
For Information

REPORT TITLE: Land Needs Assessment Report Update

FROM: Kealy Dedman, Commissioner of Public Works

OBJECTIVE

To provide an update on the Land Needs Assessment Report and supporting technical studies undertaken as a part of the Peel 2041+ Official Plan Review.

REPORT HIGHLIGHTS

- The Land Needs Assessment analysis supports a balanced approach to accommodate growth that meets the policy objectives of the Growth Plan for the Greater Golden Horseshoe, 2020 and addresses market demand.
 - The analysis continues to demonstrate the need for settlement area boundary expansion to support a mix of housing options and employment types.
 - Additional scenarios are being considered through a fiscal impact analysis to assess the cost of servicing growth.
 - Findings from the 2051 addendums for the Intensification Analysis and Employment Strategy Discussion Paper highlight additional considerations for planning to 2051 but are consistent with previous analysis.
 - Forty-one (41) employment conversion requests have been received, to date totaling approximately 380 hectares of land.
 - The draft Land Needs Assessment results and supporting technical studies will be updated over the summer based on continued stakeholder input on the supporting documents and analysis.
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DISCUSSION

1. Background

The Growth Plan for the Greater Golden Horseshoe requires upper- and single-tier municipalities to undertake a Land Needs Assessment (LNA) using a standard methodology to determine the amount of community and employment area land required to accommodate forecasted growth to the planning horizon (2051).

Schedule 3 of the Growth Plan, 2020 provides population and employment forecasts for upper- and single- tier municipalities. The forecasts are the basis of the Growth Plan and for municipal growth management and planning. They are intended to ensure that sufficient land is available to support growth across the Greater Golden Horseshoe.

Land Needs Assessment Report Update

In August of 2020, the province released a revised LNA methodology and updated the Growth Plan for the Greater Golden Horseshoe. The update captured the following.

Land Needs Assessment

- A new simplified LNA Methodology
- New consideration for Market Demand
- Growth Forecasts are minimums.

Growth Plan for the Greater Golden Horseshoe, 2020

- 2051 Planning Horizon
- New population and employment forecasts

Municipalities are required to utilize the standard methodology to determine land needs to accommodate forecasted growth to 2051 as a part of their Municipal Comprehensive Review.

On February 18, 2021, staff delivered a presentation titled “Growth Management” to the Planning and Growth Management Committee that provided preliminary findings on the draft growth allocation to 2051. The report presented the preliminary allocation of population and employment growth to the local municipalities based on the 2051 planning horizon and advised that staff would be updating technical studies regarding intensification and employment to inform their analysis.

On April 29, 2021, staff delivered a presentation titled “Land Needs Assessment and Intensification Analysis Overview” to the Planning and Growth Management Committee. The presentation provided an overview of the key data inputs that are being considered to support the requirements of the Land Needs Assessment methodology to determine the amount of land required to accommodate the forecasted growth.

This staff report provides an update on the results of the draft technical studies and the land needs assessment.

2. Provincial Forecasts

Schedule 3 of the Growth Plan, 2020 allocates population and employment growth to upper- and single- tier municipalities and requires them to demonstrate how the forecasted growth will be accommodated to the horizon of the plan. This work includes allocating growth to lower- tier municipalities, while addressing the policy objectives of the Growth Plan.

The Region of Peel is forecasted to accommodate an additional 700,000 people and 334,000 jobs between 2021 and 2051. Based on the provincial forecasts, the Region of Peel will accommodate a sizable portion of the growth in the Greater Toronto and Hamilton Area in the coming decades.

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Growth Plan – Population and Employment Allocation to Greater Toronto and Hamilton Area						
Municipalities						
	Population			Employment		
	2021	2051	2021-2051	2021	2051	2021-2051
Toronto	3,034,000	3,651,000	617,000	1,697,000	1,979,000	282,000
Peel	1,578,000	2,280,000	700,000	736,000	1,070,000	334,000
York	1,211,000	2,021,000	810,000	580,000	994,000	414,000
Durham	722,000	1,296,000	574,000	239,000	464,000	225,000
Halton	618,000	1,103,000	485,000	278,000	498,000	220,000
Hamilton	584,000	823,000	239,000	238,000	357,000	119,000
GTAH Total	7,747,000	11,172,000	3,425,000	3,765,000	5,360,000	1,595,000
GGH Total	10,246,000	14,827,000	4,581,000	4,794,000	7,008,000	2,214,000

Source: Greater Golden Horseshoe Forecast to 2051 Prepared by Hemson Consulting Ltd

As a part of the conformity exercise with the Growth Plan, upper- and single- tier municipalities must demonstrate how they will accommodate the forecasted growth, this includes allocating population and employment to the lower-tier municipalities and confirming that sufficient land is available.

3. Land Needs Assessment

The LNA methodology is a stepped process that guides municipalities through a process to determine the amount of land required to accommodate forecasted growth to the 2051 planning horizon. Municipalities are required to examine the demand for housing and employment that typically occurs within their boundaries against the existing supply of land within settlement areas, while addressing the policy objectives of the Growth Plan and local conditions. This includes a consideration for compact built forms, intensification/density targets, providing a mix and range of housing options, and supporting economic development and competitiveness.

The 2020 update to the LNA introduced new considerations for housing market demand. This includes providing a market-based supply of land and considering all housing market segments while conforming to the objectives of the Growth Plan.

The analysis of supply and demand focuses on two policy areas, 'Community Areas' which include lands for residential, retail/commercial, and major office uses. The other policy area is 'Employment Areas' which are lands that primarily accommodate manufacturing, warehousing and logistic uses.

The outcome of the LNA is to ensure that sufficient land is available within municipalities to accommodate all market segments to the horizon of the plan, while avoiding shortages that would increase the costs of housing and employment.

a) Community Area

The Region is forecasted to accommodate 700,000 additional people by 2051. It is anticipated that 271,000 new residential units across the Region will be needed to accommodate the forecasted population growth. The types of residential units addressed in the LNA are accommodated across three general categories. Within each

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general category, a range of structure types can be used to support the forecast. The table below highlights the structure types in each category:

General Residential Unit Categories by Structure Type			
Structure Type	Residential Unit Categories		
	Single- and Semi-Detached	Row	Apartments
Single- Detached	X		
Semi- Detached	X		
Townhouse		X	
Back-to-Back Townhouse		X	
Stacked Townhouse		*	*
Apartment or flat in Duplex	*		*
Apartment Building, more than 5 storeys			X
Apartment Building, fewer than 5 storeys			X
Accessory Units (laneway housing, granny flats, garden suites)	X		

Notes: X- Census and CMHC specific definitions, * - Peel adjusted definition

The LNA supports an intensification first approach to planning where most of the growth will be within the existing settlement areas in Peel, while considering market demand to ensure a range of housing options are provided. An intensification first approach is critical for addressing a number of Regional and Provincial policy initiatives such as responding to climate change, efficient use of infrastructure, supporting complete communities, healthy development, affordable housing, age friendly planning, sustainable transportation and fiscal sustainability.

Staff have examined the market demand housing needs to accommodate future growth. The analysis of market demand indicates a preference in Peel for single- and semi-detached housing over apartment units based on historical demographic and market preference data.

Using a market-based approach with no further considerations, would result in most of the new units required to achieve forecasted growth to 2051 occurring in ground-oriented units such as single- and semi- detached units in designated greenfield areas. Given the existing settlement area boundaries within Peel, there is not sufficient land remaining in designated greenfield areas to accommodate the market demand for single- and semi- detached units. Further, the market demand approach would not respond to the policy objectives in the Growth Plan to support minimum rates of intensification, leverage transit investment, climate change and the emerging urban structures of the local municipalities. Specifically, planning work being undertaken in the designated greenfield areas of Brampton (Heritage Heights), Caledon (Bolton) and Mississauga (Ninth Line) support transit-oriented development and more compact built forms.

As a result of the limitation of the market-based approach, staff have prepared an adjusted housing needs to accommodate future growth in the Region that takes into consideration the policy goals of the Growth Plan, existing and planned transit, local

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official plan policies, regional goals that support climate change and market demand. This assessment results in a more balanced approach to accommodate future growth that reflects the urban structure of the Region. For comparison purposes, staff have also included a breakdown of the unit mix for a 'No Settlement Boundary Expansion' scenario. This approach would yield a higher intensification rate, but the proportion of ground-oriented units may not be sufficient to respond to the market demand. In addition, the local municipalities within the urbanized communities of Peel would have to reconsider their planning policy structure to accommodate development at a higher intensity.

2021-2051 New Housing Units by Type – Market vs Balanced Approach Comparison					
	Single/Semi	Row	Apartment	Total Units	Intensification Rate
2021-2051 Market Based Approach	129,200	56,800	85,100	271,100	37%
2021-2051 Balanced Approach	75,800	62,800	132,500	271,100	55%
2021-2051 No Settlement Area Boundary Expansion	46,700	45,100	179,400	271,100	75%

To support the intensification first approach to growth, the Region undertook an Intensification Analysis in 2020 to determine how well it is positioned to accommodate growth and support intensification. The initial analysis was completed based on planning work to 2041 and concluded there were sufficient opportunities for intensification in existing and emerging strategic growth areas to accommodate the higher density market segment beyond the planning horizon. An addendum to the Intensification Analysis was recently completed to consider the 2051 planning horizon (See Appendix I). The addendum supports conclusions similar to those of the initial study but notes that an increase in ground-oriented units may affect the timing of intensification opportunities. This risk will have to be managed through growth management practices such as monitoring development activity to ensure development is coordinated in a manner that supports the Region's intensification rate and policy objectives.

The analysis of the Community Area land needs in the Region continues to support a demonstrated need for additional lands through settlement area boundary expansion to accommodate a range and mix of housing types. A land need of approximately 3,000 net developable hectares for community area land is identified, based on the implementation of an intensification and density target of 55 percent and 65 residents and jobs per hectare, which are above the provincial minimums but reflect conditions and opportunities in Peel.

Accessory Units

Accessory units have been identified as an area of interest in our planning work. These units are commonly accommodated through second units in basement apartments, but can take the form of granny suites, laneway housing, and garden suites. Within the land needs assessment and growth forecast work, data derived from Statistics Canada is used to determine the proportion of single detached units that contain second units. Refinements are made as requested by the local municipalities to capture information from second unit registries.

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In early June 2021, the Canadian Mortgage and Housing Corporation (CMHC) released a report titled “Housing Market Insight – Secondary Units in Ontario”. The report uses Municipal Property Assessment Corporation (MPAC) data to estimate the proportion of second units in 28 Ontario municipalities. Based on CMHC reporting, Brampton and Mississauga have a high proportion of second units with concentrations in Malton, Bram West, and downtown Mississauga and Brampton. The CMHC study represents a new data set available for consideration to augment existing Statistics Canada and local data sources.

Further, changes to the Planning Act in *Bill 108 – More Homes, More Choice Act 2019* requires municipalities to permit, an additional residential unit (ARU) or third unit in official plan and zoning by-law policies. Brampton and Mississauga will be examining the implementation of these policies in their respective official plan reviews.

Accessory units represent an opportunity to provide affordable rental housing units within existing communities and new greenfield communities. As new data becomes available it will assist staff in understanding this market segment including the proportion of new units created compared to existing units already occupied that become registered. Given the latest data release from CMHC and the work to be undertaken by the local municipalities. Staff will review the accessory unit assumptions in the land needs assessment to consider if adjustments are required.

Fiscal Impact Analysis

To further support the decision-making process in determining how growth will be accommodated in the Region over the next 30 years staff is undertaking fiscal impact analysis on 5 scenarios to evaluate the cost associated with servicing growth. The fiscal impact of the following scenarios is being assessed:

Fiscal Impact Analysis			
	Minimum Intensification Rate	Minimum Designated Greenfield Area Density	Land Need
High DGA Density	55%	75 r/j per ha	2,500 Res + 1,400 Emp
Lower DGA Density	55%	55 r/j per ha	3,200 Res + 1,400 Emp
Minimum Intensification	50%	65 r/j per ha	4,200 Res + 1,400 Emp
LNA Base Scenario + Additional Employment	55%	65 r/j per ha + Additional Employment	3,000 Res + 1,600 Emp
LNA Base Scenario	55%	65 r/j per ha	3,000 Res + 1,400 Emp

"DGA" means "Designated Greenfield Area"

"LNA" means "Land Needs Assessment"

"r/j per ha" means "residents and jobs per hectare"

The final land needs assessment will be informed by the findings of the fiscal impact analysis, which will be brought forward in the Fall of 2021.

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b) Employment Area

The Region is forecasted to accommodate 1,070,000 jobs by 2051. To achieve this growth an additional 334,000 jobs are required between 2021 and 2051. For the purposes of the land needs assessment, jobs are categorized as follows:

- 'population related employment' supports the service needs of residents;
- 'major office employment' found in office parks and strategic growth areas supported by transit and urban amenities;
- 'employment land employment' - warehousing/manufacturing jobs supported by goods movement corridors, and freight and airport infrastructure; and
- 'Rural Employment' jobs in rural areas outside of settlement areas related to natural resources, agriculture, tourism, and recreation.

Employment growth is expected to be evenly distributed across the three primary categories, with an increase in the proportion of Major Office and Population Related Employment compared to the last 20 years to account for the changing nature of employment and more urban forms of employment occurring in mixed use buildings that are supported by urban amenities.

2021-2051 Employment Growth by Type						
	Major Office	Population Related	Employment Land	Home Based	Other Rural Based	Total
2021	137,170	184,560	366,620	41,420	5,460	735,460
2051	247,210	297,250	458,860	61,420	5,660	1,070,540
Share of Growth by Category						
2021-51	33%	34%	28%	6%	0%	100%
Employment Growth by Category						
2021-51	110,040	112,690	92,240	20,000	200	335,080

Note: Home based employment are jobs located in the same building as the primary residence

To support the analysis of the existing market demand for employment and the supply of employment land within existing settlement areas, the Region has prepared several supporting studies and documents to guide this work, which are outlined below:

Vacant and Underutilized Employment Land Supply

An assessment of the current supply of land within existing settlement areas was undertaken to assist in determining the amount of employment land employment jobs that can be accommodated in existing areas. Staff estimate that there is 1,981ha of vacant and underutilized lands designated for employment uses within the Region's employment areas (see Appendix II). It should be noted that approximately 480 hectares of land in the vacant inventory is currently within active development applications.

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The composition of vacant sites includes a range sizes to support market choice with some having strategic access to goods movement corridors and 400 series highways to support industries. It should be noted that while some sites are identified as under-utilized, the potential for re-development may not be realized within the 2051 planning horizon.

Employment Strategy Discussion Paper – 2051 Addendum

In response to the need to support opportunities to better position the Region to meet its employment forecasts, an Employment Strategy Discussion Paper was undertaken in 2017 and updated in 2018 to provide a series of recommendations that would support the Region in achieving the 2041 employment forecast. With the release of the 2051 growth forecasts and the current Covid-19 pandemic, staff worked with Cushman and Wakefield to prepare an addendum to the employment strategy discussion paper to review and update the previous study. The 2051 addendum (see Appendix III) concludes that:

- Lands in proximity to in-place major highway infrastructure (Highway 427 and Highway 410) will take on greater importance with respect to planning for Employment Land Employment opportunities in south Caledon in the absence of Highway 413, and established employment areas require protection from future conversion.
- The structural impacts of work from home will be offset by factors such as economic growth, population growth, and office use penetration, which means demand for office will continue to grow over the next decade. But there is still uncertainty in the office market which is a risk to the Region meeting its forecast for office jobs.
- The outlook for continued employment growth for industrial-type space appears robust. The industrial sector has performed very well during the COVID-19 pandemic. Peel's industrial areas have the key site selection attributes that occupiers desire, such as highway/transport infrastructure, labour availability, and an established business climate.

The analysis of employment provided in the technical analysis and supporting studies continues to support the need for additional employment land employment. The latest analysis demonstrates a need for approximately 1,400 hectares or more of land to accommodate employment land employment. The additional lands will support Peel's position as a desirable location for the industrial sector given its key site selection attributes.

Employment Conversions

The Growth Plan 2020 permits upper-tier municipalities to consider the conversion of lands for employment uses to non-employment uses such as residential through a municipal comprehensive review. Previously, this work was undertaken by the lower-tier municipalities. To address the change in role, the Region is working collaboratively with local municipal staff to inform the review. Requests for conversion must address provincial, regional, and local policy requirements. As a part of the Land Needs

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Assessment, the amount of land being considered for employment conversion must be accounted for in the methodology.

Staff have received 41 requests for conversion to-date that would require the conversion of 380 hectares of employment lands. The requests received have undergone an evaluation by staff, taking into consideration the employment conversion policies within the Growth Plan, 2020, regional and local policy consideration, findings from the Employment Strategy Discussion Paper and the consideration of strategic opportunities to align growth with transit investment.

Based on staff's review, 270 hectares of land are being recommended for conversion, to date. Most of the requests are supported by planning work undertaken by the local municipalities to support the implementation of strategic visions such as Dundas Connects in Mississauga. The detailed evaluation of employment conversion can be reviewed in Appendix IV.

As a result of the on-going employment conversions analysis and review of vacant and under-utilized employment lands. More employment area land may be needed. Staff will continue to review and refine these results based on consultation with stakeholders and the public input over the summer, for input into the final LNA.

CONCLUSION

The Land Needs Assessment analysis undertaken by staff and the supporting technical studies continue to support the need for additional land in Peel to ensure a range and mix of housing choice and employment types are available to support growth in Peel.

Over the summer, staff will be sharing the results of the draft technical analysis and supporting studies with stakeholders and updating the land needs assessment based on the best information available. The full LNA report will be brought back to this committee in the Fall of 2021.

APPENDICES

Appendix I – Intensification Analysis: 2051 Addendum

Appendix II – Region of Peel Vacant and Underutilized Employment Land Inventory

Appendix III - Employment Strategy Discussion Paper: 2051 Addendum

Appendix IV – Region of Peel Preliminary Employment Conversion Analysis

For further information regarding this report, please contact Adrian Smith, Chief Planner and Director, Regional Planning & Growth Management Ext. 4047, adrian.smith@peelregion.ca

Authored By: Duran Wedderburn, Principal Planner

Reviewed and/or approved in workflow by:

Department Commissioner, Division Director and Legal Services.



Memo

Date: 2021-06-04

To: Duran Wedderburn,
Principal Planner, Region of
Peel

From: Paul Kulig (Perkins&Will),
Sean Hertel (Sean Hertel +
Associates Urban Planning),
Craig Ferguson (Urban
Metrics) and Ashita Parekh
(Perkins&Will)

Re: Update to Peel Region
Intensification Analysis
Memo (July 2020)

Update to Peel Region Intensification Analysis Memo (July 2020) – DRAFT

This update to the Intensification Analysis Memo (July 2020) is prepared to update and validate the findings from our previously-completed work. The addendum confirms that the findings from the July 2020 report are still applicable and relevant to support Peel Region's ongoing Official Plan review process; it confirms that there are many opportunities to achieve the required intensification and related density requirements under in-force Provincial planning policy. This addendum provides an overview of the most recent policy requirements and a review of new intensification in the Region. It includes an assessment of the capacity of new and emerging Strategic Growth Areas based on the Region's growth scenario; impacts to market conditions based on the new 2051 horizon; and final recommendations stemming from this addendum and the original July 2020 analysis.

1. Executive Summary

The findings and the recommendations of our July 2020 Intensification Analysis Memo, based on the policies and 2041 planning horizon of the 2017 Growth Plan, are still applicable and relevant for informing Peel Region's ongoing Official Plan Review process which is now focused on a planning horizon to 2051. The additional population and employment growth, and related policy requirements including minimum density targets, assigned to Peel Region are still achievable. Accordingly, this Addendum confirms the findings of our original Memo, and includes additional information and analyses arising from the Province's approval of an updated Growth Plan and the Region's ongoing growth management work program (see Table 1).

The Region has sufficient opportunities to achieve its allocated growth to 2051. Strategic decisions will need to be made, in meeting and/or exceeding the Growth Plan intensification targets, about where to prioritize that additional growth. There are a significant number of Strategic Growth Areas including future Major Transit Station Areas (e.g. Clarkson GO Station, Mississauga) within the Region's built boundary, having the potential to absorb a significant proportion of population and employment growth to 2051. There are also significant opportunities to meet that assigned growth through Designated Greenfield Areas, including Heritage Heights in Brampton and Mayfield West in Caledon. These areas, which include Strategic Growth Areas with variety of housing forms and a mix of uses, will play an important role in meeting the market demand for ground-related housing forms (e.g. single- and semi-detached) that will be created by adding an additional 300,000 residents to 2051.

Perkins&Will

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Given that there are many different markets for residential and employment growth, it is reasonable to expect that growth within and outside of the Region's built boundary will each contribute significantly to meeting the 2051 targets. Mississauga will continue to intensify and its supply of housing types and mix of uses will continue to diversify, especially at Major Transit Station Areas. Brampton's vision for compact mixed-use rapid transit corridors will continue to be advanced and realized, in addition to opportunities for "gentle density" in existing neighbourhoods. Caledon will experience significant population and employment growth through urban expansion while creating opportunities for focused mixed-use intensification in existing and emerging centres.

2. Overview of Current Provincial Policy

The Province on June 16, 2020 released proposed changes to the Growth Plan (2019), the most significant of which:

- Extend the planning horizon from 2041 to 2051;
- Assign to Peel Region an additional 310,000 people and 100,000 jobs, for an ultimate 2051 population of 2.28 million and 1.07 million employees;
- Maintain the 2031 minimum intensification target of 50 per cent through 2051;
- Define and introduce protections for Provincially Significant Employment Lands; and
- Introduce an updated Land Needs Assessment Methodology.

Given the timing of these changes, which came into law in August 2020, the original Intensification Analysis Memo (July 2020) acknowledged but did not provide detailed analyses on the extent to which the new requirements may impact Peel Region's in-progress Growth Plan conformity exercise.

Perkins&Will

Date: 2021-06-04

Re: Update to Peel Region
Intensification Analysis
Memo (July 2020)**Table 1: Comparison of In-Force Peel Official Plan and Growth Plan Requirements**

	Peel Official Plan	Growth Plan, 2017 (Included in July 2020 Intensification Analysis Memo)	Growth Plan, 2019 (Included in May 2021 Intensification Analysis Memo Addendum)
Population Forecast	1,490,000 (2031)	1.97 Million (2041)	2.28 Million (2051)
Employment Forecast	870,000 (2031)	970,000 (2041)	1,070,000 (2051)
Minimum Intensification Target	40% to 2025 50% to 2031	50% to 2031 60% to 2041	50%
Minimum Designated Greenfield Area (DGA) Target	50 ppl/jobs per ha (including employment areas)	80 ppl/jobs for new DGA	50 ppl/jobs per ha
Urban Growth Centre Target	200- Brampton 200- Mississauga	200- Brampton 200- Mississauga	200- Brampton 200- Mississauga
Major Transit Station Areas	-No Requirements	-Delineate Boundaries -Minimum transit supportive densities -Alternative densities	-Delineate Boundaries -Minimum transit supportive densities -Alternative densities
Strategic Growth Areas	-No Requirements	- Identify and delineate boundaries -Establish minimum densities	- Identify and delineate boundaries -Establish minimum densities
Employment Areas	-Conversion protection policies	-Delineate Employment Areas -Conversion protection policies	-Delineate Employment Areas -Conversion protection policies -Provincially Significant Employment Areas
Land Needs Assessment Methodology	-No requirement	-Methodology issued	-Methodology updated

Source: Adapted from Region of Peel Growth Management Focus Areas – Policy Directions Report, May 2020

This latest (August 2020) in-force version of the Growth Plan has impacted the Peel 2041 Official Plan Review mid-stream; it added 10 years, 310,000 residents and 100,000 employees to the planning horizon. Impacts include the allocation of new growth to the local municipalities, additional lands needed through Settlement Area Boundary Expansion, and the assessment of infrastructure capacity to accommodate the forecasted growth. While this is a significant change to consider and implement, the Region and its area municipalities are well-positioned to accommodate this additional growth allocation.

There are many opportunities for additional growth within the built boundary, especially within the numerous designated Strategic Growth Areas, towards achieving the minimum 50 per cent intensification target. The Region is currently (2020) achieving a rate of 44% per cent. This will be complemented by planned growth within the Designated Greenfield Areas, which are being planned to exceed the minimum density

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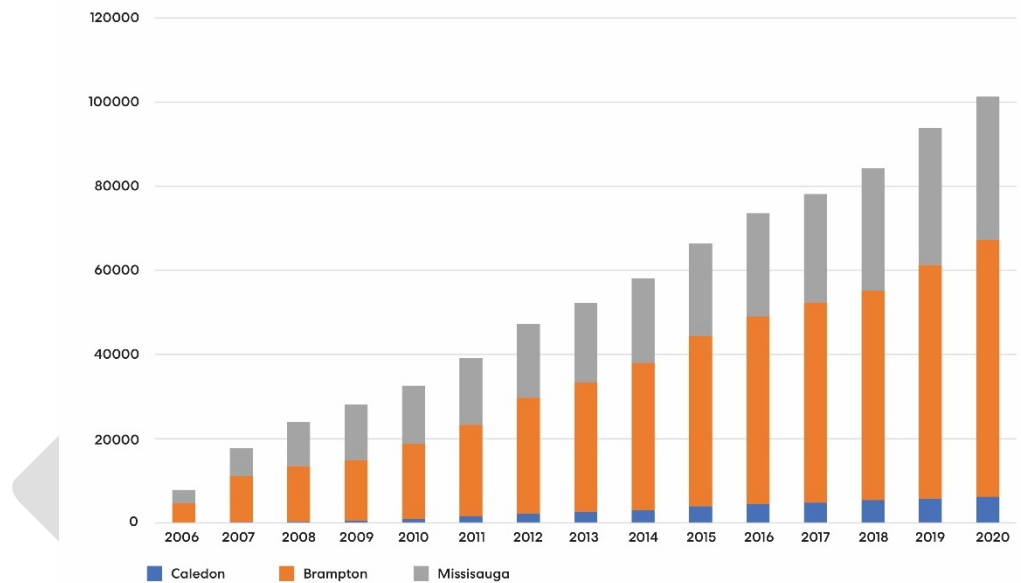
Re: Update to Peel Region
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Memo (July 2020)

target of 50 people and people per hectare. Overall, a spectrum of housing market demands will be met across the Region over the next 30 years, which also includes higher-density housing opportunities (i.e. Strategic Growth Areas) within the new communities. Providing infrastructure and services to support this tandem growth strategy will be critical, which should be supported and guided by a robust continuous growth monitoring program to identify and close potential gaps.

3. New Intensification

In analysing building permit data from the years 2016-2020 it is observed that Brampton accounted for a larger share of development during 2019-2020 with most of that growth being in single-detached units. Similarly, in Mississauga, single-detached units accounted for a relatively larger share of construction activity in comparison to the previous decade. The short timeframe for analysis, however, makes it unclear if this growth is an impact of COVID-19 or a broader market trend. Below are some graphs and charts to complement these observations:

Cumulative New Unit Growth (2006-2020):



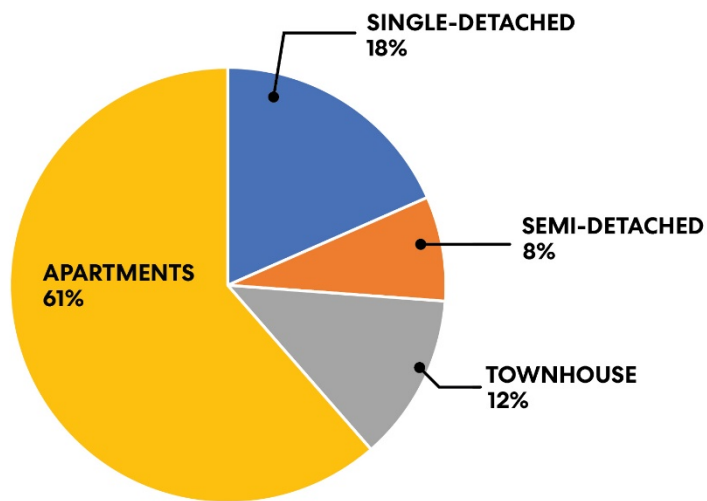
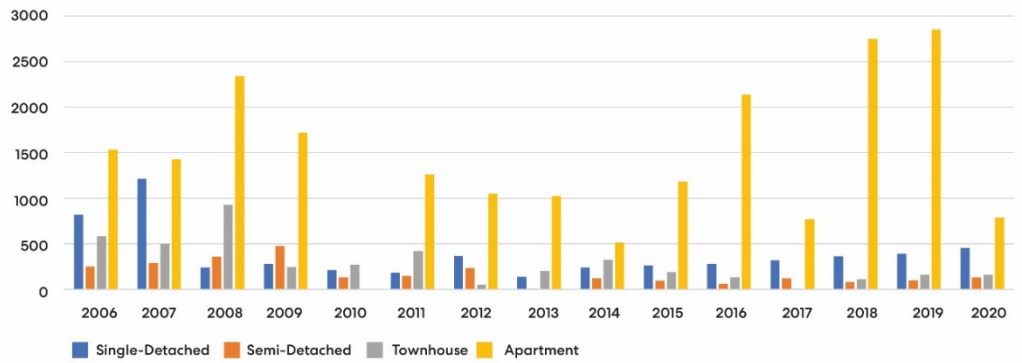
As per the above graph the Region has seen steady rate of new unit growth across all three local municipalities from 2006-2020.

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Mississauga New Units by Typology (2006-2020):



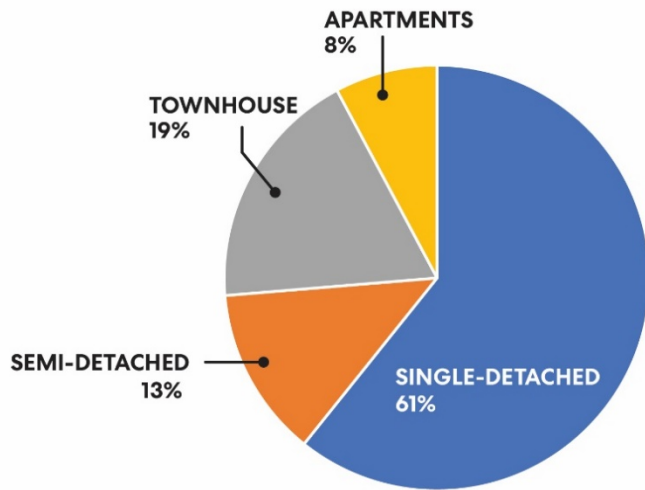
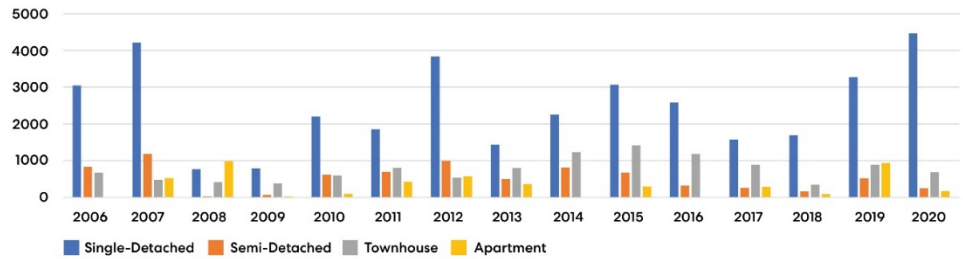
The City of Mississauga experienced consistent unit growth in 2006-2019; 2020 being the exception, with over 61% of new unit delivery in form of apartments.

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Brampton New Units by Typology (2006-2020):



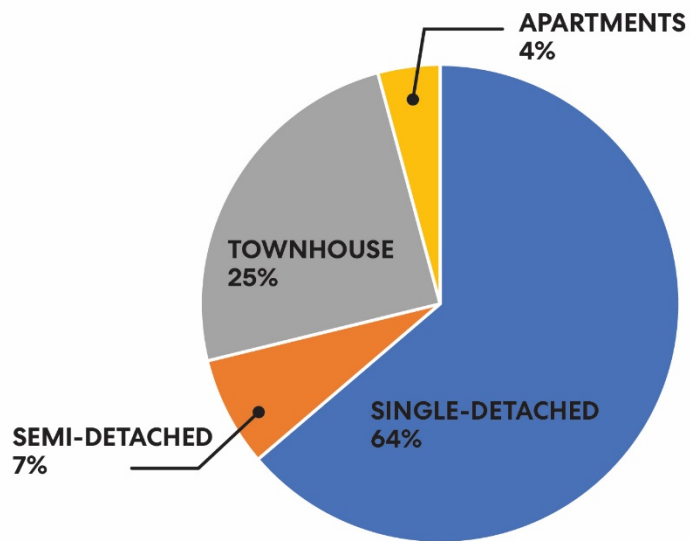
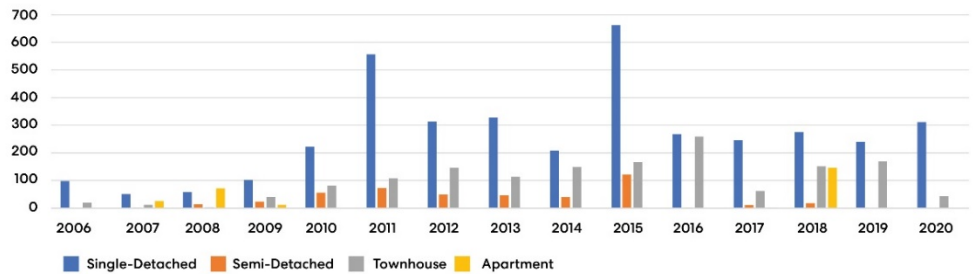
The City of Brampton experienced peak new unit growth in the year 2020. New unit growth in Brampton in 2006-2020 was primarily low density; over 60% of new unit delivery in Brampton was in the form of single detached houses.

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Caledon New Units by Typology (2006-2020):



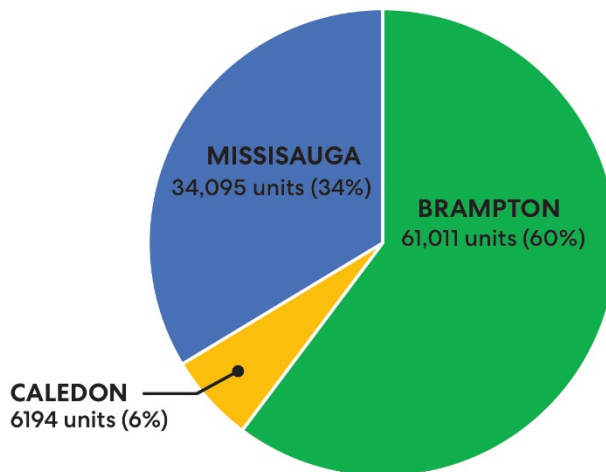
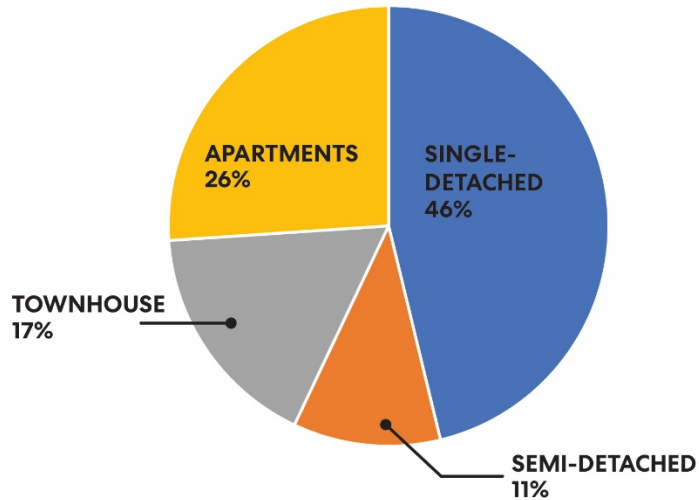
The Town of Caledon has experienced steady increase in growth since 2011. Over 64% of new unit delivery in Caledon was in the form of single detached houses.

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Peel Region New Units by Typology (2006-2020):



Peel Region's new unit growth in 2006-2020 occurred primarily in Brampton with over 61,000 units. 46% of the growth in Peel Region was in the form of single-detached housing. This suggests that the majority of Peel Region's built form is occurring through low density growth.

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4. New and Emerging SGAs

In consideration of the many options available to Peel Region and its area municipalities to accommodate their respective growth allocations to 2051, and to meet the minimum density targets, it is important to confirm the definition and function of Strategic Growth Areas. As defined by the in-force (August 2020) Growth Plan, these areas are:

“Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.

Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.”

While compact development, meeting and possibly exceeding the minimum requirements, is being planned for the Designated Growth Areas this growth is not considered to be “intensification”. Strategic Growth Areas, such as MTSAs, outside of the built boundary will still provide important opportunities for a range of higher-density and mixed-use development at transit-supportive densities.

5. Market Conditions

Since the Region of Peel Intensification Analysis was prepared, the COVID-19 pandemic has continued to impact housing market trends. In the GGH, housing affordability has continued to deteriorate. While work from home arrangements have provided some people with the flexibility to live further away from city-centres, where many jobs are concentrated, in search of larger homes and more space. These trends could present some constraints for Peel Region in achieving anticipated rates of intensification over the short-term.

However, the purpose of this memorandum is to provide insights into the opportunities and constraints associated with accommodating intensification between the 2041-2051 period. Over the long-term, which includes the 2041-2051 period, it is likely that many of the impacts of the COVID-19 pandemic will be in the rear-view mirror and long-term demographic trends will continue to influence housing choice. The long-term trends that are likely to present opportunities for the Region to achieve its intensification target include strong migration and an aging demographic. Also, during the 2041-2051 period there will be fewer opportunities to develop greenfield and whitebelt lands in Peel Region, which will likely result in a larger

Perkins&Will

Date: 2021-06-04

Re: Update to Peel Region
Intensification Analysis
Memo (July 2020)

concentration of development occurring within the built-up area, including in the SGAs, as these locations will have the transit infrastructure and community amenities to accommodate growth.

As illustrated in the Region of Peel Intensification Analysis, many of the SGAs, particularly the MTSAs, were not anticipated to meet their density targets by 2041. Based on forecasts provided by Peel Region for the 2041 to 2051 period, growth will be distributed across the SGAs.

- The UGCs in Mississauga and Brampton will continue to be an important destination for population and employment growth with the build-out of Square One and investments being made by the City of Brampton in the Downtown.
- Among the MTSAs, station areas along the Hurontario LTR, Dundas BRT and Queen BRT are also expected to play a larger role in accommodating population and employment growth during the 2041 to 2051 period, as there is anticipated to be transit infrastructure in place to support these new persons and jobs.
- Other Strategic Growth Areas, such as Uptown Brampton, Downtown Brampton and Bramalea, are also expected to play an outsized role in accommodating growth in the latter half of the forecast horizon. Based on the capacity available in the SGAs to accommodate growth, it is reasonable to assume that they can accommodate the forecast intensification during the 2041 to 2051 period.

6. Key Findings and Final Recommendations

The findings and recommendations of our original (July 2020) Intensification Analysis Memo, beginning in Section 4.2, are still applicable. The addition by the in-force (August 2020) Growth Plan of 10 years, 310,000 people and 100,000 jobs to Peel Region's planning horizon will still allow for the achievement of the required density targets. In consideration of the changes to Provincial policy and the emerging directions of Peel Region's Official Plan process over the past year, it is especially important to carefully consider that:

- Achieving the target densities for some Strategic Growth Areas, including some Major Transit Station Areas, will likely occur beyond 2051;
- Planning for growth in Designated Greenfield Areas (e.g. Heritage Heights, Brampton), especially at densities greater than 50 people and jobs per hectare, may have some impact on the magnitude and timing of intensification within the built boundary and especially Strategic Growth Areas;
- Infrastructure investments to support both intensification and greenfield development, as currently being considered in the on-going Official Plan Review process, will have significant financial and growth management impacts to and likely beyond 2051;
- There are sufficient opportunities to accommodate intensification within delineated built-up areas in Peel Region to meet minimum intensification target, as the Region plans to accommodate its 2051 population and employment targets, being 2.28-million people and 1.07-million jobs respectively;
- The allocation and prioritization of growth to areas within and outside the built boundary is a strategic decision, with a range of inter-connected implications, that must be made by Peel Region and its area municipalities; and
- A robust and continuous monitoring program should be put in place by the Region, to assess current and emerging development trends including the mix and density of housing types. Such a program will further support the proactive planning by the Region and the area municipalities, including making important decisions regarding the prioritization of infrastructure and service delivery.



Peel2041+

Vacant and Underutilized Employment Land Inventory

May 2021 Draft



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1.0 Introduction

The Region is tracking the quantity of vacant and underutilized land within regional employment areas to better understand the potential for accommodating additional jobs in the existing land supply. In this inventory the identified parcels are placed under one of three defined categories, “vacant,” “vacant low potential,” or “underutilized.”

Vacant:	Lands which contain no buildings or structures or have minimal site coverage from a non-employment use.
Vacant Low Potential:	Lands which are vacant but face more substantial limitations on developability.
Underutilized:	Lands which have been developed on only a portion of the site or support minimal employment activity.

2.0 Summer 2020 Draft Inventory

To inform the Region’s growth management and employment work in Peel 2041+, an inventory of vacant and underutilized employment lands in Peel is being prepared. The Region reviewed over 2000 hectares of potentially vacant and underutilized land in our draft regional employment area. This does not include employment to be identified in Heritage Heights/Northwest Brampton or new lands to accommodate the Province’s proposed Growth Plan forecasts for 2051. Information on the methodology used to create the map is below.

The draft regional employment layer was used as a base layer, then refined as follows:

- Data from the Municipal Property Assessment Corporation (MPAC) and other parcel-based land use data was reviewed for vacant land.
- The City of Mississauga’s 2019 vacant lands inventory was referenced to further confirm vacant sites. Recent vacant land inventories were not available for Brampton or Caledon.
- Building permit data was used to exclude lands with structures to be built, etc.
- A site-by-site review of aerial imagery was further used to exclude lands that are occupied.
- A site-by-site review of aerial imagery was further used to add underutilized sites. Underutilized properties are those not serving their full potential in providing employment uses and jobs. For example, sites where only part of a large property is being utilized for a business, lots where only a small portion supports a dwelling, sites where there are only agricultural uses, and sites used for sparse truck parking with no associated building or other activities on site.

3.0 May 2021 Inventory

3.1 Inputs to Update the Inventory

The vacant and underutilized employment land inventory was updated to provide classifications and reflect natural changes to the employment land supply which occur year-over-year. The updated May 2021 Peel Vacant and Underutilized Employment Land Inventory is included in section 5. Information which informed the update includes:

- New orthoimagery (aerial photography) for the year 2020

- A review of the City of Mississauga 2020 Vacant Lands inventory.
- Updated building permit data.
- Classification of individual parcels within the map data.

3.2 Parcel Classification Types and Key Considerations

<p>Vacant:</p>	<p>Lands which contain no buildings or structures or have minimal site coverage from a non-employment use, including:</p> <ul style="list-style-type: none"> • True vacant parcels • Very large sites with little coverage from a residential dwelling • Very large sites with little coverage from farm-related buildings
<p>Vacant Low Potential:</p>	<p>Lands which are vacant but face more substantial limitations on developability, which may include:</p> <ul style="list-style-type: none"> • Possible Linear Infrastructure • Very small size (under 0.2 ha) or an awkward shape and isolated (not adjacent to another vacant site) • Segments of the Maple Lodge Farms site which may continue to be held for agricultural use for the foreseeable future. See a presentation from maple Lodge Farms to Brampton City Council on March 10th 2021, Item 7.1: https://pub-brampton.escribemeetings.com/FileStream.ashx?DocumentId=19038.
<p>Underutilized:</p>	<p>Lands which have been developed on only a portion of the site or support minimal employment activity. For example:</p> <ul style="list-style-type: none"> • Site is used for sparse parking/vehicle storage only • Only part of the site is built upon • Empty farm fields around Pearson International Airport, not in runways • Single residential sites with employment potential

3.3 Summary of Vacant and Underutilized Lands in Peel

The draft regional employment area includes approximately 14,880 hectares of land in Brampton, Caledon, and Mississauga. A total of approximately 1,980 hectares of the regional employment area is identified in for employment development potential in this inventory, a reduction from 2020 to 2021 by approximately 200 hectares. More than nearly 1,600 hectares are true “vacant” parcels.

The inventory includes a range of parcel sizes from less than 0.5 hectares to the largest parcel at 65 hectares. Half (51%) of the sites are above one hectare 16% are above 5 hectares, while the number of hectares on those over-5-hectare large sites totals 1,310 hectares. Most large sites above 5 hectares are in the Brampton Secondary Plan 47 area (northeast Brampton), Bramwest, Southdown in Mississauga, Pearson International Airport, and Mayfield West in Caledon. These lands have access to goods movement corridors including regional roads, highways, rail facilities, and the airport. As seen on the inventory map, some vacant lands (of varying sizes) have excellent access to transit service for workers, notably Clarkson GO station

in Southdown, the Hurontario LRT in the Gateway Corporate Centre, the Steeles Corridor in Bramwest, and multiple intersecting routes at Pearson Airport.

Land Area Totals in Hectares				
	Vacant	Vacant Low Potential	Underutilized	Total
Brampton	726.9	127.3	144.2	998.5
Caledon	282.1	0.1	30.3	312.6
Mississauga	573.7	4.6	92.2	670.5
Peel	1582.7	132.1	266.7	1981.4
Parcel Counts by Size				
	Less than 0.5 ha *	0.5 to 1 ha	1 to 5 ha	Over 5 ha
Brampton	98	26	87	59
Caledon	25	16	46	16
Mississauga	89	67	96	31
Peel	212	109	229	106
* Many small parcels are adjacent to other sites and could make a larger parcel, combined.				

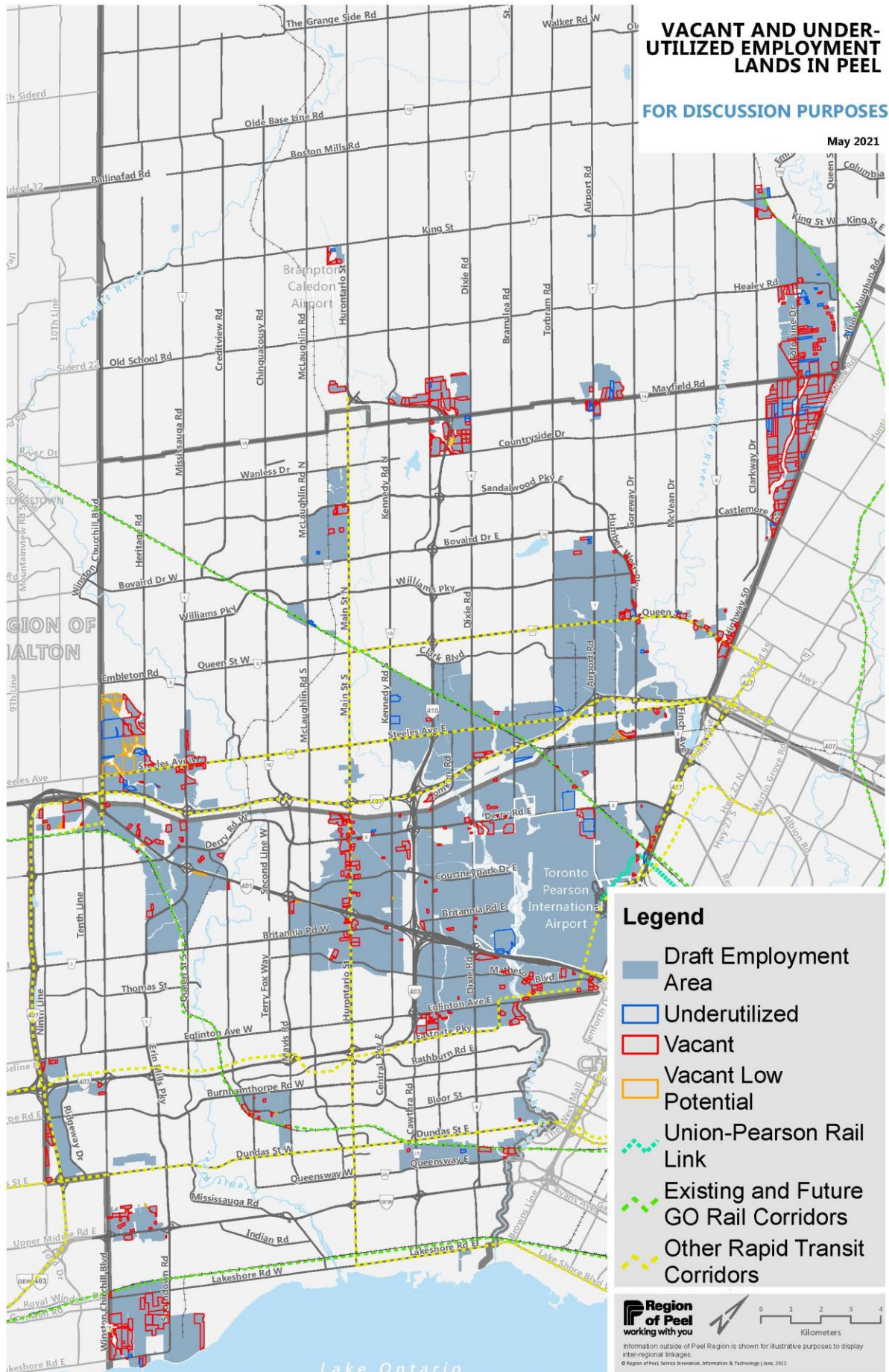
4.0 Development Activity Considerations

While lands with building permits have been removed from the inventory, the Region will continue to monitor vacant lands with active development applications. Comparing active development applications (site plans and plans of subdivision) against the inventory provides an approximate quantification of lands that may no longer be vacant in the short term, provided they are approved and building permits are issued. At this time, there are approximately 480 hectares of land in the inventory which also have a site plan or subdivision application filed on the lands since 2013.

5.0 Next Steps

The vacant and underutilized land supply inventory supports the broader technical work associated with employment planning and management of forecasted employment growth in Peel, and will inform the land needs assessment to accommodate 2051 growth.

6.0 Vacant and Underutilized Employment Land Inventory Map, 2021



DRAFT June 2nd



EMPLOYMENT STRATEGY DISCUSSION PAPER

2051 ADDENDUM

PREPARED FOR:

REGION OF PEEL



June 2, 2021

Joy Simms
Principal Planner (Acting), Policy Development
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Regarding: Employment Strategy Discussion Paper – 2051 Addendum

Cushman & Wakefield is pleased to provide this *2051 Addendum* to our earlier *Employment Strategy Discussion Paper* (“*Employment Strategy*”). This document focuses on a number of topics, including evolving policy decision-making related to employment lands, Peel Region Council’s decisions regarding the GTA West Corridor, and recently completed population and employment projections to the 2051 forecast horizon. Of course, the influence of the COVID-19 pandemic, recession, and recovery – and impacts on employment and real estate markets/land demand – is also addressed.

This *2051 Addendum* revisits the strategic recommendations from the *Employment Strategy* in light of current economic and market conditions. We look forward to discussing the analysis and strategies with you.

Respectfully submitted,

Cushman & Wakefield

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1.0 INTRODUCTION

1.1 Overview and Purpose

Cushman & Wakefield delivered the original *Employment Strategy Discussion Paper* (“*Employment Strategy*”) in September 2017, and an update in February 2019. It has subsequently informed a range of land use and planning policy decisions in Peel Region. Of course, a lot has changed since this time.

The COVID-19 pandemic has caused planners to reevaluate land requirements to adjust to new employment realities and associated real estate needs. Evolving policy decision-making related to employment lands (such as the introduction of Provincially Significant Employment Zones) and decisions regarding the GTA West Corridor (no longer supported by Regional Council) must now be considered. As well, recently completed population and employment projections to the 2051 forecast horizon may now be taken into account. All of the preceding necessitates a reexamination of the strategic directions from the *Employment Strategy*, and is the purpose of this *2051 Addendum*.

Upon review, significant portions of the *Employment Strategy* remain supportable in the current environment. This *2051 Addendum* focuses on key areas of change that have been identified; it is intended to be read as a companion to the original report, and not as a standalone document.

2.0 RECENT CHANGES TO EMPLOYMENT POLICY FRAMEWORK

2.1 Introduction of Provincially Significant Employment Zones

2.1.1 Overview

Provincially Significant Employment Zones (PSEZ) were introduced by the Province of Ontario/Ministry of Municipal Affairs and Housing in 2019. As areas of high economic output, PSEZ are strategically located to provide stable, reliable employment across the region. They enable opportunities to improve coordination between land use planning, economic development, and infrastructure investments to support investment and job creation over the longer-term. *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* sets out new policies that protect employment areas critical to the local and provincial economy. These policies give municipalities the flexibility to change the use of lands from employment areas to other uses, while making sure key employment areas are protected for the long-term.¹

2.1.2 Impact on Employment Strategy

Peel is home to several PSEZ (some of which overlap into an adjacent municipality). These include:

- Zone 13 – along The Queensway East in Mississauga, west of Highway 427.
- Zone 14 – a large zone generally west of Toronto Pearson Airport, extending along Highway 401, Highway 407, and north along Airport Road.
- Zone 15 – on Bolton’s west side, incorporating northeast Brampton, and extending into Vaughan.
- Zone 16 – along the CP Rail line at Mavis Road/Burnhamthorpe Road West, in Mississauga.

¹ <https://www.ontario.ca/page/provincially-significant-employment-zones>

- Zone 17 – incorporating Mississauga’s Southdown Employment Area, and west into Oakville.
- Zone 18 – along Highways 401, 407, and 403 in the west/central part of Mississauga.

Provincially Significant Employment Zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs. Lands within a PSEZ may not be converted to a designation that permits non-employment uses until a Municipal Comprehensive Review occurs (unless the affected part of the employment area is located within a Major Transit Station Area). The identification of PSEZ is aligned with the *Employment Strategy’s* recommendations regarding identifying and protecting employment lands in Peel to meet anticipated growth projections.

2.2 Peel Region Council’s Decision on GTA West Corridor

2.2.1 Overview

The GTA West Corridor is a proposed new multi-modal transportation corridor that would include a 400-series highway, transitway, and potential goods movement priority features extending from Highway 400 (between Kirby Road and King-Vaughan Road) in the east to the Highway 401/407 ETR interchange area in the west.² In March 2021, Regional Council passed a resolution opposing any and all advanced construction associated with preparations for a GTA West Highway and Transmission Corridor; to support the request for a federal Environmental Assessment; and to oppose in principle the construction of any transportation corridor traversing the Region of Peel. Council also passed resolutions requesting that the Provincial government study alternatives to the GTA West Transportation Corridor such as the proposed Brampton Boulevard, and that Provincial money budgeted for the GTA West Transportation Corridor be invested into regionally connected transit, active transportation, and other sustainable modes of transportation.³

2.2.2 Impact on Employment Strategy

Council’s decision to oppose the development of the proposed GTA West Corridor is not aligned with the recognition of the *Employment Strategy* that highway access is increasingly important to fostering growth of Employment Land Employment. The GTA West Corridor would have greatly enhanced mobility (particularly for goods movement) across southern Caledon, and “unlocked” lands for employment uses by elevating their perceived site selection attributes among prospective users. As a result, lands in proximity to in-place major highway infrastructure (Bolton’s proximity to Highway 427 and the Mayfield West area’s proximity to Highway 410) take on greater importance with respect to planning for ELE opportunities in south Caledon, and established employment areas require protection from future conversion. This issue is identified in Cushman & Wakefield’s *Employment and Commercial Opportunities Technical Study* work that forms part of Peel Region’s Settlement Area Boundary Expansion project.

The GTA West Corridor would have helped to ensure a broad variety of suitable employment lands from a location, size, servicing, and cost perspective by potentially introducing new well-connected employment areas across south Caledon – in particular at the interchange locations. Peel’s employment areas still offer a range of desirable site selection attributes to attract jobs over time. However, there is arguably some increased risk to the forecast of Employment Land Employment being achieved in the absence of the new 400-series highway, as other municipalities compete to attract jobs.

² <https://www.ontario.ca/page/gta-west-transportation-corridor>

³ <https://www.peelregion.ca/council/decisions/#2021>

2.3 Settlement Area Boundary Expansion in Caledon

2.3.1 Overview

In November 2020, Cushman & Wakefield completed the *Employment and Commercial Opportunities Technical Study* to support the Region of Peel's Settlement Area Boundary Expansion study in south Caledon. The Technical Study explored real estate market and site section attributes across a previously identified Focus Study Area in order to guide the planning of future lands for employment uses. Ongoing work includes an examination of the impacts of Peel Region Council's decision regarding the GTA West Corridor.

2.3.2 Impact on Employment Strategy

The *Employment and Commercial Opportunities Technical Study* prioritized the planning of future employment lands in Bolton's PSEZ, and in Mayfield West near the intersection of the planned GTA West Corridor and Highway 410 north-south extension. Other lands in proximity to highway interchanges were also identified as well-suited to accommodate growth. Ongoing work is considering the impact of the absence of the major highway infrastructure, and the resulting increased importance of planning for future employment in proximity to existing highways, in order to accommodate occupier location preferences. Providing public transit connections to established and emerging employment areas will be critical to support their ongoing function, and to enable new areas to prosper (this is particularly true in the absence of the GTA West Corridor, which would have increased mobility across south Caledon).

3.0 EMPLOYMENT GROWTH FORECAST TO 2051

3.1 Introduction

The *Employment Strategy* incorporated an employment by industry projection to 2041. Subsequently, the Province released longer-term projections to 2051 (Growth Plan Amendment 1, adjustments to Schedule 3). These prior projections had been incorporated into planning for land needs in Peel Region, and refinements are now underway to reflect the 2051 forecast horizon. The following section highlights the changes to the employment forecast by type of employment and by local municipality.

3.2 Employment Growth by Type and by Local Municipality

3.2.1 Total Employment

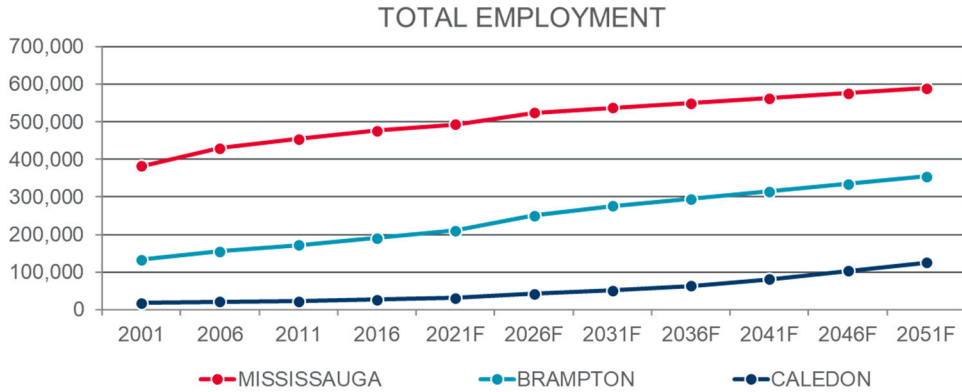
Hemson Consulting projects that total employment across Peel Region will surpass 1.07 million jobs by 2051. This represents growth of just over 375,000 jobs from 2016-2051, with Brampton leading the way (163,800 new jobs, representing a 44% share of the total increase), followed by Mississauga (113,200; 30% share) and Caledon (98,300; 26% share).

DRAFT June 2nd

EMPLOYMENT STRATEGY DISCUSSION PAPER – 2051 ADDENDUM

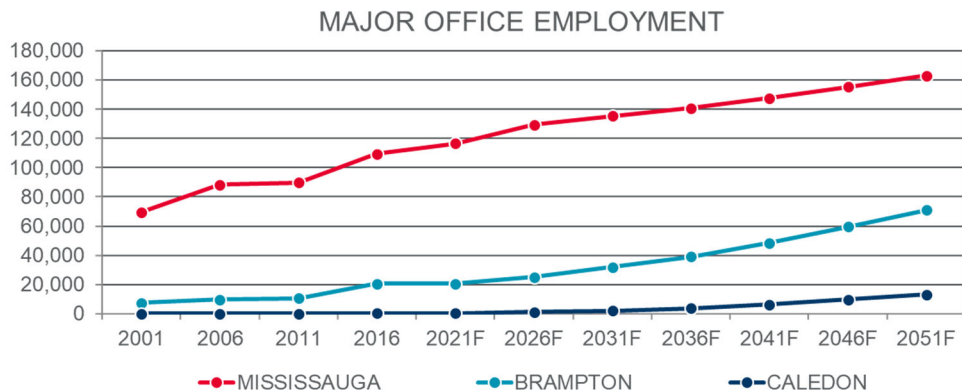
TOTAL EMPLOYMENT BY MUNICIPALITY				
Year	Mississauga	Brampton	Caledon	Peel Total
2016	476,800	191,300	27,200	695,300
2021F	493,300	210,500	31,700	735,400
2026F	524,600	250,200	42,600	817,400
2031F	537,600	276,400	51,700	865,700
2036F	549,500	294,600	63,500	907,600
2041F	562,800	314,900	81,500	959,200
2046F	576,300	335,400	103,000	1,014,700
2051F	590,100	355,100	125,400	1,070,500
2016-2051	113,200	163,800	98,300	375,200

Note: Values rounded to nearest 100.



3.2.2 Major Office Employment

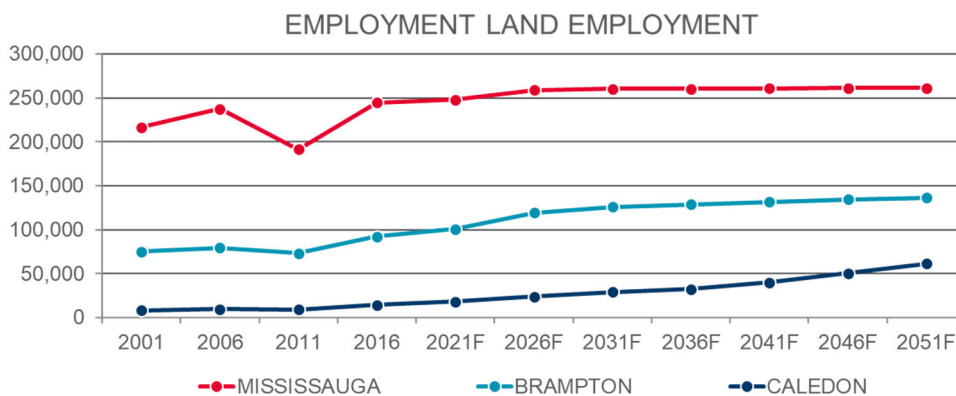
Across Peel, Major Office Employment is projected to increase by approximately 117,200 jobs over the 2016-2051 forecast period. This accounts for a 31% share of overall employment growth during this time. The *Employment Strategy* incorporated a projection to 2041 during which MOE was anticipated to account for a nearly identical 30% share of overall employment growth. For comparison, MOE represented an estimated 19% of total employment in Peel in 2016, with this share rising to 23% by 2051. This growth is projected to occur primarily in Mississauga (46% share of MOE growth) and Brampton (43% share), although new MOE jobs are also anticipated in Caledon (11% share).



3.2.3 Employment Land Employment

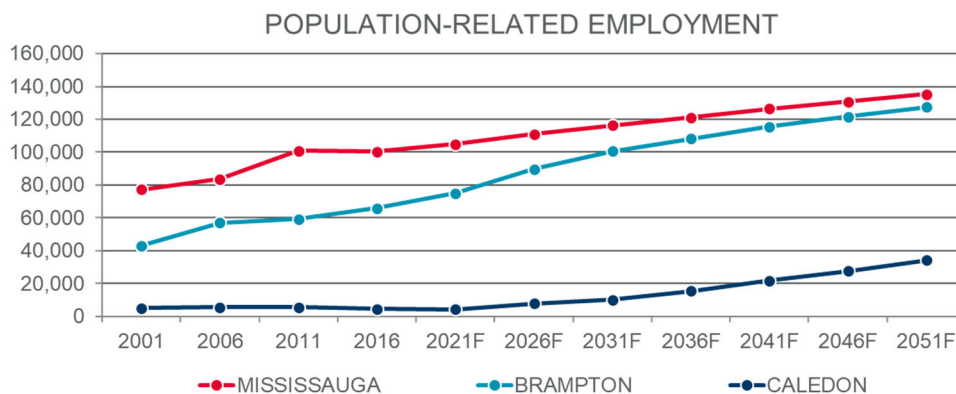
Employment Land Employment accounted for just over one-half of total employment in Peel Region in 2016 (51% share). From 2016-2051, it is projected that ELE growth will be approximately 107,600 jobs, representing a 29% share of total employment growth. The employment by industry projections to 2041 included in the *Employment Strategy* had anticipated that ELE would account for a 37% share of overall employment growth, so the more recent forecasts incorporate a notable downward adjustment in the distribution of employment by type as far as ELE is concerned (offset by an overall rise in other categories).

Caledon and Brampton are projected to account for the most significant share of these jobs (44% and 41% share, respectively), while Mississauga will account for a modest proportion of new ELE jobs (16% share). This is reflective of the remaining employment land supply in each municipality, and the nature of growth that is anticipated – including significant ELE greenfield growth in Caledon.



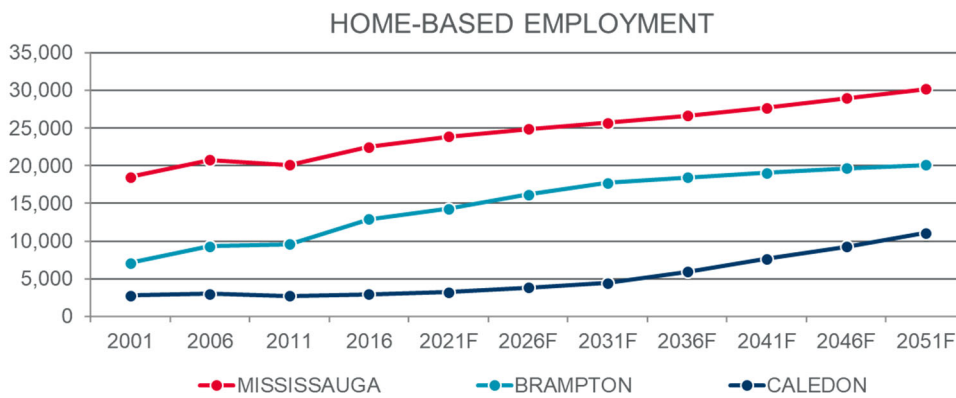
3.2.4 Population-Related Employment

Population-Related Employment represented a 25% share of overall employment in Peel Region in 2016. It is projected to account for just over one-third of total job growth during the 2016-2051 forecast period, adding in the range of 126,400 jobs. The projections used in the *Employment Strategy* anticipated PRE jobs to represent a 28% share of total employment from 2016-2041, which is six percentage points lower than the forecast share of growth through 2051 (34% share – the leading category of employment growth). Brampton accounts for the largest proportion of forecast PRE growth (49% of Peel's total growth), followed by Mississauga (28% share) and Caledon (24% share).



3.2.5 Home-Based Employment

Home-Based Employment (HBE) represented a 6% share of Peel’s total employment in 2016. Some 23,000 additional jobs are forecast through 2051, divided fairly evenly across the local municipalities. This anticipated growth represents a 6% share of overall employment growth, versus the 4% share that had been anticipated through the 2041 forecast horizon in the *Employment Strategy*.



3.2.6 Impact on Employment Strategy

The 2016-2051 projection of employment by industry anticipates a greater extent of jobs to occur in the Population-Related Employment and Home-Based Employment categories compared to the earlier 2041 forecast horizon (of course, the increased population allocation to 2051 is the driver of greater PRE jobs). This is offset by a smaller share of employment occurring in the Employment Land Employment segment. Whereas ELE was forecast to account for the largest share of growth through 2041 at 37% of total employment, this has been adjusted downward to a 29% share (now trailing both PRE and MOE). This is in part due to changing plans for the future development of Heritage Heights in northwest Brampton – an original land use concept envisioned a greater extent of employment lands and ELE compared to a new plan which incorporates more mixed-use, transit-oriented development, generating more MOE and PRE uses. The outlook for MOE will require ongoing monitoring given the changing nature of office work due to the COVID-19 pandemic, which will be discussed in greater detail later in this report.

These changes have important implications for land budgeting for employment uses, and overall strategic growth management. The employment categories have different characteristics and needs, including employment densities (floor space per worker); land use patterns (differing built forms and varied site selection preferences); and infrastructure requirements (roads, water/wastewater, transit, etc.). Overall, employment in Peel is becoming increasingly more urban, as established employment areas continue to see land absorption, and more jobs are directed to strategic growth areas over time.

As expressed in the *Employment Strategy*, effective growth management is linked with implementation strategies and economic development efforts to attract and retain the different categories of employment. The risks to accommodating, sustaining, and growing employment lie in the misallocation of resources – either allocating too few, too many, or locating them incorrectly – which could contribute to the employment growth forecast not being achieved. Planning policy and land use designations need to align with the anticipated employment growth by type to ensure an adequate supply of lands in the right locations in order to capture growth as opportunities emerge.

4.0 REAL ESTATE MARKET PERSPECTIVES

4.1 Office Market Recent Performance

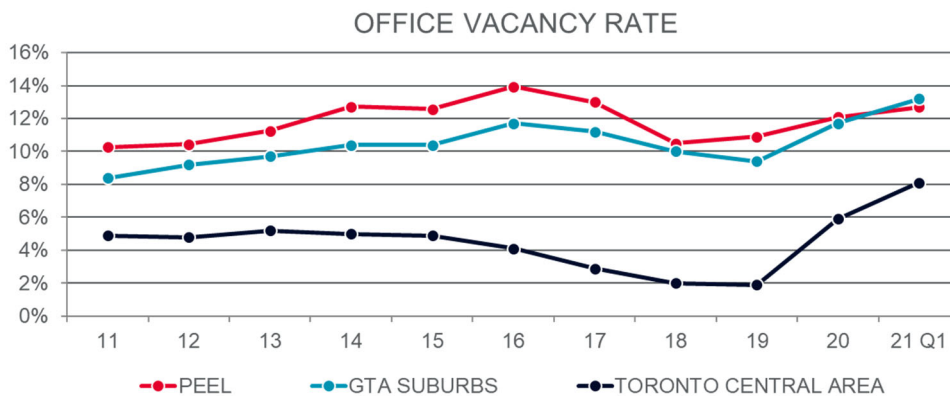
4.1.1 Introduction

Cushman & Wakefield recently released its 2021 Q1 office market survey data. This can be compared to year-end 2019 data to identify the impact of the COVID-19 pandemic on the GTA office market overall, as well as select submarkets in Peel.

4.1.2 Vacancy Rates

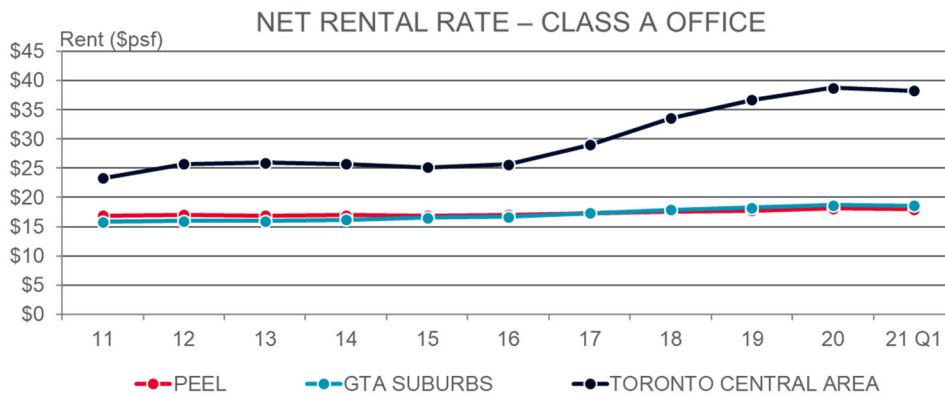
The overall GTA office vacancy rate at year-end 2019 was 5.6% (1.9% for the Central Area [Downtown and Midtown Toronto], and 9.4% in the Suburbs). At 2020 Q1, the overall vacancy rate stood at 10.6% (8.1% for the Central Area, and 13.2% in the Suburban markets). This profound adjustment in the level of available space is due in part to a significant rise in sublet space, which increased from 14% of all vacant space pre-pandemic to a present one-third share. Many office occupiers are postponing decision-making regarding their office needs, and some have placed unused space on the market as available for lease. It is unclear whether this is related to short-term strategies associated with work-at-home mandates, or linked to a structural change in demand for office space. Notable is the less pronounced increase in availability in the Suburbs, which are more auto-dependent, and less impacted by public transit commuting-related concerns.

In Peel Region, the local office submarkets had an aggregate vacancy rate that was slightly above the overall GTA Suburban average pre-pandemic (10.9% versus 9.4%), but vacancy in Peel has not increased as much as the overall Suburban market over the last year (current vacancy of 12.7% in Peel compared to 13.2% for GTA Suburbs as a whole).



4.1.3 Rental Rates

Despite rising vacancy, asking office rents do not yet show an indication of an adjustment to weaker space demand. This may reflect a belief that demand will resume in a significant way once the return to office is meaningfully underway as the rate of new COVID cases declines in tandem with increased vaccinations. As well, those tenants that have delayed decision-making regarding near-term lease expiries, or those committing to only short-term renewals, will be faced with a commitment to make in the near future. It can be anticipated that rental rates will soften as landlord and tenant expectations adjust to market realities over the next few quarters.



4.2 Office Market Trends

4.2.1 Overview of Recent Trends

Office buildings shifted from being 87% occupied globally in February 2020, to virtually empty in April 2020 (still leased, but without tenants). The office workforce endured a sudden, forced transition to a work-from-home paradigm due to the emergence of COVID-19. Cushman & Wakefield identifies the office sector as an “In-Between”; this is a reference to commercial real estate sectors that are being significantly impacted by the pandemic, but also have structural factors in place that are creating long-term tailwinds that will ultimately help these sectors re-emerge when the crisis is in the rear-view mirror. There is little doubt that the built environment will need to adapt as a result of these unfortunate circumstances. The bigger question is whether the office has changed forever, or if we even need offices at all. The unequivocal answer to both questions is “yes”. Leaders that perhaps weren’t historically on board with the idea of remote working have seen irrefutable evidence that individuals can remain effective while working away from the office.

The following reflects a range of sentiments regarding working from home, and the changing office ecosystem, drawn from discussions with office occupiers and landlords over the past year:

- “We don’t feel as distant because we’re all working the same way.”
- “Just because employees have the ability to work from home, it doesn’t mean they necessarily prefer it. Some find it challenging and less productive, and can’t wait to get back to the office.”
- “Many workers who are executing well with work-from-home policies by necessity will be glad to return to the office when it is safe to do so, and they again have the choice.”
- “The ability to execute focused work is similar to pre-COVID-19, while teamwork has increased. However, the bond between colleagues is hampered by exclusively working from home, as is the connection employees feel with their company’s culture.”
- “The office is a place for memorable events, learning, teambuilding, socializing, and parties. The office will no longer be a place to come and sit silently in rows doing individual work – especially at historical city centre rental rates and commute costs.”

Going forward, the office of the future will become a place for connectivity – both virtual and physical. Businesses will need to create an environment that people will want to spend time in, as opposed to seeing it as a daily chore. This will impact space layouts, amenities, and location. The positive experience that many occupiers are having with working from home is now being considered a potential major turning point in how they think about real estate. Some companies are talking about a return to a “hub and spoke” model, with a higher quantity of smaller offices in suburban locations. Other firms will come back to the office providing more individual flexibility, allowing employees to work from home more often. Whatever the future holds, the discussion about office real estate has shifted from strictly urban to a broader range of alternatives, including the suburbs.

While Peel's office market accounts for a roughly one-third share of the total Suburban office inventory across the GTA, it has accounted for half of the new Suburban office construction completed this past decade, as tracked by Cushman & Wakefield. As described in the *Employment Strategy*, the emergence of new office nodes such as Vaughan Metropolitan Centre, Downtown Markham, Midtown Oakville, and East Harbour on the edge of Toronto's downtown (to name a few), will place increased competitive pressure on office attraction. Major Office Employment growth projections will not be achieved without planning efforts to direct development to strategic growth areas and support intensification of existing employment areas. As well, new and improved transportation/transit infrastructure is required to provide enhanced labour accessibility, among other considerations. The elimination of a twice daily commute for office workers during stay-at-home mandates is widely seen as a benefit of working remotely. Efforts to reduce crowding on transit vehicles and improve service frequency are keys to enticing workers back to the office.

The pandemic has created several forces that directly impact the office sector's fundamentals. Some of the impacts are cyclical – for example, the COVID-19 recession has resulted in office-using job losses, higher vacancy, and will place downward pressure on rental rates. Other impacts are structural, such as a greater share of employees who will regularly work from home (WFH). Cushman & Wakefield's perspectives on the outlook for the office sector are that the structural impacts of work from home will be offset by factors such as economic growth, population growth, and office-using penetration, which means demand for office will continue to grow over the next decade. One offsetting effect is the potential reversal of a decades-long trend of densification, in which businesses have been absorbing less space per office-using employee. COVID-19 is requiring society to physical distance in the near-term, which is disrupting this trend. It is still unclear if a reversal of densification – “dedensification” – will emerge in a meaningful way. At a minimum, Cushman & Wakefield believes that densification will stop, and that practices that allow for distancing, such as agile working and rotating shifts, will increase. Should densification begin to reverse in the aggregate, it would offset some of the loss in demand caused by more remote working – possibly offsetting it fully.

While work from home has benefits, a common workplace provides critical value to both firms and workers. Cushman & Wakefield believes that the paradigm of the future is a mix of traditional office spaces, home offices, and semi-public spaces. We also believe that it is very unlikely for the pendulum to permanently swing so far in one direction – particularly for firms that rely on innovation, knowledge spillovers, and creativity, to generate value and revenue. Overall, the present uncertainty regarding the future of office demand introduces additional concern that Peel's Major Office Employment forecasts may not be achieved.

4.2.2 Timing of Recovery

Early signals from U.S. market data from 2020 Q1 (the U.S. is further ahead in vaccination efforts compared to Canada, and fewer work-from-home mandates remain in effect) indicates some optimism for the office sector. Anecdotally, post-Labour Day is a targeted return to office date for many U.S. firms (this may be optimistic for Canadian markets, but perhaps not far off). Tours of office space by prospective occupiers accelerated dramatically across the U.S. in Q1, and the proportion of short-term lease deals (< 1 year term) was lower in each of the past two quarters compared to the recent peak in 2020 Q3. New sublet space added to the pool of available office space has also declined in each of the past two quarters. The extent of the permanent work-from-home shift is still unclear as to the overall impact this will have on office space demand, so the overall outlook remains uncertain, but the return to office in a meaningful way is clearly on the horizon. The go-forward effects on different office-using industries may be uneven, as may be the performance of various geographic submarkets. The next 12-24 months will be a period of adjustment, as more and more leases expire, and decisions need to be made about the office workplace ecosystem of the future.

DRAFT June 2nd

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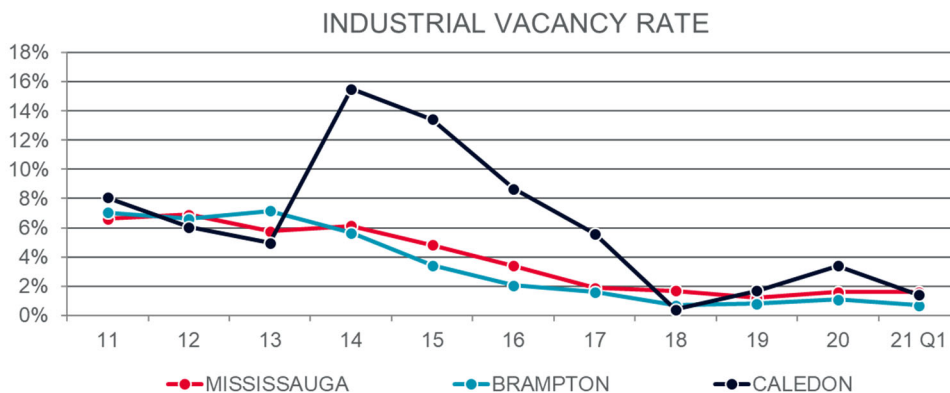
4.3 Industrial Market Recent Performance

4.3.1 Introduction

Cushman & Wakefield recently released its 2021 Q1 industrial market survey data. This can be compared to year-end 2019 data to identify the impact of the COVID-19 pandemic on the GTA's industrial market overall, as well as Caledon, Brampton, and Mississauga (industrial data is tracked by municipality – unlike office data, which is tracked by office concentration/submarket).

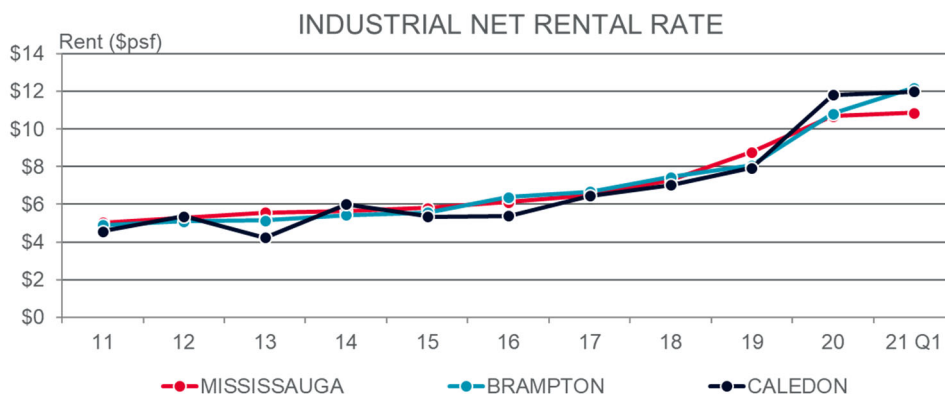
4.3.2 Vacancy Rates

The overall GTA industrial vacancy rate was 1.5% this past quarter. This is only 0.2 percentage points higher than the all-time low recorded at year-end 2019, and a testament to the resiliency of the industrial sector during the pandemic. The GTA's industrial vacancy rate has declined steadily from a level of around 7% back in 2010. In Peel, the same strong performance over recent quarters is observed. The three local municipalities have a vacancy rate in the range of about 1.0%-1.5%, and are essentially unchanged from pre-pandemic levels.



4.3.3 Rental Rates

Industrial net rents across the GTA continue to reach unprecedented levels. At year-end 2019, the average asking net rent was \$8.75 psf, which represented year-over-year growth of nearly 20%. At year-end 2020, rents approached \$10.00 psf, and the asking net rent this past quarter exceeded \$10.50 psf. Net rents have doubled in the GTA market over the past decade (for the period from year-end 2011 through 2020), and rents in Peel's local municipalities have followed a similar trajectory.



4.4 Industrial Market Trends

4.4.1 Overview of Recent Trends

Cushman & Wakefield identifies the industrial/logistics sector as a clear “Winner” among the various commercial real estate asset classes. The “Winners” are those sectors that were already benefiting from long-term demographic and structural shifts in the economy, only to see those shifts accelerated by COVID-19. The move to online shopping has been happening for some time now, and its rate of acceptance has expanded over the past year or more (out of necessity) due to lockdown mandates. With the sale of more products online, there is a need for the logistics space to house the goods outside of a traditional brick and mortar store. Especially in the COVID-19 era, consumers want goods shipped directly to them, cutting out the retail location as the middleman, going straight from business to consumer. This will drive the need for more industrial inventory in more locations, both for large box warehouse and “last mile” infill to reach the consumer more rapidly.

With increased consumer demand for goods at a faster, more streamlined rate, and growing retailer demand, the answer for suppliers is to invest in an e-commerce model for direct to consumer shipments. Greater adoption of e-commerce will take several years to implement across many markets, meaning demand will continue to be widespread for longer than just through the remainder of the pandemic.

As the world has adjusted to life during the COVID-19 pandemic, we have seen a marked acceleration in the adoption or improvement of supply chain innovations, and an opportunity to address some pain points that had been lower on the priority list for many industries. COVID-19 has amplified awareness of the need for contactless technology far beyond payment and delivery solutions used by sellers and consumers. Optical and voice-enabled technology, automation, and robotics will find new adopters in warehouse material handling equipment, order pick technology, and shipping/receiving processes. Robotics in the warehouse help limit contact among team members receiving goods, picking orders, and shipping them out. Autonomous vehicles may help to offset driver shortages to meet the increased demand for shipments to consumers, and to expedite the shipment of critical goods to rural or remote geographies with fewer transit options.

One of the most active property types in industrial real estate is cold storage. With online grocery more popular than ever before, restaurants and farmers forced to adjust their food supply chain, and the shutdown of some processing plants despite being “essential”, the need for cold storage warehouse space is growing like never before. These trends are likely to continue post-pandemic, with changing consumer preferences taking hold.

As a consequence of the impacts of the pandemic, some manufacturers are likely to hold more inventory as they seek increased flexibility and less vulnerability to disruptions. Diversifying component sourcing – including an emphasis on localizing or regionalizing components to be closer to plants while holding more inventories – will require additional logistics real estate. Reshoring or nearshoring would shorten supply chains, effectively reducing long lead times, thereby giving manufacturers more control over production quantities to allow for greater flexibility in response to demand.

The outlook for continued employment growth for industrial-type space appears robust. The industrial sector has performed very well during the COVID-19 pandemic, despite initial supply chain-related concerns. Mississauga and Brampton are two of the GTA’s largest industrial markets by inventory size, and Caledon has emerged over the past decade and is certainly now very much “on the radar” for prospective occupiers. Peel’s industrial areas have the key site selection attributes that occupiers desire, such as highway/transport infrastructure, labour availability, and an established business climate. While the GTA West Corridor would have added another vital east-west link to support goods movement, these markets exhibit very strong underlying fundamentals for industrial-type employment growth in the region.

4.4.2 Timing of Recovery

The industrial sector has been a leading commercial real estate sector, despite the recession linked with the pandemic. Across the GTA, new supply continues to be initiated, rental rates are at record highs, and vacancy is well below historic norms. There is really no “recovery” to be attributed to this sector; it has continued to be a driver of land demand and employment growth, and this is poised to continue for the foreseeable future. Growth will be fueled by strong demand from the e-commerce sector, reshoring of critical manufacturing, and rationalizations to existing supply chains.

4.5 Retail Market Recent Performance

Unlike the office and industrial markets, Cushman & Wakefield does not track vacancy and rental rate data for the retail market. A significant challenge in gathering retail market information is that shopping centre tenants often negotiate directly with a landlord, and these negotiations do not involve a real estate leasing professional/broker. Many major regional/national retailers have an in-house leasing team, and do not retain outside brokerage professionals. Accordingly, details of these leasing arrangements do not become known across the industry. This differs from the office and industrial markets, where real estate leasing professionals are much more frequently a participant in lease negotiations among landlords and tenants (indeed, both parties may have brokerage representation).

4.6 Retail Market Trends

4.6.1 Overview of Recent Trends

Pre-COVID, the “Most Challenged” commercial real estate sector, retail, had already been undergoing major structural changes leading to reduced demand for space and, at the same time, has been hardest hit by lockdown mandates. With so many stores forced to shut down, retailers have had to move sales strictly online. Although people still have to shop and necessity retail (grocery, drug stores, etc.) is doing well, bankruptcies are an unfortunate outcome of this pandemic.

Some restaurants started offering outdoor dining and take out with the hopes of surviving, and others turned their operations into ghost kitchens (delivery-only restaurants). After COVID-19, experiential concepts may come storming back. People are pining to go out and shop, eat, and be entertained – pent up demand will be unleashed. But there will be longer lasting implications for certain concepts, with continuing transition across the retail spectrum. The issue with this recession has not been one of demand; it’s been supply led. Households whose incomes have been sustained during the crisis haven’t had the chance to spend the money they’d like to... as opposed to not having the money to spend.

With the continued rise of e-commerce, the introduction of new paths to purchase, and the impact of COVID-19, mall developers are faced with difficult challenges and the ultimate question: what does the future hold for the shopping mall? When first developed, the mall welcomed everyone, and it housed everything. As time progressed, so did the mall. Movie theatres, food courts, and bars extended our stay and expanded our spending. Each year, developers, landlords, and retailers put more emphasis on driving footsteps to shops, restaurants, and theatres. Then, in the early 2000s, everything changed; consumers shifted their focus to experiences over clothes, and convenience over community. During the last decade, we have seen even further erosion of the mall experience. Malls have seen thousands of stores close, consumers disengage, and communities struggling to understand the intrinsic value to the neighborhood.

For the past several years, the department store model – once the lifeblood of the mall – has been in transition. There have been countless bankruptcies, closures, consolidations, and liquidations within this once formidable segment of the retail industry. At one time, department stores were the centre of the retail universe, and viewed as innovators in merchandising techniques and customer service. But unfortunately, department stores started to lag their nimbler competitors and saw market share slip. Besides having to deal with potentially millions of square feet which will need to be backfilled or repurposed, mall owners are faced with the related impacts on other tenants of the shopping centre. As the long-held belief that the department store was the anchor for a mall's success has diminished, we have seen several new, innovative uses replace these fortress stores. Examples include food halls, movie theatres, entertainment concepts, and gyms – and grocery stores could be next on the list.

This is a natural evolution of the slow but steady shift over the last decade of bringing more food and entertainment into the mall, while reducing the footprint of apparel, given its vulnerability to digital competitors. Adaptive reuse is another viable option mall owners could consider. Repurposing unused vacant spaces can be an excellent way to recoup revenue losses. The list includes uses such as: aquariums, casinos, community services, data centres, food halls, government offices, healthcare, health clubs, hotels, houses of worship, last-mile logistics/distribution, libraries and museums, multi-family apartments, schools, self-storage, senior housing, and trampoline parks.

Whether driven by “shelter in place” mandates across the globe, current consumer sentiment around venturing out into stores, or constraints around the number of shoppers allowed in stores to accommodate physical distancing, online shopping has seen a dramatic increase over the past year or more. Consumers are challenging companies to step up their digital capabilities, and to answer diverse needs for delivery of orders, ranging from traditional at-home parcel delivery to curbside pick-up to contactless delivery of perishable goods, and everything in between. The lines between how the customer shops in-store and via direct distribution are increasingly blurred, and successful companies will find new ways to leverage processes, diversify building and space types, and inventories, for a seamless customer experience.

4.6.2 Timing of Recovery

Changes in the retail sector have been underway for some time, with increased adoption of e-commerce causing store sizes to decrease, an increase in experiential concepts, and omni-channel product offerings. The pandemic has accelerated trends that were already taking hold, and bankruptcies and store closures will continue to alter the retail-commercial landscape. Pent-up consumer demand will underpin the recovery of the retail sector, once stay-at-home mandates are lifted, and vaccination levels reach critical thresholds. However, the recovery will likely be uneven and protracted, and it is unclear when pre-pandemic levels of employment will return.

5.0 STRATEGIC RECOMMENDATIONS

5.1 Overview

The recommendations contained in the updated *Employment Strategy* reflect conditions that were observed in late-2018/early-2019. Since then, the COVID-19 pandemic and associated economic recession and recovery have profoundly affected all aspects of the economy. Overwhelmingly, the recommendations put forward in the *Employment Strategy* remain appropriate today. Below, we discuss the ongoing importance of these recommendations; identify one specific recommendation that requires augmentation (monitoring MOE density); and provide two new recommendations (one linked to the changing nature of office work, and the other linked to evolving real estate market trends influencing the potential future adaptive reuse/redevelopment of shopping centres).

5.2 Major Office Employment (MOE)

5.2.1 **NEW RECOMMENDATION**: Monitor Impacts of the Changing Nature of Office Work

Pre-pandemic, the GTA office market exhibited near record low levels of office vacancy, rising rental rates, and a new development pipeline approaching 11 million sf of space (almost all located in Downtown Toronto). Office space was in high demand. The pandemic-linked forced work-from-home paradigm shift has resulted in a reevaluation of the role of the office workplace. Fundamentally, our offices serve two very distinct purposes: (1) *to enable our best work*: including colleague, team, and client connections; knowledge transfer, mentoring, and learning; ideation and brainstorming; exploration and networking; and concentration and focus; and (2) *to serve as a home for the organization*: including a physical expression of its values and culture; serving as an inspiring destination; advancing career development; fostering socialization, bonding, and belonging; and a place to showcase our expertise.

The need for office spaces will persist, although the way business manage their office workplaces – including floor plans/desk utilization policies/dedensification; in-office versus work-from-home flexibility policies; and more – will evolve, and remains uncertain at this time. The transition will vary across office occupying industries, across geographies, and over time, as in-place leases mature. These trends will need to be monitored to understand their impact on land needs and associated infrastructure requirements, and the extent of dedicated Home-Based Employment that emerges.

5.2.2 Suburban Locations Must Offer an Urban Environment to Compete for Sought-After Major Office Employment

Over the past five years, Downtown Toronto (7.3 million sf of new construction since 2016) has accounted for two-thirds of all new office supply across the GTA. There is a further 8.2 million sf presently under construction or firmly committed in the Downtown submarkets, compared to just over 200,000 sf in the Suburbs as a whole. In the near term, the Downtown office market in particular will face challenges related to uncertain occupier requirements in the return-to-work phase, at a time of rising vacancy and considerable new supply being added to the market.

Suburban municipalities must offer a compelling office site selection alternative on more than just a financial (rent) basis. Enhanced multi-modal transportation and an urban, amenity-rich environment is sought-after, and highly valued among office occupiers. This includes evaluating the impact of improved transit service levels and enhanced infrastructure (including broadband service) to established office nodes and ensuring that a high quality public realm is a feature of new development/redevelopment. This recommendation takes on arguably greater importance at this time, as major organizations are reevaluating their office needs. Peel has begun to address this through its Major Transit Station Area policy work to date.

5.2.3 Leverage Positive Spin-Off Effects from Major Office Development

Linked to the previous recommendation, it remains critical to ensure that land use planning provides opportunities for shopping, recreation, and other amenities to support the office workforce in established and emerging office locations. Urban, mixed-use nodes are likely to emerge as a location preference for office occupiers; therefore, capitalizing on the present dynamic environment from an office workplace strategy perspective is a unique opportunity. Peel can build upon its successes in attracting suburban office development going forward, and take actions to increase the attractiveness/competitiveness of its more urban nodes. Associated opportunities include directing new development to strategic growth areas; optimizing transit infrastructure and generating new ridership; and balancing development charge revenues through increased non-residential construction activity.

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5.2.4 Consider Financial Incentives to Attract New Office Development

The *Employment Strategy* identified a range of potential incentives to attract new office construction. The *Feasibility Assessment for a Major Office Employment Community Improvement Plan for the Region of Peel* recommended that the Region offer funding on a matching basis to each local CIP targeting Major Office Employment. This is an example of taking action on the *Employment Strategy's* recommendations, and remains supportable given present GTA office market dynamics.

5.2.5 REVISED RECOMMENDATION: Monitor MOE Density to Understand Impacts on Real Estate Market

The monitoring guidance related to office employment density referred to in the *Employment Strategy* pertained to increasing densities (less office space per worker). The pandemic has almost certainly brought an end to this densification trend. While occupancy planning visions that will guide the preferred layout of the future office workplace are not yet known – and will play out over many years to come as in-place leases expire – there is a consensus that a greater allocation of space per worker is a likely outcome. Personal workstations may become less common as employees work from home part of the time, “hotelling” (shared workstations) strategies are introduced, and more communal spaces take their place in new floorplan designs. These dynamics will be critical to monitor, as they impact demand for new office construction/land absorption, along with financial considerations such as the collection of development charges and property taxes.

5.3 Employment Land Employment (ELE)

5.3.1 Identify Employment Areas

The introduction of Provincially Significant Employment Zones (PSEZ) augments planning for employment growth and land needs budgeting, alongside other lands within Peel’s municipalities that are designated as Employment Areas, as per Growth Plan requirements. The evolving planning policy landscape regarding employment areas must continue to be implemented across Peel’s local municipalities, in order to plan for infrastructure needed to support these lands, and to protect them from conversion, as appropriate.

5.3.2 Protect Budgeted Employment Lands from Conversion

Municipalities must continue to protect the designated, budgeted employment lands that are necessary to meet employment targets from conversion to other uses. This guidance from the *Employment Strategy* remains equally important today, as plans for growth to 2051 are underway.

5.3.3 Ensure Variety of Employment Lands – Location, Size, and Servicing

The current Settlement Area Boundary Expansion project in Caledon will add to the Region’s supply of employment land, and bring to market additional locations for growth, with varied parcel sizes and levels/timing of servicing. Broadband service within employment areas is another key site selection factor in the modern economy.

Planning for employment lands in Heritage Heights in northwest Brampton is an important opportunity. Caledon, Brampton, and Mississauga all continue to offer employment lands with excellent site selection characteristics to suit a range of occupier needs. This is critical, as low levels of vacancy, escalating rents, and very strong occupier demand is causing some businesses to explore leasing/new development in location alternatives such as Hamilton, Guelph, Kitchener, Waterloo, and municipalities north of the GTA, where there is growing interest.

5.3.4 Support Employment Land Intensification Opportunities

The *Employment Strategy* provided a recommendation to provide flexibility in planning policy to facilitate the redevelopment of older/dysfunctional industrial building to alternative uses. While this may displace/replace Employment Land Employment, such adaptive re-use of buildings could include more office-type functions – particularly firms seeking low-cost environments that do not need conventional office space (such as high-tech start-ups, and other “new economy” uses). This recommendation remains supportable at this time – particularly as businesses reevaluate their office occupancy requirements (non-traditional office buildings may play a role in future employment accommodation in a more dispersed office location strategy). While new office construction should continue to be directed to transit-supportive areas (such as Major Transit Station Areas), the adaptive re-use of aging/obsolete industrial facilities as low-cost office spaces should be supported, where market demand exists.

5.3.5 Support Redevelopment within Existing Employment Areas

The *Employment Strategy* identified that some industrial developers have sought opportunities to build a modern, large facility in place of several older, obsolete buildings. Such properties that are well located and accessible, and are home to industrial buildings that are older-generation (lower ceiling clear height, in need of significant capital repair, etc.) may be well suited to become a target for demolition. Such development permissions present the possibility of retaining jobs in existing employment areas, and this initiative is in support of the preservation of employment lands for ongoing employment uses.

Select employment areas will evolve over the longer term to provide a home to intensified uses, including mixed-use development. These opportunities exist adjacent to transit infrastructure (such as within Major Transit Station Areas) and at nodes and along key arterials that have a highest and best use that differs from the current on-the-ground built form.

5.3.6 Recognize that Highway Access is Increasingly Important

Direct or frictionless access to highways is vital as a site selection driver for many industrial occupiers. Warehousing and logistics uses are increasing as a component of the industrial stock, as e-commerce growth is necessitating new distribution models for retailers (a trend accelerated by the pandemic). Due to their large building footprint (and accordingly, land cost), warehousing and logistics uses are often attracted to large sites on the urban periphery. As discussed earlier, Council's decision regarding the GTA West Corridor presents a change in position from the direction recommended in the *Employment Strategy* (we appreciate that this decision is multi-faceted).

Many of Peel's established employment areas feature remaining undeveloped land that offers ready access to the GTHA's urban market and beyond, and will remain a sought-after location to accommodate ELE growth. From a market demand and site selection perspective, absent any new major highways being constructed, proximity to established major highway infrastructure is of heightened importance to facilitate the required labour access and goods movement to enable successful employment areas. Protecting these well-located employment lands from conversion – whether they form part of established employment areas, or those planned for future growth – takes on heightened importance in the absence of new major highway infrastructure, such as the GTA West Corridor.

5.3.7 Recognize that Multi-Modal Transportation Access is Increasingly Important

As noted earlier, providing/enhancing transit connections to established and emerging employment areas will be critical to support their ongoing function, and to enable new areas to prosper. Employers will increasingly be attracted to employment areas that offer good accessibility, to draw upon the regional labour pool. Providing public transit to serve employment areas can be challenging, from a ridership/service level perspective (and therefore, also a financial challenge). In planning for future land needs, it is an opportunity to designate additional lands with good highway access, while continuing to plan for expanded infrastructure such as arterial roads and new highways, along with transit and active transportation modes. These principles remain relevant in the current market environment.

5.3.8 Consider the Creation of an Economic Activity Area in Caledon

Employment Land Employment uses such as warehousing and distribution centres will continue to play an important role as a part of Peel’s employment base, and land will be needed to accommodate continued growth. Of note, this is presently being addressed as an element of the Region’s Settlement Area Boundary Expansion project in the Town of Caledon.

To help mitigate the impacts of goods movement – and to focus such operations and provide the supportive infrastructure they require – the creation of an economic activity area such as an “enterprise zone” or “business park” could be considered which includes a set of supportive infrastructure and land use policies to help foster business/industry clustering. The increased e-commerce activity that has emerged during the pandemic – and is likely to be sustained – is a further driver of the need for policies to support the goods movement industry while mitigating impacts on other land uses.

5.3.9 Monitor ELE Density to Ensure Adequate Land Supply

Increasing warehousing and distribution activity in employment areas, as well as automation taking the place of some labourers in some industrial workplaces, is resulting in declining industrial-type employment density (which means increasing floor space per worker). As expressed in the *Employment Strategy*, municipalities must continue to monitor this trend, and align land budgets with the appropriate ELE density to ensure an adequate supply is provided for this land-intensive use.

5.4 Population-Related Employment (PRE)

5.4.1 Recognize that Population-Related Employment Requires a More Nuanced Level of Consideration

As identified in the *Employment Strategy*, prevailing planning practices envision more mixed land uses, integrating retail and institutional functions with other complimentary uses. It is important to plan for the location of these uses in both greenfield and intensification development scenarios, in order to attract these forms of employment. Changing consumer shopping preferences may result in less demand for physical retail-commercial space, and this needs to be considered in planning for new greenfield development, as well as supporting transitional uses in established areas.

5.4.2 Plan for Decline in Future Retail Employment Demand, as E-Commerce Increases as a Share of Total Retail Spending

Closely linked with the preceding recommendation is the acknowledgement that the retail sector is undergoing transformational change. It had begun pre-pandemic, and has been fast-forwarded over the past year or more. Greater retail spending occurring online transfers space demand (and employment) to warehousing and distribution facilities, and away from shopping centres/retail nodes.

5.4.3 NEW RECOMMENDATION: Provide Increased Planning Flexibility to Encourage Adaptive Reuse/Redevelopment of Shopping Centres

The decline of traditional anchor tenants such as department stores has caused landlords to reimagine their shopping centres. The loss of key customer draws has a detrimental impact on other occupants at the centre, with less consumer traffic, and lower sales. While the phenomenon is likely to be far less prevalent in Canada compared to select over-retailed U.S. markets, converting vacant anchor units into alternative uses such as industrial logistics is an emerging solution, to serve as “last mile” distribution sites (where these new uses are compatible with adjacent/nearby land uses). Other options include adding residential and office uses to the property – which tend to be well located and transit accessible (those within major urban areas) – in order to revitalize struggling shopping centres.

5.5 Home-Based Employment (HBE)

5.5.1 Recognize a Continuum of Home-Based Employment, and Provide Supportive Policy

The *Employment Strategy* identified a need to recognize a continuum of Home-Based Employment (a single home office, a home business, and more formal live-work spaces featuring physical separation of the residence and workplace), and to provide supportive policy. This recommendation emphasized the importance of striking the right balance of permission for such uses, while maintaining the character of residential areas. Home-based jobs had been a modest but growing component of the overall mix of employment.

In March 2020, a huge segment of the workforce shifted to work-from-home, out of necessity. It is likely that a segment of workers (particularly office-type occupations) will permanently work from home going forward, rather than return to their pre-pandemic communal workplace setting. Businesses are still in the process of developing their post-pandemic workplace arrangements, and the mix of home-based versus office-based versus a hybrid employment model is not yet known. This is a topic that should be closely monitored, as it has significant implications for employment land demand, and the rate of new non-residential construction (offices in particular).

Increased levels of work from home would place greater importance on the provision of reliable broadband infrastructure to meet the telecommunications needs of workers. This is of particular importance with the increased adoption of videoconferencing and data transfer requirements in industries that are well-suited to allow their workforce to work remotely.



Peel2041+

Preliminary Employment Conversion Analysis

May 2021



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1.0 Background

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 2041+ Regional Official Plan 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, 2019

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 mixed uses in PSEZ may be forthcoming.

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 ROP. The in-effect 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 2041+ 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 5.7.2.11 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

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. 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.

2019 Provincial Growth Plan Employment Conversion Policies	
<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 existing employment areas which are protected under existing Regional Official Plan policy 5.6.2.6 and meant to support growth to the year 2031. Employment conversions which remove these lands from the Region's employment area land base for 2031 growth subsequently impact the municipal comprehensive review for growth to 2051. Ultimately if existing employment lands are converted to non-employment uses there will 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 ROP employment conversion policy proposed through the Peel 2041+ MCR is as follows:

Draft Regional Official Plan Employment Conversion Policy	
<p>Policy 5.7.2.16</p> <p>Permit the conversion of lands within Employment Areas identified on Schedule Y6, to non-employment uses, only through a municipal comprehensive review undertaken by the Region that demonstrates:</p>	i) There is a need for the conversion;
	ii) The lands are not required over the horizon of the plan for the employment use they were designated;
	iii) The Region and local municipalities will maintain sufficient employment land continue to meet the employment forecasts of this Plan;
	iv) The conversion does not affect the overall viability of the Employment Area and the achievement of intensification and density targets;
	v) There is existing or planned infrastructure and public service facilities to accommodate the proposed conversion;
	vi) The lands are not required over the long-term for employment purposes;
	vii) The lands do not fulfill the criteria for provincially significant employment lands;
	viii) The lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
	ix) 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 in the Employment Area of the local municipalities' official plan.
<i>Please note that draft policy numbers may change.</i>	

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, it is still valuable to maintain the underlying employment designation to be included in the ROP while adding policies to facilitate additional non-employment uses to be permitted. 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.

First, 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. 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)
- Dixie Road and Eglinton Avenue intersection Mixed Uses

Second, the employment areas within select delineated major transit station areas (MTSA) on 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 underway. 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)

Draft Regional Official Plan Flexible Employment Policies	
<p>Policy 5.7.2.17</p> <p>Notwithstanding Section 5.7.2.16, the local municipalities may accommodate new retail and commercial uses in <i>Employment Areas</i> 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>	i. the lands to be re-designated are located on the periphery of an Employment Area;
	ii. the building(s) have direct frontage onto a corridor that is supported by existing or planned <i>higher order transit</i> ;
	iii. the proposed uses are accommodated in a multi-storey mixed-use office building;
	iv. appropriate transition and buffering are provided to sensitive uses;
	v. the planned function and viability of the Employment Area including movement of goods are not adversely impacted; and
	vii. the development exceeds the minimum Employment Area density for the local municipality prescribed in Section 5.7.2.12.
<p>Policy 5.2.7.18</p> <p>Notwithstanding Section 5.7.2.16, <i>Employment Areas</i> within delineated <i>Major Transit Station Areas</i> on Schedule Y6 – <i>Employment Areas</i> have the potential to support the integration of <i>Employment Areas</i> with non-employment 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 municipal initiated planning study underway and the implementing local official plan</p>	i. the requirements of Section 5.6.2.4 of this Plan;
	ii. an overall net increase to the total jobs planned for the Employment Area within the delineated boundary;
	iii. maintaining an <i>employment land</i> use designation to protect for higher density office uses;
	iv. how the viability of the <i>Employment Area</i> 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 <i>airsheds</i> ;
	v. maintain a minimum employment to population ratio across the subject lands;
	vi. that <i>higher order transit</i> is planned for the <i>Major Transit Station Area</i> within the planning horizon;

amendment as per Section 16(16) of the Planning Act to the satisfaction of the Region. The planning study shall address:	vii. the development of <i>complete communities</i> and <i>transit- supportive</i> densities including employment uses; and
	viii. demonstrate how <i>transit-supportive</i> employment densities will be achieved.
<i>Please note that draft policy numbers may change.</i>	

As part of the growth management and employment planning focus area of the MCR, this document presents an initial 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.

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 Supporting Studies and Analysis

2.1 Region of Peel

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 is being 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.

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.

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 2021 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 policy 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.

2.5 Analysis Summary and Next Steps

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 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.

- 41 Employment conversions requests received (including local or regional MCR initiatives and private requests)
- 380 hectares of land have been requested to be converted
- 273.4 hectares are supported by the Region to be converted (the majority within Dundas Connects)
- 71 hectares are proposed to be considered through flexible policy criteria

Regional staff will provide correspondence to the parties that have requested conversions to inform them of the preliminary assessments of their proposals, and next steps in the Regional municipal comprehensive review. To prepare for the Regional Official Plan Amendment recommendation to Regional council, staff will continue to consider new information provided (including progress on local municipal planning initiatives) to refine the employment conversion analysis and draft regional employment area mapping. This work will be incorporated into the larger employment planning framework.

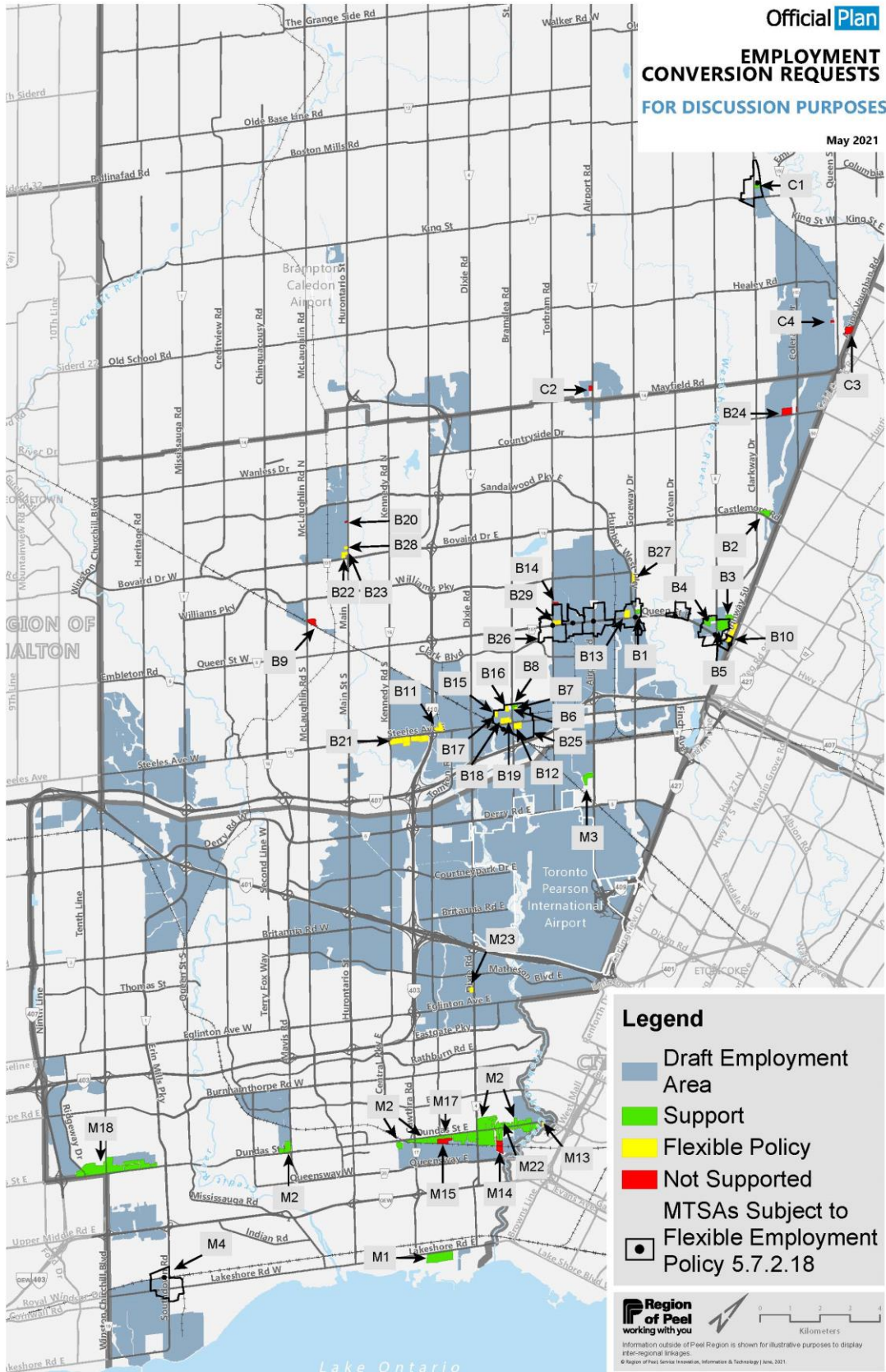
3.0 Employment Conversion Summary Table

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
				Subtotal	31.9
Endorsed or considered by local Planning Study	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 5.7.2.18 (Flexible Policy Area) ¹	N/A
	M18	Dundas Connects – Western Business Park*	Mississauga	Support	77.1
				Subtotal	246
Other Areas Considered	C1	Bolton GO (HUB-1)	Caledon	Partial Support (MZO Lands) / MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) ¹	2.6 of 10.5 / N/A
	B25	Bramalea GO (KIT-2)	Brampton	MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) ¹	N/A
	B26	Queen Street BRT MTSA's from Torbram to Hwy 50 (QUE-9 to QUE-15)	Brampton	MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) ¹	N/A
				Subtotal	2.6
Private Requests Submitted to the Region	C2	11 Perdue Court	Caledon	Not Supported	1.6
	C3	159 & 131 Industrial Road and 12380 Albion-Vaughan Townline	Caledon	Not Supported	5.5
	C4	41 Hopcroft Road	Caledon	Not Supported	0.8
	B7	106 East Drive	Brampton	Within a Flexible Policy Area ¹	0.6
	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	Within a Flexible Policy Area ¹	8.8
	B11	1000 Steeles Ave E. (Bacardi)	Brampton	Within a Flexible Policy Area ²	5.0
	B12	2111 Steeles Ave E. (Canadian Tire)	Brampton	Within a Flexible Policy Area ^{1,2}	4.9
	B13	3420 Queen St. E	Brampton	Within a Flexible Policy Area ^{1,2}	4.3
	B14	18 Corporation Drive	Brampton	Not Supported	1.2
	B15	10 Victoria Crescent (Delta Urban)	Brampton	Within a Flexible Policy Area ¹	1.1
	B16	26 Victoria Crescent (Delta Urban)	Brampton	Within a Flexible Policy Area ¹	2.6
	B17	376 Orenda Road (Delta Urban)	Brampton	Within a Flexible Policy Area ^{1,2}	1.7
	B18	387 Orenda Road (Delta Urban)	Brampton	Within a Flexible Policy Area ^{1,2}	2.0
	B19	391 Orenda Road (Delta Urban)	Brampton	Within a Flexible Policy Area ^{1,2}	4.0
B20	10394 Hurontario St. (GWD)	Brampton	Not Supported	0.4	
B21	Steeles (Kennedy to Hwy 410)	Brampton	Within a Flexible Policy Area ²	23.8	
B22	150 Bovaird Drive	Brampton	Within a Flexible Policy Area ²	1.2	

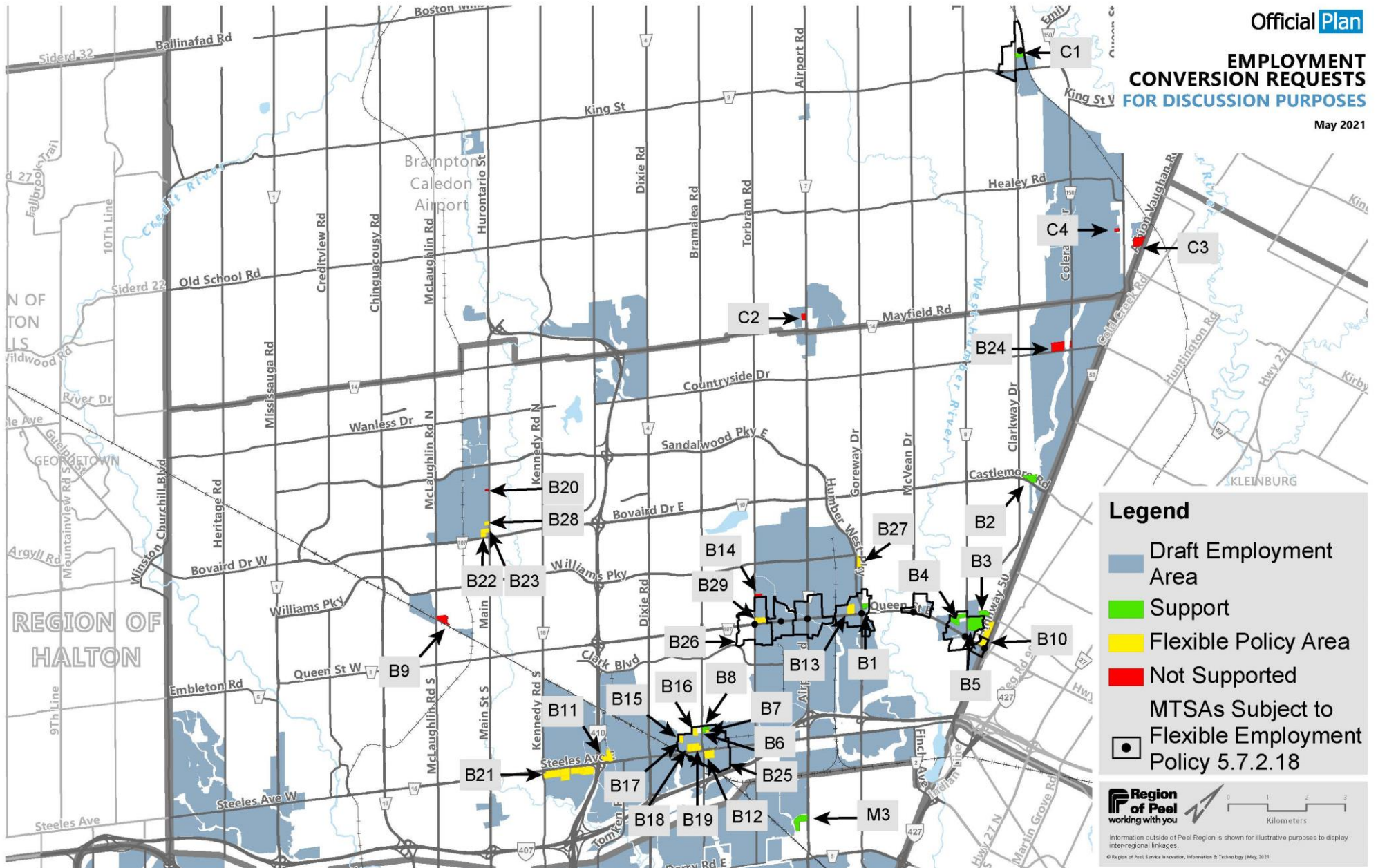
Appendix IV - Land Needs Assessment Report Update

	B23	10064 Hurontario Street	Brampton	Within a Flexible Policy Area ²	1.9
	B24	Proposed Place of Worship (N side of Countryside, west of Coleraine)	Brampton	Not Supported	8.0
	B27	9400 Goreway Drive	Brampton	Within a Flexible Policy Area ²	1.8
	B28	10124 Hurontario	Brampton	Within a Flexible Policy Area ²	0.9
	B29	2250, 2280 and 2300 Queen St E	Brampton	Within a Flexible Policy Area ^{1,2}	3.5
	M13	2120 Dundas St. E	Mississauga	Within a Flexible Policy Area ²	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	0.4
	M22	1699-1701 Dundas St. E**	Mississauga	Support	1.3
	M23	5170 Dixie Road	Mississauga	Within a Flexible Policy Area ²	1.9
				Subtotal	104.4
<p>*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.</p> <p>**Note: property is within the supported Dundas Connects – Dixie area and will be removed from the “Total Requested” and “Total supported by Region” sums to avoid double counting.</p> <p>¹ These properties are within an area with draft flexible policies: MTSA subject to draft ROP policy 5.7.2.18 – Lands may be permitted to include non-employment uses post-regional municipal comprehensive review subject to criteria.</p> <p>² These properties are within an area with draft flexible policies: Draft ROP Policy 5.7.2.17 - 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.</p>				Total Requested	380
				Total Supported by Region	273.4
				Total Subject to Draft Flexible Policies	71

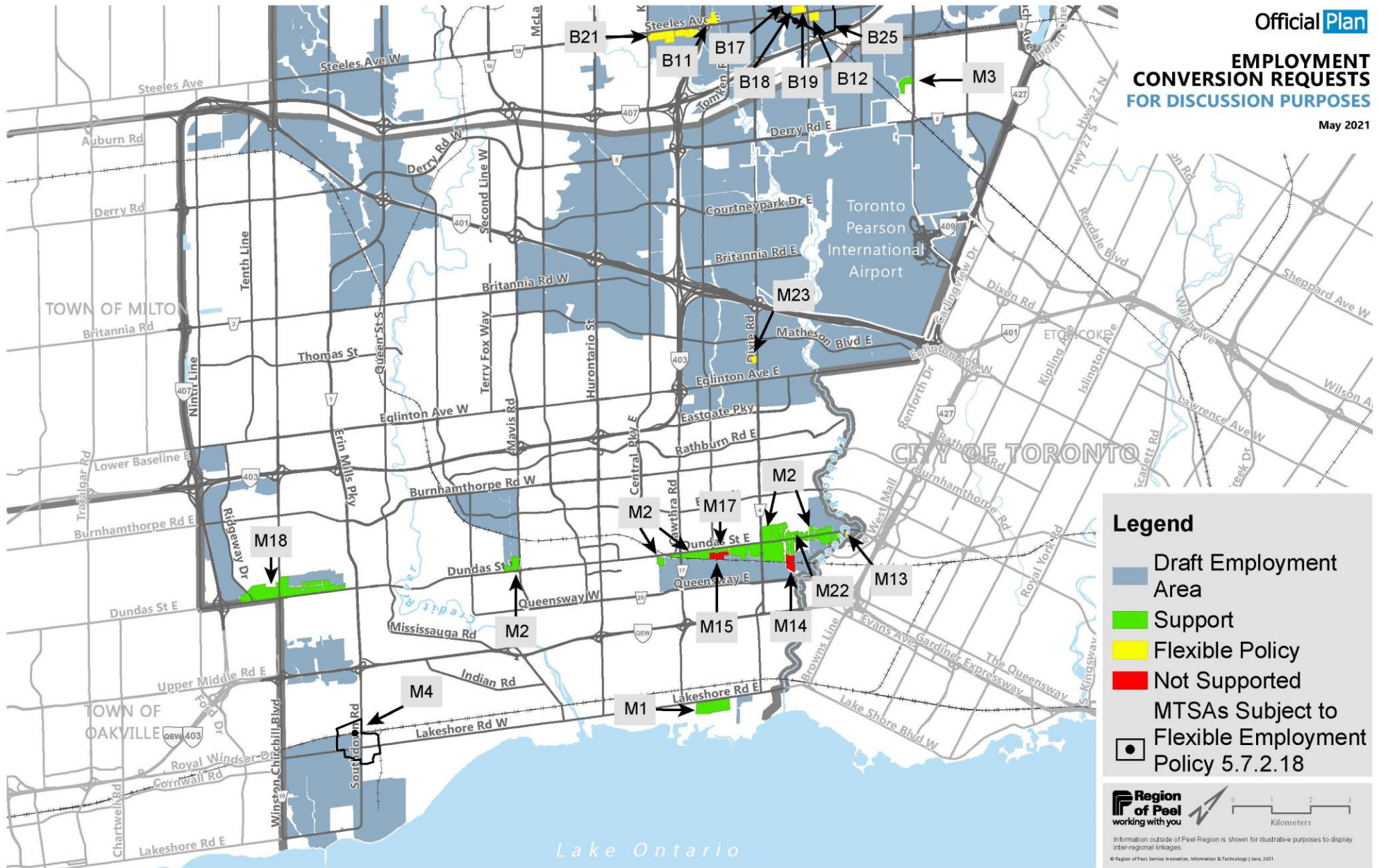
4.0 Map of Employment Conversion Requests in Peel



4.1 Map of Employment Conversion Requests in Peel – Zoomed to Brampton and Caledon



4.2 Map of Employment Conversion Requests in Peel – Zoomed to Mississauga



5.0 Individual Employment Conversion Initial Assessments

5.1 Caledon Sites

C1	Bolton GO MTSA (HUB-1)						
Applicant:	Considered by Region						
PSEZ:	N/A						
Local Designation:	Partial Dry Industrial (Caledon OP) & partial prime agricultural area (Regional OP)						
Existing use:	Dry Industrial / Agricultural						
Proposed use:	TBD & See Minister's Zoning Order Permissions						
Area Reviewed:	10.5 ha (dry industrial lands in the draft Bolton GO MTSA Boundary as per the Peel MTSA Study)						
Recommendation:	<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 (5.7.2.18). 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>						
Area Supported for Conversion:	2.63 ha (0 Humber Station Road)						
Summary							
<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 Ontario Regulation 171/21. 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>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	Y	N	Y

Appendix IV - Land Needs Assessment Report Update

C2	11 Perdue Court						
Applicant:	Harper Dell & Associates						
PSEZ:	N/A						
Local Designation:	Prestige Industrial (Caledon OP)						
Existing use:	Vacant						
Proposed use:	To permit a hotel commercial use and retirement residence/institutional use						
Area Reviewed:	1.63 ha						
Recommendation:	<i>Not recommended for conversion.</i>						
Area Supported for Conversion:	N/A						
Summary							
<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>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y (hard infrastructure)	N	N	N

C3	159 & 131 Industrial Road and 12380 Albion-Vaughan Townline						
Applicant:	BPA Inc. (Bessant Pelech Associates Inc.)						
PSEZ:	Yes – Zone 15, Pearson Airport Hub (Hwy 50 Corridor)						
Local Designation:	Dry Industrial (Caledon OP)						
Existing use:	Industrial, truck storage, open storage						
Proposed use:	To permit redevelopment opportunities (TBD)						
Area Reviewed:	5.5 ha						
Recommendation:	<i>Not recommended for conversion, under further review.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>Two of the four requested parcels (western and southern parcel) were identified in the 2019 Queen Street Corridor Study for potential infill opportunities and a potential intensification gateway. If a transition from Highway 50 to the parcels affected by the study was made, this would leave the eastern parcels with frontage on Albion Vaughan Road remaining as employment. The remaining employment lands would be isolated as a small pocket bounded by residential to the south, and some existing industrial uses to the north. With this in mind, converting all the parcels may be appropriate if the entire area is to transition to mixed uses over time, providing replacement employment opportunities of a non-industrial nature.</p> <p>Further information justifying conversion would need to include:</p> <ul style="list-style-type: none"> - Further details on the proposed uses which can inform assessment of the conversion criteria - If the Queen Street Corridor Study is to be advanced comprehensively by the Town of Caledon, how this proposed conversion and intended land uses contribute to achieving the strategic goals of the study for land use changes to create an intensification gateway in Bolton. - Confirmation of provincial support in lifting the PSEZ. 							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	N	TBD	Y	N	N	N

C4	41 Hopcroft Road						
Applicant:	API Development Consultants Inc.						
PSEZ:	Yes – Zone 15, Pearson Airport Hub (Hwy 50 Corridor)						
Local Designation:	Dry Industrial (Caledon OP) – majority of parcel Bolton Highway 50 Commercial (Caledon OP) – eastern portion of parcel						
Existing use:	Vacant residential dwelling						
Proposed use:	The applicant is proposing to construct a seven storey, 114 room hotel with meeting space.						
Area Reviewed:	0.8 ha (employment designation in a 0.91 ha property)						
Recommendation:	<i>Not recommended for conversion.</i>						
Area Supported for Conversion:	N/A						
Summary							
<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.</i> 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.</p> <p>The Region cannot support the conversion without Provincial support in lifting the PSEZ. A request would need to be made to the Province including the justification gathered from previous studies like the 2019 Queen St. Corridor study and information from the applicant.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would retail/commercial flexibility apply? (draft policy)	Would MTSA flexibility apply? (draft policy)
N	Y	Y	N	Y	N	N	N

5.2 Brampton Sites

B1	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)						
Applicant:	Malone Given Parsons Ltd. / Review in City of Brampton MCR						
PSEZ:	N/A						
Local Designation:	Previously Business Corridor (Brampton OP)						
Existing use:	Vacant						
Proposed use:	Residential or mixed use						
Area Reviewed:	2.1 ha						
Recommendation:	<i>Conversion in effect</i>						
Area Supported for Conversion:	2.1 ha						
Summary							
<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>Market Analysis of Employment Land Conversions – Cushman & Wakefield MCR for Employment Lands – Hemson Consulting</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	Y	Y	Y

B2	Castlemore Country Properties (North side of Castlemore Rd, between Clarkway Dr and Highway 50)						
Applicant:	Glen Schnarr and Associates / Review in City of Brampton MCR						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP); Mixed Commercial/Industrial (SP)						
Existing use:	Vacant/Agricultural						
Proposed use:	Residential						
Area Reviewed:	4.6 ha						
Recommendation:	<i>Conversion in effect</i>						
Area Supported for Conversion:	4.6 ha						
Summary							
<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>Market Analysis of Employment Land Conversions – Cushman & Wakefield MCR for Employment Lands – Hemson Consulting</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	N	Y	N

B3	Ouray Dev. Inc. (North side of Fogal Road between Highway 50 and The Gore Rd)						
Applicant:	Review in City of Brampton MCR						
PSEZ:	N/A						
Local Designation:	Business Corridor, SPA 13 (Brampton OP), Mixed Commercial/Industrial (SP)						
Existing use:	Vacant/Agricultural						
Proposed use:	Residential						
Area Reviewed:	3.1 ha						
Recommendation:	<i>Conversion in effect</i>						
Area Supported for Conversion:	3.1 ha						
Summary							
<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>Market Analysis of Employment Land Conversions – Cushman & Wakefield Bram East Employment Land Review – N. Barry Lyon Consultants Ltd. MCR for Employment Lands – Hemson Consulting</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	N	Y	N

B4	Royal Pine, Part of Lot 4 and 5, Concession 9 (North side of Queen Street East, west of The Gore Road)						
Applicant:	Candevcon / Review in City of Brampton MCR						
PSEZ:	N/A						
Local Designation:	Business Corridor, Office (Brampton OP), Mixed Commercial/Industrial, Office Node, Med. Density Residential, Cluster High Density Residential (SP)						
Existing use:	Vacant/Agricultural/Existing Single Dwelling						
Proposed use:	Residential and a Special Land Use Policy Area 15						
Area Reviewed:	7.0 ha						
Recommendation:	<i>Conversion in effect</i>						
Area Supported for Conversion:	7.0 ha						
Summary							
<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>Market Analysis of Employment Land Conversions – Cushman & Wakefield Bram East Employment Land Review – N. Barry Lyon Consultants Ltd. MCR for Employment Lands – Hemson Consulting</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	Y	Y	Y

B5	TACC Holborn, Part of Lot 4 and 5, Concession 10 (East side of The Gore Road, between Fogal Rd and Queen Street E)						
Applicant:	Malone Given Parsons / Review in City of Brampton MCR						
PSEZ:	N/A						
Local Designation:	Business Corridor, Office (Brampton OP), Neighbourhood Retail, Mixed Commercial/Industrial, Valleyland, SPA 8 (SP)						
Existing use:	Vacant/Agricultural						
Proposed use:	Residential and Special Land Use Policy Area 19						
Area Reviewed:	14.3 ha						
Recommendation:	<i>Conversion in effect</i>						
Area Supported for Conversion:	14.3 ha						
Summary							
<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 Ontario Regulation 171/20. 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. Market Analysis of Employment Land Conversions – Cushman & Wakefield Bram East Employment Land Review – N. Barry Lyon Consultants Ltd. MCR for Employment Lands – Hemson Consulting</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	Y	Y	Y	Y	Y

B6	69 Bramalea Rd						
Applicant:	Glen Schnarr & Associates / Review in City of Brampton MCR						
PSEZ:	N/A						
Local Designation:	Office (Brampton OP), Mixed-Use (Office & Retail) (SP)						
Existing use:	Commercial Plaza						
Proposed use:	Mixed uses including residential						
Area Reviewed:	0.8 ha						
Recommendation:	<i>Conversion in effect</i>						
Area Supported for Conversion:	0.8 ha						
Summary							
<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. 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 withdrawn, and the conversions are now approved. The Regional employment area has been modified to exclude this site.</p> <p>Second Addendum Report on Employment Land Conversion Requests, 69 Bramalea Rd. Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	Y	Y	Y	N	Y

B7	106 East Drive						
Applicant:	Requested by the City / Reviewed in Brampton MCR						
PSEZ:	Yes – Zone 14, Pearson Airport Hub (Airport)						
Local Designation:	Office (Brampton OP), Mixed-Use (Office & Retail) (SP)						
Existing use:	Industrial						
Proposed use:	Unknown						
Area Reviewed:	0.6 ha						
Recommendation:	The conversion is not currently 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 (5.7.2.18).						
Area Supported for Conversion:	N/A						
Summary							
<p>This site is directly to the east of 69 Bramalea Rd. and is currently designated for Mixed Use (Office & 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.</p> <p>Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub & Peel MTSA Study</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would retail/commercial flexibility apply? (draft policy)	Would MTSA flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	N	Y

B8	75 Bramalea Rd						
Applicant:	SGL Planning & Design Inc.						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Office (Brampton OP), Mixed-Use (Office & Retail) (SP)						
Existing use:	One-storey industrial building						
Proposed use:	Mixed Residential building with retail, office and service commercial uses on the ground floor						
Area Reviewed:	1.5 ha						
Recommendation:	<i>Supported for conversion</i>						
Area Supported for Conversion:	1.5 ha						
Summary							
<p>This property is on the periphery of the employment area at the transition to residential uses existing to the north. This site is also directly to the north of 69 Bramalea Rd. in Brampton’s Secondary Plan 38 which has been supported for conversion. 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 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>Through Brampton’s 2017 MCR Hemson Consulting provided an analysis of the site in an report on employment land conversions, recommending 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 applicant’s proposed uses on the site include non-residential on the ground floor and were estimated to have the potential to provide more jobs than the current warehouse land use. Considering the site’s position at the northern boundary of the employment area, the conversion approved to the south, and the mixed uses intended in the proposal, it is appropriate for this site to be converted as part of a mixed-use transition into the community to the north. Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub & Peel MTSA Study</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would retail/commercial flexibility apply? (draft policy)	Would MTSA flexibility apply? (draft policy)
N	Y	Y	N	Y	Y	N	Y

B9	9381 and 9393 McLaughlin Road North						
Applicant:	Wellings Planning Consultants Inc.						
PSEZ:	Yes						
Local Designation:	Industrial (Brampton OP), Industrial/Parks and Open Space (SP)						
Existing use:	One-storey industrial building/garden centre						
Proposed use:	Request to permit residential uses.						
Area Reviewed:	4.4 ha						
Recommendation:	Not recommended for conversion						
Area Supported for Conversion:	N/A						
Summary							
<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 & 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>Market Analysis of Employment Land Conversions – Cushman & Wakefield MCR for Employment Lands – Hemson Consulting</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	N	Y	N	N	N

B10	Castlepoint Invest Inc.						
Applicant:	Malone Given Parsons						
PSEZ:	Yes – Zone 15 Pearson Airport Hub (Highway 50 Corridor)						
Local Designation:	Office (Brampton OP), SPA 8 (Office Node – Mixed Commercial/Industrial) (SP)						
Existing use:	Vacant / agricultural						
Proposed use:	Requesting conversion to introduce mixed uses including offices, retail, live/work, towns and apartments						
Area Reviewed:	8.8 ha						
Recommendation:	The Conversion is not currently 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 (5.7.2.18).						
Area Supported for Conversion:	N/A						
Summary							
<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 a potential MTSA (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 for a range of mixed uses to be considered after the Regional MCR.</p> <p>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.</p> <p>Market Analysis of Employment Land Conversions – Cushman & Wakefield MCR for Employment Lands – Hemson Consulting</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	N	N	Y	Y (partial)	N	Y

B11	1000 Steeles Ave / Bacardi Site						
Applicant:	GWD Ltd						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Business Corridor						
Existing use:	Industrial Manufacturing						
Proposed use:	To permit a banquet hall, restaurant and hotel uses						
Area Reviewed:	5.0 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Additional retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<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. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	N	Y	Y	Y	N

B12	2111 Steeles Ave E. (Canadian Tire)						
Applicant:	Zelinka Priamo Ltd.						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Office, Business Corridor (Brampton OP Schedule A), Office, Mixed Use-Office & Retail, Mixed Industrial Commercial (Brampton Secondary Plan 9)						
Existing use:	Canadian Tire Brampton Distribution Centre						
Proposed use:	Office, retail, and commercial uses considered on a portion of the site.						
Area Reviewed:	4.9 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Additional non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17) & Flexible Policy (5.7.2.18) for the Bramalea GO MTSA.						
Area Supported for Conversion:	N/A						
Summary							
<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 & 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 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. The lands are also within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, again, to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
.N	Y	N	N	N	Y	Y (partial)	Y

B13	3420 Queen Street East						
Applicant:	Bridging Finance Inc.						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Vacant						
Proposed use:	Mixed uses including residential and office						
Area Reviewed:	4.3 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Additional retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<p>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).</p> <p>The lands are located in a the Goreway (QUE-12) potential MTSA on the Queen Bus Rapid Transit line. Being within the Business Corridor designation in the Brampton Official Plan, the site benefits from the Region's has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. The lands are also within the Goreway MTSA flexible policy area which may permit a range of mixed uses, again, to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	Y	Y

B14		18 Corporation Drive					
Applicant:		Corbett Land Strategies					
PSEZ:		Yes – Zone 14 Pearson Airport Hub					
Local Designation:		Industrial (Brampton OP)					
Existing use:		Commercial & retail					
Proposed use:		Additional retail uses					
Area Reviewed:		1.2 ha					
Recommendation:		<i>Not recommended for conversion</i>					
Area Supported for Conversion:		N/A					
Summary							
<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 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. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	N	Y	N	N	N

B15	10 Victoria Crescent						
Applicant:	Delta Urban						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Vacant						
Proposed use:	Residential and mixed-uses						
Area Reviewed:	1.1 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA.						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. 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, 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>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. 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. 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 5.7.2.18.</p> <p>Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub & Peel MTSA Study</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	N	Y

B16	26 Victoria Crescent						
Applicant:	Delta Urban						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Industrial manufacturing						
Proposed use:	Residential and mixed-uses						
Area Reviewed:	2.6 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA..						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. 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.</p> <p>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. 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. 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 5.7.2.18.</p> <p>Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub & Peel MTSA Study</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	N	Y

B17	376 Orenda						
Applicant:	Delta Urban						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Industrial manufacturing						
Proposed use:	Residential and mixed-uses						
Area Reviewed:	2.6 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. 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.</p> <p>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. A small corner of the site is 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 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. 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 5.7.2.18.</p> <p>Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub & Peel MTSA Study</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	Y (partial)	Y

B18	387 Orenda						
Applicant:	Delta Urban						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Industrial						
Proposed use:	Residential and mixed-uses						
Area Reviewed:	2.0						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. 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>A portion of the site is 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 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. 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 5.7.2.18.</p> <p>Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub & Peel MTSA Study</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	Y (partial)	Y

B19	391 Orenda						
Applicant:	Delta Urban						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Industrial						
Proposed use:	Residential and mixed-uses						
Area Reviewed:	4.0 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenue, and 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 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.</p> <p>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. A small corner of the site is 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 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. 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 5.7.2.18. Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub & Peel MTSA Study</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	Y (partial)	Y

B20	10394 Hurontario Street						
Applicant:	GWD Urban Planners Ltd.						
PSEZ:	N/A						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Vacant						
Proposed use:	Commercial use for office, medical, and commercial-retail						
Area Reviewed:	0.4 ha						
Recommendation:	<i>Not recommended for conversion</i>						
Area Supported for Conversion:	N/A						
Summary							
<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 retail uses to justify the site's removal from the regional employment area, a conversion is not recommended.</p> <p>In 2020 the City of Brampton approved a City initiated OPA 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>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	N	Y	N	N	N

B21	Properties on Steeles Avenue (Between Kennedy and Highway 410)						
Applicant:	Glen Schnarr and Associates						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Retail Commercial Plazas						
Proposed use:	Mixed Use (residential, office, commercial/retail)						
Area Reviewed:	23.8 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17)						
Area Supported for Conversion:	N/A						
Summary							
<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.</p> <p>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. Considering the large size of the site and draft policy flexibility which would work to include jobs in redevelopments, a conversion of the site is not recommended at this time.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	N	N	Y	Y	Y	Y	N

B22	150 Bovaird Drive						
Applicant:	Glen Schnarr & Associates						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Commercial (auto sales)						
Proposed use:	Mixed Use (residential, commercial/retail, office)						
Area Reviewed:	1.2 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<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).</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 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>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	N	Y	N	Y	N

B23	10064 Hurontario Street						
Applicant:	Glen Schnarr & Associates						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Retail Commercial						
Proposed use:	Mixed Use (residential, commercial/retail, office)						
Area Reviewed:	1.9 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<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 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>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	Y	Y	N

B24	North side of Countryside Drive and West of Coleraine Drive						
Applicant:	RG Consulting Inc.						
PSEZ:	Yes – Zone 15 Pearson Airport Hub (Hwy 50 Corridor)						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Vacant / agricultural						
Proposed use:	Place of Worship and Private School						
Area Reviewed:	8.0 ha						
Recommendation:	<i>Not supported for conversion.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>Am 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.</p> <p>As the lands are not otherwise in a strategic growth area which mixed uses may be justified, a conversion is not supported. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	N	Y	Y	N	N	N

B25	Bramalea GO MTSA (KIT-2)
Draft Policy Framework	<i>This MTSA is proposed to form the basis of a draft flexible policy area (5.7.2.18). 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>

B26	Queen Street BRT MTSAs from Torbram to Hwy 50 (QUE-9 to QUE-15)
Draft Policy Framework:	<i>These MTSAs are proposed to form the basis of a draft flexible policy area (5.7.2.18). 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>

B27	9400 Goreway Drive						
Applicant:	Glen Schnarr & Associates Inc.						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Single residential dwelling						
Proposed use:	Mixed-use including residential, commercial/retail, and office uses						
Area Reviewed:	1.8 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<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 amenity space and retail/commercial. The subject property is on the eastern 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. The strip of properties between Humberwest Parkway and Goreway Drive (including this site) 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. While there is flexibility for other non-residential uses, the area has not been identified as a strategic growth area and has not been contemplated for the residential uses proposed by the applicant.</p> <p>In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ. 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>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	TBD	Y	N	Y	N

B28	10124 Hurontario						
Applicant:	Glen Schnarr & Associates						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Woodlot						
Proposed use:	Retail, commercial, office						
Area Reviewed:	0.9 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
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 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.							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	N	Y	Y	Y	N

B29	2250, 2280 and 2300 Queen Street East						
Applicant:	Blackthorn Development Corp						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Auto dealership						
Proposed use:	Mixed uses including commercial, office, residential						
Area Reviewed:	3.5 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Queen Street Torbram MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<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.</p> <p>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) potential MTSA on the Queen Bus Rapid Transit line in the Peel MTSA Study. MTSA flexible employment policies are proposed to apply 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>							
Is there a need for the Conversion?	Lands required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	N	Y	Y	Y	Y	Y	Y

5.3 Mississauga Sites

M1	Lakeview Waterfront						
Applicant:	Review by City of Mississauga						
PSEZ:	N/A						
Local Designation:	Business Employment (Mississauga OP)						
Existing use:	Retail, Commercial, some Industrial						
Proposed use:	Residential/mixed use						
Area Reviewed:	24.8 ha						
Recommendation:	This site is supported for conversion.						
Area Supported for Conversion:	24.8 ha						
Summary							
<p>The subject site is within the Lakeview Waterfront Major Node. The conversion refers to a portion of the Business Employment designated lands along Lakeshore Rd and changes made through Mississauga Official Plan Amendment 89. 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>Lakeview Waterfront policies are the result of extensive public, stakeholder, and inter-governmental consultation, and the conversion of certain business employment lands within the Lakeview Waterfront Major Node will support the implementation of the Inspiration Lakeview vision. Once complete, the Lakeview Waterfront Major Node will complement surrounding low density residential and mixed use lands and optimize previously underused prime waterfront space. Certain lands designated Business Employment within the Major Node will be retained and additional lands will be added on the site as an Innovation Corridor. The Lakeshore Bus Rapid Transit line is proposed to be an MTSA corridor.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y (jobs replaced)	TBD	Y	Y	N	N

M2	Dundas Connects – Dixie & Mavis Areas						
Applicant:	Review by City of Mississauga						
PSEZ:	N/A						
Local Designation:	Mixed Use and Business Employment (Mississauga OP)						
Existing use:	Retail, Commercial, some industrial						
Proposed use:	Mixed Use (possible residential), Employment Mixed Use						
Area Reviewed:	136.7						
Recommendation:	This site is supported for conversion.						
Area Supported for Conversion:	136.7						
Summary							
<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 Dundas Connects Master Plan, 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>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	Y	Y	N

M3	Great Punjab Centre (Airport Road and Drew Road)						
Applicant:	Review by City of Mississauga						
PSEZ:	N/A						
Local Designation:	Employment area – Business Employment (Mississauga OP)						
Existing use:	Retail/Commercial, Vacant						
Proposed use:	Recognize existing commercial uses and additional commercial development onsite.						
Area Reviewed:	7.4 ha						
Recommendation:	<i>This site is supported for conversion.</i>						
Area Supported for Conversion:	7.4 ha						
Summary							
<p>The conversion refers to a single property located at the southwest corner of Airport Rd. and Drew Rd., and the conversion would reflect the existing use of the site and allow for the enhancement of the adjacent intersection. The site features a large business and 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 site was reviewed in the context of the MyMalton study (MyMalton Community Vision Final Report), 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.</p> <p>The request for conversion highlights that the site will continue to prohibit residential uses. Regional staff encourage local municipal staff to 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>							
Is there a need for the conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	Y	Y	N	Y	N	N	N

M4	Clarkson GO Station Area (LWGO-2)
Draft Policy Framework:	This MTSA is proposed to form the basis of a draft flexible policy area (5.7.2.18). 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.

M13	2120 Dundas St. E
Applicant:	Orest Stoyanovskyy
PSEZ:	N/A
Local Designation:	Employment Area – Mixed Use (Mississauga OP)
Existing use:	Retail/Commercial
Proposed use:	Mixed use commercial/residential development
Area Reviewed:	0.5 ha
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).
Area Supported for Conversion:	N/A

Summary

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 [Dundas Connects Master Plan](#). 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.

Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and planned infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	Y	Y	N

M14		Dundas St. E & Mattawa Ave					
Applicant:		Glen Schnarr & Associates					
PSEZ:		Yes – Zone 13 427 QEW					
Local Designation:		Employment Area - Business Employment (Mississauga OP)					
Existing use:		Industrial / Truck Storage					
Proposed use:		Conversion from employment lands to other developable uses (unknown).					
Area Reviewed:		7.3 ha					
Recommendation:		<i>Not supported for conversion</i>					
Area Supported for Conversion:		N/A					
Summary							
<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 Dundas Connects Master Plan, 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) and the Region cannot support a conversion without Provincial support in lifting the PSEZ.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Unknown	Unknown	Y	N	N

M15	Stanfield						
Applicant:	Glen Schnarr & Associates						
PSEZ:	Yes – Zone 13						
Local Designation:	Employment Area - Business Employment (Mississauga OP)						
Existing use:	Commercial						
Proposed use:	Non-employment						
Area Reviewed:	6.7 ha						
Recommendation:	<i>Not supported for conversion</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant requested that alternative non-employment uses be considered on the site. The property is within the study area of the Dundas Connects Master Plan, 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>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	N	Y	Unknown	Unknown	Y	N	N

M17	1000 Dundas Street East						
Applicant:	Plan Logic Consulting Inc.						
PSEZ:	N/A						
Local Designation:	Employment Area - Mixed Use (Mississauga OP)						
Existing use:	Retail / Auto Sales						
Proposed use:	Retail, Office, Residential Uses						
Area Reviewed:	0.4 ha						
Recommendation:	<i>Supported for conversion</i>						
Area Supported for Conversion:	0.4 ha						
Summary							
<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 Dundas Connects Master Plan, and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis & Dixie.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	Y	Y	N

M22	1699-1701 Dundas St. E						
Applicant:	ATA Architects Inc.						
PSEZ:	N/A						
Local Designation:	Employment Area - Mixed Use (Mississauga OP)						
Existing use:	Place of Worship						
Proposed use:	Senior's residence, retail at grade, with the place of worship maintained						
Area Reviewed:	1.3 ha						
Recommendation:	<i>Supported for conversion</i>						
Area Supported for Conversion:	1.3 ha						
Summary							
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 Dundas Connects Master Plan and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis & Dixie.							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
Y	N	Y	N	Y	Y	Y	N

M23	5170 Dixie Road						
Applicant:	Sajecki Planning						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Employment Area - Mixed Use (Mississauga OP)						
Existing use:	Retail Commercial						
Proposed use:	Mixed use (retail, office, residential)						
Area Reviewed:	1.9 ha						
Recommendation:	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
Area Supported for Conversion:	N/A						
Summary							
<p>The site was proposed to be removed from the employment area to permit 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 Eglinton Ave which serves the adjacent employment area, however the business employment designation continues 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 lands are located directly on Dixie Road and 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. A conversion to permit additional uses like residential is not supported at this time. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
Is there a need for the Conversion?	Lands Required for employment purposes	Maintain sufficient employment land if removed	Does the proposed use Impact the viability of surrounding lands?	Can existing and Planned Infrastructure support the use?	In a Strategic Growth Area?	Would Retail/ Commercial Flexibility apply? (draft policy)	Would MTSA Flexibility apply? (draft policy)
N	Y	Y	Y	Y	N	Y	N



Peel2041+

Land Needs Assessment Update

Planning and Growth Management Committee

June 17, 2021

Duran Wedderburn
Regional Planning & Growth Management
Region of Peel





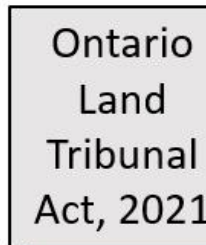
Growth Context

Provincial Policy Statement, 2020

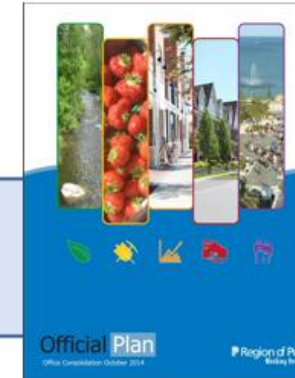
Growth Plan Amendment 1, 2020

Regional Official Plan (Peel 2041+)

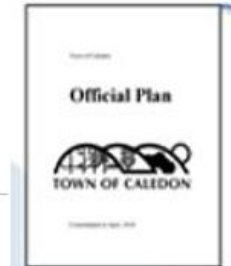
Planning Act



Provincial Land Use Plans



Regional Official Plan



Local Official Plans

Zoning By-Laws

Secondary Plans

Non-Statutory Master Plans

Development Review



Provincial LNA Methodology

COMMUNITY AREA

- R1 POPULATION FORECASTS
- R2 HOUSING NEED
- R3 ALLOCATION OF HOUSING NEED
- R4 HOUSING SUPPLY POTENTIAL BY POLICY AREA
- R5 COMMUNITY AREA JOBS
- R6 NEED FOR ADDITIONAL LAND

EMPLOYMENT AREA

- E1 EMPLOYMENT FORECASTS
- E2 EMPLOYMENT ALLOCATION
- E3 EXISTING EMPLOYMENT AREA POTENTIAL
- E4 NEED FOR ADDITIONAL LAND



Background

February 18, 2021 PGMC

- Preliminary draft growth forecasts
- Updating studies in response to the 2051 Planning Horizon
 - Planned Employment Planning Implementation Report
 - [Draft Intensification Analysis: Strategic Market Demand, 2020](#)
 - [Employment Strategy Discussion Paper, 2017](#)

April 29, 2021 PGMC

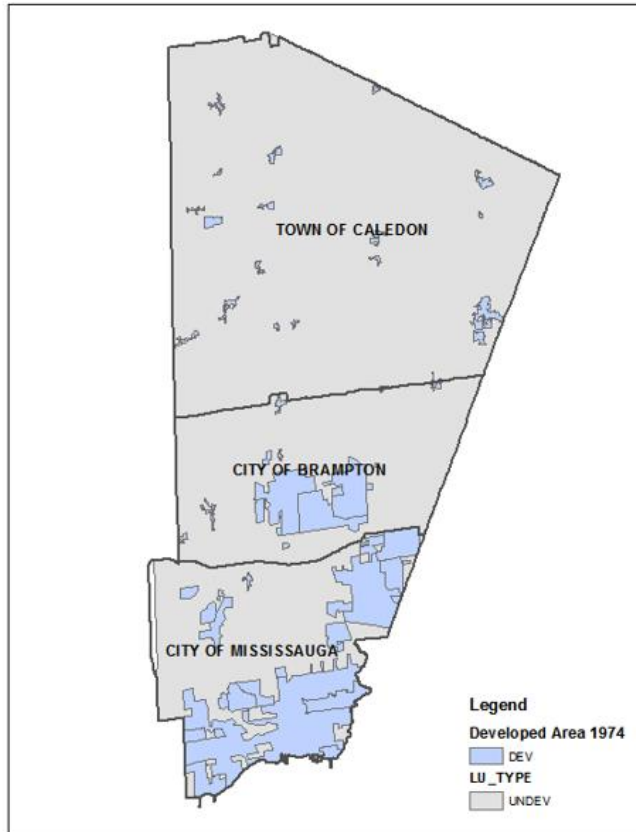
- Region's draft Land Needs Assessment Methodology and Intensification Analysis



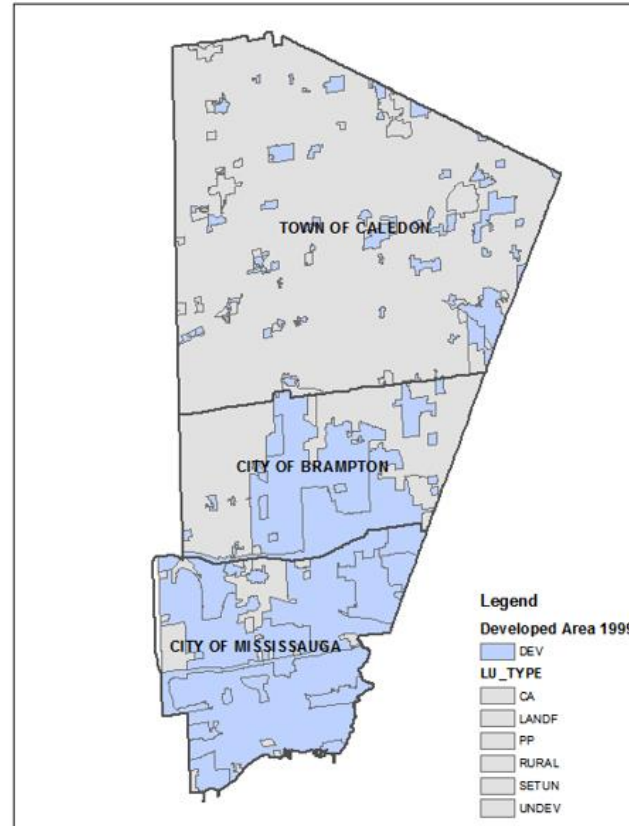


History of Growth Planning

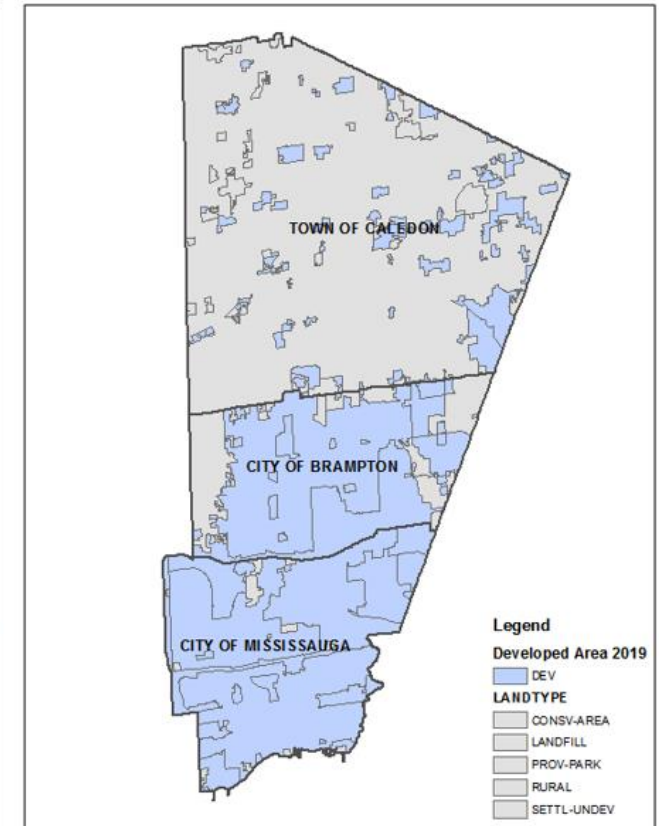
1974



1999



2019



Source: Peel Data Centre

The land use type - "LU_TYPE"

For 1954-1999, any LU_TYPE that isn't "Other" is considered developed.

For 1999-2019, any LU_TYPE that isn't UNDEV, RURAL, PP, SETUN, CA, LANDF, is considered developed.



Population & Unit Forecasts

The Region of Peel is forecasted to accommodate:

- additional 700,000 people by 2051
- additional 270,000 units by 2051

Draft Municipal Allocation

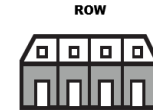
	2021	2051	Growth
Municipality	Population	Population	Population
Caledon	81,000	300,000	219,000
Brampton	698,000	985,000	287,000
Mississauga	799,000	995,000	196,000
Peel	1,578,000	2,280,000	702,000

	2021	2051	Growth
Municipality	Units	Units	Units
Caledon	24,000	92,000	68,000
Brampton	186,000	292,000	106,000
Mississauga	246,000	344,000	98,000
Peel	456,000	727,000	271,000



Residential Units

- Accommodating residential units in the forecast



	Residential Unit Categories		
Structure Type	Single- and Semi- Detached	Row	Apartments
Single- Detached	X		
Semi- Detached	X		
Townhouse		X	
Back-to-Back Townhouse		X	
Stacked Townhouse		*	*
Apartment or flat in Duplex	*		*
Apartment Building, more than 5 storeys			X
Apartment Building, fewer than 5 storeys			X
Accessory Units (laneway housing, granny flats, garden suites)	X		

Notes: X- Census and CMHC specific definitions/ * - Peel adjusted 5.2-110

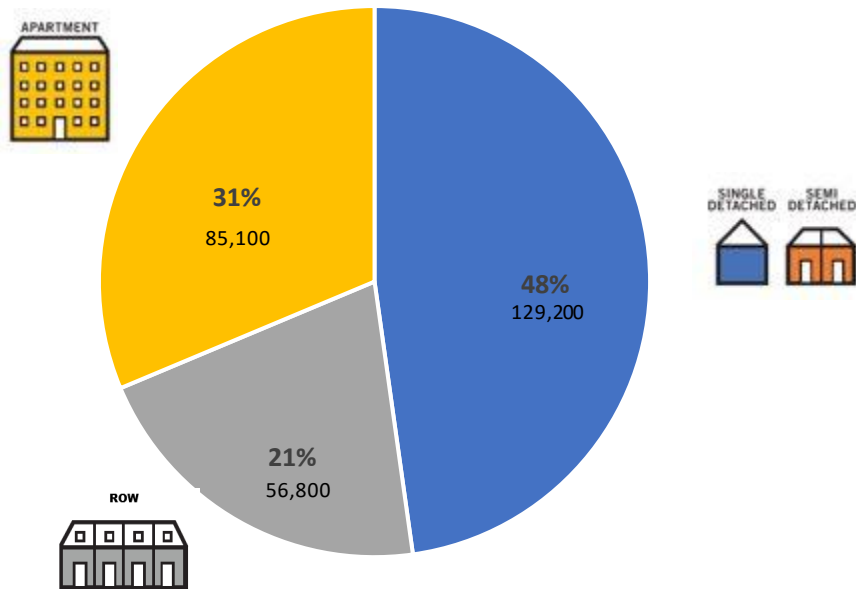


Accessory Units

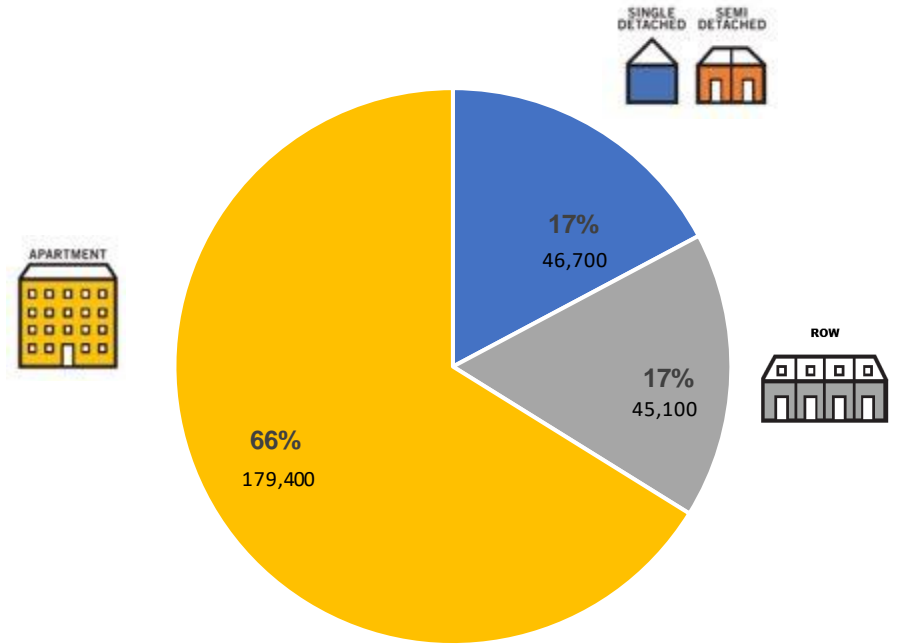
- Emerging area of interest
- Brampton and Mississauga currently reviewing policies
- Registering existing units vs Creating new units
- New CMHC Report on Second Units in Ontario indicates a high proportion of second units in Brampton and Mississauga



Housing Need Analysis



Market Based Analysis
2021-2051 New Units

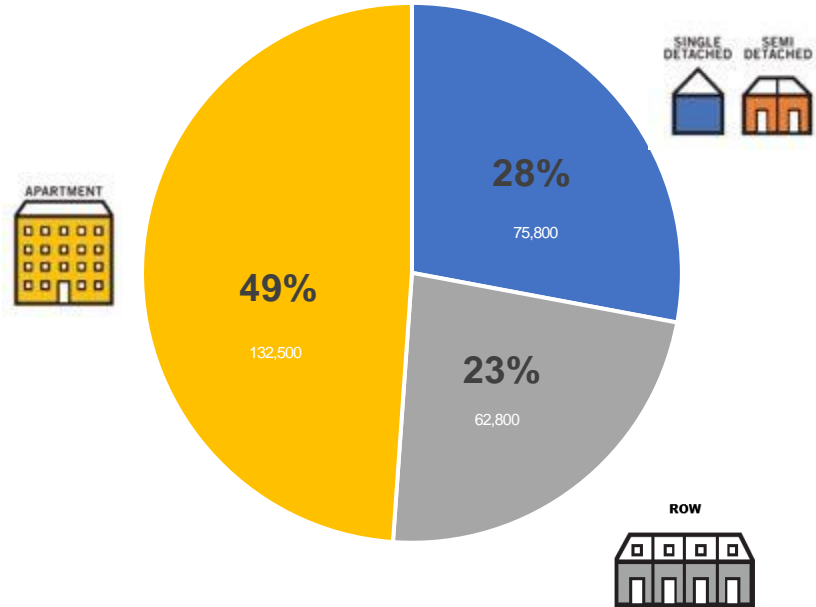


No Settlement Area Boundary Expansion
2021-2051 New Units



Adjusted Housing Need

New Growth by Unit Type (%) 2021-2051 in Peel



Key Considerations:

- Existing Land Supply
- Exceeding minimum intensification target
- Local municipal planning and visioning
- Leveraging transit investment in Strategic Growth Area
- Climate Change and compact built forms



Fiscal Impact Analysis

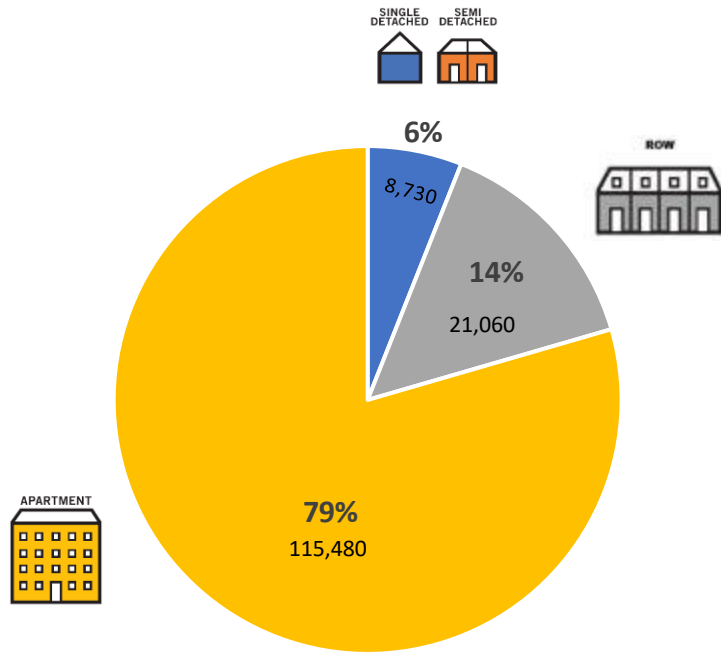
	Minimum Intensification Target	Minimum Designated Greenfield Area Target (residents and jobs per hectare)	Community Area Land Need	Employment Area Land Need
LNA Base Scenario	55%	65 r/j per ha	3,000	1,400
LNA Base Scenario + additional employment	55%	65 r/j per ha	3,000	1,600
High DGA Density	55%	75 r/j ha	2,500	1,400
Lower DGA Density	55%	55 r/j ha	3,200	1,400
Minimum Intensification	50%	65 r/j ha	4,200	1,400



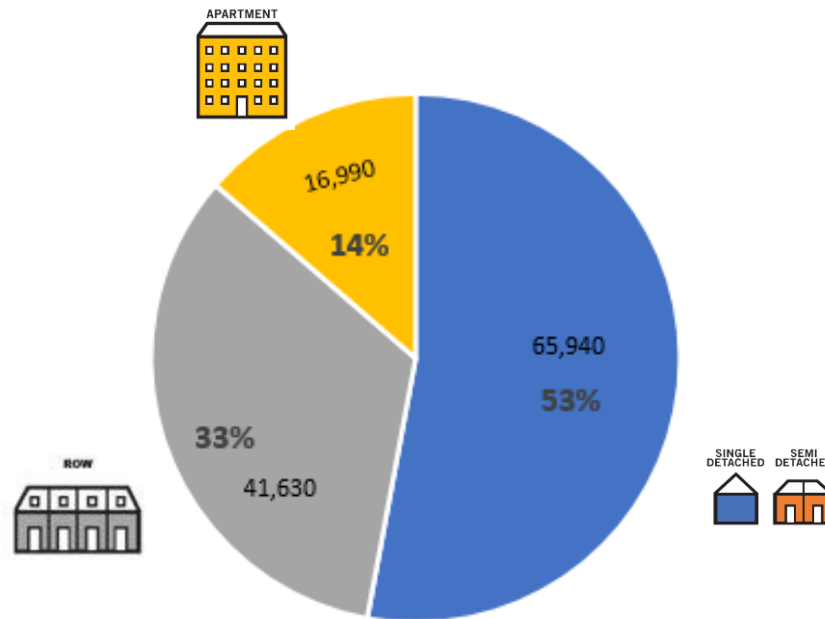
Housing Growth By Policy Area

Growth By Policy Area (%) 2021-2051

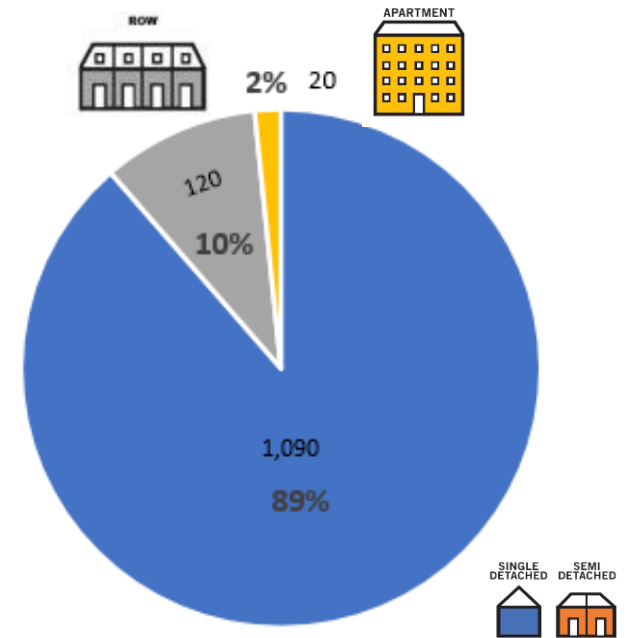
Delineated Built-up Area



Designated Greenfield Area (DGA)



Rural Area





Existing DGA Capacity

	2021	2051
Total r+j	15,700	59,700
Land Area	970	970
Density (r&j/ha)	16	61

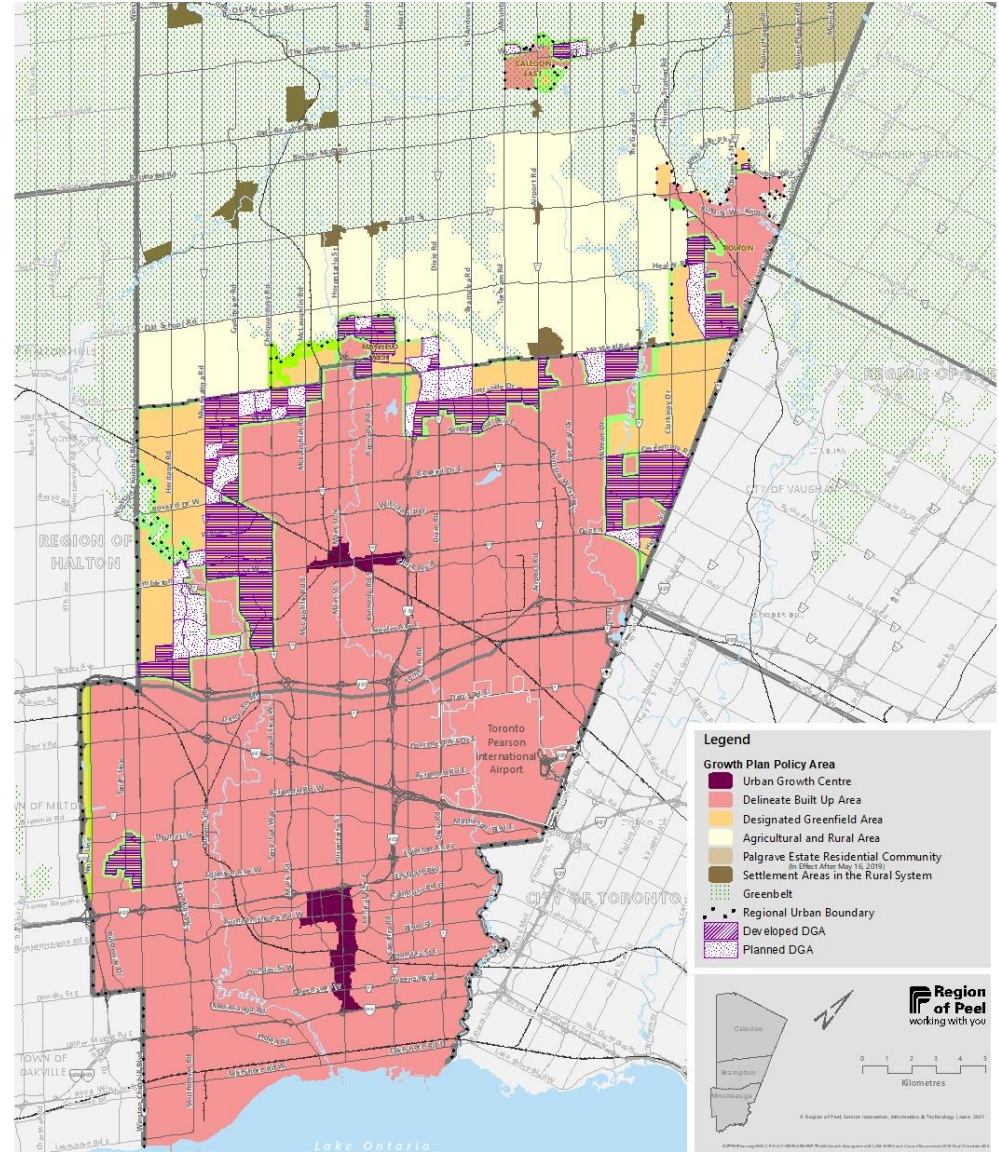
Caledon

	2021	2051
Total r+j	187,500	408,100
Land Area	5,730	5,730
Density (r&j/ha)	33	71

Brampton

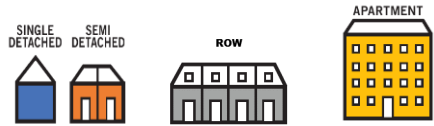
	2021	2051
Total r+j	16,200	25,900
Land Area	290	290
Density (r&j/ha)	56	90

Mississauga



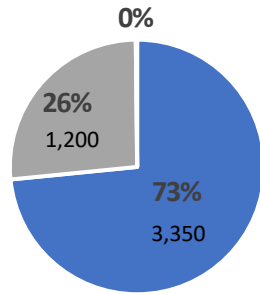
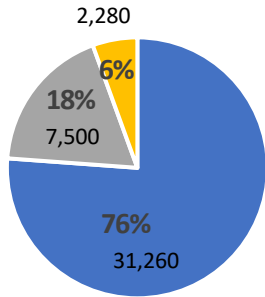
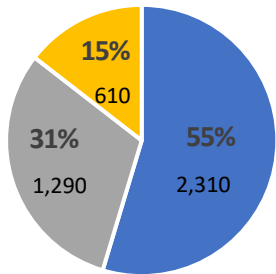


Existing DGA Capacity – Unit Mix



2021

Total Units in Community Greenfield Area

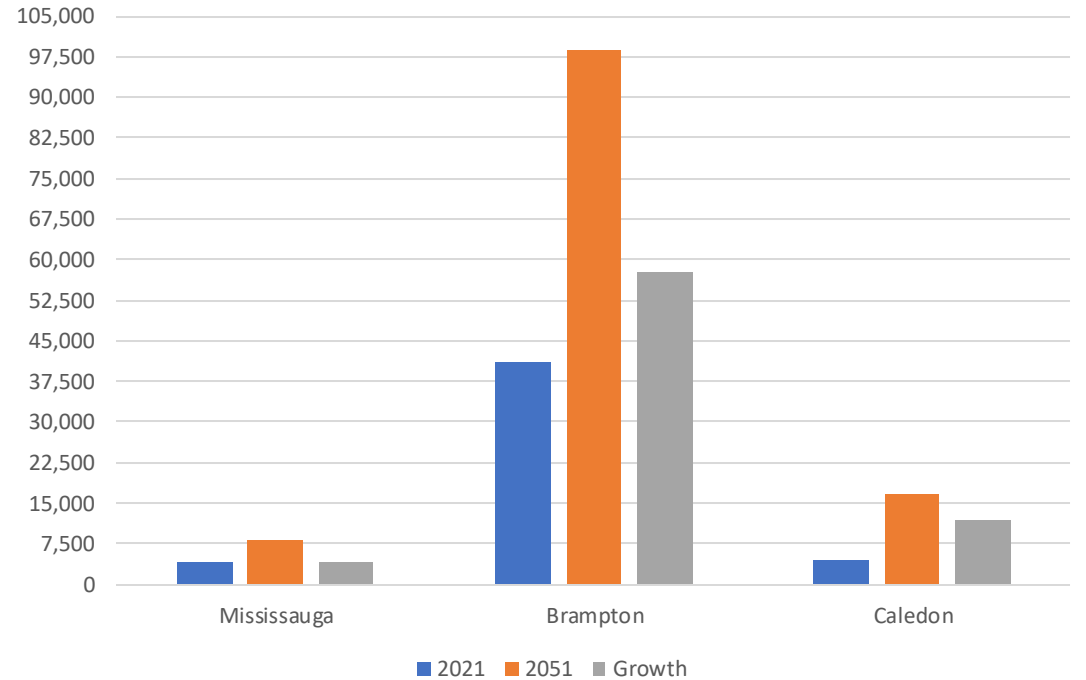
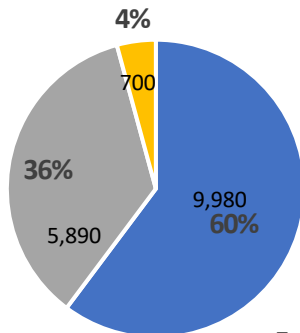
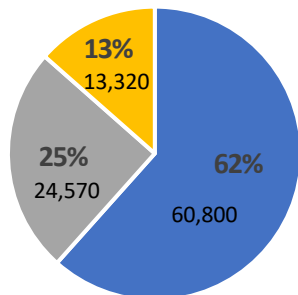
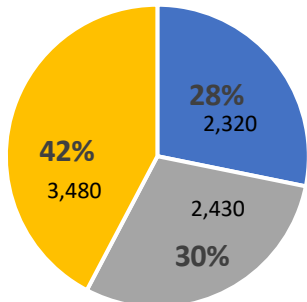


Mississauga

Brampton

Caledon

2051





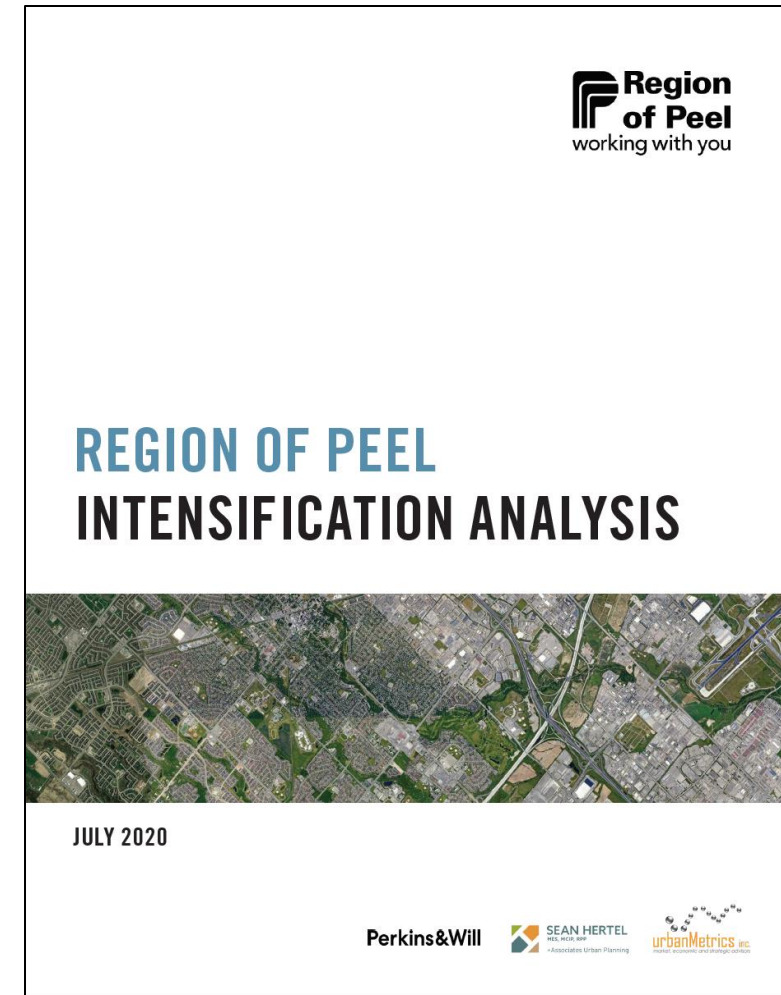
Intensification Analysis

2051 addendum

Update to Peel Region Intensification Analysis Memo

Key findings:

- Covid-19 impacts on housing affordability and flexibility to live further away from City Centres could impact intensification in the short term.
- Long term, trends in demographics will continue to impact market choice.
- To 2051, corridors such as Queen and Dundas Street will play larger role in accommodating intensification.





Employment Forecasts

The Region of Peel is forecasted to accommodate:

- an additional 330,000 jobs by 2051

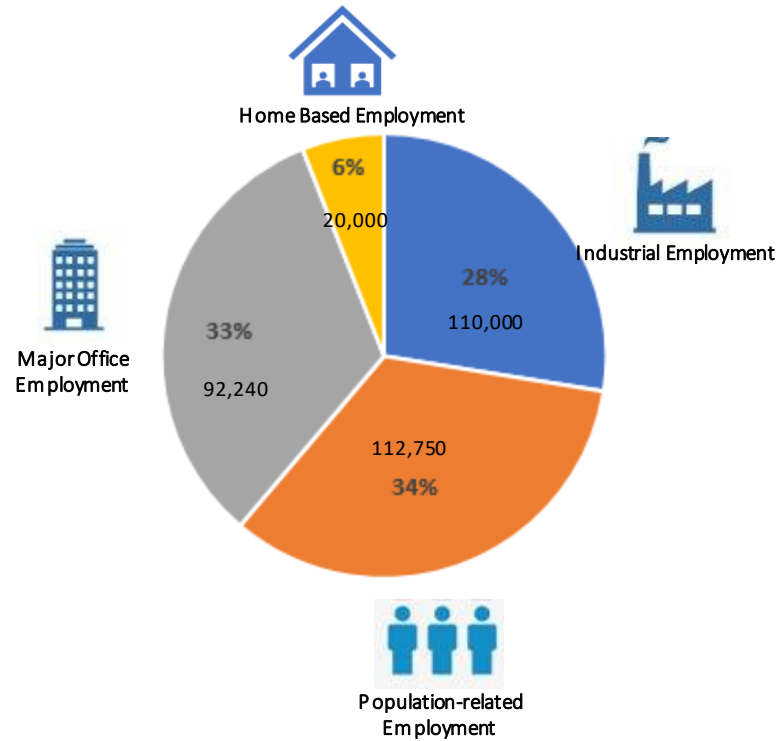
Draft Municipal Allocation

	2021	New 2051	Growth
Municipality	Employment	Employment	Employment
Caledon	27,000	125,000	98,000
Brampton	209,000	355,000	146,000
Mississauga	500,000	590,000	90,000
Peel	736,000	1,070,000	334,000

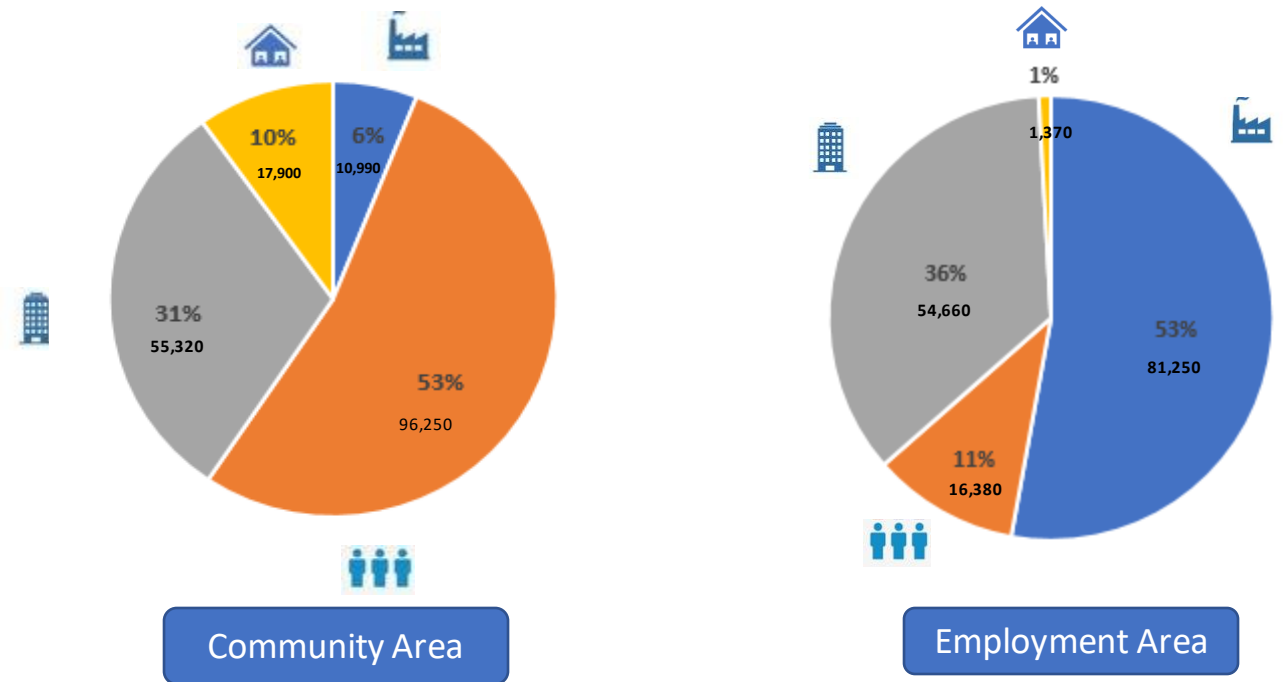


Employment Forecast

Growth By Employment Type (%) 2021-2051



Growth By Employment Type (%) 2021-2051 By Land Use Category*



*Subject to change based on final employment area mapping



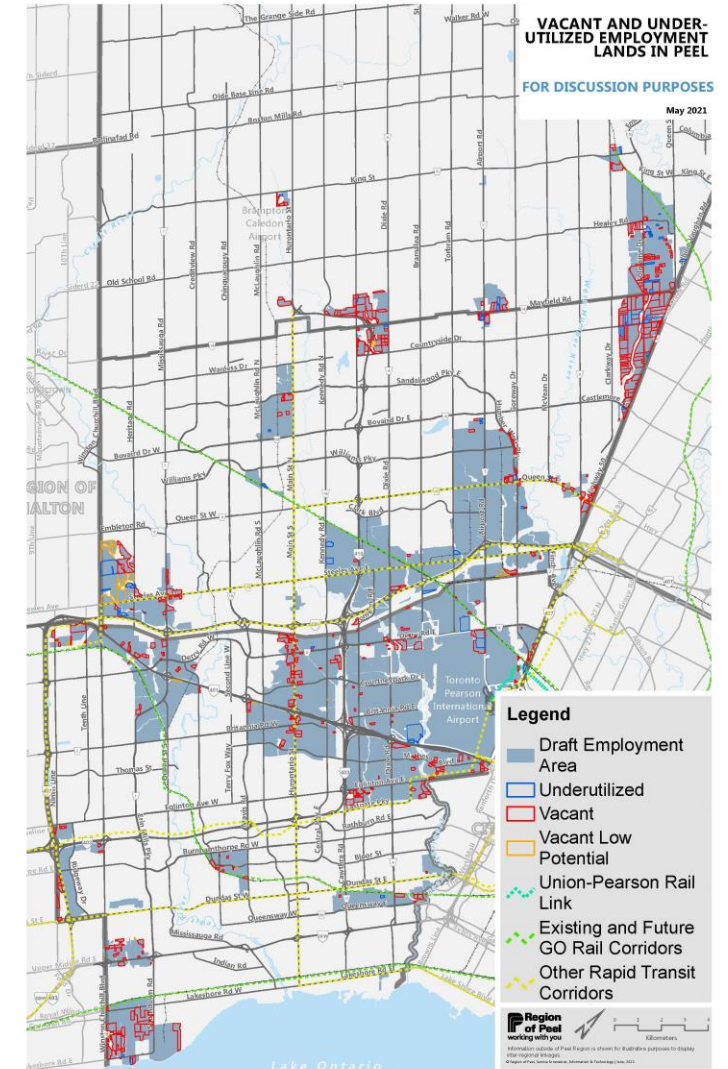
Employment Land Supply Analysis

Vacant and Underutilized Land Inventory

- 14,880 hectares of land in regional employment area
- 1,580 hectares are vacant
- 400 hectares are underutilized

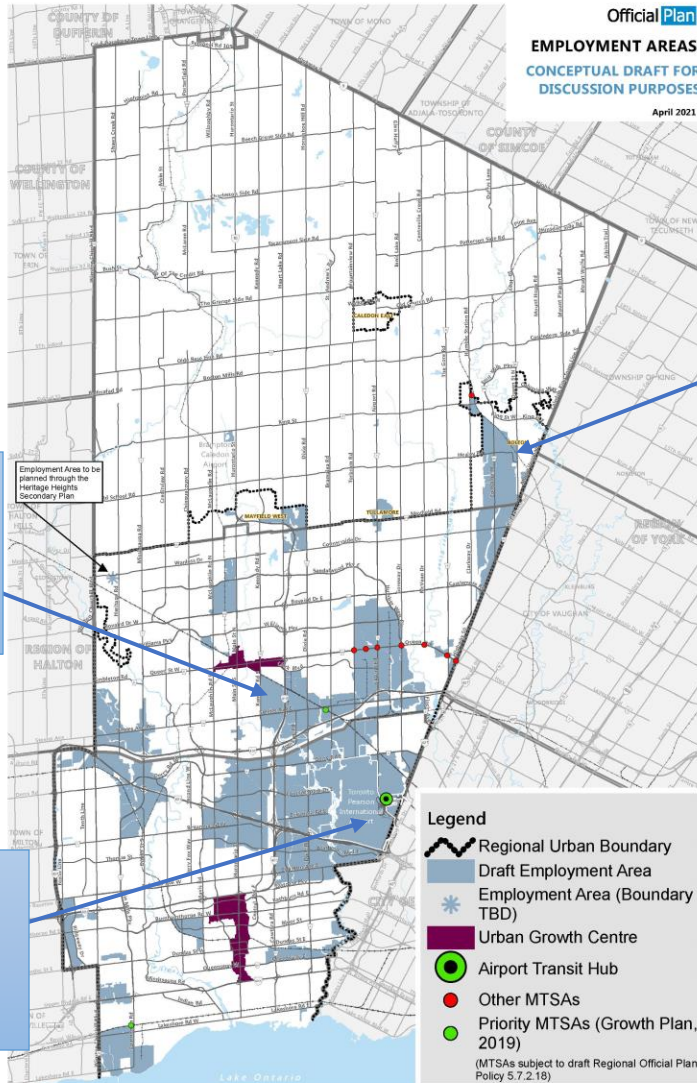
Parcel Attributes

- A range of parcel sizes (less than 0.5 hectares to 65 hectares)
- 51% of sites above 1 hectare
- 1,310 hectares of land in sites above 5 hectares
- Good access to goods movement corridors





Intensifying Existing Employment Areas



Steeles Industrial
 34 r&j/ha (2021)
 41 r&j/ha (2051)
 3,000 - Additional Jobs

Airport CC
 118 r&j/ha (2021)
 151 r&j/ha (2051)
 10,000 – Additional Jobs

Bolton Employment Exp
 12 r&j (2021)
 28 r&j (2051)
 3,500 – Additional Jobs

Total Employment Area Job Growth 2021-2051				
2021 Jobs	Density (jobs/ha)	2051 Jobs	Density (jobs/ha)	2021-2051 Job Growth
480,290	28	595,450	34	115,160

**Subject to change based on final employment area mapping*

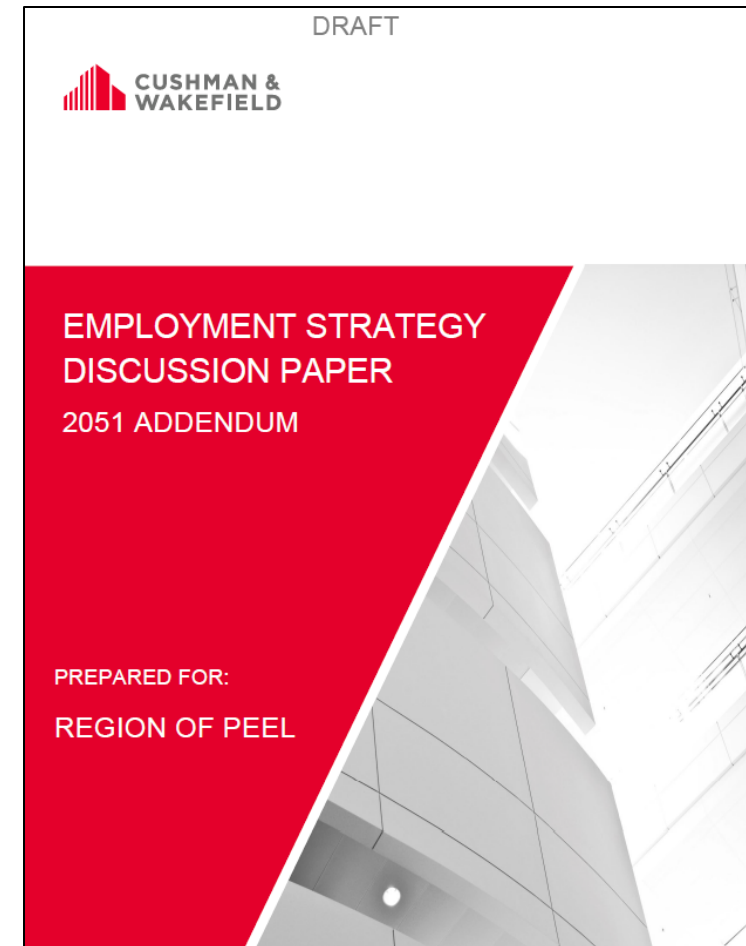


Employment Strategy Discussion Paper

Updates to Employment Strategy Discussion Paper

Key findings:

- The industrial sector has performed well during Covid-19
- Peel's industrial areas have key site selection attributes (highway/transit, labour availability, business climate)
- Economic and population growth may off-set structural impacts of work from home
- Trends in office space may shift towards practices that allow for distancing such as agile work and rotating shifts





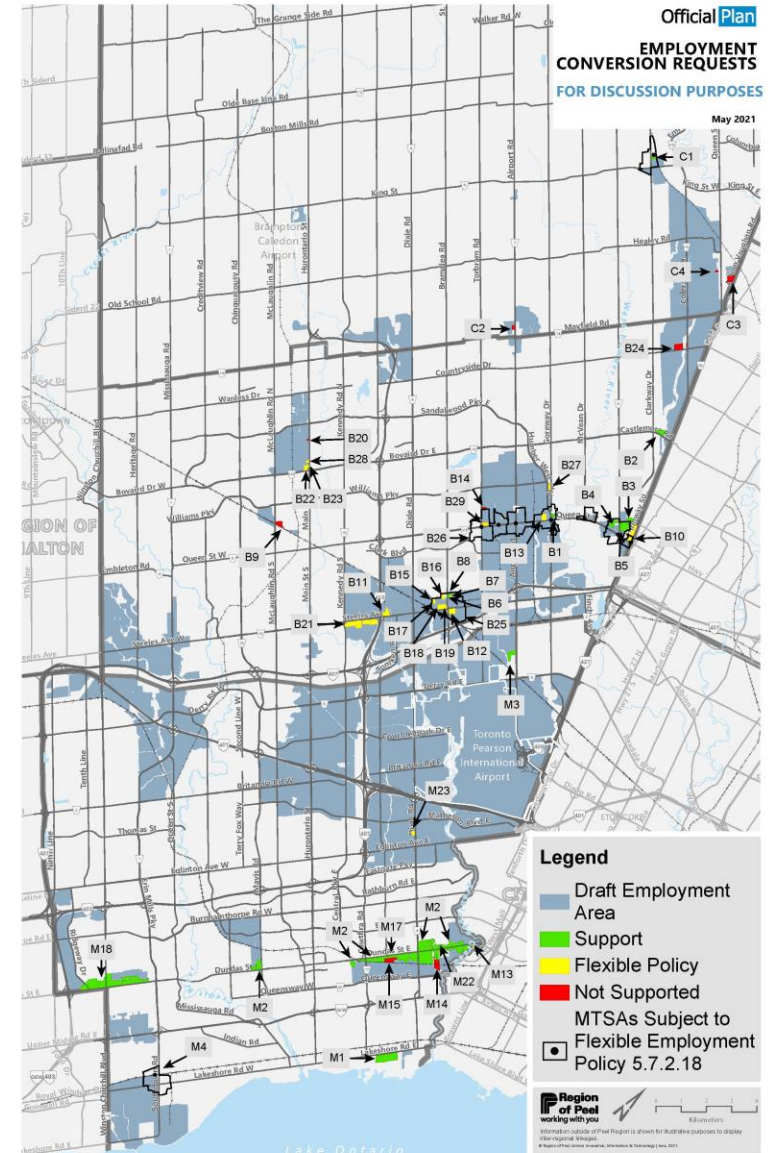
Preliminary Employment Conversion Analysis

Evaluation considerations

- Growth Plan requirements
- Employment Strategy Discussion Paper
- Regional/local strategic considerations

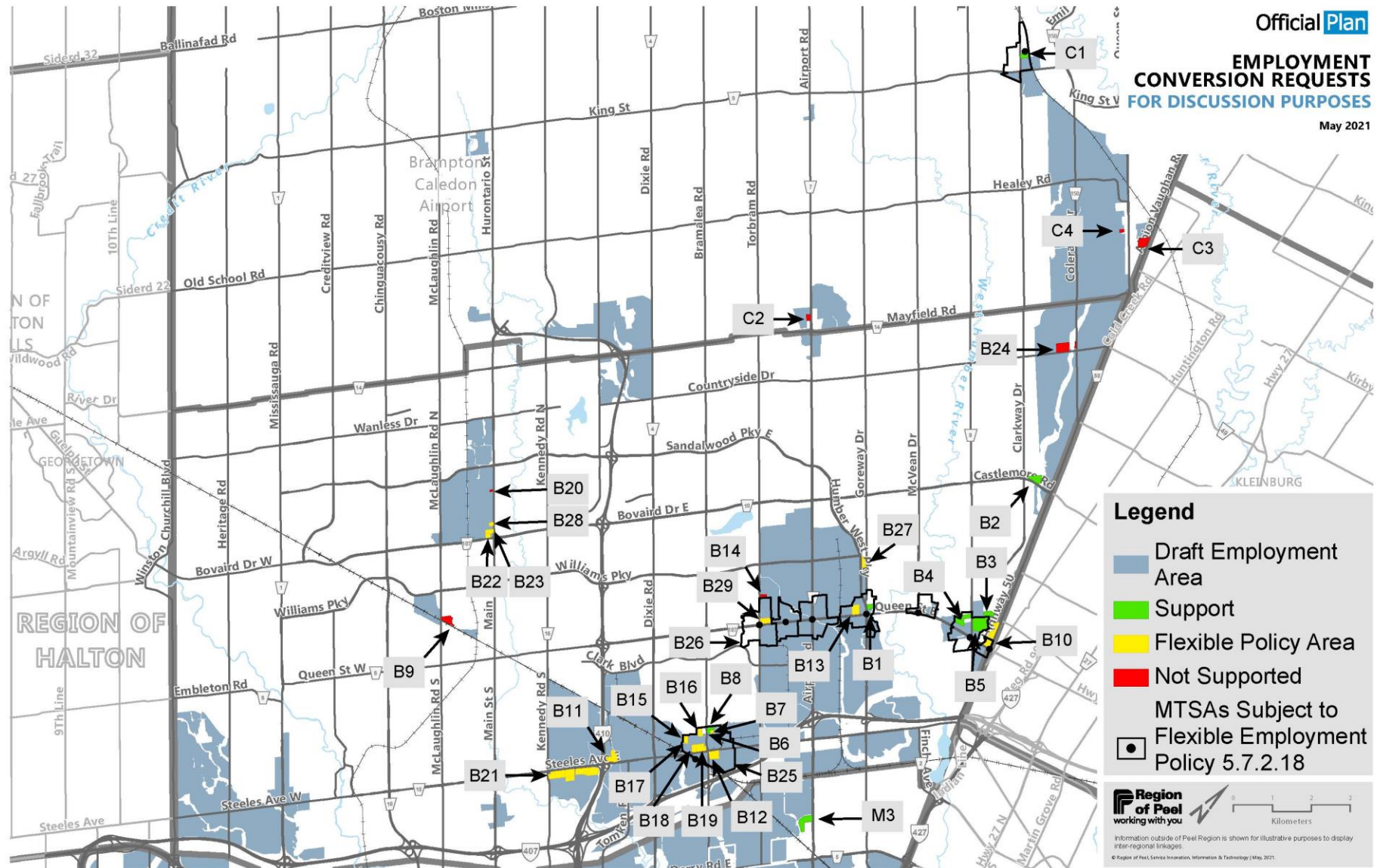
Preliminary Analysis Categories

- Not Supported
- Supported
- Flexible Policy Area
 - Major Transit Station Areas
 - Retail/Commercial uses in Business Corridor or Mixed-Use designations



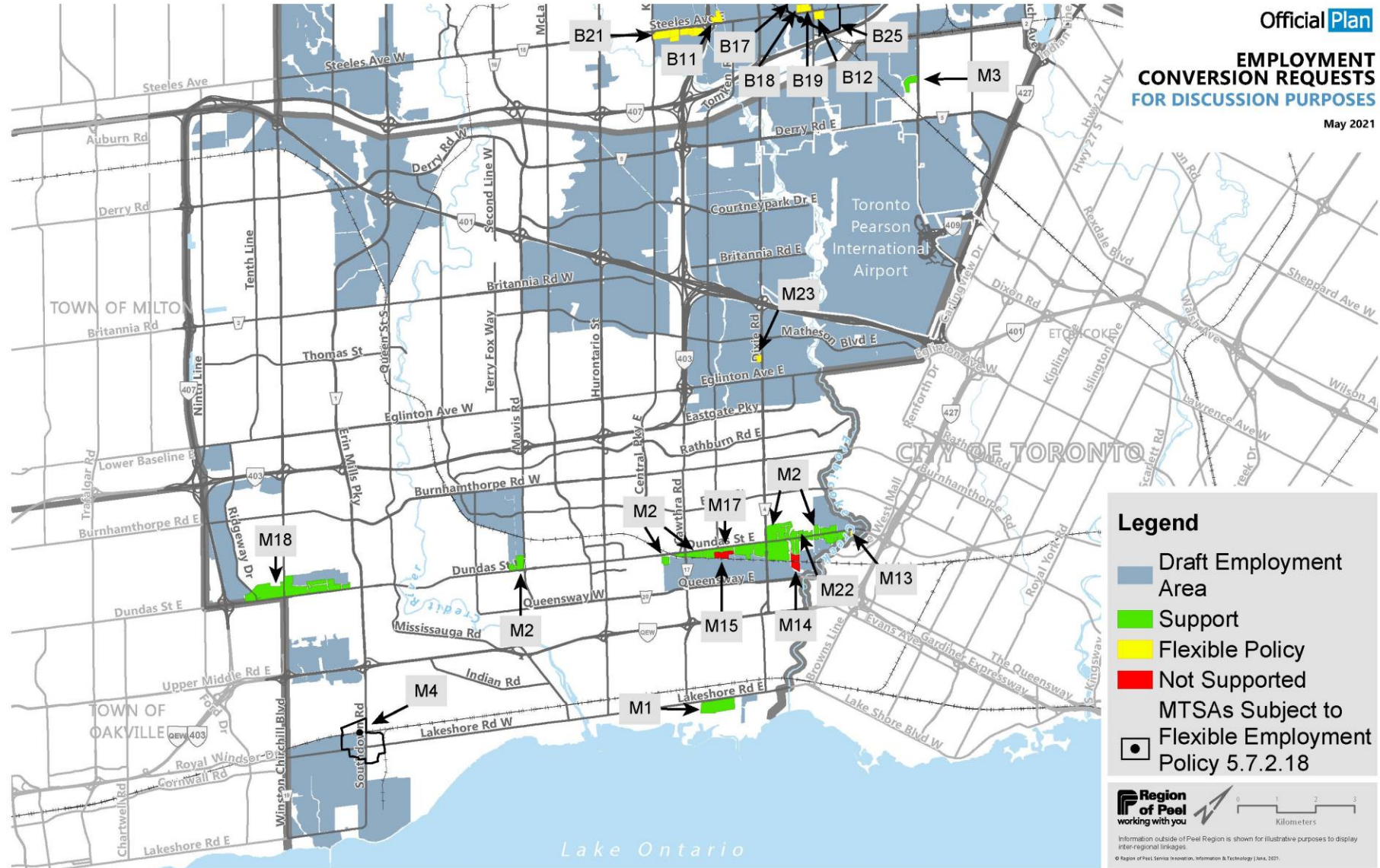


Preliminary Employment Conversion Analysis





Preliminary Employment Conversion Analysis





Employment Conversions

- 41 Employment conversion requests received
- 380 hectares of land requested
- 270 hectares supported by the Region (Majority in Dundas Connects)
- 71 hectares proposed to be considered through flexible policy criteria



Next Steps

- Post supporting documents and analysis on website for comment
- Notify stakeholders of preliminary Employment Conversion analysis
- Finalize Land Needs Assessment based on fiscal analysis and stakeholder feedback
- Release full report in Fall 2021