

Peel2051

Regional Official Plan Review and Municipal Comprehensive Review

Employment Planning Implementation Report, March 2022

and April 2022 Addendum



Note to Reader: The analysis of individual employment conversion requests (Section 3.6 of this report) and the staff recommended Schedule E-4 - Employment Areas (Section 4.1.1) reflect the March 2022 report status. Changes resulting from the April 28, 2022 Regional Council resolutions and adopted new April 2022 Region of Peel Official Plan are described in the appended Employment Planning Implementation Report April 2022 Addendum.

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1.0 Introduction and Background

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

This report has been prepared to leverage, synthesize, and document past work on employment planning in Peel, and to present additional information to respond to Provincial initiatives including employment policies in the Growth Plan 2019 (i.e. conversion policies, employment densities, and provincially significant employment zones). This report will serve as a background document to inform the updated Region of Peel Official Plan employment policy framework, mapping and implementation tools as a part of the Growth Management focus area in the Peel 2051 Official Plan Review.

Regional staff are recommending revisions to the Regional Official Plan to incorporate updated employment policies and new mapping to designate employment areas. The body of this report reflects the research and analysis which informed the Regions proposed employment policy framework and implementation directions. The employment analysis in the Peel 2051 MCR informs the Land Needs Assessment, with both additions, removals, and consumption of the employment land base presented in new mapping, employment conversion review, and vacant and underutilized land inventory.

1.1 Context and Current State of Employment in Peel

1.1.1 Peel as Part of the GTAH Employment Market

The broader Greater Toronto Area and Hamilton (GTAH) market is experiencing a shift in job growth by employment sector as how people choose to work, and the location of job opportunities evolves. The shifts merit a review of the Region's employment policies to ensure they provide the appropriate flexibility to respond to market changes and provide sufficient opportunities for employment growth. This report has been prepared to review Peel's employment planning framework, provide recommendations to respond to current and future needs, and feed into the Peel 2051 Official Plan Review.

The Region of Peel is central to the Greater Toronto and Hamilton Area (GTHA) and adjacent to the City of Toronto. The Region encompasses three local municipalities, Caledon, Brampton, and Mississauga which support employment uses in rural, suburban, and urban forms. Peel has a strategic location in the GTHA with access to multiple 400-series highways, intermodal facilities, Toronto Pearson International Airport. This unique context has resulted in the predominant employment types in Peel to be goods movement, warehousing, and logistics related, while Peel also supports the headquarters to many local, national, and international firms that support "knowledge-intensive" jobs.

Key observations on Peel's employment and economic landscape have been presented in reports by Pamela Blais of Metropole Consultants and the Neptis Foundation, titled Planning for

Prosperity (2016) and Planning the Next GGH (2018). The following points are key messages for Peel from these reports:

- Peel supports the “Pearson Airport Megazone” which is a large, contiguous, and multijurisdictional area focused on core employment.
- Two of the key areas in Peel experiencing employment growth are “Suburban Knowledge Intensive Districts” (SKIDS). SKIDS are areas that concentrate jobs including soft tech, finance, and telecommunications. Peel has supported job growth in the Meadowvale Corporate Centre and Airport Corporate Centre SKIDs, while SKIDs in many other municipalities attracted little to no job growth between 2006 and 2016.
- All three local municipalities have supported the growing logistics sector, supporting different types of warehouse/distribution buildings including warehouses, distribution centres, truck terminals, and fulfillment centres. These are all supported by Peel’s goods movement network.

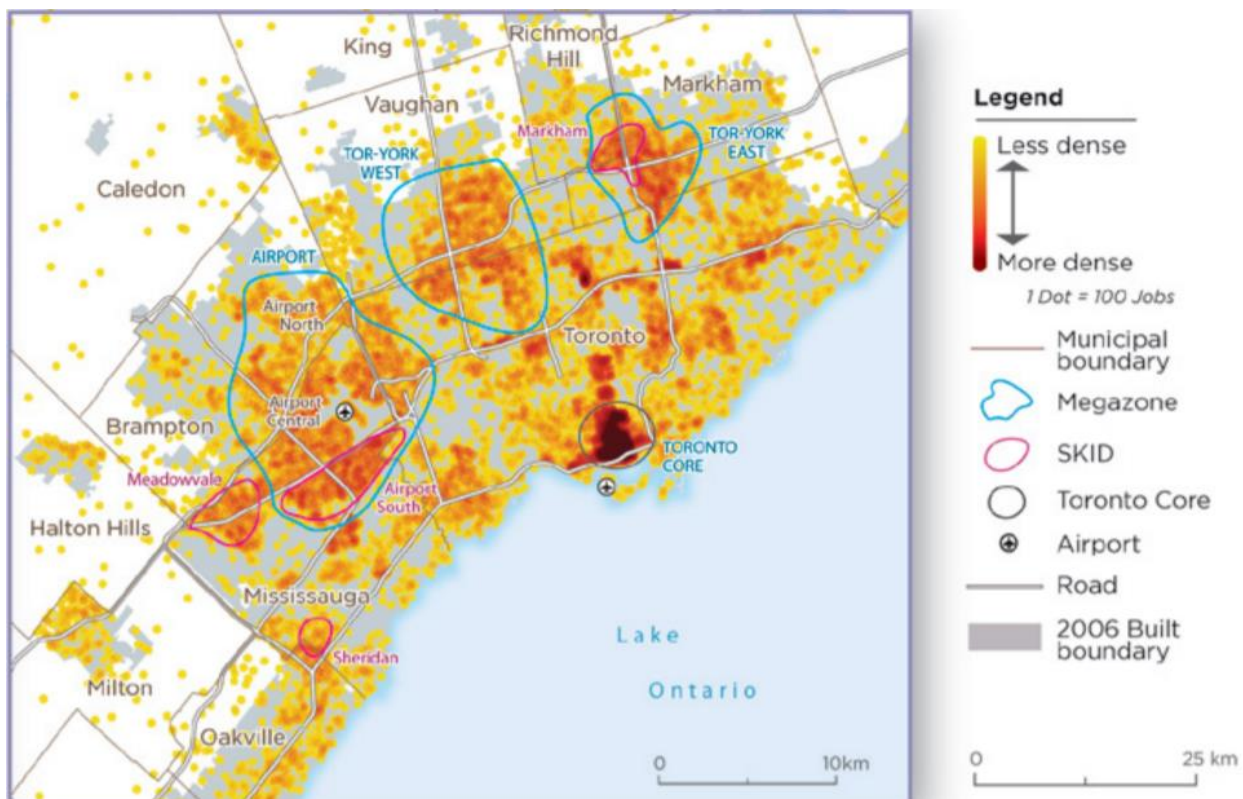


Figure 1: Excerpt of Map 3 in Planning for the GGH of November 30, 2018, by Pamela Blais, Metropole Consultants and the Neptis Foundation, which depicts the Pearson Airport Megazone, Meadowvale SKID, and Airport South SKID in Peel.

1.1.2 Regional Council’s Employment Term of Council Priority

As part of Regional Council’s 2018 to 2022 term of council priorities (TOCP), the priority of “living” includes “Enhance Supports for Employment.” To elaborate on this TOCP, the [Term of Council Priority webpage](#) states: “At the end of this Term of Council... Peel is a community where employment support and opportunities are improved” Achieving this goal will partially be completed by programs run through Peel Human Services (the Peel Poverty Reduction

Strategy), as it is not the role of land use planners to directly connect residents with jobs through employment services. Long-range planning in the Peel 2051 Official Plan Review will ensure that our employment forecasts are met to contribute to the availability of jobs.

Peel does not have an economic development role, as that is within the purview of local municipalities, so our role in ensuring our employment forecasts are met is presented in our land use planning. The Region is responsible for ensuring we have sufficient land to provide employment opportunities for employers of different sizes.

As the Region strives to meet the TOCPs and vision of Community for Life, the employment trends and challenges outlined must be responded to and addressed.

- Long commutes that result from travelling to access jobs contribute to sedentary behaviour and poor health. Growth management and employment policies have an important role to play in supporting healthy complete communities. Maximizing opportunities in Peel to “live, work, and play” in the same place, is crucial for achieving our vision, retaining talent, and becoming more sustainable. This can be achieved by planning for employment which is closer to residents and accessible by transit and active transportation.
- The Region of Peel has recognized a housing crisis. Precarious work and low wages exacerbate the lack of affordable housing and overall well being of Peel residents. While ROP policies and implementation tools are being updated to address the housing needs of residents, employment policies and implementation tools can also provide more opportunities for stable work.

As the economy shifts and Peel residents enter logistics, service, and knowledge-based jobs, Peel must plan to accommodate those employers within the municipality to provide more high-quality employment opportunities “close to home.”

[1.2 Employment Trends, Challenges, and an Employment Strategy for Peel](#)

1.2.1 Employment Strategy Discussion Paper, 2017

In 2017, the 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. This work formed part of the integrated approach to planning and managing growth to support the draft Growth Management Regional Official Plan Amendment at the time.

The report addressed provincial policies and market trends and concluded with strategies and recommendations to mitigate risks and position the Region to meet its employment forecasts to 2041. This included the need to protect existing Employment Areas and develop Regional policies for strategic employment areas that will be planned through Settlement Area Boundary Expansion to support the Region’s goods movement corridors and facilities.

1.2.2 Rethinking Municipal Finance for the New Economy, 2019

In 2019, the Region of Peel commissioned the MOWAT Centre to undertake a study titled [Rethinking Municipal Finance for the New Economy \(PDF\)](#) which recognized ‘changing nature

of work' and presented how it is shaping Peel. The report included conclusions that the Peel economy is in transition in many ways:

- Due to a shift from goods production to good movement, development of manufacturing plants is being replaced by the development of warehouses and distribution centres.
- Both the manufacturing and warehousing jobs in Peel are susceptible to automation.
- The service sector continues to expand with an emphasis on knowledge-based jobs.
- Growth in the knowledge economy and “telecommuting”/work from home arrangements are reducing the floor space per worker
- Standard employment that is full-time, permanent, and includes employer-provided benefits was shown to be in decline in Peel.
- “Non-standard” employment such as temporary, self-employed, or part-time positions have had above average growth in the Peel labour market, which is correlated with the rise of precarious work.

1.2.3 Staff Reports to Regional Council, February 2020

On February 27, 2020, two staff reports to Regional Council were presented on the topics of an [Employment Policies and Trends Overview](#), and [An Overview of the PSEZ Framework and Implications for the Peel Settlement Area Boundary Expansion Study](#).

The data expressing employment trends and challenges confirmed what was presented in the Employment Strategy Discussion Paper and Mowat Report; Peel continues to be in the midst of an economic change of decreasing manufacturing activity, with a shift to increased service, knowledge-based, and goods movement or warehousing activity. Peel's robust and connected regional and international transportation network will continue to be critical for our attractiveness for the industrial sector and has supported some office development in the Airport Corporate Centre and Meadowvale Corporate Centre. However, the shift to knowledge-based sectors is not being supported with major office development within Peel (or other suburban GTHA municipalities), which has largely occurred in Downtown Toronto in the last ten years. The gross floor area in the development pipeline in Peel is proportionally overrepresented by industrial and retail/commercial uses rather than major office. Increasing the major office development in Peel continues to be a challenge. While these reports were prepared before the onset of the COVID-19 Pandemic and its employment impacts, much of the trends indicated remain ongoing and relevant.

1.2.4 Employment Strategy Discussion Paper 2051 Addendum, February 2022

Following the release of the 2051 planning horizon and forecasts in the Growth Plan, Cushman and Wakefield was retained for further work to provide updates to the Employment Strategy Discussion Paper for the extended planning horizon. Other updates include:

- Describing changes to the provincial policy framework;
- Impacts of the COVID-19 pandemic, and early indicators of change and market rebound;
- Employment market trends for the office, industrial, and retail sectors;
- Insights on mobility and employment, including Regional Council's position to not support the proposed Highway 413 (former “GTA West Corridor”);
- Considerations for incorporating jobs in mixed use development and strategic growth areas; and
- Updated strategic directions and recommendations by sector.

The report concluded that there will be challenges for the Region to meet its employment forecasts to 2051, but risk can be mitigated by implementing a series of strategies targeted at the different employment sectors supported in Peel. The recommendation and strategies have been considered throughout the development of revised official plan policies and implementation tools discussed in this report. Further information on employment conversion considerations in the Employment Strategy Discussion Paper is summarized in Section 3.3.1 of this report.

1.2.5 Incentives for Major Office Development

The Employment Strategy Discussion Paper suggested multiple strategies to increase major office development to achieve employment forecasts. One recommended strategy was that financial incentives be explored in specific areas where offices are being planned, potentially in the form of a community improvement plan (CIP), which is enabled through policies 7.9.17 to 7.9.20 of the ROP. Other strategies for increased major office development included providing a mixed-use urban environment with multi-modal transportation, amenities, shopping, and recreation to support the office workforce in suburban locations comparable to and competitive with the mixed-use urban environment of Downtown Toronto.

Regional staff engaged N. Barry Lyon Consultants to complete a Feasibility Assessment for a potential Regional major office CIP, and local municipal staff were consulted on the scope of work for the analysis and the report findings. In July 2020 Regional Council endorsed staff's recommendations that the Region of Peel support local municipal major office employment Community Improvement Plans by contributing Tax Increment Equivalent Grants. Staff have worked with an external consultant in developing the implementation framework outlined in this report. This carries out recommendations of the Region's 2017 Employment Strategy and is consistent with Peel's Long-Term Financial Planning Strategy which includes the financial principle of "work with local municipalities to manage growth and support economic viability of the community."

In accordance with Section 28(7.2) of the Planning Act, a Major Office Incentives Program and proposed by-law be adopted to implement incentives for major office development in the Region and delegate authority to staff to administer the program. Regional staff will continue to work with local municipal staff to develop detailed administrative processes, agreements, and budgeting requirements to implement the Major Office Incentives Program.

The full reports and guides to the program are available on the Region's website (peelregion.ca/planning/business/office-incentives-program/).

2.0 Employment Planning Policy Context

2.1 Provincial Employment Planning Policy Context

This section reviews the existing and key changes to the provincial planning policy framework that affects employment lands, as well as an overview of how the existing employment policy framework in the Regional Official Plan (ROP) is changing.

2.1.1 The Planning Act

The Planning Act sets out provincial interests and directions and municipal responsibilities on many issues, adopting an official plan which plans for population and employment growth. The Planning Act also establishes the ability for other provincial documents like the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe to further establish policies that municipal planning decisions must be consistent with or conform to, including policies guiding employment planning.

2.1.2 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.

The PPS also directs industrial and manufacturing uses to be separated from sensitive uses to maintain long term economic viability. These policies surrounding land use compatibility and sensitive uses are important additions that reflect the increasing pressures on employment areas. PPS policy 1.6.9.2 protects airports from incompatible development by prohibiting new residential and other sensitive land uses in areas near airports above a level 30 noise contour on Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping. This is particularly relevant to the Region of Peel, as noise contours extend from Pearson International Airport into Brampton and Mississauga.

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

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

Upper-tier municipalities are now required to identify and designate employment areas for protection in regional official plans to conform to Growth Plan policy 2.2.5.6. These employment areas must have minimum density targets established. The policy changes in the Growth Plan 2019 also dictate “one-window” for employment conversions. Once designated, employment areas may only be converted through a Municipal Comprehensive Review (MCR) undertaken by the Region (some exceptions are outlined in Section 3.1.1 of this report). The Growth Plan now includes additional flexibility for conversions of lands within PSEZs and Major Transit Station Areas.

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

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

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.

2.2 Regional Employment Planning Policy Context

Jobs are to be accommodated in Peel in mixed use areas, along transit and intensification corridors, transportation infrastructure (such as highways or airports), in existing employment areas and in new designed greenfield areas. As such, policies that impact employment planning and accommodating jobs are woven throughout the proposed new April 2022 Region of Peel Official Plan (April 2022 ROP). This report section focuses specifically the policies which dictate overall job forecasts and policies which specifically impact designated employment areas.

2.2.1 Chapter 4 – Growth Management Forecasts Policy Framework

This ROP chapter is the provides a basis for the forecasted population and employment growth in Peel and sets the stage for growth management policies to follow in the plan. This framework includes population, household, and employment forecasts allocated to the location municipalities in ROP Table 3, and objectives connecting the forecasts to service, infrastructure, and budgetary planning. Presented below is a comparison of the 2031 population and employment forecasts in effect ROP Table 3 against the endorsed forecasts for 2041 and 2051.

Comparison of Regional Official Plan Table 3 Employment Forecasts for Peel			
Municipality	2031 Allocation (In-effect 1996 ROP, as amended)	April 2022 ROP Proposed 2041 Forecast	April 2022 ROP Proposed 2051 Forecast
Brampton	314,000	315,000	355,000
Caledon	46,000	80,000	125,000
Mississauga	510,000	565,000	590,000
Peel	870,000	960,000	1,070,000

2.2.2 Chapter 5 – Regional Structure Policy Framework and Schedule E-4 - Employment Areas

The regional structure outlined in ROP chapter 5 provides is designed to respond to the pressures of growth and build a region which maintains a high quality of life for residents and workers. This is achieved in part by establishing policy areas like designated greenfield or built-up areas, urban growth centres, and employment areas, and establishing minimum density and intensification targets. The settlement hierarchy and growth pattern for the Region is laid out in this chapter with the Urban System accommodating urban-style more dense land uses, and the Rural System supporting smaller settlements, agriculture, natural heritage (including Provincial Plan areas like the Greenbelt Plan area). In the existing in-effect 1996 ROP, as amended, policies on planning and protecting for employment areas are found in Section 5.6 of the Plan. Policy 5.6.2.6 identifies employment areas as defined and designated in local municipal official plans rather than as a regional employment area, one of the key components in the policy framework to be updated to conform to the Growth Plan, 2019.

Currently there is no formally mapped employment designation in the in-effect 1996 ROP. ROP policy 5.6.2.6 defines the employment areas to be supported and protected from conversion to include those designated in local municipal official plans as follows:

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

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

Through the Region’s Peel 2051 MCR, robust employment policies are now in Chapter 5 - Regional Structure, and Section 5.8 - Employment Areas in the proposed new April 2022 Region of Peel Official Plan (April 2022 ROP). The PSEZ in Peel are proposed to be mapped for reference on Figure 12 – Provincially Significant Employment Zones. The Regional employment area is to be designated through the policy text and mapped on Schedule E-4 – Employment Areas (see Section 4.1.1 of this report) in the proposed April 2022 ROP as per Growth Plan policy requirements. This employment area will form the basis for Regional employment planning, regional-level employment protection, and employment conversion review. In the proposed Peel 2051 ROP, policy 5.6.2.6 outlined above is proposed to be simplified and replaced with policy 5.8.15 which reads:

- “Direct the local municipalities to designate Employment Areas in accordance with Schedule E-4.”

These areas accommodate a broad range of uses including manufacturing, warehousing, office, and associated retail and ancillary facilities across various geographies ranging from individual sites, to nodes, corridors, and entire districts. The quantity and distribution of employment lands are sufficient and appropriate for accommodating forecasted job growth and will remain integral to the Region maintaining a healthy and diverse economy.

For 21st century diverse employment opportunities to thrive, new *infrastructure* such as strong transit connectivity to a qualified labour force and affordable symmetrical broadband internet is required across Peel. The proposed April 2022 ROP recognizes the unique needs of employment areas in Mississauga, Brampton, and Caledon and provides tailored minimum density requirements based on the likely distribution of different employers (e.g. denser office development in Mississauga, and more land intensive lower density jobs in Caledon).

2.2.3 Glossary Changes for Employment Planning

The ROP glossary is being updated to reflect the new employment framework in the Growth Plan, 2019, and to support improved policy direction on land use compatibility and commercial/retail uses in employment areas. Key employment related definitions that can be found in the proposed April 2022 ROP are outlined as follows:

- Ancillary: uses that primarily serve the business functions on employment land.
- Employment Area*: areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.
- Employment land: land within employment areas.
- Major facilities: facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.
- Major retail*: large-scale or large-format stand-alone retail stores (of 1,000 square metres of gross floor area or greater) or retail centres (of 3,000 square metres of gross floor area or greater) that have the primary purpose of commercial activities.
- Sensitive land uses: buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

The newly added definition of “major retail” will provide certainty as to the limitations on retail employment land uses in regional employment areas by establishing a size and scale threshold. Retail land uses proposed above the thresholds in the April 2022 ROP will be required to be considered as an employment conversion.

3.0 Employment Conversion Analysis, March 2022

As part of the Peel 2051 MCR, employment conversion requests received have been reviewed and presented in phases - a Preliminary Employment Conversion Analysis, May 2021, a January 2022 update, and finally, the analysis in this report. Throughout the MCR and following the statutory consultation period in Fall 2021, many employment conversion requests were received both from local municipalities and private landowners. By March 2022, a total of 60 employment conversion requests were received and given staff recommendations. Of the 60 requests, 16 (some overlapping) are proposed to be supported, totalling 275.2 hectares of land. This report provides detailed analysis of the employment conversion requests and proposed direction for refinements to the mapped regional employment area designation. Expanded detailed analysis and justification on select sites (B8, M1 and M3) has also been included where requested by the Province in their comments on the Peel 2051 MCR dated November 3, 2021.

3.1 Specific Policies for Conversion Review and Non-Employment Flexibility

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

3.1.1 The Growth Plan

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

Provincial Growth Plan Employment Conversion Policies	
Policy 2.2.5.7 Municipalities will plan for all employment areas within settlement areas by:	<ul style="list-style-type: none"> a) prohibiting residential uses and prohibiting or limiting other sensitive land uses that are not ancillary to the primary employment use; b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibiting any major retail uses that would exceed that threshold; and c) providing an appropriate interface between employment areas and adjacent non-employment areas to maintain land use compatibility.
Policy 2.2.5.9 The conversion of lands within employment areas to non-	<ul style="list-style-type: none"> 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

employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:	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.
Policy 2.2.5.10	a) satisfy the requirements of policy 2.2.5.9 a), d) and e);
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:	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.

3.1.2 Proposed April 2022 Region of Peel Official Plan

The Region is reviewing conversion requests in the employment areas which are protected under existing Regional Official Plan policy 5.6.2.6 and meant to support growth to the year 2031 (and some intensification to 2051). Employment conversions which are “supported” will remove these lands from the Region’s employment area land base for 2031 growth and subsequently impact the municipal comprehensive review for growth to 2051. Ultimately if existing employment lands are converted to non-employment uses there may be a loss of jobs (or a loss of lands that could provide jobs) within the existing urban area. The employment planning framework restricts conversions to prevent the export of jobs and economic activity out of our municipalities, maintain a healthy employment activity rate, and keep employment opportunities in areas that are close to residents and accessible by transit. The primary April 2022 ROP employment conversion policy proposed through the Peel 2051 MCR is as follows:

Proposed Regional Official Plan Employment Conversion Policy	
Policy 5.8.34	a) There is a need for the conversion;
Permit the conversion of lands within <i>Employment Areas</i> designated on Schedule E-4 to non-employment uses, only through a <i>municipal comprehensive review</i> that demonstrates:	b) the lands are not required over the horizon of the Plan for the employment use they were designated;
	c) the Region and local municipalities will maintain sufficient employment land to meet the employment forecasts of this Plan;
	d) the proposed uses do not affect the overall viability of the <i>Employment Area</i> and the achievement of <i>intensification</i> and density targets, as well as other policies of this Plan;
	e) there is existing or planned <i>infrastructure</i> and <i>public service facilities</i> to accommodate the proposed uses;

	f) the lands do not affect the operations or viability of existing or permitted employment uses on nearby lands; and
	g) cross-jurisdictional issues have been considered.
	For the purposes of this policy, <i>Major Retail</i> , residential and non- <i>ancillary</i> uses are not considered employment uses unless already permitted by a designation identified in the <i>Employment Area</i> of the local municipalities' official plan.

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 April 2022 ROP to permit additional uses in select areas. For employment areas likely facing transition and development in the future, the April 2022 ROP is proposed to include new policies to facilitate additional non-employment uses to be permitted through comprehensive planning and technical study in the future. In these areas, the existing and surrounding employment uses are still valuable assets and employers, so the flexible employment policies outlined below require demonstration of land use compatibility while introducing the new community building land uses. These new policies follow the direction provided in the Employment Strategy Discussion Papers described in Section 1.2 of this report. Employment planning policies in Section 5.8 of the April 2022 ROP reflect the findings of this Peel 2051 MCR, to respond to Peel's unique employment context, and further clarify Provincial consistency and conformity requirements (e.g. PPS land use compatibility policies).

Under policies in **Category 1** below, the employment areas within select delineated major transit station areas (MTSA) on proposed Schedule E-4 – Employment Areas may be permitted to include retail, residential, commercial, and non-ancillary uses without an amendment to the ROP, subject to the completion of a municipally-initiated planning study (likely a study completed during local implementation of MTSA policy requirements). These select MTSAs have complex considerations regarding timing of transit infrastructure, transition, and land use compatibility:

- Clarkson GO Station (LWGO-2)
- Bolton GO Station (HUB-1)
- Future Transit Hub located at Steeles and Mississauga Road (HUB-3)
- Queen BRT Stations between Torbram Road and Highway 50 (QUE-9 to QUE-15)
- Bramalea GO Station (KIT-2)
- Wharton Way on the Dundas BRT Corridor (DUN-17)

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

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

Proposed Regional Official Plan Employment Implementation Policies

<p>Category 1 Policy 5.8.36</p> <p>As part of a Regional <i>municipal comprehensive review</i>, a comprehensive evaluation of the regional <i>Employment Area</i> designation was conducted which identified the potential for select <i>Major Transit Station Areas</i> to support the integration of <i>Employment Areas</i> with non-employment uses to develop vibrant mixed-use areas and innovation hubs, subject to further technical study.</p> <p>Retail, residential, commercial, and non-ancillary uses may be permitted in <i>Major Transit Station Areas</i> KIT-2 Bramalea GO, LWGO-2 Clarkson GO, DUN-17 Wharton Way, QUE-9 Torbram, QUE-10 Chrysler-Gateway, QUE-11 Airport, QUE-12 Goreway, QUE-13 McVean, QUE-14 The Gore, QUE-15 Highway 50, HUB-1 Bolton GO, and HUB-3 Steeles at Mississauga Road identified on Schedule E-4 – <i>Employment Areas</i>.</p> <p>The introduction of residential uses is subject to the completion of a planning study initiated by a local municipality that addresses the following to the satisfaction of the Region:</p>	<p>a) identify the area where residential uses would be permitted;</p> <p>b) the requirements of Policy 5.6.19.9 of this Plan;</p> <p>c) land use compatibility in accordance with provincial standards, guidelines, and procedures</p> <p>d) an overall net increase to the total jobs planned for the <i>Employment Area</i> within the delineated boundary;</p> <p>e) how the viability of adjacent <i>Employment Areas</i> will be protected from the impacts of <i>sensitive land uses</i>, including mitigation measures and at the direction of the local municipality, an assessment of various environmental considerations such as impact on local <i>airsheds</i>;</p> <p>f) the mix and ratio of jobs by type (e.g. office, manufacturing, institutional);</p> <p>g) that <i>higher order transit</i> is planned for the <i>Major Transit Station Area</i> within the planning horizon;</p> <p>h) the development of <i>complete communities</i> and <i>transit-supportive</i> densities including employment uses; and</p> <p>i) demonstrate how <i>transit-supportive</i> employment densities will be achieved.</p>
<p>Category 2 Policy 5.8.35</p> <p>Notwithstanding Policy 5.8.34, the local municipalities may accommodate new retail and commercial uses in <i>Employment Areas</i> by designating lands Mixed-Use Employment in Brampton or Employment Commercial in Mississauga, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:</p>	<p>a) the lands to be re-designated are located on the periphery of an <i>Employment Area</i>;</p> <p>b) the building(s) have direct frontage onto a corridor that is supported by existing or planned <i>rapid transit</i>;</p> <p>c) the proposed uses are accommodated in a multi-storey mixed-use office building;</p> <p>d) appropriate transition and buffering are provided to sensitive uses;</p> <p>e) the planned function and viability of the <i>Employment Area</i> including movement of goods are not adversely impacted; and</p> <p>f) the development exceeds the minimum <i>Employment Area</i> density for the local municipality prescribed in Policy 5.8.27.</p>

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

Additional Proposed Regional Official Plan Employment Implementation Policies	
<p>Category 3-1</p> <p>Major Retail thresholds & direction on commercial uses permitted in employment areas</p>	<ul style="list-style-type: none"> • Policy 5.8.34 (see above) prohibits new major retail uses in employment areas, requiring an employment conversion. <hr/> <ul style="list-style-type: none"> • Major retail definition added in the ROP: <ul style="list-style-type: none"> <i>Major retail</i>*: large-scale or large-format stand-alone retail stores (of 1,000 square metres of gross floor area or greater) or retail centres (of 3,000 square metres of gross floor area or greater) that have the primary purpose of commercial activities. • Policy 5.8.30 directs permitted retail or commercial land uses which are below the major retail threshold to appropriate lands (for example, the periphery of employment areas and served by transit)
<p>Category 3-2</p> <p>Additional MTSA's may become subject to policy 5.8.36.</p>	<ul style="list-style-type: none"> • Policy 5.8.38 permits additional MTSA's to form the basis of proposed flexible policy 5.8.36 through a municipally initiated amendment to the ROP.
<p>Category 3-3</p> <p>Recognize and relocate existing non-employment land uses in employment areas</p>	<ul style="list-style-type: none"> • In specific scenarios outlined in Policy 5.8.39, allow existing non-employment land uses permitted in employment areas to be relocated to another developable site, provided there are development restrictions on the original location and there is a need for the proposed use which can also contribute jobs.

3.2 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 3.3 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 3.4 of this report divides the areas considered by their status in previous local municipal studies, other areas considered, and additional requests.

3.3 Related Employment Conversion Studies and Analysis Summary

3.3.1 Region of Peel Studies

Employment Strategy Discussion Paper

Further to Section 1.2 of this report, in their Employment Strategy Discussion Paper 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. The Employment Strategy Discussion Paper 2051 Addendum has provided direction on how and where employment areas may transition to support more density and mixed uses.

Strategic Growth Areas Policy Framework

The Peel 2051 MCR is establishing a new Strategic Growth Area (SGA) policy framework, which provides geographic areas to focus intensification in the Region. Some SGAs including MTSA's and intensification corridors overlap and traverse employment areas. These SGAs can include employment intensification (i.e. from low density manufacturing to major office developments), or where appropriate, mixed land uses. The Region's establishment of SGAs and particularly those on rapid transit corridors or MTSA's provides a focus for lands in which mixed uses may be introduced in employment areas, as proposed in the employment implementation policies in Section 3.1.2 of this report. Employment areas can play a role in achieving the Region's minimum intensification rate; intensification in these key SGA locations can support Peel's diverse workforce in accessing jobs via transit.

Land Needs Assessment

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

3.3.2 Caledon

The Caledon Employment Land Needs Study, completed by Watson and Associates in September 2007 and amended in February 2010 projected employment growth in Bolton, Mayfield West, Tullamore, and the remaining Rural area and determined whether additional employment land was needed to accommodate this growth. It was determined that settlement expansions are needed in Bolton, Mayfield West, and Tullamore to provide for

the identified employment land needs to 2031. Settlement expansions were completed to accommodate these employment land needs in Caledon, such as ROPA 28 (South-Albion Bolton Employment Area in Bolton).

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

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

3.3.3 Brampton

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

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

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

Hemson Consulting Ltd. provided a recommendation report on the conversion requests, in which they recommend conversion of 3 of 13 sites based on their assessed ability to contribute to employment growth in the long term. This report highlights that all current employment lands are required to meet employment forecasts for Brampton, and conversions are not needed to ensure sufficient residential land supply. Hemson's recommendation report was followed by two addenda analyzing 69 Bramalea Rd., 75 Bramalea Rd., and 106 East Dr., at the direction of Brampton Council. These conversions were considered in the context of the Bramalea Station Proof of Concept developed by Perkins + Will, which identified the potential for conversion of certain lands along Bramalea Rd. to mixed use, transitioning to "low impact industrial" adjacent to the remaining employment uses. In their analysis, Hemson cautioned against proceeding with conversions for these sites prior to the establishment of a policy framework and stated the need to ensure that the overall viability of the employment lands to the east are protected from residential encroachment.

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

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

3.3.4 Mississauga

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

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

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

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

3.4 Employment Conversion Analysis Summary and Next Steps

3.4.1 Summary of Recommendations

In general, the studies reviewed as part of this work align with the Region’s position that the majority of Peel’s employment lands must be preserved in the interest of maintaining a strong

economic base, diverse types of employment, and supporting the development of complete communities over the long term. Where individual sites have been recommended for conversion, it has been sufficiently demonstrated that larger community building objectives will be served, such as intensification in strategic growth areas and optimizing investment in transit infrastructure. The review of employment conversion requests identified in the report Section 3.4 table and Section 3.5 maps is summarized as follows:

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

3.4.2 A ‘Roadmap’ for Employment Conversion Sites

In Section 3.6 of this report, the individual employment conversion requests were reviewed in a two-step process. All proposed conversions were reviewed for their conformity to criteria laid out in Growth Plan policies, such as those in Section 3.1.1 of this report. Those which largely did not meet the growth plan tests are “not supported” for conversion. As a second step for sites where some Growth Plan policy criteria are met, further review was conducted and a summary of detailed analysis of the Growth Plan and ROP policy framework was included. Based on this analysis, sites which meet the regional and provincial policies are “supported” for conversion, and those which require additional technical review through local implementation post-Regional MCR have been directed to the relevant category of implementation policies (“not supported; within a Flexible Policy Area” or “not supported; see implementation polices”).

Analysis Results and Next Steps	
Not Supported	<p>The subject lands remain in the regional employment area and are protected from conversion until review during the next MCR.</p> <ul style="list-style-type: none"> • In most cases, the proposed land uses would not be permitted at this time. • In select cases, the land uses proposed would be permitted through existing local or proposed regional (policy Category 3-1) policies while remaining within the regional employment area, therefore a conversion is not needed.
Supported	<p>The subject lands are supported for conversion, meaning that they will be removed from the Regional Employment Area designation and regional level employment protections no longer apply.</p> <ul style="list-style-type: none"> • Local municipal land use designations will continue to apply, but further development application processes are enabled to consider non-employment land uses. • A subsequent change in the local official plan designation could result from a city/town-initiated official plan amendment or privately-initiated official plan amendment. • The developer will follow the standard development review processes to permit their proposed use.

<p>Not supported; within a Flexible Policy Area (Category 1 or 2)</p> <p>or</p> <p>Not supported; See Implementation Polices (Category 3-2 or 3-3)</p>	<p>The subject lands remain in the regional employment area, subject to recommendations from municipally initiated studies that would support the addition of non-employment land uses if deemed appropriate.</p> <ul style="list-style-type: none"> • For Category 1 or 2 sites, the Regional MCR evaluation has provided a level of recognition that there may be potential for non-employment uses to be introduced to the site, however additional technical study is required. The local municipal official plan reviews or other studies may address the outstanding technical criteria outlined in the ROP flexible employment policies, and propose new uses to be added. • For Category 3-2 sites, if additional MTSAs are delineated in the ROP, the Region will consider whether they are appropriate to be added to schedule E-4 and benefit from proposed policy 5.8.36 through a regionally-initiated amendment to the ROP. If so, the implementation steps of that policy would apply. • For Category 3-3 sites, additional justification would need to be provided through a local official plan amendment (demonstrated to the satisfaction of the Region), to allow for an existing non-employment land use to change locations.
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3.4.3 Next Steps

The results of this analysis have been incorporated into refinements of the mapped regional employment area designation on proposed Schedule E-4, ultimately being presented to as part of the recommended new April 2022 ROP policy framework to Regional Council for adoption. Ultimately employment conversions are one component of the MCR recommendations to be forwarded for review and approval by the Province. For sites within PSEZ, the Region’s adopted ROP and MCR will be provided as input and justification for refinement of the PSEZ mapping.

Employment conversion requests received during the Peel 2051 MCR but not supported may be reviewed in a subsequent phase of the MCR. For further information, please see Section 4.2 of this report.

3.4 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
Considered or endorsed by local Planning Study	B7	106 East Drive	Brampton	Not supported; Within a Flexible Policy Area ¹	0.6
	M1	Lakeview	Mississauga	Support	24.8
	M2	Dundas Connects – Dixie & Mavis*	Mississauga	Support; Wharton Way (DUN-17) MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	136.7
	M3	MyMalton – Great Punjab Centre	Mississauga	Support	7.4
	M4	Clarkson GO (LWGO-2)	Mississauga	MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
	M18	Dundas Connects – Western Business Park*	Mississauga	Support	77.1
				Subtotal	246.6
Other Areas Considered	C1	Bolton GO (HUB-1)	Caledon	Partial Support (See O. Reg 171/21); MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	2.6 / N/A
	B25	Bramalea GO (KIT-2)	Brampton	MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
	B26	Queen Street BRT MTSA's from Torbram to Hwy 50 (QUE-9 to QUE-15)	Brampton	MTSA's to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
	B26.1	Steeles at Mississauga Rd (HUB-3)	Brampton	MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
				Subtotal	2.6
Private Requests Submitted to the Region	C2	11 Perdue Court	Caledon	Not Supported	1.6
	C4	41 Hopcroft Road	Caledon	Not Supported	0.8
	C5	500 Wilton Dr	Caledon	Support	1.8
	B8	75 Bramalea Rd.	Brampton	Support	1.5
	B9	9381 and 9393 McLaughlin Road North	Brampton	Not Supported	4.4
	B10	Castlepoint Invest Inc.	Brampton	Not supported; Within a Flexible Policy Area ¹	8.8
	B11	1000 Steeles Ave E. (Bacardi)	Brampton	Not supported ³	5.0
	B12	2111 Steeles Ave E. (Canadian Tire)	Brampton	Not supported; Within a Flexible Policy Area ¹	4.9
	B13	3420 Queen St. E	Brampton	Not supported; Within a Flexible Policy Area ¹	4.3

	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Private Requests Submitted to the Region	B14	18 Corporation Drive	Brampton	Not Supported; See Implementation Policies ³	1.2
	B15	10 Victoria Crescent (Delta Urban/ Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	1.1
	B16	26 Victoria Crescent (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	2.6
	B17	376 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	1.7
	B18	387 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	2.0
	B19	391 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	4.0
	B20	10394 Hurontario St. (GWD)	Brampton	Not Supported	0.4
	B21	Steeles (Kennedy to Hwy 410)	Brampton	Not supported; Within a Flexible Policy Area ² See Implementation Policies ³	23.8
	B22	150 Bovaird Drive	Brampton	Not supported; Within a Flexible Policy Area ²	1.2
	B23	10064 Hurontario Street	Brampton	Not supported; Within a Flexible Policy Area ²	1.9
	B24	Proposed Place of Worship (N side of Countryside, west of Coleraine)	Brampton	Not Supported See Implementation Policies ³	8.0
	B27	9400 Goreway Drive	Brampton	Not supported	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
	B30	8383 Mississauga Road	Brampton	Not Supported	0.4
	B31	8200 Dixie Road	Brampton	Not Supported See Implementation Policies ³	10.1
	B32	Steeles at Mississauga Road	Brampton	Not Supported See Implementation Policies ¹	18.8
	B33	5923 Mayfield Rd	Brampton	Not Supported	1.9
	B34	390 Orenda Rd (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹ ,	3.2
	B35	110 East Dr	Brampton	Not supported; Within a Flexible Policy Area ¹ ,	3.0
	B36	9340, 9358, & 9370 Goreway Dr	Brampton	Not supported	1.9
	B37	24 Bramalea Rd (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹ ,	0.4
	B38	Steeles at Wardsville Dr (0 Harbour Sky Drive)	Brampton	Not Supported	1.5
	B39	Caliber Homes on Mayfield Rd	Brampton	Not Supported	1.7
M13	2120 Dundas St. E	Mississauga	Within a Flexible Policy Area ^{1,2}	0.5	
M14	Dundas St. E & Mattawa Ave (GSAI)	Mississauga	Partial Not Supported Partial Within a Flexible Policy Area ¹	7.3	
M15	Stanfield (GSAI)	Mississauga	Not Supported	6.7	
M17	1000 Dundas St. E. (Plan Logic)	Mississauga	Support **	0.8	
M22	1699-1701 Dundas St. E	Mississauga	Support **	1.3	
M23	5170 Dixie Road	Mississauga	Not Supported	1.9	
M24	Dixie at Crestlawn	Mississauga	Not Supported	5.6	

	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Private Requests Submitted to the Region	M25	3155 Argentia Rd	Mississauga	Not Supported; See Implementation Policies ³	12.6
	M26	1100 Burnhamthorpe Rd	Mississauga	Not Supported; See Implementation Policies ³	4.6
	M27	780 Burnhamthorpe Rd	Mississauga	Not Supported	4.4
	M28	5200 Dixie Rd	Mississauga	Not Supported	4.0
	M29	2025-2087 Dundas St E	Mississauga	Not supported; Within a Flexible Policy Area ¹	2.7
	M30	1425 Dundas St. E	Mississauga	Support **	1.9
	M31	Heartland Town Centre	Mississauga	Not Supported	13.2
	M32	6981 & 6991 Millcreek Dr	Mississauga	Not Supported; See Implementation Policies ³	3.0
				Subtotal	197.4
				Total Requested	474.7
				Total Supported by Region	275.2

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

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

¹ These properties are within an area with draft flexible policies **Category 1**: MTSA subject to proposed ROP policy 5.8.36 – Lands may be permitted to include non-employment uses post-regional municipal comprehensive review subject to outlined criteria.

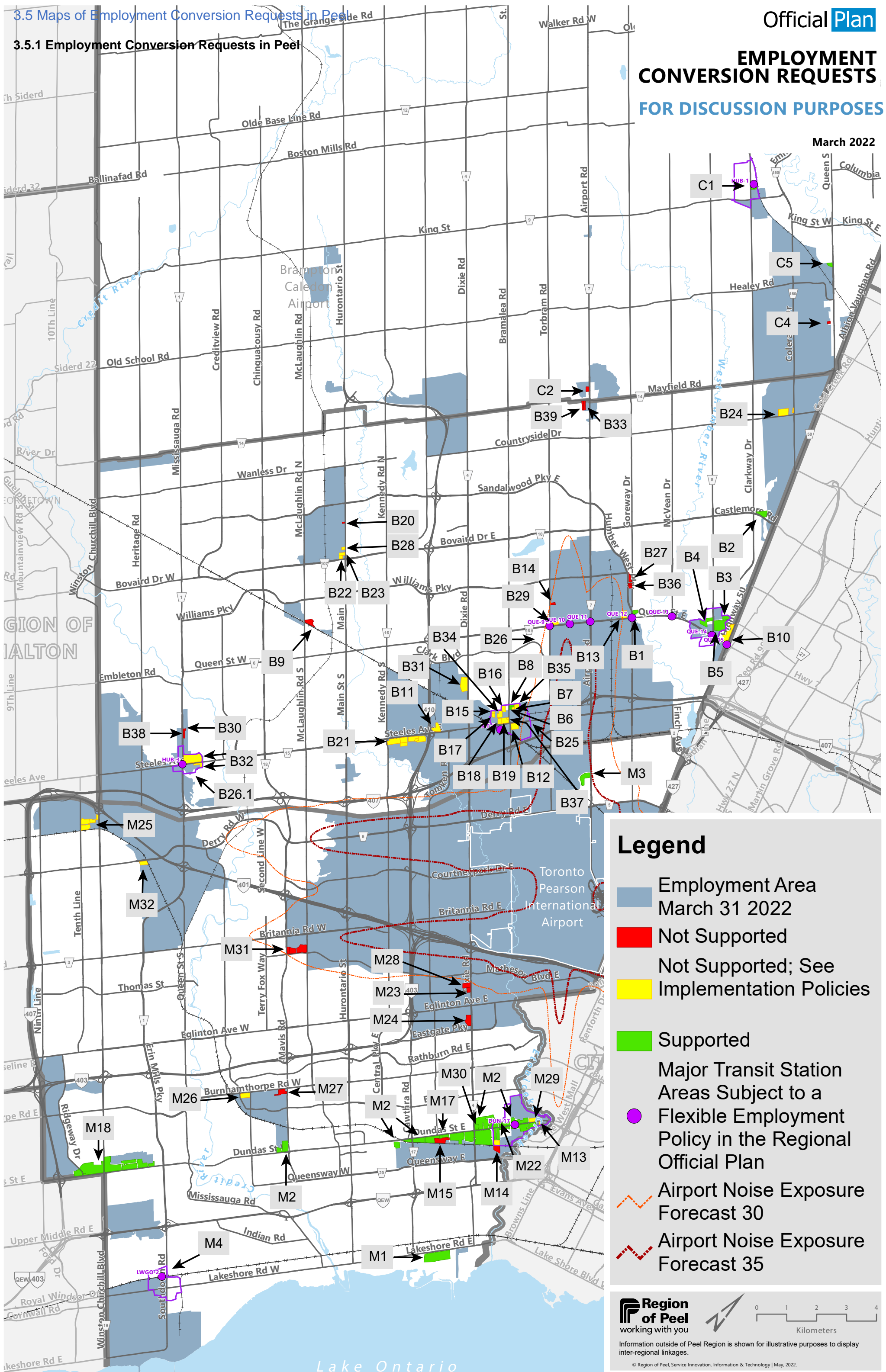
² These properties are within an area with draft flexible policies **Category 2**: Proposed ROP Policy 5.8.35 - Local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies.

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

3.5.1 Employment Conversion Requests in Peel

**EMPLOYMENT
CONVERSION REQUESTS**
FOR DISCUSSION PURPOSES

March 2022



Legend

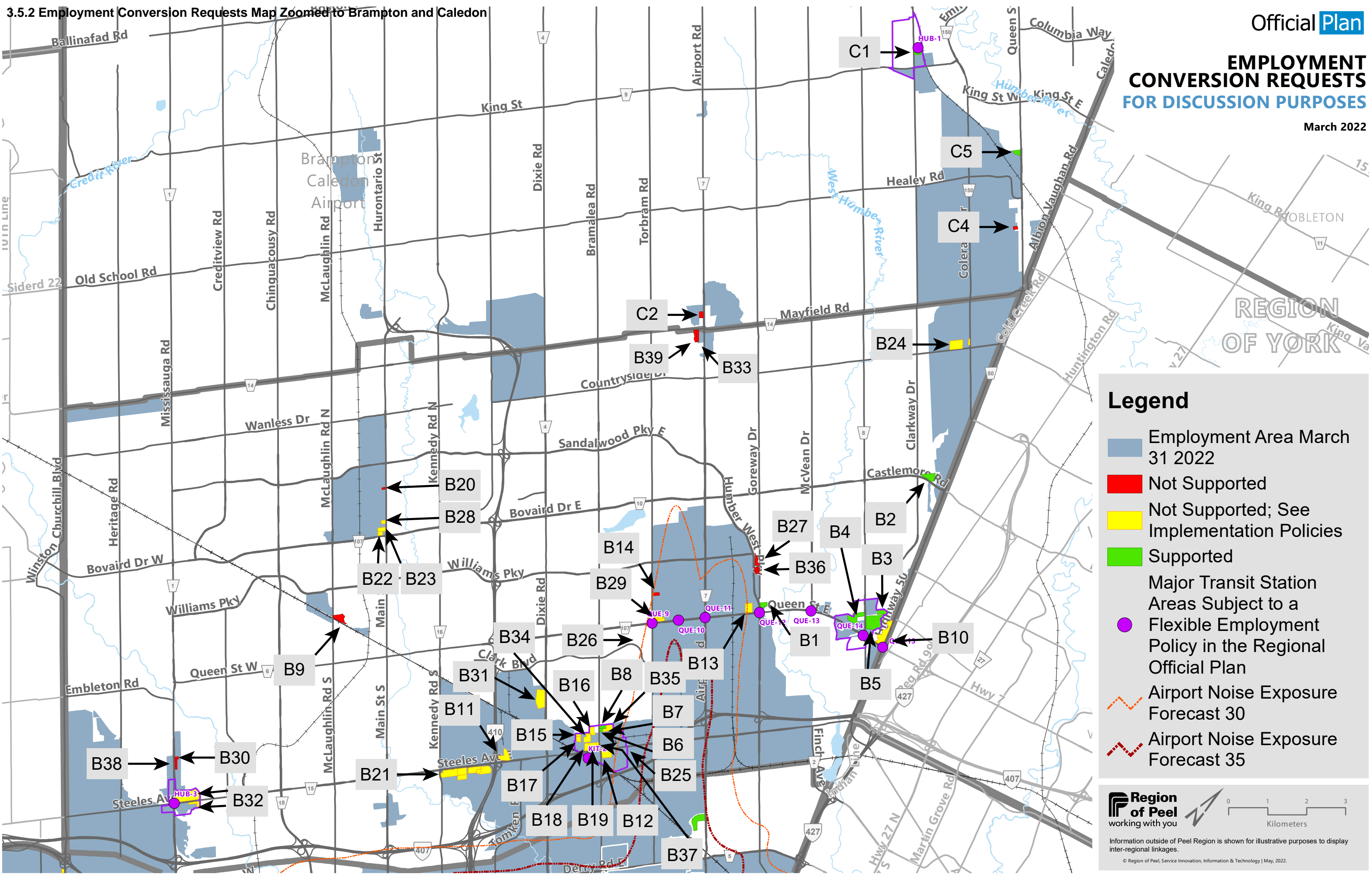
- Employment Area March 31 2022
- Not Supported
- Not Supported; See Implementation Policies
- Supported
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Flexible Employment Policy in the Regional Official Plan
- Airport Noise Exposure Forecast 30
- Airport Noise Exposure Forecast 35

Region of Peel
working with you

Information outside of Peel Region is shown for illustrative purposes to display inter-regional linkages.
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**EMPLOYMENT
CONVERSION REQUESTS
FOR DISCUSSION PURPOSES**

March 2022



Legend

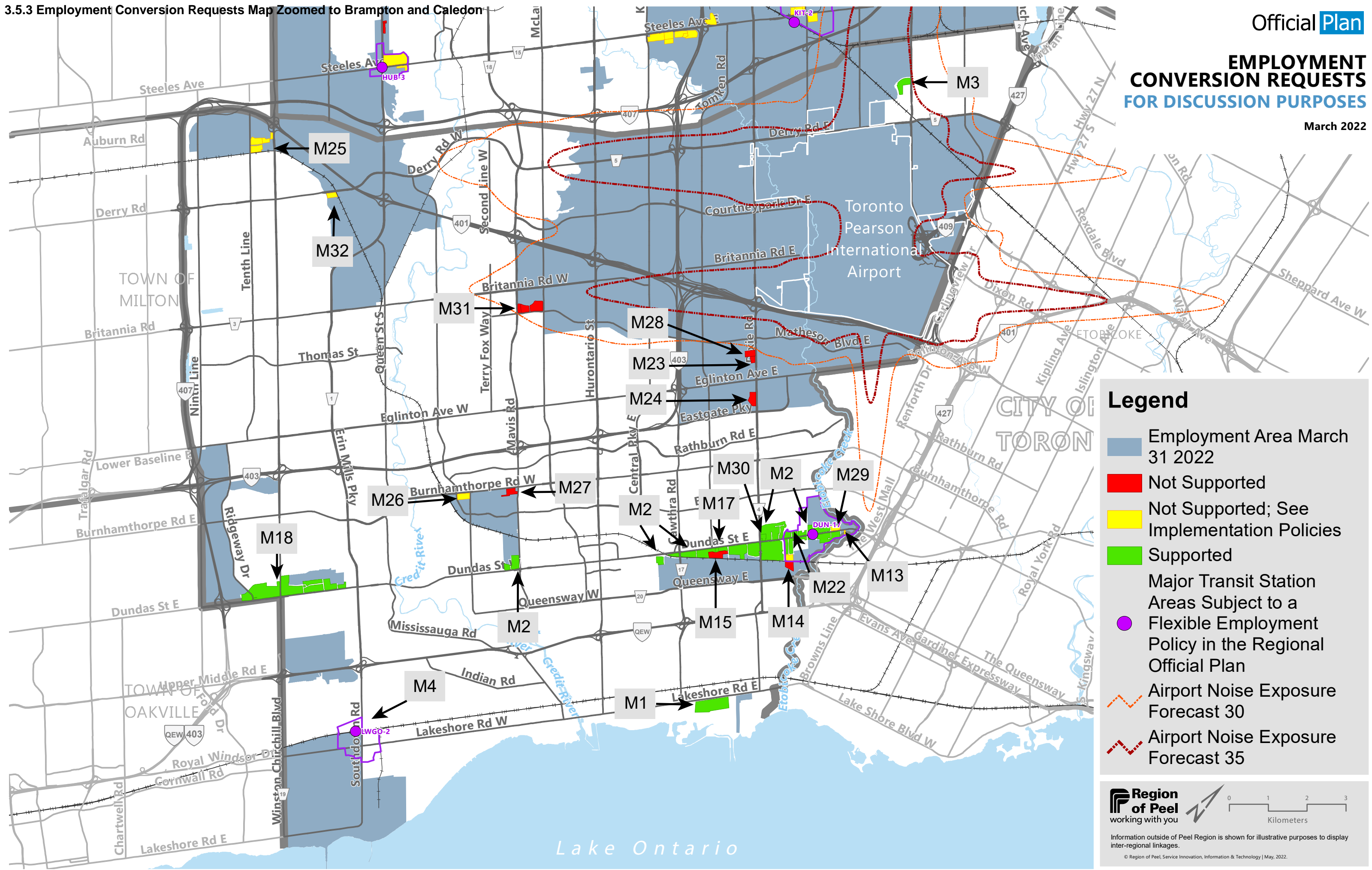
- Employment Area March 31 2022
- Not Supported
- Not Supported; See Implementation Policies
- Supported
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Flexible Employment Policy in the Regional Official Plan
- Airport Noise Exposure Forecast 30
- Airport Noise Exposure Forecast 35

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**EMPLOYMENT
CONVERSION REQUESTS
FOR DISCUSSION PURPOSES**

March 2022



Legend

- Employment Area March 31 2022
- Not Supported
- Not Supported; See Implementation Policies
- Supported
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Airport Noise Exposure Forecast 30
- Airport Noise Exposure Forecast 35

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3.6 Individual Employment Conversion Request Assessments

3.6.1 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 Bolton GO MTSA Boundary)						
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 (5.8.36 / Category 1). 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>In June 2020 the Region identified the Bolton GO MTSA on draft employment schedule E-4 as an MTSA that would benefit from flexible employment policies to permit mixed uses in subsequent stages of the MCR, subject to specified criteria. Because this flexibility would apply to the MTSA, 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 proposed 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 in a subsequent phase of Regional MCR through comprehensive planning.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands Required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
Y	N	Y	N	Y	Y	N	Y

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 supported for conversion or removal from the Regional employment area.</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 settlement area boundary expansion to 2051. As a vacant parcel of prestige industrial land and considering the proposed uses can be located elsewhere in the Region and Town, the conversion is not supported.</p> <p>List of Studies Submitted: Initial Feasibility Summary prepared by CBRE, dated February 10, 2021; Concept Plan prepared by AAA Architects, dated July 17, 2020.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands Required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y (hard infrastructure)	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 supported for conversion or removal from the regional employment area.</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. The requested parcel (western and southern parcel) was identified in the 2019 Queen Street Corridor Study which reviewed Queen Street and Highway 50 in Bolton for redevelopment potential and streetscape improvements. The report highlighted the lands for potential infill opportunities and a potential new commercial core. While the study identified this potential, the primary recommendation of the report was to complete an environmental assessment for the downtown section of Queen Street, and the secondary recommendation was for the report to inform updated secondary plans in the Caledon OP. The land use recommendations of the report have not been implemented at this time. If the Queen Street Corridor Study is to be advanced comprehensively by the Town of Caledon, this proposed conversion and intended land uses can be considered for how they contribute to achieving the strategic goals of the study for land use changes to create a commercial core in Bolton.</i></p>							
List of Studies Submitted: Architectural Drawing Set prepared by SAI Saplys Architects, dated October 27, 2020							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	N	Y	N	N	N

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

Lands required for employment purposes? (GP 2.2.5.9.b)	No. While the Region must maintain the majority of its existing employment lands to meet its employment forecasts to 2051, Husky Injection Molding Systems, a major active employer, found it appropriate to utilize the site for non-employment purposes and subsequently sever the property from their site. The lands have previously operated as non-employment and a major employer was prepared to be able to continue operations while severing this parcel). Periphery of the empl area and PSEZ, not immediately close to 400-series highways
Maintain sufficient employment land if removed? (GP 2.2.5.9.c)	Yes. Husky Injection Molding Systems, a major active employer, severed the property. The Land Needs Assessment has already considered this site as built out and not needed for additional “employment land employment” as the property is not vacant. There continues to be vacant and underutilized employment lands in the Bolton employment area in areas that are more appropriately separated from sensitive uses and intensification areas and can support industrial/manufacturing/warehousing other employers. The proposed Seniors Retirement Complex would add jobs where none currently exist on an unused site, still contributing the achievement of employment forecasts in the Region and Caledon.
Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	No. Sensitive land uses have operated onsite previously and residential land uses on Wilton Drive are closer to the existing industrial operations in the vicinity than this parcel. The land use compatibility assessment / Preliminary Screening Level Assessment prepared by SLR Consulting lists D-Series Class I-III industrial sites that are in the area of influence and notes that on a site visit only odours from Mars Canada were apparent. The assessment acknowledges that air quality, dust and odour, & noise studies, need to be completed (and there would be a regional road noise study requirement for Hwy 50). Considering the site was already operating with a sensitive use in the past and the site is on the periphery of the employment area, there is less concern for potential land use conflicts. Detailed land use compatibility technical work will be required at the local implementation level for any additional land uses proposed through an OPA/RZ – this can inform mitigation measures if necessary.
Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	Yes. The site has hard services and is located a key intersection with commercial and service uses to serve the proposed population. As the site is located in Bolton Core, other public services are nearby on Highway 50 and in Downtown Bolton.
In a Strategic Growth Area? (ROP Schedule E-2)	No. The property is not in a proposed Strategic Growth Area, however the Town has previously considered the intersection as having redevelopment potential through a <i>2015 Intensification Study</i> and the <i>Bolton Queen St Corridor Study, 2019</i> . The <i>Bolton Queen St Corridor Study, 2019</i> did not specifically identify this site as an infill opportunity as it wasn't an existing commercial lot under examination. The site was identified as part of the Husky Campus, however, the three other corners of the intersection of Highway 50/Queen Street, Allan Drive, and Wilton Drive were identified as an “active core area” with potential infill lots. The site is also along the primary cycling route in Bolton with pedestrian connections on Wilton and Hwy 50.
Would Retail/Commercial Flexibility apply? (ROP 5.8.35)	No
Would MTSA Flexibility apply? (ROP 5.8.36)	No

3.6.2 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? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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.</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? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 (see in effect OPA 133 and</i>						
Area Supported for Conversion:	<i>0.8 ha</i>						
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 / OPA 133. The conversion was supported under the Growth Plan, 2006, in effect at the time.</p> <p>The Brampton Official Plan Amendment supporting the conversion of 69 Bramalea Rd was under appeal at the LPAT (PL170865), and while the Region supported the conversion as a result of the MCR in principle, we continued to monitor the appeal. The appeal has since been dismissed in part, and modifications to OPA 133 we made while still permitting residential and retail uses (the conversion is now approved). The Regional employment area has been modified to exclude this site.</p> <p>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? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 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 Category 1 (5.8.36).						
Area Supported for Conversion:	N/A						
Summary							
<p>This site is directly to the east of 69 Bramalea Rd and 75 Bramalea Road (conversion request sites B6 and B8, respectively) and is currently designated for Mixed Use (Office & Retail) in the Bram East Secondary Plan Area. The conversion of this site is being considered in the context of Regional and local work regarding MTSAs and the Bramalea GO Mobility Hub. The draft Emerging Concept for the Bramalea GO Mobility Hub recommended the site be retained as low industrial for the purposes of acting as a buffer with adjacent residential uses. Employment conversion analysis to date has recommended the site remain as a buffer to employment uses to the east and not be converted at this time. Through Brampton's 2017 MCR initiated under the 2006 Growth Plan, Hemson Consulting provided a "Third Addendum Report on Employment Land Conversion Requests – 75 Bramalea Road and 106 East Drive" dated April 19, 2018. The Hemson Consulting analysis recommended that the lands not be converted.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	Y	N	Y

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

List of Studies Submitted: ; 75 Bramalea Road Request for Conversion to Residential - Summary of Planning Analysis, January 4 2021, prepared by SGL Planning and Design; 75 Bramalea Road - Request for Conversion and Policy Analysis, March 16, 2021, prepared by Aird and Berlis LLP	
Detailed Analysis	
Is there a need for the Conversion? (GP 2.2.5.9.a)	A conversion of the site can be in the interest of strategic community development as a part of a MTSA and Strategic Growth Area – focal points in the Regional structure for intensification and in many cases, mixed uses. This conversion is not required to meet residential growth forecasts to 2051, but can be supported as part of a mixed use development that provides both residential units and a potential increase in jobs on the basis of planning a complete community around Bramalea GO, and continuing the transition from the employment area to the south and east and residential land uses at 69 Bramalea Road, to the west, and to the north.
Lands required for employment purposes? (GP 2.2.5.9.b)	No. The Land needs assessment has recognized that without this site in the Regional employment area, the forecasted employment growth and land need in Peel can be accommodated in other existing employment lands for growth to 2031 and through the settlement area boundary expansion for growth to 2051. The proposed land uses propose the provision of jobs in a mixed use format and will be required to appropriately contribute to the minimum density requirements of the Bramalea GO MTSA (150 people and jobs per hectare).
Maintain sufficient employment land if removed? (GP 2.2.5.9.c)	Yes. In addition to the information above, the conversion of a single site will not jeopardize the Region's overall ability to meet its employment targets, but it is expected that the proposed development will replace the existing jobs onsite and potentially provide an increase to the number of jobs.
Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Maybe (pending development application technical study). The subject site is already flanked with residential uses to the north, south (69 Bramalea Road – OPA 133), and west. A removal from the Regional does not guarantee that sensitive land uses will be permitted at the local level. Any development proposal will be required to consider land use compatibility and impact on the overall viability of the surrounding employment area. Provided sufficient buffering is required to separate the existing employment uses and land use compatibility requirements are met during the development application review process, non-employment uses can be considered (particularly on the western portion of 75 Bramalea Road).
Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	Yes. Hard services and transit services exist to support the site. The community to the north provides a broad range of uses and services to support any workers or potential population that may be added.
In a Strategic Growth Area? (ROP Schedule E-2)	Yes. The site is within the KIT-2 Bramalea GO MTSA which is delineated and identified on Schedule E-2 – Strategic Growth Areas.
Would Retail/Commercial Flexibility apply? (ROP 5.8.35)	No
Would MTSA Flexibility apply? (ROP 5.8.36)	Yes

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 supported 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> <p>List of Studies Submitted: N/A</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 supported through the Regional MCR. Non-Employment uses may be considered through local comprehensive planning for the Highway 50 Queen Street MTSA, subject to Flexible Employment Policy 5.8.36 – Category 1.						
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 the 800 metre radius of the MTSA QUE-15 Highway 50 on the Queen Street BRT. The Regional Official Plan employment policy framework identifies the MTSA as one which benefits from flexible employment policies (ROP 5.8.36) for a range of mixed uses to be considered after the Regional MCR. The conversion request would introduce medium and high density residential to the site, while maintaining the employment function at the corner of Queen St. E and Hwy 50, as well as on the northern portion of the site. This site appears to be identified in the Brampton 2040 Vision for neighbourhood infill, but more information is required to assess the site for conversion at this time, which can be completed during the local municipal implementation of the Region's employment and MTSA policy framework.</p> <p>Market Analysis of Employment Land Conversions – Cushman & Wakefield MCR for Employment Lands – Hemson Consulting</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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:	A conversion is not supported through the Regional MCR. Additional Non-Employment uses may be considered through employment planning implementation policies under consideration (Category 3-1).						
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. However, some criteria of the policy 5.8.35 (Category 2) may not be met (for example, the site is not on the periphery of an employment area). Additional non-employment retail land uses may be considered on the site subject to the addition of additional ROP policies under employment implementation policy Category 3-1, whereas the proposed total gross floor area of retail/commercial land uses on site would be required to fall below a set major retail threshold.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	N	Y	N	N	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:	A conversion is not supported through the Regional MCR. Additional non-employment uses may be considered through local comprehensive planning subject to Flexible Policy Flexible Policy (5.8.36 – Category 1) for the KIT-2 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 within the KIT-2 Bramalea GO MTSA flexible policy area which may permit a range of mixed uses to be considered in subsequent stages of the MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
.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 supported for conversion through the Regional MCR. Additional non-employment uses may be considered through local comprehensive planning subject to Flexible Policy Flexible Policy (5.8.36 – Category 1) for the KIT-2 Bramalea GO MTSA.						
Area Supported for Conversion:	N/A						
Summary							
A greater mix of uses including residential and office was requested to be permitted. The property is within the Pearson Airport Operating Area, and located on the border of the noise contour level 30 (where 30 or above typically spurs airport noise complaints from residents).							
The lands are located within the 800 metre radius of the Goreway (QUE-12) planned MTSA on the Queen Street Bus Rapid Transit line. The Regional Official Plan employment policy framework identifies the MTSA as one which will benefit from flexible employment policies (ROP 5.8.36) when it is delineated in the Regional Official Plan. A range of mixed uses can be considered through comprehensive planning and implementation of the MTSA post-Regional MCR. A conversion of the site is not recommended at this time.							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	Y	N	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 supported 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 of March 2021, a temporary use zoning by-law was approved (Brampton By-law No 35-2021) to permit additional retail/commercial land uses on site until January 24, 2024.</p> <p>As the property is not within a strategic growth area and there is no specific need for additional retail uses to justify the site's removal from the regional employment area, a conversion is not recommended. An employment conversion and removal from the Regional employment area is not supported, as additional non-employment retail land uses may be considered on the site subject to the addition of additional ROP policies under employment implementation policy Category 3-1, whereas the proposed total gross floor area of retail/commercial land uses on site would be required to fall below a set major retail threshold.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	N	Y	N	N	N

B15	10 Victoria Crescent						
Applicant:	Delta Urban / Lark Investments Inc.						
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 supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Bramalea GO MTSA.						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport with employment land uses to the west, east, and south. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). While the site is on the periphery of the employment area, it is a vacant employment parcel adjacent to other employment lands. Introducing residential uses on Victoria Crescent may introduce land use compatibility issues.</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered in subsequent stages of the MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in policy 5.8.36.</p> <p>List of Studies Submitted: Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.</p>							
Is there a need for the	Lands required for employment	Maintain sufficient	Does the proposed use	Can existing and planned	In a Strategic Growth Area?	Would Retail/ Commercial	Would MTSA Flexibility

Conversion? (GP 2.2.5.9.a)	purposes (GP 2.2.5.9.b)	employment land if removed (GP 2.2.5.9.c)	impact the viability of surrounding lands? (GP 2.2.5.9.d)	infrastructure support the use? (GP 2.2.5.9.e)	(ROP Schedule E-2)	Flexibility apply? (ROP policy 5.8.35)	apply? (ROP policy 5.8.36)
N	Y	Y	Y	Unknown / TBD	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 supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Bramalea GO MTSA.
Area Supported for Conversion:	N/A

Summary

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

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

net increase in jobs, protection for office uses, and other parameters outlined in policy 5.8.36.

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

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Unknown / TBD	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 supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Bramalea GO MTSA.						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers.</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered in subsequent stages of the MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in policy 5.8.36.</p> <p>List of Studies Submitted: Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding	Can existing and planned infrastructure support the use?	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)

			lands? (GP 2.2.5.9.d)	(GP 2.2.5.9.e)			
N	Y	Y	Y	Unknown / TBD	Y	N	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 supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Bramalea GO MTSA.
Area Supported for Conversion:	N/A

Summary

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

Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered in subsequent stages of the MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in policy 5.8.36.

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

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Unknown / TBD	Y	N	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 supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Bramalea GO MTSA.
Area Supported for Conversion:	N/A

Summary

The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). This site is located directly on the northwest corner of Steeles Avenue at Bramalea Road. The property is in the larger employment area around Pearson International Airport, surrounded by employment land uses, and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs

airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers. However, the Region does recognize the ongoing consideration of Steeles Avenue, which the site fronts on, in the Brampton 2040 Vision as possibly transitioning from a goods movement corridor to include additional uses as a strategic growth area.

Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered in subsequent stages of the MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in policy 5.8.36.

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

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Unknown / TBD	Y	N	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 supported for conversion or removal from the Regional employment area.</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 commercial/retail uses a conversion is not recommended.</p> <p>In 2020 the City of Brampton approved a City initiated Official Plan Amendment and Zoning By-law Amendment to permit an expanded range of office and accessory uses within industrial designations, subject to specific parameters. It is recommended that the applicant review these updated Brampton Official Plan policies to confirm if the proposed uses can be accommodated.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.35 – Category 2) and proposed employment planning implementation policies (Category 3-2).
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. Steeles Avenue is also a current rapid transit corridor (priority bus) and may be considered for higher-order transit such as Bus Rapid Transit in the future. The properties are in the vicinity of the Uptown Node identified conceptually on ROP Schedule E-2 – Strategic Growth Areas.</p> <p>The lands are within the Business Corridor designation in the Brampton Official Plan, and sites on the periphery of the employment area can be considered under the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. Should Steeles Avenue be elevated from rapid transit to higher-order transit service in the future, and the stations are studied for addition as MTSAs in the ROP, the Region will consider whether they are appropriate to be added to schedule E-4 (employment implementation policy Category 3-2) and benefit from proposed policy 5.8.36 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site and policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p>	
List of Studies Submitted: N/A	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	N	N	Y	Y	TBD	Y (partial)	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 supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.35 – Category 2).
Area Supported for Conversion:	N/A

Summary

The site is an existing auto dealership. Mixed uses are proposed on the site, including residential, commercial retail and office uses in conjunction with 10064 Hurontario Street (B23). The City of Brampton is exploring the extension of the Hurontario LRT in the future, however there is no LRT stop or MTSA planned at Bovaird. Bovaird Drive and Main Street North are identified as rapid transit corridors at this time. The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. As there is no specific need for residential uses at this location to justify the site's removal from the regional employment area, a conversion is not recommended.

List of Studies Submitted: N/A

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.35 - Category 2).						
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. Bovaird Drive and Main Street North are identified as rapid transit corridors at this time. Hurontario Street is a proposed 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>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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>[Please see MZO commentary below] Not supported for conversion or removal from the Regional employment area. Proposed employment planning implementation policies (Category 3-3) may permit the proposed land uses to be considered for the site subject to outlined criteria.</i>
Area Supported for Conversion:	N/A
Summary	
<p>Please note that a Minister’s Zoning Order (MZO) was filed On January 28, 2022, to permit institutional, open space, and industrial land uses through Planning Act Ontario Regulation 38/22. The Region’s previous analysis on this site is below.</p> <p>An institutional use (place of worship and private school) is proposed on the site, which is within the Brampton Secondary Plan 47 (SP47). The area is planned largely for industrial employment uses, near the future highway 427 extension, other major transportation facilities, and is integral to the employment growth of Peel. The site is not on the periphery of the employment area or adjacent to the residential areas in which a place of worship would serve. The distance from this site to residential areas planned on the western edge of SP47 exceeds the distance outlined for institutional permissions in industrial designations in the Brampton Official Plan. The lands are not within in a strategic growth area.</p> <p>It is recognized that the applicant owned lands with permissions for places of worship located at 5253 Countryside Dr. These lands were later found to be no longer be suitable to assemble the required lands for the desired place of worship use, in part due to the future alignment and right-of-way of the proposed “arterial road A2” which is planned to serve as a key transportation route through the SP 47 area. The applicant has also outlined their intent to relocate this Special Policy Area 2 within SP47 to the current subject lands proposed for employment conversion. This Brampton Official Plan policy indicates that a tertiary planning process will be required to determine if a Place of Worship can be developed in a manner that is complementary and supportive of the planning objectives for the largely industrial secondary plan area</p> <p>Considering the industrial nature of the secondary plan area, Regional staff continue to have concerns for introducing a school and place of worship which can be sensitive land uses, and therefore an employment conversion and removal from the Regional employment area is not supported. The employment planning implementation policy being considered under Category 3-3 may allow for the non-employment land use which is identified as potentially permitted in SP47 Special Policy Area 2 to be relocated to another developable site, such as these subject lands. Additional justification to meet policy criteria under consideration for the ROP would need to be provided through a local official plan amendment (demonstrated to the satisfaction of the Region), to allow for the non-employment Special Policy Area land use to change locations. Criteria may include requirements such as demonstration of land use compatibility, and the provision of jobs which would contribute to the employment area.</p>	

List of Studies Submitted: Planning Justification Report, dated June 2021, prepared by RGC Consulting Inc.; Evaluation by Urban Metrics Inc, dated June 30, 2021

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
TBD	Y	N	Y	Y	N	N	N

B25	Bramalea GO MTSA (KIT-2)
Proposed Policy Framework	<i>This MTSA is proposed to form the basis of a flexible policy area (5.8.36). 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 MTSA from Torbram to Hwy 50 (QUE-9 to QUE-15)
Proposed Policy Framework:	<i>These MTSA's are proposed to form the basis of a flexible policy area (5.8.36). 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>

B26.1	Steeles at Mississauga Rd MTSA (HUB-3)
Proposed Policy Framework:	<i>This MTSA's is proposed to form the basis of a flexible policy area (5.8.36). 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. The City of Brampton will be initiating a review of the vision and land uses in the Bram West neighbourhood as the potential for mixed uses has been identified.</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 supported for conversion or removal from the regional employment area.
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 526 residential units and 1,655 square metres of retail space at-grade. The development was suggested by the applicant to generate approximately 86 jobs, including 42 jobs in the retail space to be provided within the development, seven population-related jobs in the operation and maintenance of the buildings (security, landscaping, etc.), and approximately 37 office jobs should the existing single-detached dwelling be repurposed as an office building. The subject property is on the northeastern periphery of the large airport employment area, north of Queen Street. It is directly adjacent to but outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Commercial properties line the west side of Humberwest Parkway, providing some buffer from the industrial uses west on Sun Pac Boulevard. The following factors were considered in staff's recommendation to not support the employment conversion. The subject lands are:</p> <ul style="list-style-type: none"> • Located beyond the 800 metre radius of the “planned” Goreway MTSA (QUE-12), not fronting a higher order transit or rapid transit corridor, and therefore not subject to flexible employment policies which may permit more sensitive uses such as residential. • Not located within a Strategic Growth Area, and intensification at this location is not required to meet the Region’s growth forecasts as confirmed by Brampton staff. • While the site is within the Business Corridor designation in the Brampton Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning, some criteria of the policy 5.8.35 (Category 2) may not be met (for example, the site is not on the periphery of an employment area or fronting onto a rapid transit corridor). • The subject lands are located within PSEZ 14 - Pearson Airport Hub and would require Provincial support to lift the PSEZ designation. <p>Staff continue to recommend that the conversion requests not be supported at this time, however could be reconsidered through a subsequent phase of the MCR upon completion of a comprehensive assessment of this Planned MTSA, if the subject lands are included within the MTSA boundary.</p> <p>List of Studies Submitted: Employment Generation Analysis, dated May 8, 2021, prepared by Altus Group; Economic Analysis, dated September 30, 2021, prepared by Altus Group</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	N	N	N

B28	10124 Hurontario Street
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 supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.35 - Category 2).
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 rapid transit corridor and proposed 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.

List of Studies Submitted: N/A

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Queen Street Torbram MTSA and retail/commercial through Flexible Policy (5.8.35 - Category 2).						
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. The property is within the Pearson Airport Operating Area and located in the noise contour level 30 (where 30 or above typically spurs airport noise complaints from residents). Major industrial sites are adjacent to and in the vicinity of this property. While the site is on the periphery of the employment area (and adjacent to residential to the west), introducing residential uses on this site would further encroach on the employment area, and may introduce land use compatibility issues (with surrounding employers and the airport) and further assessment is required.</p> <p>The lands are located in a the Torbram (QUE-9) planned (undelineated) MTSA on the Queen Bus Rapid Transit line in the Peel MTSA Study. MTSA flexible employment policies are proposed to apply when the MTSA is delineated and may permit a range of mixed uses to be considered in subsequent stages of the 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>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	N	Y	Y	Y	Y	Y	Y

B30	8383 Mississauga Road						
Applicant:	Korsiak Urban Planning (Moksh Developments Ltd.)						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP) and Specialty Office and Service Commercial (Secondary plan)						
Existing use:	Health and wellness facility						
Proposed use:	Mixed use (residential and retail)						
Area Reviewed:	0.4						
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject site is located on the east side of Mississauga Road, between Wardsville Drive and Financial Drive. The proposed development includes one 11-storey mixed-use building providing 131 residential units, 896 m² of ground-floor retail and service commercial uses, and 760 m² of second-floor office space. The site is not located with a Strategic Growth Area, but is on the Mississauga Road Rapid transit corridor. The subject property is designated 'Specialty Office and Service Commercial' in the Bram West Secondary Plan (Area 40c). Permitted uses include offices, restaurants, retail and service commercial uses which provide support to the Bram West employment lands to the south and the surrounding residential area to the east and west. The Block Plan 40-1 that notwithstanding the uses permitted within the 'Specialty Office and Service Commercial' designation, a limited amount of medium density residential uses shall be permitted along the eastern edge of the 'Specialty Office and Service Commercial' blocks along Sky Harbour Drive in live-work units. Residential uses are not intended to be the principle use within the Business Corridor designation.</p> <p>The proposed use does not meet the requirements of the Brampton Official Plan or the Growth Plan and ROP policies for employment conversions. A conversion of the property to allow for mixed uses is not recommended at this time. Other employment implementation policies may permit commercial land uses within the parameters of the regional and local official plans.</p> <p>List of Studies Submitted: Economic Analysis prepared by Altus Group dated November 30, 2021.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	Y	N	N

B31	8200 Dixie Road						
Applicant:	Glen Schnarr and Associates on behalf of Rogers Communications Inc.						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Rogers Communications office campus complex						
Proposed use:	Mixed Use (residential, office, commercial/retail, parkland)						
Area Reviewed:	10.1 ha						
Recommendation:	This site is not supported for conversion through the Regional MCR. Proposed employment planning implementation policies may permit consideration of additional land uses in the future (Category 3-2).						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed a conversion to mixed residential, office, and commercial uses on 10.1 hectares of a larger 25.2 hectare site. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue, Highway 410, and Highway 407. It is outside of both the Airport Operating Area and airport noise contours. The site currently supports significant employment gross floor area (over 90,000 square metres), however it is noted that the applicant indicates that this is not an optimal location for office employment uses. Introducing residential uses on this site may introduce land use compatibility issues with surrounding employers and requires further study to determine impacts.</p> <p>Regional staff recognize Brampton’s consideration of Dixie Road in the draft city structure as a secondary corridor, however Dixie is not identified as a rapid transit corridor or strategic growth area in the proposed ROP at this time. Should Dixie Road receive transit investment in the future and be elevated to higher-order transit service in the future, the stations can be studied for addition as MTSAs in the ROP. At that point the Region could consider whether they are appropriate to be added to schedule E-4 (employment implementation policy Category 3-2) and benefit from proposed policy 5.8.36 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and proposed policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	Y	N	N	N

B32	Steeles at Mississauga Road						
Applicant:	KLM Planning Partners Inc.						
PSEZ:	N/A						
Local Designation:	Office, Business Corridor (Brampton OP)						
Existing use:	Vacant						
Proposed use:	Mixed Use Community						
Area Reviewed:	18.8 ha						
Recommendation:	This site is not supported for conversion through the Regional MCR. Proposed employment planning implementation policies may permit consideration of additional land uses in the future (Category 3-2).						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed a conversion to a mixed use community on a large vacant site on the north side of Steeles Avenue between Mississauga Road and Financial Drive (Parcel A, 1750 Steeles Avenue West and 8059-8089 Mississauga Road - 16.6 hectares), and at a vacant parcel on the southwest corner of Steeles Avenue West and Financial Drive (Parcel B - 2.1 hectares). The site is proposed to be redeveloped with housing, office, and mixed-use buildings estimated to include 4,599 residential units along with 26,670 square metres of non-residential space (office and retail). The residential element of the redevelopment proposal consists of a mix of housing types including townhouses, apartments, seniors' homes, and an affordable housing complex. The proposed Regional Official Plan policy framework has identified a conceptual Node/Centre at Bramwest (on Schedule E-2 Strategic Growth Areas), which as not yet been delineated.</p> <p>The lands are located within the 800 metre radius of the Steeles at Mississauga (HUB-3) planned MTSA, a potential bus terminal. Should advancements be made to the comprehensive land use planning and transit investment in the MTSA (or for higher order transit on Steeles Avenue) in the future, the station may be delineated in the ROP. At that point the Region could consider whether they are appropriate to be added to schedule E-4 (employment implementation policy Category 3-2) and benefit from proposed policy 5.8.36 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p>							
List of Studies Submitted: Economic Analysis, dated November 30, 2021, prepared by Altus Group							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	Unknown	Y	N	N

B33	5923 Mayfield Road						
Applicant:	Blackthorn Development Corp.						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Single detached dwelling						
Proposed use:	Mixed use (residential and commercial/retail work live units)						
Area Reviewed:	1.85 ha						
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>The site is located on the south side of Mayfield Road immediately west of Airport Road. The proposal comprises of a mixed-use development containing predominantly residential dwellings with two blocks of commercial/ retail work live units fronting Mayfield Road. The City of Brampton is examining the entire subject area beyond the individual site through a Precinct Plan, where consideration should be given to the impact on the overall employment area, which is approximately 26 hectares of greenfield employment lands. The following factors were considered in staff's recommendation to not support the employment conversion. The subject lands are:</p> <ul style="list-style-type: none"> • Not supported by existing or planned higher order transit, or fronting a rapid transit corridor, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential. Not located within a Strategic Growth Area, and intensification is not required at this location to meet the Region's growth forecasts as confirmed by City of Brampton staff. • Removal of the subject lands would result in the reduction of employment area while introducing sensitive land uses that may impact the viability of surrounding employment lands. The City of Brampton is examining the entire subject area beyond the individual site through a Precinct Plan, where consideration should be given to the impact on the overall employment area, which is approximately 26 hectares of greenfield employment lands. • Mayfield Road is a primary truck route and east-west corridor in the strategic goods movement network (proposed RPOP Figure 16). The corridor is vital for the movement of goods to nearby employment areas straddling Mayfield Road, including employment lands in the 2051 New Urban Area on the north side <p>Staff continue to recommend that the conversion requests not be supported at this time, however they could be reconsidered through a subsequent phase of the MCR based on the results of any comprehensive work undertaken by City of Brampton staff to identify lands within the broader employment area where mixed use and residential would be considered.</p> <p>List of Studies Submitted: Concept Site Plan prepared by Signature Design Group dated July 2021; Tertiary Plan prepared by Signature Design Group dated July 2021.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	N	N	N

B34	390 Orenda Road
Applicant:	Delta Urban / Lark Investments Inc.
PSEZ:	Yes – Zone 14 Pearson Airport Hub
Local Designation:	Industrial (Brampton OP)
Existing use:	Manufacturing
Proposed use:	Residential and mixed-uses
Area Reviewed:	3.2 ha
Recommendation:	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Bramalea GO MTSA.
Area Supported for Conversion:	N/A
Summary	
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport with employment land uses surrounding it. Introducing residential uses may introduce land use compatibility issues. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents).</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered in subsequent stages of the MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in proposed policy 5.8.36.</p> <p>List of Studies Submitted: Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

B35	110 East Drive						
Applicant:	Weston Consulting Inc.						
PSEZ:	Yes – Zone 14, Pearson Airport Hub (Airport)						
Local Designation:	Industrial (Brampton OP)						
Existing use:	Warehouse and office						
Proposed use:	Mixed uses (including residential)						
Area Reviewed:	3.0 ha						
Recommendation:	The conversion is not supported through the Regional MCR. Non-Employment uses may be considered through local comprehensive planning for the Bramalea GO MTSA, subject to Flexible Employment Policy Category 1 (5.8.36).						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject lands are located at the northern boundary of an employment area, north of Steeles and east of Bramalea Road. The property is in the larger employment area around Pearson International Airport with employment land uses surrounding it. Introducing residential uses may introduce land use compatibility issues. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Employment conversion analysis completed to date (through Brampton's 2017 MCR and the Region's MCR) has not identified the site for employment conversion potential. The lands are within the KIT-2 Bramalea GO MTSA.</p> <p>The conversion of this site is being considered in the context of Regional and local work regarding MTSA's and the Bramalea GO Mobility Hub. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered in subsequent stages of the MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in proposed policy 5.8.36.</p>							
List of Studied Submitted: Employment Conversion Request Submission, dated November 30, 2021, prepared by Weston Consulting							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	Y	N	Y

B36	9340, 9358, & 9370 Goreway Drive						
Applicant:	Candevcon Ltd.						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Single residential dwellings						
Proposed use:	Mixed-use						
Area Reviewed:	1.9 ha						
Recommendation:	This site is not supported for conversion or removal from the regional employment area.						
Area Supported for Conversion:	N/A						
Summary							
<p>The proposed development is described as high density residential, retail, and commercial uses. The subject property is on the northeastern periphery of the large airport employment area, north of Queen Street. It is directly adjacent to but outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Commercial properties line the west side of Humberwest Parkway, providing some buffer from the industrial uses west on Sun Pac Boulevard. The following factors were considered in staff's recommendation to not support the employment conversion. The subject lands are:</p> <ul style="list-style-type: none"> • Located beyond the 800 metre radius of the “planned” Goreway MTSA (QUE-12), not fronting a higher order transit or rapid transit corridor, and therefore not subject to flexible employment policies which may permit more sensitive uses such as residential. • Not located within a Strategic Growth Area, and intensification at this location is not required to meet the Region's growth forecasts as confirmed by Brampton staff. • The subject lands are located within PSEZ 14 - Pearson Airport Hub and would require Provincial support to lift the PSEZ designation. <p>Staff continue to recommend that the conversion requests not be supported at this time, however could be reconsidered through a subsequent phase of the MCR upon completion of a comprehensive assessment of this Planned MTSA, if the subject lands are included within the MTSA boundary.</p> <p>List of Studies Submitted: Employment Conversion Request Letter and Policy Analysis, dated November 2, 2021, prepared by Candevcon Ltd.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	N	N	N

B37	24 Bramalea Road
Applicant:	Delta Urban / Lark Investments Inc.
PSEZ:	Yes – Zone 14 Pearson Airport Hub
Local Designation:	Office (Brampton OP)
Existing use:	Auto repair
Proposed use:	Residential and mixed-uses
Area Reviewed:	0.4 ha
Recommendation:	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Bramalea GO MTSA.
Area Supported for Conversion:	N/A
Summary	
<p>The applicant has proposed conversions (B15-B19, B34, B37) and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road, totalling an estimated 3,800 residential units and 840 jobs accommodated on the Lark Investments-owned lands as part of a larger envisioned “Emerald Heights” mixed use neighbourhood around Bramalea GO station (KIT-2 MTSA proposed in the ROP). The property is in the larger employment area around Pearson International Airport with employment land uses surrounding it. Introducing residential uses may introduce land use compatibility issues. The area is connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents).</p> <p>Technical studies were prepared for consideration and reviewed by the Region, however the impacts of introducing mixed uses on the site must be considered as part of a larger local municipal visioning and technical exercise for the future of the Bramalea GO station MTSA and Mobility Hub. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered in subsequent stages of the MCR through local municipal comprehensive planning and implementation of the larger MTSA. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in proposed policy 5.8.36.</p> <p>List of Studies Submitted: Land Ownership Map, prepared by Delta Urban; Proposed Emerald Heights Mixed-Use Neighbourhood Study Area Map, prepared by Delta Urban; Context Map, prepared by Bousfields Inc.; Planning Justification Report, dated October 1, 2021, prepared by GWD Ltd.; Land Use and Massing Study, dated September 2021, prepared by Bousfields Inc.; Economic Analysis, dated June 30, 2021, prepared by Altus Group Economic Consulting; Transportation Study, dated July 2021, prepared by LEA Consulting Ltd.; CNR Rail Spur Crossing Memo, dated March 8, 2021, prepared by Stantec Consulting Ltd.; Servicing Memo, dated July 22, 2021, prepared by SCS Consulting Group Ltd.</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Unknown / TBD	Y	N	Y

B38	Steeles at Wardsville Drive (0 Harbour Sky Drive)						
Applicant:	KLM Planning Partners Inc.						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP) and Specialty Office and Service Commercial (Secondary plan)						
Existing use:	Vacant						
Proposed use:	Residential and retail						
Area Reviewed:	1.5 ha						
Recommendation:	This site is not supported for conversion through the Regional MCR.						
Area Supported for Conversion:	N/A						
Summary							
<p>The applicant has proposed a conversion to a mid-rise residential apartment building of 112 units with ground floor retail on a vacant site on Mississauga Road north of Wardsville Drive (Parcel C). The subject property is designated 'Specialty Office and Service Commercial' in the Bram West Secondary Plan (Area 40c). Permitted uses include offices, restaurants, retail and service commercial uses which provide support to the Bram West employment lands to the south and the surrounding residential area to the east and west. The Block Plan 40-1 that notwithstanding the uses permitted within the 'Specialty Office and Service Commercial' designation, a limited amount of medium density residential uses shall be permitted along the eastern edge of the 'Specialty Office and Service Commercial' blocks along Sky Harbour Drive in live-work units. Residential uses are not intended to be the principle use within the Business Corridor designation.</p> <p>The proposed Regional Official Plan policy framework has identified a conceptual Node/Centre at Bramwest (on Schedule E-2 Strategic Growth Areas), which as not yet been delineated. The lands are located beyond the 800 metre radius of the Steeles at Mississauga (HUB-3) planned MTSA, a potential bus terminal. The proposed use does not meet the requirements of the Brampton Official Plan or the Growth Plan and ROP policies for employment conversions. A conversion of the property to allow for mixed uses is not recommended at this time. Other employment implementation policies may permit commercial land uses within the parameters of the regional and local official plans.</p>							
List of Studies Submitted: Economic Analysis, dated November 30, 2021, prepared by Altus Group							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	Unknown	Y	N	N

B39	Caliber Homes on Mayfield Road (the portion of Part of Lot 17, Concession 6, EHS, west of 5923 Mayfield Road and east of the valley lands)						
Applicant:	KLM Planning Partners Inc.						
PSEZ:	N/A						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Agricultural						
Proposed use:	Mixed uses, including residential						
Area Reviewed:	1.7 ha						
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>The site is located on the south side of Mayfield Road, west of Airport Road and on the periphery of the employment area. The applicant has proposed mixed uses, including residential. The City of Brampton is examining the entire subject area beyond the individual site through a Precinct Plan, where consideration should be given to the impact on the overall employment area, which is approximately 26 hectares of greenfield employment lands. The following factors were considered in staff's recommendation to not support the employment conversion. The subject lands are:</p> <ul style="list-style-type: none"> • Not supported by existing or planned higher order transit, or fronting a rapid transit corridor, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential. Not located within a Strategic Growth Area, and intensification is not required at this location to meet the Region's growth forecasts as confirmed by City of Brampton staff. • Removal of the subject lands would result in the reduction of employment area while introducing sensitive land uses that may impact the viability of surrounding employment lands. The City of Brampton is examining the entire subject area beyond the individual site through a Precinct Plan, where consideration should be given to the impact on the overall employment area, which is approximately 26 hectares of greenfield employment lands. • Mayfield Road is a primary truck route and east-west corridor in the strategic goods movement network (proposed RPOP Figure 16). The corridor is vital for the movement of goods to nearby employment areas straddling Mayfield Road, including employment lands in the 2051 New Urban Area on the north side <p>Staff continue to recommend that the conversion requests not be supported at this time, however they could be reconsidered through a subsequent phase of the MCR based on the results of any comprehensive work undertaken by City of Brampton staff to identify lands within the broader employment area where mixed use and residential would be considered.</p>							
List of Studies Submitted: Planning Letter and Maps, prepared by KLM Planning Partners Inc. March 28, 2022							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	N	N	N

3.6.3 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 (removal from the Regional employment area).
Area Supported for Conversion:	24.8 ha (with approximately 13 ha added in the Lakeview Waterfront Major Node “Innovation Corridor”)
Summary	
<p>This site is located on the south side of Lakeshore Road East, between East Avenue and Hydro Road in Mississauga. The subject site is within the Lakeview Waterfront Major Node and will be served by the future Lakeshore Bus Rapid Transit line and within the LBRT-2 Haig (Lakeview Waterfront) Major Transit Station Area. The conversion refers to a portion of the Business Employment designated lands along Lakeshore Rd and changes made through Mississauga Official Plan Amendment 89 in an area formerly known as Rangeview Estates in the Lakeview Employment Area. Lakeview was removed as Employment Area Character Area in the Mississauga Official Plan in Chapter 17, Map-17-1 and as shown on Schedule 10 Land Use Designations subject to the Peel 2051 Regional Official Plan Review and MCR. The site and surrounding area was formerly designated Utility and Business Employment, but was evaluated through the Inspiration Lakeview Master Plan process and redesigned as a complete community that will feature housing, employment and recreation opportunities, transportation and community infrastructure, and will protect and enhance environmental systems.</p> <p>As per Mississauga Official Plan Section 13.3.1, the Lakeview Waterfront Major Node is planned to achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare; and strive to reach a population to employment ratio of 2:1 across the entire Major Node. While 23.8 ha of business employment land is to be removed in Rangeview Estates, additional lands were added through MOPA 89 in 2018 on the west side of the new street K (a southerly extension of Haig Blvd) and then through a further amendment on November 8, 2021 which added an additional 2.5 ha. With the “Innovation Corridor” precinct of the Lakeview Waterfront Major Node of the Mississauga Official Plan now supporting additional business employment land uses, this will appear as approximately 13 hectares total in the regional employment area. While there is a reduction of number of hectares of employment land in the Lakeview Waterfront Major Node from 23.8 hectares of industrial land in Rangeview Estates, to approximately 13 hectares of Innovation Corridor, the potential for number of jobs has increased. An updated Recommendation Report and Detailed Planning Analysis appended to the November 8, 2021 Local Official Plan Amendment staff report noted that the existing Rangeview Estates has supported 1,785 jobs in the Lakeview Employment Area, but the proposed development is planned to ultimately accommodate up to 140 000 m² (1.5 million ft²) of employment space and 9,000 jobs (generally following the 2:1 ratio of the Major Node policies) should the Innovation Corridor materialize to its full potential.</p> <p>Lakeview Waterfront policies are the result of extensive public, stakeholder, and inter-governmental consultation, and the conversion of certain</p>	

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

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

Detailed Analysis

Is there a need for the Conversion? (GP 2.2.5.9.a)	Yes. There is no need for conversion to meet the Region’s residential supply needs; however conversion is in the interest of strategic community development, i.e. a complete community in previously underutilized lands within the Lakeview Waterfront Major Node. The conversion and redesignation of new business employment lands in the Innovation Corridor ultimately delivers more a far greater number of employment opportunities in Lakeview Village.
Lands required for employment purposes? (GP 2.2.5.9.b)	No. The Region must maintain the majority of its employment lands to meet its employment forecasts to 2041, however this conversion is recommended on the basis that it will contribute to the development of a complete community on this formerly underutilized site. In addition, the Lakeview Major Node maintains approximately 13 ha of Business Employment lands in the Innovation Corridor. The existing Rangeview Estates lands are also not in a PSEZ or needed from a regional or provincial economic development perspective.
Maintain sufficient employment land if removed? (GP 2.2.5.9.c)	Yes. With careful stewardship of its employment lands, this conversion will not adversely affect the Region’s ability to meet its employment growth forecasts. The existing jobs in Rangeview Estates are being replaced and multiplied with “Innovation Corridor” uses that will include office, technology, medical, research and other innovative professional jobs that better suit the City’s transition to more knowledge-based employment (rather than industrial/manufacturing).
Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	No. Conversion of business employment lands within Lakeview will not adversely impact the overall viability of an employment area, as it is isolated from other employment lands in the City. The conversion will not impact the achievement of Growth Plan targets.
Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	Yes. The site has existing hard services or planned upgrades that can accommodate the growth. Higher order transit is planned on the Lakeshore BRT and this development is within one of the Region’s proposed MTSA’s. The lands are surrounded by existing community and services in the Lakeview area and the mixed use redevelopment itself is planned as a complete community with the appropriate public services and amenities to support the population.
In a Strategic Growth Area? (ROP Schedule E-2)	Yes. The lands are within the LBRT-2 Haig (Lakeview Waterfront) MTSA and the Lakeview Waterfront conceptual Node/Centre on proposed Schedule E-2 – Strategic Growth Areas.
Would Retail/Commercial Flexibility apply? (ROP 5.8.35)	No
Would MTSA Flexibility apply? (ROP 5.8.36)	No

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. In addition, the MTSA Wharton Way (DUN-17) has been added to the list of MTSAs for which flexible policy 5.8.36 applies (Category 1).
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> <p>For the remainder of the employment lands within the Wharton Way MTSA (DUN-17), employment conversion is not supported at this time (east of the Etobicoke Creek). It was determined that the lands should remain in the employment area designation at this time considering the location in the Etobicoke Creek Special Policy Area (SPA) in the Dixie Employment Area Character Area in the Mississauga Official Plan. In order for the overall Dundas Connects to be fully implemented, a number of key studies, approvals, and investments are required including review of the SPA and flood remediation measures. Land use compatibility is also a key consideration for potential inclusion of sensitive land uses (subject to SPA review), considering the employment land uses which are located in this MTSA. Considering the ongoing technical review of these lands, the Region has proposed to include the Wharton Way MTSA to form the basis of a flexible policy area (5.8.36). 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 to be completed in the future.</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 (removal from the Regional employment area).</i>
Area Supported for Conversion:	7.4 ha

Summary

The subject site is located at the southwest corner of Airport Rd. and Drew Rd. (2960, 2970, 2980 Drew Rd). The site features a large business and retail shopping centre, with low density residential to the east, community and park space to the south, and the larger Northeast Employment Area to the north and west with primarily warehousing and light industrial uses. The request for conversion from the City highlights that the site will continue to prohibit residential uses and therefore not pose an issue with sensitive land uses and land use compatibility with adjacent employment lands. The proposed conversion would reflect the existing use of the site (office, commercial, and retail) and allow for the enhancement of the adjacent intersection. The site was reviewed in the context of the MyMalton study, which identified an opportunity to improve the intersection of Airport Rd. and Morning Star Dr. by enhancing the existing community space, creating better pedestrian linkages between the site and adjacent Gurdwara and park, and making better use of underutilized parking. The study also identified that the City should consider expanding the boundaries of the Malton Neighbourhood Character Area (in Mississauga Official Plan Chapter 16) to include the Great Punjab Centre, as the Malton community is the primary area it is serving. The proposed Regional Official Plan policy framework has identified a conceptual Node/Centre in Malton (on Schedule E-2 Strategic Growth Areas), which as not yet been delineated. An employment conversion of the site would provide the flexibility for the City to continue comprehensive planning of the area and explore options to add uses onsite to serve the larger Malton community on a rapid transit corridor (Airport Road) and in close proximity to higher order transit (Malton GO). Regional staff encourage that as part of the current Mississauga Official Plan Review, local municipal staff consider retaining the local business employment designation while still being able to continue with the desired changes to the site in the interest of community development.

List of Studies Submitted: [MyMalton Community Vision Final Report](#), March 2016

Detailed Analysis	
Is there a need for the Conversion? (GP 2.2.5.9.a)	There is no specific planned use for the site to meet growth targets, however a conversion onsite is in the interest of providing the local municipality the flexibility in achieving strategic community building objectives outlined in the MyMalton study.
Lands required for employment purposes? (GP 2.2.5.9.b)	No. The Region must (and is proposing to) maintain the majority of its employment lands to meet its employment forecasts to 2051, however this site is already functioning as a business centre and has the opportunity to contribute as a community space through the improved integration with existing uses to the south and east. The Land needs assessment has recognized this existing use and possible addition of non-employment uses and accounted for the site as non-employment. With careful stewardship of the Region's much larger employment land base, this conversion will not adversely affect the Region's ability to meet its employment growth forecasts. The forecasted employment growth and land need in Peel can be accommodated in other existing employment lands for growth to 2031 and through the settlement area boundary expansion for growth to 2051.
Maintain sufficient employment land if removed? (GP 2.2.5.9.c)	Yes. See above.
Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	No. The proposed uses will not impact the overall viability of an employment area. The site is currently functioning as a business and retail space. No residential/sensitive land uses have been proposed through the MyMalton Study or City staff request for conversion, which can ensure that land use compatibility issues are avoided.
Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	Yes. Hard services and transit services exist to support the site. The larger mixed use Malton community includes a broad range of uses to support the population.
In a Strategic Growth Area? (ROP Schedule E-2)	To be determined. The site is west of the area identified conceptually as the Malton Node/Centre on proposed Schedule E-2 – Strategic Growth Areas which has not yet been delineated.
Would Retail/Commercial Flexibility apply? (ROP 5.8.35)	No
Would MTSA Flexibility apply? (ROP 5.8.36)	No

M4	Clarkson GO Station Area (LWGO-2)
Proposed Policy Framework:	This MTSA is proposed to form the basis of a proposed flexible policy area (5.8.36). 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:	<i>Not supported for conversion or removal from the regional employment area. Non-employment uses may be considered through comprehensive planning subject to Flexible Policies (5.8.35 – Category 2, and 5.8.36 – Category 1) including the Wharton Way MTSA.</i>						
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 in subsequent stages of the MCR through comprehensive planning. The site is also within the flexible employment policy area of Wharton Way MTSA (DUN-17) which allows for mixed uses, potentially including residential, to be considered in subsequent stages of the MCR through comprehensive planning.							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
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 or removal from the regional employment area. Non-employment uses may be considered through comprehensive planning subject to a Flexible Policy (5.8.36 – Category 1) for the Wharton Way MTSA on a portion of the lands.</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).</p> <p>For the lands within the flexible employment policy area of Wharton Way MTSA (DUN-17), mixed non-employment uses (potentially including residential) can be considered in subsequent stages of the MCR through comprehensive planning.</p> <p>List of Studies Submitted: N/A</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	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 or removal from the regional employment area.</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> <p>List of Studies Submitted: N/A</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	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 (removal from the regional employment area)</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. Regional staff support removal of the site from the regional employment area to enable the local municipal development process to consider the introduction of mixed uses. Technical study via the development application review process is required to determine if avoidance or mitigation of land use compatibility issues can be achieved for any proposed sensitive uses on site in relation to the employment uses.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
Y	N	Y	TBD	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 (removal from the regional employment area)</i>						
Area Supported for Conversion:	1.3 ha						
Summary							
<p>An 8-storey mixed use development was proposed which would maintain the existing place of worship while adding a senior's residence and retail commercial uses at grade. At the time of the request, the applicant did also recognize that the Region was in the early planning phases of the Twin Pines redevelopment and affordable housing project and expressed interest in the process. The lands are within a proposed MTSA on the Dundas Bus Rapid Transit corridor and were considered for mixed uses through the Dundas Connects Master Plan and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis & Dixie. Regional staff support removal of the site from the regional employment area to enable the local municipal development process to consider the introduction of mixed uses. Technical study via the development application review process is required to determine if avoidance or mitigation of land use compatibility issues can be achieved for any proposed sensitive uses on site in relation to the employment uses.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
Y	N	Y	TBD	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 supported for conversion through the Regional MCR.						
Area Supported for Conversion:	N/A						
Summary							
<p>The site is located at the northwest corner of Dixie Road and Aimco Boulevard currently occupied by a commercial plaza. The proposal requests to remove the existing employment area designation to permit a mixed-use development containing three residential towers (of 25 storeys), with retail and restaurant uses on the ground floor, and two storeys of office uses above at the southeast corner of the building. The site is located within a commercial strip north of Eglington Ave which serves the adjacent employment area, however the business employment designation continues to the parcel directly to the west. The property is in the Northeast Employment area but is outside of the Pearson Airport Operating Area and below the noise contour level 30 (whereas 30 or above typically spurs noise complaints).</p> <p>The site is located within the mixed-use designation in the Mississauga Official Plan, but is not situated on the periphery of the employment area designation nor supported by existing or planned higher order transit, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
List of Studies Submitted: Conceptual Architectural Drawing Set prepared by IBI, dated October 2020.							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	N	N	N

M24	Dixie and Crestlawn						
Applicant:	Sajecki Planning						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Employment Area - Business Employment (Mississauga OP)						
Existing use:	Commercial uses						
Proposed use:	Mixed use (residential, office, commercial, employment), parkland						
Area Reviewed:	5.6 ha						
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject lands are located on the west side of Dixie Road, south of Crestlawn Drive, east of Fewster Drive, and within the Mississauga Transitway Dixie MTSA (403-9). Currently, the lands are occupied by 13 low-rise buildings containing office, commercial retail, and daycare uses. The proposal comprises of a mixed-use development containing predominately residential uses together with office commercial and employment uses. Additional policy analysis was provided by the applicant following the initial submission to provide further justification for the proposed employment conversion.</p> <p>The site is located directly on Dixie Road and within the mixed-use designation in the Mississauga Official Plan. This MTSA was not identified for forming the basis of flexible employment policies for mixed uses in the ROP, and is intended to achieve its minimum density requirements through continued development as an employment-focused MTSA in the larger Airport Corporate Centre. Lan use compatibility impacts to the larger employment area are also a concern. A conversion of the site is not recommended at this time.</p> <p>List of Studies Submitted: Preliminary Concept prepared by Sajecki Planning, dated October 2021; Justification for Employment Land Conversion dated December 23, 2021, prepared by Sajecki Planning</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	N	Y	N	N

M25	3155 Argentinia Rd						
Applicant:	Urban Strategies Inc.						
PSEZ:	N/A						
Local Designation:	Corporate Centre, Mixed Use (Mississauga OP)						
Existing use:	Commercial Retail						
Proposed use:	Mixed use (residential, office, commercial and employment)						
Area Reviewed:	12.6 ha						
Recommendation:	<i>Not supported for conversion.</i> Proposed employment planning implementation policies may permit consideration of additional land uses in the future (Category 3-2).						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject lands are irregular in shape, located along Argentinia Road, east of Tenth Line and West of Winson Churchill Boulevard. The lands are 12.6 hectares of lands within the larger 25.6 ha SmartCentres Meadowvale site, occupied by low-rise commercial/retail and “big box” stores. The proposed employment conversion and envisioned development comprises of a mixed use development including residential uses, replacement of the retail space that exists on the site today, office uses, new parks and open spaces, and new community uses.</p> <p>The future highway 407 Transitway is proposed to have a new station connected to the existing Lisgar GO, and the subject lands fall within the 800 metre radii of both higher-order transit stations. Lisgar GO MTSA (MIL-1) is a planned station and not proposed to be delineated in the Regional Official Plan at this time, as further land use visioning and implementation would be required. The Region’s growth forecasts can be accommodated without intensification in this planned MTSA. The station is also not yet served by all-day two-way GO rail service. Should there be justification for the Region and City to focus intensification here in the future (and/or the Milton GO line / 407 Transitway receive transit investment in the future) the Lisgar GO MTSA can be studied for delineation in the ROP. At that point the Region could consider whether the MTSA is appropriate to be added to schedule E-4 (employment implementation policy Category 3-2) and benefit from proposed policy 5.8.36 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and proposed policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p>							
<p>List of Studies Submitted: Employment Conversion Request and Analysis, dated November 2, 2021, prepared by Urban Strategies; Employment Land Conversion Rationale 3155 Argentinia Road, Mississauga SmartCentres Meadowvale, dated November 12, 2021, prepared by Urban Strategies; Employment Conversion Concepts and Rationale Presentation, dated January 11, 2022, prepared by Urban Strategies</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	Y	Y	Y	N

M26	1100 Burnhamthorpe Road						
Applicant:	Urban Strategies Inc.						
PSEZ:	N/A						
Local Designation:	Employment Area, Mixed Use (Mississauga OP)						
Existing use:	Commercial / Retail						
Proposed use:	Mixed use (residential, office, commercial and employment)						
Area Reviewed:	4.6 ha						
Recommendation:	<i>Not supported for conversion.</i> Proposed employment planning implementation policies may permit consideration of additional land uses in the future (Category 3-2).						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject lands are irregular in shape, located along Burnhamthorpe Road, between Central Parkway West and Erindale Station Road. The lands are 4.6 hectares, occupied by low-rise commercial/retail stores. The proposed employment conversion and envisioned development comprises of a mixed use development including residential uses, replacement of the retail space that exists on the site today, office uses, new parks and open spaces, and new community uses. Surrounding lands to the south and east in the Mavis-Erindale employment area support heavier industrial land uses that warrant further land use compatibility evaluation.</p> <p>The subject lands fall within the 800 metre radius of Erindale GO MTSA (MIL-4), a planned station which is not proposed to be delineated in the Regional Official Plan at this time, as further land use visioning and implementation would be required. The Region's growth forecasts can be accommodated without intensification in this planned MTSA. The station is also not yet served by all-day two-way GO rail service. Should there be justification for the Region and City to focus intensification here in the future (and/or the Milton GO line receives transit investment in the future) the MTSA can be studied for delineation in the ROP. At that point the Region could consider whether the MTSA is appropriate to be added to schedule E-4 (employment implementation policy Category 3-2) and benefit from proposed policy 5.8.36 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering the large size of the site, no known commitment or timing for transit service investment, and proposed policy flexibility which would better respond to changes in land use and transit planning, a conversion of the site is not recommended at this time.</p> <p>List of Studies Submitted: Employment Land Conversion Rationale 1100 Burnhamthorpe Road W, Mississauga, dated November 22, 2021, prepared by Urban Strategies; Employment Conversion Request and Analysis, dated November 2, 2021, prepared by Urban Strategies; Employment Conversion Concepts and Rationale Presentation, dated January 11, 2022, prepared by Urban Strategies</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	Y	Y	N

M27	780 Burnhamthorpe Road
Applicant:	Urban Strategies Inc.
PSEZ:	N/A
Local Designation:	Employment Area - Mixed Use (Mississauga OP)
Existing use:	Commercial and employment
Proposed use:	Mixed use (residential, office, commercial and employment)
Area Reviewed:	4.4 ha
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area.</i>
Area Supported for Conversion:	N/A

Summary

The subject lands are irregular in shape bounded by Burnhamthorpe Road West to the north, Wolfedale Road to the east and Mavis Road to the west. The lands are occupied by two low-rise buildings containing commercial and employment uses. The proposed employment conversion and envisioned development comprises of a high-density mixed-use development containing residential, commercial and employment uses. The site is within the Mavis-Erindale Employment Area, with no residential permissions. The following factors were considered in staff's review:

- Not supported by existing or planned higher order transit, or fronting a rapid transit corridor, and therefore not subject to flexible employment policies which would contemplate retail/commercial or more sensitive uses such as residential.
- Not located within a Strategic Growth Area, and intensification is not required at this location to meet the Region's growth forecasts as confirmed by City of Mississauga staff.
- The entirety of the site is located within either the 300 metre and 600 metre influence areas of a chemical plant (Fielding Environmental) located on the east side of Mavis Road, south of Burnhamthorpe Road West. The City of Mississauga Official Plan policies do not permit new residential development within the 300 m zone of influence.
- Surrounding lands to the south and east in the Mavis-Erindale employment area support heavier industrial land uses that warrant further land use compatibility evaluation. Removal would result in the reduction and fragmentation of the employment area while introducing sensitive land uses that may impact the viability of surrounding employment uses.

Staff continue to recommend that the conversion request not be supported at this time, however could be reconsidered through a subsequent phase of the MCR with further technical study.

List of Studies Submitted: Employment Land Conversion Rationale 780 Burnhamthorpe Road W, Mississauga, dated November 22, 2021, prepared by Urban Strategies; Employment Conversion Request and Analysis, dated November 2, 2021, prepared by Urban Strategies; Employment Conversion Concepts and Rationale Presentation, dated January 11, 2022, prepared by Urban Strategies

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	Y	N	N	N

M28	5200 Dixie Road						
Applicant:	Weston Consulting						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Employment Area - Mixed Use (Mississauga OP)						
Existing use:	Commercial and office						
Proposed use:	Mixed use including residential						
Area Reviewed:	4.0 ha						
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject property is located on the west side of Dixie Road between Matheson Boulevard East and Eglinton Avenue East. The site is currently occupied by two low-rise buildings comprising of commercial and office uses, and surrounded by commercial, and employment uses also designated as Regional employment areas. The proposal comprises of a mixed-use development containing residential, commercial and office uses.</p> <p>The site is located within the mixed-use designation in the Mississauga Official Plan but is not located on the periphery of the employment area designation nor supported by existing or planned higher order transit, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential. The property is not within a strategic growth area and there is no specific need for residential uses to justify the site's removal from the regional employment area. As such, a conversion is not supported at this time.</p> <p>List of Studies Submitted: Employment Conversion Request Submission prepared by Weston Consulting, dated November 2021.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	N	N	N

M29	2025 – 2087 Dundas Street East
Applicant:	Weston Consulting
PSEZ:	N/A
Local Designation:	Employment Area - Mixed Use (Mississauga OP)
Existing use:	Office, commercial and employment uses
Proposed use:	Mixed use, including residential
Area Reviewed:	2.7 ha
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.35 – Category 2). Non-employment mixed uses may be considered through comprehensive planning subject to a Flexible Policy (5.8.36 – Category 1) for the Wharton Way MTSA.</i>
Area Supported for Conversion:	N/A
Summary	
<p>The subject property is located on the north side of Dundas Street East, with Universal Drive to the west and Southcreek Road to the east. The site is currently occupied by five low-rise buildings containing office, commercial and employment uses. The proposed employment conversion and development comprises of a mixed-use development containing office, commercial, employment and residential uses. The subject lands are within the DUN-17 Wharton MTSA on the Dundas BRT corridor. While the site was considered for additional mixed uses such as residential through the Dundas Connects Master Plan, it was determined that the lands should remain in the employment area designation considering the location in the Etobicoke Creek Special Policy Area (SPA) in the Dixie Employment Area Character Area in the Mississauga Official Plan. In order for the overall Dundas Connects to be fully implemented, a number of key studies, approvals, and investments are required including review of the SPA and flood remediation measures. The applicant has contacted the Toronto and Region Conservation Authority to engage in the ongoing SPA review. Land use compatibility would also be a key consideration for inclusion of sensitive land uses (subject to SPA review), considering the employment area extending to the north of the site.</p> <p>The lands are within the employment area Mixed Use designation in the Mississauga Official Plan, and sites on the periphery of the employment area served by rapid transit can be considered under the Region’s proposed flexible employment policy 5.8.35 for additional retail/commercial uses to be considered post-MCR through local municipal comprehensive planning. The site is also within the flexible employment policy area of Wharton Way MTSA (DUN-17) which allows for mixed uses, potentially including residential, to be considered in subsequent stages of the MCR through comprehensive planning.</p> <p>List of Studies Submitted: Employment Conversion Request Submission dated November 19, 2021 and Addendum dated November 30, 2021, prepared by Weston Consulting</p>	

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	TBD	Y	Y	N

M30	1425 Dundas St. E
Applicant:	Glen Schnarr & Associates Inc.
PSEZ:	N/A
Local Designation:	Employment Area - Mixed Use (Mississauga OP)
Existing use:	Place of Worship
Proposed use:	Non-employment uses
Area Reviewed:	1.9 ha
Recommendation:	<i>Supported for conversion (removal from the regional employment area)</i>
Area Supported for Conversion:	1.9 ha

Summary

The subject lands are located on Dundas Street E, northwest of the intersection with Dixie Road. The lands are within a proposed MTSA DUN-16 Dixie GO on the Dundas Bus Rapid Transit corridor and were considered for mixed uses through the [Dundas Connects Master Plan](#) and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis & Dixie. Regional staff support removal of the site from the regional employment area to enable the local municipal development process to consider the introduction of mixed uses. Technical study via the Mississauga Official Plan Review and development application review process is required for flood remediation measures in the Etobicoke Creek Area, and to determine if avoidance or mitigation of land use compatibility issues can be achieved for any proposed sensitive uses on site in relation to the employment uses.

List of Studies Submitted: N/A

Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
Y	N	Y	TBD	TBD	Y	Y	N

M31	Heartland Town Centre						
Applicant:	Pound and Stewart Associates Limited						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Employment Area - Mixed Use (Mississauga OP)						
Existing use:	Commercial retail						
Proposed use:	Mixed use including residential						
Area Reviewed:	13.2						
Recommendation:	<i>Not recommended for conversion or removal from the Regional employment area.</i>						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject property is located east of Mavis Road, north of Matheson Boulevard West, west of Mclaughlin Road. The existing uses on the site are commercial retail. The proposal comprises of a mixed-use development containing residential uses. The following factors were considered in staff's recommendation to not support the employment conversion: The subject lands are:</p> <ul style="list-style-type: none"> • Not supported by existing or planned higher order transit, or fronting a rapid transit corridor, and therefore not subject to flexible employment policies which would contemplate retail/commercial or more sensitive uses such as residential. • Not located within a Strategic Growth Area, and intensification is not required at this location to meet the Region's growth forecasts as confirmed by City of Mississauga staff. • Located within PSEZ 14 - Pearson Airport Hub and would require Provincial support to lift the PSEZ designation. • Located within the Toronto Pearson Airport Operating Area (AOA), which limits the introduction of sensitive land uses such as residential based on Federal Airport Zoning Regulations limits and is specifically located within the NEF/NEP level 30-35 noise exposure contours. The Provincial Policy Statement does not permit residential uses in areas 30 NEF/NEP or above. To permit residential uses, the City of Mississauga in collaboration with the Greater Toronto Airports Authority would need to be involved in technical studies demonstrating there would be no negative impacts on the long-term function of the airport and the risk to public health and safety would be minimized. • Staff are not aware of any work currently being undertaken to revisit the permissions for the AOA to support the introduction of sensitive land uses in this area. <p>Staff continue to recommend that the conversion request not be supported at this time, however could be reconsidered through a subsequent phase of the MCR subject to further technical study.</p> <p>List of Studies Submitted: Conversion Request Mapping Booklet, prepared by Pound and Stewart Planning Consultants, dated Nov 11, 2021.</p>							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	N	Y	Y	N	N	N

M32	6981 & 6991 Millcreek Dr						
Applicant:	Urban Strategies Inc.						
PSEZ:	Yes – Zone 18 401-407 (Meadowvale)						
Local Designation:	Corporate Centre, Industrial (Mississauga OP)						
Existing use:	Industrial						
Proposed use:	Mixed use residential / commercial						
Area Reviewed:	3.0						
Recommendation:	<i>Not supported for conversion.</i> Proposed employment planning implementation policies may permit consideration of additional land uses in the future (Category 3-2).						
Area Supported for Conversion:	N/A						
Summary							
<p>The subject lands are located at the corner of Millcreek Drive and Derry Road, west of the Highway 401. Some industrial and commercial businesses operate onsite, and the surrounding employment lands are generally similar industrial/commercial uses. The proposed employment conversion envisions a mixed use development including residential and commercial uses.</p> <p>The subject lands fall within the 800 metre radius of Meadowvale GO MTSA (MIL-2) which is a planned station and not proposed to be delineated in the Regional Official Plan at this time, as further land use visioning and implementation would be required. The Region's growth forecasts can be accommodated without intensification in this planned MTSA. The station is also not yet served by all-day two-way GO rail service. Should there be justification for the Region and City to focus intensification here in the future (and/or the Milton GO line receives transit investment in the future) the MTSA can be studied for delineation in the ROP. At that point the Region could consider whether the MTSA is appropriate to be added to schedule E-4 (employment implementation policy Category 3-2) and benefit from proposed policy 5.8.36 through a regionally-initiated amendment to the ROP. If so, the implementation steps and flexibility for consideration of mixed uses of that policy would apply. Considering there is no current need for the conversion and the proposed policy flexibility can better respond to changes in land use and transit planning in the future, a conversion of the site is not recommended at this time.</p>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	Y	Y	Y	Y	Y	N	N

4.0 Staff Recommended Employment Policy Framework and Future Phase of the Peel 2051 MCR

4.1 Recommended Policies the Employment Areas Land Use Designation

Employment planning policies are in section 5.8 of the new RPOP, including employment conversion criteria similar to those in the Growth Plan. Designated employment areas are mapped on Schedule E-4 of the proposed April 2022 ROP and staff have reflected any supported employment conversions as excluded from the employment 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.

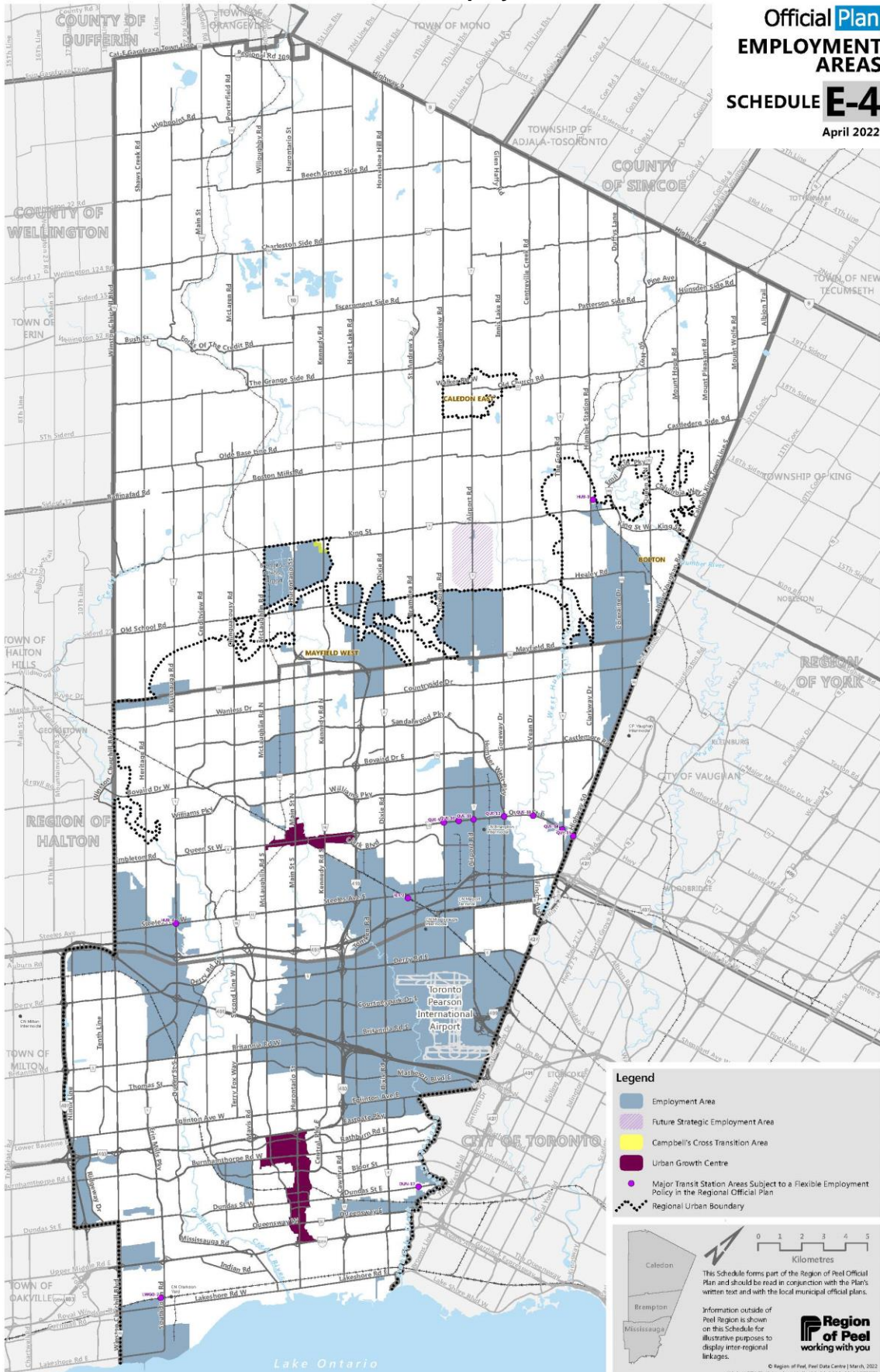
The proposed Employment Areas designation:

- Protects the vast majority of existing employment lands in Peel to accommodate job growth to 2051;
- Identifies employment lands for Northwest Brampton (Heritage Heights);
- Excludes targeted employment lands that were supported for conversion;
- Identifies select areas for mixed use flexibility in the employment implementation policy framework;
- Designates existing employment lands and new designated greenfield area employment lands in the 2051 New Urban Area.

For employment areas likely facing transition and development in the future, the proposed April 2022 ROP includes new policies to facilitate additional non-employment uses to be considered through comprehensive planning and technical study in the future. In these areas, the existing and surrounding employment uses are still valuable assets and employers, so the flexible employment policies outlined below require demonstration of land use compatibility while introducing the new community building land uses. The new RPOP policies recognize that lands within select Major Transit Station Areas (MTSAs) identified in Policy 5.8.36 and on Schedule E-4 - Employment Areas will be the focus of this further study described below.

4.1.1 Staff Recommended Schedule E-4 – Employment Areas

Official Plan
EMPLOYMENT
AREAS
SCHEDULE E-4
 April 2022



4.2 A Future Phase of the MCR for Additional Employment Conversion Review

In the employment conversion analysis, which informed the proposed regional employment area, 17 of the sites not supported for conversion at this time were identified as having the potential to support mixed use development. The sites are located within the 12 MTSA where April 2022 ROP policy 5.8.36 provides a process for local MTSA implementation work to consider the introduction of a mix of uses including commercial and residential uses, subject to criteria. However, further technical study and comprehensive analysis in collaboration with the local municipalities is required to determine where residential uses would be appropriate. As noted above, flexibility to consider mixed use in employment areas is captured in policy 5.8.36 of the, but this policy is only applicable in select MTSA identified on Schedule E-4 Employment Areas above. There are however some specific sites that have requested conversions that although not supported at this time, may warrant further consideration. Some of these include Heartland Town Centre, 8200 Dixie Road (Rogers), 5923 Mayfield Road, 3155 Argentia Road (SmartCentres) that are outside of MTSA and not subject to the flexible policy

With all three local municipalities currently engaged in local official plan reviews, it is anticipated that further comprehensive analysis and engagement on employment areas and policies will be undertaken. Through the local official plan reviews and studies, recommendations may be proposed that further consider the changing nature of employment and retail uses in the post pandemic environment. These considerations may result in proposed land use changes in employment areas that would also be subject to waiting until the next MCR, if policy 5.8.36 is not applicable. Based on the foregoing, staff recommend the employment conversion requests that have been submitted through the current MCR process which warrant further analysis and collaboration with local municipal staff be brought forward in a future phase of the Peel 2051 MCR. This approach allows these requests to be considered based on this subsequent analysis, without having to wait potentially 10 years until the next MCR.

In 2023, staff will report back on these matters along with the results of the aggregate resources policy review. The additional time will allow technical studies and comprehensive analysis to be undertaken and the local official plan reviews to be further advanced. Staff also recognize that the changing nature of employment and commercial uses has been accelerated during the pandemic and time is needed to evaluate and monitor these trends as we emerge from the pandemic. Reviewing these employment conversions as part of future phase of the Peel 2051 MCR allows further technical study (such as land use or noise/odour/other land use compatibility studies), comprehensive planning, and consideration of emerging employment trends like the post-pandemic future of retail and office employers. These employment conversions will be reviewed against the policy tests outlined in Section 2 of this report, and also for the proposals' contributions to community building objectives and the provision of affordable housing. At that point, the conversions will be re-evaluated against Provincial and Regional criteria, local planning objectives, and to ensure they do not jeopardize the viability of surrounding employment lands.

5.0 Conclusion

As part of the Peel 2051 MCR, the Region is required to designate and plan for employment areas to accommodate existing and future jobs. This work has supported the overall growth management focus area and specifically the Land Needs Assessment to plan for growth to 2051. Employment areas are places of business and economic activity in the Region that are vital for the Region to maintain a healthy economy and accommodate jobs and economic opportunities to meet the Regions employment forecast. Employment areas support industrial, manufacturing, processing, logistics and warehouse land uses which may not be compatible with sensitive land uses and cannot be located elsewhere. The larger mixed use community in Peel will support diverse job growth in Peel's strategic growth areas and transit corridors.

Staff recommend that the April 2022 ROP be adopted based on the comprehensive employment planning policy framework and designated employment area on Schedule E-4.

Employment Planning Implementation Report: April 2022 Addendum

A. Overview of Regional Council-Directed Revisions and the Adopted Employment Policy Framework

A number of additional employment conversion submissions and delegations were made by the public in April 2022, generally to reiterate the proposals for Regional Council's consideration. One new employment conversion request (B40 - 3455 Queen St E) was received on April 27, 2022 and is summarized in Section C of this addendum; this conversion was not supported.

On April 28, 2022, Regional Council considered the staff recommendation to adopt the April 2022 Region of Peel Official Plan (April 2022 ROP), including the employment planning policy framework. The information was presented through two reports, "Recommending a New Region of Peel Official Plan for Regional Council Adoption" and "Additional Requested Information Regarding the New Region of Peel Official Plan" which outlined staff assessment of specific employment conversions referred back to staff for further review. No change was made to the March 2022 staff recommendations to support or not support specific employment conversions.

In summary, upon receipt of the staff reports, Regional Council resolved to:

Regional Council Direction	Resolution Number	Site
Convert and remove a number of sites from the regional employment area, which is reflected an updated version of Schedule E-4 – Employment Areas (Section D of this addendum):	2022-377	Conversion request B27 and B36: 9400 Goreway Drive, City of Brampton
		Conversion requests B36: 9340, 9358, & 9370 Goreway Dr, City of Brampton
		Additional properties: 9230, 9240, 9260, 9280, 9300, 9320, and 9376 Goreway Drive, City of Brampton
		Conversion Request B33: 5923 Mayfield Road
		Conversion Request B39: Caliber Homes on Mayfield Road (the portion of Part of Lot 17, Concession 6, EHS, west of 5923 Mayfield Road and east of the valley lands), City of Brampton
	2022-375	Conversion Request M31: 650 Matheson Blvd West and 5919 Rodeo Drive (a portion of Heartland Town Centre), City of Mississauga
Direct staff to undertake a further phase of the Peel 2051 MCR to consider potential employment area conversions that warrant further analysis and collaboration with local municipalities, including but not limited to:	2022-380	Conversion Requests M25, M26, M27: 3155 Argentia Road, 1100 Burnhamthorpe Road, and 780 Burnhamthorpe Road, City of Mississauga
Support in principle, the local municipal leadership of the land use and associated public engagement component of the review which will provide important input to the Region's consideration of the employment conversion requests in a future phase of the MCR.	2022-376	N/A

Adopt by-law 20-2022 to repeal the 1996 ROP as amended, and replace it with the April 2022 ROP (including the updated version of Schedule E-4).	2022-379	N/A
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Effectively, the Regional Council direction resulted in a change of the total number of hectares of employment land to be converted from 197.4 hectares (staff recommended in March 2022) to 222.4 hectares which are excluded from the adopted employment area on Schedule E-4 of the April 2022 Region of Peel Official Plan.

B. Employment Conversions Summary Table, Updated Post-Regional Council Adoption

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
Considered or endorsed by local Planning Study	B7	106 East Drive	Brampton	Not supported; Within a Flexible Policy Area ¹	0.6
	M1	Lakeview	Mississauga	Support	24.8
	M2	Dundas Connects – Dixie & Mavis*	Mississauga	Support; Wharton Way (DUN-17) MTSA to form the basis of dROP policy 5.8.36 (Flexible Policy Area) ¹	136.7
	M3	MyMalton – Great Punjab Centre	Mississauga	Support	7.4
	M4	Clarkson GO (LWGO-2)	Mississauga	MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
	M18	Dundas Connects – Western Business Park*	Mississauga	Support	77.1
				Subtotal	246.6
Other Areas Considered	C1	Bolton GO (HUB-1)	Caledon	Partial Support (See O. Reg 171/21); MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	2.6 / N/A
	B25	Bramalea GO (KIT-2)	Brampton	MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
	B26	Queen Street BRT MTSAs from Torbram to Hwy 50 (QUE-9 to QUE-15)	Brampton	MTSAs to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
	B26.1	Steeles at Mississauga Rd (HUB-3)	Brampton	MTSA to form the basis of ROP policy 5.8.36 (Flexible Policy Area) ¹	N/A
				Subtotal	2.6
Private Requests Submitted to the Region	C2	11 Perdue Court	Caledon	Not Supported	1.6
	C4	41 Hopcroft Road	Caledon	Not Supported	0.8
	C5	500 Wilton Dr	Caledon	Support	1.8
	B8	75 Bramalea Rd.	Brampton	Support	1.5
	B9	9381 and 9393 McLaughlin Road North	Brampton	Not Supported	4.4
	B10	Castlepoint Invest Inc.	Brampton	Not supported; Within a Flexible Policy Area ¹	8.8
	B11	1000 Steeles Ave E. (Bacardi)	Brampton	Not supported ³	5.0
	B12	2111 Steeles Ave E. (Canadian Tire)	Brampton	Not supported; Within a Flexible Policy Area ¹	4.9
	B13	3420 Queen St. E	Brampton	Not supported; Within a Flexible Policy Area ¹	4.3

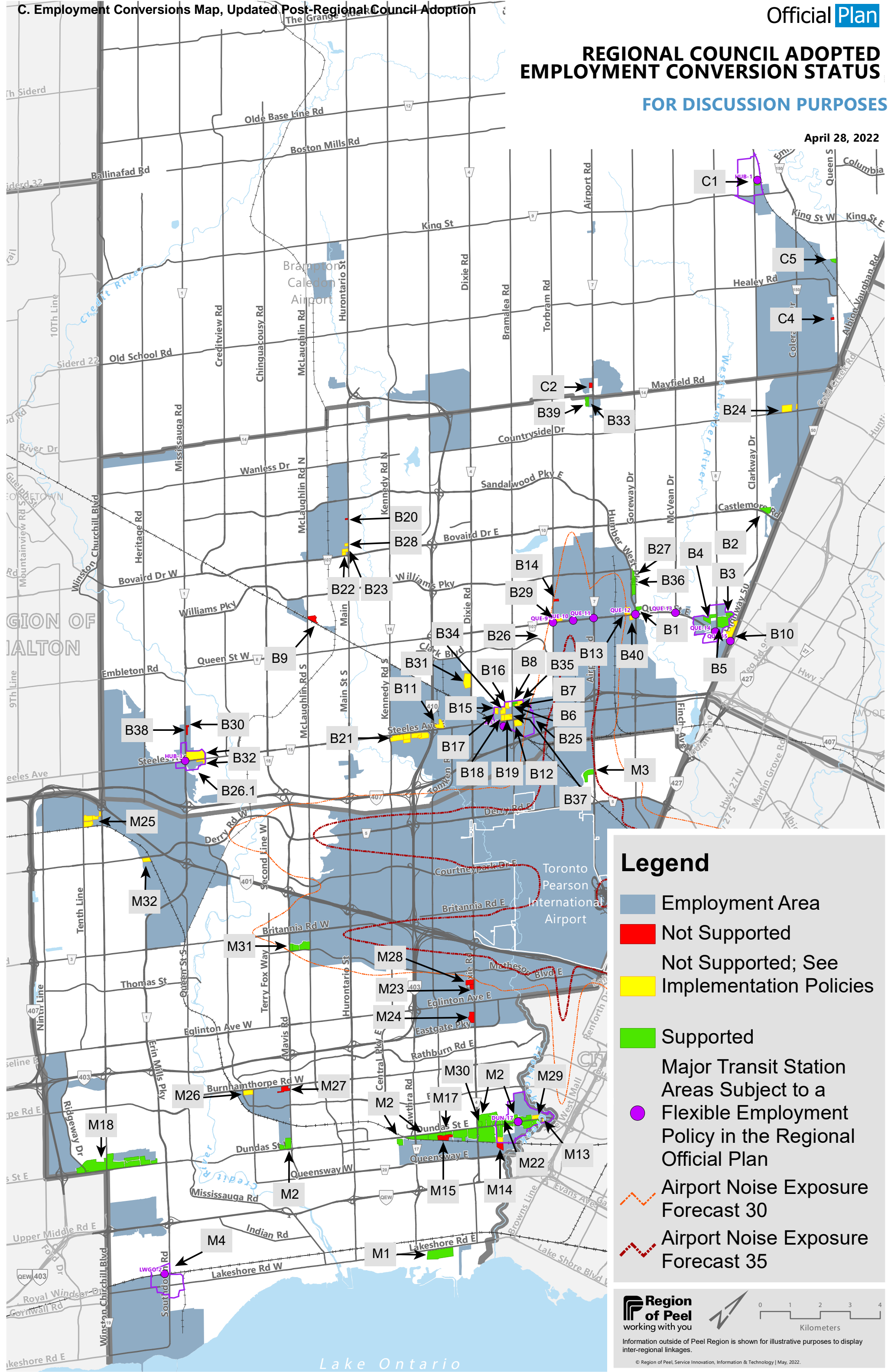
	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Private Requests Submitted to the Region	B14	18 Corporation Drive	Brampton	Not Supported; See Implementation Policies ³	1.2
	B15	10 Victoria Crescent (Delta Urban/ Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	1.1
	B16	26 Victoria Crescent (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	2.6
	B17	376 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	1.7
	B18	387 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	2.0
	B19	391 Orenda Road (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹	4.0
	B20	10394 Hurontario St. (GWD)	Brampton	Not Supported	0.4
	B21	Steeles (Kennedy to Hwy 410)	Brampton	Not supported; Within a Flexible Policy Area ² See Implementation Policies ³	23.8
	B22	150 Bovaird Drive	Brampton	Not supported; Within a Flexible Policy Area ²	1.2
	B23	10064 Hurontario Street	Brampton	Not supported; Within a Flexible Policy Area ²	1.9
	B24	Proposed Place of Worship (N side of Countryside, west of Coleraine)	Brampton	Not Supported See Implementation Policies ³	8.0
	B27	9400 Goreway Drive	Brampton	Support (Directed by Regional Council)	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
	B30	8383 Mississauga Road	Brampton	Not Supported	0.4
	B31	8200 Dixie Road	Brampton	Not Supported See Implementation Policies ³	10.1
	B32	Steeles at Mississauga Road	Brampton	Not Supported See Implementation Policies ¹	18.8
	B33	5923 Mayfield Rd	Brampton	Support (Directed by Regional Council)	1.9
	B34	390 Orenda Rd (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹ ,	3.2
	B35	110 East Dr	Brampton	Not supported; Within a Flexible Policy Area ¹ ,	3.0
	B36	9340, 9358, & 9370 Goreway Dr; and Regional Council Directed Sites (9230, 9240, 9260, 9280, 9300, 9320, and 9376 Goreway Dr)	Brampton	Support (Directed by Regional Council)	1.9; and 4.5
	B37	24 Bramalea Rd (Delta Urban / Lark Investments)	Brampton	Not supported; Within a Flexible Policy Area ¹ ,	0.4
	B38	Steeles at Wardsville Dr (0 Harbour Sky Drive)	Brampton	Not Supported	1.5
	B39	Caliber Homes on Mayfield Rd	Brampton	Support (Directed by Regional Council)	1.7
	B40	3455 Queen St E	Brampton	Within a Flexible Policy Area ^{1,2}	1.4
M13	2120 Dundas St. E	Mississauga	Within a Flexible Policy Area ^{1,2}	0.5	
M14	Dundas St. E & Mattawa Ave (GSAI)	Mississauga	Partial Not Supported Partial Within a Flexible Policy Area ¹	7.3	
M15	Stanfield (GSAI)	Mississauga	Not Supported	6.7	

	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Private Requests Submitted to the Region	M17	1000 Dundas St. E. (PlanLogic)	Mississauga	Support **	0.8
	M22	1699-1701 Dundas St. E	Mississauga	Support **	1.3
	M23	5170 Dixie Road	Mississauga	Not Supported	1.9
	M24	Dixie at Crestlawn	Mississauga	Not Supported	5.6
	M25	3155 Argentia Rd	Mississauga	Not Supported; See Implementation Policies ³	12.6
	M26	1100 Burnhamthorpe Rd	Mississauga	Not Supported; See Implementation Policies ³	4.6
	M27	780 Burnhamthorpe Rd	Mississauga	Not Supported	4.4
	M28	5200 Dixie Rd	Mississauga	Not Supported	4.0
	M29	2025-2087 Dundas St E	Mississauga	Not supported; Within a Flexible Policy Area ¹	2.7
	M30	1425 Dundas St. E	Mississauga	Support **	1.9
	M31	Heartland Town Centre	Mississauga	Support (Directed by Regional Council)	13.2
	M32	6981 & 6991 Millcreek Dr	Mississauga	Not Supported; See Implementation Policies ³	3.0
				Subtotal	222.4
				Total Requested (Excluding additional Regional Council Directed Sites)	476.1
				Total Supported by Region	275.2
<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 is 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 Category 1: MTSA subject to proposed ROP policy 5.8.36 – Lands may be permitted to include non-employment uses post-regional municipal comprehensive review subject to outlined criteria.</p> <p>² These properties are within an area with draft flexible policies Category 2: Proposed ROP Policy 5.8.35 - 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> <p>³ Other proposed ROP policies in Category 3 regarding employment planning implementation may permit the proposed uses to be permitted in the future, subject to specific thresholds or policy criteria being met (ROP Policy section 5.8)</p>					

**REGIONAL COUNCIL ADOPTED
EMPLOYMENT CONVERSION STATUS**

FOR DISCUSSION PURPOSES

April 28, 2022



Legend

- Employment Area
- Not Supported
- Not Supported; See Implementation Policies
- Supported
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Airport Noise Exposure Forecast 30
- Airport Noise Exposure Forecast 35

Region of Peel
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Information outside of Peel Region is shown for illustrative purposes to display inter-regional linkages.

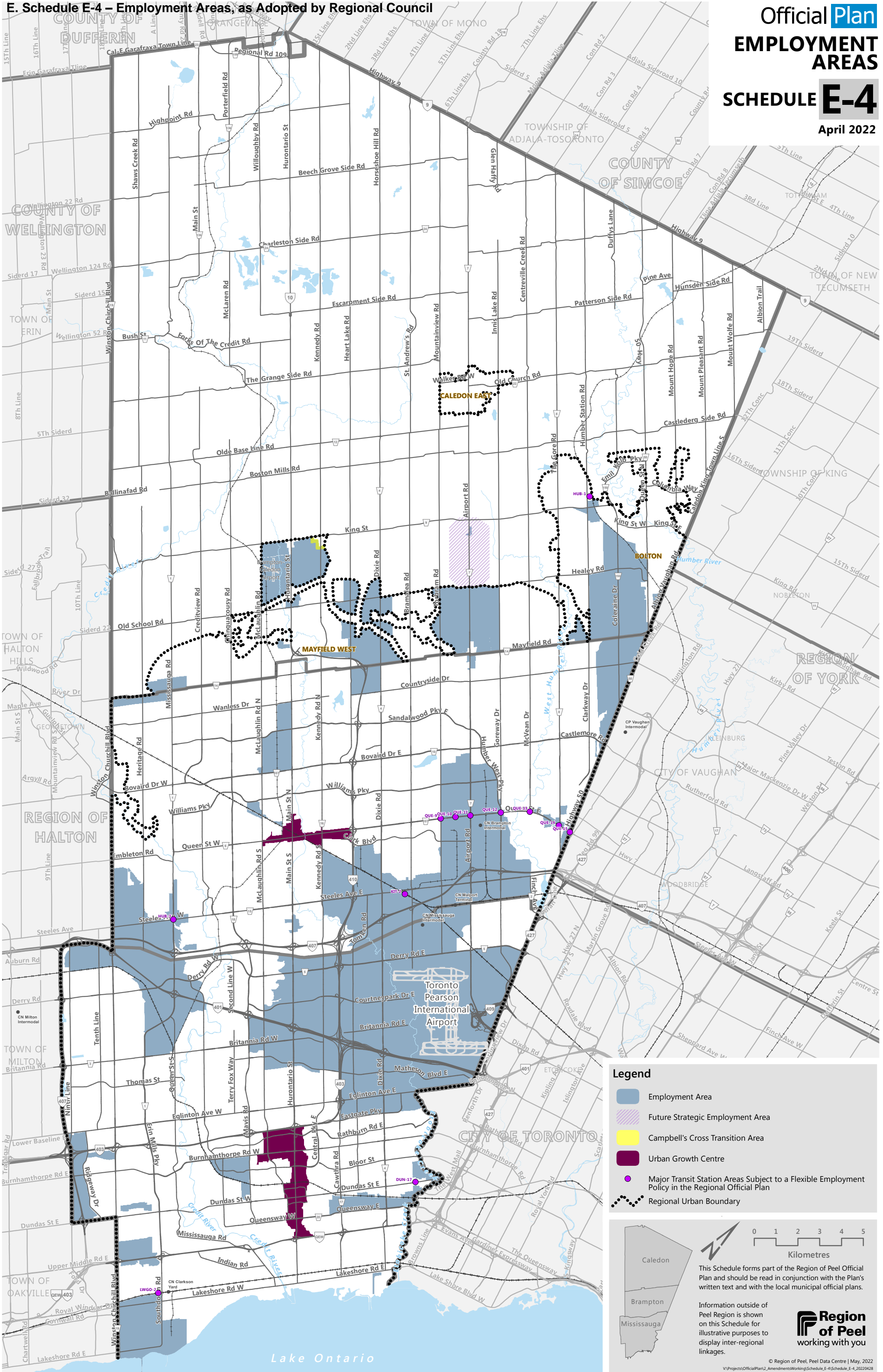
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D. Additional Private Employment Conversion Request Received in April 2022

B40	3455 Queen Street East						
Applicant:	Harper Dell & Associates						
PSEZ:	Yes – Zone 14 Pearson Airport Hub						
Local Designation:	Business Corridor (Brampton OP)						
Existing use:	Motel, retail/office						
Proposed use:	Mixed uses, including the existing uses and proposed residential towers						
Area Reviewed:	1.4 ha						
Recommendation:	This site is not supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.8.36 – Category 1) for the Queen Street Torbram MTSA and retail/commercial through Flexible Policy (5.8.35 - Category 2).						
Area Supported for Conversion:	N/A						
Summary							
<p>This property fronts onto Queen Street East, on the western edge of the airport employment area and is currently a motel and commercial use. The proposed use on the southern portion of the site includes two separate high-rise residential towers. The property is within the Pearson Airport Operating Area, but located below the noise exposure contour level 30 (where 30 or above typically spurs airport noise complaints from residents). Major industrial sites are in the vicinity of this property. 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. The lands are located in the Goreway (QUE-12) planned (undelineated) MTSA on the Queen Bus Rapid Transit line in the Peel MTSA Study. MTSA flexible employment policies are proposed to apply when the MTSA is delineated and may permit a range of mixed uses to be considered in subsequent stages of the 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>							
List of Studies Submitted: N/A							
Is there a need for the Conversion? (GP 2.2.5.9.a)	Lands required for employment purposes (GP 2.2.5.9.b)	Maintain sufficient employment land if removed (GP 2.2.5.9.c)	Does the proposed use impact the viability of surrounding lands? (GP 2.2.5.9.d)	Can existing and planned infrastructure support the use? (GP 2.2.5.9.e)	In a Strategic Growth Area? (ROP Schedule E-2)	Would Retail/ Commercial Flexibility apply? (ROP policy 5.8.35)	Would MTSA Flexibility apply? (ROP policy 5.8.36)
N	N	Y	Y	Y	Y	Y	Y

E. Schedule E-4 – Employment Areas, as Adopted by Regional Council

Official Plan
**EMPLOYMENT
 AREAS**
SCHEDULE E-4
 April 2022



Legend

- Employment Area
- Future Strategic Employment Area
- Campbell's Cross Transition Area
- Urban Growth Centre
- Major Transit Station Areas Subject to a Flexible Employment Policy in the Regional Official Plan
- Regional Urban Boundary

0 1 2 3 4 5
 Kilometres

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the local municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

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