						
<b>Recommendation:</b>	<i>Not supported for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>Multiple commercial uses beyond the typical permissions for industrial lands were proposed on this site, including medical office uses and retail. As the property is not within a strategic growth area and there is no specific need for additional commercial/retail uses a conversion is not recommended.</p> <p>In 2020 the City of Brampton approved a City initiated Official Plan Amendment and Zoning By-law Amendment to permit an expanded range of office and accessory uses within industrial designations, subject to specific parameters. It is recommended that the applicant review these updated Brampton Official Plan policies to confirm if the proposed uses can be accommodated.</p> <p><b>List of Studies Submitted:</b> N/A</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	N	Y	N	N	N



<b>B21</b>	<b>Properties on Steeles Avenue (Between Kennedy and Highway 410)</b>
<b>Applicant:</b>	Glen Schnarr and Associates
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Business Corridor (Brampton OP)
<b>Existing use:</b>	Retail Commercial Plazas
<b>Proposed use:</b>	Mixed Use (residential, office, commercial/retail)
<b>Area Reviewed:</b>	23.8 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.31 – <b>Category 2</b> ) and proposed employment planning implementation policies ( <b>Category 3-2</b> ).
<b>Area Supported for Conversion:</b>	N/A
<b>Summary</b>	
<p>The applicant has proposed conversions and mixed residential, office, and commercial uses on multiple properties on the south side of Steeles Avenue. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407, however the existing uses are retail commercial and not functioning as true employment land. It is outside of both the Airport Operating Area and airport noise contours. Introducing residential uses on this site may introduce land use compatibility issues with surrounding employers to the south and requires further study to determine impacts, however the introduction of mixed uses <i>including</i> a significant number of jobs through office components of the proposed development could benefit the community and employment opportunities. The Region does recognize the ongoing consideration of Steeles Avenue in the Brampton 2040 Vision as possibly transitioning from a goods movement corridor to include additional land uses as a strategic growth area. Steeles Avenue is also a current rapid transit corridor (priority bus) and may be considered for higher-order transit such as Bus Rapid Transit in the future. The properties are in the vicinity of the Uptown Node identified conceptually on draft ROP Schedule Z2 – Strategic Growth Areas.</p> <p>The lands are within the Business Corridor designation in the Brampton Official Plan, and sites on the periphery of the employment area can be considered under the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. Should Steeles Avenue be elevated from rapid transit to higher-order transit service in the future, and the stations are studied for addition as MTSAs in the ROP, the Region will consider whether they are appropriate to be added to schedule Y6 (employment implementation policy Category 3-2) and benefit from draft policy 5.8.32 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site and draft policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p>	
<b>List of Studies Submitted:</b> N/A	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	N	N	Y	Y	TBD	Y (partial)	N

<b>B22</b>	<b>150 Bovaird Drive</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Commercial (auto sales)						
<b>Proposed use:</b>	Mixed Use (residential, commercial/retail, office)						
<b>Area Reviewed:</b>	1.2 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.31 – <b>Category 2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site is an existing auto dealership. Mixed uses are proposed on the site, including residential, commercial retail and office uses in conjunction with 10064 Hurontario Street (B23). The City of Brampton is exploring the extension of the Hurontario LRT in the future, however there is no LRT stop or MTSA planned at Bovaird. Bovaird Drive and Main Street North are identified as rapid transit corridors at this time. The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. As there is no specific need for residential uses at this location to justify the site's removal from the regional employment area, a conversion is not recommended.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	N	Y	N	Y	N

<b>B23</b>	<b>10064 Hurontario Street</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Retail Commercial						
<b>Proposed use:</b>	Mixed Use (residential, commercial/retail, office)						
<b>Area Reviewed:</b>	1.9 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.31 - <b>Category 2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site is an existing retail store. Mixed uses are proposed on the site, including residential, commercial retail and office uses in conjunction with 150 Bovaird Drive (B22).</p> <p>The City of Brampton is exploring the extension of the Hurontario LRT in the future, however there is no LRT stop or MTSA planned at Bovaird. Bovaird Drive and Main Street North are identified as rapid transit corridors at this time. Hurontario Street is a draft local intensification corridor, which would be considered a strategic growth area. The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. As there is no specific need for residential uses at this location to justify the site's removal from the regional employment area, a conversion is not recommended at this time.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	N	Y	Y	Y	N

<b>B24</b>	<b>North side of Countryside Drive and West of Coleraine Drive</b>
<b>Applicant:</b>	RG Consulting Inc.
<b>PSEZ:</b>	Yes – Zone 15 Pearson Airport Hub (Hwy 50 Corridor)
<b>Local Designation:</b>	Industrial (Brampton OP)
<b>Existing use:</b>	Vacant / agricultural
<b>Proposed use:</b>	Place of Worship and Private School
<b>Area Reviewed:</b>	8.0 ha
<b>Recommendation:</b>	<i>Not supported for conversion or removal from the Regional employment area. Proposed employment planning implementation policies (Category 3-3) may permit the proposed land uses to be considered for the site subject to outlined criteria.</i>
<b>Area Supported for Conversion:</b>	N/A
<b>Summary</b>	
<p>An institutional use (place of worship and private school) is proposed on the site, which is within the Brampton Secondary Plan 47 (SP47). The area is planned largely for industrial employment uses, near the future highway 427 extension, other major transportation facilities, and is integral to the employment growth of Peel. The site is not on the periphery of the employment area or adjacent to the residential areas in which a place of worship would serve. The distance from this site to residential areas planned on the western edge of SP47 exceeds the distance outlined for institutional permissions in industrial designations in the Brampton Official Plan. The lands are not within in a strategic growth area.</p> <p>It is recognized that the applicant owned lands with permissions for places of worship located at 5253 Countryside Dr. These lands were later found to be no longer be suitable to assemble the required lands for the desired place of worship use, in part due to the future alignment and right-of-way of the proposed “arterial road A2” which is planned to serve as a key transportation route through the SP 47 area. The applicant has also outlined their intent to relocate this Special Policy Area 2 within SP47 to the current subject lands proposed for employment conversion. This Brampton Official Plan policy indicates that a tertiary planning process will be required to determine if a Place of Worship can be developed in a manner that is complementary and supportive of the planning objectives for the largely industrial secondary plan area</p> <p>Considering the industrial nature of the secondary plan area, Regional staff continue to have concerns for introducing a school and place of worship which can be sensitive land uses, and therefore an employment conversion and removal from the Regional employment area is not supported. The draft employment planning implementation policy being considered under Category 3-3 may allow for the non-employment land use which is identified as potentially permitted in SP47 Special Policy Area 2 to be relocated to another developable site, such as these subject lands. Additional justification to meet policy criteria under consideration for the ROP would need to be provided through a local official plan amendment (demonstrated to the satisfaction of the Region), to allow for the non-employment Special Policy Area land use to change locations. Criteria may include requirements such as demonstration of land use compatibility, and the provision of jobs which would contribute to the employment area.</p> <p><b>List of Studies Submitted:</b> Planning Justification Report, dated June 2021, prepared by RGC Consulting Inc.; Evaluation by Urban Metrics Inc, dated June 30, 2021</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
TBD	Y	N	Y	Y	N	N	N

<b>B25</b>	<b>Bramalea GO MTSA (KIT-2)</b>
<b>Draft Policy Framework</b>	<i>This MTSA is proposed to form the basis of a draft flexible policy area (5.8.32). The lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.</i>

<b>B26</b>	<b>Queen Street BRT MTSA from Torbram to Hwy 50 (QUE-9 to QUE-15)</b>
<b>Draft Policy Framework:</b>	<i>These MTSA's are proposed to form the basis of a draft flexible policy area (5.8.32). The lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.</i>

<b>B27</b>	<b>9400 Goreway Drive</b>						
<b>Applicant:</b>	Glen Schnarr & Associates Inc.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Single residential dwelling						
<b>Proposed use:</b>	Mixed-use including residential, commercial/retail, and office uses						
<b>Area Reviewed:</b>	1.8 ha						
<b>Recommendation:</b>	This site is not supported for conversion or removal from the regional employment area.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The proposed development consists of three mixed use buildings with a total of four towers ranging from 10-12 storeys. The space would be primarily residential with 526 residential units and 1,655 square metres of retail space at-grade. The development was suggested by the applicant to generate approximately 86 jobs, including 42 jobs in the retail space to be provided within the development, seven population-related jobs in the operation and maintenance of the buildings (security, landscaping, etc.), and approximately 37 office jobs should the existing single-detached dwelling be repurposed as an office building. The subject property is on the northeastern periphery of the large airport employment area, north of Queen Street. It is directly adjacent to but outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Commercial properties line the west side of Humberwest Parkway, providing some buffer from the industrial uses west on Sun Pac Boulevard.</p> <p>While the site is within the Business Corridor designation in the Brampton Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning, some criteria of the policy 5.8.31 (Category 2) may not be met (for example, the site is not on the periphery of an employment area or fronting onto a rapid transit corridor). The subject property is also well beyond the 800 metre radius of the QUE-12 Goreway MTSA (which is not proposed to be delineated in the ROP at this time) and is not otherwise in a strategic growth area. As there is no specific need for residential uses at this location to justify the site's removal from the regional employment area, a conversion is not recommended at this time.</p> <p><b>List of Studies Submitted:</b> Employment Generation Analysis, dated May 8, 2021, prepared by Altus Group; Economic Analysis, dated September 30, 2021, prepared by Altus Group</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	N	N	N

<b>B28</b>	<b>10124 Hurontario Street</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Woodlot						
<b>Proposed use:</b>	Retail, commercial, office						
<b>Area Reviewed:</b>	0.9 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.31 - <b>Category 2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>Two buildings are proposed on the site for commercial and retail uses with second-storey offices on one building. The City of Brampton is exploring the extension of the Hurontario LRT in the future, however there is no LRT stop or MTSA planned in the vicinity at this time. Hurontario Street is a rapid transit corridor and draft local intensification corridor, which would be considered a strategic growth area. The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion is not recommended at this time.</p> <p><b>List of Studies Submitted:</b> N/A</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	N	Y	Y	Y	N



<b>B29</b>	<b>2250, 2280 and 2300 Queen Street East</b>						
<b>Applicant:</b>	Blackthorn Development Corp						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Auto dealership						
<b>Proposed use:</b>	Mixed uses including commercial, office, residential						
<b>Area Reviewed:</b>	3.5 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Queen Street Torbram MTSA and retail/commercial through Flexible Policy (5.8.31 - <b>Category 2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>This property abuts Torbram Avenue on the western edge of the airport employment area and is currently an auto dealership, though the applicant has indicated the lands will soon be vacant or underutilized as the operations are relocating. The proposed use on the site includes stacked townhouses and three separate high-rise buildings (5 towers amongst them) that would include commercial, office, and residential uses. The property is within the Pearson Airport Operating Area and located in the noise contour level 30 (where 30 or above typically spurs airport noise complaints from residents). Major industrial sites are adjacent to and in the vicinity of this property. While the site is on the periphery of the employment area (and adjacent to residential to the west), introducing residential uses on this site would further encroach on the employment area, and may introduce land use compatibility issues (with surrounding employers and the airport) and further assessment is required.</p> <p>The lands are located in a the Torbram (QUE-9) planned (undelineated) MTSA on the Queen Bus Rapid Transit line in the <a href="#">Peel MTSA Study</a>. MTSA flexible employment policies are proposed to apply when the MTSA is delineated and may permit a range of mixed uses to be considered post-MCR through comprehensive planning. Being within the Business Corridor designation in the Brampton Official Plan, the site also benefits from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	N	Y	Y	Y	Y	Y	Y

<b>B30</b>	<b>8383 Mississauga Road</b>						
<b>Applicant:</b>	Korsiak Urban Planning (Moksh Developments Ltd.)						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP) and Specialty Office and Service Commercial (Secondary plan)						
<b>Existing use:</b>	Health and wellness facility						
<b>Proposed use:</b>	Mixed use (residential and retail)						
<b>Area Reviewed:</b>	0.4						
<b>Recommendation:</b>	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject site is located on the east side of Mississauga Road, between Wardsville Drive and Financial Drive. The proposed development includes one 11-storey mixed-use building providing 131 residential units, 896 m<sup>2</sup> of ground-floor retail and service commercial uses, and 760 m<sup>2</sup> of second-floor office space. The site is not located with a Strategic Growth Area, but is on the Mississauga Road Rapid transit corridor. The subject property is designated 'Specialty Office and Service Commercial' in the Bram West Secondary Plan (Area 40c). Permitted uses include offices, restaurants, retail and service commercial uses which provide support to the Bram West employment lands to the south and the surrounding residential area to the east and west. The Block Plan 40-1 that notwithstanding the uses permitted within the 'Specialty Office and Service Commercial' designation, a limited amount of medium density residential uses shall be permitted along the eastern edge of the 'Specialty Office and Service Commercial' blocks along Sky Harbour Drive in live-work units. Residential uses are not intended to be the principle use within the Business Corridor designation.</p> <p>The proposed use does not meet the requirements of the Brampton Official Plan or the Growth Plan and ROP policies for employment conversions. A conversion of the property to allow for mixed uses is not recommended at this time. Other employment implementation policies may permit commercial land uses within the parameters of the regional and local official plans.</p> <p><b>List of Studies Submitted:</b> Economic Analysis prepared by Altus Group dated November 30, 2021.</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy) (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (draft policy) (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	Y	N	N

<b>B31</b>	<b>8200 Dixie Road</b>						
<b>Applicant:</b>	Glen Schnarr and Associates on behalf of Rogers Communications Inc.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Rogers Communications office campus complex						
<b>Proposed use:</b>	Mixed Use (residential, office, commercial/retail, parkland)						
<b>Area Reviewed:</b>	10.1 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Proposed employment planning implementation policies may permit consideration of additional land uses in the future ( <b>Category 3-2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed a conversion to mixed residential, office, and commercial uses on 10.1 hectares of a larger 25.2 hectare site. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue, Highway 410, and Highway 407. It is outside of both the Airport Operating Area and airport noise contours. The site currently supports significant employment gross floor area (over 90,000 square metres), however it is noted that the applicant indicates that this is not an optimal location for office employment uses. Introducing residential uses on this site may introduce land use compatibility issues with surrounding employers and requires further study to determine impacts.</p> <p>Regional staff recognize Brampton’s consideration of Dixie Road in the draft city structure as a secondary corridor, however Dixie is not identified as a rapid transit corridor or strategic growth area in the draft ROP at this time. Should Dixie Road receive transit investment in the future and be elevated to higher-order transit service in the future, the stations can be studied for addition as MTSA’s in the ROP. At that point the Region could consider whether they are appropriate to be added to schedule Y6 (employment implementation policy Category 3-2) and benefit from draft policy 5.8.32 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and draft policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Y	Y	N	N	N

<b>B32</b>	<b>Steeles at Mississauga Road</b>
<b>Applicant:</b>	KLM Planning Partners Inc.
<b>PSEZ:</b>	N/A
<b>Local Designation:</b>	Office, Business Corridor (Brampton OP)
<b>Existing use:</b>	Vacant
<b>Proposed use:</b>	Mixed Use Community
<b>Area Reviewed:</b>	18.8 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Proposed employment planning implementation policies may permit consideration of additional land uses in the future ( <b>Category 3-2</b> ).
<b>Area Supported for Conversion:</b>	N/A
<b>Summary</b>	
<p>The applicant has proposed a conversion to a mixed use community on a large vacant site on the north side of Steeles Avenue between Mississauga Road and Financial Drive (Parcel A, 1750 Steeles Avenue West and 8059-8089 Mississauga Road - 16.6 hectares), and at a vacant parcel on the southwest corner of Steeles Avenue West and Financial Drive (Parcel B - 2.1 hectares). The site is proposed to be redeveloped with housing, office, and mixed-use buildings estimated to include 4,599 residential units along with 26,670 square metres of non-residential space (office and retail). The residential element of the redevelopment proposal consists of a mix of housing types including townhouses, apartments, seniors' homes, and an affordable housing complex. The draft Regional Official Plan policy framework has identified a conceptual Node/Centre at Bramwest (on Schedule Z2 Strategic Growth Areas), which as not yet been delineated.</p> <p>The lands are located within the 800 metre radius of the Steeles at Mississauga (HUB-3) planned MTSA, a potential bus terminal. Should advancements be made to the comprehensive land use planning and transit investment in the MTSA (or for higher order transit on Steeles Avenue) in the future, the station may be delineated in the ROP. At that point the Region could consider whether they are appropriate to be added to schedule Y6 (employment implementation policy Category 3-2) and benefit from draft policy 5.8.32 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and draft policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p> <p><b>List of Studies Submitted:</b> Economic Analysis, dated November 30, 2021, prepared by Altus Group</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	N	Y	Unknown	Y	N	N

<b>B33</b>	<b>5923 Mayfield Road</b>						
<b>Applicant:</b>	Blackthorn Development Corp.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Single detached dwelling						
<b>Proposed use:</b>	Mixed use (residential and commercial/retail work live units)						
<b>Area Reviewed:</b>	1.85 ha						
<b>Recommendation:</b>	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site is located on the south side of Mayfield Road immediately west of Airport Road. The proposal comprises of a mixed-use development containing predominantly residential dwellings with two blocks of commercial/ retail work live units fronting Mayfield Road. As the property is not within a strategic growth area and there is no specific need for additional retail/commercial or residential uses to justify the site's removal from the regional employment area, a conversion is not supported.</p> <p><b>List of Studies Submitted:</b> Concept Site Plan prepared by Signature Design Group dated July 2021; Tertiary Plan prepared by Signature Design Group dated July 2021.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (draft policy) (ROP policy 5.8.31)	Would MTSA Flexibility apply? (draft policy) (ROP policy 5.8.32)
N	Y	Y	Y	Y	N	N	N

<b>B34</b>	<b>390 Orenda Road</b>
<b>Applicant:</b>	Delta Urban / Lark Investments Inc.
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Industrial (Brampton OP)
<b>Existing use:</b>	Manufacturing
<b>Proposed use:</b>	Residential and mixed-uses
<b>Area Reviewed:</b>	3.2 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Bramalea GO MTSA.
<b>Area Supported for Conversion:</b>	N/A
<b>Summary</b>	
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport with employment land uses surrounding it. Introducing residential uses may introduce land use compatibility issues. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents).</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.</p> <p><b>List of Studies Submitted:</b> Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

<b>B35</b>	<b>110 East Drive</b>						
<b>Applicant:</b>	Weston Consulting Inc.						
<b>PSEZ:</b>	Yes – Zone 14, Pearson Airport Hub (Airport)						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Warehouse and office						
<b>Proposed use:</b>	Mixed uses (including residential)						
<b>Area Reviewed:</b>	3.0 ha						
<b>Recommendation:</b>	The conversion is not supported through the Regional MCR. Non-Employment uses may be considered through local comprehensive planning for the Bramalea GO MTSA, subject to Flexible Employment Policy <b>Category 1</b> (5.8.32).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject lands are located at the northern boundary of an employment area, north of Steeles and east of Bramalea Road. The property is in the larger employment area around Pearson International Airport with employment land uses surrounding it. Introducing residential uses may introduce land use compatibility issues. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Employment conversion analysis completed to date (through Brampton's 2017 MCR and the Region's MCR) has not identified the site for employment conversion potential. The lands are within the KIT-2 Bramalea GO MTSA.</p> <p>The conversion of this site is being considered in the context of Regional and local work regarding MTSA's and the Bramalea GO Mobility Hub. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.</p>							
<b>List of Studied Submitted:</b> Employment Conversion Request Submission, dated November 30, 2021, prepared by Weston Consulting							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	Y	N	Y



<b>B36</b>	<b>9340, 9358, &amp; 9370 Goreway Drive</b>						
<b>Applicant:</b>	Candevcon Ltd.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Single residential dwellings						
<b>Proposed use:</b>	Mixed-use						
<b>Area Reviewed:</b>	1.9 ha						
<b>Recommendation:</b>	This site is not supported for conversion or removal from the regional employment area.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The proposed development is described as high density residential, retail, and commercial uses. The subject property is on the northeastern periphery of the large airport employment area, north of Queen Street. It is directly adjacent to but outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Commercial properties line the west side of Humberwest Parkway, providing some buffer from the industrial uses west on Sun Pac Boulevard.</p> <p>The subject properties are beyond the 800 metre radius of the QUE-12 Goreway MTSA (which is not proposed to be delineated in the ROP at this time) and is not otherwise in a strategic growth area. As there is no specific need for residential uses at this location to justify the site's removal from the regional employment area, a conversion is not recommended at this time.</p> <p><b>List of Studies Submitted:</b> Employment Conversion Request Letter and Policy Analysis, dated November 2, 2021, prepared by Candevcon Ltd.</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	N	N	N

<b>B37</b>	<b>24 Bramalea Road</b>
<b>Applicant:</b>	Delta Urban / Lark Investments Inc.
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub
<b>Local Designation:</b>	Office (Brampton OP)
<b>Existing use:</b>	Auto repair
<b>Proposed use:</b>	Residential and mixed-uses
<b>Area Reviewed:</b>	0.4 ha
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.32 – <b>Category 1</b> ) for the Bramalea GO MTSA.
<b>Area Supported for Conversion:</b>	N/A
<b>Summary</b>	
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport with employment land uses surrounding it. Introducing residential uses may introduce land use compatibility issues. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents).</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.8.32.</p> <p><b>List of Studies Submitted:</b> Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule Z2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)	Would MTSA Flexibility apply? (ROP policy 5.8.32)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

<b>B38</b>	<b>Steeles at Wardsville Drive (0 Harbour Sky Drive)</b>						
<b>Applicant:</b>	KLM Planning Partners Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP) and Specialty Office and Service Commercial (Secondary plan)						
<b>Existing use:</b>	Vacant						
<b>Proposed use:</b>	Residential and retail						
<b>Area Reviewed:</b>	1.5 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed a conversion to a mid-rise residential apartment building of 112 units with ground floor retail on a vacant site on Mississauga Road north of Wardsville Drive (Parcel C). The subject property is designated 'Specialty Office and Service Commercial' in the Bram West Secondary Plan (Area 40c). Permitted uses include offices, restaurants, retail and service commercial uses which provide support to the Bram West employment lands to the south and the surrounding residential area to the east and west. The Block Plan 40-1 that notwithstanding the uses permitted within the 'Specialty Office and Service Commercial' designation, a limited amount of medium density residential uses shall be permitted along the eastern edge of the 'Specialty Office and Service Commercial' blocks along Sky Harbour Drive in live-work units. Residential uses are not intended to be the principle use within the Business Corridor designation.</p> <p>The draft Regional Official Plan policy framework has identified a conceptual Node/Centre at Bramwest (on Schedule Z2 Strategic Growth Areas), which as not yet been delineated. The lands are located beyond the 800 metre radius of the Steeles at Mississauga (HUB-3) planned MTSA, a potential bus terminal. The proposed use does not meet the requirements of the Brampton Official Plan or the Growth Plan and ROP policies for employment conversions. A conversion of the property to allow for mixed uses is not recommended at this time. Other employment implementation policies may permit commercial land uses within the parameters of the regional and local official plans.</p>							
<b>List of Studies Submitted:</b> Economic Analysis, dated November 30, 2021, prepared by Altus Group							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Y	Unknown	Y	N	N

### 5.3 Mississauga Sites

<b>M1</b>	<b>Lakeview Waterfront</b>
<b>Applicant:</b>	Review by City of Mississauga
<b>PSEZ:</b>	N/A
<b>Local Designation:</b>	Business Employment (Mississauga OP)
<b>Existing use:</b>	Retail, Commercial, some Industrial
<b>Proposed use:</b>	Residential/mixed use
<b>Area Reviewed:</b>	24.8 ha
<b>Recommendation:</b>	This site is supported for conversion (removal from the Regional employment area).
<b>Area Supported for Conversion:</b>	24.8 ha (with approximately 13 ha added in the Lakeview Waterfront Major Node “Innovation Corridor”)
<b>Summary</b>	
<p>This site is located on the south side of Lakeshore Road East, between East Avenue and Hydro Road in Mississauga. The subject site is within the Lakeview Waterfront Major Node and will be served by the future Lakeshore Bus Rapid Transit line and within the LBRT-2 Haig (Lakeview Waterfront) Major Transit Station Area. The conversion refers to a portion of the Business Employment designated lands along Lakeshore Rd and changes made through <a href="#">Mississauga Official Plan Amendment 89</a> in an area formerly known as Rangeview Estates in the Lakeview Employment Area. Lakeview was removed as Employment Area Character Area in the Mississauga Official Plan in Chapter 17, Map-17-1 and as shown on Schedule 10 Land Use Designations subject to the Peel 2051 Regional Official Plan Review and MCR. The site and surrounding area was formerly designated Utility and Business Employment, but was evaluated through the Inspiration Lakeview Master Plan process and redesigned as a complete community that will feature housing, employment and recreation opportunities, transportation and community infrastructure, and will protect and enhance environmental systems.</p> <p>As per Mississauga Official Plan Section 13.3.1, the Lakeview Waterfront Major Node is planned to achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node. While 23.8 ha of business employment land is to be removed in Rangeview Estates, additional lands were added through MOPA 89 in 2018 on the west side of the new street K (a southerly extension of Haig Blvd) and then through a further <a href="#">amendment on November 8, 2021</a> which added an additional 2.5 ha. With the “Innovation Corridor” precinct of the Lakeview Waterfront Major Node of the Mississauga Official Plan now supporting additional business employment land uses, this will appear as approximately 13 hectares total in the regional employment area. While there is a reduction of number of hectares of employment land in the Lakeview Waterfront Major Node from 23.8 hectares of industrial land in Rangeview Estates, to approximately 13 hectares of Innovation Corridor, the potential for number of jobs has increased. An updated Recommendation Report and Detailed Planning Analysis appended to the November 8, 2021 Local Official Plan Amendment staff report noted that the existing Rangeview Estates has supported 1,785 jobs in the Lakeview Employment Area, but the proposed development is planned to ultimately accommodate up to 140 000 m<sup>2</sup> (1.5 million ft<sup>2</sup>) of employment space and 9,000 jobs (generally following the 2:1 ratio of the Major Node policies) should the Innovation Corridor materialize to its full potential.</p> <p>Lakeview Waterfront policies are the result of extensive public, stakeholder, and inter-governmental consultation, and the conversion of certain</p>	

business employment lands within the Lakeview Waterfront Major Node will support the implementation of the Inspiration Lakeview vision and ultimately more jobs. Once complete, the Lakeview Waterfront Major Node will complement surrounding low density residential and mixed use lands and optimize previously underused prime waterfront space.

**List of Studies Submitted:** [Mississauga Official Plan Amendment 89](#), August 1, 2018, [Lakeview village Development Master Plan, 2019](#); [Lakeview Village Development Master Plan](#), 2020; [Recommendation Report Detailed Planning Analysis](#), October 15, 2021 (on the November 8, 2021 Mississauga Planning and Development Committee Agenda)

**Detailed Analysis**

<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	Yes. There is no need for conversion to meet the Region’s residential supply needs; however conversion is in the interest of strategic community development, i.e. a complete community in previously underutilized lands within the Lakeview Waterfront Major Node. The conversion and redesignation of new business employment lands in the Innovation Corridor ultimately delivers more a far greater number of employment opportunities in Lakeview Village.
<b>Lands required for employment purposes? (GP 2.2.5.9.b)</b>	No. The Region must maintain the majority of its employment lands to meet its employment forecasts to 2041, however this conversion is recommended on the basis that it will contribute to the development of a complete community on this formerly underutilized site. In addition, the Lakeview Major Node maintains approximately 13 ha of Business Employment lands in the Innovation Corridor. The existing Rangeview Estates lands are also not in a PSEZ or needed from a regional or provincial economic development perspective.
<b>Maintain sufficient employment land if removed? (GP 2.2.5.9.c)</b>	Yes. With careful stewardship of its employment lands, this conversion will not adversely affect the Region’s ability to meet its employment growth forecasts. The existing jobs in Rangeview Estates are being replaced and multiplied with “Innovation Corridor” uses that will include office, technology, medical, research and other innovative professional jobs that better suit the City’s transition to more knowledge-based employment (rather than industrial/manufacturing).
<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	No. Conversion of business employment lands within Lakeview will not adversely impact the overall viability of an employment area, as it is isolated from other employment lands in the City. The conversion will not impact the achievement of Growth Plan targets.
<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	Yes. The site has existing hard services or planned upgrades that can accommodate the growth. Higher order transit is planned on the Lakeshore BRT and this development is within one of the Region’s proposed MTSA’s. The lands are surrounded by existing community and services in the Lakeview area and the mixed use redevelopment itself is planned as a complete community with the appropriate public services and amenities to support the population.
<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	Yes. The lands are within the LBRT-2 Haig (Lakeview Waterfront) MTSA and the Lakeview Waterfront conceptual Node/Centre on Draft Schedule Z2 – Strategic Growth Areas.
<b>Would Retail/Commercial Flexibility apply? (ROP 5.8.31)</b>	No
<b>Would MTSA Flexibility apply? (ROP 5.8.32)</b>	No

<b>M2</b>	<b>Dundas Connects – Dixie &amp; Mavis Areas</b>						
<b>Applicant:</b>	Review by City of Mississauga						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Mixed Use and Business Employment (Mississauga OP)						
<b>Existing use:</b>	Retail, Commercial, some industrial						
<b>Proposed use:</b>	Mixed Use (possible residential), Employment Mixed Use						
<b>Area Reviewed:</b>	136.7						
<b>Recommendation:</b>	This site is supported for conversion.						
<b>Area Supported for Conversion:</b>	136.7						
<b>Summary</b>							
<p>The conversion request refers to certain Mixed Use and Business Employment designated lands along Dundas St. in Mississauga within the Mavis-Erindale, and Dixie Employment Areas as designated on Schedule 1b of Mississauga's Official Plan. These lands were identified through the <a href="#">Dundas Connects Master Plan</a>, which plans for the redevelopment of Dundas St. as a major corridor.</p> <p>Lands proposed for conversion within the Dixie Employment Area lack access to major highways, limiting their potential for warehousing and logistics functions. These lands also have higher than average vacancy rates. In addition to these existing conditions, a Bus Rapid Transit (BRT) system is planned along the Dundas St. corridor, and so the lands proposed for conversion have also been reviewed in the context of planning for Major Transit Station Areas (MTSAs). In supporting the conversion, transit-oriented development and intensification along Dundas St. will be made possible, thereby contributing to walkable neighbourhoods, and allowing for the achievement of transit supportive densities. The Dundas Connects planning process also considers replacement of employment along the corridor, projecting a net increase in employment after the conversion through additional retail, service, and office employment opportunities. Site compatibility with remaining adjacent heavy industrial uses has also been considered.</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	N	Y	Y	Y	N

<b>M3</b>	<b>Great Punjab Centre (Airport Road and Drew Road)</b>
<b>Applicant:</b>	Review by City of Mississauga
<b>PSEZ:</b>	N/A
<b>Local Designation:</b>	Employment area – Business Employment (Mississauga OP)
<b>Existing use:</b>	Retail/Commercial, Vacant
<b>Proposed use:</b>	Recognize existing commercial uses and additional commercial development onsite.
<b>Area Reviewed:</b>	7.4 ha
<b>Recommendation:</b>	<i>This site is supported for conversion (removal from the Regional employment area).</i>
<b>Area Supported for Conversion:</b>	7.4 ha
<b>Summary</b>	
<p>The subject site is located at the southwest corner of Airport Rd. and Drew Rd. (2960, 2970, 2980 Drew Rd). The site features a large business and retail shopping centre, with low density residential to the east, community and park space to the south, and the larger Northeast Employment Area to the north and west with primarily warehousing and light industrial uses. The request for conversion from the City highlights that the site will continue to prohibit residential uses and therefore not pose an issue with sensitive land uses and land use compatibility with adjacent employment lands. The proposed conversion would reflect the existing use of the site (office, commercial, and retail) and allow for the enhancement of the adjacent intersection. The site was reviewed in the context of the MyMalton study, which identified an opportunity to improve the intersection of Airport Rd. and Morning Star Dr. by enhancing the existing community space, creating better pedestrian linkages between the site and adjacent Gurdwara and park, and making better use of underutilized parking. The study also identified that the City should consider expanding the boundaries of the Malton Neighbourhood Character Area (in Mississauga Official Plan Chapter 16) to include the Great Punjab Centre, as the Malton community is the primary area it is serving. The draft Regional Official Plan policy framework has identified a conceptual Node/Centre in Malton (on Schedule Z2 Strategic Growth Areas), which as not yet been delineated. An employment conversion of the site would provide the flexibility for the City to continue comprehensive planning of the area and explore options to add uses onsite to serve the larger Malton community on a rapid transit corridor (Airport Road) and in close proximity to higher order transit (Malton GO). Regional staff encourage that as part of the current Mississauga Official Plan Review, local municipal staff consider retaining the local business employment designation while still being able to continue with the desired changes to the site in the interest of community development.</p>	
<p><b>List of Studies Submitted:</b> <a href="#">MyMalton Community Vision Final Report</a>, March 2016</p>	
<b>Detailed Analysis</b>	
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	There is no specific planned use for the site to meet growth targets, however a conversion onsite is in the interest of providing the local municipality the flexibility in achieving strategic community building objectives outlined in the MyMalton study.
<b>Lands required for employment purposes? (GP 2.2.5.9.b)</b>	No. The Region must (and is proposing to) maintain the majority of its employment lands to meet its employment forecasts to 2051, however this site is already functioning as a business centre and has the



	opportunity to contribute as a community space through the improved integration with existing uses to the south and east. The Land needs assessment has recognized this existing use and possible addition of non-employment uses and accounted for the site as non-employment. With careful stewardship of the Region's much larger employment land base, this conversion will not adversely affect the Region's ability to meet its employment growth forecasts. The forecasted employment growth and land need in Peel can be accommodated in other existing employment lands for growth to 2031 and through the settlement area boundary expansion for growth to 2051.
<b>Maintain sufficient employment land if removed? (GP 2.2.5.9.c)</b>	Yes. See above.
<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	No. The proposed uses will not impact the overall viability of an employment area. The site is currently functioning as a business and retail space. No residential/sensitive land uses have been proposed through the MyMalton Study or City staff request for conversion, which can ensure that land use compatibility issues are avoided.
<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	Yes. Hard services and transit services exist to support the site. The larger mixed use Malton community includes a broad range of uses to support the population.
<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	To be determined. The site is west of the area identified conceptually as the Malton Node/Centre on Draft Schedule Z2 – Strategic Growth Areas which has not yet been delineated.
<b>Would Retail/Commercial Flexibility apply? (ROP 5.8.31)</b>	No
<b>Would MTSA Flexibility apply? (ROP 5.8.32)</b>	No

<b>M4</b>	<b>Clarkson GO Station Area (LWGO-2)</b>
<b>Draft Policy Framework:</b>	This MTSA is proposed to form the basis of a draft flexible policy area (5.8.32). The lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.

<b>M13</b>	<b>2120 Dundas St. E</b>						
<b>Applicant:</b>	Orest Stoyanovskyy						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area – Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Retail/Commercial						
<b>Proposed use:</b>	Mixed use commercial/residential development						
<b>Area Reviewed:</b>	0.5 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.31 – <b>Category 2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
An initial inquiry regarding conversion was received by the Region and proposed mixed use commercial/residential development.							
This site is currently designated Mixed Use within the Dixie Employment Area. It is located outside of the lands proposed for conversion to reflect the <a href="#">Dundas Connects Master Plan</a> . The site is also near Etobicoke Creek Focus and within a regulatory floodplain. Given this constraint, redevelopment is not recommended or permitted within the existing policy context. The lands are within the mixed use designation in the Mississauga Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning.							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	Y	Y	N

<b>M14</b>	<b>Dundas St. E &amp; Mattawa Ave</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	Yes – Zone 13 427 QEW						
<b>Local Designation:</b>	Employment Area - Business Employment (Mississauga OP)						
<b>Existing use:</b>	Industrial / Truck Storage						
<b>Proposed use:</b>	Conversion from employment lands to other developable uses (unknown).						
<b>Area Reviewed:</b>	7.3 ha						
<b>Recommendation:</b>	<i>Not supported for conversion or removal from the regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant requested that alternative non-employment uses be considered on the site, which was presented as a whole with the properties to the north along Mattawa Avenue. The properties fronting the north-south arm of Mattawa Avenue are within the area considered separately through the <a href="#">Dundas Connects Master Plan</a>, and are supported for conversion. The 7.3 hectares of land to the south and identified as this proposal (M14) are not supported for conversion. In addition, only part of the site is within an MTSA (Wharton / DUN-17 north of the rail corridor).</p> <p><b>List of Studies Submitted:</b> N/A</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Unknown	Unknown	Y	N	N

<b>M15</b>	<b>Stanfield</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	Yes – Zone 13						
<b>Local Designation:</b>	Employment Area - Business Employment (Mississauga OP)						
<b>Existing use:</b>	Commercial						
<b>Proposed use:</b>	Non-employment						
<b>Area Reviewed:</b>	6.7 ha						
<b>Recommendation:</b>	<i>Not supported for conversion or removal from the regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant requested that alternative non-employment uses be considered on the site. The property is within the study area of the <a href="#">Dundas Connects Master Plan</a>, but does not have frontage on Dundas Street and was not identified for mixed use or employment conversion potential. The property is adjacent to the rail line and the existing uses on the property buffer more industrial uses to the south. A conversion is not recommended.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Unknown	Unknown	Y	N	N

<b>M17</b>	<b>1000 Dundas Street East</b>						
<b>Applicant:</b>	Plan Logic Consulting Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Retail / Auto Sales						
<b>Proposed use:</b>	Retail, Office, Residential Uses						
<b>Area Reviewed:</b>	0.4 ha						
<b>Recommendation:</b>	<i>Supported for conversion (removal from the regional employment area)</i>						
<b>Area Supported for Conversion:</b>	0.4 ha						
<b>Summary</b>							
<p>This property is fronting Dundas Street and proposed to be redeveloped with a mixed-use building containing retail, office, and residential uses by the applicant. The lands are within a proposed MTSA on the Dundas Bus Rapid Transit corridor the lands were considered for mixed uses through the <a href="#">Dundas Connects Master Plan</a>, and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis &amp; Dixie. Regional staff support removal of the site from the regional employment area to enable the local municipal development process to consider the introduction of mixed uses. Technical study via the development application review process is required to determine if avoidance or mitigation of land use compatibility issues can be achieved for any proposed sensitive uses on site in relation to the employment uses.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	TBD	Y	Y	Y	N

<b>M22</b>	<b>1699-1701 Dundas St. E</b>						
<b>Applicant:</b>	ATA Architects Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Place of Worship						
<b>Proposed use:</b>	Senior's residence, retail at grade, with the place of worship maintained						
<b>Area Reviewed:</b>	1.3 ha						
<b>Recommendation:</b>	<i>Supported for conversion (removal from the regional employment area)</i>						
<b>Area Supported for Conversion:</b>	1.3 ha						
<b>Summary</b>							
<p>An 8-storey mixed use development was proposed which would maintain the existing place of worship while adding a senior's residence and retail commercial uses at grade. At the time of the request, the applicant did also recognize that the Region was in the early planning phases of the Twin Pines redevelopment and affordable housing project and expressed interest in the process. The lands are within a proposed MTSA on the Dundas Bus Rapid Transit corridor and were considered for mixed uses through the <a href="#">Dundas Connects Master Plan</a> and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis &amp; Dixie. Regional staff support removal of the site from the regional employment area to enable the local municipal development process to consider the introduction of mixed uses. Technical study via the development application review process is required to determine if avoidance or mitigation of land use compatibility issues can be achieved for any proposed sensitive uses on site in relation to the employment uses.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	TBD	Y	Y	Y	N

<b>M23</b>	<b>5170 Dixie Road</b>						
<b>Applicant:</b>	Sajecki Planning						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Retail Commercial						
<b>Proposed use:</b>	Mixed use (retail, office, residential)						
<b>Area Reviewed:</b>	1.9 ha						
<b>Recommendation:</b>	This site is not supported for conversion through the Regional MCR.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site is located at the northwest corner of Dixie Road and Aimco Boulevard currently occupied by a commercial plaza. The proposal requests to remove the existing employment area designation to permit a mixed-use development containing three residential towers (of 25 storeys), with retail and restaurant uses on the ground floor, and two storeys of office uses above at the southeast corner of the building. The site is located within a commercial strip north of Eglington Ave which serves the adjacent employment area, however the business employment designation continues to the parcel directly to the west. The property is in the Northeast Employment area but is outside of the Pearson Airport Operating Area and below the noise contour level 30 (whereas 30 or above typically spurs noise complaints).</p> <p>The site is located within the mixed-use designation in the Mississauga Official Plan, but is not situated on the periphery of the employment area designation nor supported by existing or planned higher order transit, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
<b>List of Studies Submitted:</b> Conceptual Architectural Drawing Set prepared by IBI, dated October 2020.							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	N	N	N

<b>M24</b>	<b>Dixie and Crestlawn</b>						
<b>Applicant:</b>	Sajecki Planning						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Employment Area - Business Employment (Mississauga OP)						
<b>Existing use:</b>	Commercial uses						
<b>Proposed use:</b>	Mixed use (residential, office, commercial, employment), parkland						
<b>Area Reviewed:</b>	5.6 ha						
<b>Recommendation:</b>	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject lands are located on the west side of Dixie Road, south of Crestlawn Drive, east of Fewster Drive, and within the Mississauga Transitway Dixie MTSA (403-9). Currently, the lands are occupied by 13 low-rise buildings containing office, commercial retail, and daycare uses. The proposal comprises of a mixed-use development containing predominately residential uses together with office commercial and employment uses. Additional policy analysis was provided by the applicant following the initial submission to provide further justification for the proposed employment conversion.</p> <p>The site is located directly on Dixie Road and within the mixed-use designation in the Mississauga Official Plan. This MTSA was not identified for forming the basis of flexible employment policies for mixed uses in the ROP, and is intended to achieve its minimum density requirements through continued development as an employment-focused MTSA in the larger Airport Corporate Centre. Lan use compatibility impacts to the larger employment area are also a concern. A conversion of the site is not recommended at this time.</p> <p><b>List of Studies Submitted:</b> Preliminary Concept prepared by Sajecki Planning, dated October 2021; Justification for Employment Land Conversion dated December 23, 2021, prepared by Sajecki Planning</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Y	N	Y	N	N



<b>M25</b>	<b>3155 Argentinia Rd</b>						
<b>Applicant:</b>	Urban Strategies Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Corporate Centre, Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Commercial Retail						
<b>Proposed use:</b>	Mixed use (residential, office, commercial and employment)						
<b>Area Reviewed:</b>	12.6 ha						
<b>Recommendation:</b>	<i>Not supported for conversion.</i> Proposed employment planning implementation policies may permit consideration of additional land uses in the future ( <b>Category 3-2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject lands are irregular in shape, located along Argentinia Road, east of Tenth Line and West of Winson Churchill Boulevard. The lands are 12.6 hectares of lands within the larger 25.6 ha SmartCentres Meadowvale site, occupied by low-rise commercial/retail and “big box” stores. The proposed employment conversion and envisioned development comprises of a mixed use development including residential uses, replacement of the retail space that exists on the site today, office uses, new parks and open spaces, and new community uses.</p> <p>The future highway 407 Transitway is proposed to have a new station connected to the existing Lisgar GO, and the subject lands fall within the 800 metre radii of both higher-order transit stations. Lisgar GO MTSA (MIL-1) is a planned station and not proposed to be delineated in the Regional Official Plan at this time, as further land use visioning and implementation would be required. The Region’s growth forecasts can be accommodated without intensification in this planned MTSA. The station is also not yet served by all-day two-way GO rail service. Should there be justification for the Region and City to focus intensification here in the future (and/or the Milton GO line / 407 Transitway receive transit investment in the future) the Lisgar GO MTSA can be studied for delineation in the ROP. At that point the Region could consider whether the MTSA is appropriate to be added to schedule Y6 (employment implementation policy Category 3-2) and benefit from draft policy 5.8.32 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and draft policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p>							
<p><b>List of Studies Submitted:</b> Employment Conversion Request and Analysis, dated November 2, 2021, prepared by Urban Strategies; Employment Land Conversion Rationale 3155 Argentinia Road, Mississauga SmartCentres Meadowvale, dated November 12, 2021, prepared by Urban Strategies; Employment Conversion Concepts and Rationale Presentation, dated January 11, 2022, prepared by Urban Strategies</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Y	Y	Y	Y	N

<b>M26</b>	<b>1100 Burnhamthorpe Road</b>						
<b>Applicant:</b>	Urban Strategies Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area, Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Commercial / Retail						
<b>Proposed use:</b>	Mixed use (residential, office, commercial and employment)						
<b>Area Reviewed:</b>	4.6 ha						
<b>Recommendation:</b>	<i>Not supported for conversion.</i> Proposed employment planning implementation policies may permit consideration of additional land uses in the future ( <b>Category 3-2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject lands are irregular in shape, located along Burnhamthorpe Road, between Central Parkway West and Erindale Station Road. The lands are 4.6 hectares, occupied by low-rise commercial/retail stores. The proposed employment conversion and envisioned development comprises of a mixed use development including residential uses, replacement of the retail space that exists on the site today, office uses, new parks and open spaces, and new community uses.</p> <p>The subject lands fall within the 800 metre radius of Erindale GO MTSA (MIL-4), a planned station which is not proposed to be delineated in the Regional Official Plan at this time, as further land use visioning and implementation would be required. The Region's growth forecasts can be accommodated without intensification in this planned MTSA. The station is also not yet served by all-day two-way GO rail service. Should there be justification for the Region and City to focus intensification here in the future (and/or the Milton GO line receives transit investment in the future) the MTSA can be studied for delineation in the ROP. At that point the Region could consider whether the MTSA is appropriate to be added to schedule Y6 (employment implementation policy Category 3-2) and benefit from draft policy 5.8.32 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and draft policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p> <p><b>List of Studies Submitted:</b> Employment Conversion Request and Analysis, dated November 2, 2021, prepared by Urban Strategies; Employment Conversion Concepts and Rationale Presentation, dated January 11, 2022, prepared by Urban Strategies</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	Y	Y	N

<b>M27</b>	<b>780 Burnhamthorpe Road</b>						
<b>Applicant:</b>	Urban Strategies Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Commercial and employment						
<b>Proposed use:</b>	Mixed use (residential, office, commercial and employment)						
<b>Area Reviewed:</b>	4.4 ha						
<b>Recommendation:</b>	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject lands are irregular in shape bounded by Burnhamthorpe Road West to the north, Wolfedale Road to the east and Mavis Road to the west. The lands are occupied by two low-rise buildings containing commercial and employment uses. The proposed employment conversion and envisioned development comprises of a high-density mixed-use development containing residential, commercial and employment uses.</p> <p>The property is not located within a strategic growth area and as there is no specific need for additional residential uses to justify the site's removal from the regional employment area, a conversion is not supported. In addition, although the property is located within the mixed-use designation in the Mississauga Official Plan, it is not supported by existing or planned rapid transit, excluding the site from flexible employment policies for retail/commercial or residential uses.</p> <p><b>List of Studies Submitted:</b> Employment Conversion Request and Analysis, dated November 2, 2021, prepared by Urban Strategies; Employment Conversion Concepts and Rationale Presentation, dated January 11, 2022, prepared by Urban Strategies</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Y	Y	N	N	N

<b>M28</b>	<b>5200 Dixie Road</b>						
<b>Applicant:</b>	Weston Consulting						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Commercial and office						
<b>Proposed use:</b>	Mixed use including residential						
<b>Area Reviewed:</b>	4.0 ha						
<b>Recommendation:</b>	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject property is located on the west side of Dixie Road between Matheson Boulevard East and Eglinton Avenue East. The site is currently occupied by two low-rise buildings comprising of commercial and office uses, and surrounded by commercial, and employment uses also designated as Regional employment areas. The proposal comprises of a mixed-use development containing residential, commercial and office uses.</p> <p>The site is located within the mixed-use designation in the Mississauga Official Plan but is not located on the periphery of the employment area designation nor supported by existing or planned higher order transit, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential. The property is not within a strategic growth area and there is no specific need for residential uses to justify the site's removal from the regional employment area. As such, a conversion is not supported at this time.</p> <p><b>List of Studies Submitted:</b> Employment Conversion Request Submission prepared by Weston Consulting, dated November 2021.</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	N	N	N

<b>M29</b>	<b>2025 – 2087 Dundas Street East</b>						
<b>Applicant:</b>	Weston Consulting						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Office, commercial and employment uses						
<b>Proposed use:</b>	Mixed use, including residential						
<b>Area Reviewed:</b>	2.7 ha						
<b>Recommendation:</b>	<i>Not recommended for conversion or removal from the Regional employment area. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.31 – Category 2)</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject property is located on the north side of Dundas Street East, with Universal Drive to the west and Southcreek Road to the east. The site is currently occupied by five low-rise buildings containing office, commercial and employment uses. The proposed employment conversion and development comprises of a mixed-use development containing office, commercial, employment and residential uses. The subject lands are within the DUN-17 Wharton MTSA on the Dundas BRT corridor. While the site was considered for additional mixed uses such as residential through the <a href="#">Dundas Connects Master Plan</a>, it was determined that the lands should remain in the employment area designation considering the location in the Etobicoke Creek Special Policy Area (SPA) in the Dixie Employment Area Character Area in the Mississauga Official Plan. In order for the overall Dundas Connects to be fully implemented, a number of key studies, approvals, and investments are required including review of the SPA and flood remediation measures. The applicant has contacted the Toronto and Region Conservation Authority to engage in the ongoing SPA review. Land use compatibility would also be a key consideration for inclusion of sensitive land uses (subject to SPA review), considering the employment area extending to the north of the site.</p> <p>The lands are within the employment area Mixed Use designation in the Mississauga Official Plan, and sites on the periphery of the employment area served by rapid transit can be considered under the Region’s proposed flexible employment policy 5.8.31 for additional retail/commercial uses to be considered post-MCR through local municipal comprehensive planning.</p> <p><b>List of Studies Submitted:</b> Employment Conversion Request Submission dated November 19, 2021 and Addendum dated November 30, 2021, prepared by Weston Consulting</p>							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Y	TBD	Y	Y	N

<b>M30</b>	<b>1425 Dundas St. E</b>						
<b>Applicant:</b>	Glen Schnarr & Associates Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Place of Worship						
<b>Proposed use:</b>	Non-employment uses						
<b>Area Reviewed:</b>	1.9 ha						
<b>Recommendation:</b>	<i>Supported for conversion (removal from the regional employment area)</i>						
<b>Area Supported for Conversion:</b>	1.9 ha						
<b>Summary</b>							
<p>The subject lands are located on Dundas Street E, northwest of the intersection with Dixie Road. The lands are within a proposed MTSA DUN-16 Dixie GO on the Dundas Bus Rapid Transit corridor and were considered for mixed uses through the <a href="#">Dundas Connects Master Plan</a> and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis &amp; Dixie. Regional staff support removal of the site from the regional employment area to enable the local municipal development process to consider the introduction of mixed uses. Technical study via the Mississauga Official Plan Review and development application review process is required for flood remediation measures in the Etobicoke Creek Area, and to determine if avoidance or mitigation of land use compatibility issues can be achieved for any proposed sensitive uses on site in relation to the employment uses.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
Y	N	Y	TBD	TBD	Y	Y	N

<b>M31</b>	<b>Heartland Town Centre</b>						
<b>Applicant:</b>	Pound and Stewart Associates Limited						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Commercial retail						
<b>Proposed use:</b>	Mixed use including residential						
<b>Area Reviewed:</b>	13.2						
<b>Recommendation:</b>	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject property is located east of Mavis Road, north of Matheson Boulevard West, west of Mclaughlin Road. The existing uses on the site are commercial retail. The proposal comprises of a mixed-use development containing residential uses. The property is in the within the Pearson Airport Operating Area and between noise contour of level 30 and 35.</p> <p>The site is located within the employment area mixed-use designation in the Mississauga Official Plan but is not supported by existing or planned higher order transit, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential. The lands are also not located within any Strategic Growth Area, and intensification is not required at this location to meet the Region's growth forecasts. As such, the site is not supported for conversion at this time.</p>							
<b>List of Studies Submitted:</b> Conversion Request Mapping Booklet, prepared by Pound and Stewart Planning Consultants, dated Nov 11, 2021.							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	N	Y	Y	N	N	N

<b>M32</b>	<b>6981 &amp; 6991 Millcreek Dr</b>						
<b>Applicant:</b>	Urban Strategies Inc.						
<b>PSEZ:</b>	Yes – Zone 18 401-407 (Meadowvale)						
<b>Local Designation:</b>	Corporate Centre, Industrial (Mississauga OP)						
<b>Existing use:</b>	Industrial						
<b>Proposed use:</b>	Mixed use residential / commercial						
<b>Area Reviewed:</b>	3.0						
<b>Recommendation:</b>	<i>Not supported for conversion.</i> Proposed employment planning implementation policies may permit consideration of additional land uses in the future ( <b>Category 3-2</b> ).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The subject lands are located at the corner of Millcreek Drive and Derry Road, west of the Highway 401. Some industrial and commercial businesses operate onsite, and the surrounding employment lands are generally similar industrial/commercial uses. The proposed employment conversion envisions a mixed use development including residential and commercial uses.</p> <p>The subject lands fall within the 800 metre radius of Meadowvale GO MTSA (MIL-2) which is a planned station and not proposed to be delineated in the Regional Official Plan at this time, as further land use visioning and implementation would be required. The Region's growth forecasts can be accommodated without intensification in this planned MTSA. The station is also not yet served by all-day two-way GO rail service. Should there be justification for the Region and City to focus intensification here in the future (and/or the Milton GO line receives transit investment in the future) the MTSA can be studied for delineation in the ROP. At that point the Region could consider whether the MTSA is appropriate to be added to schedule Y6 (employment implementation policy Category 3-2) and benefit from draft policy 5.8.32 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering there is no current need for the conversion and the draft policy flexibility can better respond to changes in land use and transit planning in the future, a conversion of the site is not recommended at this time.</p>							
<b>List of Studies Submitted:</b> N/A							
<b>Is there a need for the Conversion? (GP 2.2.5.9.a)</b>	<b>Lands required for employment purposes (GP 2.2.5.9.b)</b>	<b>Maintain sufficient employment land if removed (GP 2.2.5.9.c)</b>	<b>Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)</b>	<b>Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)</b>	<b>In a Strategic Growth Area? (ROP Schedule Z2)</b>	<b>Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.31)</b>	<b>Would MTSA Flexibility apply? (ROP policy 5.8.32)</b>
N	Y	Y	Y	Y	Y	N	N