



# Peel2041+

## Preliminary Employment Conversion Analysis

May 2021



## Table of Contents

<b>Section</b>	<b>Page</b>
<b>1.0</b> Background.....	3
1.1 Employment Planning Policy Context.....	3
1.2 Specific Policies for Conversion Review and Non-Employment Flexibility.....	5
1.3 Regional and Local Municipal Roles in Employment Conversions.....	
<b>2.0</b> Supporting Studies and Analysis.....	8
2.1 Region of Peel.....	8
2.2 Town of Caledon.....	8
2.3 City of Brampton	9
2.4 City of Mississauga.....	10
2.5 Analysis Summary and Next Steps.....	10
<b>3.0</b> Employment Conversion Summary Table.....	11
<b>4.0</b> Map of Employment Conversion Requests in Peel.....	13
4.1 Map Zoomed to Brampton and Caledon.....	14
4.2 Map Zoomed to Mississauga.....	15
<b>5.0</b> Individual Employment Conversion Preliminary Assessments.....	16
5.1 Caledon Sites.....	16
5.2 Brampton Sites.....	20
5.3 Mississauga Sites.....	48

## 1.0 Background

The land use planning framework in the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and Regional Official Plan (ROP) is outlined in this section to provide an understanding of the key policy framework components affecting employment conversions. Both existing ROP policies and those proposed through the Peel 2041+ Regional Official Plan Review are presented.

### 1.1 Employment Planning Policy Context

#### *Provincial Policy Statement, 2020*

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

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

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

#### *A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2019*

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

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

The Growth Plan, 2019 introduced 31 provincially significant employment zones (PSEZ), six of which are in Peel. The PSEZ are intended to identify employment areas (as well as mixed use

areas) with a significant number of jobs, protect them for the longer term, and act as an economic development tool. Further policy direction on the implementation of mixed uses in PSEZ may be forthcoming.

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

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

### *The Regional Official Plan*

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

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

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

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

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

Through the Region's Peel 2041+ MCR, designating an employment area is to be included through the policy text and on a schedule in the amended ROP, as per Growth Plan policy. This draft employment area will form the basis for Regional employment planning, regional-level employment protection, and employment conversion review. Policy 5.6.2.6 outlined above is proposed to be simplified and replaced with draft policy 5.7.2.11 to read:

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

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

### *The Growth Plan*

Establishing and preserving employment lands in the Region of Peel is necessary to build and sustain complete communities, foster economic growth and competitiveness, and to achieve employment forecasts to 2051. In accordance with policy 2.2.5.6 of the Growth Plan, 2019, the Region is designating employment lands for the first time through the current Municipal Comprehensive Review (MCR), taking into consideration existing designations and uses, as well as employment conversion requests. The conversion of employment lands to non-employment uses can only take place through a Region-led MCR, and the Growth Plan includes criteria for assessing whether conversions are justified.

<b>2019 Provincial Growth Plan Employment Conversion Policies</b>	
<p>Policy 2.2.5.9</p> <p>The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:</p>	a. There is a need for the conversion
	b. The lands are not required over the horizon of this Plan for the employment purposes for which they are designated
	c. The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan
	d. Proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification density targets in this Plan, as well as the other policies of this Plan; and
	e. There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
<p>Policy 2.2.5.10</p> <p>Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:</p>	a. satisfy the requirements of policy 2.2.5.9 a), d) and e);
	b. maintain a significant number of jobs on those lands through the establishment of development criteria; and
	c. not include any part of an employment area identified as a provincially significant employment zone unless the part of the employment area is located within a major transit station area as delineated in accordance with the policies in subsection 2.2.4.

### *Regional Official Plan*

The Region is reviewing conversion requests in the existing employment areas which are protected under existing Regional Official Plan policy 5.6.2.6 and meant to support growth to the year 2031. Employment conversions which remove these lands from the Region's employment area land base for 2031 growth subsequently impact the municipal comprehensive review for growth to 2051. Ultimately if existing employment lands are converted to non-employment uses there will be a loss of jobs (or a loss of lands that could provide jobs) within the existing urban area. The employment planning framework restricts conversions to prevent the export of jobs and economic activity out of our municipalities, maintain a healthy employment activity rate, and keep employment opportunities in areas that are close to residents and accessible by transit. The ROP employment conversion policy proposed through the Peel 2041+ MCR is as follows:

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

To address the complex nature of planning for employment, the evolving visions for strategic growth areas in the Region, and areas where additional technical work may be required for a fulsome picture of appropriate land uses, the Region has proposed policies in the draft Regional Official Plan Amendment (ROPA) to permit additional uses in select areas. For employment areas likely facing transition and development in the future, it is still valuable to maintain the underlying employment designation to be included in the ROP while adding policies to facilitate additional non-employment uses to be permitted. In these areas, the existing and surrounding employment uses are still valuable assets and employers, so the flexible employment policies outlined below require demonstration of land use compatibility while introducing the new community building land uses. These new policies follow the direction provided in the Employment Strategy Discussion Papers described in Section 2.1 of this report.

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

- Steeles Avenue Business Corridor Uses (primarily east of Kennedy Road)

- Bovaird Drive Business Corridor Uses (from McLaughlin Road to Main Street)
- Dixie Road and Eglinton Avenue intersection Mixed Uses

Second, the employment areas within select delineated major transit station areas (MTSA) on Schedule Y6 – Employment Areas may be permitted to include retail, residential, commercial, and non-ancillary uses without an amendment to the ROP, subject to the completion of a municipally-initiated planning study underway. These select MTSA's have complex considerations regarding timing of transit infrastructure, transition, and land use compatibility:

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

<b>Draft Regional Official Plan Flexible Employment Policies</b>	
<p>Policy 5.7.2.17</p> <p>Notwithstanding Section 5.7.2.16, the local municipalities may accommodate new retail and commercial uses in <i>Employment Areas</i> by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies to the satisfaction of the Region that demonstrate the following:</p>	i. the lands to be re-designated are located on the periphery of an Employment Area;
	ii. the building(s) have direct frontage onto a corridor that is supported by existing or planned <i>higher order transit</i> ;
	iii. the proposed uses are accommodated in a multi-storey mixed-use office building;
	iv. appropriate transition and buffering are provided to sensitive uses;
	v. the planned function and viability of the Employment Area including movement of goods are not adversely impacted; and
	vii. the development exceeds the minimum Employment Area density for the local municipality prescribed in Section 5.7.2.12.
<p>Policy 5.2.7.18</p> <p>Notwithstanding Section 5.7.2.16, <i>Employment Areas</i> within delineated <i>Major Transit Station Areas</i> on Schedule Y6 – <i>Employment Areas</i> have the potential to support the integration of <i>Employment Areas</i> with non-employment uses to develop vibrant, mixed use areas, and innovation hubs. Retail, residential, commercial, and non-ancillary uses may be permitted without the requirement of an amendment to this Plan, subject to the completion of a municipal initiated planning study underway and the implementing local official plan</p>	i. the requirements of Section 5.6.2.4 of this Plan;
	ii. an overall net increase to the total jobs planned for the Employment Area within the delineated boundary;
	iii. maintaining an <i>employment land</i> use designation to protect for higher density office uses;
	iv. how the viability of the <i>Employment Area</i> will be protected from the impacts of sensitive land uses, including mitigation measures and at the direction of the local municipality may also be required to contain an assessment of various environmental considerations such as impact on local <i>airsheds</i> ;
	v. maintain a minimum employment to population ratio across the subject lands;
	vi. that <i>higher order transit</i> is planned for the <i>Major Transit Station Area</i> within the planning horizon;

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

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

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

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

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

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

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

## 2.0 Supporting Studies and Analysis

### 2.1 Region of Peel

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

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



An addendum is being completed to reflect the 2051 planning horizon, changes in the provincial planning framework and Regional Council direction, overall economic shifts, and trends and impacts from COVID-19.

## **2.2 Caledon**

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

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

## **2.3 Brampton**

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

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

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

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

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

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

In 2021 with the Brampton Official Plan Review underway, the City of Brampton has started work to draft a revised City Structure, which identifies employment areas as well as Urban Centres, Town Centres, and Urban boulevards which may be appropriate for the introduction of additional mixed uses. The Region and the City of Brampton are working to develop policy in alignment with this vision, including in the process of planning for employment. These areas are important considerations in both the City and Regional structure and are being considered in review of employment conversions.

### **2.4 Mississauga**

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

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

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

### **2.5 Analysis Summary and Next Steps**

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

economic base and supporting the development of complete communities over the long term. Where individual sites have been recommended for conversion, it has been sufficiently demonstrated that larger community building objectives will be served, such as intensification in strategic growth areas and optimizing investment in transit infrastructure.

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

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

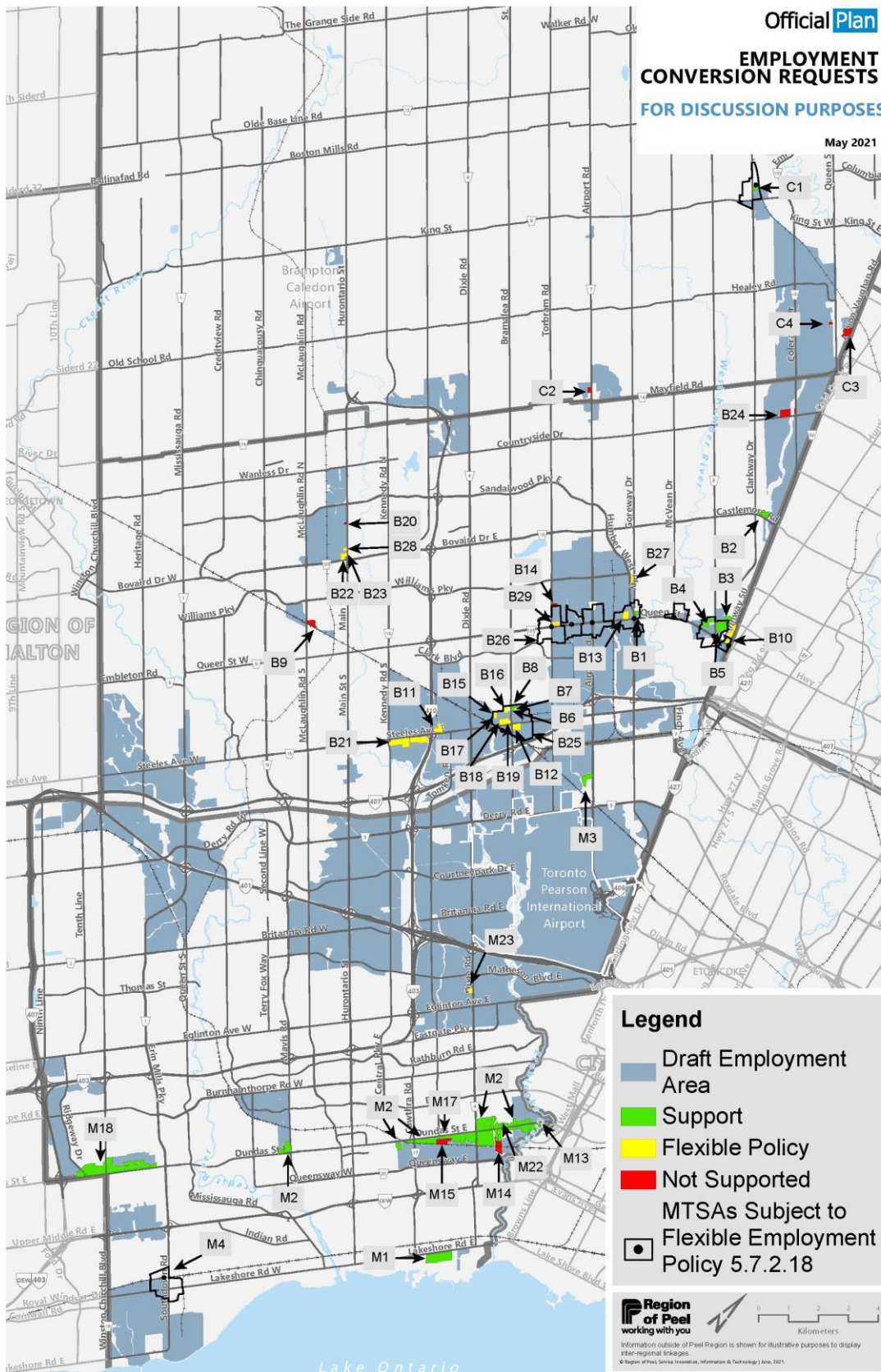
## 3.0 Employment Conversion Summary Table

Region of Peel Employment Conversion Summary					
	#	Name/Location	Municipality	Staff Recommendation	Area (Ha)
Approved by Local Council prior to July 1, 2017	B1	Alpa Stone	Brampton	Support/LPAT appeal withdrawn	2.1
	B2	Castlemore Country Properties	Brampton	Support/LPAT appeal withdrawn	4.6
	B3	Ouray Dev. Inc.	Brampton	Support/LPAT appeal withdrawn	3.1
	B4	Royal Pine	Brampton	Support/LPAT appeal withdrawn	7.0
	B5	TACC Holborn	Brampton	Support/See O. Reg 171/20	14.3
	B6	69 Bramalea Rd.	Brampton	Support/Approved at LPAT	0.8
				<b>Subtotal</b>	<b>31.9</b>
Endorsed or considered by local Planning Study	M1	Lakeview	Mississauga	Support	24.8
	M2	Dundas Connects – Dixie & Mavis*	Mississauga	Support	136.7
	M3	MyMalton – Great Punjab Centre	Mississauga	Support	7.4
	M4	Clarkson GO (LWGO-2)	Mississauga	MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) <sup>1</sup>	N/A
	M18	Dundas Connects – Western Business Park*	Mississauga	Support	77.1
				<b>Subtotal</b>	<b>246</b>
Other Areas Considered	C1	Bolton GO (HUB-1)	Caledon	Partial Support (MZO Lands) / MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) <sup>1</sup>	2.6 of 10.5 / N/A
	B25	Bramalea GO (KIT-2)	Brampton	MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) <sup>1</sup>	N/A
	B26	Queen Street BRT MTSA's from Torbram to Hwy 50 (QUE-9 to QUE-15)	Brampton	MTSA to form the basis of draft ROP policy 5.7.2.18 (Flexible Policy Area) <sup>1</sup>	N/A
				<b>Subtotal</b>	<b>2.6</b>
Private Requests Submitted to the Region	C2	11 Perdue Court	Caledon	Not Supported	1.6
	C3	159 & 131 Industrial Road and 12380 Albion-Vaughan Townline	Caledon	Not Supported	5.5
	C4	41 Hopcroft Road	Caledon	Not Supported	0.8
	B7	106 East Drive	Brampton	Within a Flexible Policy Area <sup>1</sup>	0.6
	B8	75 Bramalea Rd.	Brampton	Support	1.5
	B9	9381 and 9393 McLaughlin Road North	Brampton	Not Supported	4.4
	B10	Castlepoint Invest Inc.	Brampton	Within a Flexible Policy Area <sup>1</sup>	8.8
	B11	1000 Steeles Ave E. (Bacardi)	Brampton	Within a Flexible Policy Area <sup>2</sup>	5.0
	B12	2111 Steeles Ave E. (Canadian Tire)	Brampton	Within a Flexible Policy Area <sup>1,2</sup>	4.9
	B13	3420 Queen St. E	Brampton	Within a Flexible Policy Area <sup>1,2</sup>	4.3
	B14	18 Corporation Drive	Brampton	Not Supported	1.2
	B15	10 Victoria Crescent (Delta Urban)	Brampton	Within a Flexible Policy Area <sup>1</sup>	1.1
	B16	26 Victoria Crescent (Delta Urban)	Brampton	Within a Flexible Policy Area <sup>1</sup>	2.6
	B17	376 Orenda Road (Delta Urban)	Brampton	Within a Flexible Policy Area <sup>1,2</sup>	1.7
	B18	387 Orenda Road (Delta Urban)	Brampton	Within a Flexible Policy Area <sup>1,2</sup>	2.0
	B19	391 Orenda Road (Delta Urban)	Brampton	Within a Flexible Policy Area <sup>1,2</sup>	4.0
B20	10394 Hurontario St. (GWD)	Brampton	Not Supported	0.4	
B21	Steeles (Kennedy to Hwy 410)	Brampton	Within a Flexible Policy Area <sup>2</sup>	23.8	
B22	150 Bovaird Drive	Brampton	Within a Flexible Policy Area <sup>2</sup>	1.2	

## Appendix IV - Land Needs Assessment Report Update

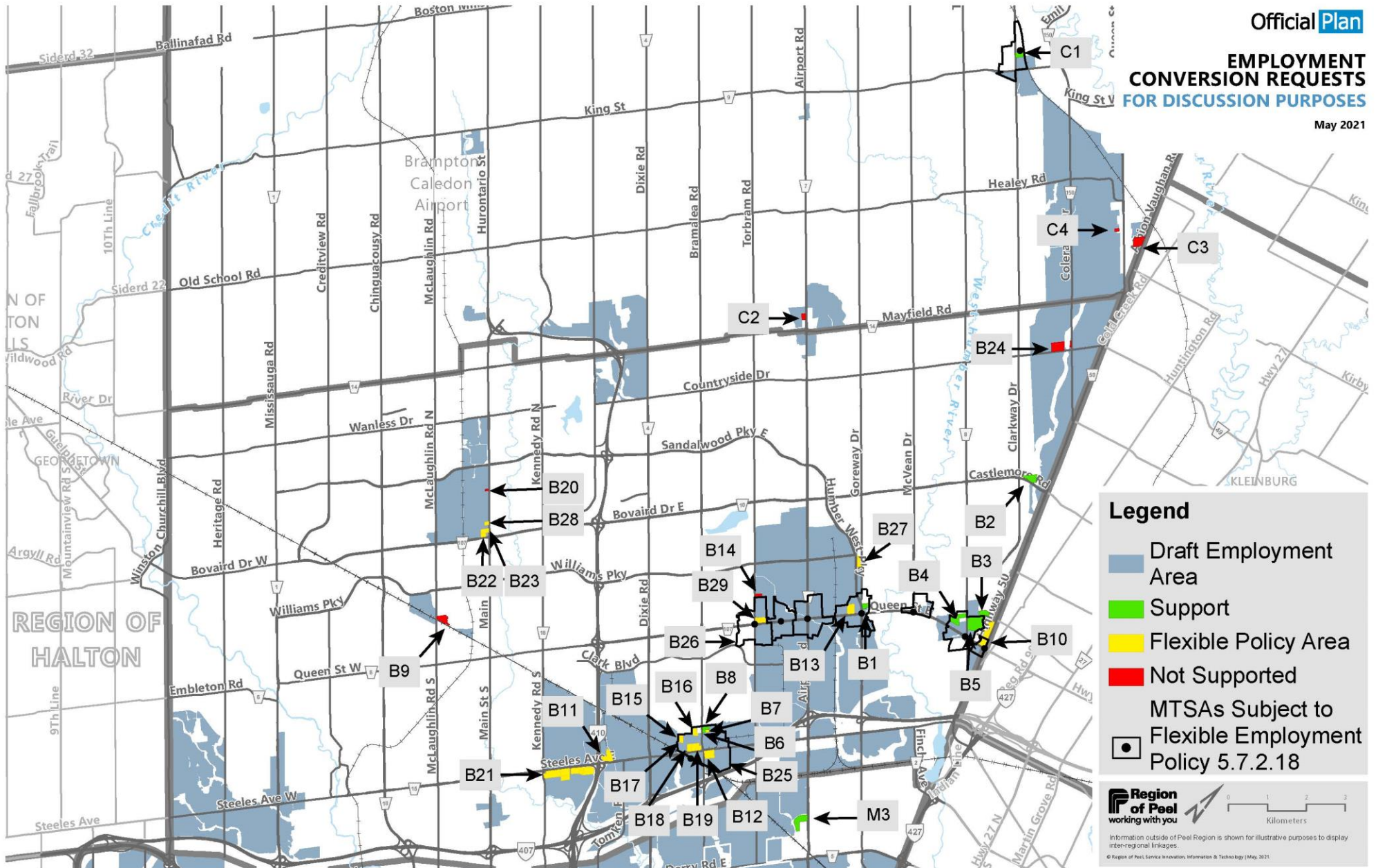
	B23	10064 Hurontario Street	Brampton	Within a Flexible Policy Area <sup>2</sup>	1.9
	B24	Proposed Place of Worship (N side of Countryside, west of Coleraine)	Brampton	Not Supported	8.0
	B27	9400 Goreway Drive	Brampton	Within a Flexible Policy Area <sup>2</sup>	1.8
	B28	10124 Hurontario	Brampton	Within a Flexible Policy Area <sup>2</sup>	0.9
	B29	2250, 2280 and 2300 Queen St E	Brampton	Within a Flexible Policy Area <sup>1,2</sup>	3.5
	M13	2120 Dundas St. E	Mississauga	Within a Flexible Policy Area <sup>2</sup>	0.5
	M14	Dundas St. E & Mattawa Ave (GSAI)	Mississauga	Not Supported	7.3
	M15	Stanfield (GSAI)	Mississauga	Not Supported	6.7
	M17	1000 Dundas St. E. (Plan Logic)**	Mississauga	Support	0.4
	M22	1699-1701 Dundas St. E**	Mississauga	Support	1.3
	M23	5170 Dixie Road	Mississauga	Within a Flexible Policy Area <sup>2</sup>	1.9
				<b>Subtotal</b>	<b>104.4</b>
<p>*Note: Areas include select Mixed Use and Business Employment lands in the Dixie, Mavis-Erindale, and Western Business Park employment areas as identified in the Dundas Connects Master Plan recommendations.</p> <p>**Note: property is within the supported Dundas Connects – Dixie area and will be removed from the “Total Requested” and “Total supported by Region” sums to avoid double counting.</p> <p><sup>1</sup> These properties are within an area with draft flexible policies: MTSA subject to draft ROP policy 5.7.2.18 – Lands may be permitted to include non-employment uses post-regional municipal comprehensive review subject to criteria.</p> <p><sup>2</sup> These properties are within an area with draft flexible policies: Draft ROP Policy 5.7.2.17 - Local municipalities may accommodate new retail and commercial uses in Employment Areas by designating lands Business Corridor in Brampton or Mixed-Use in Mississauga, subject to a municipally initiated study and local official plan policies.</p>				<b>Total Requested</b>	<b>380</b>
				<b>Total Supported by Region</b>	<b>273.4</b>
				<b>Total Subject to Draft Flexible Policies</b>	<b>71</b>

### 4.0 Map of Employment Conversion Requests in Peel

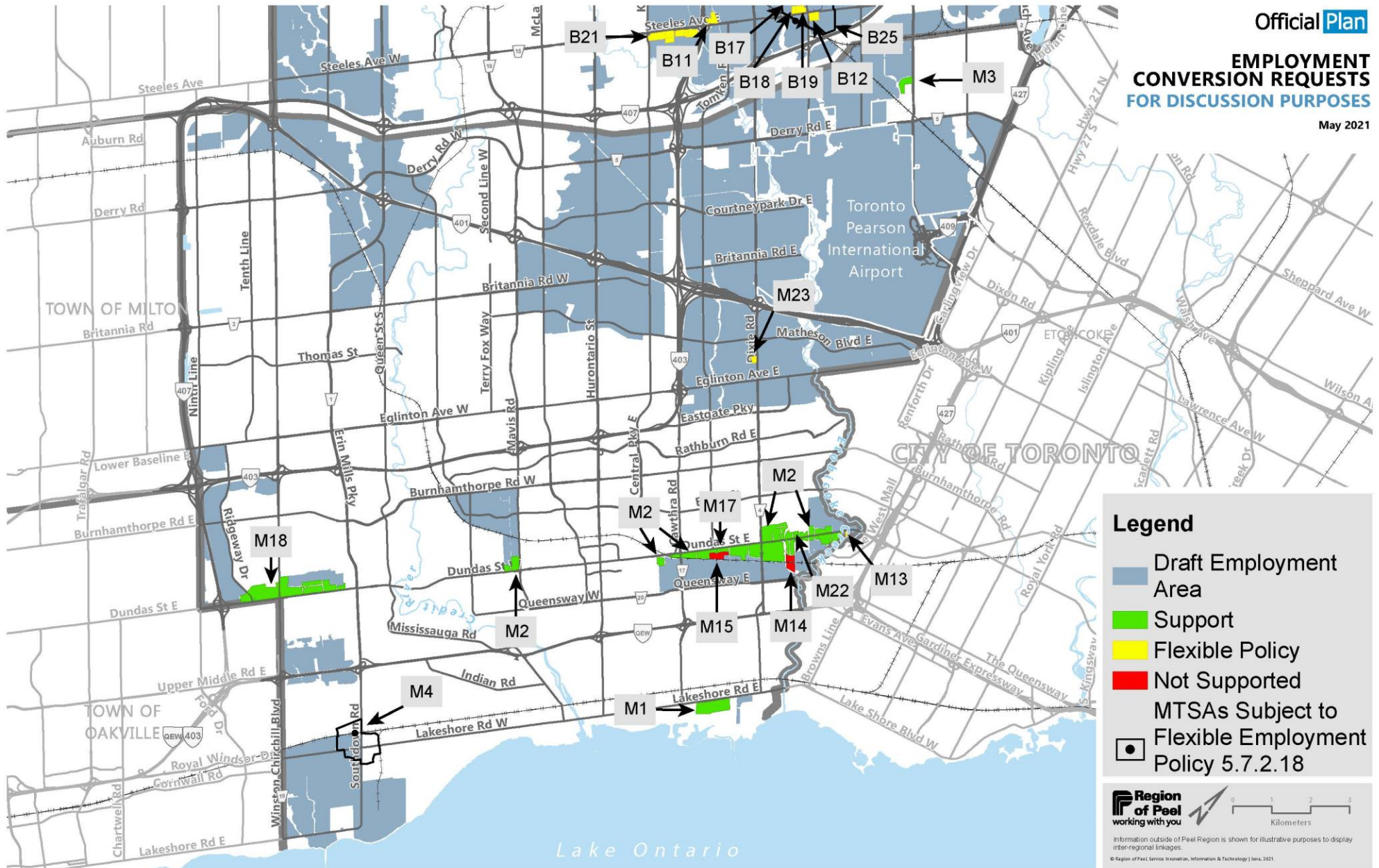




4.1 Map of Employment Conversion Requests in Peel – Zoomed to Brampton and Caledon



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





## 5.0 Individual Employment Conversion Initial Assessments

### 5.1 Caledon Sites

<b>C1</b>	<b>Bolton GO MTSA (HUB-1)</b>						
<b>Applicant:</b>	Considered by Region						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Partial Dry Industrial (Caledon OP) & partial prime agricultural area (Regional OP)						
<b>Existing use:</b>	Dry Industrial / Agricultural						
<b>Proposed use:</b>	TBD & See Minister's Zoning Order Permissions						
<b>Area Reviewed:</b>	10.5 ha (dry industrial lands in the draft Bolton GO MTSA Boundary as per the Peel MTSA Study)						
<b>Recommendation:</b>	<p><i>Recommended for conversion in part, at 0 Humber Station Road (third parcel north of King Street)</i></p> <p>This MTSA is proposed to form the basis of a draft flexible policy area (5.7.2.18). The remaining lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.</p>						
<b>Area Supported for Conversion:</b>	2.63 ha (0 Humber Station Road)						
<b>Summary</b>							
<p>It is noted that overall, the draft Bolton GO MTSA is a “planned” station for which the classification and boundary continues to be reviewed and will be refined prior to delineation in the ROP. In June 2020 the Region identified this MTSA on draft employment schedule Y6 as an MTSA that would benefit from flexible employment policies to permit mixed uses post-MCR, subject to specified criteria. Because this flexibility would apply to the MTSA when delineated, the Region does not recommend conversion of the full extent of employment land in the MTSA. On March 5, 2021 a Minister’s Zoning Order (MZO) was made under the Planning Act through <a href="#">Ontario Regulation 171/21</a>. The lands east of Humber Station Road and north of the settlement boundary are a Mobility Transit Hub Zone (a public transit depot with specified non-residential accessory uses).</p> <p>0 Humber Station Road (third parcel north of King Street) is an existing dry industrial employment parcel that has been affected by the MZO and is now in the Mobility Transit Hub Zone. It is recommended that this parcel be removed from the regional employment area to meet the land uses permitted as per the MZO. The draft Regional Official Plan employment policy framework identifies the remainder of the employment land in the MTSA as benefitting from flexible employment policies for a range of mixed uses to be considered after the Regional MCR through comprehensive planning.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
Y	N	Y	N	Y	Y	N	Y

Appendix IV - Land Needs Assessment Report Update

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

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

<b>C4</b>	<b>41 Hopcroft Road</b>						
<b>Applicant:</b>	API Development Consultants Inc.						
<b>PSEZ:</b>	Yes – Zone 15, Pearson Airport Hub (Hwy 50 Corridor)						
<b>Local Designation:</b>	Dry Industrial (Caledon OP) – majority of parcel Bolton Highway 50 Commercial (Caledon OP) – eastern portion of parcel						
<b>Existing use:</b>	Vacant residential dwelling						
<b>Proposed use:</b>	The applicant is proposing to construct a seven storey, 114 room hotel with meeting space.						
<b>Area Reviewed:</b>	0.8 ha (employment designation in a 0.91 ha property)						
<b>Recommendation:</b>	<i>Not recommended for conversion.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p><i>This proposal has been received as a development application (pre-consultation), and no request through the Region’s MCR has been filed at this time.</i> The requested parcel (western and southern parcel) was identified in the 2019 Queen Street Corridor Study which reviewed Queen Street and Highway 50 in Bolton for redevelopment potential and streetscape improvements. The report highlighted the lands for potential infill opportunities and a potential new commercial core. While the study identified this potential, the primary recommendation of the report was to complete an environmental assessment for the downtown section of Queen Street, and the secondary recommendation was for the report to inform updated secondary plans in the Caledon OP. The land use recommendations of the report have not been implemented at this time. If the Queen Street Corridor Study is to be advanced comprehensively by the Town of Caledon, this proposed conversion and intended land uses can be considered for how they contribute to achieving the strategic goals of the study for land use changes to create a commercial core in Bolton.</p> <p>The Region cannot support the conversion without Provincial support in lifting the PSEZ. A request would need to be made to the Province including the justification gathered from previous studies like the 2019 Queen St. Corridor study and information from the applicant.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and planned infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would retail/commercial flexibility apply? (draft policy)</b>	<b>Would MTSA flexibility apply? (draft policy)</b>
N	Y	Y	N	Y	N	N	N

5.2 Brampton Sites

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

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

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

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



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

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

<b>B7</b>	<b>106 East Drive</b>						
<b>Applicant:</b>	Requested by the City / Reviewed in Brampton MCR						
<b>PSEZ:</b>	Yes – Zone 14, Pearson Airport Hub (Airport)						
<b>Local Designation:</b>	Office (Brampton OP), Mixed-Use (Office & Retail) (SP)						
<b>Existing use:</b>	Industrial						
<b>Proposed use:</b>	Unknown						
<b>Area Reviewed:</b>	0.6 ha						
<b>Recommendation:</b>	The conversion is not currently supported through the Regional MCR. Non-Employment uses may be considered through local comprehensive planning for the Bramalea Go MTSA, subject to Flexible Employment Policy (5.7.2.18).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>This site is directly to the east of 69 Bramalea Rd. and is currently designated for Mixed Use (Office &amp; Retail) in the Bram East Secondary Plan Area. The conversion of this site is being considered in the context of Regional and local work regarding MTSAs and the Bramalea GO Mobility Hub. The draft Emerging Concept for the Bramalea GO Mobility Hub recommended the site be retained as low industrial for the purposes of acting as a buffer with adjacent residential uses. Employment conversion analysis to date has recommended the site remain as a buffer to employment uses to the east and not be converted at this time.</p> <p><a href="#">Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub</a> &amp; <a href="#">Peel MTSA Study</a></p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and planned infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would retail/commercial flexibility apply? (draft policy)</b>	<b>Would MTSA flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	Y	N	Y

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

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

<b>B10</b>	<b>Castlepoint Invest Inc.</b>						
<b>Applicant:</b>	Malone Given Parsons						
<b>PSEZ:</b>	Yes – Zone 15 Pearson Airport Hub (Highway 50 Corridor)						
<b>Local Designation:</b>	Office (Brampton OP), SPA 8 (Office Node – Mixed Commercial/Industrial) (SP)						
<b>Existing use:</b>	Vacant / agricultural						
<b>Proposed use:</b>	Requesting conversion to introduce mixed uses including offices, retail, live/work, towns and apartments						
<b>Area Reviewed:</b>	8.8 ha						
<b>Recommendation:</b>	The Conversion is not currently supported through the Regional MCR. Non-Employment uses may be considered through local comprehensive planning for the Highway 50 Queen Street MTSA, subject to Flexible Employment Policy (5.7.2.18).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>This site is located at Queen St. E and Hwy 50, and is designated Special Policy Area 8 within Secondary Plan Area 41. The current designation permits a Mixed Office/Commercial/Industrial centre with office and commercial situated along Hwy 50, and prominent multi-storey buildings at the corner of Queen St. E and Hwy 50, and Queen St. E and The Gore Rd. The site is within a potential MTSA (Highway 50 on the Queen Street BRT). The draft Regional Official Plan employment policy framework identifies the MTSA as one which benefits from flexible employment policies for a range of mixed uses to be considered after the Regional MCR.</p> <p>The conversion request would introduce medium and high density residential to the site, while maintaining the employment function at the corner of Queen St. E and Hwy 50, as well as on the northern portion of the site. This site appears to be identified in the Brampton 2040 Vision for neighbourhood infill, but more information is required to assess the site for conversion at this time.</p> <p><a href="#">Market Analysis of Employment Land Conversions – Cushman &amp; Wakefield</a>  <a href="#">MCR for Employment Lands – Hemson Consulting</a></p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	N	N	Y	Y (partial)	N	Y

<b>B11</b>	<b>1000 Steeles Ave / Bacardi Site</b>						
<b>Applicant:</b>	GWD Ltd						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor						
<b>Existing use:</b>	Industrial Manufacturing						
<b>Proposed use:</b>	To permit a banquet hall, restaurant and hotel uses						
<b>Area Reviewed:</b>	5.0 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Additional retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>A proposed use on the site includes an entertainment commercial use, and possible banquet hall, restaurant and hotel uses. The City of Brampton is reviewing the vision for the Steeles Corridor, however this site has not been identified for a change in use at this time. The lands are located directly on Steeles Avenue and within the Business Corridor designation in the Brampton Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	N	Y	Y	Y	N

<b>B12</b>	<b>2111 Steeles Ave E. (Canadian Tire)</b>						
<b>Applicant:</b>	Zelinka Priamo Ltd.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Office, Business Corridor (Brampton OP Schedule A), Office, Mixed Use-Office & Retail, Mixed Industrial Commercial (Brampton Secondary Plan 9)						
<b>Existing use:</b>	Canadian Tire Brampton Distribution Centre						
<b>Proposed use:</b>	Office, retail, and commercial uses considered on a portion of the site.						
<b>Area Reviewed:</b>	4.9 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Additional non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17) & Flexible Policy (5.7.2.18) for the Bramalea GO MTSA.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The addition of office, retail, or other commercial uses is being considered for the site. Some commercial/retail uses are permitted through the existing Mixed Use-Office &amp; Retail designation in Secondary Plan 9 on the western portion of the site (approximately 2.5 hectares), and a small portion (approximately 0.1 hectares) of the site at the corner of Bramalea Road and Steeles Avenue has existing “Highway Commercial One” zoning within the employment area; these existing designations may not require additional permissions or a conversion if proposed uses fall within the existing permissions. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is directly adjacent to but outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents).</p> <p>The lands are located directly on Steeles Avenue and within the Business Corridor designation in the Brampton Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. The lands are also within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, again, to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
.N	Y	N	N	N	Y	Y (partial)	Y



<b>B13</b>	<b>3420 Queen Street East</b>						
<b>Applicant:</b>	Bridging Finance Inc.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Vacant						
<b>Proposed use:</b>	Mixed uses including residential and office						
<b>Area Reviewed:</b>	4.3 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Additional retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>A greater mix of uses including residential and office was requested to be permitted. The property is within the Pearson Airport Operating Area, and located on the border of the noise contour level 30 (where 30 or above typically spurs airport noise complaints from residents).</p> <p>The lands are located in a the Goreway (QUE-12) potential MTSA on the Queen Bus Rapid Transit line. Being within the Business Corridor designation in the Brampton Official Plan, the site benefits from the Region's has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. The lands are also within the Goreway MTSA flexible policy area which may permit a range of mixed uses, again, to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	Y	Y	Y

<b>B14</b>		<b>18 Corporation Drive</b>					
<b>Applicant:</b>		Corbett Land Strategies					
<b>PSEZ:</b>		Yes – Zone 14 Pearson Airport Hub					
<b>Local Designation:</b>		Industrial (Brampton OP)					
<b>Existing use:</b>		Commercial & retail					
<b>Proposed use:</b>		Additional retail uses					
<b>Area Reviewed:</b>		1.2 ha					
<b>Recommendation:</b>		<i>Not recommended for conversion</i>					
<b>Area Supported for Conversion:</b>		N/A					
<b>Summary</b>							
<p>The site is an existing commercial strip plaza (with retail and other service commercial uses) and additional retail uses are proposed. With additional retail, the permitted quantity for the site under the Brampton official plan and zoning would be exceeded for an industrial employment area. As the property is not within a strategic growth area and there is no specific need for additional retail uses to justify the site's removal from the regional employment area, a conversion is not recommended. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	N	Y	N	N	N

<b>B15</b>	<b>10 Victoria Crescent</b>						
<b>Applicant:</b>	Delta Urban						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Vacant						
<b>Proposed use:</b>	Residential and mixed-uses						
<b>Area Reviewed:</b>	1.1 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA.						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). While the site is on the periphery of the employment area, it is a vacant employment parcel adjacent to other employment lands. Introducing residential uses on Victoria Crescent may introduce land use compatibility issues.</p> <p>The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.7.2.18.</p> <p><a href="#">Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub &amp; Peel MTSA Study</a></p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	Y	N	Y

<b>B16</b>	<b>26 Victoria Crescent</b>						
<b>Applicant:</b>	Delta Urban						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Industrial manufacturing						
<b>Proposed use:</b>	Residential and mixed-uses						
<b>Area Reviewed:</b>	2.6 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA..						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). While the site is on the periphery of the employment area (and adjacent to residential to the west), introducing residential uses on this site would represent a loss of the existing active industrial use, further encroach on the employment area, and may introduce land use compatibility issues with surrounding employers.</p> <p>The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.7.2.18.</p> <p><a href="#">Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub</a> &amp; <a href="#">Peel MTSA Study</a></p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	Y	N	Y

<b>B17</b>	<b>376 Orenda</b>						
<b>Applicant:</b>	Delta Urban						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Industrial manufacturing						
<b>Proposed use:</b>	Residential and mixed-uses						
<b>Area Reviewed:</b>	2.6 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers.</p> <p>The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through comprehensive planning. A small corner of the site is within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.7.2.18.</p> <p><a href="#">Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub &amp; Peel MTSA Study</a></p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	Y	Y (partial)	Y

<b>B18</b>	<b>387 Orenda</b>						
<b>Applicant:</b>	Delta Urban						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Industrial						
<b>Proposed use:</b>	Residential and mixed-uses						
<b>Area Reviewed:</b>	2.0						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenues and west of Bramalea Road. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers. However, the Region does recognize the ongoing consideration of Steeles Avenue, which the site fronts onto, in the Brampton 2040 Vision as possibly transitioning from a goods movement corridor to include additional land uses as a strategic growth area. The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through comprehensive planning and technical justification.</p> <p>A portion of the site is within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.7.2.18.</p> <p><a href="#">Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub &amp; Peel MTSA Study</a></p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	Y	Y (partial)	Y

<b>B19</b>	<b>391 Orenda</b>						
<b>Applicant:</b>	Delta Urban						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Industrial						
<b>Proposed use:</b>	Residential and mixed-uses						
<b>Area Reviewed:</b>	4.0 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Bramalea GO MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed conversions and mixed residential uses on multiple properties north of Steeles Avenue, and this site is located directly on the northwest corner of Steeles Avenue at Bramalea Road. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407. It is outside of the Airport Operating Area, and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Introducing residential uses on this site would represent a loss of the existing active industrial use, and may introduce land use compatibility issues with surrounding employers. However, the Region does recognize the ongoing consideration of Steeles Avenue, which the site fronts on, in the Brampton 2040 Vision as possibly transitioning from a goods movement corridor to include additional uses as a strategic growth area.</p> <p>The lands are within the Bramalea GO MTSA flexible policy area which may permit a range of mixed uses, to be considered post-MCR through comprehensive planning and technical justification. A small corner of the site is within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time. The introduction of non-employment uses must be considered across the entire employment area comprehensively to avoid or mitigate any adverse affect to the viability of the surrounding employment area and address other policy constraints. Any transition to include mixed and sensitive uses must add to the overall value to the area with the development of a complete community, transit-supportive densities, a net increase in jobs, protection for office uses, and other parameters outlined in draft policy 5.7.2.18. <a href="#">Perkins + Will Emerging Concept for the Bramalea GO Mobility Hub &amp; Peel MTSA Study</a></p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	Y	Y (partial)	Y

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



<b>B21</b>	<b>Properties on Steeles Avenue (Between Kennedy and Highway 410)</b>						
<b>Applicant:</b>	Glen Schnarr and Associates						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Retail Commercial Plazas						
<b>Proposed use:</b>	Mixed Use (residential, office, commercial/retail)						
<b>Area Reviewed:</b>	23.8 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17)						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The applicant has proposed conversions and mixed residential, office, and commercial uses on multiple properties on the south side of Steeles Avenue. The property is in the larger employment area around Pearson International Airport and connected by major goods movement corridors like Steeles Avenue and Highway 407, however the existing uses are retail commercial and not functioning as true employment land. It is outside of both the Airport Operating Area and airport noise contours. Introducing residential uses on this site may introduce land use compatibility issues with surrounding employers to the south and requires further study to determine impacts, however the introduction of mixed uses <i>including</i> a significant number of jobs through office components of the proposed development could benefit the community and employment opportunities. The Region does recognize the ongoing consideration of Steeles Avenue in the Brampton 2040 Vision as possibly transitioning from a goods movement corridor to include additional land uses as a strategic growth area.</p> <p>The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. Considering the large size of the site and draft policy flexibility which would work to include jobs in redevelopments, a conversion of the site is not recommended at this time.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	N	N	Y	Y	Y	Y	N

<b>B22</b>	<b>150 Bovaird Drive</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Commercial (auto sales)						
<b>Proposed use:</b>	Mixed Use (residential, commercial/retail, office)						
<b>Area Reviewed:</b>	1.2 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site is an existing auto dealership. Mixed uses are proposed on the site, including residential, commercial retail and office uses in conjunction with 10064 Hurontario Street (B23).</p> <p>The City of Brampton is exploring the extension of the Hurontario LRT in the future, however there is no LRT stop or MTSA planned at Bovaird at this time. The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. As there is no specific need for residential uses at this location to justify the site's removal from the regional employment area, a conversion is not recommended.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	N	Y	N	Y	N

<b>B23</b>	<b>10064 Hurontario Street</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Retail Commercial						
<b>Proposed use:</b>	Mixed Use (residential, commercial/retail, office)						
<b>Area Reviewed:</b>	1.9 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site is an existing retail store. Mixed uses are proposed on the site, including residential, commercial retail and office uses in conjunction with 150 Bovaird Drive (B22).</p> <p>The City of Brampton is exploring the extension of the Hurontario LRT in the future, however there is no LRT stop or MTSA planned at Bovaird at this time. Hurontario Street is a draft local intensification corridor, which would be considered a strategic growth area. The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. As there is no specific need for residential uses at this location to justify the site's removal from the regional employment area, a conversion is not recommended at this time.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
Y	N	Y	N	Y	Y	Y	N

<b>B24</b>	<b>North side of Countryside Drive and West of Coleraine Drive</b>						
<b>Applicant:</b>	RG Consulting Inc.						
<b>PSEZ:</b>	Yes – Zone 15 Pearson Airport Hub (Hwy 50 Corridor)						
<b>Local Designation:</b>	Industrial (Brampton OP)						
<b>Existing use:</b>	Vacant / agricultural						
<b>Proposed use:</b>	Place of Worship and Private School						
<b>Area Reviewed:</b>	8.0 ha						
<b>Recommendation:</b>	<i>Not supported for conversion.</i>						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>Am institutional use (place of worship and private school) is proposed on the site, which is within the Brampton Secondary Plan 47 (SP47). The area is planned largely for industrial employment uses, near the future highway 427 extension, other major transportation facilities, and is integral to the employment growth of Peel. The site is not on the periphery of the employment area or adjacent to the residential areas in which a place of worship would serve. The distance from this site to residential areas planned on the western edge of SP47 exceeds the distance outlined for institutional permissions in industrial designations in the Brampton Official Plan.</p> <p>As the lands are not otherwise in a strategic growth area which mixed uses may be justified, a conversion is not supported. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	N	Y	Y	N	N	N

<b>B25</b>	<b>Bramalea GO MTSA (KIT-2)</b>
<b>Draft Policy Framework</b>	<i>This MTSA is proposed to form the basis of a draft flexible policy area (5.7.2.18). The lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.</i>

<b>B26</b>	<b>Queen Street BRT MTSAs from Torbram to Hwy 50 (QUE-9 to QUE-15)</b>
<b>Draft Policy Framework:</b>	<i>These MTSAs are proposed to form the basis of a draft flexible policy area (5.7.2.18). The lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.</i>

<b>B27</b>	<b>9400 Goreway Drive</b>						
<b>Applicant:</b>	Glen Schnarr & Associates Inc.						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Single residential dwelling						
<b>Proposed use:</b>	Mixed-use including residential, commercial/retail, and office uses						
<b>Area Reviewed:</b>	1.8 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The proposed development consists of three mixed use buildings with a total of four towers ranging from 10-12 storeys. The space would be primarily residential with amenity space and retail/commercial. The subject property is on the eastern periphery of the large airport employment area, north of Queen Street. It is directly adjacent to but outside of the Airport Operating Area and located below the noise contour level 30 (whereas 30 or above typically spurs airport noise complaints from residents). Commercial properties line the west side of Humberwest Parkway, providing some buffer from the industrial uses west on Sun Pac Boulevard. The strip of properties between Humberwest Parkway and Goreway Drive (including this site) are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. While there is flexibility for other non-residential uses, the area has not been identified as a strategic growth area and has not been contemplated for the residential uses proposed by the applicant.</p> <p>In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ. As there is no specific need for residential uses at this location to justify the site’s removal from the regional employment area, a conversion is not recommended at this time.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	TBD	Y	N	Y	N

<b>B28</b>	<b>10124 Hurontario</b>						
<b>Applicant:</b>	Glen Schnarr & Associates						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Woodlot						
<b>Proposed use:</b>	Retail, commercial, office						
<b>Area Reviewed:</b>	0.9 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
Two buildings are proposed on the site for commercial and retail uses with second-storey offices on one building. The City of Brampton is exploring the extension of the Hurontario LRT in the future, however there is no LRT stop or MTSA planned in the vicinity at this time. Hurontario Street is a draft local intensification corridor, which would be considered a strategic growth area. The lands are within the Business Corridor designation in the Brampton Official Plan, benefitting from the Region's proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion is not recommended at this time.							
<b>Is there a need for the Conversion?</b>	<b>Lands required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	N	Y	Y	Y	N

<b>B29</b>	<b>2250, 2280 and 2300 Queen Street East</b>						
<b>Applicant:</b>	Blackthorn Development Corp						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Business Corridor (Brampton OP)						
<b>Existing use:</b>	Auto dealership						
<b>Proposed use:</b>	Mixed uses including commercial, office, residential						
<b>Area Reviewed:</b>	3.5 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Non-employment uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.18) for the Queen Street Torbram MTSA and retail/commercial through Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>This property abuts Torbram Avenue on the western edge of the airport employment area and is currently an auto dealership, though the applicant has indicated the lands will soon be vacant or underutilized as the operations are relocating. The proposed use on the site includes stacked townhouses and three separate high-rise buildings (5 towers amongst them) that would include commercial, office, and residential uses.</p> <p>The property is within the Pearson Airport Operating Area and located in the noise contour level 30 (where 30 or above typically spurs airport noise complaints from residents). Major industrial sites are adjacent to and in the vicinity of this property. While the site is on the periphery of the employment area (and adjacent to residential to the west), introducing residential uses on this site would further encroach on the employment area, and may introduce land use compatibility issues (with surrounding employers and the airport) and further assessment is required.</p> <p>The lands are located in a the Torbram (QUE-9) potential MTSA on the Queen Bus Rapid Transit line in the <a href="#">Peel MTSA Study</a>. MTSA flexible employment policies are proposed to apply and may permit a range of mixed uses to be considered post-MCR through comprehensive planning. Being within the Business Corridor designation in the Brampton Official Plan, the site also benefits from the Region’s proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion of the site is not recommended at this time.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	N	Y	Y	Y	Y	Y	Y



5.3 Mississauga Sites

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

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

<b>M3</b>	<b>Great Punjab Centre (Airport Road and Drew Road)</b>						
<b>Applicant:</b>	Review by City of Mississauga						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment area – Business Employment (Mississauga OP)						
<b>Existing use:</b>	Retail/Commercial, Vacant						
<b>Proposed use:</b>	Recognize existing commercial uses and additional commercial development onsite.						
<b>Area Reviewed:</b>	7.4 ha						
<b>Recommendation:</b>	<i>This site is supported for conversion.</i>						
<b>Area Supported for Conversion:</b>	7.4 ha						
<b>Summary</b>							
<p>The conversion refers to a single property located at the southwest corner of Airport Rd. and Drew Rd., and the conversion would reflect the existing use of the site and allow for the enhancement of the adjacent intersection. The site features a large business and shopping centre, with low density residential to the east, community and park space to the south, and the larger Northeast Employment Area to the north and west with primarily warehousing and light industrial uses. The site was reviewed in the context of the MyMalton study (<a href="#">MyMalton Community Vision Final Report</a>), which identified an opportunity to improve the intersection of Airport Rd. and Morning Star Dr. by enhancing the existing community space, creating better pedestrian linkages between the site and adjacent Gurdwara and park, and making better use of underutilized parking.</p> <p>The request for conversion highlights that the site will continue to prohibit residential uses. Regional staff encourage local municipal staff to consider retaining the local business employment designation while still being able to continue with the desired changes to the site in the interest of community development.</p>							
<b>Is there a need for the conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
Y	Y	Y	N	Y	N	N	N

<b>M4</b>	<b>Clarkson GO Station Area (LWGO-2)</b>
<b>Draft Policy Framework:</b>	This MTSA is proposed to form the basis of a draft flexible policy area (5.7.2.18). The lands will continue to be in the employment area, while additional mixed uses (including commercial and residential) may be considered through comprehensive planning work.

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

**Summary**

An initial inquiry regarding conversion was received by the Region and proposed mixed use commercial/residential development.

This site is currently designated Mixed Use within the Dixie Employment Area. It is located outside of the lands proposed for conversion to reflect the [Dundas Connects Master Plan](#). The site is also near Etobicoke Creek Focus and within a regulatory floodplain. Given this constraint, redevelopment is not recommended or permitted within the existing policy context. The lands are within the mixed use designation in the Mississauga Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning.

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

<b>M14</b>		<b>Dundas St. E &amp; Mattawa Ave</b>					
<b>Applicant:</b>		Glen Schnarr & Associates					
<b>PSEZ:</b>		Yes – Zone 13 427 QEW					
<b>Local Designation:</b>		Employment Area - Business Employment (Mississauga OP)					
<b>Existing use:</b>		Industrial / Truck Storage					
<b>Proposed use:</b>		Conversion from employment lands to other developable uses (unknown).					
<b>Area Reviewed:</b>		7.3 ha					
<b>Recommendation:</b>		<i>Not supported for conversion</i>					
<b>Area Supported for Conversion:</b>		N/A					
<b>Summary</b>							
<p>The applicant requested that alternative non-employment uses be considered on the site, which was presented as a whole with the properties to the north along Mattawa Avenue. The properties fronting the north-south arm of Mattawa Avenue are within the area considered separately through the <a href="#">Dundas Connects Master Plan</a>, and are supported for conversion. The 7.3 hectares of land to the south and identified as this proposal (M14) are not supported for conversion. In addition, only part of the site is within an MTSA (Wharton / DUN-17 north of the rail corridor) and the Region cannot support a conversion without Provincial support in lifting the PSEZ.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Unknown	Unknown	Y	N	N

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

<b>M17</b>	<b>1000 Dundas Street East</b>						
<b>Applicant:</b>	Plan Logic Consulting Inc.						
<b>PSEZ:</b>	N/A						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Retail / Auto Sales						
<b>Proposed use:</b>	Retail, Office, Residential Uses						
<b>Area Reviewed:</b>	0.4 ha						
<b>Recommendation:</b>	<i>Supported for conversion</i>						
<b>Area Supported for Conversion:</b>	0.4 ha						
<b>Summary</b>							
<p>This property is fronting Dundas Street and proposed to be redeveloped with a mixed-use building containing retail, office, and residential uses by the applicant. The lands are within a proposed MTSA on the Dundas Bus Rapid Transit corridor the lands were considered for mixed uses through the <a href="#">Dundas Connects Master Plan</a>, and supported for conversion. The land area is accounted for in the conversion request M2 – Dundas Connects Mavis &amp; Dixie.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
Y	N	Y	N	Y	Y	Y	N

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



<b>M23</b>	<b>5170 Dixie Road</b>						
<b>Applicant:</b>	Sajecki Planning						
<b>PSEZ:</b>	Yes – Zone 14 Pearson Airport Hub						
<b>Local Designation:</b>	Employment Area - Mixed Use (Mississauga OP)						
<b>Existing use:</b>	Retail Commercial						
<b>Proposed use:</b>	Mixed use (retail, office, residential)						
<b>Area Reviewed:</b>	1.9 ha						
<b>Recommendation:</b>	This site is not currently supported for conversion through the Regional MCR. Retail/commercial uses may be considered through local comprehensive planning subject to Flexible Policy (5.7.2.17).						
<b>Area Supported for Conversion:</b>	N/A						
<b>Summary</b>							
<p>The site was proposed to be removed from the employment area to permit three residential towers (of 25 storeys), with retail and restaurant uses on the ground floor, and two storeys of office uses above at the southeast corner of the building. The site is located within a commercial strip north of Eglinton Ave which serves the adjacent employment area, however the business employment designation continues the parcel directly to the west. The property is in the Northeast Employment area but is outside of the Pearson Airport Operating Area and below the noise contour level 30 (whereas 30 or above typically spurs noise complaints).</p> <p>The lands are located directly on Dixie Road and within the mixed use designation in the Mississauga Official Plan, in which the Region has proposed flexible employment policies for retail/commercial uses to be considered post-MCR through comprehensive planning. A conversion to permit additional uses like residential is not supported at this time. In addition, the Region cannot support the conversion without Provincial support in lifting the PSEZ.</p>							
<b>Is there a need for the Conversion?</b>	<b>Lands Required for employment purposes</b>	<b>Maintain sufficient employment land if removed</b>	<b>Does the proposed use Impact the viability of surrounding lands?</b>	<b>Can existing and Planned Infrastructure support the use?</b>	<b>In a Strategic Growth Area?</b>	<b>Would Retail/ Commercial Flexibility apply? (draft policy)</b>	<b>Would MTSA Flexibility apply? (draft policy)</b>
N	Y	Y	Y	Y	N	Y	N