
REPORT TITLE: Additional Requested Information Regarding the New Region of Peel Official Plan

FROM: Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

That in undertaking a further phase of the Peel 2051 Municipal Comprehensive Review to consider potential employment area conversions that warrant further analysis and collaboration with local municipalities, the following potential conversions be considered in the analysis:

- **Northeast corner of Matheson Blvd West and Mavis Road (a portion of Heartland Town Centre), City of Mississauga;**
- **3155 Argentia Road, City of Mississauga;**
- **1100 Burnhamthorpe Road, City of Mississauga;**
- **780 Burnhamthorpe Road, City of Mississauga;**
- **5923 Mayfield Road West, City of Brampton and Caliber Homes on Mayfield Road, City Brampton;**
- **9340, 9358 and 9370 Goreway Drive, City Brampton; and,**
- **9400 Goreway Drive, City of Brampton.**

REPORT HIGHLIGHTS

- At the April 7, 2022, Planning and Growth Management Committee, a number of items were referred back to staff for further consideration related to employment land conversions in the Cities of Brampton and Mississauga and prime agricultural land designations in the Town of Caledon.
- Staff continue to not support employment conversions for the specific properties referred back to staff at this time for the reasons outlined in this report, however it is recommended that the sites be evaluated further through a subsequent phase of the Peel 2051 Municipal Comprehensive Review, allowing more detailed, local planning and technical analysis to be advanced to inform the appropriateness of the potential conversions.
- Consideration of the potential employment conversions identified for additional study through a further phase of the MCR occurring past the Provincial deadline, is supportable since the outcome would not be fundamental to accommodating the overall 2051 population and employment allocation to Peel required by the Province.
- Proceeding with the employment conversions at this time would have some significant implications related to master planning of large commercial and industrial areas beyond the site-specific properties, land use compatibility and less municipal control of development applications.
- The staff recommended Prime Agricultural Area designation conforms to provincial policy requirements set out in the Growth Plan and Greenbelt Plan.

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- The recommended Prime Agricultural Area has been refined based on technical studies using guidelines approved by the Province consistent with provincial implementation procedures.
 - Removing the Prime Agricultural Area designation from the Greenbelt in the new Official Plan would likely result in the Province implementing the Provincial Prime Agricultural Area mapping which covers a substantially larger area than the Prime Agricultural Area recommended by staff. This Provincial mapping is currently in effect.
 - A significant reduction to the Prime Agricultural Area in the Greenbelt Plan Area would have implications for the Region's agricultural sector and the long-term protection of higher quality land in Peel for agricultural use.
 - With respect to on-farm diversified uses, the Regional Plan already provides the maximum permissions and flexibility permitted in accordance with the provincial policy framework and supports local municipalities to implement similar maximum flexibility in their official plan and zoning by-law.
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DISCUSSION

1. Background

On April 7, 2022, staff presented two reports titled "Summary of the Peel 2051 Regional Official Plan Review and Municipal Comprehensive Review and a New Region of Peel Official Plan for Regional Council Adoption" and "Overview of Recent Matters Pertaining to the New Peel 2051 Official Plan" to the Planning and Growth Management Committee (PGMC). These reports provided a summary of the Peel 2051 municipal comprehensive review process (MCR), the new Region of Peel Official Plan (RPOP), next steps for adoption at Regional Council, and an update on matters that had arisen since the February 3, 2022 PGMC meeting.

At the April 7, 2022 PGMC meeting, a number of items were referred back to staff for further consideration related to specific requests to remove lands from the employment area designation (employment conversions) and remove lands from the designated prime agriculture area within the Greenbelt. The purpose of this report is to provide a response to the direction from the April 7, 2022 PGMC meeting.

2. Importance of Employment Land Planning and Criteria for Conversions

As part of the Peel 2051 MCR, the Region is required to designate and plan for employment areas to accommodate existing and future jobs. Employment areas are places of business and economic activity in the Region that are vital for the Region to maintain a healthy economy and accommodate jobs and economic opportunities to meet the Regions employment forecast. Employment areas support industrial, manufacturing, processing, logistics and warehouse land uses which may not be compatible with sensitive land uses and cannot be located elsewhere. Where non-employment land uses (such as residential or retail) are proposed, the merits and justification are reviewed through the strong employment conversion policy context in the MCR process.

The comprehensive land use planning framework in the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (Growth Plan), and RPOP is outlined in this section to provide an understanding of the key policy framework components affecting employment conversions.

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a) Provincial Policy Statement

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

b) Growth Plan for the Greater Golden Horseshoe

The Growth Plan policy 2.2.5.6 requires upper-tier municipalities to identify and designate employment areas in official plans to protect the employment land supply, and support job growth and business investments in Ontario. The Growth Plan also introduced 31 provincially significant employment zones (PSEZ), six of which are in Peel and shown on Figure 12 of the proposed new RPOP. The PSEZ are intended to identify employment areas with a significant number of jobs, protect them from conversion for the longer term, and act as an economic development tool. The Growth Plan policy 2.2.5.9 sets out criteria which must be met to justify the removal of employment lands via an employment conversion in an MCR:

- There is a need for the conversion;
- The lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
- The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;
- 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
- There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.

c) The New Region of Peel Official Plan

Designated employment areas are mapped on Schedule E-4 of the proposed new RPOP and staff have reviewed conversion requests in the existing employment areas. Ultimately if existing employment lands are converted to non-employment uses there may be a loss of jobs (and 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. This information is further described in employment conversion analysis and employment strategy documents prepared to support the Peel 2051 MCR.

Employment planning policies are in section 5.8 of the new RPOP, including employment conversion criteria similar to those in the Growth Plan. For employment

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areas likely facing transition and development in the future, the RPOP includes new policies to facilitate additional non-employment uses to be considered through comprehensive planning and technical study in the future. In these areas, the existing and surrounding employment uses are still valuable assets and employers, so the flexible employment policies outlined below require demonstration of land use compatibility while introducing the new community building land uses.

The new RPOP policies recognize that lands within select Major Transit Station Areas (MTSAs) identified in Policy 5.8.36 and on Schedule E-4 - Employment Areas will be the focus of this further study.

3. Further Phases of the Municipal Comprehensive Review

In the report titled “Recommending a New Region of Peel Official Plan for Regional Council for Adoption,” also on the April 14, 2022 Regional Council agenda, staff have identified that a further phase of the Peel 2051 MCR could be undertaken to further consider some specific employment conversion requests. A number of the potential employment conversions identified through the MCR are not supported at this time, however may have potential subject to further analysis and detailed planning studies and collaboration with local municipalities to evaluate if the conversion meets RPOP criteria, local planning objectives, and does not jeopardize the viability of surrounding employment lands. Staff also recognize that the changing nature of employment and commercial uses has been accelerated during the pandemic and time is needed to evaluate and monitor these trends as we emerge from the pandemic.

This approach provides an opportunity for these conversion requests to be further considered by staff and Council, without having to wait five to 10 years until the next MCR process is completed.

Based on the analysis in the subsequent section of this report, staff continue to not support the employment conversions at this time, however, it is recommended that these sites be included in a subsequent phase of the MCR and be reconsidered as more work and collaboration is undertaken with local municipal staff. Reviewing these employment conversions at a later date allows further technical study (such as land use or noise/odour/other land use compatibility studies), comprehensive planning, and consideration of emerging employment trends like the post-pandemic future of retail and office employers. These employment conversions will be reviewed against the policy tests outlined in section 2 of this report, and also for the proposals’ contributions to community building objectives and the provision of affordable housing.

Should these specific sites be removed from the Employment Areas on Schedule E-4 of the RPOP at this time, significant implications may arise, as outlined in the risk considerations section of this report.

The scale of the potential conversion lands in an Employment Land Employment use is small relative to the total land areas and relative to the significant new Employment Area designations proposed in the MCR. The new land areas do include a supply contingency to assure there is sufficient long-term supply to meet Employment Area business needs.

Consideration of the potential employment conversions identified for additional study through a further phase of the MCR occurring past the Provincial deadline, is supportable

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since the outcome would not be fundamental to accommodating the overall 2051 population and employment allocation to Peel required by the Province.

4. Specific Matters Referred to Staff for Further Consideration

a) Employment Conversion Requests

As a part of the Peel 2051 MCR, the Region received 60 employment conversion requests. In January 2022, staff recommendations on employment conversions were released on the Region's website. The following section provides further information on the employment conversion requests referred back to staff by PGMC. Please refer to Appendix I for the location of the sites referenced below.

i) Heartland Town Centre, Mississauga (M31)

The employment conversion request proposes to broaden the retail function of a portion of the Heartland Town Centre by introducing residential uses. The subject lands are located at the northeast corner of Matheson Boulevard West and Mavis Road and are approximately 13.2 hectares. The existing uses are retail-commercial, and the City of Mississauga Official Plan designates the lands for "mixed use" (in Gateway Corporate Centre, with no residential permissions).

The following factors were considered in staff's recommendation to not support the employment conversion: The subject lands are:

- Not supported by existing or planned higher order transit, or fronting a rapid transit corridor, and therefore not subject to flexible employment policies which would contemplate retail/commercial or more sensitive uses such as residential.
- Not located within a Strategic Growth Area, and intensification is not required at this location to meet the Region's growth forecasts as confirmed by City of Mississauga staff.
- Located within PSEZ 14 - Pearson Airport Hub and would require Provincial support to lift the PSEZ designation.
- Located within the Toronto Pearson Airport Operating Area (AOA), which limits the introduction of sensitive land uses such as residential based on Federal Airport Zoning Regulations limits and is specifically located within the NEF/NEP level 30-35 noise exposure contours. The Provincial Policy Statement does not permit residential uses in areas 30 NEF/NEP or above. To permit residential uses, the City of Mississauga in collaboration with the Greater Toronto Airports Authority would need to be involved in technical studies demonstrating there would be no negative impacts on the long-term function of the airport and the risk to public health and safety would be minimized.
- Staff are not aware of any work currently being undertaken to revisit the permissions for the AOA to support the introduction of sensitive land uses in this area.

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

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ii) 3155 Argentia Road, Mississauga (M25)

The employment conversion request proposes a mixed use development including residential uses, office uses, new parks and open spaces. The subject lands are located along Argentia Road, east of Tenth Line and west of Winston Churchill Boulevard, and designated “mixed use” (in Meadowvale Corporate Centre, with no residential permissions) in the City of Mississauga Official Plan. The lands are approximately 12.6 hectares within a larger 25.6 hectare SmartCentres Meadowvale site, occupied by low-rise commercial/retail uses.

The following factors were considered in staff’s recommendation to not support the employment conversion. The subject lands are:

- Located within the 800 metre radii of the “planned” Lisgar GO MTSA, and not proposed to be delineated in the RPOP at this time, as further land use visioning would be required.
- There is no known commitment or timing of transit investment for upgrades to two-way, all-day GO rail service on the Milton GO line. A Highway 407 Transitway station is also planned at this but no timing or investment commitments have been made.
- The Region’s year 2051 growth forecasts can be accommodated without intensification at the Lisgar GO MTSA as confirmed by City of Mississauga staff.
- Introduction of sensitive land uses encroaching further north of the existing neighbourhoods may impact the viability of surrounding employment lands.

Staff continue to recommend that the conversion requests not be supported at this time, however could be reconsidered through a subsequent phase of the MCR subject to further technical study. Should the Lisgar GO MTSA be appropriate for delineation in the RPOP in the future, the site could also be considered for mixed use flexibility through the proposed employment policy 5.8.36.

iii) 1100 Burnhamthorpe Road, Mississauga (M26)

The employment conversion request proposes a mixed use development including residential uses, retail space, office uses, new parks and open spaces, and new community uses. The subject lands are approximately 4.6 hectares and irregular in shape, located along Burnhamthorpe Road, between Central Parkway West and Erindale Station Road. The lands are occupied by low-rise commercial/retail stores and designated “mixed use” (in Mavis-Erindale Employment Area, with no residential permissions) in the City of Mississauga Official Plan.

The following factors were considered in staff’s recommendation to not support the employment conversion. The subject lands are:

- Located within the 800 metre radii of the “planned” Erindale GO MTSA, and not proposed to be delineated in the RPOP at this time, as further land use visioning would be required.
- There is no known commitment or timing of transit investment for upgrades to two-way, all-day GO rail service on the Milton GO line.

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- The Region's 2051 growth forecasts can be accommodated without intensification at the Erindale GO MTSA as confirmed by City of Mississauga staff.
- Surrounding lands to the south and east in the Mavis-Erindale employment area support heavier industrial land uses that warrant further land use compatibility evaluation.
- Introduction of sensitive land uses encroaching into the employment area may impact the viability of surrounding employment lands.

Staff continue to recommend that the conversion requests not be supported at this time, however could be reconsidered through a subsequent phase of the MCR subject to further technical study. Should the Erindale GO MTSA be appropriate for delineation in the RPOP in the future, the site could also be considered for mixed use flexibility through the proposed employment policy 5.8.36.

iv) 780 Burnhamthorpe Road, Mississauga (M27)

The employment conversion request proposes a high-density mixed-use development containing residential, commercial and employment uses. The subject lands are irregular in shape bounded by Burnhamthorpe Road West to the north, Wolfedale Road to the east and Mavis Road to the west. The subject lands are approximately 4.4 hectares. The lands are occupied by two low-rise buildings containing commercial and employment uses. The City of Mississauga Official Plan designates the lands "mixed use" (in Mavis-Erindale Employment Area, with no residential permissions).

The following factors were considered in staff's recommendation to not support the employment conversion. The subject lands are:

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

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

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v) 5923 Mayfield Road West, Brampton (B33) and Caliber Homes on Mayfield Road (B39)

The 5923 Mayfield Road West and Caliber Homes on Mayfield Road (Part of Lot 17, Concession 6, EHS) employment conversion requests are adjacent to one another, located at southwest of the Mayfield Road and Airport Road intersection. Both sites are designated for Business Corridor uses in the Brampton Official Plan. The 5923 Mayfield Road West site proposes 91 townhome units and approximately 1,500 square feet of retail and office space on 1.85 hectares. The site is vacant with an existing single detached dwelling. The Caliber Homes on Mayfield site proposes a mixed use development on a vacant parcel, with approximately 1.6 hectares in the employment area.

The following factors were considered in staff's recommendation to not support the employment conversion. The subject lands are:

- Not supported by existing or planned higher order transit, or fronting a rapid transit corridor, excluding the site from flexible employment policies for retail/commercial or more sensitive uses such as residential.
- Not located within a Strategic Growth Area, and intensification is not required at this location to meet the Region's growth forecasts as confirmed by City of Brampton staff.
- Removal of the subject lands would result in the reduction of employment area while introducing sensitive land uses that may impact the viability of surrounding employment lands. The City of Brampton is examining the entire subject area beyond the individual site through a Precinct Plan, where consideration should be given to the impact on the overall employment area, which is approximately 26 hectares of greenfield employment lands.
- Mayfield Road is a primary truck route and east-west corridor in the strategic goods movement network (proposed RPOP Figure 16). The corridor is vital for the movement of goods to nearby employment areas straddling Mayfield Road, including employment lands in the 2051 New Urban Area on the north side

Staff continue to recommend that the conversion requests not be supported at this time, however they could be reconsidered through a subsequent phase of the MCR based on the results of any comprehensive work undertaken by City of Brampton staff to identify lands within the broader employment area where mixed use and residential would be considered.

vi) 9340, 9358, and 9370 Goreway Drive Candevcon Ltd., Brampton (B36)

The employment conversion request proposes that the subject lands not be removed from the Region's employment area, but permissions for retail, high density residential and commercial uses be added to the existing designation. The subject lands are located on Goreway Drive, north of Queen Street and east of Humberwest Parkway. The subject lands are approximately 1.9 hectares. The City of Brampton Official Plan designates the lands for Business Corridor, which permits retail, office, and light industrial uses. The lands are within close proximity, to a Planned Major Transit Station Area along the Queen Street Bus Rapid Transit corridor.

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The following factors were considered in staff's recommendation to not support the employment conversion. The subject lands are:

- Located beyond the 800 metre radius of the "planned" Goreway MTSA (QUE-12), not fronting a higher order transit or rapid transit corridor, and therefore not subject to flexible employment policies which may permit more sensitive uses such as residential.
- Not located within a Strategic Growth Area, and intensification at this location is not required to meet the Region's growth forecasts as confirmed by Brampton staff.
- The subject lands are located within PSEZ 14 - Pearson Airport Hub and would require Provincial support to lift the PSEZ designation.

Staff continue to recommend that the conversion requests not be supported at this time, however could be reconsidered through a subsequent phase of the MCR upon completion of a comprehensive assessment of this Planned MTSA, if the subject lands are included within the MTSA boundary.

Although not directly referred back to staff for further consideration, staff have also received a request for conversion of the employment land at 9400 Goreway Drive (site B27) that staff have not supported to date. This property is north of the three properties on Goreway Drive referenced above and complete the employment lands designation on the east side of Humberwest Parkway. Staff recommend including this property in the subsequent phase of the MCR, to be considered with the adjacent properties.

b) Prime Agricultural Area within the Greenbelt

Removing the Prime Agricultural Area designation from the Greenbelt in the new Official Plan would likely result in the Province implementing the Provincial Prime Agricultural Area mapping which covers a substantially larger area than the Prime Agricultural Area recommended by staff. With respect to on-farm diversified uses, the Regional Plan already provides the maximum permissions and flexibility permitted in accordance with the provincial policy framework and supports Caledon to implement similar maximum flexibility in their official plan and zoning by-law.

The designation of Prime Agricultural Areas in the New Region of Peel Official Plan is based on policy requirements in the Provincial Policy Statement, Growth Plan and Greenbelt Plan. The Growth Plan and Greenbelt Plan require municipalities to designate Prime Agricultural Areas in conformity with the Agricultural System land base mapping issued by the Province in February 2018.

In accordance with the Greenbelt Plan Policy 5.3, the Provincial Prime Agricultural Area designation is currently in effect within the Greenbelt Plan Area and applies to land use planning decisions made under the Planning Act. Appendix II shows the extent of the Provincial Prime Agricultural Area in relation to the current RPOP Prime Agricultural Area and Land Evaluation Area Review (LEAR) recommended Prime Agricultural Area.

Upper-tier municipalities may refine the Provincial Prime Agricultural Area designation in accordance with provincial implementation procedures and refinement criteria. A

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mapping refinement exercise was completed as part of the Peel 2051 Review in accordance with provincial requirements and consultation with provincial staff. The mapping refinement was based on a LEAR study conducted by the Region jointly with the Town and Peel Agricultural Advisory Working Group in accordance with a provincially approved LEAR evaluation method. The mapping refinement resulted in a reduction of the Prime Agricultural Area as currently mapped by the Province to reflect local information that was not taken into account in the Provincial mapping. The New Region of Peel Official Plan mapping and any revisions to the Provincial Agricultural System Prime Agricultural Area will require approval by the Province. The recommended Schedule D-1 is included in Appendix III.

Schedule D-1 identifies a total agricultural land base of approximately 54,500 hectares in Caledon, of which 18,850 hectares are Prime Agricultural Area and 35,700 hectares are Rural Lands. The Prime Agricultural Area represents approximately 35 percent of the total agricultural land base in Caledon the majority of which is located in the Greenbelt Plan Area.

The implications of removing the Prime Agricultural Area in the Greenbelt Plan Area as referred to staff are indicated below and in the risk considerations section of this report. Maps showing the reductions in the Prime Agricultural Area are provided in Appendix IV.

- Referred Item I (Section 4.b)i. of this report): Consider removal of 39 hectares of Prime Agricultural Area within the Greenbelt Plan Area on the Osprey Valley lands.
- Referred Item II (Section 4.b)ii. of this report): Consider removal of 14,436 hectares of Prime Agricultural Area within entirety of the Greenbelt Plan Area in Peel.

i) Osprey Valley

Regional staff has reviewed the TPC Toronto at Osprey Valley request that the Region not designate their lands Prime Agricultural Area. The property is high scoring and identified as Prime Agricultural Area in both the Provincial Agricultural System mapping and the joint Region and Town LEAR study. The recommended Prime Agricultural Area mapping is based on data inputs that have been applied consistently across the Region. Regional staff has not recommended adjusting the Prime Agricultural Area to refine mapping based on site specific agricultural studies or soil reclassification.

Regional staff have provided the landowners' submission to Provincial staff for review as it includes site specific information unique to the property. Should it be determined through further review and discussion with Provincial staff that refinement of the Prime Agricultural Area for the Osprey Valley lands can be supported, a modification to Schedule D-1 to replace the Prime Agricultural Area with a Rural Lands designation could be implemented in the province's approval of the New Region of Peel Official Plan.

ii) Removal of Prime Agricultural Area in the Greenbelt

The Agricultural System includes both Prime Agricultural Area and Rural Lands designations. Agricultural, agriculture-related and on farm diversified uses are

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permitted in both designations in accordance with provincial guidelines and standards. Provincial guidelines for on-farm diversified uses are guidance and provide some flexibility that can be implemented and further defined in local official plans. A wide range of uses qualify as on-farm diversified uses based on provincial definitions and guidance (e.g. on-farm retail uses, wineries, cideries, agri-tourism uses). The intent of the policy direction is to enable farm operators to diversify and supplement farm income while ensuring agriculture remains as the primary use of a property.

The recommended policies for on-farm diversified uses in the New Region of Peel Official Plan are consistent with provincial policy and support the flexibility afforded in the provincial direction. In the Greenbelt Plan Area, the Prime Agricultural Area policies restrict non-agricultural uses, with some exceptions including on-farm diversified uses as noted, as it is intended to ensure a land base is protected for long term agricultural use and conflicts are minimized. The Rural Lands designation provides a larger land base in Caledon relative to the Prime Agricultural Area that is more permissive. This includes the opportunity to redesignate lands to permit a range of rural non-agricultural uses including for rural economic development uses.

Regional staff continue to recommend that the Prime Agricultural Area in the Greenbelt Plan Area be based on the mapping refinement conducted in order to ensure a productive agricultural land base is identified and protected consistent with provincial requirements. The recommended Prime Agricultural Area on Schedule D-1 conforms to provincial requirements and reduces the risk that the Province will designate the Prime Agricultural Area based on provincial mapping. Regional mapping does require approval by the Province.

Significant reductions of the Prime Agricultural Area in Peel would result if Referred Item II is adopted. A significant reduction of the Prime Agricultural Area would not conform to the policy direction of the Growth Plan or Greenbelt Plan.

RISK CONSIDERATIONS

Should the sites described in section 4.a) of this report be removed from the designated employment area on Schedule E-4 of the RPOP at this time, there are some significant implications to be aware of:

- Land use compatibility issues can arise from:
 - Removing employment protections in the Pearson AOA where noise is a concern. It is noted that if lands at Heartland Town Centre are removed from the regional employment area, residential may still not be permitted (as per PPS policies); and
 - Removing employment protections near known industrial facilities (such as Fielding Environmental on Mavis Road) or introducing any other sensitive land uses proposed near industrial employers or major facilities.
- Introduction of sensitive uses could hinder nearby new or existing industrial operations and their ability to obtain certificates of approval for updated or new industrial processing.
- Without the protection of the regional employment area designation, applicants can proceed to file local official plan amendment applications for the subject lands. Since comprehensive visioning for mixed use development has not been undertaken, the local municipalities do not have policies to determine appropriate heights and densities.

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- Lack of comprehensive master planning for large commercial areas such as the full Heartland Town Centre and the Meadowvale SmartCentres properties to determine appropriate development, mix of uses, infrastructure requirements, and phasing.
- None of the employment conversion sites are within a delineated MTSA that could require inclusionary zoning implemented by the local municipality, therefore there is no guarantee that affordable housing will be provided.

The adoption of Agricultural System policies and mapping aligned to provincial directions is a key conformity requirement for the Official Plan. The adoption of a Prime Agricultural Area designation that does not conform to provincial plans will risk that the Province will make modifications to the RPOP to designate the Prime Agricultural Area based on provincial mapping, which could include more land in the Prime Agricultural Area designation than what is recommended. The removal of the Prime Agricultural Area designation in the Greenbelt represents a significant reduction that would have implications for the Region's agricultural sector and the long term protection of higher quality land for agricultural use.

CONCLUSION

Through this report, responses have been provided to the specific items referred back to staff for further consideration as directed by PGMC on April 7, 2022 related to employment land conversions in the Cities of Brampton and Mississauga and prime agricultural designations in the Town of Caledon. Staff continue to not support employment conversions for the specific properties referred back to staff at this time for the reasons outlined in the report. However, it is recommended that the sites be evaluated further through a subsequent phase of the Peel 2051 MCR, allowing more detailed technical analysis and local planning to be advanced to inform the appropriateness of the conversion. Staff continue to recommend the Prime Agricultural Area designation be identified on the basis of the technical studies conducted by the Region. A significant reduction or removal of the Prime Agricultural Area would not conform to provincial policy or support the Region's long term agricultural objectives.

APPENDICES

- Appendix I – Schedule E-4 - Employment Areas (Proposed in the New Region of Peel Official Plan), with Referred Employment Conversion Sites Shown
- Appendix II – Provincial Agricultural System Mapping
- Appendix III – Schedule D-1 - Rural System (Proposed in the New Region of Peel Official Plan)
- Appendix IV – Prime Agricultural Area Referred Items Mapping Implications

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