



# Appendix A Climate Change Lens

February 2021

## Regional Official Plan Review



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1.	CLIMATE CHANGE LENS
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# 1. CLIMATE CHANGE LENS

In September 2019, Halton Regional Council unanimously approved a notice of motion to join municipalities across Canada in declaring a climate emergency to deepen the Region's commitment to protecting and improving resiliency of the economy, environment and community from climate change. Specifically, Regional Council directed staff to outline opportunities for a regional approach to manage growth and development to address climate considerations through an update to the Region's Official Plan. Through the Regional Official Plan Review process, Regional Council asked that the Halton Integrated Growth Management Strategy (IGMS) evaluation of the four Growth Concepts be reviewed using a climate change lens. The following table has been prepared by Regional staff in consultation with Hemson and LTD to focus on climate change objectives and outcomes in the evaluation of the four Growth Concepts.

The table is presented as an appendix along with the other detailed technical studies, and provides the level of detail required to apply a climate lens to the evaluation themes and measures discussed in the IGMS Growth Concepts Discussion Paper (herein referred to as "the report"). In the report, an icon is used to visually identify which evaluation measures will contribute to achieving desired climate change outcomes.

As discussed in the Chapter 1 of the report, the Provincial planning framework required the IGMS process to take climate change mitigation and adaption into consideration, and Halton's planning framework, based in sustainable planning, provides a strong basis for climate change policies as it already includes policies such as compact urban form, complete communities, and transit-supportive development. Through this "climate change lens" review, it is confirmed that climate change has been taken into account in the evaluation measures. For the Preferred Growth Concept, climate actions will be considered in consultation with the Region's local area municipalities.

In this chart, four major climate change planning objectives related to planning and growth management are identified—Compact Built Form, Sustainable Transportation System, Protection of Agricultural Land and Soils, Protection of Natural Heritage and Healthy Watersheds. Through these objectives, the table shows how the Growth Concepts can reduce Greenhouse Gas (GHG) emissions from buildings and transportation, build resiliency, and the table highlights the importance of protecting and enhancing the agricultural system and natural heritage system in response to climate change. The relationship of each of these climate change planning objectives to climate change mitigation and adaptation is also described.

For each of the four major climate change planning objectives, planning policies related to each objective are listed. The Halton IGMS process conforms to the Provincial policy framework that requires climate change mitigation and adaptation planning. These policies are set out in the Provincial Policy Statement and the Growth Plan (2019). While currently under review, climate planning policies are also set out in the Halton Region Official Plan. Updated climate change policies are proposed to be brought forth as part of the Regional Official Plan Amendment (ROPA).

The Halton IGMS themes for evaluating the Growth Concepts are identified as they relate to each of the four major climate change planning objectives. For each theme, the related evaluation measures are identified. For each evaluation measure, the climate change outcome is described, clearly relating the ways in which each evaluation measure has taken climate change into account.

The role of the IGMS is to develop a strategy to accommodate forecast population and employment growth in the Region to 2051. The Growth Concepts represent options for accommodating that growth through intensification of the built-up area, densification of plans for existing designated greenfield areas, and if necessary and justified, expansion of the urban area, and accommodating that growth in ways that seek to address climate change mitigation and adaptation objectives. Through the update to the ROP, the Region has the opportunity to set goals related to climate action to encourage or imagine more systemic change in terms of reducing GHG emissions and improving resiliency to extreme weather. Through the update to the ROP, the Region has the opportunity to set goals related to climate action to encourage or imagine (i.e. re-envision the kind of community it wants to be) more systemic change in terms of reducing GHG emissions and improving resiliency to extreme weather.

Climate Change Planning Objective	Supporting Land Use Policy	IGMS Growth Concepts Evaluation Theme	IGMS Growth Concepts Evaluation Measure	Growth Concept Climate Change Outcome
<p><b>Compact built form</b> is a climate change <i>mitigation</i> objective because compact form and a mix of uses and densities allow for the efficient use of land, infrastructure and public service facilities. Most of Halton’s emissions are from transportation and buildings. With compact built form, higher densities in strategic growth areas are planned to be transit-supportive, walkable, and well-serviced to reduce the need to drive private automobiles and decrease GHG emissions. Compact mixed-use development with a high level of employment and residential densities supports walkability, reduces auto-dependence, and supports transit, as well as makes more efficient use of existing transportation infrastructure. Emissions from transportation are reduced over the long term with a shift in travel behaviours. Higher density housing forms can significantly reduce the Region’s GHG emissions from buildings due to the fact that higher density, multi-unit housing</p>	<p><b>PPS, 2020</b></p> <p>1.1.1 1.1.3.2 1.1.3.5 1.1.3.6 1.2.4 1.4.3 1.5.1 1.6.11.1 1.6.7.4 1.7.1 1.8.1</p> <p><b>Growth Plan (2019)</b></p> <p>1.2.1 2.2.1 2.2.1.2 2.2.1.4 2.2.2.3 2.2.5.13 2.2.6.2 2.2.7.1 2.2.7.2 4.2.9.1</p>	<p>Theme 1: Regional Urban System and Local Urban Structure</p>	<p>1.1.1 Best meets or exceeds transit supportive densities in UGCs, MTSAs, and potential transit priority corridors</p>	<ul style="list-style-type: none"> <li>• The objective of <b>compact built form</b> is embodied under the evaluation measures in Theme 1, 3 and 4.</li> <li>• Concepts that propose the greatest amount of densification within Strategic Growth Areas, thereby requiring a lower amount of new Community and Employment Area land to be designated, best support the objective of compact built form.</li> <li>• New communities, whether within existing urban areas or on new greenfield lands can be built to support climate mitigation and adaptation objectives. However, intensification within the existing urban area is more efficient, making better use of existing lands and infrastructure, and avoids agricultural and natural heritage lands.</li> </ul>

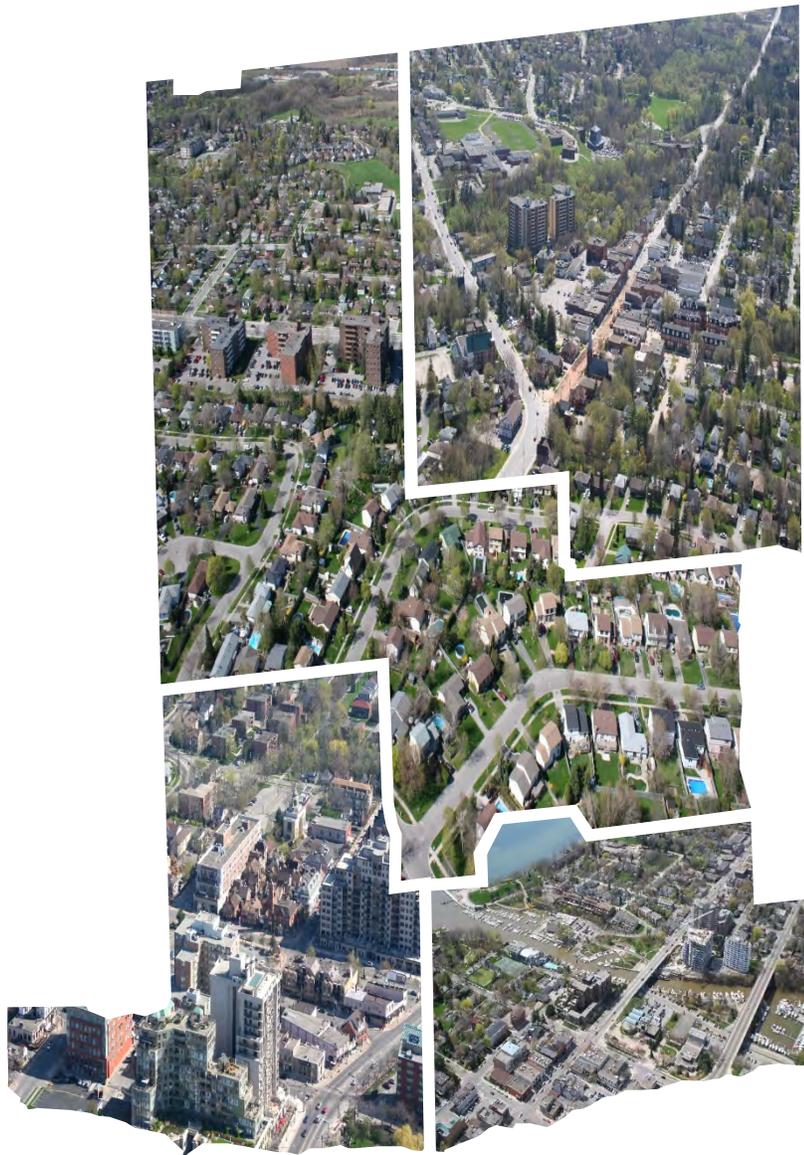
Climate Change Planning Objective	Supporting Land Use Policy	IGMS Growth Concepts Evaluation Theme	IGMS Growth Concepts Evaluation Measure	Growth Concept Climate Change Outcome
<p>tends to be more energy efficient than single-detached housing. Compact built form also increases opportunities for distributed and district energy. Halton IGMS Growth choices include nodes such as MTSAs and intensification corridors, where higher density forms of development would be planned. To further reduce emissions from buildings, incentives for local green development standards and sustainable development guidelines may be established for all new development, particularly in major growth areas where development and redevelopment may occur.</p> <p><b>Compact built form</b> is a climate change <i>adaptation</i> objective, because growth is directed away from agricultural and natural heritage system lands, reducing fragmentation and increasing resilience to the impacts of extreme weather.</p>	<p>4.2.10.1 4.2.10.2</p> <p><b>Halton Regional Official Plan</b></p> <p>72 (2) 77 (5) 85 (8)</p>		<p>1.1.2 Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access</p>	
			<p>1.1.3 Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access</p>	
			<p>1.3.1 Supports locating urban development contiguous with existing built up areas</p>	
			<p>Theme 3: Agriculture, Environment and Climate Change</p>	

Climate Change Planning Objective	Supporting Land Use Policy	IGMS Growth Concepts Evaluation Theme	IGMS Growth Concepts Evaluation Measure	Growth Concept Climate Change Outcome
		Theme 4: Growing the Economy and Moving People and Goods	4.2.1 Locates new residential development closest to nodes and corridor	
			4.1.1 Directs new mixed use and residential development to nodes and corridors	
<p>A <b>sustainable transportation system</b> is a climate change <i>mitigation</i> objective that aims to reduce GHG emissions from vehicles. Aligning growth and transportation planning supports active transportation and transit use, reducing auto-dependence and thus reducing emissions. Supporting compact, mixed use, and pedestrian-oriented design in proximity to transit stations and corridors promotes lifestyles that conserve energy use and decrease transportation emissions. A sustainable transportation system anticipates widespread transition to electric vehicle over the long term while recognizing the co-benefits with public health goals and liveability goals of community design that reduces reliance on automobiles.</p>	<p><b>PPS, 2020</b> 1.1.3.2 1.4.3 1.5.1 1.6.7.4 1.8.1</p> <p><b>Growth Plan (2019)</b> 2.2.1.2 2.2.1.4 2.2.5.13 2.2.7.1 4.2.10.1</p> <p><b>Halton Regional Official Plan</b> 72 (2) 77 (5) 85 (8) 143 (5)</p>	Theme 2: Infrastructure and Financing	2.5.1 Best supports a sustainable, long term infrastructure planning strategy	<ul style="list-style-type: none"> <li>Evaluation measures in Theme 2, 3 and 4 relate to the objective of a <b>sustainable transportation system</b>.</li> <li>Concepts that direct growth to Strategic Growth Areas (e.g., MTSAs, UGCs, Built up Area, etc.) will best support transit and multi-modal infrastructure.</li> <li>Future Employment Areas in the Region will be strategically planned to have direct access to existing or planned transit facilities.</li> </ul>
		Theme 3: Agriculture, Environment and Climate Change	3.3.2 Generates the fewest lane kilometers provides transit-supportive densities and generates opportunities for multi-modal access	
		Theme 4: Growing the Economy and Moving People and Goods	4.4.1 Employment areas have direct access to rail and highways and are near existing or planned transit facilities	

Climate Change Planning Objective	Supporting Land Use Policy	IGMS Growth Concepts Evaluation Theme	IGMS Growth Concepts Evaluation Measure	Growth Concept Climate Change Outcome
<p><b>Protection of agricultural land and soils</b> is a climate change <i>mitigation</i> objective because woodlots, hedges, and soils sequester carbon, thus reducing emissions. Also, the availability of local food reduces emissions from the food system by reducing the distance from farm to table.</p> <p><b>Protection of agricultural land and soils</b> is a climate change <i>adaptation</i> objective that aims to support the Agricultural System to increase local food security and resiliency in response to potential disruption in the food system. The long-term protection of agricultural land and the diversification of agricultural operations will provide better access to revenue streams that allow farmers to invest in more viable practices and promote agricultural and food resilience in response to climate change threats.</p>	<p><b>PPS, 2020</b> 1.1.3.8 2.3.1 2.3.2 2.3.5.1</p> <p><b>Growth Plan (2019)</b> 2.2.1.3 d) 2.2.8.3 4.2.6.2 4.2.6.4 4.2.6.6 4.2.6.7 4.2.10.1</p> <p><b>Halton Regional Official Plan</b> 25 26 29 91 99(2) 99(3) 99(4) 99(5) 9910 99(11) 99(12) 101(1.6)</p>	<p>Theme 3: Agriculture, Environment and Climate Change</p>	<p>3.1.1 Retains the largest amount of contiguous agricultural land possible</p> <p>3.1.2 Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture</p> <p>3.1.3 Maximizes the amount of agricultural lands to support the Agricultural System</p> <p>3.1.5 Recognizes the interconnectedness of agricultural and food assets and has the least impact on the Agricultural System</p>	<ul style="list-style-type: none"> <li>• Theme 3 addresses the climate change objective of <b>protection of agricultural lands and soils</b>.</li> <li>• Concepts that protect agricultural lands from new urban development and foster the interconnectedness of the agricultural system would best achieve objectives related to climate change mitigation and adaptation.</li> </ul>

Climate Change Planning Objective	Supporting Land Use Policy	IGMS Growth Concepts Evaluation Theme	IGMS Growth Concepts Evaluation Measure	Growth Concept Climate Change Outcome
<p><b>Protection of natural heritage and supporting healthy watersheds</b> is a climate change <i>mitigation</i> objective because trees and plants absorb carbon and other pollutants from the air and sequester carbon in their biomass, including soils. Protection of the natural environment, including trees, forests, and wetlands promotes future carbon sequestration and protects existing carbon sinks by preventing soil erosion.</p> <p><b>Protection of natural heritage and supporting healthy watersheds</b> is a climate change <i>adaptation</i> objective as natural heritage systems are “green infrastructure” supporting the management of water quality and quantity over the very long term. The natural environment supports the Region’s resilience and capacity to respond to extreme weather events especially where new urban lands are in the upper reaches of a watershed and may include key hydrologic features such as groundwater recharge areas, and where encroachment by development would have the potential</p>	<p><b>PPS, 2020</b></p> <p>1.1.3.8 2.1.1 2.1.2 2.1.4 2.1.5 2.1.6 2.1.7 2.1.8 2.2.1 a), b), c), d), e) 2.2.2</p>	<p>Theme 3: Agriculture, Environment and Climate Change</p>	<p>3.2.1 Retains the greatest overall area possible of natural heritage lands</p>	<ul style="list-style-type: none"> <li>• Theme 3 addresses the climate change objective of <b>protection of natural heritage and supporting healthy watersheds</b>.</li> <li>• As no development is proposed to occur within the Region’s Natural Heritage System in any Growth Concept, these features will remain protected over the planning horizon of the Region’s Official Plan.</li> <li>• Concepts that would avoid potential impacts on the Natural Heritage System, and provide opportunities to enhance the Natural Heritage System would best achieve this objective.</li> <li>• If future urban land area is required, natural buffers and linkages need to be provided.</li> </ul>
	<p><b>Growth Plan (2019)</b></p> <p>2.2.1.3 d) 2.2.8.3 4.2.1.1 4.2.1.2 4.2.2.6 4.2.2.7 4.2.10.1</p>		<p>3.4.1 Emphasizes NHS protection within settlement areas and the rural area</p>	
	<p><b>Halton Regional Official Plan</b></p> <p>25 26</p>		<p>3.4.2 Supports a contiguous Natural Heritage System</p>	

Climate Change Planning Objective	Supporting Land Use Policy	IGMS Growth Concepts Evaluation Theme	IGMS Growth Concepts Evaluation Measure	Growth Concept Climate Change Outcome
<p>to put downstream communities at risk.</p> <p>Improving connectivity and reducing fragmentation of natural environmental areas, in part through compact built form, will improve resiliency of developed areas.</p>	<p>29</p> <p>114</p> <p>114.1</p> <p>115.3</p> <p>115.4</p> <p>118(2) a), b)</p> <p>118(13)</p> <p>144(3)</p> <p>144(6)</p> <p>145(10)</p> <p>146(23)</p>			



Appendix B  
Land Needs Assessment and Municipal Allocation  
February 2021  
Regional Official Plan Review





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# EXECUTIVE SUMMARY

The Integrated Growth Management Strategy (IGMS) addresses much of the Region of Halton's Municipal Comprehensive Review (MCR), itself a large part of the Region's Official Plan review. The MCR forms part of a process to bring the Official Plan into conformity with Provincial plan *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* (the *Growth Plan*). At the time the IGMS began in 2018, the previous version of the *Growth Plan* was in place and among its policies was the need to use the Ministry of Municipal Affairs (MMAH) *Land Needs Assessment Methodology* (LNA) to establish whether the designation of additional urban lands were needed to accommodate growth to what was the planning horizon to 2041. By the time the first set of IGMS reports were prepared in 2019, the new Growth Plan was in place, based on a 2041 planning horizon and the LNA Methodology, which applied the previous Growth Plan's policies.

It is important to note that the analysis set out in this memorandum is not yet the formal LNA in the style suitable for submission to the Province with the final ROPAs at the end of the IGMS process in 2022. Rather, a complete LNA will be prepared as part of the Preferred Growth Concept stage of the process and to support the proposed allocations of growth to 2051 by Local Municipality and any proposed settlement boundary expansion, whether for employment area land only or for both community and employment land. As this document is not intended to be the formal LNA, some elements are presented in less detail, such as the housing types. At the same time, this memorandum provides much more detail, such as interim years between 2021 and 2051, not required for the LNA.

The local municipal allocations of growth and some details on sub-municipal allocations are not necessary for the submission to the Ministry of Municipal Affairs and Housing on land needs, but the allocations are a necessary part of the MCR process and the implementing Official Plan amendments. The municipal allocations and other descriptions of the Growth Concepts logically follow from the forecast and analysis of land need required for the LNA. A series of tables at the end of this memorandum following the components required for the LNA provides these results.

Part One of the Memorandum is the LNA work and Part Two provides the municipal allocation and other matters of interest related to the population, housing and employment growth under the four Growth Concepts.

# PART 1: LAND NEEDS ASSESSMENT

## A. DEFINITION OF KEY TERMS

Several key terms are used throughout this memorandum and are defined below:

- **Employment Areas** – land for the exclusive use of employment activity. In Halton, these lands are in business parks and industrial areas near highways and railways. While there may be some houses built before the area was designated as an Employment Area, if any new residential development is planned or permitted, the land must become part of the Community Area (e.g. new housing is not permitted in an Employment Area).
- **Community Areas** – land for housing and the local employment, infrastructure, and services necessary to sustain residential areas; as well as the mixed-use areas that may be planned for significant amounts of both housing and employment development.
- **Built-Up Area (BUA)** – now properly known as Delineated Built-Up Area, this area is defined by the Minister through the Growth Plan for the purposes of setting minimum intensification targets and reflects the BUA as it was in 2006.
- **Existing Designated Greenfield Area (DGA)** – all other urban designated lands not in the BUA are in the DGA, which all approved urban Community Area or Employment Area lands. In Halton, these are the lands currently planned to accommodate development to 2031 in the Region's Official Plan.
- **Potential Designated Greenfield Area (DGA)** – future Community Area or Employment Area lands that may be designated for development in order to accommodate some of the Region's growth to 2051.

## B. REQUIREMENTS OF THE GROWTH PLAN, 2019

In August 2020, the Growth Plan was amended so that, among other matters:

- The time horizon for municipal land use planning in the Greater Golden Horseshoe was extended from 2041 to 2051. Since the planning horizon to 2041 had not been implemented in Halton before this change, the Regional Official Plan will be jumping from a 2031 planning horizon to 2051 through this current process.

- Population and employment forecasts contained in Schedule 3 of the Growth Plan, which the Region must use for planning and managing growth through the MCR, were updated and extended to the 2051 time horizon.

At the same time, the Province prescribed a new LNA Methodology for assessing land needs to 2051.<sup>1</sup> Pursuant to Growth Plan Policy 2.2.1.5, the Region must use this methodology to assess the amount of land required to accommodate the Schedule 3 population and employment growth.<sup>2</sup>

The LNA Methodology introduces important changes to the municipal land needs assessment process. These include requirements that: housing supply and demand be explicitly analyzed in terms of total housing and housing by type; market contingency factors be considered in the determination of available land supply; and that a “market-based supply of housing” be provided to the extent possible in determining lands required to accommodate growth while achieving Growth Plan policy targets.

Accordingly, this memorandum sets out the approach used to determine the land needs for the Region to accommodate the Schedule 3 population and employment forecasts to 2051 under the four Growth Concepts described in the IGMS Growth Concepts Discussion Paper. The approach considers Regional and local market trends, the demand for housing and land for the exclusive use of employment activities, the current land supply, and the policy requirements of the Growth Plan.

The overall IGMS and the LNA within it, relies on Statistics Canada’s 2016 Census, subsequent *Annual Demographic Estimates*, CMHC housing market data as well as information from the Region and local municipalities from building permits, the annual employment survey, residential, employment and mixed-use land supply and development expectations for areas of growth and change. The data involved is current up to 2016 (for the Census) and up to the end of 2020 (for some municipal data and CMHC housing). The analysis initially adjusts all of the data and statistics to a common estimated mid-2021 base. The estimated mid-2021 base aligns with next Census that Statistics Canada will be conducting in May of 2021, which marks the beginning of the forecast period stretching for 30 years to 2051.

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<sup>1</sup> *Land Needs Assessment Methodology for the Greater Golden Horseshoe, 2020*, released in accordance with Growth Plan policy 5.2.2.1 c). See <https://files.ontario.ca/mmah-land-needs-assessment-methodology-en-2020-08-27-v2.pdf>

<sup>2</sup> The population and employment growth identified in Schedule 3 for the Region are minimums. The Region can plan for growth above these targets.

Urban land needs are considered for two types of geography: Employment Areas and Community Areas.

Ultimately, the Growth Plan requires that the Region will, at a minimum, through a municipal comprehensive review, apply the forecasts in Schedule 3 (section 5.2.4). The methodology for assessing land needs to implement Schedule 3, including relevant assumptions, is outlined in the LNA Methodology. The methodology will be used by upper- and single-tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan (section 2.2.1.5).

The purpose of the LNA is to determine whether the Region has sufficient land to accommodate the Schedule 3 population and employment growth to 2051 within the approved settlement area boundary consisting of the BUA and existing DGA to 2031. Should the analysis reveal a deficiency in land, the Region will need to consider ways to accommodate the growth:

- through reconsideration of planned density and intensification;
- consideration of whether any lands in Employment Areas may be appropriate for conversion to non-employment uses to satisfy Community Area land needs (increasing the Employment Area land need); or
- a settlement area boundary expansion may be warranted.

The Growth Concepts represent alternative approaches to accommodate forecast growth to 2051 in Halton.

### **C. HALTON REQUIRED TO BALANCE POLICY-BASED SHIFTS TO HIGHER DENSITY WITH CONSIDERATION OF MARKET DEMAND**

The need for land in Community Areas is driven by the demand for housing, mainly ground-related housing (singles, semis and rows), as apartments take up relatively little land and can typically be accommodated within the existing urban designated area. The Growth Plan requires that the Region plan for a shift in current housing mix and pattern so that:

- More growth is accommodated within the BUA (where the vast majority of new units are apartments in medium and high density forms),
- Higher levels of intensification are intended to reduce the amount of new DGA land required for housing (typically DGA development is nearly all ground-related housing

with a limited number of apartment building developed, at least during the first decades of development); and

- There is a significant share of higher density housing types, in addition to the ground-related housing so that the overall housing supply can accommodate a full range and diverse mix of household types and household sizes. Planning for a wider variety of housing in Halton is a key element of the Growth Plan vision (section 1.2).

At the same time the needs of the local population to have available a full range of housing types — that is, the expected “market demand” — must be considered in assessing Community Area land needs.

Taken together, these policies require the Region to plan to shift the pattern of housing growth from the predominantly ground-related forms that have been typical of Halton in the past, while also considering local market demand, where most of the household growth continues to be in family households who favour ground-related units. The balancing of these interests are an important consideration as the four Growth Concepts, which test different scales of housing market shifts towards more medium and higher density units, are evaluated as the IGMS proceeds to the Preferred Growth Concept.

#### **i. Growth Plan Requires More Compact Built Form, Higher Density Housing, and Shifts in Transportation Mode Split**

The Growth Plan emphasizes that the Schedule 3 forecasts be accommodated in “complete communities”. Among other things, complete communities provide a full range of housing to accommodate a range of incomes and household sizes and support greenhouse gas emissions reductions (contributing to climate change) by planning for increased modal share of transit and active transportation and by building more of the community at transit-supportive densities in compact built form (section 2.1). To support complete communities, housing in the Region is to be:

- Diversified overall across the Region (section 2.2.6.2 d).
- Delivered in compact greenfield communities (section 2.1).
- Concentrated so that it supports a more diverse range and mix of housing options (section 2.1). In this regard,
  - Special emphasis is placed on providing higher-density housing options to address the challenge of housing affordability for smaller households; and on

- Higher density housing that can accommodate a range of household sizes in locations that can provide access to transit and other amenities (2.1).
- The Region must also consider tools to require that multi-residential development incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (2.2.6.4). This policy is a clear expression of the Growth Plan’s intention to encourage a shift in housing market preference through planning policy and market incentives.

The Growth Plan also emphasizes an “intensification first” approach to development which focusses less on continuously expanding the urban area and more on optimizing the existing urban land supply. To support this approach, the Growth Plan prescribes minimum intensification and density targets for the Region:

- A minimum intensification rate of 50% of all residential development occurring annually within the delineated Built-Up Area; and
- A minimum density of 50 residents and jobs combined per hectare in the DGA.
- Density targets are established for the Region’s Urban Growth Centres (UGCs in Downtown Burlington, Downtown Milton, and Midtown Oakville) and Major Transit Station Areas (MTSAs).

The new minimum intensification target at 50% is higher than the 40% specified in the 2006 Growth Plan (and is currently in the Halton Regional Plan). The DGA density target appears as the same 50 persons plus jobs per hectare as in the 2006 Growth Plan. However, in 2017 the method of calculation changed so that Employment Areas are no longer included in the DGA density. Because Employment Areas have lower average densities, the previous 50 density is equivalent to about 60 to 65 persons plus jobs per ha in today’s terms. The minimum standard in the new Growth Plan is much lower than the prior minimum density target.

The Growth Plan encourages the Region, through its MCR, to go beyond the minimum intensification and density targets, where appropriate, except where doing so would conflict with other Provincial plans and policies (section 5.2.5.1).

Complete communities are also to be achieved through targeted infrastructure investments. For example, the Growth Plan promotes alternatives to the automobile by requiring that the Region develop policies to increase the modal share of transit and active transportation (section 3.2.2.4). Transit is to be the Region’s first priority for transportation planning and investment (section 3.2.3.1) and transit-supportive development, particularly in Priority

Transit Corridors and MTSAs. Other infrastructure, including public service facilities, is to be integrated with transit planning (section 3.2.8). In this way housing, as well as jobs, schools, cultural, and recreational opportunities can access the transportation network through a variety of transportation modes (section 3.2.2.2 d). Moreover travel times, especially commuting distances, are to be kept to a minimum.

## ii. Market Demand Consideration in the LNA Is Given Authority from the Provincial Policy Statement

In addition to the Growth Plan, Provincial planning policies, to which the Region of Halton and the local municipalities must conform, are in the Provincial Policy Statement. The new 2020 Provincial Policy Statement notes the following, among other references to the market:

1.1.1 Healthy, liveable and safe communities are sustained by:

... accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons) ...

1.1.3.8 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

sufficient opportunities to accommodate growth and to satisfy market demand are not available through *intensification*, *redevelopment* and *designated growth areas* to accommodate the projected needs over the identified planning horizon; ...

1.4.3 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* ...

Notwithstanding Growth Plan policies that aim to shift the Regional housing market towards more apartment development, the PPS also has these requirements of sufficiency of supply reflecting market demand and the anticipated needs of the households in the communities in Halton. In managing growth, flexibility is given to Regional Council to respond to local needs and market demand in planning for housing. In this way, the Growth Plan requires

that any shift in housing patterns influenced by planning policy not jeopardize the overriding goal to accommodate, at a minimum, the Schedule 3 population forecast.

The LNA Methodology provides additional direction on how to balance policy-induced market shifts with market demand, while acknowledging the necessity to adjust housing projections to meet Growth Plan policy targets. The Methodology states that providing a market-based supply of housing while conforming to the Plan and its minimum intensification and density targets is an objective.

The baseline for establishing a market-based supply is the Reference Growth Scenario set out in Appendix B to the background report prepared for the Province as part of the recent Schedule 3 update.<sup>3</sup> In this way, understanding the Community Area land need associated with this baseline is an important element in assessing the suitability of the four Growth Concepts tested in the IGMS process. Each Growth Concept represents a shift from the baseline forecast. In making decisions about the Preferred Growth Concept, Regional Council should consider the scale of the shift in housing type from the baseline.

The Methodology also requires that housing needs be considered by different dwelling types.<sup>4</sup> This housing-by-type analysis ensures that land is available to accommodate some growth in every housing type and, more generally, it is hoped housing shortages can be avoided in all parts of the market.

Finally, the Methodology requires that in assessing Community Area land needs, market contingency factors may be accounted for, including: rental vacancies; constrained lands; landowner unwillingness to develop; the length of the planning process; and other economic and demographic factors that may not have been anticipated in Schedule 3 forecasts.

## **D. COMMUNITY AREA LAND NEEDS ANALYSIS FOLLOWS PROVINCIAL METHODOLOGY**

The approach for determining Community Area land needs generally follows the six-step approach set out in the Provincial LNA Methodology. The land needs work prepared for the

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<sup>3</sup> Hemson Consulting, *Greater Golden Horseshoe: Growth Forecasts to 2051*, August 2020.

<sup>4</sup> Although the Methodology provides four dwelling type categories that could be used, the categories do differ from how housing has been categorized to date in the IGMS work. As well, those types differ from the categories used for the baseline reference growth scenario in the Schedule 3 background report. All of these approaches, however, reflect reasonable ways of segmenting the housing market and all have the critical distinction for land needs assessment purposes between ground-related housing and apartment housing.

IGMS Growth Scenarios in 2019 that now underpin the Growth Concepts is consistent with the new LNA Methodology, but will be augmented for the formal LNA at the Preferred Growth Concept stage. The primary results presented, including the greenfield land need in hectares, are the same as they would be otherwise in a formal LNA. The difference is some elements are presented in less detail, such as the housing types. At the same time, this memorandum provides much more detail, such as interim years between 2021 and 2051 and some details on sub-municipal allocations that would not be required for the submission to the Ministry of Municipal Affairs and Housing, but are of great interest for anyone reviewing the Growth Concepts.

Among the differences between this LNA and the formal LNA subject to Provincial approval, in support of the final Regional Official Plan amendment in 2022, is that the Growth Concepts work is based on two groupings of housing unit types, rather than the four that will eventually be used. As well, there are other assumptions (such as vacancy and contingency) that may vary depending on details of the Preferred Growth Concept.

Which employment land conversions are ultimately recommended and approved will also significantly affect the final Employment Area land need as well as the Community Area land need to some extent.

Finally, the LNA does require public and agency input, something that can only be gathered by the review of the Growth Concepts and the later public and agency review of the Preferred Growth Concept and the MCR. This report is a critical piece of the IGMS Growth Concepts Discussion Paper, which presents information on key growth manage choices to facilitate public input. The key inputs and results of the LNA are provided for the four Growth Concepts described in this appendix and are focussed on its key conclusion, the amount of new urban lands that would be required and housing for designation.

The first step is to analyze the population growth outlook based on the Schedule 3 population and employment forecasts.

## **Component 1: Population Forecasts**

The Region of Halton is located in the western part of the Greater Toronto Area and Hamilton (GTAH) as defined by the Growth Plan. Although one of Canada's fastest growing municipalities between 2001 and 2011, the Region's population growth rate has since slowed. The Schedule 3 forecasts assume more rapid population growth in the future as the expansion of Regional services in the northern municipalities of Milton and Halton Hills has the effect of accelerating the development of ground-related housing. At the same time, the Region will also intensify but primarily in the southern local

municipalities. Growth will be fueled by in-migration from elsewhere in the GTA, principally Toronto and Peel, and by long-term infrastructure investments such as the expansion of regional (GO) transit services.

The Region’s annual population growth rate has fluctuated since the early 2000s (see Table 1). At the time of the last Census in 2016 the population was 565,000.<sup>5</sup> In 2021, the Region’s population is now expected to reach 621,000 (an annual growth rate of 1.9% from 2016).

**Table 1: Historic and Forecast Population and Population Growth in Halton Region**

Halton Region Population Forecast to 2051			
Census Year	Total Population*	Population Growth	Annual Growth Rate
1986	280,000		
1991	322,000	42,000	2.8%
1996	349,000	27,000	1.6%
2001	391,000	42,000	2.3%
2006	458,000	67,000	3.2%
2011	517,000	59,000	2.5%
2016	565,000	48,000	1.8%
2021	621,000	56,000	1.9%
2026	687,000	66,000	2.1%
2031	767,000	80,000	2.2%
2036	848,000	81,000	2.0%
2041	931,000	83,000	1.9%
2046	1,017,000	86,000	1.8%
2051	1,100,000	83,000	1.6%
<b>1991-2021</b>		<b>299,000</b>	<b>2.2%</b>
<b>2021-2051</b>		<b>479,000</b>	<b>1.9%</b>

The LNA Methodology requires that population projections determining housing needs be based on the Schedule 3 forecast in the Growth Plan. To satisfy this requirement, the Region’s land needs assessment is based on the population age structure summarized in Appendix B to the background report prepared for the Province as part of the recent Schedule 3 update.<sup>6</sup> The Reference Forecast at 2051 in this report forms the basis of the Schedule 3 forecasts.

The Schedule 3 forecasts the Region’s population to be 1.1 million in 2051. This represents growth of 479,000 persons over the 30-year period 2021 to 2051 at a compound annual

<sup>5</sup> Consistent with Schedule 3, population figures in this report represent “total” population that includes Statistics Canada’s estimate of Census net under-coverage of 2.95% for the 2016 Census. The equivalent “Census” population is 548,000.

<sup>6</sup> Hemson Consulting, *Greater Golden Horseshoe: Growth Forecasts to 2051*, August 2020.

growth rate of 1.9%. This growth rate is lower than the historical rate from 1991-2021 of 2.2%, but slightly higher than the 1.9% compound annual rate experienced in the Region in the last 5 years. Population growth in Halton includes natural increase from the current population, but is mainly fueled by in-migration from other parts of the GTAH. Those moving to Halton are mainly families between their late 20s and early 40s, often with children. Growth in these types of households are important to household formation, household size and housing types preferred by residents of Halton.

In accordance with sections 2.2.1 and 5.2.4.1 of the Growth Plan, the Schedule 3 forecasts of population and employment at 2051 are minimums and the Region is permitted to establish higher forecasts through its MCR. The IGMS work to date has been premised on the Schedule 3 forecasts being reasonable for the purposes of long-term planning of the Region and that a higher forecast is not warranted. The forecast for Toronto, Hamilton and the other Regions of the Greater Toronto Area and Hamilton (GTAH), as well as the rest of the Greater Golden Horseshoe (GGH), call for a significant amount of growth over the next 30 years. The likelihood is very low that either a higher overall GGH forecast occurs or that Halton could attract a higher share of the current forecast growth. In the current forecast, Halton has higher growth rate than either the neighbouring City of Hamilton or Region of Peel.

## **Component 2: Household Forecast and Housing Need**

The LNA Methodology then requires that the population forecast by age group be translated into a forecast of households. To do this, the LNA Methodology prescribes the use of household formation rates for each age group to determine the total number of households at 2051, growth in households being equivalent to growth in total occupied dwelling units. This approach has long been standard practice in this type of work.

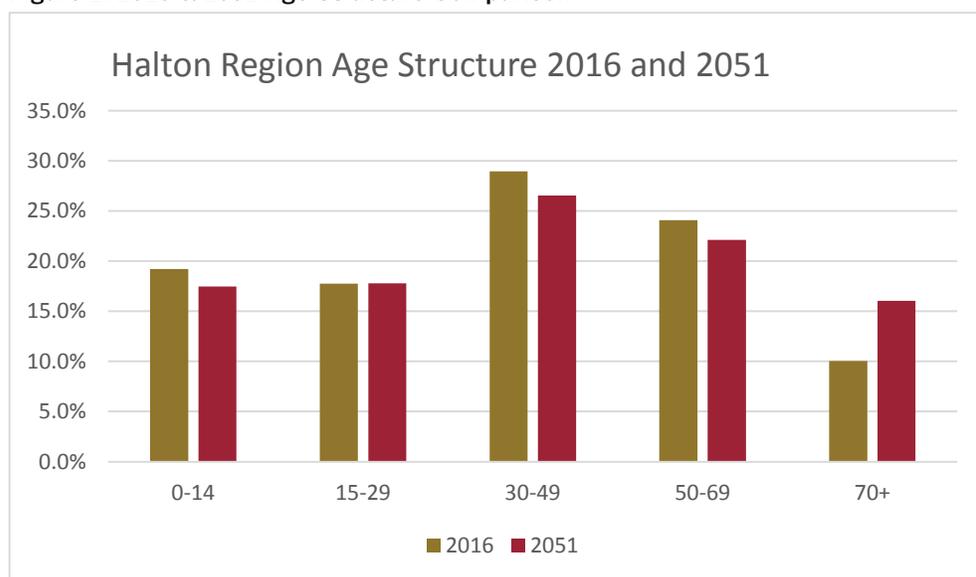
In a separate step, the household forecast is allocated to dwelling or housing units by type. This is done by applying adjusted age-specific occupancy patterns to the household forecast, with the adjustments reflecting actual housing construction by type in the near term and expected demand in the forecast under whichever scenario or conditions are being considered in the forecast. The housing types are defined by the Census, generally grouped into single/semi-detached, rows and apartments, sometimes with the apartments separated out to show duplex units separately or an “all others” category. The categories used in the LNA, the Schedule 3 background report and applied in the IGMS work all group variations on the same forecast data using Statistics Canada’s definitions. Finally, once the occupied dwelling units are forecast, the total housing units can be forecast by making

adjustments to account for changes in rental vacancy rates, market contingency factors, and other considerations.

The amount and type of housing needed in Halton is strongly related to the population age structure; an older population forms more households than a younger population. Figure 1 compares the population age structure in the Region in 2016 and 2051. The dominant age groups identifiable in 2016 are the Baby Boom generation (generally born 1946-1966) and Baby Boom Echo (or Millennial) generation (generally born 1981-1996). By 2051, the population of the Region will generally reflect a somewhat similar mix of age groups as 2016, largely due to the continued in-migration of those between their late 20s and early 40s. By far the largest increase in population age is those 70 years of age or more, who, at 2051, will largely be the current residents of Halton now aged between 40 and 65. Most of these people will have moved to Halton between the mid-1990s and today.

The increase in the elderly population and the increase in those in their 20s, fewer of whom can afford to buy houses in recent times, means that a wider range and mix of housing will be required for the younger and elderly, though the predominant housing types will remain those that meet the needs of larger family households. Providing for this greater range and mix of housing is in keeping with Growth Plan housing policies and of the market-based demand itself, because the households described *are* the housing market.

**Figure 1: 2016 & 2051 Age Structure Comparison**



The determination of housing need first requires the translation of the population forecast into a forecast of households based on age-specific household formation rates (or headship rates). The Region's 2016 and 2051 households by age and the resulting growth within each age group are provided in Table 2. Households headed by those between 25 and 34 and

those 65 and over grow faster than the overall rate for households. These two age groups have the lowest average household size and the highest occupancy of apartment units because the younger age group is mostly prior to having children and the older age group are “empty-nesters.” In addition, these age groups have the most single-person households, either being prior family formation for the younger adults or increasing numbers of those divorced or widowed in the older age groups.

**Table 2: Region of Halton Household Forecast by Age of Primary Household Maintainer**

Households by Age of Primary Household Maintainer					
Age	2016 and 2051 Headship Rate	Occupied Households			
		2016	2051	2016-2051 Growth	2016-2051 Growth %
15 - 19	0.5%	200	360	160	80.0%
20 - 24	4.5%	1,420	2,730	1,310	92.3%
25 - 29	24.5%	6,420	13,850	7,430	115.7%
30 - 34	41.8%	12,730	25,880	13,150	103.3%
35 - 39	48.1%	18,250	33,050	14,800	81.1%
40 - 44	51.2%	22,340	37,800	15,460	69.2%
45 - 49	54.9%	24,370	40,680	16,310	66.9%
50 - 54	56.5%	24,310	39,070	14,760	60.7%
55 - 59	57.1%	21,020	36,150	15,130	72.0%
60 - 64	55.8%	16,020	31,450	15,430	96.3%
65 - 69	56.2%	14,320	28,930	14,610	102.0%
70 - 74	56.9%	11,180	27,050	15,870	141.9%
75 - 79	57.5%	8,420	24,720	16,300	193.6%
80 - 84	60.2%	6,500	21,460	14,960	230.2%
84 - 89	55.3%	3,930	14,800	10,870	276.6%
90 +	37.3%	1,550	8,590	7,040	454.2%
<b>Total</b>	<b>43.7%</b>	<b>192,980</b>	<b>386,570</b>	<b>193,590</b>	<b>100.3%</b>

Table 3 shows the household forecast based on the headship rates set out in Table 2. The total number of households in the Region is forecast to be 386,800 in 2051. This represents growth of 174,100 households over the 30-year period from 2021 to 2051 at an annual growth rate of 2.0%. This growth rate is slightly lower than the historical annual growth rate of 2.3% between 1991 and 2021. The LNA work only requires 2021 and 2051. For general interest and in order to clearly show the change in intensification rates assumed in some of the Concepts at 2031 (in Step 4), the interim years are also shown in Table 3.

**Table 3: Historical and Forecast Household Growth to 2051**

Halton Region Household Forecast to 2051			
Year	Occupied Households	Household Growth	Annual Growth Rate
1986	89,800		
1991	106,400	16,600	3.5%
1996	118,100	11,700	2.1%
2001	133,700	15,600	2.5%
2006	157,100	23,400	3.3%
2011	179,000	21,900	2.6%
2016	193,000	14,000	1.5%
2021	212,700	19,700	2.0%
2026	237,200	24,500	2.2%
2031	267,200	30,000	2.4%
2036	297,000	29,800	2.1%
2041	326,800	29,800	1.9%
2046	357,500	30,700	1.8%
2051	386,800	29,300	1.6%
1991-2021		106,300	2.3%
2021-2051		174,100	2.0%

Source: Statistics Canada and Hemson Consulting Ltd.

The household forecast is then translated into a “market-based” forecast of housing by type based on the propensity of different household and family types to occupy different types of housing. The following unit types were distinguished for this purpose in the background work to Schedule 3 population forecast. Statistics Canada defines a duplex as both units in a two unit building, where at least part of one unit is above or below the other. In Halton, virtually all of these are a pre-existing single or semi-detached house with an accessory unit added, so the following categorization splits the duplex units into a house and accessory apartment. The resulting categorization better aligns with how units are considered in land use planning policy:

- **Singles/Semis** – includes single-detached and semi-detached houses as well as movable dwellings as defined by Statistics Canada for the Census. In this categorization, Singles/Semis also includes existing houses where an accessory unit has been added. The few (if any) purpose-built duplexes in Halton would be in this category.
- **Rows** – are row houses as defined for the Census, which includes back-to-back townhouses, but does not include stacked townhouses.
- **Apartment Buildings** – comprise all apartment buildings, whether greater than or less than 5 storeys (per Census definitions). Any building with three or more units where there is some horizontal separation is an apartment building, which would include a

house of 3 or 4 units or, usually, a purpose-built triplex or quadraplex, or building with 3 or more units over retail.

- **Accessory Units** – are the apartment unit added to an existing single-detached or semi-detached house.

The market forecast housing mix reflects the housing occupancy pattern of the Region’s future population, based on recent market preferences. The pattern is one in which most homeowners will seek to occupy “ground-related” housing: either single, semi, or more affordable row house unit types.

Tables 4 and 5 sets out the market housing growth by type forecast. The premise of the market-housing forecast is to adjust the occupancy patterns so that the housing growth approximately reflects the mix of the past 20 years, but with an upward share adjustment to apartments to reflect the higher household growth among young adults and seniors, both groups with a higher preference for apartments. . Looking at the historic data, there has been some upward shift in the rowhouse shares over the past 30 years and a very significant increase in the share of apartments within the Halton market in the recent 10 years. While not shown on its own in the table, the most recent five years of housing completions (mid-2016 to the mid-2021 estimate) has shown an increase in the apartment share to 37% of the 2016 to 2021.

**Table 4: Housing Mix of Market-Based Housing Forecast by Structure Type**

Halton Region Mix of Housing Unit Growth to 2051, by Unit Type					
Market Forecast to 2051					
Year	Singles & Semis	Rows	Apartment Buildings	Accessory Apartments	Total
<b>Historic Unit Mix</b>					
1991–2001	59.3%	24.5%	15.8%	0.4%	100.0%
2001–2011	61.7%	27.3%	9.7%	1.3%	100.0%
2011–2021	38.5%	29.1%	30.9%	1.5%	100.0%
<b>Most Recent Twenty Year Unit Mix to Approximate Market Demand Expectations</b>					
2001–2021	51.8%	28.1%	18.8%	1.4%	100.0%
<b>Forecast Market</b>					
2021–2031	50.4%	26.1%	22.3%	1.3%	100.0%
2031–2041	51.1%	25.0%	22.7%	1.2%	100.0%
2041–2051	48.8%	24.7%	24.8%	1.7%	100.0%
<b>2021-2051</b>	<b>50.1%</b>	<b>25.2%</b>	<b>23.3%</b>	<b>1.4%</b>	<b>100.0%</b>

**Table 5: Unit Growth, Market-Based Housing Forecast by Structure Type**

Halton Region Housing Unit Growth to 2051, by Unit Type					
Market Forecast to 2051					
Year	Singles & Semis	Rows	Apartment Buildings	Accessory Apartments	Total
<b>Historic Unit Mix</b>					
1991–2001	16,200	6,700	4,300	100	27,300
2001–2011	28,000	12,400	4,400	600	45,400
2011–2021	13,100	9,900	10,500	500	34,000
<b>Most Recent Twenty Year Unit Mix to Approximate Market Demand Expectations</b>					
2001–2021	41,100	22,300	14,900	1,100	79,400
<b>Forecast Market</b>					
2021–2031	27,600	14,300	12,200	700	54,800
2031–2041	30,000	14,700	13,300	700	58,700
2041–2051	29,300	14,800	14,900	1,000	60,000
<b>2021–2051</b>	<b>86,900</b>	<b>43,800</b>	<b>40,400</b>	<b>2,400</b>	<b>173,500</b>

Of the 174,100 housing units required between 2021 and 2051, 50% (87,200 units) would be single and semi-detached units, 25% (44,000 units) would be rowhouses and 23% (40,500 units) would be apartments in apartment buildings. Just over 1.5% (2,400 units) would be accessory apartments, a housing type that remains a very small part of housing in Halton.

Table 6 and 7 show the total number of units by type in the market forecast.

**Table 6: Market-Based Housing by Type Forecast, Total Housing Units**

Halton Historic and Forecast Total Housing Units by Type					
Market Forecast to 2051					
Year	Singles & Semis	Rows	Apartment Buildings	Accessory Apartments	Total
1991	74,500	10,600	20,800	500	106,400
2001	90,700	17,300	25,100	600	133,700
2011	118,700	29,700	29,500	1,200	179,100
<b>2021</b>	<b>131,800</b>	<b>39,600</b>	<b>40,000</b>	<b>1,700</b>	<b>213,100</b>
2031	159,400	53,900	52,200	2,400	267,900
2041	189,400	68,600	65,500	3,100	326,600
2051	218,700	83,400	80,400	4,100	386,600
<b>1991-2021</b>	<b>57,300</b>	<b>29,000</b>	<b>19,200</b>	<b>1,200</b>	<b>106,700</b>
<b>2021-2051</b>	<b>86,900</b>	<b>43,800</b>	<b>40,400</b>	<b>2,400</b>	<b>173,500</b>

**Table 7: Market Housing by Type Forecast, Share of Total Housing Units**

Halton Historic and Forecast Housing Unit Mix of Total Housing by Type Market Forecast to 2051					
Year	Singles & Semis	Rows	Apartment Buildings	Accessory Apartments	Total
1991	70.0%	10.0%	19.5%	0.5%	100.0%
2001	67.8%	12.9%	18.8%	0.4%	100.0%
2011	66.3%	16.6%	16.5%	0.7%	100.0%
2021	61.8%	18.6%	18.8%	0.8%	100.0%
2031	59.5%	20.1%	19.5%	0.9%	100.0%
2041	58.0%	21.0%	20.1%	0.9%	100.0%
2051	56.6%	21.6%	20.8%	1.1%	100.0%

In developing the Growth Concepts, the total number of households and therefore total number of units stay the same, but the mix of unit types varies. This market-based forecast can be put aside for a moment while the housing and housing types are approached from a policy perspective. The four Growth Concepts consider both market and policy factors, with the assumptions on a spectrum between market-based supply and aspirational planning policies. The housing mix associated with each of the Growth Concepts, once determined, can be compared to the market-based forecast.

### **Component 3: Housing Needs Allocation to Local Municipalities**

The LNA Methodology indicates that in Step 3 the housing forecast can be allocated to the local municipalities. The allocation of future housing and population to local municipalities depends on the future potential supply by policy area, the allocation of regional housing growth by policy area, the amount, if any, of new urban area for housing purposes and the amount of such land allocated to each of the local municipalities (Milton and Halton Hills in Halton Region’s case). For Halton, local municipal allocations should follow the final Step 6 of the LNA Methodology. Local municipal allocations are not necessary to complete the LNA, but are necessary to complete any settlement area boundary expansions and other elements of the MCR. The tables showing the allocation are in Part 2 of this report.

### **Component 4: Housing Supply Potential by Policy Areas**

Housing supply potential has been catalogued by policy area for each municipality. This has been an ongoing process mostly completed in the fall of 2018 using a mid-2016 base to match Census years. The information has been updated on an ongoing basis since that time, to account for any approved new secondary plans, general official plan amendments, and many of the proposed employment land conversions (depending on how each is treated in the Growth Concepts). The supply has taken account of estimated housing unit completions from mid-2016 to mid-2021 to bring the supply up the 2021 base year.

The supply has been determined for each of the Growth Plan policy areas, as follows:

**i. Rural**

- Rural residential is any housing units that are not within one of the five urban areas of Burlington, Oakville, Milton, Georgetown and Acton. This includes housing in hamlets and rural settlements, estate residential subdivisions, farmhouses and lots created by severance.
- Future supply in the rural area is in the small number of lots in legacy rural estate residential subdivisions, available lots within hamlets and existing lots-of-record, where a house can be built.
- Regional Official Plan policy does not permit any expansion to hamlets, any new estate residential subdivisions and only a minimum amount of new lot creation by rural severance, based on strict policy criteria. Supply for new construction is very limited and will not grow. There is some supply potential in the hamlet of Glen Williams in Halton Hills.
- Nearly all net new units built in Halton’s rural area are on existing lots of record. It is exceedingly difficult to determine the number of lots of record that could be built on and, of those, how many are likely to be built in the next 30 years. Instead of attempting to determine a realistic supply, expected demand is forecast based generally on the level of rural construction in recent periods.
- This approach means the demand for units and supply potential are assumed equal. If the demand does not materialize or the supply is not available as estimated, both figures adjust accordingly. Unlike other policy areas, there is no expectation that the Region now or at any time in the future would take any action to create new rural housing supply in order to satisfy the estimated number of units that might be built in the rural area.

**ii. Delineated Built-Up Area (BUA)**

- The Province defined the BUA in 2008 as areas within the Built Boundary, which approximates the limit of existing development in June 2006.
- With the exception a few remnant vacant parcels, the area is fully developed. Almost all of the future supply is through redevelopment. For the LNA, the purpose of identifying future supply is to demonstrate that the allocation of unit growth to

the BUA can reasonably be accommodated. Typically, it is desirable to have a larger identified supply potential than required, since there is always great uncertainty about how and when redevelopment sites may be brought to market within any given time period.

- Most of the supply potential is in Nodes and Corridors and other Strategic Growth Areas (inside the BUA), such as the UGCs, MTSAs, and other mixed-use nodes and corridors identified within the BUA.
- In addition, there are smaller amounts of scattered intensification that occurs in communities across the BUA, such a former gas station, small commercial property or place of worship that is redeveloped with a few rowhouses or, perhaps, a large former rural or lakefront lot re-subdivided to accommodate a few single or semi-detached houses. Sometimes larger sites accommodate a more substantial amount of development. Over time, these add up to a substantial number of units, but there is no reasonable or reliable way to identify the locations where these will occur. Like the rural area, units are allocated to BUA on the assumption that the sites continue to materialize as they have in the past.

### iii. Designated Greenfield Area (DGA)

- Nearly all of the DGA is subject to secondary plans and supply is a relatively straightforward matter of determining how much of the land and associated units are remaining from the total units planned after deducting those that have been built.
- A 2% unit or land vacancy assumption is applied to the DGA supply, since not every greenfield parcel will come to market, though nearly all typically do come to market.
- In North Oakville East and in the Boyne, Britannia and Trafalgar Secondary Plan areas of Milton, a small additional discount to the ultimate supply is applied to account for eventual development that may not occur within the 2051 timeframe. These factors take into account that some existing uses in these formerly rural areas may not redevelop within 30 years, such as some existing houses or businesses on rural-sized lots. As well, achieving *all* of the potential residential density in neighbourhood mixed-use areas in the Milton plans or the extensive Neighbourhood Centre Areas in North Oakville may not occur during the initial round of development.

Tables 8, 9, 10 and 11 provide the supply in each Growth Concept for each of the policy areas in the Region. For simplicity in the Growth Concepts analysis, the data are shown

distinguishing only between ground-related housing supply and apartment housing supply. For the future analysis of the Preferred Growth Concept, and for the final version of the LNA, housing will be distinguished into more detailed unit types for both the supply and demand and, therefore, in calculating land need. Condensing the analysis in this fashion does not change any of the results. Housing unit mix is ultimately determined by a local municipality through its planning process. The supply will be compared to demand in Component 6.

**Table 8: Housing Supply Potential by Policy Area: Concept 1**

Region of Halton Identified Housing Supply Potential Concept 1: Available Supply for 2021 to 2051 Growth			
Identified Supply Potential Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Rural Area "Supply" Is Set to Exactly Equal the Estimated Housing Unit Growth	900	0	900
<b>Built Up Area</b>			
Built Up Area Strategic Growth Areas	4,100	88,900	93,000
Rest of Built-Up Area	3,200	9,300	12,500
<b>Total Built-Up Area</b>	<b>7,300</b>	<b>98,200</b>	<b>105,500</b>
<b>Designated Greenfield Area</b>			
Designated Greenfield Area Strategic Growth Areas	700	10,000	10,700
Rest of Existing Designated Greenfield Area	44,300	49,500	93,800
<b>Total Existing Designated Greenfield Area</b>	<b>45,000</b>	<b>59,500</b>	<b>104,500</b>
<b>Total Identified Supply</b>	<b>53,200</b>	<b>157,700</b>	<b>210,900</b>

Source: Hemson Consulting Ltd.

**Table 9: Housing Supply Potential by Policy Area: Concept 2**

Region of Halton Identified Housing Supply Potential Concept 2: Available Supply for 2021 to 2051 Growth			
Identified Supply Potential Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Rural Area "Supply" Is Set to Exactly Equal the Estimated Housing Unit Growth	900	0	900
<b>Built Up Area</b>			
Built Up Area Strategic Growth Areas	4,100	88,900	93,000
Rest of Built-Up Area	3,200	9,300	12,500
<b>Total Built-Up Area</b>	<b>7,300</b>	<b>98,200</b>	<b>105,500</b>
<b>Designated Greenfield Area</b>			
Designated Greenfield Area Strategic Growth Areas	700	10,000	10,700
Rest of Existing Designated Greenfield Area	46,200	50,700	96,900
<b>Total Designated Greenfield Area</b>	<b>46,900</b>	<b>60,700</b>	<b>107,600</b>
<b>Total Identified Supply</b>	<b>55,100</b>	<b>158,900</b>	<b>214,000</b>

**Table 10: Housing Supply Potential by Policy Area: Concept 3**

Region of Halton Identified Housing Supply Potential Concept 3: Available Supply for 2021 to 2051 Growth			
Identified Supply Potential Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Rural Area "Supply" Is Set to Exactly Equal the Estimated Housing Unit Growth	900	0	900
<b>Built Up Area</b>			
Built Up Area Strategic Growth Areas	4,100	88,900	93,000
Rest of Built-Up Area	3,200	9,300	12,500
<b>Total Built-Up Area</b>	<b>7,300</b>	<b>98,200</b>	<b>105,500</b>
<b>Designated Greenfield Area</b>			
Designated Greenfield Area Strategic Growth Areas	700	10,000	10,700
Rest of Existing Designated Greenfield Area	46,300	51,300	97,600
<b>Total Designated Greenfield Area</b>	<b>47,000</b>	<b>61,300</b>	<b>108,300</b>
<b>Total Identified Supply</b>	<b>55,200</b>	<b>159,500</b>	<b>214,700</b>

Source: Hemson Consulting Ltd.

**Table 11: Housing Supply Potential by Policy Area: Concept 4**

Region of Halton Identified Housing Supply Potential Concept 4: Available Supply for 2021 to 2051 Growth			
Identified Supply Potential Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Rural Area "Supply" Is Set to Exactly Equal the Estimated Housing Unit Growth	900	0	900
<b>Built Up Area</b>			
Built Up Area Strategic Growth Areas	4,100	84,400	88,500
Rest of Built-Up Area	3,200	9,300	12,500
<b>Total Built-Up Area</b>	<b>7,300</b>	<b>93,700</b>	<b>101,000</b>
<b>Designated Greenfield Area</b>			
Designated Greenfield Area Strategic Growth Areas	700	10,000	10,700
Rest of Existing Designated Greenfield Area	44,200	47,000	91,200
<b>Total Designated Greenfield Area</b>	<b>44,900</b>	<b>57,000</b>	<b>101,900</b>
<b>Total Identified Supply</b>	<b>53,100</b>	<b>150,700</b>	<b>203,800</b>

Source: Hemson Consulting Ltd.

## Component 5: Community Area Jobs

Considering Community Area jobs is somewhat out of sequence as the fifth component of the LNA, prior to addressing housing demand in the next component. Most of the Community Area jobs are population-related employment, jobs occurring in a community mainly in response to growth in population. On a neighbourhood basis, population-related

employment is those jobs in local retail and service, schools and other local institutions and work-at-home employment<sup>7</sup>. Beyond the neighbourhood, but within the Community Area, population-related employment includes jobs in larger retail concentrations, and jobs in larger institutions such as high schools, post-secondary education, hospitals and other government services. On a neighbourhood basis, there is typically about 1 population-related job for every 10 to 12 residents (or 80 to 100 jobs per 1,000 population). For new Community Urban land designations 1 job for each 11 residents has been assumed. These neighbourhood jobs represent about half of all population-related employment where the ratio across a municipality or a Region is about 1 job for every 5 residents (or about 200 jobs for every 1,000 population).

In addition to the Population-Related employment, some Major Office employment occurs in the Community Area, including those office jobs that may occur in the future in the planned mixed-use areas. There may also be some jobs in the Community Area that would typically be considered as part of Employment Land Employment, but do not happen to lie within the geography of an Employment Area. These might be stand-alone small-scale industrial uses in the older parts of communities, though there is less of these in Halton than other large older urban communities.

For the LNA, Community Area employment is considered for two purposes. Firstly, it is to demonstrate that Community Area employment has been accommodated in the land need. This employment is typically part of the “net to gross” calculations where lands for school sites, places of worship and local retail uses are considered. In larger tracts of new DGA, an additional factor for large institutions and major retail may be added. The 65 persons plus jobs per hectare used in this LNA work accommodates all of the Community Area employment required.

The second purpose of Community Area employment is for calculating the DGA density. The overall DGA density at 2051 will be fully calculated for the final LNA, but for these concepts does lie in the range of 60 to 65 persons plus jobs per hectare over the whole DGA, itself made up of 5 to 6 jobs per hectare overall and 59 to 60 persons per hectare overall

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<sup>7</sup> Work-at-home employment is only those who work at home or run a home-based business as their primary job. Work-at-home employment does not include workers who might work at home a few days a week, but otherwise have an office or work station elsewhere. As well, work at home should not include those currently working at home full-time due to COVID-19 restrictions, but who expect an eventual return to an office or place of work. It is, however, quite uncertain how people may answer the questions in the 2021 Census, coming up in mid-May 2021, and what will be revealed by results.

## **Component 6: Housing Requirement by Policy Area for Each Growth Concept**

Growth Plan policy 2.2.2.1 a) requires that the Region achieve a minimum intensification target of 50 per cent of all residential development occurring annually within the delineated Built-Up Area.

### **i. Housing Growth by Policy Area**

Tables 12, 13, 14 and 15 summarize the occupied household forecast between the Rural, BUA and DGA showing in particular how the allocation is made in respect of 2021-2031 versus 2031-2051 and how the additional DGA apartments are determined and allocated.

The additional DGA apartments are an additional “policy area” used in Halton. These are treated separately from the general DGA because all are accommodated within currently planned areas, so they will not affect any needs for additional DGA lands. Secondly, these units are part of what we are calling densification. Intensification in Halton is mainly apartment units in mixed-use areas and must total a minimum 50% of units, in accordance with the Growth Plan. The additional DGA apartments are also apartment units in mixed-use areas. The desirable attributes of such development are the same on either side of the 2006 built boundary that defines the BUA. Apartments in a mixed-use development on Trafalgar Road south of Dundas Street are in the BUA and “count” as intensification. Similar housing on Trafalgar Road north of Dundas Street is not considered intensification, but it is considered in the IGMS as densification.

The share of growth in densification versus DGA shown in the tables is the primary defining feature of each of the four Growth Concepts. For simplicity reasons, the tables show only the total units in each of the areas, with the unit types split out in the comparison of the supply and growth in the next section.

**Table 12: Concept 1 Forecast by Policy Area to 2051**

Halton Region Household Forecast to 2051, Concept 1 by Policy Area							
5 Year Period	Rural Area Growth	Development Already Planned with Existing Urban Area (mostly higher density residential development in mixed use areas such as UGCs, MTSA's and other Strategic Growth Areas)			Development Generating New Urban Land Need If It Exceeds Current DGA Supply		Total
		Inside the Built-up Area (Intensification)	Additional DGA Apartments (in dense mixed-use centres and corridors in the existing DGA)	Total Densification	Designated Greenfield Area (mainly ground related housing)		
	①	②	③	②+③	④	①+②+③+④	
<b>Share of Growth by Policy Area</b>							
2016-21	1.0%	34.3%	0.0%	34.3%	64.8%	100.0%	
2021-31	0.6%	50.0%	0.0%	50.0%	49.4%	100.0%	
2031-41	0.5%	50.0%	10.0%	60.0%	39.5%	100.0%	
2041-51	0.5%	50.0%	10.0%	60.0%	39.5%	100.0%	
<b>2021-2051</b>	<b>0.5%</b>	<b>50.0%</b>	<b>6.9%</b>	<b>56.9%</b>	<b>42.6%</b>	<b>100.0%</b>	
<b>Unit Growth by Policy Area</b>							
2016-21	190	6,760	0	6,760	12,770	19,720	
2021-31	300	27,260	0	27,260	26,950	54,510	
2031-41	300	29,810	5,960	35,770	23,540	59,610	
2041-51	300	29,960	5,990	35,950	23,680	59,930	
<b>2021-2051</b>	<b>900</b>	<b>87,030</b>	<b>11,950</b>	<b>98,980</b>	<b>74,170</b>	<b>174,050</b>	

Source: Hemson Consulting Ltd.

**Table 13: Concept 2 Forecast by Policy Area to 2051**

Halton Region Household Forecast to 2051, Concept 2 by Policy Area							
5 Year Period	Rural Area Growth	Development Already Planned with Existing Urban Area (mostly higher density residential development in mixed use areas such as UGCs, MTSA's and other Strategic Growth Areas)			Development Generating New Urban Land Need If It Exceeds Current DGA Supply		Total
		Inside the Built-up Area (Intensification)	Additional DGA Apartments (in dense mixed-use centres and corridors in the existing DGA)	Total Densification	Designated Greenfield Area (mainly ground related housing)		
	①	②	③	②+③	④	①+②+③+④	
<b>Share of Growth by Policy Area</b>							
2016-21	1.0%	34.3%	0.0%	34.3%	64.8%	100.0%	
2021-31	0.6%	50.0%	0.0%	50.0%	49.4%	100.0%	
2031-41	0.5%	51.5%	9.9%	61.4%	38.1%	100.0%	
2041-51	0.5%	53.5%	19.2%	72.7%	26.8%	100.0%	
<b>2021-2051</b>	<b>0.5%</b>	<b>51.7%</b>	<b>10.0%</b>	<b>61.7%</b>	<b>37.8%</b>	<b>100.0%</b>	
<b>Unit Growth by Policy Area</b>							
2016-21	190	6,760	0	6,760	12,770	19,720	
2021-31	300	27,260	0	27,260	26,950	54,510	
2031-41	300	30,700	5,890	36,590	22,720	59,610	
2041-51	300	32,060	11,480	43,540	16,090	59,930	
<b>2021-2051</b>	<b>900</b>	<b>90,020</b>	<b>17,370</b>	<b>107,390</b>	<b>65,760</b>	<b>174,050</b>	

Source: Hemson Consulting Ltd.

**Table 14: Concept 3 Forecast by Policy Area to 2051**

Halton Region Household Forecast to 2051, Concept 3 by Policy Area							
5 Year Period	Rural Area Growth	Development Already Planned with Existing Urban Area (mostly higher density residential development in mixed use areas such as UGCs, MTSAs and other Strategic Growth Areas)			Development Generating New Urban Land Need If It Exceeds Current DGA Supply		Total
		Inside the Built-up Area (Intensification)	Additional DGA Apartments (in dense mixed-use centres and corridors in the existing DGA)	Total Densification	Designated Greenfield Area (mainly ground related housing)		
	①	②	③	②+③	④	①+②+③+④	
<b>Share of Growth by Policy Area</b>							
2016-21	1.0%	34.3%	0.0%	34.3%	64.8%	100.0%	
2021-31	0.6%	50.0%	0.0%	50.0%	49.4%	100.0%	
2031-41	0.5%	53.0%	16.8%	69.8%	29.7%	100.0%	
2041-51	0.5%	57.0%	27.7%	84.7%	14.8%	100.0%	
<b>2021-2051</b>	<b>0.5%</b>	<b>53.4%</b>	<b>15.3%</b>	<b>68.7%</b>	<b>30.8%</b>	<b>100.0%</b>	
<b>Unit Growth by Policy Area</b>							
2016-21	190	6,760	0	6,760	12,770	19,720	
2021-31	300	27,260	0	27,260	26,950	54,510	
2031-41	300	31,600	10,010	41,610	17,720	59,630	
2041-51	300	34,150	16,600	50,750	8,890	59,940	
<b>2021-2051</b>	<b>900</b>	<b>93,010</b>	<b>26,610</b>	<b>119,620</b>	<b>53,560</b>	<b>174,080</b>	

Source: Hemson Consulting Ltd.

**Table 15: Concept 4 Forecast by Policy Area to 2051**

Halton Region Household Forecast to 2051, Concept 4 by Policy Area							
5 Year Period	Rural Area Growth	Development Already Planned with Existing Urban Area (mostly higher density residential development in mixed use areas such as UGCs, MTSAs and other Strategic Growth Areas)			Development Generating New Urban Land Need If It Exceeds Current DGA Supply		Total
		Inside the Built-up Area (Intensification)	Additional DGA Apartments (in dense mixed-use centres and corridors in the existing DGA)	Total Densification	Designated Greenfield Area (mainly ground related housing)		
	①	②	③	②+③	④	①+②+③+④	
<b>Share of Growth by Policy Area</b>							
2016-21	1.0%	34.3%	0.0%	34.3%	64.8%	100.0%	
2021-31	0.6%	50.0%	0.0%	50.0%	49.4%	100.0%	
2031-41	0.5%	50.0%	2.5%	52.5%	47.0%	100.0%	
2041-51	0.5%	50.0%	2.5%	52.5%	47.0%	100.0%	
<b>2021-2051</b>	<b>0.5%</b>	<b>50.0%</b>	<b>1.7%</b>	<b>51.7%</b>	<b>47.8%</b>	<b>100.0%</b>	
<b>Unit Growth by Policy Area</b>							
2016-21	190	6,760	0	6,760	12,770	19,720	
2021-31	300	27,260	0	27,260	26,950	54,510	
2031-41	300	29,810	1,490	31,300	28,010	59,610	
2041-51	300	29,960	1,500	31,460	28,160	59,920	
<b>2021-2051</b>	<b>900</b>	<b>87,030</b>	<b>2,990</b>	<b>90,020</b>	<b>83,120</b>	<b>174,040</b>	

Source: Hemson Consulting Ltd.

**ii. Compare Growth and Supply to Determine Sufficiency in Each Concept**

The next step in the LNA Methodology is to compare the supply by unit type to determine if the intensification and the DGA additional apartments fit within the identified supply. The main purpose in Tables 16, 17, 18 and 19 is determine whether there is or is not a shortfall in supply for the DGA. Any shortfall would indicate the need for additional Community Area land designation in that Concept. Concept 3, however, was deliberately constructed to show

a demand for ground-related DGA housing exactly equal to the supply, so that no new Community Area land designations would be required.

The analysis is done with reference to unit type, as required by the LNA. Currently in Halton intensification development occurs at nearly 80% apartment units and 20% ground-related units. Growth Concepts 1 and 4 that all of the identified ground-related intensification supply potential is built out and that general intensification occurs at the 80/20 split by type; the result in these Concepts is 78% apartments and 12% ground-related units in intensification areas over the 30 year period. Growth Concepts 2 and 3 have more growth through intensification requiring a somewhat denser unit type assumption resulting in 91% apartments and 9% ground-related units over the whole period. Nearly the reverse is true within the DGA areas, where development is assumed to be 90% ground-related and 10% apartment units, except for Growth Concept 4 at 95% and 5% because there are fewer apartments overall. The additional DGA apartments are, by definition, 100% apartments. The results of the demand and supply comparison undertaken by unit type is in the following section.

**Table 16: Concept 1, Housing Growth by Policy Area and Sufficiency of Supply**

Region of Halton Identified Housing Growth and Supply and Suplus or Shortfall of Supply			
Concept 1: 2021 to 2051			
Supply and Growth by Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Identified Supply by Type	900	0	900
Housing Growth	900	0	900
<b>Total Rural Area</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Built Up Area</b>			
Identified Supply by Type	7,300	98,200	105,500
Housing Growth	10,600	76,400	87,000
<b>Surplus or (Shortfall)</b>	<b>(3,300)</b>	<b>21,800</b>	
<b>Designated Greenfield Area</b>			
Identified Supply by Type	45,000	59,500	104,500
Housing Growth	66,800	19,400	86,200
<b>Surplus or (Shortfall)</b>	<b>(21,800)</b>	<b>40,100</b>	

Source: Hemson Consulting Ltd.

**Table 17: Concept 2, Housing Growth by Policy Area and Sufficiency of Supply**

Region of Halton Identified Housing Growth and Supply and Suplus or Shortfall of Supply Concept 2: 2021 to 2051			
Supply and Growth by Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Identified Supply by Type	900	0	900
Housing Growth	900	0	900
<b>Total Rural Area</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Built Up Area</b>			
Identified Supply by Type	7,300	98,200	105,500
Housing Growth	7,800	82,200	90,000
<b>Surplus or (Shortfall)</b>	<b>(500)</b>	<b>16,000</b>	
<b>Designated Greenfield Area</b>			
Identified Supply by Type	46,900	60,700	107,600
Housing Growth	58,600	24,500	83,100
<b>Surplus or (Shortfall)</b>	<b>(11,700)</b>	<b>36,200</b>	

Source: Hemson Consulting Ltd.

**Table 18: Concept 3, Housing Growth by Policy Area and Sufficiency of Supply**

Region of Halton Identified Housing Growth and Supply and Suplus or Shortfall of Supply Concept 3: 2021 to 2051			
Supply and Growth by Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Identified Supply by Type	900	0	900
Housing Growth	900	0	900
<b>Total Rural Area</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Built Up Area</b>			
Identified Supply by Type	7,300	98,200	105,500
Housing Growth	7,900	85,100	93,000
<b>Surplus or (Shortfall)</b>	<b>(600)</b>	<b>13,100</b>	
<b>Designated Greenfield Area</b>			
Identified Supply by Type	47,000	61,300	108,300
Housing Growth	47,000	33,100	80,100
<b>Surplus or (Shortfall)</b>	<b>0</b>	<b>28,200</b>	

Source: Hemson Consulting Ltd.

**Table 19: Concept 4, Housing Growth by Policy Area and Sufficiency of Supply**

Region of Halton Identified Housing Growth and Supply and Surplus or Shortfall of Supply			
Concept 4: 2021 to 2051			
Supply and Growth by Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Rural Area</b>			
Identified Supply by Type	900	0	900
Housing Growth	900	0	900
<b>Total Rural Area</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Built Up Area</b>			
Identified Supply by Type	7,300	93,700	101,000
Housing Growth	10,600	76,400	87,000
<b>Surplus or (Shortfall)</b>	<b>(3,300)</b>	<b>17,300</b>	
<b>Designated Greenfield Area</b>			
Identified Supply by Type	44,900	57,000	101,900
Housing Growth	77,600	8,500	86,100
<b>Surplus or (Shortfall)</b>	<b>(32,700)</b>	<b>48,500</b>	

Source: Hemson Consulting Ltd.

### iii. Land Need for Concepts Requiring the Designation of Additional Community Land

Having determined the unit shortfall in the DGA, it can now be translated into a land need, which is the primary purpose of the LNA. The ground-related unit shortfall drives the land need, since there is a significant surplus of DGA apartments. In the context of considering market-based housing supply, the surplus in apartments cannot simply replace the shortfall in ground-related units, because a housing unit is not a fungible product between the housing types.

The housing shortfall for ground-related units is first restated in terms of population, applying a person per unit factor, which also accommodates factors for non-household population, and Census net undercoverage to assure population is always being measured the same way. Once the total population associated with the unit shortfall is established, a factor for Community Area employment is added at one job for every 11 residents (or 91 jobs per 1,000 population).

With a total persons plus jobs in the potential expansion areas known, the land need can be calculated on based on a Growth Plan density of 65 persons plus jobs per hectare, as shown in Table 20. This density is somewhat higher than the currently developed areas of North Oakville, but somewhat lower than the densest new areas in Milton (those built since the major Milton expansion areas began building in 2001). To our knowledge, Milton is the

densest large-scale ground-related Greenfield Development Area in North America. As a result, there is not much potential for a higher greenfield density. At the same time, it is quite achievable with a full range of parks and community services, as can be seen in Milton.

**Table 20: Community Area Land Needs by Concept**

Growth Concept	Community Area (ha)
Concept 1	1,460
Concept 2	730
Concept 3	0
Concept 4	2,080

#### iv. Comparison to Baseline “Market” Housing Mix

An important component of the LNA Methodology is to understand the balance between expectations for a market-based supply of units with the housing mix that results from applying Growth Plan policies or in the words of the LNA: “provision of a market-based supply of housing to the extent possible.” To satisfy this provision, the housing unit mix within each Growth Concept is shown in Table 21 and the graphic following in Figure 3. Each Concept strikes a different balance between housing growth accommodated through intensification or through new greenfield development. The higher the level of intensification and densification in the concept, the greater the proportion of apartment housing and the farther the Concept strays from a market-based supply of housing. The housing mixes in the four Growth Concepts can be compared to the baseline market housing mix shown in Component 1 of the LNA near the beginning of the report. For additional context, the housing mix for the recent development period in Halton is shown.

The table demonstrates that the assumed housing mix under each Growth Concept shifts the “market” mix away from single/semi detached housing types towards more apartment units. While the shift in market is quite significant when only looking at the growth in units, it is also important to look at the overall housing stock and how it has changed over time and would change in the future under the different concepts. In terms of housing the total population, the housing stock matters the most. In a 30-year period, well over half of the current housing stock will have new occupants. Put another way, households newly moving to Halton (or out their parents home within Halton) do not all buy new housing, since many current residents also buy new housing. In essence, the entire housing stock houses the entire population. When viewed in as entire housing stock, the shift in the mix of housing units is much less dramatic.

**Table 21: Housing Mix by Policy Area for Each Growth Concept and the Market-Based Baseline Forecast**

Region of Halton Mix of 2021 to 2051 Housing Growth by Policy Area for Each Growth Concept and the Market-Based Baseline Forecast			
Growth Concept and Policy Area	Ground Related Units	Apartment Building Units	Total Units
<b>Market-Based Baseline Forecast</b>			
<b>Total Housing Growth</b>	76.4%	23.6%	100%
<b>Concept 1</b>			
Rural	100.0%	0.0%	100.0%
Intensification	12.2%	87.8%	100.0%
Designated Greenfield Area	77.5%	22.5%	100.0%
<b>Mix of Total Housing Growth</b>	<b>45.0%</b>	<b>55.0%</b>	<b>100.0%</b>
<b>Concept 2</b>			
Identified Supply by Type	100.0%	0.0%	100.0%
Intensification	8.7%	91.3%	0.0%
Designated Greenfield Area	70.5%	29.5%	100.0%
<b>Mix of Total Housing Growth</b>	<b>38.7%</b>	<b>61.3%</b>	<b>0.0%</b>
<b>Concept 3</b>			
Identified Supply by Type	100.0%	0.0%	100.0%
Intensification	8.5%	91.5%	0.0%
Designated Greenfield Area	58.7%	41.3%	100.0%
<b>Mix of Total Housing Growth</b>	<b>32.1%</b>	<b>67.9%</b>	<b>0.0%</b>
<b>Concept 4</b>			
Identified Supply by Type	100.0%	0.0%	100.0%
Intensification	12.2%	87.8%	0.0%
Designated Greenfield Area	90.1%	9.9%	100.0%
<b>Mix of Total Housing Growth</b>	<b>51.2%</b>	<b>48.8%</b>	<b>0.0%</b>

Source: Hemson Consulting Ltd.

In making a decision about the Preferred Growth Concept, Council will need to consider how much weight is given to a market-based supply of housing in making the decision on the Preferred Growth Concept. This consideration is important in determining whether a Growth Concept can be achieved and is further outlined in the evaluation of the Growth Concepts (Appendix K).

## **E. EMPLOYMENT AREA LAND NEED**

As required in the LNA Methodology, the determination of Employment Area land need relies on the Schedule 3 employment forecasts contained in the background report prepared for the Schedule 3 forecasts. Similar to the Community Area land needs analysis, the step-by-step approach used generally follows the Provincial LNA Methodology, though employment is less complex.

## i. Component 1: Employment Forecasts

Employment Area land needs must be based on Schedule 3 employment forecasts or forecasts that exceed Schedule 3. There are a number of ways to categorize and forecast employment. For land use planning and, especially for the LNA methodology, the four types of land-use-based employment categories work well (e.g. major office, employment land employment, population related, and rural). How the four categories are defined and measured has evolved over the past 30 years moving from a partly geographic and partly economic sector based approach to one that is much more explicitly about the geography of employment within communities, at least for three of the four categories. How each of these categories grow over time is however, highly dependent on the economic sectors accommodated in each type as well as how employment uses land and buildings. While there are four employment categories, only employment land employment drives the Employment Area land need. Other categories are largely embedded into land use planning in the Community and Rural areas. As well, looking at employment based on commuting considers usual place of employment, work at home employment and no-fixed-place-of-work employment. The growth in all four categories needs to be considered for establishing the forecast for each. They are the following:

- **Major Office Employment** refers to refers to all employment housed within freestanding office buildings more than 20,000 sq.ft. (1,858 m<sup>2</sup>) or more<sup>8</sup>. The size is established from the threshold where most real estate brokerages collect and manage office market data. Major Office Employment is the one of four categories that can occur within the boundaries of the other three geographically based categories.

Just over 27% of all employment in the GTAH is Major Office Employment, up from about 20% over the past 30 years and now forecast to increase to 31% of all employment over the next 30 years to 2051. Because so much of the metropolitan office space remains in Downtown Toronto, the share of employment in Major Office Employment in the regions is much smaller. Halton's Major Office Employment has grown from 6% to 11% over the past 30 years and expected to increase to 15% over the next 30 years. Concentrations of office buildings occur in very few locations in the metropolitan region. One of these locations is Halton's QEW corridor in Oakville and Burlington. In the coming decades there will be an opportunity for Milton and Halton Hills to become a westerly extension of the Highway 401 office corridor in Mississauga.

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<sup>8</sup> This size threshold is for analyzing employment and forecasting the location of employment. For an unrelated policy purpose in the Growth Plan, the same expression — Major Office — is used to encourage office buildings of 4,000 m<sup>2</sup> or more to develop near transit.

The amount and location of future major office development is of great interest for a number of land use planning reasons, such transit-use, the employment side of mixed-use and its ability to provide urban structure to a community. For land needs assessment, however, office employment is not very important because it is so much denser than any other employment use, even in suburban environments that rely on significantly greater proportion of land for surface parking. Major Office Employment development consumes very little land area.

- **Population-Related Employment** is all employment within the urban Community Area of Halton (except major office in the Community) plus the large community uses. As already described in the discussion of Community Area employment, retail, education, health care, local government and urban work-at-home employment that will primarily serve the Region's resident population is included in this category. Population-related employment is the largest category of employment in Halton at about 44% having risen from about 36% over the past 30 years and expected to be about a stable share, declining marginally to 42% by 2051.
- **Employment land employment** refers to employment accommodated primarily in single storey industrial-type buildings in industrial areas and business parks. Nearly all such buildings and nearly all Employment Land Employment are in designated urban Employment Areas. For analysis purposes, large institutions and retail concentrations within Employment Areas are excluded from Employment Land Employment. These uses are added to Population-Related Employment so as not to skew the employment counts and densities for the categories<sup>9</sup>. From a past where it represented well over half of employment, Employment Land Employment is expected to remain at a relatively stable share of just over 40% of all jobs. .
- **Rural employment** refers to all jobs located in rural areas, including agriculture and primary industries, local commercial and institutional jobs in hamlets or elsewhere in the rural area, rural recreational and entertainment uses. In addition, all work at home employment in the Rural Area is included. Work at home employment is much higher in rural than urban areas as a rate to persons or households. Since little population or

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<sup>9</sup> In Halton the uses in Employment Areas that are categorised as Population-Related Employment are: Toronto Outlets in Halton Hills, the power centre on both sides of Highway 401 at Steeles Avenue and the Maplehurst Institution in Milton and the retail areas at the north end of Winston Park, in Burloak Business Park, Oakville Place Mall and the Oakville Trafalgar Hospital in Oakville. There are no such uses of this magnitude in Employment Areas in Burlington.

employment growth is planned for the Rural Area, total Rural Employment is expected to stay stable at about 10,000 for the period to 2051.

Table 22 provides the forecast total employment for Halton, historically and for the period to 2051. The employment growth is also compared to the population growth and an activity rate is calculated. Activity rate is an overall relationship between Census population and employment where a rate today of about 50% represents a balanced community where the number of jobs in the community is about the same as the number of people living in the community who have jobs.

**Table 22: Historic and Forecast Employment Growth and Activity Rate**

<b>Halton Region Employment Forecast to 2051</b>					
Census Year	Total Employment	Employment Growth	Annual Growth Rate	Total Population	Activity Rate
1986	119,160			280,000	44.1%
1991	141,340	22,180	3.5%	322,000	45.5%
1996	159,550	18,210	2.5%	349,000	47.4%
2001	189,440	29,890	3.5%	391,000	50.2%
2006	217,710	28,270	2.8%	458,000	49.3%
2011	233,930	16,220	1.4%	517,000	46.9%
2016	263,240	29,310	2.4%	565,000	48.3%
2021	281,300	18,060	1.3%	621,000	46.9%
2026	314,963	33,663	2.3%	687,000	47.5%
2031	350,000	35,037	2.1%	767,000	47.3%
2036	384,300	34,300	1.9%	848,000	47.0%
2041	420,000	35,700	1.8%	931,000	46.7%
2046	459,200	39,200	1.8%	1,017,000	46.8%
2051	500,000	40,800	1.7%	1,100,000	47.1%
<b>1991-2021</b>		<b>139,960</b>	<b>2.3%</b>		
<b>2021-2051</b>		<b>218,700</b>	<b>1.9%</b>		

Source: Hemson Consulting Ltd.

**Table 23: Employment Forecast by Land Use Based Employment Category**

Halton Region Employment by Land Use Type Forecast to 2051					
Census Year	Major Office	Population Related	Employment Land	Rural	Total
1986	7,870	45,230	66,060	8,500	127,660
1991	9,330	52,190	79,820	8,800	150,140
1996	10,270	52,490	96,790	9,000	168,550
2001	15,580	68,050	96,530	9,270	189,430
2006	20,520	78,980	108,850	9,370	217,720
2011	23,870	96,400	104,190	9,460	233,920
2016	28,870	114,660	110,160	9,560	263,250
<b>2021</b>	<b>31,170</b>	<b>125,090</b>	<b>115,400</b>	<b>9,640</b>	<b>281,300</b>
2026	36,139	135,767	133,324	9,738	314,968
2031	41,310	146,880	151,980	9,840	350,010
2036	48,033	161,791	164,568	9,914	384,305
2041	55,030	177,310	177,670	9,990	420,000
2046	64,369	193,024	191,743	10,064	459,200
2051	74,090	209,380	206,390	10,140	500,000
<b>1991-2021</b>	<b>21,840</b>	<b>72,900</b>	<b>35,580</b>	<b>840</b>	<b>131,160</b>
<b>2021-2051</b>	<b>42,920</b>	<b>84,290</b>	<b>90,990</b>	<b>500</b>	<b>218,700</b>

Source: Hemson Consulting Ltd.

**Table 24: Employment Forecast Shares of Total Employment by Type**

Halton Region Shares of Employment by Land Use Type, Historic and Forecast to 2051					
Census Year	Major Office	Population Related	Employment Land	Rural	Total
1986	6.2%	35.4%	51.7%	6.7%	100.0%
1991	6.2%	34.8%	53.2%	5.9%	100.0%
1996	6.1%	31.1%	57.4%	5.3%	100.0%
2001	8.2%	35.9%	51.0%	4.9%	100.0%
2006	9.4%	36.3%	50.0%	4.3%	100.0%
2011	10.2%	41.2%	44.5%	4.0%	100.0%
2016	11.0%	43.6%	41.8%	3.6%	100.0%
<b>2021</b>	<b>11.1%</b>	<b>44.5%</b>	<b>41.0%</b>	<b>3.4%</b>	<b>100.0%</b>
2026	11.5%	43.1%	42.3%	3.1%	100.0%
2031	11.8%	42.0%	43.4%	2.8%	100.0%
2036	12.5%	42.1%	42.8%	2.6%	100.0%
2041	13.1%	42.2%	42.3%	2.4%	100.0%
2046	14.0%	42.0%	41.8%	2.2%	100.0%
2051	14.8%	41.9%	41.3%	2.0%	100.0%
<b>1991-2021</b>	<b>16.7%</b>	<b>55.6%</b>	<b>27.1%</b>	<b>0.6%</b>	<b>100.0%</b>
<b>2021-2051</b>	<b>19.6%</b>	<b>38.5%</b>	<b>41.6%</b>	<b>0.2%</b>	<b>100.0%</b>

## ii. Component 2: Employment Allocation

Like the Community Area LNA, the local municipal allocation is somewhat out of sequence since the allocation of employment to local municipalities depends on the land need identified for Employment Areas and on the population allocation from the Community Area LNA. In addition, the allocation is not required for the LNA. The allocation of both population and employment is provided at the end of this memorandum.

## iii. Existing Employment Area Potential

This step estimates the employment potential on existing land designated as Employment Area. The estimate begins with an inventory of Employment Area lands, both occupied and vacant. From this base, a number of adjustments are made as follows:

- The larger retail concentrations and institutions, described above, are set aside from the supply;
- The vacant supply in areas where the land parcels are not yet subdivided are subject to a standard 80% net to gross ratio to account for local roads and utilities in employment areas. This assures that the land need is on a common comparable basis in net ha.
- Employment land conversions of the following types are deducted from the occupied or vacant supply: those supported by Regional Staff and being brought forward in the scoped ROPA, those supported by Regional Staff that will be incorporated into the Preferred Concept, and those that are being “tested” in one or more of the Growth Concepts.
- In the South Agerton area, the Town of Milton is proposing a unique mixed employment and residential area that it expects will include a significant amount of employment that would be Employment Land Employment. While the entire 160 ha of the south Agerton areas is proposed for conversion, 73 ha are associated with the proposed Trafalgar GO MTSA and the remaining 87 ha of developable land would be the mixed employment and residential conversion. To accommodate this vision (as tested in Growth Concepts 2 and 3), this analysis assumes only half of lands are converted so that some Employment Land Employment can be attributed to the lands that would no longer be in an Employment Area. The 87 gross ha are shown as 69.3 net ha in the employment area charts.
- Lands can be deducted to account for expected Major Office Employment development that may occur within an employment area. If there is an expectation of additional major

retail areas or large institutions being built within the Employment Areas, these lands should be removed, as they would not be available to accommodate Employment Land Employment. We are not aware of any such proposals.

- A factor for long-term vacancy is applied as 3% of the total occupied and vacant lands. Long-term vacancy accounts for parcels that do not develop usual due to challenging access or configuration or are regular parcels that are just never brought to market or never sold to an end user.
- Applying the local Employment-Land Employment density in this analysis to the remaining available supply will indicate how much Employment Land Employment can be accommodated at the full build out of the adjusted supply.

The conclusion of these steps is the total occupied and vacant supply of Employment Area lands and the total Employment Land Employment that these lands could accommodate at full development.

Demand for lands can then be considered as the following:

- The starting point is growth in Employment Land Employment from the 2021 base year to 2051.
- For some employment, land conversions considered in the Growth Concepts, employment demand is added to the base 2021 to 2051 demand to account for replacing the equivalent jobs / land pushed out by conversion. This need not be
- considered for vacant lands, since the overall land need does account for this loss of vacant land supply. Lands occupied that are converted only need to be replaced in the employment demand for the types of uses expected in urban Employment Areas. Most industrial uses would be replaceable, except perhaps, something more likely to occur in a rural area or in a more compact form, such as the paving and cement uses at Aldershot. Infrastructure uses, such as GO Train Stations and parking areas do not need replacement. Existing services or retail uses would also not require replacement in any new land designation.
- In order to provide some range to the employment land need from a source other than Employment Area conversions, many industrial-type buildings particularly along the QEW frontage in Oakville and Burlington as well as in Winston Park are fully occupied with office uses though they appear at first glance to be industrial buildings with relatively high ceilings. Often know as “flex space” these buildings and the employment

they house are rarely inventoried as major office. We assume that all of those that exist remain or at least turn over as they normally would. In the higher intensification Growth Concepts, we have shifted up to 10,000 employees (12%) of Employment Land Employment growth from 2031 to 2051 out of that category and into Major Office and then directed to the mixed-use UGCs and MTSAs. The idea is that, if the MTSA locations are successful in attracting significant residential development they may become more attractive for these other employment uses. In respect of Employment Land Employment, this just reduces overall Employment Land Employment demand and reduces the average density of the development that does occur.

The conclusion of the demand analysis is an employment figure that needs to be accommodated on lands in an Employment Area. The demand can be attributed to the vacant supply up to full development of those lands. Any excess Employment Land Employment that cannot be accommodated becomes the basis for employment land need.

#### **iv. Need for Additional Land**

Based on the demand and supply comparison, the additional land need can be calculated as follows:

- Excess employment that cannot be accommodated in the existing supply at full development is the starting point.
- Applying an assumed net employment density of 33.5 employees per net ha provides the net land area. This density only includes employment land employment. Within the employment areas there will also be some major office development. Depending on how much of that office development occurs in these areas, the overall density for all development and all employees in the areas will be higher.
- Applying the 80% net to gross ratio will provide the number of developable hectares of Employment Area required.
- The 3% long-term vacancy factor should be applied to the land area.
- An additional 5% of total land can be added to accommodate Major Office Employment that may occur on these lands in the long term or for other uses such as major retail or large institutions that may occur in the expansion over the long term.

The concluding land quanta in each of the four Growth Concepts are those that are used to test different urban boundary expansion locations in the allocation in the Growth Concepts.

The following series of tables take the reader through Land Needs for Employment Areas. Table 25 shows the Employment Area conversions proposed for the Halton MCR. The implementation of Major Transit Station Area (MTSA) planning among other factors has made the number and the scale of conversions potentially quite significant to the overall land needs.

**Table 25: Employment Land Conversion Requests Affecting the Land Need Assessment**

Employment Land Conversions Approved Through the Scoped ROPA, Supported in the Conversion Analysis or Being "Tested" in One or More of the Growth Concepts														
Where a Portion or the Entirety of a Parcel Should Be Replaced within the Region's Employment Land Supply														
Note: All figures are in net hectares, that is, the area of the private parcel after lands are subdivided and local roads and utilities are removed. On lands that would be subdivided in the future, the land areas differ from the Appendix C2 figures by the net-to-gross ratio of 80%.														
Ref #	Site	Occupancy	Growth Concept 1			Growth Concept 2			Growth Concept 3			Growth Concept 4		
			Site Area (Vacant or Occupied)	Occupied Sites		Site Area (Vacant or Occupied)	Occupied Sites		Site Area (Vacant or Occupied)	Occupied Sites		Site Area (Vacant or Occupied)	Occupied Sites	
				Area Not Replaced	Area Replaced									
<b>City of Burlington</b>														
B-16	3270 Harrison	Occupied	4.3	(4.3)	0.0	4.3	(4.3)	0.0	4.3	(4.3)	0.0	4.3	(4.3)	0.0
	Downtown Burlington UGC Conversions	Occupied	15.3	(11.8)	3.5	15.3	(11.8)	3.5	15.3	(11.8)	3.5	15.3	(11.8)	3.5
	Aldershot MTSA Conversions (for emp)	Occupied	39.2	(29.3)	9.9	39.2	(29.3)	9.9	39.2	(29.3)	9.9	39.2	(29.3)	9.9
B-11	800 Burloak	Vacant	2.0	0.0	—	2.0	0.0	—	2.0	0.0	—	2.0	0.0	—
B-09	North Service/Industrial	Occupied	3.7	(3.7)	0.0	3.7	(3.7)	0.0	3.7	(3.7)	0.0	3.7	(3.7)	0.0
B-01	238 Sumach	Vacant	1.5	0.0	—	1.5	0.0	—	1.5	0.0	—	1.5	0.0	—
B-08	2258 Mountinside Drive Conversion	Occupied	0.4	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.4	0.4	0.0	0.4
	<b>Total Burlington</b>		<b>66.3</b>	<b>(49.1)</b>	<b>13.8</b>									
<b>Town of Oakville</b>														
O-14	584 Ford Drive	Occupied	1.5	(1.5)	0.0	1.5	(1.5)	0.0	1.5	(1.5)	0.0	1.5	(1.5)	0.0
O-18	3164 Ninth Line	Occupied	7.5	(7.5)	0.0	7.5	(7.5)	0.0	7.5	(7.5)	0.0	7.5	(7.5)	0.0
O-16	2680 Sheridan Gardens Drive	Occupied	1.9	(1.9)	0.0	1.9	(1.9)	0.0	1.9	(1.9)	0.0	1.9	(1.9)	0.0
O-11	497 Pinegrove	Occupied	0.8	(0.8)	0.0	0.8	(0.8)	0.0	0.8	(0.8)	0.0	0.8	(0.8)	0.0
O-06a	Bronte GO MTSA Initial Area (SW)	Occupied	18.8	0.0	18.8	18.8	0.0	18.8	18.8	0.0	18.8	18.8	0.0	18.8
O-06b	Bronte GO MTSA Remaining Area	Occupied	65.4	0.0	65.4	65.4	0.0	65.4	65.4	0.0	65.4	0.0	0.0	0.0
O-02	Neyagawa Urban Centre (Expansion NE) Conversion	Vacant	0.0	0.0	—	0.0	0.0	—	0.0	0.0	—	0.0	0.0	—
O-22	Neyagawa Urban Centre (Expansion West) Conversion	Vacant	0.0	0.0	—	9.0	0.0	—	9.0	0.0	—	0.0	0.0	—
O-19	263 Burnhamthorpe (east side of Neyagawa Urban Core)	Vacant	0.0	0.0	—	0.0	0.0	—	0.0	0.0	—	0.0	0.0	—
O-17	103 Burnhamthorpe/4115 Sixth Line	Vacant	2.4	0.0	—	2.4	0.0	—	2.4	0.0	—	2.4	0.0	—
O-05	Northwest Palermo Mixed Use Area	Vacant	25.8	0.0	—	25.8	0.0	—	25.8	0.0	—	25.8	0.0	—
O-07	Hospital District (Hospital Site Not In Supply)	Part Vacant	27.3	(1.9)	—	27.3	(1.9)	—	27.3	(1.9)	—	27.3	(1.9)	—
O-18	3164 Ninth Line Conversion	Vacant	7.4	0.0	—	0.0	0.0	—	0.0	0.0	—	7.4	0.0	—
	<b>Total Oakville</b>		<b>158.9</b>	<b>(13.6)</b>	<b>84.2</b>	<b>160.5</b>	<b>(13.6)</b>	<b>84.2</b>	<b>160.5</b>	<b>(13.6)</b>	<b>84.2</b>	<b>93.5</b>	<b>(13.6)</b>	<b>18.8</b>
<b>Town of Milton</b>														
M-04	Bronte Main	Occupied	5.7	(2.9)	2.9	5.7	(2.9)	2.9	5.7	(2.9)	2.9	5.7	(2.9)	2.9
M-03 & 10	Meritor	Occupied	13.6	0.0	13.6	13.6	0.0	13.6	13.6	0.0	13.6	13.6	0.0	13.6
M-01a	Education Village Central and North	Vacant	41.4	0.0	—	41.4	0.0	—	41.4	0.0	—	41.4	0.0	—
M-01b	Education Village South Conversion	Vacant	0.0	0.0	—	28.7	0.0	—	28.7	0.0	—	0.0	0.0	—
M-02	Agerton South Conversion	Vacant	0.0	0.0	—	69.3	0.0	—	69.3	0.0	—	0.0	0.0	—
M-02	Trafalgar GO MTSA Conversion	Vacant	58.4	0.0	—	58.4	0.0	—	58.4	0.0	—	0.0	0.0	—
	<b>Total Milton</b>		<b>119.1</b>	<b>(2.9)</b>	<b>16.5</b>	<b>217.1</b>	<b>(2.9)</b>	<b>16.5</b>	<b>217.1</b>	<b>(2.9)</b>	<b>16.5</b>	<b>60.7</b>	<b>(2.9)</b>	<b>16.5</b>
<b>Town of Halton Hills</b>														
HH-01 & 02	Acton GO MTSA	Occupied	4.2	(2.8)	4.2	4.2	(2.8)	4.2	4.2	(2.8)	4.2	4.2	(2.8)	4.2
HH-03	344 Guelph	Occupied	2.3	0.0	2.3	2.3	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Total Halton Hills</b>		<b>6.5</b>	<b>(2.8)</b>	<b>6.5</b>	<b>6.5</b>	<b>(2.8)</b>	<b>6.5</b>	<b>4.2</b>	<b>(2.8)</b>	<b>4.2</b>	<b>4.2</b>	<b>(2.8)</b>	<b>4.2</b>
	<b>Total Halton Region</b>		<b>350.9</b>	<b>(68.3)</b>	<b>121.0</b>	<b>450.5</b>	<b>(68.3)</b>	<b>121.0</b>	<b>448.2</b>	<b>(68.3)</b>	<b>118.6</b>	<b>224.7</b>	<b>(68.3)</b>	<b>53.2</b>



**Table 26: Updated Employment Land Base with Employment and Densities**

<b>IGMS 2018 Employment Land Base, Updated with the Converted Lands (Area Not Replaced), Employment and Density</b>					
Common to all Growth Concepts, Areas in net ha					
	Burlington	Oakville	Milton	Halton Hills	Halton
<b>IGMS Employment Land Inventory, 2018</b>					
Occupied	1,332.4	1,153.2	784.7	390.3	3,660.6
Vacant	<u>128.4</u>	<u>717.6</u>	<u>1,090.8</u>	<u>551.6</u>	<u>2,488.4</u>
Total	1,460.8	1,870.8	1,875.5	941.9	6,149.0
<b>Remove Occupied Sites Noted as "Areas Not Replaced"</b>					
Occupied	(49.1)	(13.6)	(2.9)	(2.8)	(68.3)
Vacant	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Total	(49.1)	(13.6)	(2.9)	(2.8)	(68.3)
<b>Revised 2018 Land Base</b>					
Occupied	1,283.3	1,139.6	781.9	387.5	3,592.3
Vacant	<u>128.4</u>	<u>717.6</u>	<u>1,090.8</u>	<u>551.6</u>	<u>2,488.4</u>
Total	1,411.7	1,857.2	1,872.7	939.1	6,080.7
<b>Employment Land Employment Density, 2018</b>					
Occupied Land, 2018	1,283.3	1,139.6	781.9	387.5	3,592.3
Less Lands in Major Office Use	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Net Land Occupied by Employment Land Employment	1,283.3	1,139.6	781.9	387.5	3,592.3
2016 Employment Land Employment (Based on Census)	43,750	42,140	16,080	8,190	110,160
2018 Employment Land Employment	44,300	43,160	16,540	8,490	112,490
2019 Employment Land Employment	44,810	45,610	18,810	9,190	118,420
2016 Density (employees per net ha)	34.1	37.0	20.6	21.1	30.7
2018 Density (employees per net ha)	34.5	37.9	21.2	21.9	31.3
2019 Density (employees per net ha)	34.9	40.0	24.1	23.7	33.0

**Table 27: Employment Land and Employment Information Updated to a 2021 Base Year**

<b>Employment Land Employment and Land Base Updated to a 2021 Base</b>					
Common to all Growth Concepts, Areas in net ha					
	Burlington	Oakville	Milton	Halton Hills	Halton
<b>IGMS Employment Land Inventory</b>					
Estimated Land Asorption 2018-2021	11.1	16.2	102.3	32.4	162.0
<b>Updated Land Base for 2021</b>					
Occupied	1,294.4	1,155.8	884.2	419.9	3,754.3
Vacant	<u>117.3</u>	<u>701.4</u>	<u>988.5</u>	<u>519.2</u>	<u>2,326.4</u>
Total	1,411.7	1,857.2	1,872.7	939.1	6,080.7
<b>Employment Land Employment</b>					
2021 Estimated Employment Land Employment	45,170	43,930	17,290	9,010	115,400
<b>Employment Land Employment Densty</b>					
Employment per net ha	34.9	38.0	19.6	21.5	30.7

The following table takes the reader through the process of updating some employment information, concluding with the Employment Area land need. There are two tables for each concept, with Table 28 and 29 containing information for Concept 1, concluding with Tables 34 and 35 for Concept 4.

**Table 28: Concept 1: Employment Area Demand, Supply and Concluding Land Need to 2051**

<b>Employment Land Employment and Land Base Change Change 2021 to 2051</b>						
<b>Growth Concept 1, All Areas in net hectares</b>						
<b>Total Employment Land Employment and Growth</b>						
<b>Employment Land Employment</b>		<b>Total</b>	<b>Growth</b>	<b>Growth Rate</b>		
1991		74,700				
2001		96,500	21,800	2.6%		
2011		104,200	7,700	0.8%		
2021		115,400	11,200	1.0%		
2031		152,000	36,600	2.8%		
2041		177,700	25,700	1.6%		
2051		206,400	28,700	1.5%		
<b>2021 Land and Employment Base</b>						
		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Occupied Employment Land		1,294.4	1,155.8	884.2	419.9	3,754.3
Vacant Employment Land		<u>117.3</u>	<u>701.4</u>	<u>988.5</u>	<u>519.2</u>	<u>2,326.4</u>
Total Employment Land		1,411.7	1,857.2	1,872.7	939.1	6,080.7
Employment Land Employment		45,170	43,930	17,290	9,010	115,400
<b>Remaining Employment Land Conversions and Result Revised Land and Employment Base</b>						
<b>Change in use on these properties will occur slowly and incrementally over the forecast period</b>						
		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Vacant Converted Lands		(3.5)	(63.0)	(99.8)	0.0	(166.3)
Occupied Lands "to be replaced"		(13.8)	(84.2)	(16.5)	(6.5)	(121.0)
Density for current or potential occupancy (employees/ha)		12.0	28.0	20.0	25.0	24.9
Dislocated Employment Potential from Occupied Lands		(165)	(2,359)	(329)	(163)	(3,015)
Occupied Employment Land		1,280.6	1,071.6	867.7	413.4	3,633.3
Vacant Employment Land		<u>113.8</u>	<u>638.4</u>	<u>888.7</u>	<u>519.2</u>	<u>2,160.1</u>
Total Employment Land		1,394.5	1,709.9	1,756.4	932.6	5,793.5
Employment Land Employment		45,005	41,571	16,961	8,848	112,385
<b>Applying Long- Term Vacancy and Establishing Net Effective Supply</b>						
3% Long-Term Vacancy within Existing Base		(69.7)	(85.5)	(87.8)	(46.6)	(289.7)
Results in Net Effective Supply in Existing Land		44.1	552.9	800.9	472.6	1,870.5

**Table 29: Concept 1: Employment Area Demand, Supply and Concluding Land Need to 2051**

Building Out Remaining Lands and Determining Additional Employment Land Need, 2021 to 2051						
Growth Concept 1, All Areas in Net hectares						
Forecasting Build Out of Existing Supply						
Forecast Employment Land Employment Growth	2051 Forecast Employment					206,400
	Less 2021 Estimated Employment					(115,400)
	2021 to 2051 Growth					91,000
Shifting some "flex" office space out of employment lands into the mixed use centres in the denser Growth Concepts, in Concept 1 this is:	2021 to 2051 Growth					91,000
	Less "flex office" going elsewhere					(3,333)
	Jobs in new space on vacant land					87,667
Next step, build out existing lands	Burlington	Oakville	Milton	Halton Hills	Halton	
Land Supply in net ha	44.1	552.9	800.9	472.6	1,870.5	
At Current Densities in jobs per ha	30.1	30.1	30.1	30.1	30.1	
Provides jobs on available vacant supply	1,330	16,640	24,110	14,220	56,300	
Remaining Employment Land Employment Generates Need for New Urban Employment Lands						
Demand for jobs on new urban employment land	Jobs in new space on vacant land					87,667
	Less jobs accommodated on net effective supply					(56,300)
	Jobs to be accommodated on new urban employment land					31,367
Milton's proposed Agerton south mixed-use area is a plan to accommodate some employment land employment jobs in a mixed area of employment buildings and residential-employment projects. The proposal is shown by converting the lands, since that would be required for any residential to occur, and by attributing Employment Land Employment equivalent to half of what would if it were employment only. These Agerton jobs are shown here to result in a reduction in urban Employment Area need.					0	
Employment to be accommodated on new lands					31,367	
At a reasonable density? Region-wide average is now about 32 employees per net ha. In both Sustainable Halton and HUSP 32 to 34 were used as a density and it remains reasonable basis for planning			at	33.5	jobs per net ha	
Net hectares of new urban Employment Area					936 net ha	
Applying a standard net to gross ratio for employment areas of 80%, yields the following gross hectares of developable land required as new Employment Area land designation					1,170 hectares of developable land	

**Table 30: Concept 2: Employment Area Demand, Supply and Concluding Land Need to 2051**

<b>Employment Land Employment and Land Base Change Change 2021 to 2051</b>						
Growth Concept 2, All Areas in net hectares						
<b>Total Employment Land Employment and Growth</b>						
Employment Land Employment		Total	Growth	Growth Rate		
	1991	74,700				
	2001	96,500	21,800	2.6%		
	2011	104,200	7,700	0.8%		
	2021	115,400	11,200	1.0%		
	2031	152,000	36,600	2.8%		
	2041	177,700	25,700	1.6%		
	2051	206,400	28,700	1.5%		
<b>2021 Land and Employment Base</b>						
		Burlington	Oakville	Milton	Halton Hills	Halton
Occupied Employment Land		1,294.4	1,155.8	884.2	419.9	3,754.3
Vacant Employment Land		<u>117.3</u>	<u>701.4</u>	<u>988.5</u>	<u>519.2</u>	<u>2,326.4</u>
Total Employment Land		1,411.7	1,857.2	1,872.7	939.1	6,080.7
Employment Land Employment		45,170	43,930	17,290	9,010	115,400
Remaining Employment Land Conversions and Result Revised L:		1,412	1,857	1,873	939	6,081
Change in use on these properties will occur slowly and incrementally over the forecast period						
		Burlington	Oakville	Milton	Halton Hills	Halton
Vacant Converted Lands		(3.5)	(64.6)	(197.8)	0.0	(265.9)
Occupied Lands "to be replaced"		(13.8)	(84.2)	(16.5)	(6.5)	(121.0)
Density for current or potential occupancy (employees/ha)		12.0	28.0	20.0	25.0	24.9
Dislocated Employment Potential from Occupied Lands		(165)	(2,359)	(329)	(163)	(3,015)
Occupied Employment Land		1,280.6	1,071.6	867.7	413.4	3,633.3
Vacant Employment Land		<u>113.8</u>	<u>636.8</u>	<u>790.7</u>	<u>519.2</u>	<u>2,060.5</u>
Total Employment Land		1,394.5	1,708.3	1,658.4	932.6	5,693.9
Employment Land Employment		45,005	41,571	16,961	8,848	112,385
<b>Applying Long- Term Vacancy and Establishing Net Effective Supply</b>						
3% Long-Term Vacancy within Existing Base		(69.7)	(85.4)	(82.9)	(46.6)	(284.7)
Results in Net Effective Supply in Existing Land		44.1	551.4	707.8	472.6	1,775.9

**Table 31: Concept 2: Employment Area Demand, Supply and Concluding Land Need to 2051**

Building Out Remaining Lands and Determining Additional Employment Land Need Land, 2021 to 2051						
Growth Concept 2, All Areas in net hectares						
<b>Forecasting Build Out of Existing Supply</b>						
Forecast Employment Land Employment Growth	2051 Forecast Employment				206,400	
	Less 2021 Estimated Employment				(115,400)	
	2021 to 2051 Growth				91,000	
Shifting some "flex" office space out of employment lands into the mixed use centres in the denser Growth Concepts, in Concept 1 this is:	2021 to 2051 Growth				91,000	
	Less "flex office" going elsewhere				(6,667)	
	Jobs in new space on vacant land				84,333	
Next step, build out existing lands		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Land Supply in net ha		44.1	551.4	707.8	472.6	1,775.9
At Current Densities in jobs per ha		30.1	30.1	30.1	30.1	30.1
Provides jobs on available vacant supply		1,330	16,650	21,380	14,270	53,630
<b>Remaining Employment Land Employment Generates Need for New Urban Employment Lands</b>						
Demand for jobs on new urban employment land	Jobs in new space on vacant land					84,333
	Less jobs accommodated on net effective supply					(53,630)
	Jobs to be accommodated on new urban employment land					30,703
Milton's proposed Agerton south mixed-use area is a plan to accommodate some employment land employment jobs in a mixed area of employment buildings and residential-employment projects. The proposal is shown by converting the lands, since that would be required for any residential to occur, and by attributing Employment Land Employment equivalent to half of what would if it were employment only. These Agerton jobs are shown here to result in a reduction in urban Employment Area need.					(1,160)	
Employment to be accommodated on new lands					29,543	
At a reasonable density? Region-wide average is now about 32 employees per net ha. In both Sustainable Halton and HUSP 32 to 34 were used as a density and it remains reasonable basis for planning				at	33.5 jobs per net ha	
The result is the following in net hectares					882 net ha	
Applying a standard net to gross ratio for employment areas of 80%, yields the following gross hectares of developable land required as new Employment Area land designation				1,100 hectares of developable land		

**Table 32: Concept 3: Employment Area Demand, Supply and Concluding Land Need to 2051**

<b>Employment Land Employment and Land Base Change Change 2021 to 2051</b>						
<b>Growth Concept 3, All Areas in net hectares</b>						
<b>Total Employment Land Employment and Growth</b>						
<b>Employment Land Employment</b>		<b>Total</b>	<b>Growth</b>	<b>Growth Rate</b>		
1991		74,700				
2001		96,500	21,800	2.6%		
2011		104,200	7,700	0.8%		
2021		115,400	11,200	1.0%		
2031		152,000	36,600	2.8%		
2041		177,700	25,700	1.6%		
2051		206,400	28,700	1.5%		
<b>2021 Land and Employment Base</b>						
		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Occupied Employment Land		1,294.4	1,155.8	884.2	419.9	3,754.3
Vacant Employment Land		<u>117.3</u>	<u>701.4</u>	<u>988.5</u>	<u>519.2</u>	<u>2,326.4</u>
Total Employment Land		1,411.7	1,857.2	1,872.7	939.1	6,080.7
Employment Land Employment		45,170	43,930	17,290	9,010	115,400
<b>Remaining Employment Land Conversions and Result Revised Land and Employment Base</b>						
<b>Change in use on these properties will occur slowly and incrementally over the forecast period</b>						
		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Vacant Converted Lands		(3.5)	(64.6)	(197.8)	0.0	(265.9)
Occupied Lands "to be replaced"		(13.8)	(84.2)	(16.5)	(4.2)	(118.6)
Density for current or potential occupancy (employees)		12.0	28.0	20.0	25.0	24.9
Dislocated Employment Potential from Occupied Lands		(165)	(2,359)	(329)	(105)	(2,958)
Occupied Employment Land		1,280.6	1,071.6	867.7	415.8	3,635.6
Vacant Employment Land		<u>113.8</u>	<u>636.8</u>	<u>790.7</u>	<u>519.2</u>	<u>2,060.5</u>
Total Employment Land		1,394.5	1,708.3	1,658.4	935.0	5,696.2
Employment Land Employment		45,005	41,571	16,961	8,905	112,442
<b>Applying Long- Term Vacancy and Establishing Net Effective Supply</b>						
3% Long-Term Vacancy within Existing Base		(69.7)	(85.4)	(82.9)	(46.7)	(284.8)
Results in Net Effective Supply in Existing Land		44.1	551.4	707.8	472.4	1,775.7

**Table 33: Concept 3: Employment Area Demand, Supply and Concluding Land Need to 2051**

Building Out Remaining Lands and Determining Additional Employment Land NeedLand, 2021 to 2051						
Growth Concept 3, All Areas in net hectares						
<b>Forecasting Build Out of Existing Supply</b>						
	2051 Forecast Employment				206,400	
Forecast Employment Land Employment Growth	Less 2021 Estimated Employment				(115,400)	
	2021 to 2051 Growth				91,000	
Shifting some "flex" office space out of employment lands into the mixed use centres in the denser Growth Concepts,	2021 to 2051 Growth				91,000	
	Less "flex office" going elsewhere				(10,000)	
	Jobs in new space on vacant land				81,000	
<b>Next step, build out existing lands</b>		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
	Land Supply in net ha	44.1	551.4	707.8	472.4	1,775.7
	At Current Densities in jobs per ha	30.1	30.1	30.1	30.1	30.1
	Provides jobs on available vacant supply	1,330	16,620	21,340	14,240	53,530
<b>Remaining Employment Land Employment Generates Need for New Urban Employment Lands</b>						
Demand for jobs on new urban employment	Jobs in new space on vacant land					81,000
	Less jobs accommodated on net effective supply					(53,530)
	Jobs to be accommodated on new urban employment land					27,470
Milton's proposed Agerton south mixed-use area is a plan to accommodate some employment land employment jobs in a mixed area of employment buildings and residential-employment projects. The proposal is shown by converting the lands, since that would be required for any residential to occur, and by attributing Employment Land Employment equivalent to half of what would if it were employment only. These Agerton jobs are shown here to result in a reduction in urban Employment Area need.					(1,160)	
<b>Employment to be accommodated on new lands</b>					<b>26,310</b>	
At a reasonable density? Region-wide average is now about 32 employees per net ha. In both Sustainable Halton and HUSP 32 to 34 were used as a density and it remains reasonable basis for planning				at	33.5 jobs per net ha	
The result is the following in net hectares					785 net ha	
Applying a standard net to gross ratio for employment areas of 80%, yields the following gross hectares of developable land required as new Employment Area land designation				980 hectares of developable land		

**Table 34: Concept 4: Employment Area Demand, Supply and Concluding Land Need to 2051**

<b>Employment Land Employment and Land Base Change Change 2021 to 2051</b>						
<b>Growth Concept 4, All Areas in net hectares</b>						
<b>Total Employment Land Employment and Growth</b>						
<b>Employment Land Employment</b>		<b>Total</b>	<b>Growth</b>	<b>Growth Rate</b>		
1991		74,700				
2001		96,500	21,800	2.6%		
2011		104,200	7,700	0.8%		
2021		115,400	11,200	1.0%		
2031		152,000	36,600	2.8%		
2041		177,700	25,700	1.6%		
2051		206,400	28,700	1.5%		
<b>2021 Land and Employment Base</b>						
		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Occupied Employment Land		1,294.4	1,155.8	884.2	419.9	3,754.3
Vacant Employment Land		<u>117.3</u>	<u>701.4</u>	<u>988.5</u>	<u>519.2</u>	<u>2,326.4</u>
Total Employment Land		1,411.7	1,857.2	1,872.7	939.1	6,080.7
Employment Land Employment		45,170	43,930	17,290	9,010	115,400
<b>Remaining Employment Land Conversions and Result Revised Land and Employment Base</b>						
<b>Change in use on these properties will occur slowly and incrementally over the forecast period</b>						
		<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Vacant Converted Lands		(3.5)	(63.0)	(41.4)	0.0	(107.9)
Occupied Lands "to be replaced"		(13.8)	(18.8)	(16.5)	(4.2)	(53.2)
Density for current or potential occupancy (employees)		12.0	28.0	20.0	25.0	21.2
Dislocated Employment Potential from Occupied Lands		(165)	(526)	(329)	(105)	(1,125)
Occupied Employment Land		1,280.6	1,137.0	867.7	415.8	3,701.1
Vacant Employment Land		<u>113.8</u>	<u>638.4</u>	<u>947.1</u>	<u>519.2</u>	<u>2,218.5</u>
Total Employment Land		1,394.5	1,775.4	1,814.8	935.0	5,919.6
Employment Land Employment		45,005	43,404	16,961	8,905	114,275
<b>Applying Long- Term Vacancy and Establishing Net Effective Supply</b>						
3% Long-Term Vacancy within Existing Base		(69.7)	(88.8)	(90.7)	(46.7)	(296.0)
Results in Net Effective Supply in Existing Land		44.1	549.6	856.4	472.4	1,922.6

**Table 35: Concept 4: Employment Area Demand, Supply and Concluding Land Need to 2051**

Building Out Remaining Lands and Determining Additional Employment Land Need Land, 2021 to 2051						
Growth Concept 1, All Areas in net hectares						
<b>Forecasting Build Out of Existing Supply</b>						
Forecast Employment Land Employment Growth	2051 Forecast Employment					206,400
	Less 2021 Estimated Employment					(115,400)
	2021 to 2051 Growth					91,000
Shifting some "flex" office space out of employment lands into the mixed use centres in the denser Growth Concepts,	2021 to 2051 Growth					91,000
	Less "flex office" going elsewhere					0
	Jobs in new space on vacant land					91,000
Next step, build out existing lands	Burlington	Oakville	Milton	Halton Hills	Halton	
Land Supply in net ha	44.1	549.6	856.4	472.4	1,922.6	
At Current Densities in jobs per ha	30.1	30.1	30.1	30.1	30.1	
Provides jobs on available vacant supply	1,330	16,570	25,820	14,240	58,260	
<b>Remaining Employment Land Employment Generates Need for New Urban Employment Lands</b>						
Demand for jobs on new urban employment	Jobs in new space on vacant land					91,000
	Less jobs accommodated on net effective supply					(58,260)
	Jobs to be accommodated on new urban employment land					32,740
Milton's proposed Agerton south mixed-use area is a plan to accommodate some employment land employment jobs in a mixed area of employment buildings and residential-employment projects. The proposal is shown by converting the lands, since that would be required for any residential to occur, and by attributing Employment Land Employment equivalent to half of what would if it were employment only. These Agerton jobs are shown here to result in a reduction in urban Employment Area need.					0	
<b>Employment to be accommodated on new lands</b>					<b>32,740</b>	
At a reasonable density? Region-wide average is now about 32 employees per net ha. In both Sustainable Halton and HUSP 32 to 34 were used as a density and it remains reasonable basis for planning			at	33.5	jobs per net ha	
The result is the following in net hectares					977 net ha	
Applying a standard net to gross ratio for employment areas of 80%, yields the following gross hectares of developable land required as new Employment Area land designation			1,220 hectares of developable land			

## F. SUMMARY OF LAND NEED

Based on the Land Needs Assessment set out above the Region requires additional land to accommodate long-term population and employment growth to 2051 established by Schedule 3 to the Growth Plan.

### i. Community Area Land Needs

The Community Area Land Needs Assessment demonstrates that the Region requires the following additional hectares of developable land as DGA in order to meet the needs associated with housing growth to 2051:

- Growth Concept 1 – an additional 1,460 hectares of developable land

- Growth Concept 2 – an additional 730 hectares of developable land
- Growth Concept 3 – an additional 0 hectares of developable land
- Growth Concept 4 – an additional 2,080 hectares of developable land

In making, a decision about the Preferred Growth Concept Council will need to consider whether the preferred option will enable the Region to provide a market-based supply of housing while achieving Growth Plan housing policies. As outlined in the evaluation of the Growth Concepts (Appendix K), there are specific choices embedded in each of the Growth Concepts that drive these results. These considerations are important in developing the Preferred Growth Concept.

## ii. **Employment Area Land Needs**

The Employment Area Land Needs Assessment demonstrates that the Region requires the following additional hectares of developable land in order to meet the long-term needs of Schedule 3 employment growth to 2051:

- Growth Concept 1 – an additional 1,170 hectares of developable land
- Growth Concept 2 – an additional 1,100 hectares of developable land
- Growth Concept 3 – an additional 980 hectares of developable land
- Growth Concept 4 – an additional 1,220 hectares of developable land

## **G. NEXT STEPS FOR THE LNA**

This memorandum provides a general description of the methodology used to establish the future Community and Employment land need under each Growth Concept. A formal LNA will be completed as part of the Preferred Growth Concept.

## PART 2: MUNICIPAL ALLOCATION FOR THE FOUR GROWTH CONCEPTS

The following figures and tables summarize the allocation of growth to the local municipalities by Growth Concept.

- **Table 36: Total Population and Household Growth by Municipality and Concept 2021-2031**
  - All Growth Concepts have the same growth from 2021 to 2031. As such, Table 36 shows the growth within the local municipalities and Region for this period.
- **Tables 37-40: Total Household Growth by Structure, 2031-2051, By Growth Concept**
  - Household growth by unit type (ground-related and apartments) is shown for each local municipality for each Growth Concept.
- **Table 41: Total Population Growth by Local Municipal and Growth Concept, 2031-2051**
  - Total population growth (which includes Census net undercoverage) is provided for each local municipality, by Growth Concept.
- **Figure 1: Location of Burlington's Housing Growth, by Growth Concept, 2031-2051**
  - Shows the location of housing growth by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA)
- **Table 42: Location of Burlington's Housing Growth by Structure Type, by Growth Concept, 2031-2051**
  - Shows the location of housing growth in by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA) and the housing structure type (e.g. ground-related and apartments)
- **Figure 2: Location of Oakville's Housing Growth, by Growth Concept, 2031-2051**
  - Shows the location of housing growth by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA)

- **Table 43: Location of Oakville’s Housing Growth by Structure Type, by Growth Concept, 2031-2051**
  - Shows the location of housing growth in by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA) and the housing structure type (e.g. ground-related and apartments)
  
- **Figure 3: Location of Milton’s Housing Growth, by Growth Concept, 2031-2051**
  - Shows the location of housing growth in by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA)
  
- **Table 44: Location of Milton’s Housing Growth by Structure Type, by Growth Concept, 2031-2051**
  - Shows the location of housing growth in by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA) and the housing structure type (e.g. ground-related and apartments)
  
- **Figure 4: Location of Halton Hill’s Housing Growth, by Growth Concept, 2031-2051**
  - Shows the location of housing growth in by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA)
  
- **Table 45: Location of Halton Hill’s Housing Growth by Structure Type, by Growth Concept, 2031-2051**
  - Shows the location of housing growth in by area (e.g. Built-Up Area, Existing DGA, Additional High Density Units in Existing DGA, New DGA) and the housing structure type (e.g. ground-related and apartments)
  
- **Tables 46-55: Employment Growth by Local Municipality and Growth Concept**
  - Summarizes employment allocations by local municipality and Growth Concept for population-related, employment land employment and major office

**Table 36: Total Population and Household Growth by Municipality and Concept 2021-2031**

<b>Total Population Growth by Municipality, 2021 - 2031</b>		
<b>Municipality</b>	<b>Population</b>	<b>%</b>
Burlington	21,110	14.3%
Oakville	48,860	33.2%
Milton	59,150	40.2%
Halton Hills	18,130	12.3%
<b>Halton Region</b>	<b>147,250</b>	<b>100.0%</b>
<b>Total Household Growth by Municipality, 2021 - 2031</b>		
<b>Municipality</b>	<b>Population</b>	<b>%</b>
Burlington	9,890	18.1%
Oakville	18,620	34.2%
Milton	20,190	37.0%
Halton Hills	5,810	10.7%
<b>Halton Region</b>	<b>54,510</b>	<b>100.0%</b>

**Table 37: Burlington, Total Household Growth by Structure Type, 2031-2051, By Growth Concept**

Total Household Growth by Structure Type, 2031 - 2051						
City of Burlington						
Concept	Ground Related		Apartment		Total Units	
	Households	Share of Region	Households	Share of Region	Households	Share of Region
Concept 1	1,960	4.0%	19,250	27.1%	21,210	17.7%
Concept 2	1,160	3.1%	21,460	26.2%	22,620	18.9%
Concept 3	1,200	4.6%	21,540	23.1%	22,740	19.0%
Concept 4	2,030	3.4%	18,110	30.1%	20,140	16.8%

**Table 38: Oakville, Total Household Growth by Structure, 2031-2051, By Growth Concept**

Total Household Growth by Structure Type, 2031 - 2051						
Town of Oakville						
Concept	Ground Related		Apartment		Total Units	
	Households	Share of Region	Households	Share of Region	Households	Share of Region
Concept 1	6,550	13.5%	24,920	35.1%	31,470	26.3%
Concept 2	5,630	15.0%	29,100	35.5%	34,730	29.1%
Concept 3	5,820	22.3%	35,580	38.1%	41,400	34.6%
Concept 4	6,470	10.9%	21,010	34.9%	27,480	23.0%

**Table 39: Milton, Total Household Growth by Structure, 2031-2051, By Growth Concept**

Total Household Growth by Structure Type, 2031 - 2051						
Town of Milton						
Concept	Ground Related		Apartment		Total Units	
	Households	Share of Region	Households	Share of Region	Households	Share of Region
Concept 1	26,050	53.7%	19,510	27.5%	45,560	38.1%
Concept 2	22,220	59.1%	23,310	28.4%	45,530	38.1%
Concept 3	16,380	62.8%	29,400	31.5%	45,780	38.3%
Concept 4	28,130	47.3%	15,330	25.5%	43,460	36.4%

**Table 40: Halton Hills, Total Household Growth by Structure, 2031-2051, By Growth Concept**

Total Household Growth by Structure Type, 2031 - 2051						
Town of Halton Hills						
Concept	Ground Related		Apartment		Total Units	
	Households	Share of Region	Households	Share of Region	Households	Share of Region
Concept 1	13,960	28.8%	7,330	10.3%	21,290	17.8%
Concept 2	8,560	22.8%	8,110	9.9%	16,670	13.9%
Concept 3	2,700	10.3%	6,930	7.4%	9,630	8.1%
Concept 4	22,790	38.4%	5,690	9.5%	28,480	23.8%

**Table 41: Total Population Growth by Local Municipal and Growth Concept, 2031-2051**

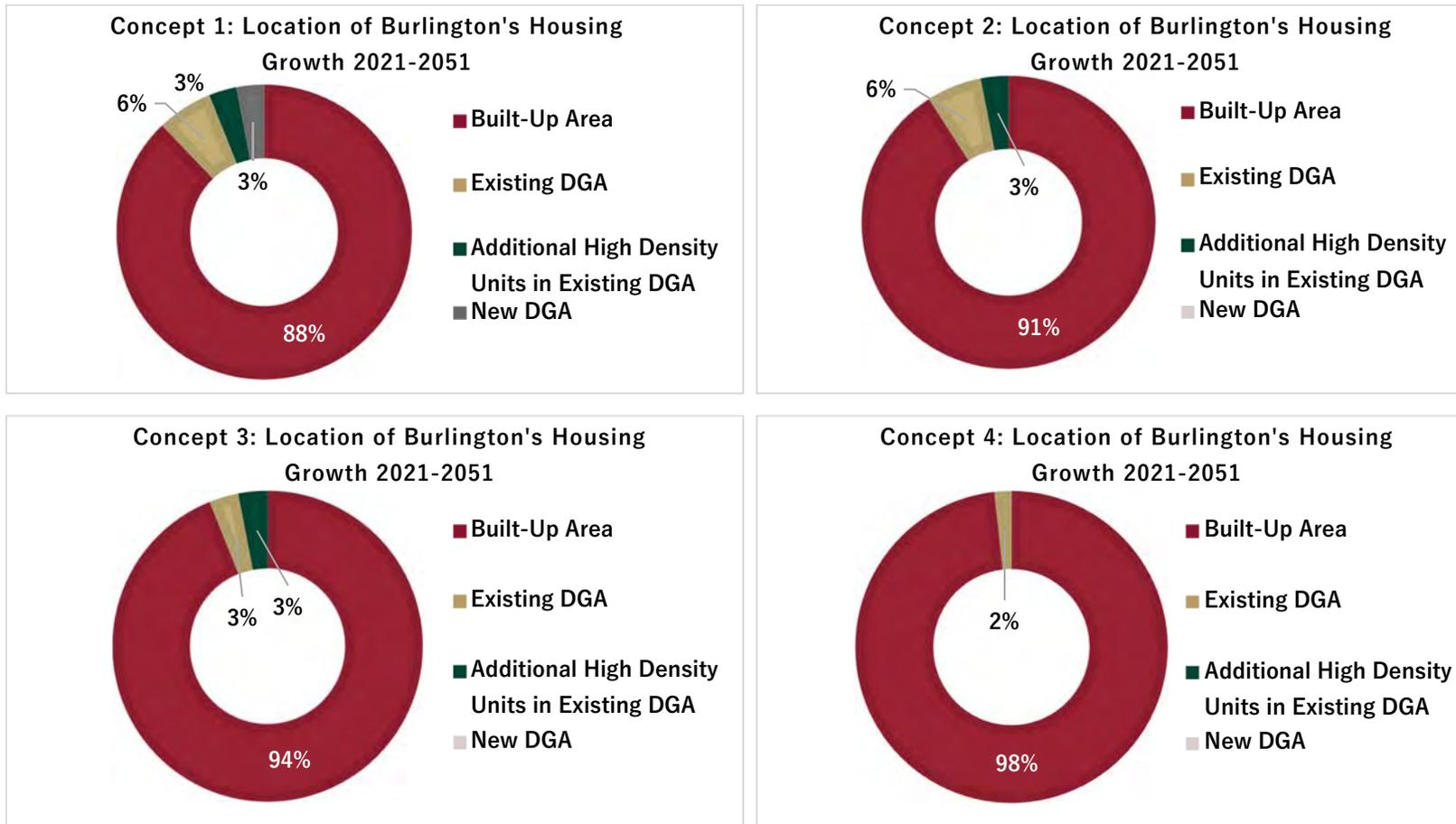
Total Population Growth, 2031 - 2051		
City of Burlington		
Concept	Population	Share of Region
Concept 1	51,050	15.3%
Concept 2	56,400	16.9%
Concept 3	61,050	18.3%
Concept 4	45,190	13.5%

Total Population Growth, 2031 - 2051		
Town of Oakville		
Concept	Population	Share of Region
Concept 1	78,230	23.5%
Concept 2	88,620	26.6%
Concept 3	109,500	32.8%
Concept 4	64,760	19.4%

Total Population Growth, 2031 - 2051		
Town of Milton		
Concept	Population	Share of Region
Concept 1	136,750	41.0%
Concept 2	137,080	41.1%
Concept 3	134,900	40.5%
Concept 4	130,930	39.3%

Total Population Growth, 2031 - 2051		
Town of Halton Hills		
Concept	Population	Share of Region
Concept 1	67,460	20.2%
Concept 2	51,340	15.4%
Concept 3	27,900	8.4%
Concept 4	92,690	27.8%

Figure 1: Location of Burlington's Housing Growth, by Growth Concept, 2031-2051



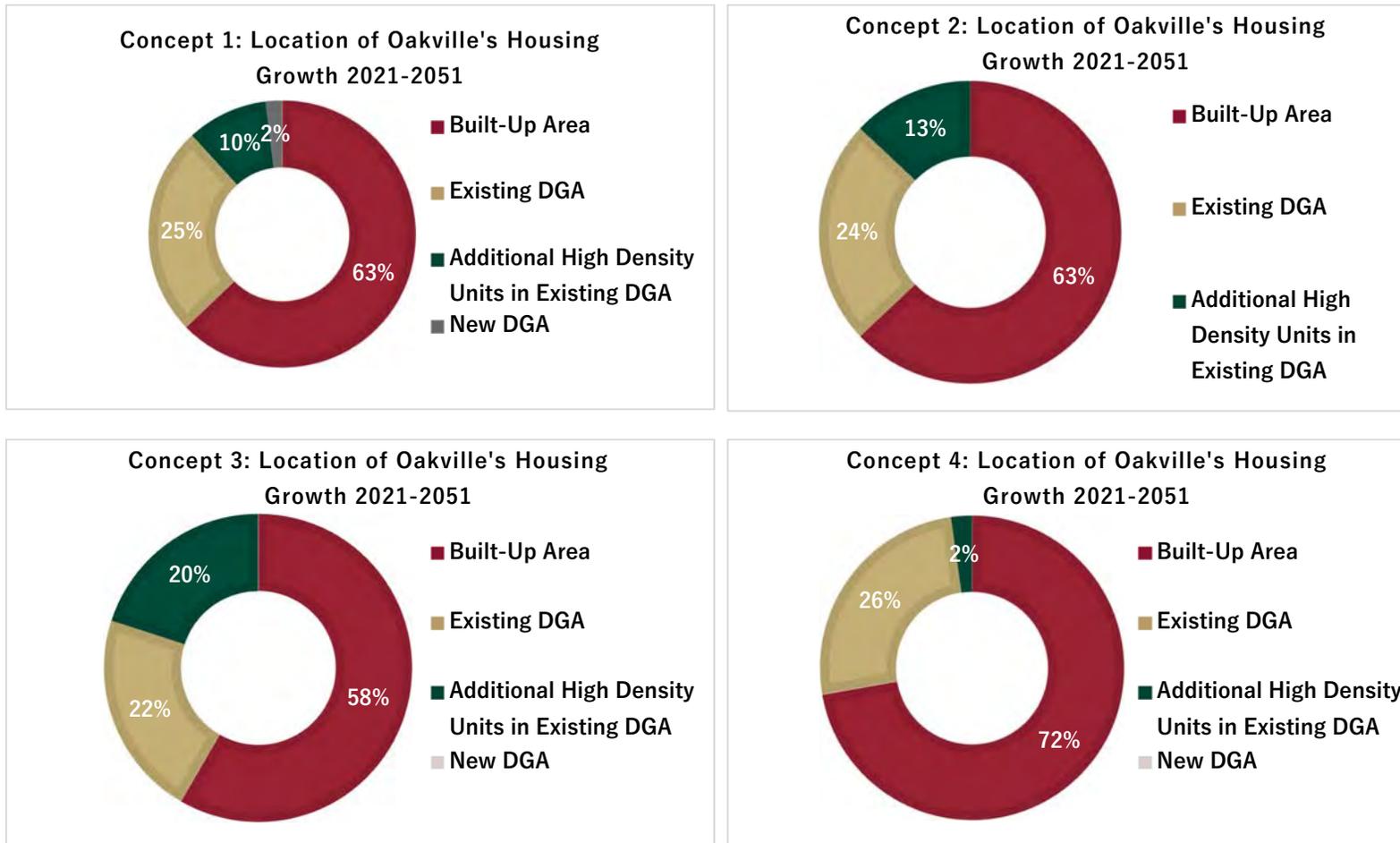
**Table 42: Location of Burlington’s Housing Growth by Structure Type, by Growth Concept, 2031-2051**

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
City of Burlington				City of Burlington			
Built-Up Area				Existing DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	2,790	25,870	28,660	Concept 1	780	1,010	1,790
Concept 2	1,990	27,800	29,790	Concept 2	780	960	1,740
Concept 3	2,030	28,740	30,770	Concept 3	780	370	1,150
Concept 4	2,850	25,870	28,720	Concept 4	780	360	1,140

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
City of Burlington				City of Burlington			
Additional High Density Units in Existing DGA				New DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	0	650	650	Concept 1	0	670	670
Concept 2	0	980	980	Concept 2	0	0	0
Concept 3	0	710	710	Concept 3	0	0	0
Concept 4	0	160	160	Concept 4	0	10	10

Figure 2: Location of Oakville's Housing Growth, by Growth Concept, 2031-2051



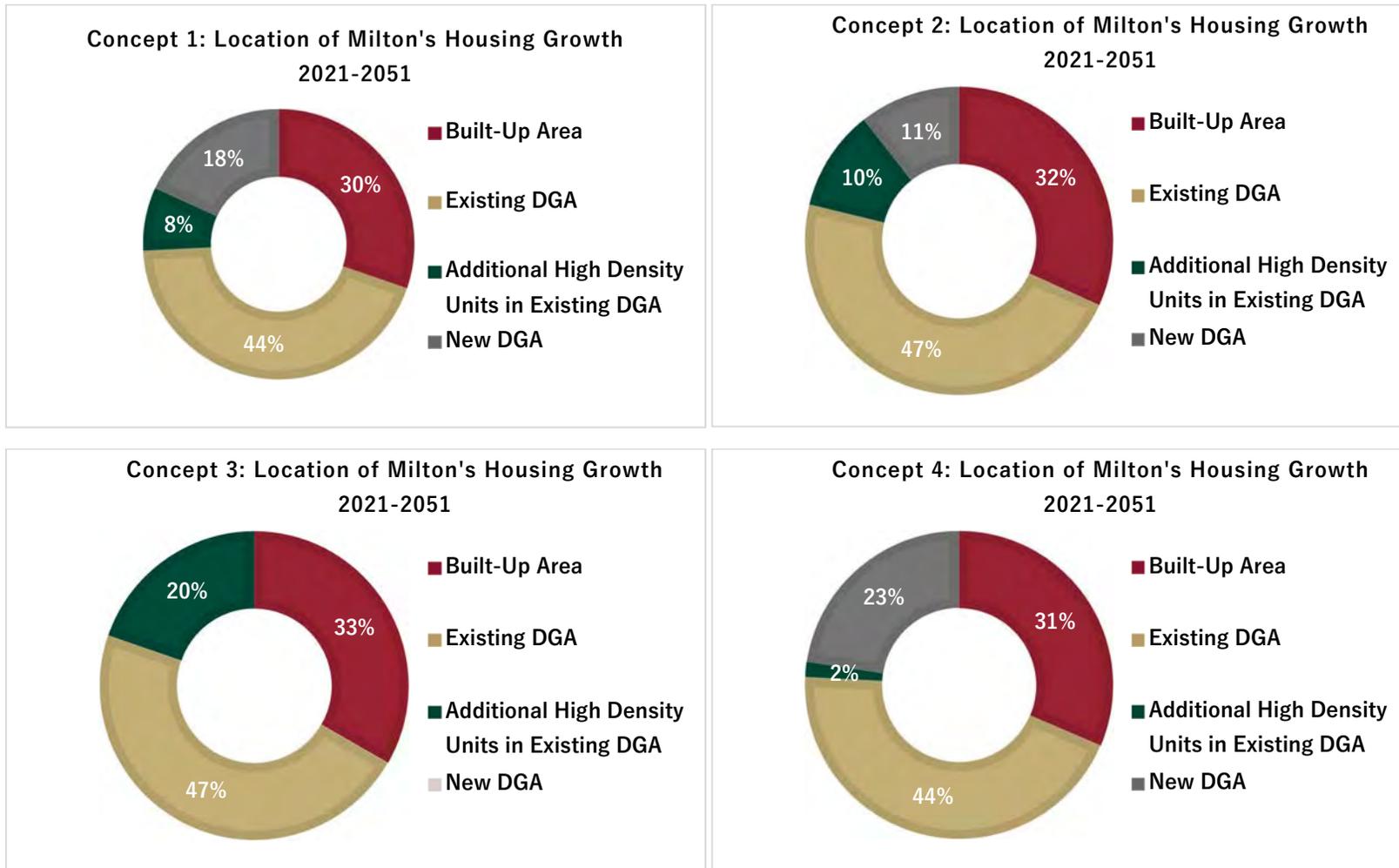
**Table 43: Location of Oakville’s Housing Growth by Structure Type, by Growth Concept, 2031-2051**

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
Town of Oakville				Town of Oakville			
Built-Up Area				Existing DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	4,300	28,160	32,460	Concept 1	11,660	1,140	12,800
Concept 2	3,410	30,270	33,680	Concept 2	11,630	1,130	12,760
Concept 3	3,450	31,290	34,740	Concept 3	11,770	1,150	12,920
Concept 4	4,360	28,160	32,520	Concept 4	11,520	860	12,380

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
Town of Oakville				Town of Oakville			
Additional High Density Units in Existing DGA				New DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	0	4,840	4,840	Concept 1	0	520	520
Concept 2	0	6,920	6,920	Concept 2	0	0	0
Concept 3	0	12,350	12,350	Concept 3	0	0	0
Concept 4	0	1,210	1,210	Concept 4	0	190	190

Figure 3: Location of Milton's Housing Growth, by Growth Concept, 2031-2051



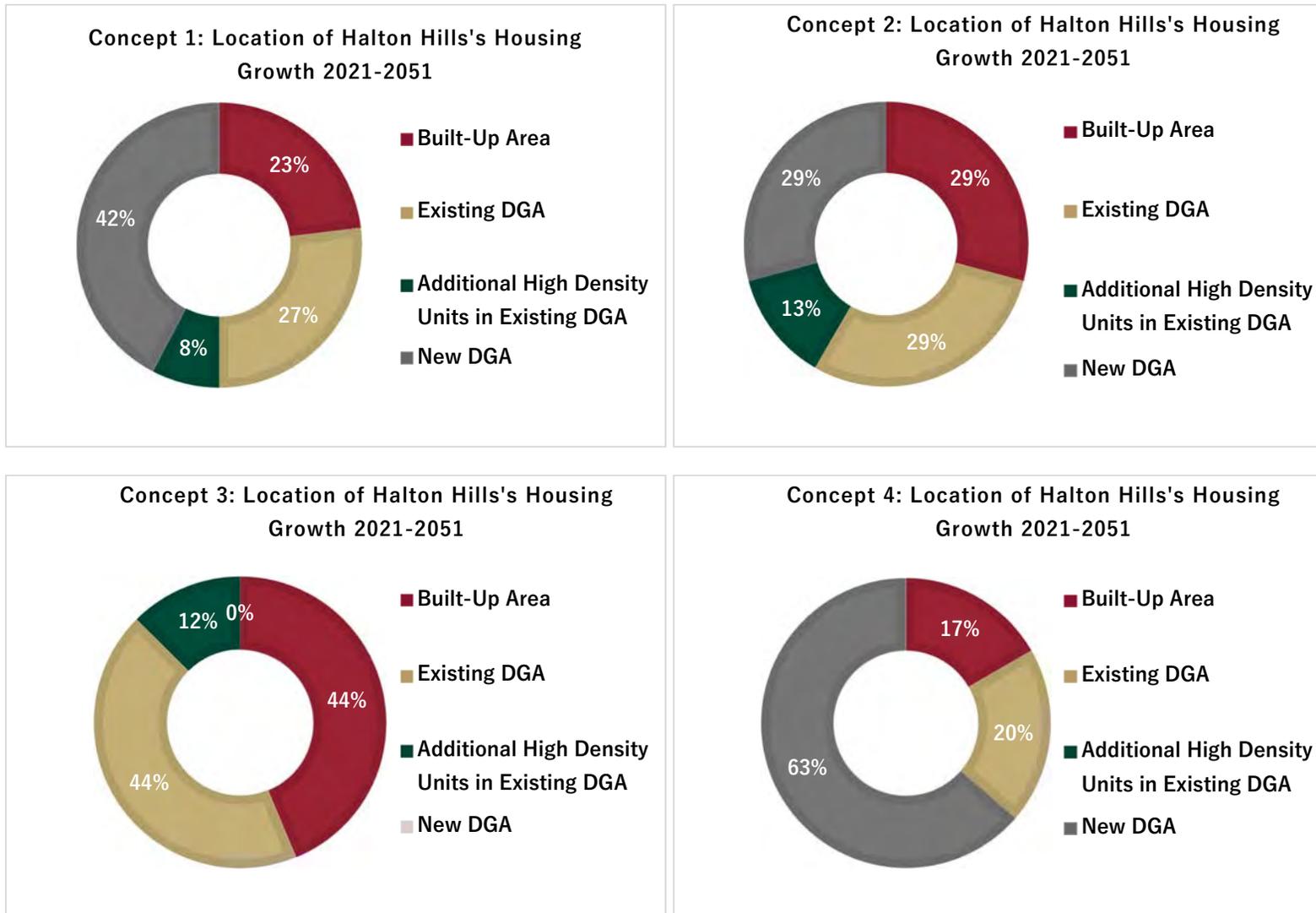
**Table 44: Location of Milton’s Housing Growth by Structure Type, by Growth Concept, 2031-2051**

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
Town of Milton				Town of Milton			
Built-Up Area				Existing DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	2,950	17,400	20,350	Concept 1	26,160	2,490	28,650
Concept 2	2,180	18,770	20,950	Concept 2	28,100	2,750	30,850
Concept 3	2,220	19,440	21,660	Concept 3	28,100	3,340	31,440
Concept 4	3,010	17,400	20,410	Concept 4	26,160	2,330	28,490

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
Town of Milton				Town of Milton			
Additional High Density Units in Existing DGA				New DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	0	4,670	4,670	Concept 1	10,880	870	11,750
Concept 2	0	7,370	7,370	Concept 2	5,880	650	6,530
Concept 3	0	12,870	12,870	Concept 3	0	0	0
Concept 4	0	1,170	1,170	Concept 4	12,890	1,150	14,040

Figure 4: Location of Halton Hill's Housing Growth, by Growth Concept, 2031-2051



**Table 44: Location of Halton Hill’s Housing Growth by Structure Type, by Growth Concept, 2031-2051**

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
Town of Halton Hills				Town of Halton Hills			
Built-Up Area				Existing DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	1,510	4,960	6,470	Concept 1	6,390	370	6,760
Concept 2	1,100	5,400	6,500	Concept 2	6,390	370	6,760
Concept 3	1,130	5,610	6,740	Concept 3	6,390	370	6,760
Concept 4	1,330	4,960	6,290	Concept 4	6,390	230	6,620

Total Household Growth by by Land Use Area, 2021 - 2051				Total Household Growth by by Land Use Area, 2021 - 2051			
Town of Halton Hills				Town of Halton Hills			
Additional High Density Development in Current DGA				New DGA			
	Ground Related	Apartment	Total		Ground Related	Apartment	Total
Concept 1	0	1,790	1,790	Concept 1	10,880	250	11,130
Concept 2	0	2,690	2,690	Concept 2	5,880	650	6,530
Concept 3	0	1,950	1,950	Concept 3	0	0	0
Concept 4	0	450	450	Concept 4	19,890	950	20,840

**Table 44: Historical Employment**

Historic and Current Total Employment by Land-Use Based Category Halton Region and Local Municipalities, 2001 to 2021					
<b>2001</b>	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Major Office	9,900	5,400	100	200	15,600
Population Related	26,400	24,300	9,000	8,300	68,000
Employment Land	37,100	38,500	13,500	7,500	96,600
Rural	2,300	600	3,700	2,600	9,200
<b>Total</b>	<b>75,700</b>	<b>68,800</b>	<b>26,300</b>	<b>18,600</b>	<b>189,400</b>
<b>2006</b>	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Major Office	11,900	8,200	300	200	20,600
Population Related	31,600	27,400	10,300	9,700	79,000
Employment Land	41,700	43,700	15,200	8,200	108,800
Rural	2,300	600	3,800	2,700	9,400
<b>Total</b>	<b>87,500</b>	<b>80,000</b>	<b>29,500</b>	<b>20,700</b>	<b>217,800</b>
<b>2011</b>	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Major Office	12,400	10,700	600	200	23,900
Population Related	37,700	33,300	14,200	11,200	96,400
Employment Land	39,500	41,900	15,200	7,600	104,200
Rural	2,400	600	3,800	2,700	9,500
<b>Total</b>	<b>92,000</b>	<b>86,400</b>	<b>33,800</b>	<b>21,700</b>	<b>234,000</b>
<b>2016</b>	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Major Office	12,500	13,600	2,200	700	29,000
Population Related	39,100	46,600	17,400	11,600	114,700
Employment Land	43,700	42,100	16,100	8,200	110,100
Rural	2,400	600	3,800	2,700	9,500
<b>Total</b>	<b>97,700</b>	<b>103,000</b>	<b>39,500</b>	<b>23,100</b>	<b>263,300</b>
<b>2021 Estimate</b>	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Major Office	12,900	15,100	2,400	700	31,100
Population Related	40,100	52,400	20,700	11,900	125,100
Employment Land	45,200	43,900	17,300	9,000	115,400
Rural	2,400	600	3,900	2,700	9,600
<b>Total</b>	<b>100,600</b>	<b>112,100</b>	<b>44,200</b>	<b>24,400</b>	<b>281,200</b>

**Table 45: Forecast Total Employment by Land Use Category**

<b>Forecast Total Employment by Land-Use Based Category Halton Region 2021 to 2051</b>				
	2021	2031	2041	2051
Major Office	31,100	41,300	55,000	74,100
Population Related	125,100	146,900	177,300	209,400
Employment Land	115,400	152,000	177,700	206,400
Rural	9,600	9,800	10,000	10,100
<b>Total</b>	<b>281,200</b>	<b>350,000</b>	<b>420,000</b>	<b>500,000</b>

**Table 46: Work at Home Employment 2021-2051**

<b>Work at Home Employment Halton Region 2021 to 2051</b>					
	Work at Home	Census Population	Rate to Population	Total Employment	Share of Employment
2001	16,700	375,000	4.5%	189,400	8.8%
2006	20,100	439,000	4.6%	217,800	9.2%
2011	20,700	502,000	4.1%	234,000	8.8%
2016	25,700	548,000	4.7%	263,300	9.8%
2021	28,200	603,000	4.7%	281,200	10.0%
2031	34,800	744,000	4.7%	350,000	9.9%
2041	42,300	904,000	4.7%	420,000	10.1%
2051	50,000	1,068,000	4.7%	500,000	10.0%

**Table 47: Employment Land Employment by Growth Concept**

Employment Land Employment Growth 2021-2051					
Concept 1					
<b>2021 to 2031</b>					
	Burlington	Oakville	Milton	Halton Hills	Halton
2021 Employment Land Employment	45,200	43,900	17,300	9,000	115,400
2021-2031 Growth	700	7,100	17,800	11,000	36,600
Within Existing Designations	700	7,100	17,800	11,000	36,600
New Designations	0	0	0	0	0
Growth	700	7,100	17,800	11,000	36,600
2031 Employment Land Employment	45,900	51,000	35,100	20,000	152,000
<b>2031 to 2041</b>					
	Burlington	Oakville	Milton	Halton Hills	Halton
2031 Employment Land Employment	45,900	51,000	33,000	22,000	152,000
2031-2041 Growth	400	6,700	8,200	9,100	24,400
Within Existing Designations	400	6,700	3,000	1,800	11,800
New Designations	0	0	5,300	7,300	12,500
Growth	400	6,700	8,300	9,100	24,300
2041 Employment Land Employment	46,300	57,700	41,300	31,100	176,300
<b>2041 to 2051</b>					
	Burlington	Oakville	Milton	Halton Hills	Halton
2041 Employment Land Employment	46,200	57,700	41,200	31,200	176,300
2041-2051 Growth	200	2,900	11,000	12,600	26,700
Within Existing Designations	200	2,900	3,100	1,700	7,900
New Designations	0	0	7,900	10,900	18,800
Growth	200	2,900	11,000	12,600	26,700
2051 Employment Land Employment	46,400	60,600	52,200	43,800	203,000

**Employment Land Employment Growth 2021-2051  
Concept 2**

<b>2021 to 2031</b>					
	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2021 Employment Land Employment	45,200	43,900	17,300	9,000	115,400
2021-2031 Growth	700	7,200	17,300	11,300	36,600
Within Existing Designations	700	7,200	17,300	11,300	36,600
New Designations	0	0	0	0	0
Growth	700	7,200	17,300	11,300	36,600
2031 Employment Land Employment	45,900	51,100	34,600	20,300	152,000
<b>2031 to 2041</b>					
	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2031 Employment Land Employment	45,900	51,100	33,000	22,000	152,000
2031-2041 Growth	400	6,800	7,300	8,500	23,000
Within Existing Designations	400	6,800	2,400	1,700	11,300
New Designations	0	0	4,900	6,800	11,800
Growth	400	6,800	7,300	8,500	23,100
2041 Employment Land Employment	46,300	57,900	40,300	30,500	175,100
<b>2041 to 2051</b>					
	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2041 Employment Land Employment	46,300	57,900	40,300	30,500	175,000
2041-2051 Growth	200	2,900	9,800	11,800	24,700
Within Existing Designations	200	2,900	2,400	1,600	7,100
New Designations	0	0	7,400	10,200	17,600
Growth	200	2,900	9,800	11,800	24,700
2051 Employment Land Employment	46,500	60,800	50,100	42,300	199,700

**Employment Land Employment Growth 2021-2051  
Concept 3**

**2021 to 2031**

	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2021 Employment Land Employment	45,200	43,900	17,300	9,000	115,400
2021-2031 Growth	700	7,100	17,500	11,300	36,600
Within Existing Designations	700	7,100	17,500	11,300	36,600
New Designations	0	0	0	0	0
Growth	700	7,100	17,500	11,300	36,600
2031 Employment Land Employment	45,900	51,000	34,800	20,300	152,000

**2031 to 2041**

	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2031 Employment Land Employment	45,900	51,000	33,000	22,000	152,000
2031-2041 Growth	400	6,600	6,800	7,800	21,700
Within Existing Designations	400	6,600	2,400	1,700	11,200
New Designations	0	0	4,400	6,100	10,500
Growth	400	6,600	6,800	7,800	21,700
2041 Employment Land Employment	46,300	57,600	39,800	29,800	173,700

**2041 to 2051**

	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2041 Employment Land Employment	46,300	57,700	39,800	29,900	173,700
2041-2051 Growth	200	2,800	8,900	10,800	22,700
Within Existing Designations	200	2,800	2,200	1,600	6,900
New Designations	0	0	6,600	9,200	15,800
Growth	200	2,800	8,800	10,800	22,700
2051 Employment Land Employment	46,500	60,500	48,600	40,700	196,400

**Employment Land Employment Growth 2021-2051  
Concept 4**

**2021 to 2031**

	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2021 Employment Land Employment	45,200	43,900	17,300	9,000	115,400
2021-2031 Growth	700	6,800	18,500	10,500	36,600
Within Existing Designations	700	6,800	18,500	10,500	36,600
New Designations	0	0	0	0	0
Growth	700	6,800	18,500	10,500	36,600
2031 Employment Land Employment	45,900	50,700	35,800	19,500	152,000

**2031 to 2041**

	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2031 Employment Land Employment	45,900	50,800	33,200	22,100	152,000
2031-2041 Growth	400	6,700	9,000	9,600	25,700
Within Existing Designations	400	6,700	3,500	2,000	12,600
New Designations	0	0	5,500	7,600	13,100
Growth	400	6,700	9,000	9,600	25,700
2041 Employment Land Employment	46,300	57,500	42,200	31,700	177,700

**2041 to 2051**

	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2041 Employment Land Employment	46,200	57,500	42,200	31,800	177,700
2041-2051 Growth	200	3,300	11,800	13,400	28,700
Within Existing Designations	200	3,300	3,600	2,000	9,100
New Designations	0	0	8,200	11,400	19,700
Growth	200	3,300	11,800	13,400	28,800
2051 Employment Land Employment	46,400	60,800	54,000	45,200	206,500

**Table 48: Major Office Employment by Growth Concept**

<b>Major Office Employment Historic and Forecast to 2031, 2041 and 2051</b>					
<b>Concept 1: 60% Densification/Moderate Greenfield Expansion</b>					
<b>(in the forecast, includes any "flex" office demand shifted to Major Office Employment)</b>					
<b>Concept 1: 60% Densification/Moderate Greenfield Expansion</b>					
	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
2001	9,900	5,400	100	200	15,600
2006	11,900	8,200	300	200	20,500
2011	12,400	10,700	600	200	23,900
2016	12,500	13,600	2,200	700	28,900
2021	12,900	15,100	2,400	700	31,200
<b>2001-2021 Major Office Job Growth</b>	3,000	9,700	2,300	500	15,600
<b>Share of 2021-2021 Growth</b>	19%	62%	15%	3%	100%
<b>Office Employment Growth Share 2021-2031</b>	25%	58%	11%	6%	100%
<b>Office Employment Growth 2021-2031</b>	2,500	5,900	1,100	600	10,100
<b>Office Employment 2031</b>	15,500	21,000	3,500	1,300	41,300
<b>Major Office Employment Growth Share 2031</b>	25%	50%	15%	10%	100%
<b>Office Employment Growth 2031-2041</b>	3,800	7,500	2,300	1,500	15,100
<b>Major Office Employment 2041</b>	19,200	28,500	5,800	2,800	56,400
<b>Major Office Employment Growth Share 2041</b>	25%	42%	19%	14%	100%
<b>Office Employment Growth 2041-2051</b>	5,300	8,800	4,000	2,900	21,000
<b>Major Office Employment 2051</b>	24,500	37,400	9,800	5,800	77,400

**Major Office Employment Historic and Forecast to 2031, 2041 and 2051  
Concept 2: 70% Densification/Limited Greenfield Expansion**

(in the forecast, includes any "flex" office demand shifted to Major Office Employment)

**Concept 2: 70% Densification/Limited Greenfield Expansion**

	Burlington	Oakville	Milton	Halton Hills	Halton
2001	9,900	5,400	100	200	15,600
2006	11,900	8,200	300	200	20,500
2011	12,400	10,700	600	200	23,900
2016	12,500	13,600	2,200	700	28,900
2021	12,900	15,100	2,400	700	31,200
2001-2021 Major Office Job Growth	3,000	9,700	2,300	500	15,600
Share of 2021-2021 Growth	19%	62%	15%	3%	100%
Office Employment Growth Share 2021-2031	25%	58%	11%	6%	100%
Office Employment Growth 2021-2031	2,500	5,900	1,100	600	10,100
Office Employment 2031	15,500	21,000	3,500	1,300	41,300
Major Office Employment Growth Share 2031	25%	50%	15%	10%	100%
Office Employment Growth 2031-2041	4,100	8,200	2,500	1,600	16,400
Major Office Employment 2041	19,600	29,200	6,000	2,900	57,700
Major Office Employment Growth Share 2041	25%	42%	19%	14%	100%
Office Employment Growth 2041-2051	5,800	9,700	4,400	3,200	23,100
Major Office Employment 2051	25,300	38,900	10,400	6,200	80,800

**Major Office Employment Historic and Forecast to 2031, 2041 and 2051  
Concept 3: 80% Densification/Employment Only Greenfield Expansion**

*(in the forecast, includes any "flex" office demand shifted to Major Office Employment)*

**Concept 3: 80% Densification/Employment Only Greenfield Expansion**

	Burlington	Oakville	Milton	Halton Hills	Halton
2001	9,900	5,400	100	200	15,600
2006	11,900	8,200	300	200	20,500
2011	12,400	10,700	600	200	23,900
2016	12,500	13,600	2,200	700	28,900
2021	12,900	15,100	2,400	700	31,200
2001-2021 Major Office Job Growth	3,000	9,700	2,300	500	15,600
Share of 2021-2021 Growth	19%	62%	15%	3%	100%
Office Employment Growth Share 2021-2031	25%	58%	11%	6%	100%
Office Employment Growth 2021-2031	2,500	5,900	1,100	600	10,100
Office Employment 2031	15,500	21,000	3,500	1,300	41,300
Major Office Employment Growth Share 2031	25%	50%	15%	10%	100%
Office Employment Growth 2031-2041	4,400	8,900	2,700	1,800	17,700
Major Office Employment 2041	19,900	29,900	6,200	3,100	59,000
Major Office Employment Growth Share 2041	25%	42%	19%	14%	100%
Office Employment Growth 2041-2051	6,300	10,500	4,800	3,500	25,100
Major Office Employment 2051	26,200	40,400	11,000	6,600	84,100

**Major Office Employment Historic and Forecast to 2031, 2041 and 2051**

**Concept 4: 50% Intensification/Greatest Greenfield Expansion**

(in the forecast, includes any "flex" office demand shifted to Major Office Employment)

**Concept 4: 50% Intensification/Greatest Greenfield Expansion**

	Burlington	Oakville	Milton	Halton Hills	Halton
2001	9,900	5,400	100	200	15,600
2006	11,900	8,200	300	200	20,500
2011	12,400	10,700	600	200	23,900
2016	12,500	13,600	2,200	700	28,900
2021	12,900	15,100	2,400	700	31,200
2001-2021 Major Office Job Growth	3,000	9,700	2,300	500	15,600
Share of 2021-2021 Growth	19%	62%	15%	3%	100%
Office Employment Growth Share 2021-2031	25.0%	58.0%	11.0%	6.0%	100.0%
Office Employment Growth 2021-2031	2,500	5,900	1,100	600	10,100
Office Employment 2031	15,500	21,000	3,500	1,300	41,300
Major Office Employment Growth Share 2031	25.0%	50.0%	15.0%	10.0%	100.0%
Office Employment Growth 2031-2041	3,400	6,900	2,100	1,400	13,700
Major Office Employment 2041	18,900	27,900	5,600	2,700	55,000
Major Office Employment Growth Share 2041	25.0%	42.0%	19.0%	14.0%	100.0%
Office Employment Growth 2041-2051	4,800	8,000	3,600	2,700	19,100
Major Office Employment 2051	23,700	35,900	9,200	5,300	74,100

**Table 49: Population Related and Other Rural Employment with Historic Ratios to Population**

<b>Population-Related and Rural Employment</b>					
<b>Historic Estimates of Employment with Ratios to Population</b>					
	<b>Burlington</b>	<b>Oakville</b>	<b>Milton</b>	<b>Halton Hills</b>	<b>Halton</b>
Population Related Employment 2001	26,400	24,300	9,000	8,300	68,000
Population Related Employment 2006	31,600	27,400	10,300	9,700	79,000
Population Related Employment 2011	37,700	33,300	14,200	11,200	96,400
Population Related Employment 2016	39,100	46,600	17,400	11,600	114,700
Population Related Employment 2021	40,100	52,400	20,700	11,900	125,100
Rural Employment 2001	2,300	600	3,700	2,600	9,300
Rural Employment 2006	2,300	600	3,800	2,700	9,400
Rural Employment 2011	2,400	600	3,800	2,700	9,500
Rural Employment 2016	2,400	600	3,800	2,700	9,600
Rural Employment 2021	2,400	600	3,900	2,700	9,600
Combined PRE and Rural 2001	28,800	24,900	12,700	10,900	77,300
Combined PRE and Rural 2006	33,900	28,000	14,000	12,300	88,300
Combined PRE and Rural 2011	40,100	33,900	18,000	13,900	105,900
Combined PRE and Rural 2016	41,500	47,200	21,200	14,300	124,200
Combined PRE and Rural 2021	42,500	53,100	24,500	14,600	134,700
2001 Census Population	150,800	144,700	31,500	48,200	375,200
2006 Census Population	164,400	165,600	53,900	55,300	439,300
2011 Census Population	175,800	182,500	84,400	59,000	501,700
2016 Census Population	183,300	193,800	110,100	61,200	548,400
Estimated 2021 Census Population	189,245	215,449	133,927	64,052	602,505
Combined PRE and Rural Ratio to Population	5.24	5.81	2.48	4.42	4.85
Combined PRE and Rural Ratio to Population	4.85	5.91	3.85	4.50	4.98
Combined PRE and Rural Ratio to Population	4.38	5.38	4.69	4.24	4.74
Combined PRE and Rural Ratio to Population	4.42	4.11	5.19	4.28	4.42
Combined PRE and Rural Ratio to Population	4.45	4.06	5.47	4.39	4.47

**Table 50: Population Related and Other Rural Employment Growth by Local Municipality and Growth Concept**

<b>Population Related and Other Rural Employment Growth 2021-2031</b>					
	Burlington	Oakville	Milton	Halton Hills	Halton
Population Related Employment 2021	40,100	52,400	20,700	11,900	124,200
Combined PRE and Rural Employment 2021	42,500	53,100	24,500	14,600	134,700
2031 Census Population	208,100	266,900	188,000	81,100	744,200
Ratio to Population at 2031	4.62	5.30	5.35	4.50	4.75
Combined PRE and Rural Growth 2016-2031	2,500	6,200	11,600	1,600	22,000
Combined PRE and Rural Employment 2031	45,000	59,300	36,200	16,200	156,700

**Table 51: Population Related and Other Rural Employment Growth by Local Municipality, Concept 1**

<b>Population-Related and Rural Employment 2031 to 2041 and 2041 to 2051 by Concept</b>					
<b>Concept 1: 60% Densification/Moderate Greenfield Expansion</b>					
	Burlington	Oakville	Milton	Halton Hills	Halton
Combined PRE and Rural Employment 2031	45,000	58,200	37,100	16,400	156,700
2041 Census Population	232,600	304,000	264,300	102,200	903,100
Ratio to Population at 2041	4.68	4.65	5.10	5.00	4.82
Combined PRE and Rural Growth 2031-2041	4,600	7,200	14,800	4,100	30,600
Combined PRE and Rural Employment 2041	49,600	65,400	51,800	20,400	187,300
Combined PRE and Rural Employment 2041	45,000	58,200	37,100	16,400	156,700
2051 Census Population	256,900	337,800	326,200	146,900	1,067,800
Ratio to Population at 2051	4.78	4.75	5.00	5.00	4.86
Combined PRE and Rural Growth 2041-2051	4,100	5,700	13,400	8,900	32,200
Combined PRE and Rural Employment 2051	53,800	71,100	65,200	29,400	219,500

Table 52: Population Related and Other Rural Employment Growth by Local Municipality, Concept 2

Population-Related and Rural Employment 2031 to 2041 and 2041 to 2051 by Concept					
Concept 2: 70% Densification/Limited Greenfield Expansion					
	Burlington	Oakville	Milton	Halton Hills	Halton
Combined PRE and Rural Employment 2031	45,000	58,200	37,100	16,400	156,700
2041 Census Population	233,500	304,100	265,800	99,800	903,100
Ratio to Population at 2041	4.68	4.65	5.10	5.00	4.82
Combined PRE and Rural Growth 2031-2041	4,800	7,200	15,000	3,600	30,600
Combined PRE and Rural Employment 2041	49,800	65,400	52,100	20,000	187,300
Combined PRE and Rural Employment 2041	45,000	58,200	37,100	16,400	156,700
2051 Census Population	262,200	348,000	325,800	131,800	1,067,800
Ratio to Population at 2051	4.79	4.75	5.00	5.00	4.86
Combined PRE and Rural Growth 2041-2051	4,900	7,900	13,100	6,400	32,200
Combined PRE and Rural Employment 2051	54,700	73,300	65,200	26,400	219,500

Table 53: Population Related and Other Rural Employment Growth by Local Municipality, Concept 3

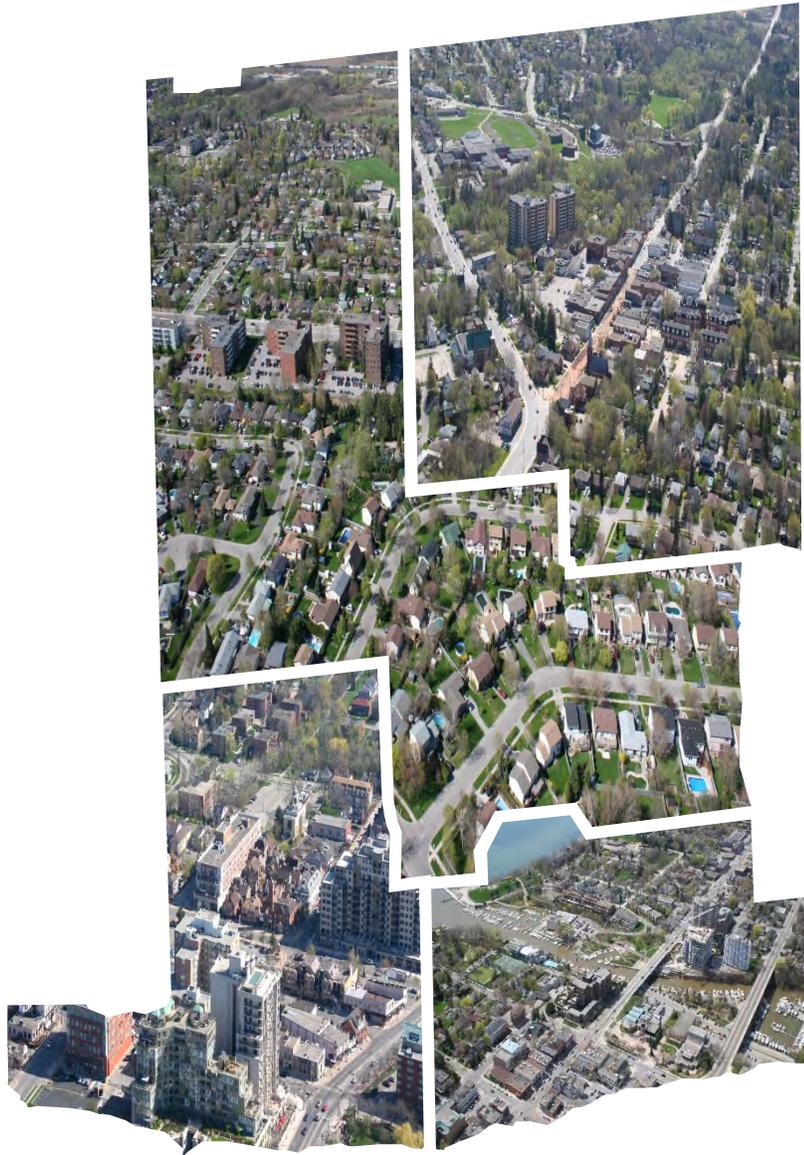
Population-Related and Rural Employment 2031 to 2041 and 2041 to 2051 by Concept					
Concept 3: 80% Densification/Employment Only Greenfield Expansion					
	Burlington	Oakville	Milton	Halton Hills	Halton
Combined PRE and Rural Employment 2031	45,000	58,200	37,100	16,400	156,700
2041 Census Population	234,500	311,100	260,500	97,000	903,100
Ratio to Population at 2041	4.70	4.65	5.10	5.00	4.82
Combined PRE and Rural Growth 2031-2041	4,900	8,700	14,000	3,000	30,600
Combined PRE and Rural Employment 2041	49,900	66,900	51,100	19,400	187,300
Combined PRE and Rural Employment 2041	45,000	58,200	37,100	16,400	156,700
2051 Census Population	266,700	368,200	323,700	109,100	1,067,700
Ratio to Population at 2051	4.81	4.75	5.00	5.00	4.86
Combined PRE and Rural Growth 2041-2051	5,500	10,600	13,700	2,400	32,200
Combined PRE and Rural Employment 2051	55,400	77,500	64,700	21,800	219,500

Table 54: Population Related and Other Rural Employment Growth by Local Municipality, Concept 4

Population-Related and Rural Employment 2031 to 2041 and 2041 to 2051 by Concept					
Concept 4: 50% Intensification/Greatest Greenfield Expansion					
	Burlington	Oakville	Milton	Halton Hills	Halton
Combined PRE and Rural Employment 2031	45,000	58,200	37,100	16,400	156,700
2041 Census Population	228,800	297,100	269,300	108,600	903,800
Ratio to Population at 2041	4.68	4.65	5.10	5.00	4.83
Combined PRE and Rural Growth 2031-2041	3,800	5,700	15,700	5,300	30,600
Combined PRE and Rural Employment 2041	48,900	63,900	52,800	21,700	187,300
Combined PRE and Rural Employment 2041	45,000	58,200	37,100	16,400	156,700
2051 Census Population	251,300	324,900	319,800	171,900	1,067,900
Ratio to Population at 2051	4.76	4.75	5.00	5.00	4.86
Combined PRE and Rural Growth 2041-2051	3,900	4,500	11,200	12,700	32,200
Combined PRE and Rural Employment 2051	52,800	68,400	64,000	34,400	219,500

**Table 55: Total Employment and Activity Rate in Halton by Concept**

Total Employment and Activity Rate for Four Concepts					
Total Employment					
	Burlington	Oakville	Milton	Halton Hills	Halton
2001	75,700	68,800	26,300	18,600	189,400
2006	87,500	80,000	29,500	20,700	217,700
2011	92,000	86,400	33,800	21,700	233,900
2016	97,700	103,000	39,500	23,100	263,300
2021	100,600	112,100	44,200	24,400	281,300
2031	106,400	130,200	75,600	37,700	349,900
2041 Concept 1	115,200	151,700	99,000	54,200	420,100
2051 Concept 1	124,700	169,100	127,700	78,400	499,900
2041 Concept 2	111,600	144,400	96,000	51,600	403,600
2051 Concept 2	120,800	163,300	121,800	71,200	477,100
2041 Concept 3	116,100	154,400	97,300	52,100	419,900
2051 Concept 3	128,100	178,500	124,800	68,600	500,000
2041 Concept 4	114,100	149,300	100,800	55,900	420,100
2051 Concept 4	122,900	165,100	127,500	84,400	499,900
Activity Rate					
	Burlington	Oakville	Milton	Halton Hills	Halton
2001	50.2%	47.5%	83.5%	38.6%	50.5%
2006	53.2%	48.3%	54.7%	37.4%	49.6%
2011	52.3%	47.3%	40.0%	36.8%	46.6%
2016	53.3%	53.1%	35.9%	37.7%	48.0%
2021	53.2%	52.0%	33.0%	38.1%	46.7%
2031	51.3%	49.7%	39.2%	46.0%	46.6%
2041 Concept 1	49.5%	49.9%	37.5%	53.0%	46.5%
2051 Concept 1	48.5%	50.1%	39.1%	53.4%	55.4%
2041 Concept 2	48.0%	47.5%	36.3%	50.5%	44.7%
2051 Concept 2	47.0%	48.3%	37.3%	48.5%	52.8%
2041 Concept 3	49.9%	50.8%	36.8%	51.0%	46.5%
2051 Concept 3	49.9%	52.8%	38.3%	46.7%	55.4%
2041 Concept 4	49.1%	49.1%	38.1%	54.7%	46.5%
2051 Concept 4	47.8%	48.9%	39.1%	57.5%	55.4%



## Appendix C.1

# Employment Area Conversion Request Inventory

February 2021

## Regional Official Plan Review



## Appendix C1 – Employment Area Conversion Request Inventory & Mapping

This document provides an inventory of the conversion requests received by Halton Region as part of the Regional Official Plan Review process. It is an updated version of Appendix E to the Regional Urban Structure Discussion Paper which identified requests received as of March 30, 2020. This document includes requests received by Halton Region by the August 31, 2020 deadline set out in the Regional Urban Structure Discussion Paper. The Initial Assessment of these requests is summarized in Appendix C2.

### Conversion Request Inventory

ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
	<b>City of Burlington</b>				
<b>B-01</b>	238 Sumach Drive	The subject property is located on the south side of the intersection of Sumach Drive and Lemonville Road.	A request to remove lands from the Regional Employment Area Overlay to enable a residential designation.	City of Burlington PB-04-18 Appendix D – Item A	1.5
<b>B-02</b>	1077 Howard Road 1070 Waterdown Road	The subject properties are generally located on the west side of Waterdown Road, north of Plains Road West, south of the railway corridor, and east of Howard Road.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item B	10.2
<b>B-03</b>	1020 Emery Avenue	The subject property is generally located west of the northern terminus of Emery Avenue.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item C	1.4
<b>B-04</b>	1021 Emery Avenue	The subject property is generally located east of the northern terminus of Emery Avenue.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	PB-04-18 Appendix D – Item D	1.7
<b>B-05<sup>1</sup></b>	Part of 1200 King Road (Western Portion)	The subject property is located on the west side of King Road, south of Highway 403 and north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item E	0.5
<b>B-06</b>	2070, 2078, 2082, 2090, 2120 Queensway Drive	The subject properties are located on the south side of Queensway Drive,	A request to remove lands from the Regional Employment Area Overlay	City of Burlington PB-04-18 Appendix D – Item F	8.4

<b>ID</b>	<b>Address / Reference</b>	<b>Location</b>	<b>Request Description</b>	<b>Request Source</b>	<b>Area (ha)</b>
		generally east of Brant Street and north of the railway corridor.	to enable mixed use or other non-employment designations.		
<b>B-07</b>	2150, 2170, 2176, 2182, 2188, 2196, 2204 Queensway Drive	The subject properties are located on the south side of Queensway Drive, generally east of the Burlington GO parking lot, north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item G	6.9
<b>B-08</b>	2258 Mountainside Drive	The subject property is located on the southeast corner of Mountainside Drive and Pettit Road.	A request to remove lands from the Regional Employment Area Overlay to enable a mixed use or other non-employment designation.	City of Burlington PB-04-18 Appendix D – Item H	0.4
<b>B-09</b>	North Service Road / Industrial Street	The subject properties are generally located on the north side of North Service Road on the north and south sides of Industrial Street.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	City of Burlington PB-04-18 Appendix D – Item I	3.7
<b>B-10</b>	101 Masonry Court	The subject property is located on the north side of Masonry Court, south of the railway corridor and east of Waterdown Road.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing mixed use designation.	City of Burlington PB-04-18 Appendix D – Item J	1.5
<b>B-11</b>	800 Burloak Drive	The subject property is located west of Burloak Drive, south of the railway corridor, east of open space and north of the hydro corridor.	A request to remove lands from the Regional Employment Area Overlay to enable a mixed use or other non-employment designation.	City of Burlington PB-04-18 Appendix D – Item K	2.0
<b>B-12</b>	1032, 1035, 1060 Howard Road	The subject properties are located on the east and west sides of Howard Road, north of Plains Road West.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item L	6.8
<b>B-13</b>	1140, 1160, 1199 Waterdown Road	The subject properties are located on the west side of Waterdown Road south of the railway corridor and on the east side of Waterdown Road north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item M	7.7

<b>ID</b>	<b>Address / Reference</b>	<b>Location</b>	<b>Request Description</b>	<b>Request Source</b>	<b>Area (ha)</b>
<b>B-14</b>	121 Masonry Court	The subject property is located at the eastern terminus of Masonry Court, generally south of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item N	9.2
<b>B-15</b>	Part of 1150 King Road	The subject property is located north and south of the railway corridor, south of Highway 403, east of Waterdown Road, and west of King Road.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item O	2.7
<b>B-16</b>	3270 Harrison Crescent	The subject property is generally located east of Appleby Line, west of the railway corridor, north of the hydro corridor, and south of Highway 407.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	City of Burlington PB-04-18 Appendix D – Item P	4.3
<b>B-17</b>	901 Guelph Line	The subject property is located south of Harvester Road and east of Guelph Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Emshih Developments Inc.	6.4
<b>B-18</b>	4103 Palladium Way	The subject property is located northeast of Walkers Line and Palladium Way south of Highway 407.	A request to remove lands from the Regional Employment Area Overlay to enable a retirement residence.	Better Life Retirement Residence Inc.	1.5
<b>B-19</b>	3309 Harrison Court	The subject property is located northeast of Appleby Line along Harrison Court.	A request to remove lands from the Regional Employment Area Overlay to enable non-employment designations.	Penta Properties Inc.	2.6
<b>B-20</b>	4450-4480 Paletta Court	The subject properties are located on Paletta Court southwest of Appleby Line and the QEW Highway.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Penta Properties Inc.	7.6
<b>B-21<sup>1</sup></b>	Bronte Creek Meadows	The subject properties are located in the area general bounded by Upper Middle Road, Burloak Drive, Mainway, and Sheldon Creek.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations, inclusive of employment uses.	Penta Properties Inc.	71.5

<b>ID</b>	<b>Address / Reference</b>	<b>Location</b>	<b>Request Description</b>	<b>Request Source</b>	<b>Area (ha)</b>
<b>B-22<sup>1</sup></b>	1200 King Road (Eastern Portion)	The subject property is located on the west side of King Road, south of Highway 403 and north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Penta Properties Inc.	16.8
	<b>Town of Halton Hills</b>				
<b>HH-01</b>	153, 159, 165, 173 Perth Street	The subject properties are located northwest of the intersection of Perth Street and Wallace Street.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Halton Hills PD-2020-0006 Employment Needs Assessment – PC-2	3.8
<b>HH-02</b>	12 Wallace Street	The subject property is located northwest of the intersection of Main Street East and Wallace Street.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Halton Hills PD-2020-0006 Employment Needs Assessment – PC-3	0.3
<b>HH-03</b>	344 Guelph Street	The subject property is located on Guelph Street where it intersects with Armstrong Avenue.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Halton Hills PD-2020-0006 Employment Needs Assessment – PC-6	2.3
	<b>Town of Milton</b>				
<b>M-01</b>	Milton Education Village (Multiple Properties)	The subject properties are within the Milton Education Village area as identified by the Town, generally located north of Britannia Road, east of the Greenbelt Plan area, south of Derry Road, and west of Tremaine Road. The conversion request pertains to areas north and south of the MEV area.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton PD-042-18	88.0
<b>M-02</b>	Agerton (Multiple Properties)	The subject properties are within the Agerton Employment Secondary Plan area as identified by the Town, and are generally located south of Highway 401, west of Eighth Line,	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton Draft Agerton Secondary Plan	159.6

<b>ID</b>	<b>Address / Reference</b>	<b>Location</b>	<b>Request Description</b>	<b>Request Source</b>	<b>Area (ha)</b>
		south of the railway corridor, east of Sixth Line, and north of Derry Road.			
<b>M-03</b>	Meritor Lands (Multiple Properties)	The subject property is the former Meritor Suspension Systems Company and is generally located southwest of the intersection of Martin Street and Steeles Avenue East.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton PD-011-19	11.0
<b>M-04</b>	Bronte/Main Lands (Multiple Properties)	The subject properties are located on the south side of Steeles Avenue West, north of Main Street East, bisected by Bronte Street North.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton (Staff Comment via IGMS Consultation Process, 2019-04-17)	5.6
<b>M-05</b>	Maple Avenue Major Commercial	The subject properties are located on the north side of Maple Avenue, generally south of Highway 401 and east of Thompson Road North.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	15.7
<b>M-06</b>	Steeles Avenue East Major Commercial	The subject properties are located on the south side of Steeles Avenue East, generally north of Highway 401 and west of James Snow Parkway North.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	20.3
<b>M-07</b>	405 Martin Street	The subject property is located at the southeast intersection of Martin Street and Steeles Avenue East.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	0.5
<b>M-08</b>	Bronte Street South Lands	The subject properties are located north of Derry Road, west of Bronte Street South, and west of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	25.0
<b>M-09</b>	Fifth Line Farm	The subject property is located east of Fifth Line, south of Derry Road, and north of Britannia Road.	A request to remove lands from the Regional Employment Area Overlay to enable a place of worship.	Fifth Line Farming Ltd. (Mattamy)	4.8

<b>ID</b>	<b>Address / Reference</b>	<b>Location</b>	<b>Request Description</b>	<b>Request Source</b>	<b>Area (ha)</b>
<b>M-10</b>	170 Steeles Avenue West	The subject property is located at the southwest corner of Steeles Avenue West and Martin Street.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton (Staff Letter via IGMS Consultation Process, 2020-10-27)	2.6
	<b>Town of Oakville</b>				
<b>O-01</b>	677 Burloak Drive	The subject property is located southeast of the intersection of Burloak Drive and Wycroft Road.	A request to remove the lands from the Regional Employment Area Overlay to enable a commercial designation.	Town of Oakville 2018-04-16 Report – Appendix F, Item 5	5
<b>O-02</b>	337, 353 Burnhamthorpe Road West	The subject properties are located east of Neyagawa Boulevard, north of Burnhamthorpe Road West, and south of Highway 407.	A request to remove lands from the Regional Employment Area Overlay to enable a mixed use designation.	Town of Oakville 2018-04-16 Report – Appendix F, Item 8	12.6
<b>O-03</b>	240 Leighland Avenue	The subject property is the shopping mall known as Oakville Place located west of Trafalgar Road and north of the Queen Elizabeth Way.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation. It is noted that while these lands were included in the Midtown Core Employment District of the Town's Official Plan, they were never designated locally for employment uses.	Town of Oakville 2018-04-16 Report – Appendix F, Item 19 - RioCan Oakville Place	11.7
<b>O-04</b>	Upper Middle Road / Ninth Line	The subject property is located north of Upper Middle Road and west of Ninth Line.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing private open space designation.	Town of Oakville 2018-04-16 Report – Appendix F, Item 20 - Infrastructure Ontario	10.1
<b>O-05<sup>1</sup></b>	Palermo Village	The subject property is located northwest of the intersection of Dundas Street West and Bronte Road.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	32.3

<b>ID</b>	<b>Address / Reference</b>	<b>Location</b>	<b>Request Description</b>	<b>Request Source</b>	<b>Area (ha)</b>
<b>O-06</b>	Bronte GO MTSA (Multiple Properties)	The subject properties are those within the boundary of the proposed Bronte GO MTSA.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	149.8
<b>O-07</b>	Hospital District (Multiple Properties)	The subject properties are located within part of the Hospital District as identified by the Town of Oakville, north of Dundas Street West, east of Hospital Gate, north and south of William Halton Parkway West, and bisected by Third Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	56
<b>O-08</b>	Speers Road Corridor (Multiple Properties)	The subject properties are within the Speers Road Corridor area as identified by the Town, generally located south of the railway tracks and north of the residential areas between Bronte Creek and the Kerr Village Growth Area.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	147.9
<b>O-09</b>	Winston Park Core Commercial (Multiple Properties)	The subject properties are within the Winston Park Core Commercial Area as identified by the Town, generally located south of Dundas Street East, east of Highway 403, west of Winston Churchill Boulevard, and north of Bristol Court.	A request to remove lands from the Regional Employment Area Overlay to recognize existing commercial designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	29.8
<b>O-10</b>	Burloak Core Commercial (Multiple Properties)	The subject properties are within the Burloak Core Commercial Area as identified by the Town, generally located north of Wycroft Road, east of Burloak Drive, and south of Red Oak Boulevard and South Service Road West.	A request to remove lands from the Regional Employment Area Overlay to recognize existing commercial designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	26.8
<b>O-11</b>	497-513 Pinegrove Road	The subject property is located on the north side of Pinegrove Road and is	A request to remove lands from the Regional Employment Area Overlay	Town of Oakville	0.8

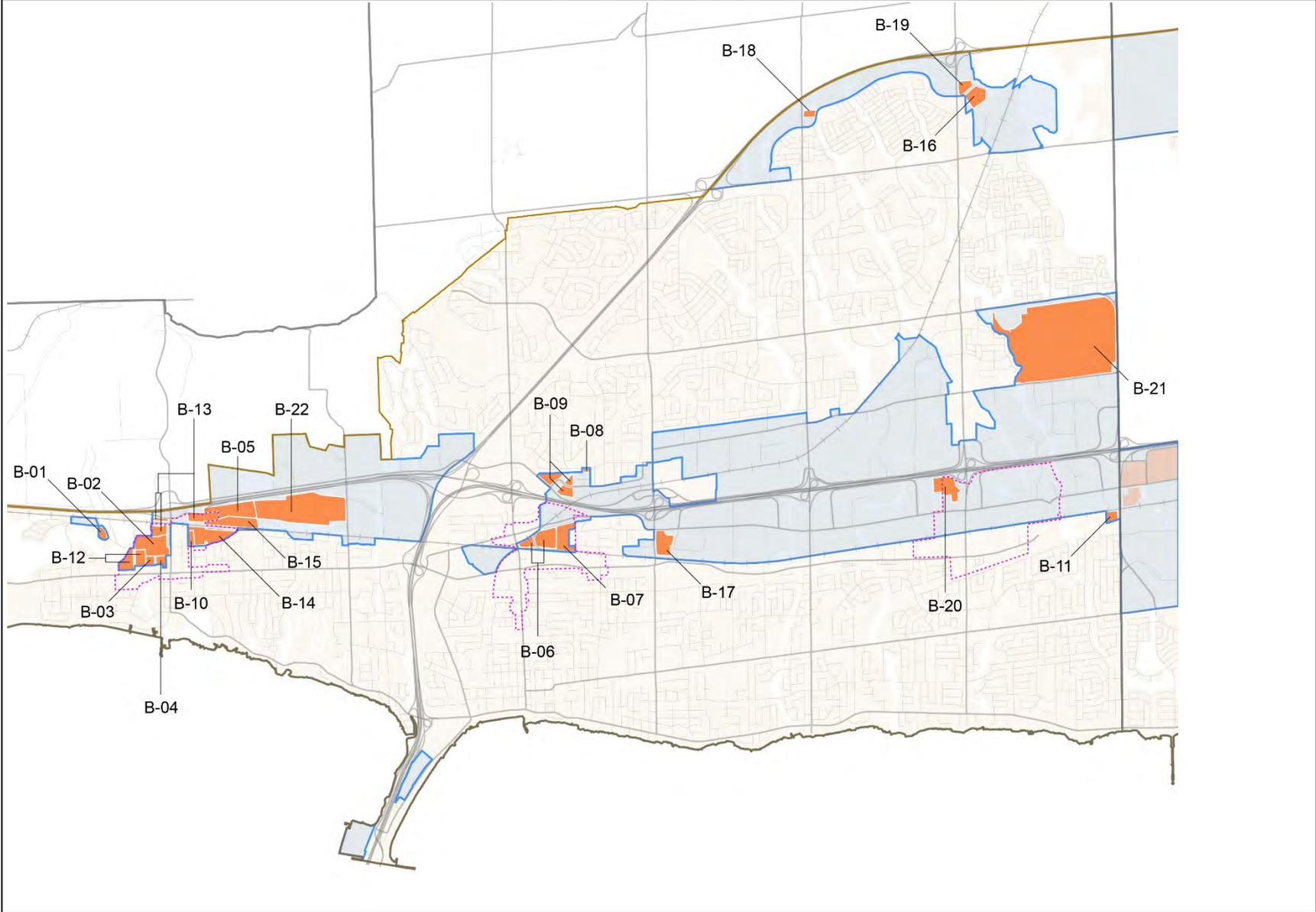
ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
		known generally as the Pinegrove Plaza.	to recognize an existing commercial designation.	(Staff Comment via IGMS Consultation Process, 2019-04-12)	
O-12	Winston Park West Open Space and Natural Area	The subject area is within the part of the Winston Park West area generally located north of Upper Middle Road East and west of Ninth Line.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing private open space designation.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	14.7
O-13	Winston Park West Core Commercial (Multiple Properties)	The subject properties are located on the southeast and southwest corners of Dundas Street East and Ninth Line within the Winston Park West Core Commercial Area as identified by the Town.	A request to remove lands from the Regional Employment Area Overlay to recognize existing commercial designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	7.5
O-14	584 Ford Drive	The subject property is located at the southwest corner of Cornwall Road and Ford Drive.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	1.5
O-15	Part of Lot 8, Concession 2 N.D.S	The subject property is generally located north of Burnhamthorpe Road East, south of Highway 407, east of Trafalgar Road, and west of Ninth Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	T.L.M.T.T. Ontario Ltd. (Private Submission)	6.8
O-16	Winston Churchill / Sheridan Garden Drive	The subject properties are generally located south of Sheridan Garden Drive and west of Winston Churchill Boulevard.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2020-01-29)	1.9
O-17	Sixth Line / Burnhamthorpe Road	The subject properties are located north of Burnhamthorpe Road on the west and east sides of Sixth Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2020-01-29)	6.1
O-18	3164 Ninth Line	The subject property is located south of Burnhamthorpe Road and west of Ninth Line.	A request to remove lands from the Regional Employment Overlay to enable the lands to be designated for use as a cemetery.	Arbor Memorial Inc.	9.3

ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
O-19	263 Burnhamthorpe Road West	The subject property is located north of Burnhamthorpe Road West between Neyagawa Boulevard and Sixth Line.	A request to remove lands from the Regional Employment Area Overlay to enable non-employment designations.	Cynthia Lynch	19.9
O-20	Dundas / McCraney Creek	The subject property is located north of Dundas Street West, west of McCraney Creek, east of Palermo Park, and south of William Halton Parkway.	A request to remove lands from the Regional Employment Area Overlay to enable a mix of commercial uses.	Fieldgate Commercial Properties	24.2
O-21	1265 Burnhamthorpe Road East	The subject property is located along Burnhamthorpe Road East, south of Highway 407 and William Halton Parkway East.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Marko & Mica Mesic	2.0
O-22	Burnhamthorpe / Neyagawa (Northwest Quadrant)	The subject property is located northwest of Burnhamthorpe Road West and Neyagawa Boulevard	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Fieldgate Commercial Properties	11.3
O-23	3515-3545 Rebecca Street	The subject property is located at the northeast corner of Burloak Drive and Rebecca Street.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Burloak Market Place Partnership	3.1

**Notes**

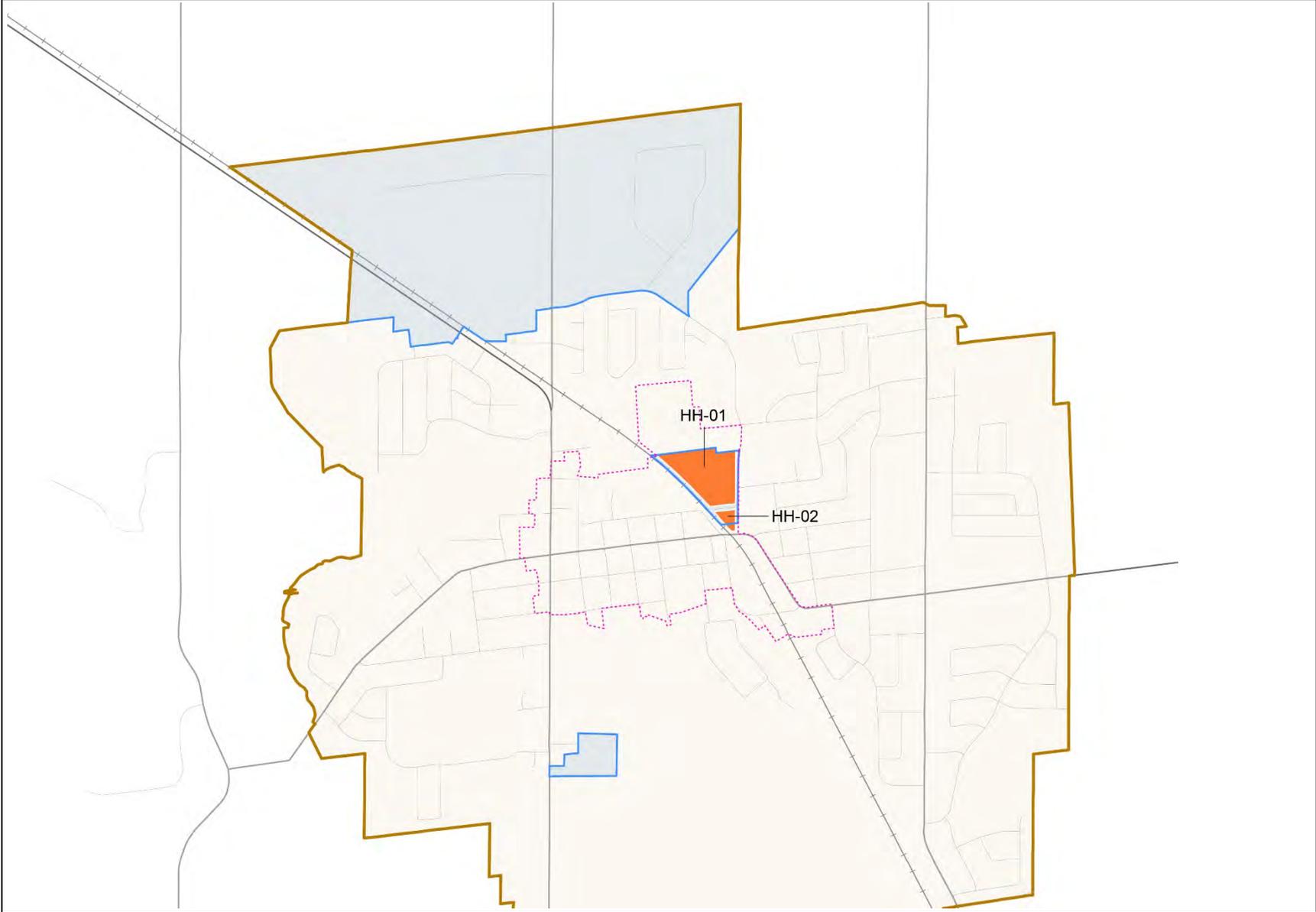
<sup>1</sup> – Lands identified as Requests B-05, B-22, and O-05 are subject to a site-specific appeals of Regional Official Plan Amendment No. 38, see LPAT Case No. PL 111358

Conversion Request Mapping – City of Burlington



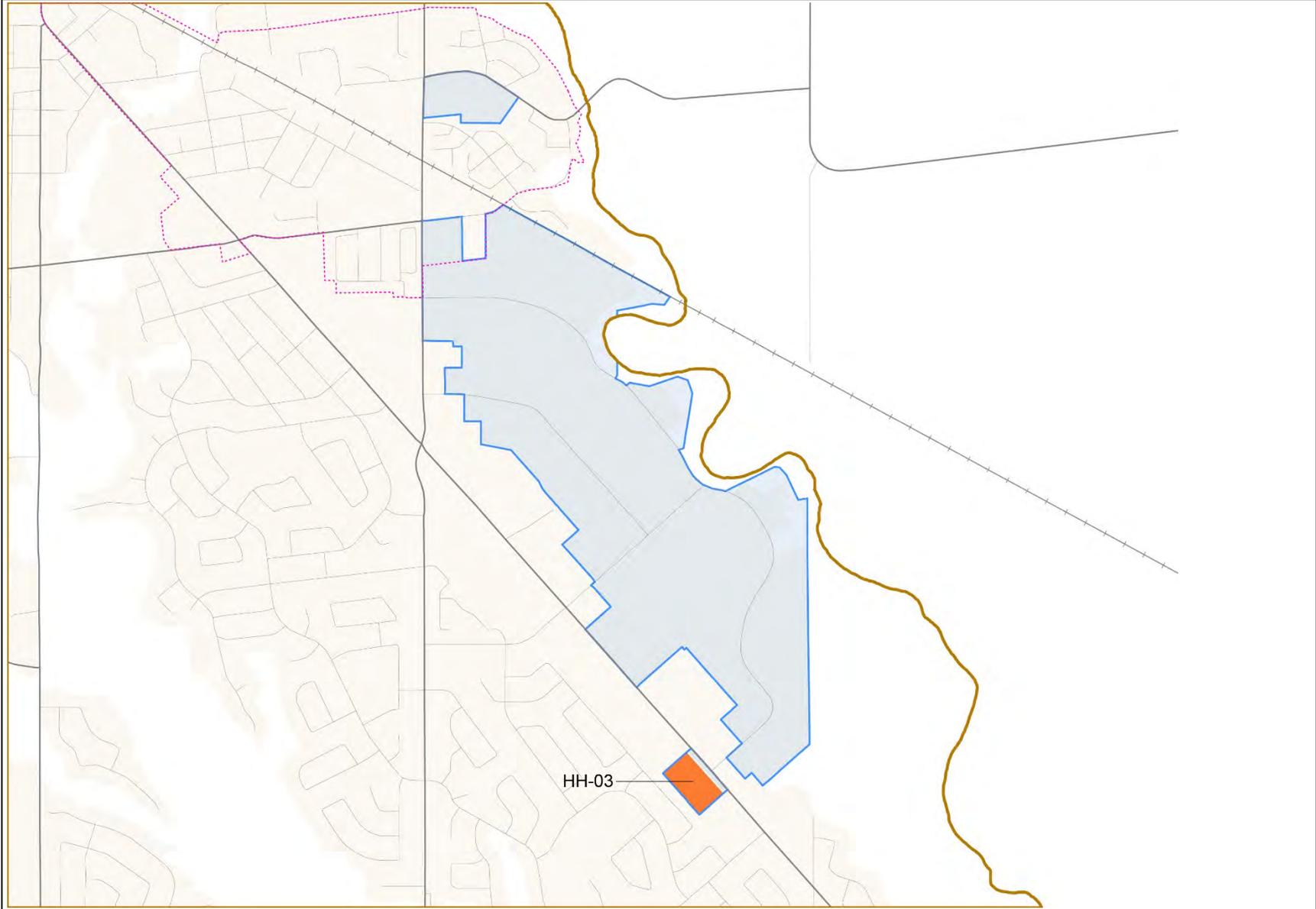
 Employment Area Conversion Request	 Regional Employment Area Overlay (IGMS)	 Proposed UGC and/or MTSA Boundary
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Conversion Request Mapping – Town of Halton Hills (Acton)



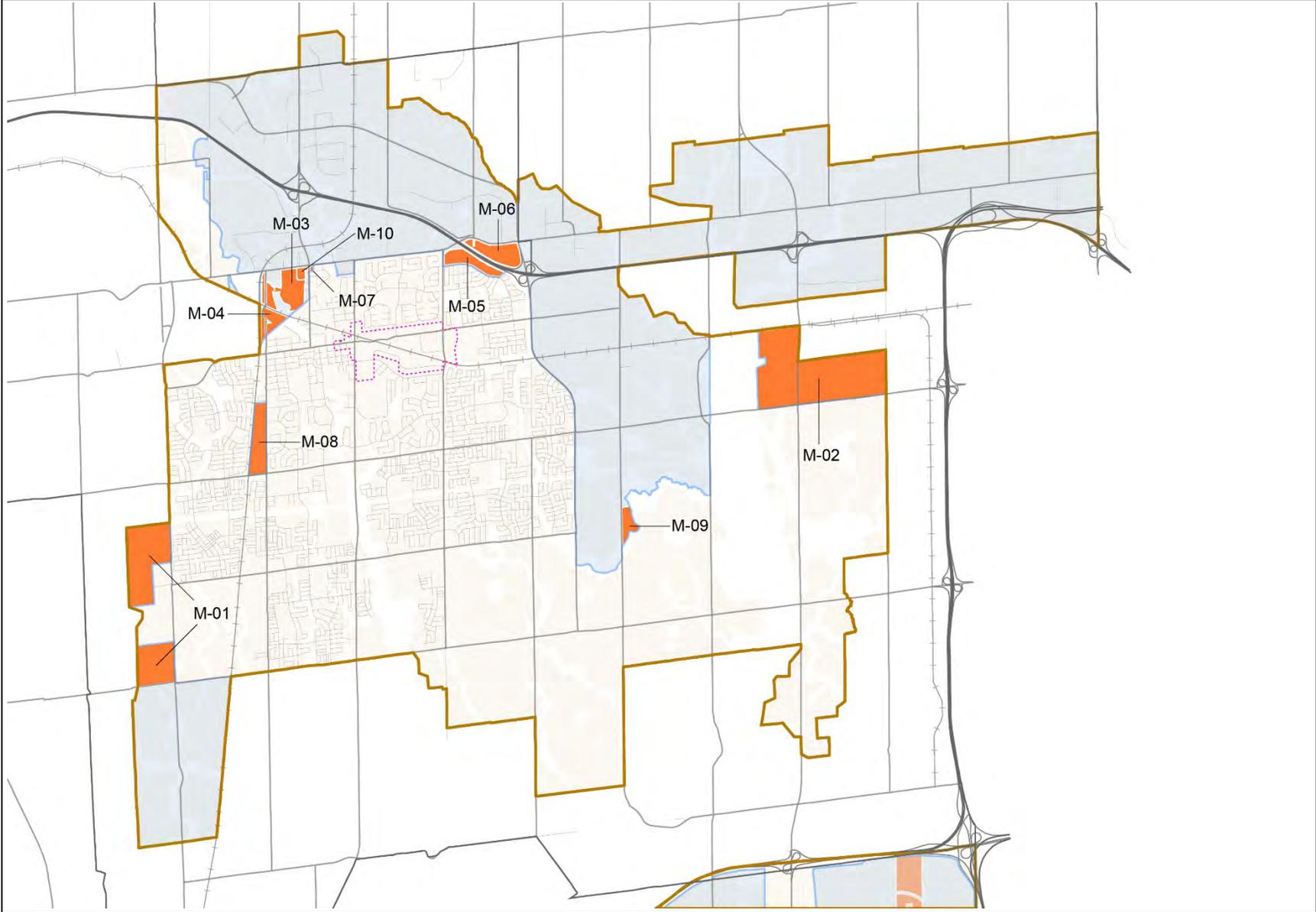
 Employment Area Conversion Request	 Regional Employment Area Overlay (IGMS)	 Proposed UGC and/or MTSA Boundary
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**Conversion Request Mapping – Town of Halton Hills (Georgetown)**



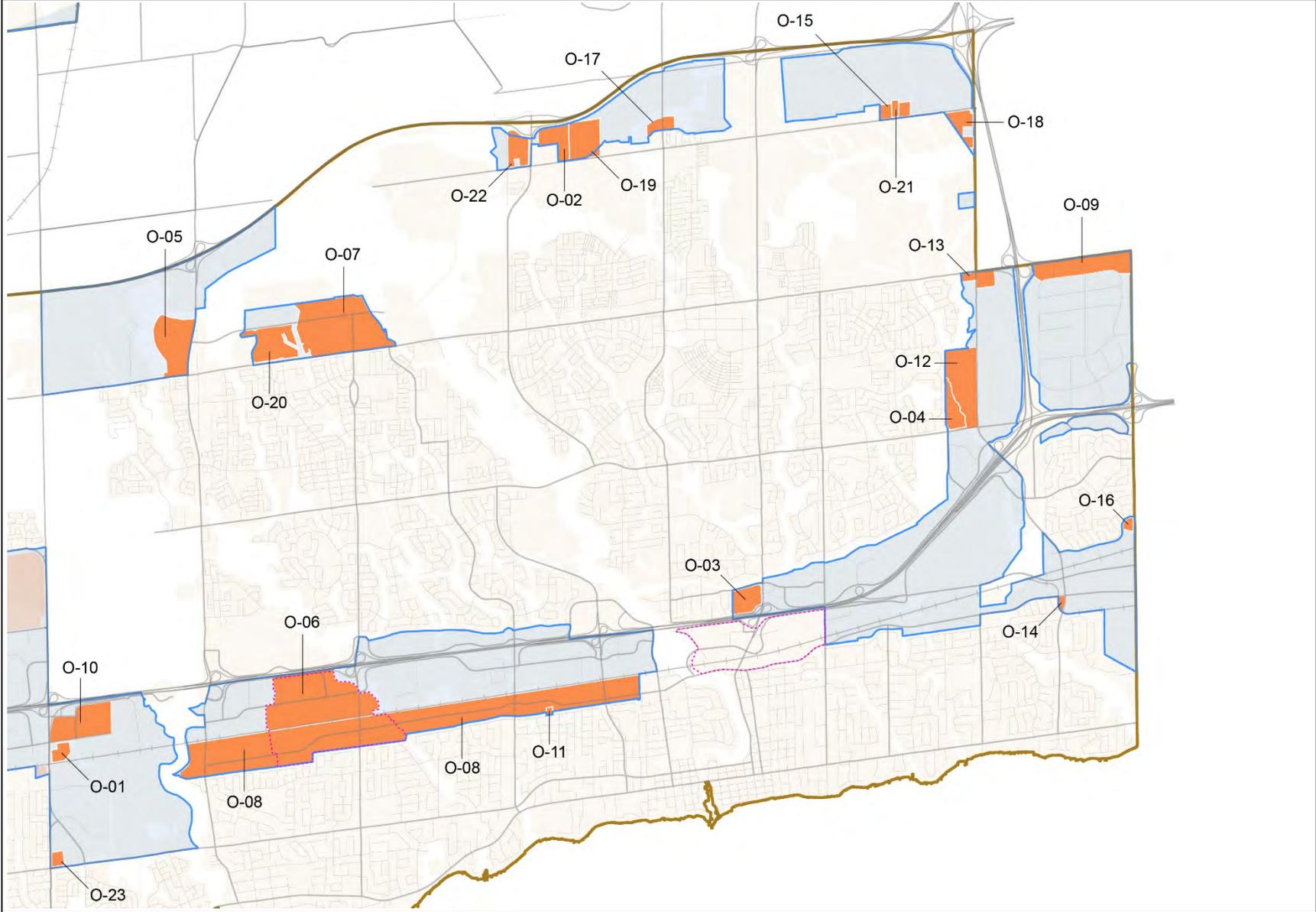
 Employment Area Conversion Request	 Regional Employment Area Overlay (IGMS)	 Proposed UGC and/or MTSA Boundary
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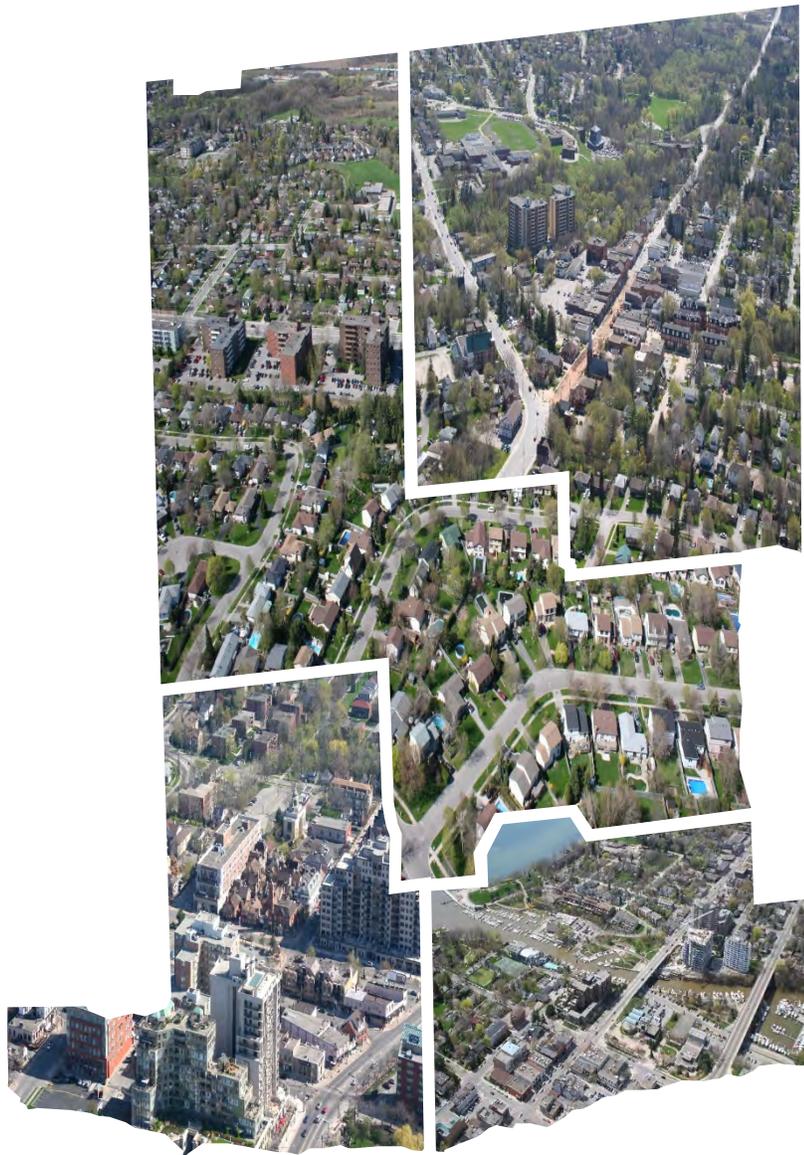
Conversion Request Mapping – Town of Milton



 Employment Area Conversion Request	 Regional Employment Area Overlay (IGMS)	 Proposed UGC and/or MTSA Boundary
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# Conversion Request Mapping – Town of Oakville





## Appendix C.2

# Employment Area Conversion Initial Assessment Summary

February 2021

## Regional Official Plan Review



## Appendix C2 – Employment Area Conversions: Initial Assessments Summary

### Overview

As described in the Regional Urban Structure Discussion Paper (June 2020), the Regional Official Plan Review (ROPR) and its municipal comprehensive review process provides an opportunity to consider requests to convert lands within the Regional Employment Areas identified in the Regional Official Plan. The requests received as part of the ROPR are documented in Appendix C1. This document, Appendix C2, summarizes the results of the initial assessment of these requests.

The assessments were undertaken in accordance with the evaluation criteria as set out in Section 4.3.2.1 of the Regional Urban Structure Discussion Paper, including the four Principles below which are based on Provincial and Regional planning policies:

- **A. Employment Land Supply**  
The supply of land required for employment purposes to the 2051 planning horizon and the ability to achieve Regional employment targets will not be adversely affected by the proposed conversion.
- **B. Demonstrated Need**  
There is a demonstrated need for the proposed conversion on the basis that it would enable a strategic opportunity for growth that supports the Regional Urban Structure and/or Local Urban Structure, or, on the basis that there are specific existing conditions or constraints associated with the subject lands that reduce or limit the opportunity for employment uses.
- **C. Employment Area Viability**  
The overall viability of an employment area will not be adversely affected by the proposed conversion.
- **D. General Considerations**  
The proposed conversion does not compromise any other relevant Regional or Local objective, policy or requirement, financial or otherwise, and can be supported by existing or planned infrastructure and public service facilities.

Each conversion request was assessed against these four Principles, supported by information in the submissions received and a review of the detailed assessment considerations identified in the Regional Urban Structure Discussion Paper. On this basis, an assessment was made as to whether the request met the Principle, did not meet the Principle, or if further analysis was required to make a determination. The resulting overall assessment of each request was made as follows:

- **Not Supported (✗)** – the assessment identified one or more of the Principles as not met;
- **Supported (✓)** – the assessment identified all of the Principles as met;
- **Further Analysis (\*)** – the assessment did not identify any Principle as not met and identified one or more Principles as requiring Further Analysis.

In addition to identifying the result of the Initial Assessment, the component of the Integrated Growth Management Strategy (IGMS) process that the conversion will be implemented through is also identified. For requests are supported, this includes the Initial Scoped Regional Official Plan Amendment (ROPA) or the Preferred Growth Concept. The requests that require further analysis are either tested as part of the Growth Concepts or subject to further evaluation on their own merit. The requests that are not supported are not recommended to advance as part of the IGMS.

**Reading This Document**

The Initial Assessments of the conversion requests identified in Appendix C1 are documented below. The requests are organized by municipality. In certain instances, requests are grouped together for the purpose of analysis due to their functional relationship and proximity. Each Initial Assessment consists of two pages. The first provides a contextual map as well as high-level summary information related to the request. Please note the following when reviewing the summary information:

- The context maps can be read in accordance with the following legend:

	Employment Area Overlay		Conversion Request Subject Lands
	Urban Area		Proposed UGC or MTSA Boundary
	Regional Natural Heritage System		

- The area in hectares referenced for each request is the area of the subject lands less the area within the Regional Natural Heritage System (RNHS) designation currently identified in the Regional Official Plan.
- References to local official plan designations are sourced from the City of Burlington’s Official Plan as approved by Halton Region in 2020 (subject to appeals); the Town of Halton Hills Official Plan (May 1, 2019 Consolidation); the Town of Milton’s Official Plan as modified by OPA 31; and, the Town of Oakville’s Livable Oakville Plan (August 28, 2018 Consolidation and subsequent amendments) and the North Oakville West and East Secondary Plans.

**Next Steps**

A period of public consultation will follow Regional Council’s consideration of the Growth Concepts Discussion Paper. This consultation window will provide an opportunity for Regional staff and stakeholders to discuss the Initial Assessments and determine whether any adjustments or changes are required for a final recommendation.

It is noted that in addition to the consideration of conversion requests, a review of the policy framework that applies to the Regional Employment Areas will occur through Phase 3 of the Regional Official Plan Review process. It is also noted that the assessment through the IGMS process considers the appropriateness of continuing to include the subject lands within the Regional Employment Areas. Support for a conversion in this document does not indicate support for a specific development or designation, which would be subject to consideration through a local planning process.

**City of Burlington****Summary of the Initial Assessment of Employment Conversion Requests within the City of Burlington**

No.	Reference Name	Initial Assessment	Principle				IGMS Implementation Process	Page
			A	B	C	D		
B-01	238 Sumach Drive	Supported	✓	✓	✓	✓	Initial Scoped ROPA	2-3
B-08	2258 Mountainside Drive	Supported	✓	✓	✓	✓	Initial Scoped ROPA	4-5
B-09	North Service Road / Industrial Street	Supported	✓	✓	✓	✓	Preferred Growth Concept	6-7
B-11	800 Burloak Drive	Supported	✓	✓	✓	✓	Initial Scoped ROPA	8-9
B-16	3270 Harrison Crescent	Supported	✓	✓	✓	✓	Initial Scoped ROPA	10-11
B-17	901 Guelph Line	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	12-13
B-18	4103 Palladium Way	Further Analysis	✓	✓	*	*	To Be Determined	14-15
B-19	3309 Harrison Court	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	16-17
B-20	4450-4480 Paletta Court	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	18-19
B-21	Bronte Creek Meadows	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	20-21
B-22	1200 King Road (Eastern Portion)	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	22-23
Multiple <sup>1</sup>	1150 & 1200 King Road (Western Portion)	Further Analysis	*	*	*	*	To Be Determined	24-25
Multiple <sup>2</sup>	Aldershot GO MTSA	Supported	✓	✓	✓	✓	Initial Scoped ROPA	26-27
Multiple <sup>3</sup>	Downtown Burlington UGC / Burlington GO MTSA	Supported	✓	✓	✓	✓	Initial Scoped ROPA	28-29

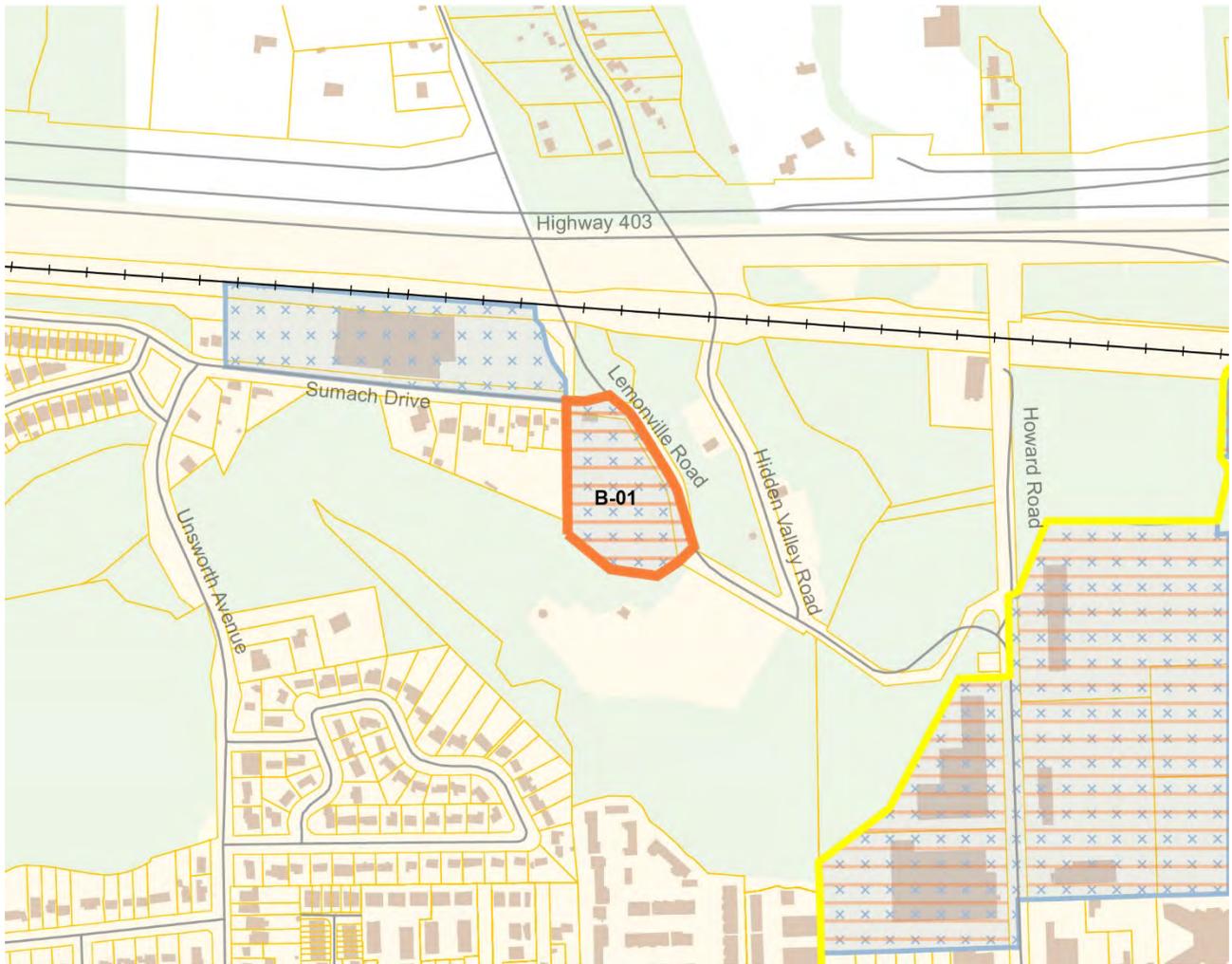
**Notes**

<sup>1</sup> – Includes Requests B-05 and B-15, the western portions of 1150 and 1200 King Road within the City's MTSA Special Planning Area

<sup>2</sup> – Includes Requests B-02, B-03, B-04, B-10, B-12, B-13, and B-14 within the Aldershot GO MTSA Boundary

<sup>3</sup> – Includes Requests B-06 and B-07 within the Downtown Burlington UGC / Burlington GO MTSA Boundary

**Request B-01 – 238 Sumach Drive**



**Summary**

The subject lands are located south of Highway 403 and west of Lemonville Road along Sumach Drive and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to enable a residential redevelopment of the lands.

**Proponent**

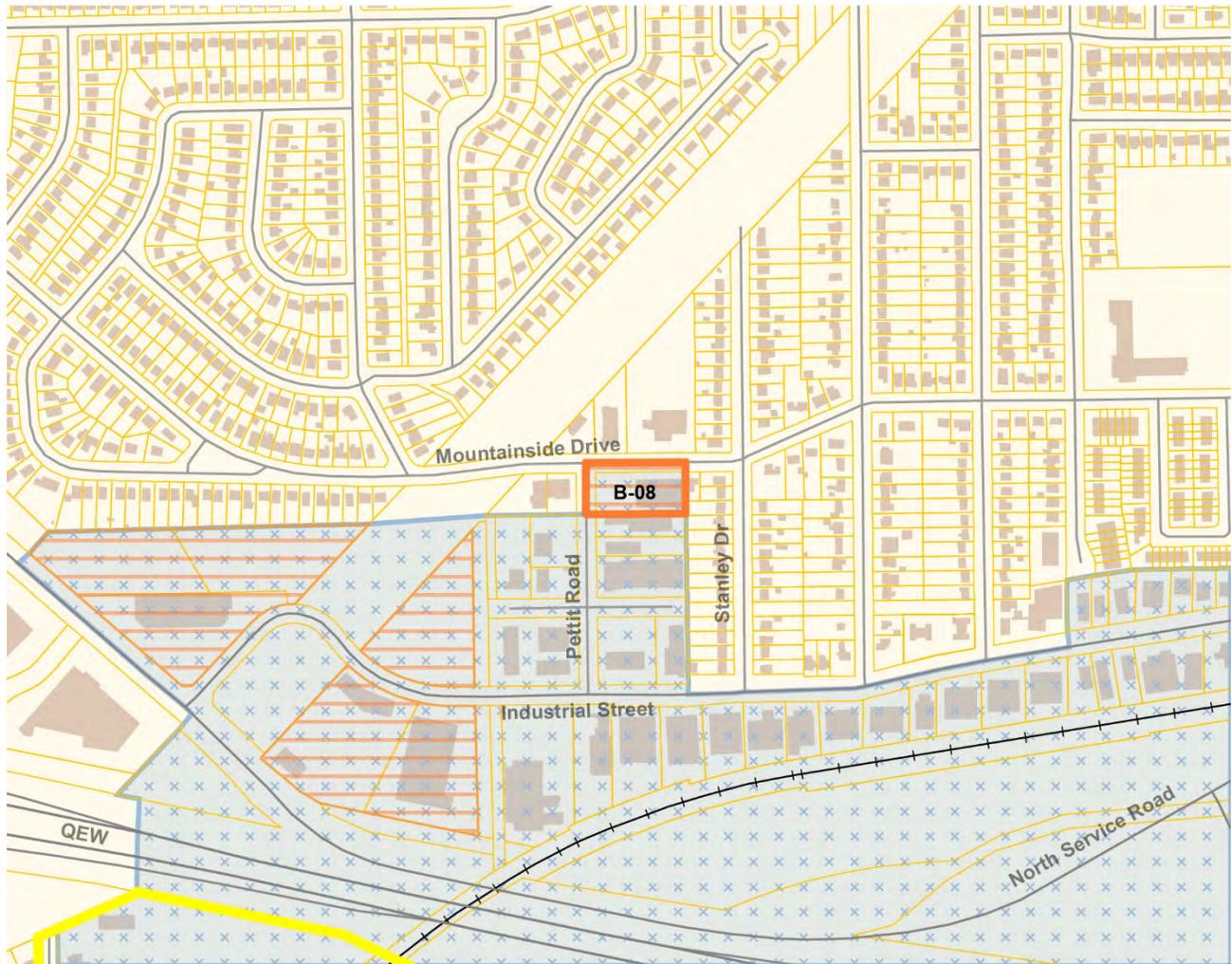
NovaCare Communities Corporation / City of Burlington (see: Item A in Appendix D to PB-04-18)

Location	Size	Local OP Designations
238 Sumach Drive	1.5 hectares	General Employment
Existing Uses	PSEZ	Adjacent Uses
Vacant	No	Employment uses (north), open space (south and east), residential uses (west).

Recommendation – Request B-01		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Request B-01		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>Given the small size of the subject lands and their limited potential to support employment growth, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific constraints that are unique to the site, including locational and physical constraints that would limit the ability to accommodate certain kinds of employment over the long-term.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of a small Regional Employment Area identified along the north side of Sumach Drive and their removal would result in a more logical boundary for the Regional Employment Area.</li> <li>Given the existing conditions, whereby residential uses exist on the south side of Sumach Drive and west of the subject lands, as well as the local zoning which only permits a limited range of employment uses that are compatible with residential uses, no significant impacts to the ongoing viability of the remaining Regional Employment Area are expected.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the small-scale of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the City of Burlington as set out in Appendix D to PB-04-18.</li> </ul>

**Request B-08 – 2258 Mountainside Drive**



**Summary**

The subject lands are located north of Industrial Street, west of Stanley Drive and east of Pettit Road, along Mountainside Drive and are currently occupied by employment uses. The removal of the lands from the Regional Employment Area is requested in order to facilitate a mixed use redevelopment for employment and residential uses.

**Proponent**

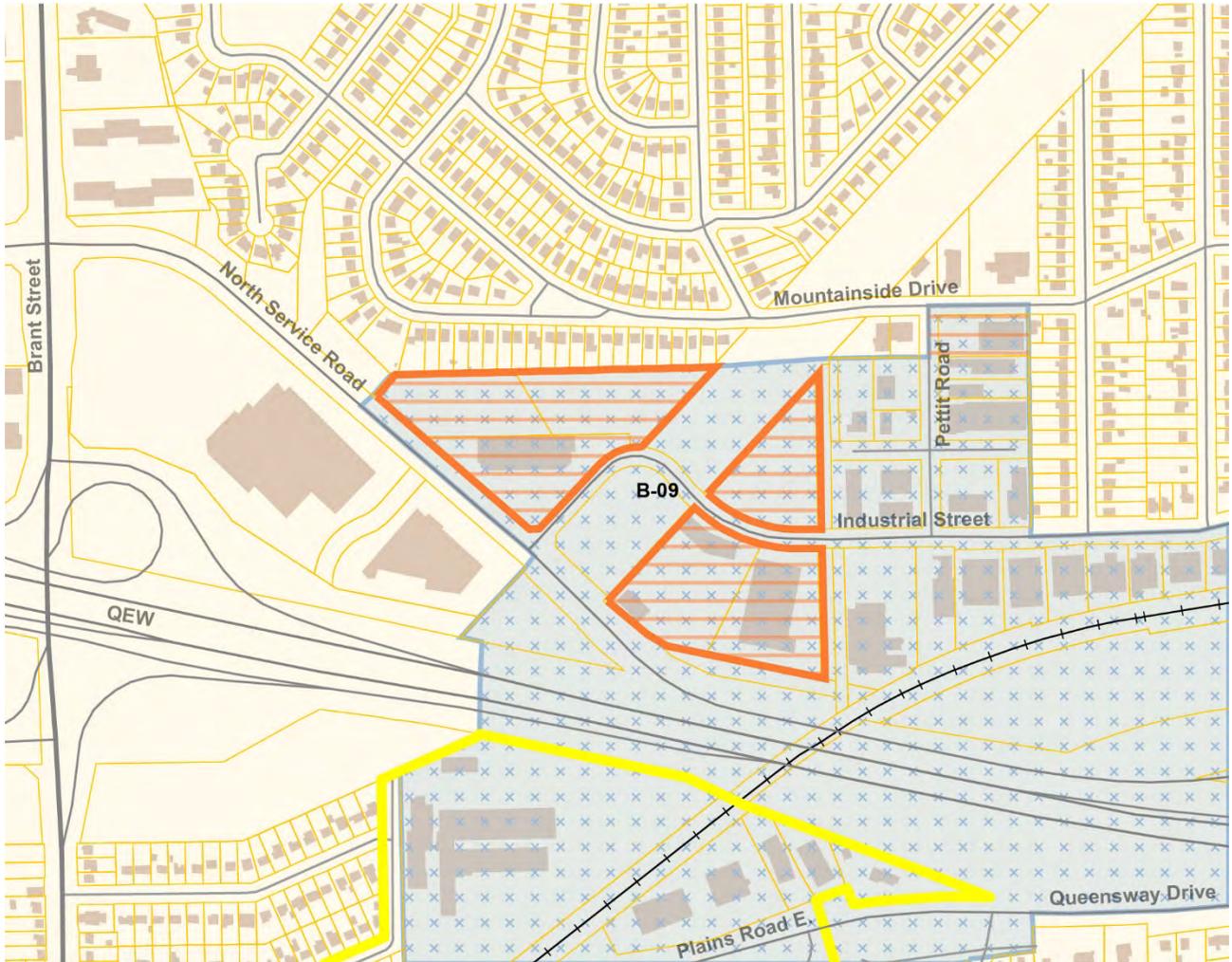
1053052 Ontario Inc. o/a Fresco Investments / City of Burlington (see: Item H in Appendix D to PB-04-18)

Location	Size	Adjacent Uses
2258 Mountainside Drive	0.4 hectares	Place of worship, residential, and commercial (north), residential (east), employment (south), commercial (west).
Existing Uses	PSEZ	Local OP Designations
Light Industrial	Yes	General Employment

Recommendation – Request B-08		
Support	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Request B-08		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>Given the small size of the subject lands and their potential to continue to accommodate employment following a conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on both site-specific conditions as well as strategic considerations.</li> <li>The conversion would recognize the functional relationship between the subject lands and the lands to the west and north which contain a mix of uses and are identified as a Secondary Growth Area in the City’s Official Plan as approved by Halton Region.</li> <li>The request also highlights the opportunity for the conversion to continue to accommodate employment uses and to enable development that supports the Regional Urban Structure and/or Local Urban Structure and contribute to strategic growth management objectives such as supporting opportunities for affordable housing.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the northern periphery of the Regional Employment Area generally identified along Industrial Drive. The removal of the subject lands would result in a logical boundary such that the lands fronting onto Mountainside Drive are excluded from the Regional Employment Area on both the west and east side of Pettit Road.</li> <li>Given the existing conditions, whereby residential and other non-employment uses are already located immediately adjacent to the subject lands on the east and north sides, no significant impacts to the ongoing viability of the remaining Regional Employment Area are expected beyond those that currently exist. In addition, the local zoning only permits a limited range of employment uses that are to be compatible with residential uses.</li> <li>While the introduction of new sensitive land uses on the subject lands could increase pressures on the continued viability of the remaining Regional Employment Area to the south over the long-term, this is mitigated by the well-defined boundaries and policy frameworks that apply to the areas in the Regional and Local official plans. In addition, the City’s rezoning process provides an opportunity to examine in detail means of ensuring appropriate measures are in place to continue protecting the lands within the Employment Area to the south.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the small-scale of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the City of Burlington as set out in Appendix D to PB-04-18.</li> </ul>

**Request B-09 – North Service Road / Industrial Drive**



**Summary**

The subject lands are located east of Brant Street and north of the QEW along North Service Road and Industrial Street and are currently occupied by commercial uses as well as open space and a hydro corridor. The removal of the lands from the Regional Employment Areas is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

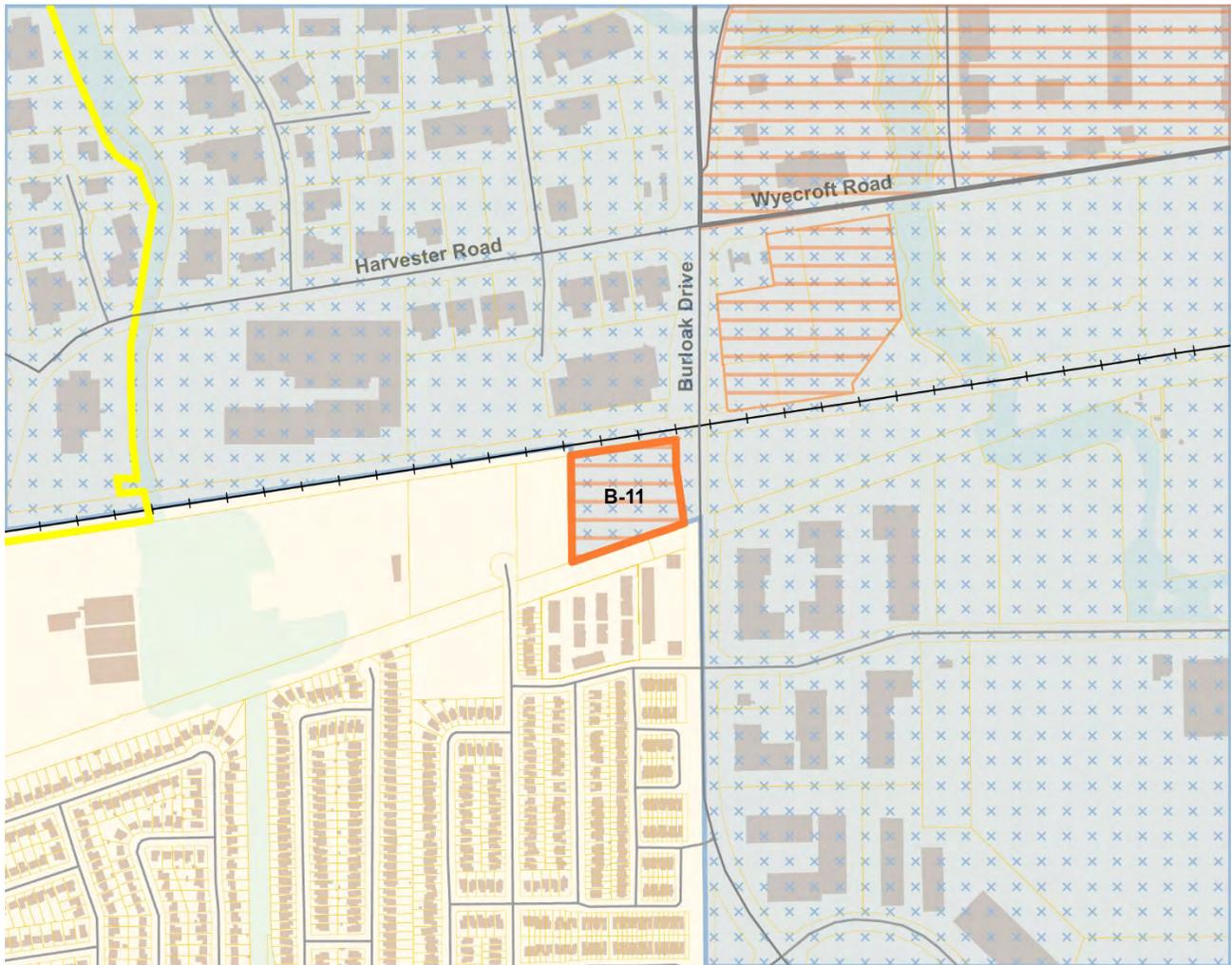
Kau GP Inc. / City of Burlington (see: Item I in Appendix D to PB-04-18)

Location	Size	Adjacent Uses
1515 North Service Road; 2202-2210 Industrial Street	3.7 hectares	Residential (north), employment (east), QEW highway (south), commercial (west).
Existing Uses	PSEZ	Local OP Designations
Commercial Uses & Open Space	Yes	Employment Commercial

Recommendation – Request B-09		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Request B-09		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses, open space, and a hydro corridor and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the western periphery of the Regional Employment Area and their removal would result in a logical boundary for the Regional Employment Area defined by natural areas and that more appropriately recognizes the non-employment uses on the subject lands and further to the west.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Area to the east given that the conversion will recognize existing commercial and open space uses which are functionally and physically separated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was supported by the City of Burlington as set out in Appendix D to PB-04-18.</li> </ul>

**Request B-11 – 800 Burloak Drive**



**Summary**

The subject lands are located west of Burloak Drive and south of the railway corridor and are currently vacant. The removal of the lands from the Regional Employment Areas is requested in order to facilitate commercial uses.

**Proponent**

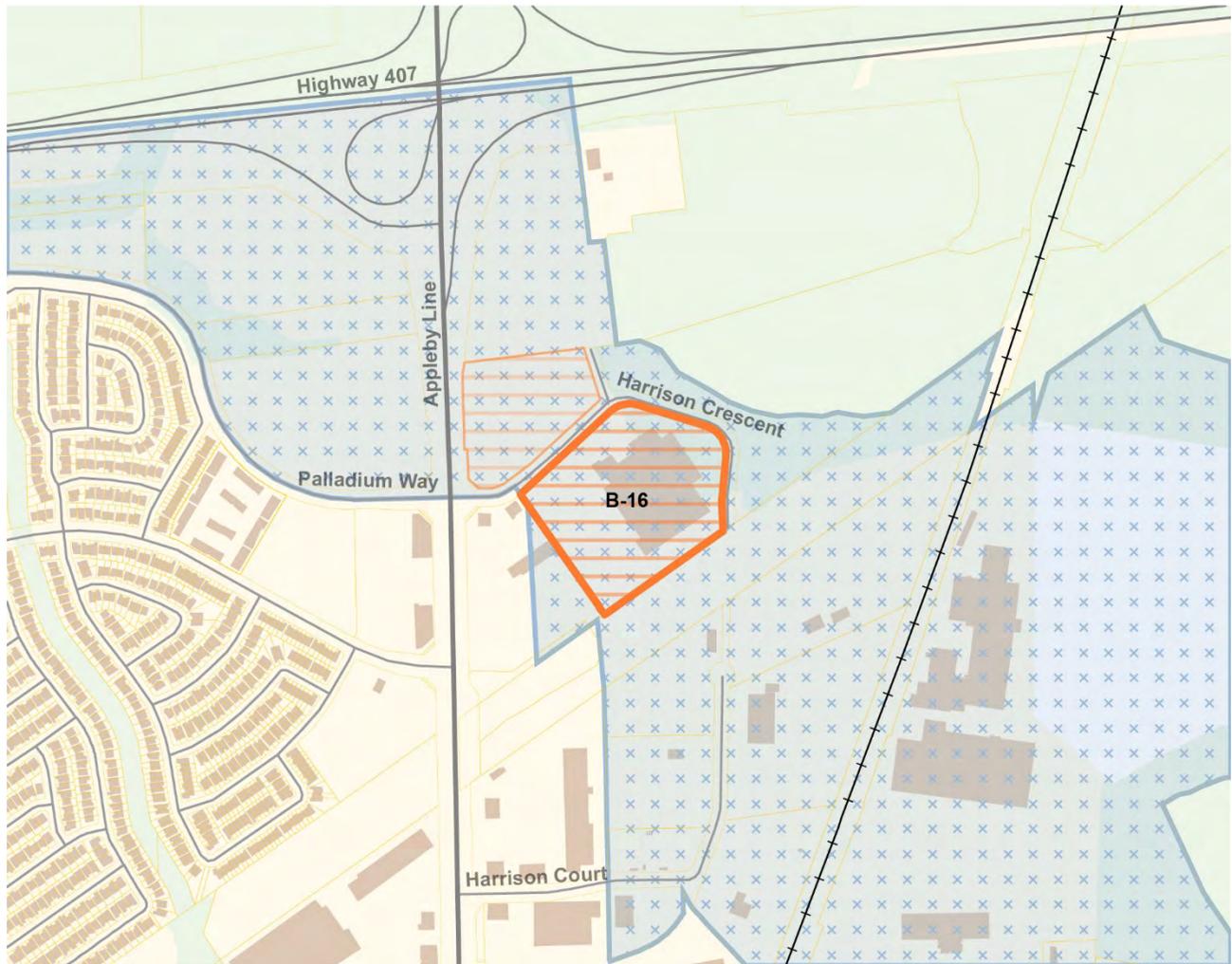
Emshih Developments Inc. & City of Burlington (see: Item K in Appendix D to PB-04-18)

Location	Size	Adjacent Uses
800 Burloak Drive	2 hectares	Rail corridor and employment (north), Burloak Drive and vacant lands (east), hydro corridor, residential, and commercial (south), open space (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	Yes	General Employment

Recommendation – Request B-11		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Request B-11		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>Given the small size of the subject lands and their potential to continue to accommodate employment, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely its physical and functional separation from the Regional Employment Area and the existing non-employment uses to the south that would limit the ability to accommodate certain kinds of employment uses over the long-term.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area and their removal would result in a logical boundary for the Regional Employment Area defined by Burloak Drive and the railway corridor to the north.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Area to the north and east as a result of the physical and functional separation of the subject lands from these areas and the City’s intention to only permit non-sensitive land uses on the subject lands that would not impact the remaining Regional Employment Area to the north following the conversion.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>The lands are located at the shared municipal boundary between Burlington and Oakville. However, no cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the small-scale of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the City of Burlington as set out in Appendix D to PB-04-18.</li> </ul>

**Request B-16 – 3270 Harrison Crescent**



**Summary**

The subject lands are located east of Appleby Line and south of Highway 407 along Harrison Crescent and are currently occupied by existing commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

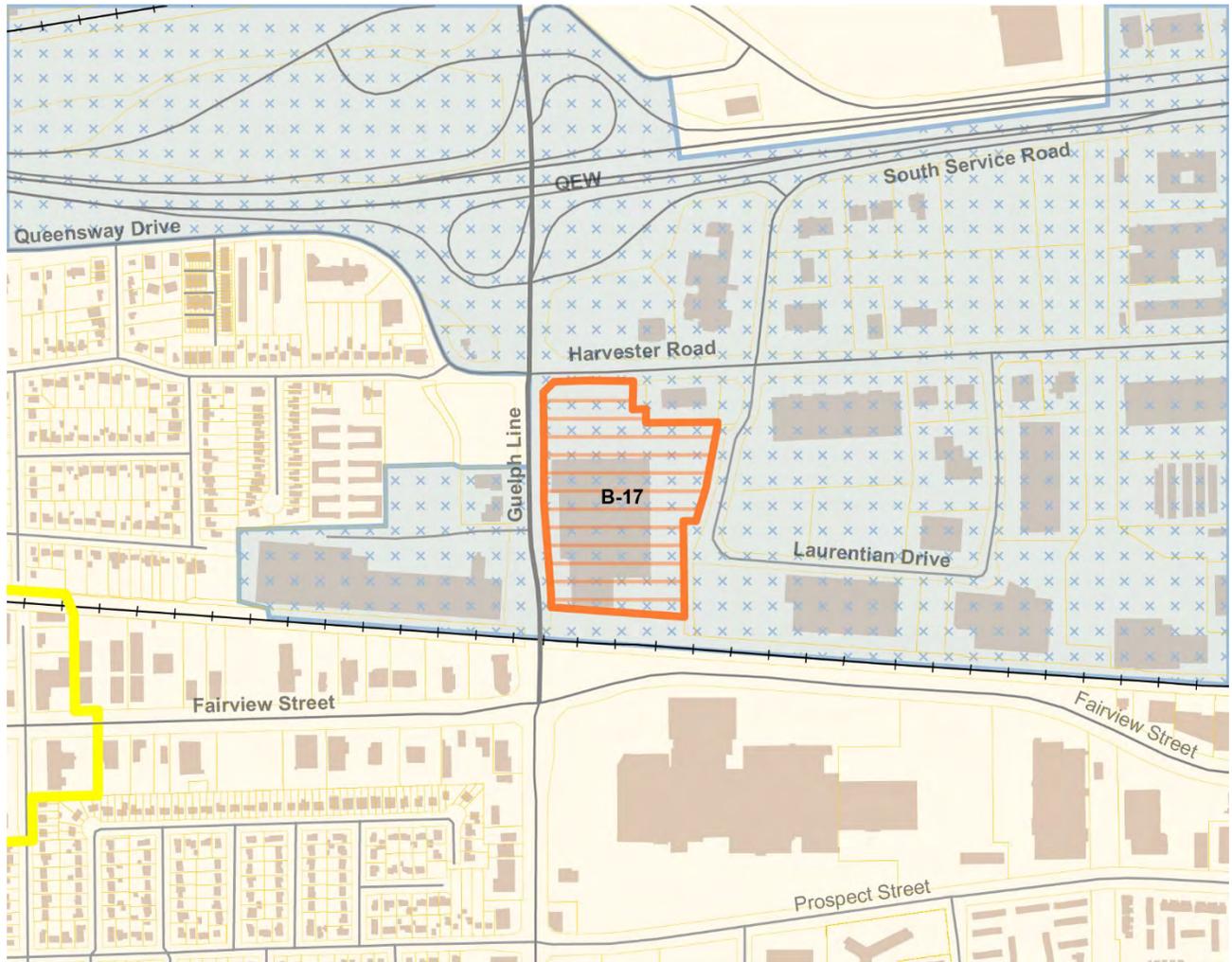
City of Burlington (see: Item P in Appendix D to PB-04-18)

Location	Size	Adjacent Uses
3270 Harrison Crescent	4.3 hectares	Vacant (north), natural heritage (east), hydro corridor and employment (south), commercial (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Mixed Use Commercial Centre / Natural Heritage System

Recommendation – Request B-16		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Request B-16		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are not located at the periphery of the Regional Employment Area as it is currently delineated. However, the removal of the lands would result in a logical boundary for the Regional Employment Area that recognizes the Regional Employment Area to the west, south of Highway 407 and the Regional Employment Area to the east on either side of the rail corridor north of Dundas Street which are functionally separated by the subject lands, a hydro corridor, and natural heritage.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the west and east given that the conversion will recognize existing commercial uses which are functionally and physically separated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was supported by the City of Burlington as set out in Appendix D to PB-04-18.</li> </ul>

**Request B-17 – 901 Guelph Line**



**Summary**

The subject lands are located at the southeast corner of Guelph Line and Harvester Road and are occupied by an existing warehouse building. The removal of the lands from the Regional Employment Area is requested in order to facilitate a mixed use redevelopment.

**Proponent**

Emshih Developments Inc.

Location	Size	Adjacent Uses
901 Guelph Line	6.4 hectares	Office and hotel (north), open space, vacant lands, employment (east), rail corridor and commercial uses (south), employment and open space (west).
Existing Uses	PSEZ	Local OP Designations
Industrial Warehouse	Yes	Business Corridor

Recommendation – Request B-17		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – Request B-17		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are a significant size, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area along the QEW Highway corridor.</li> <li>Given this context, the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>The subject lands are not identified within the Downtown Burlington Urban Growth Centre / Burlington GO Major Transit Station Area boundary as it is proposed to be delineated through the Regional Official Plan Review process. As a result, a need for the conversion is not established based on a strategic location or the need to support the Regional Urban Structure and/or Local Urban Structure.</li> <li>While the request has identified potential site-specific constraints that apply to the subject lands, these do not adequately demonstrate the need for the conversion when considered in the context of the other considerations discussed in this assessment.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>The subject lands are not on the periphery of the Regional Employment Area. There are other existing employment uses within the Regional Employment Area to the west, north, and east of the subject lands. If the subject lands were converted, this would have the effect of isolating the portion of the Regional Employment Area west of Guelph Line.</li> <li>Given the location of the subject lands within a contiguous Regional Employment Area and adjacent to a number of existing employment uses, the conversion would have the potential to introduce sensitive land uses that are incompatible with these existing uses and impact the long-term stability and viability of the area.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>The request was considered by the City of Burlington through the 2016 Employment Lands Policy Recommendation and Conversion Assessment Report (see Request #9 in Appendix C to PB-30-16). The request was not recommended for removal from the Regional Employment Areas.</li> </ul>

**Request B-18 – 4103 Palladium Way**



**Summary**

The subject lands are located northeast of Walkers Line and Palladium Way south of Highway 407 and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to accommodate a proposed retirement home in addition to the current permissions on the subject lands which include a long-term care facility.

**Proponent**

Better Life Retirement Residence Inc.

Location	Size	Adjacent Uses
4103 Palladium Way	1.5 hectares	Natural areas and Highway 407 (north), open space and residential (east), institutional uses (south), vacant employment lands (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	No	Business Corridor

Recommendation – Request B-18		
Further Analysis	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>
Assessment – Request B-18		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>Given the small size of the subject lands and their potential to continue to accommodate employment following a conversion in the form of a long-term care facility permitted in the City’s zoning by-law, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely its small scale, its proximity to existing institutional uses directly south, and the proposed development of the lands to accommodate additional institutional uses in the form of a long-term care facility, which is also a sensitive use and permitted by the City’s zoning by-law. The conversion would recognize the existing and evolving condition that sees a cluster of institutional uses at the northeast corner of Walkers Line and Palladium Way that are compatible with and provide an appropriate transition between the Regional Employment Area along the Highway 407 corridor and the residential community to the south.</li> </ul>
<b>C</b> Employment Area Viability	*	<ul style="list-style-type: none"> <li>The subject lands are not located at the periphery of the Regional Employment Area as it is currently delineated, and the removal of the lands would have the effect of creating an irregular boundary for the Regional Employment Area in this area. However, a logical boundary could be delineated by recognizing the existing and evolving institutional uses on the subject lands as well as the lands to the south known as 4085 Palladium Way and occupied by a courthouse. Removing these lands could occur while maintaining the northerly connection between the remaining Regional Employment Areas south of the Highway 407 corridor on the west and east sides of Walkers Line.</li> <li>The introduction of sensitive land uses brings with it concerns related to compatibility and the ongoing viability of the adjacent Regional Employment Areas. Land use compatibility and the continued function and viability of the Regional Employment Area were considered in the City’s evaluation of a recent rezoning application that resulted in a long-term care facility, in addition to other uses, being permitted on the subject lands. As summarized in City Report PL-20-20, the long-term care facility “would only limit the future use of Class II or Class III industrial sites, however, such uses would be limited by existing factors and not further limited by the proposed development”.</li> <li>Further analysis is required to determine: if residential uses would introduce additional compatibility or viability concerns in comparison to the existing permission for institutional uses; if there are any viability impacts due to the associated removal of 4085 Palladium Way; and, if there are implications for the Regional policy framework for institutional uses and other sensitive land uses within Employment Areas.</li> </ul>
<b>D</b> General Considerations	*	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the small-scale and location of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The conversion request has not been considered by the City and further information on the City’s position can be provided through additional consultation.</li> </ul>

**Request B-19 – 3309 Harrison Court**



**Summary**

The subject lands are located northeast of Appleby Line along Harrison Court and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit a broader range of non-employment uses in the form of commercial uses.

**Proponent**

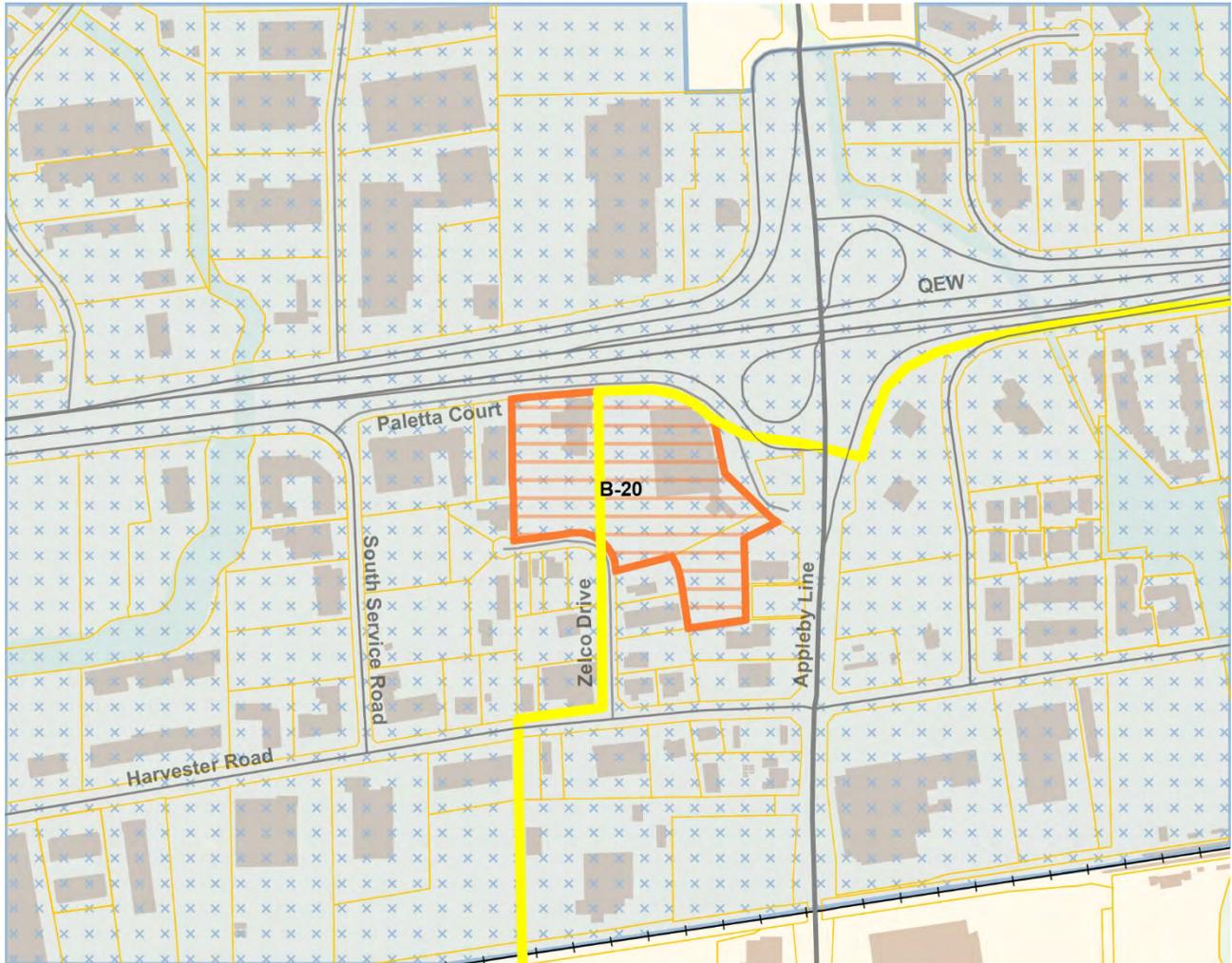
Penta Properties Inc.

Location	Size	Adjacent Uses
3309 Harrison Court	2.6 hectares	Vacant employment lands and Highway 407 (north), natural heritage (east), commercial (south), vacant employment lands (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	No	Business Corridor

Recommendation – Request B-19		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – Request B-19		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are currently vacant, and while they are only 2.5 hectares, they are strategically located in relation to goods movement facilities (in particular a highway interchange), and are part of a large contiguous Regional Employment Area south of the Highway 407 corridor from Appleby Line to Dundas Street.</li> <li>Given this context, the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure or on the basis of a site-specific condition or constraint.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>The subject lands are not on the periphery of the Regional Employment Area as it is currently delineated. However, if Request B-16 were to be supported, the subject lands would form the eastern edge of the Regional Employment Area south of the Highway 407 Corridor. If the subject lands were converted, this would have the effect of diminishing the extent of Regional Employment Area as identified on the west and east sides of the Appleby Line interchange by isolating the remaining lands on the east side, potentially undermining the continued viability of these lands.</li> <li>As the conversion of the subject lands is requested to facilitate commercial uses, the conversion is unlikely to introduce any significant compatibility concerns given the nature of commercial uses and the fact that such uses already exist in close proximity. However, as noted above, the conversion has the potential to undermine the continued viability of adjacent lands within the Regional Employment Areas.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>The request was considered by the City of Burlington through the 2016 Employment Lands Policy Recommendation and Conversion Assessment Report (see Request #15 in Appendix C to PB-30-16). The request was not recommended for removal from the Regional Employment Areas.</li> </ul>

**Request B-20 – 4450-4480 Paletta Court**



**Summary**

The subject lands are located on Paletta Court southwest of Appleby Line and the QEW Highway and are currently occupied by employment uses. The removal of the lands from the Regional Employment Area is requested in order to not preclude consideration of a diversity of uses as part of the future Area-Specific Plan for the Appleby GO MTSA.

**Proponent**

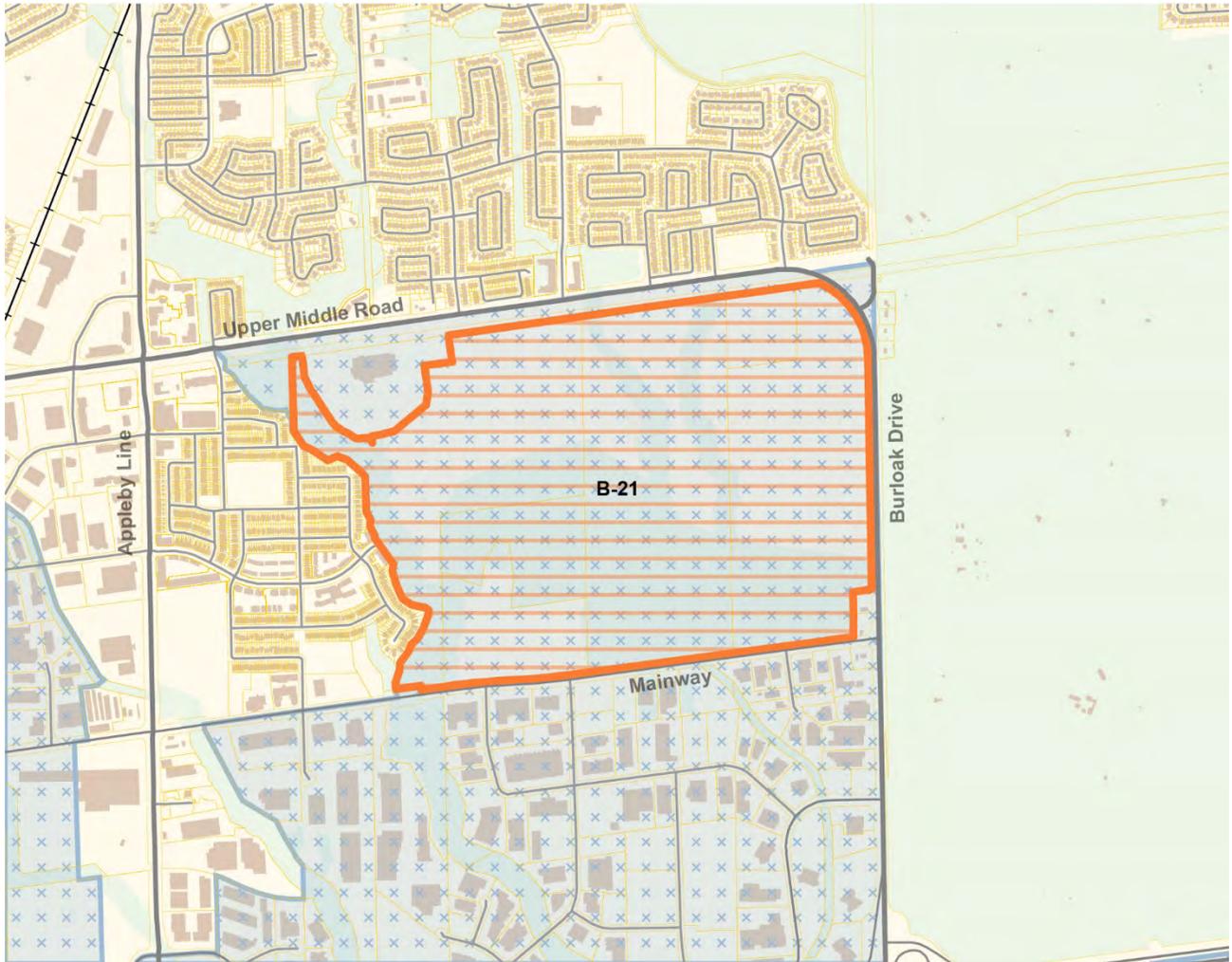
Penta Properties Inc.

Location	Size	Adjacent Uses
4450 & 4480 Paletta Court	7.6 hectares	QEW highway and employment (north), Appleby Line and employment (east), employment (south), employment (west).
Existing Uses	PSEZ	Local OP Designations
Employment	Yes	Business Corridor

Recommendation – Request B-20		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – Request B-20		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are a significant size, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area along the QEW Highway corridor.</li> <li>Given this context, the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>Although a portion of the subject lands are located within the Appleby GO Major Transit Station Area as it is proposed to be delineated through the Regional Official Plan Review, the part of this strategic growth area north of the rail corridor is intended to retain its planned function as a Regional Employment Area. As a result, a need for the conversion is not established based on a strategic location or the need to support the Regional Urban Structure and/or Local Urban Structure.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>The subject lands are not on the periphery of the Regional Employment Area. There are other existing employment uses within the Regional Employment Area on all sides of the subject lands. If the subject lands were converted, this would have the effect of creating an illogical boundary for the Regional Employment Area.</li> <li>Given the location of the subject lands within a contiguous Regional Employment Area and adjacent to a number of existing employment uses, the conversion would have the potential to introduce sensitive land uses that are incompatible with these existing uses and impact the long-term stability and viability of the area.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>The properties subject to this request were considered by the City of Burlington through the 2016 Employment Lands Policy Recommendation and Conversion Assessment Report (see Appendix C to PB-30-16). The Report recommended that the lands north of the rail corridor in the vicinity of the Appleby GO MTSA be retained within the Regional Employment Areas.</li> </ul>

**Request B-21 – Bronte Creek Meadows**



**Summary**

The subject lands are located in the area general bounded by Upper Middle Road, Burloak Drive, Mainway, and Sheldon Creek, and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit residential and commercial uses inclusive of employment uses.

**Proponent**

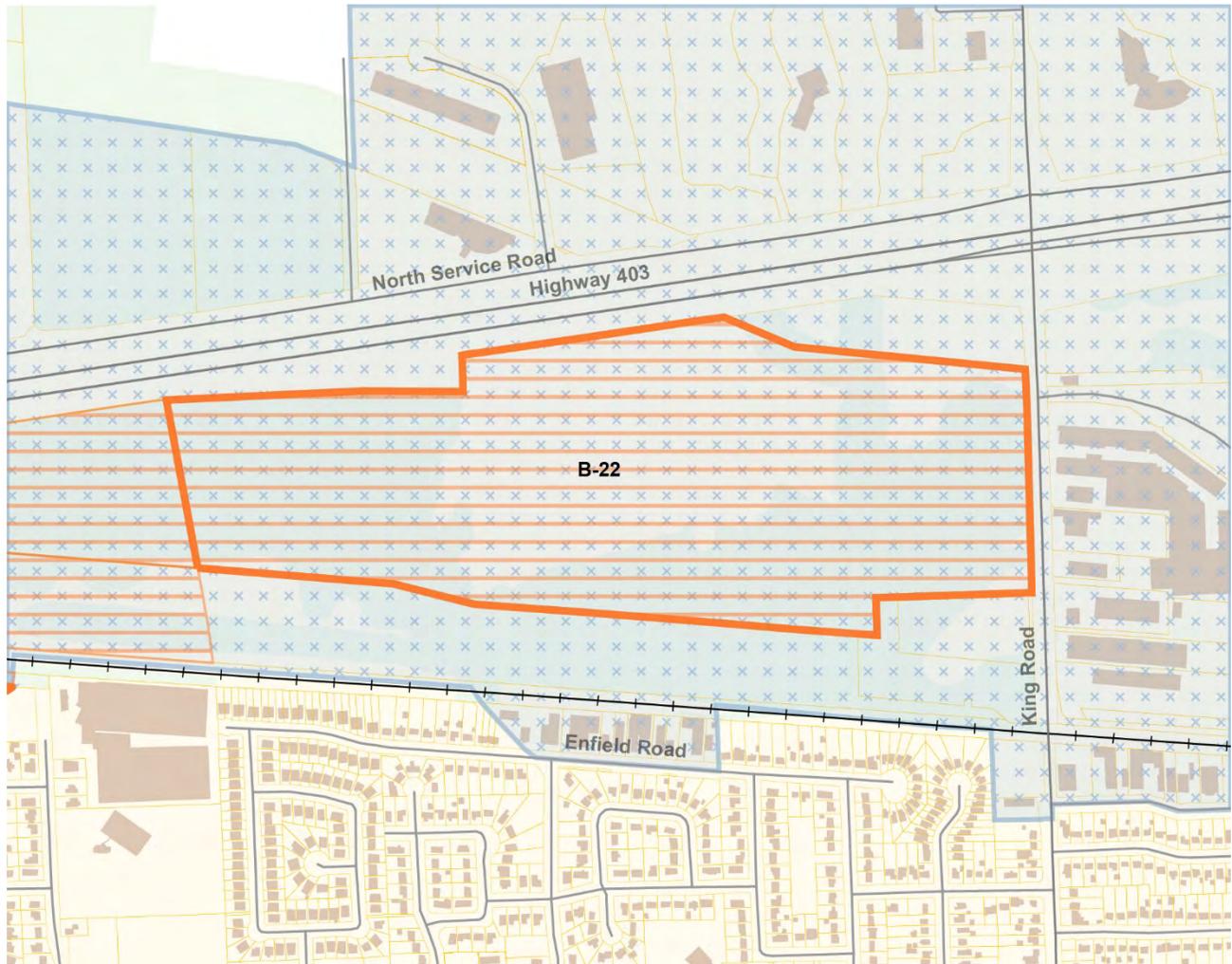
Penta Properties Inc.

Location	Size	Adjacent Uses
5164, 5366, 5470, 5900 Upper Middle Road & 5201 Mainway	71.5 hectares	Residential (north), Bronte Creek Provincial Park (east), employment (south), institutional, residential, and natural heritage (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	Yes	General Employment & City’s Natural Heritage System

Recommendation – Request B-21		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Region’s Employment Areas.</b>

Assessment – Request B-21		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are a significant size, are currently vacant, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area along the QEW Highway corridor.</li> <li>Given this context, the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure or on the basis of a site-specific condition or constraint.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>Given the significant size of the subject lands and their location within a contiguous Regional Employment Area and adjacent to a number of existing employment uses and vacant employment lands to the south, the conversion would have the potential to introduce sensitive land uses that are incompatible with these existing uses and impact the long-term stability and viability of the area.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>The properties subject to this request were considered by the City of Burlington through the 2016 Employment Lands Policy Recommendation and Conversion Assessment Report (see Request #14 in Appendix C to PB-30-16). The request was not recommended for removal from the Regional Employment Areas. The Report also recommended prioritizing Area-Specific Planning for Bronte Creek Meadows, and this direction is reflected in the City’s Official Plan as approved by Halton Region.</li> </ul>

**Request B-22 – 1200 King Road (Eastern Portion)**



**Summary**

The subject lands are located in the area general bounded by Highway 403, King Road, the GO Transit rail corridor, and the Appleby GO Major Transit Station Area and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit residential and commercial uses.

**Proponent**

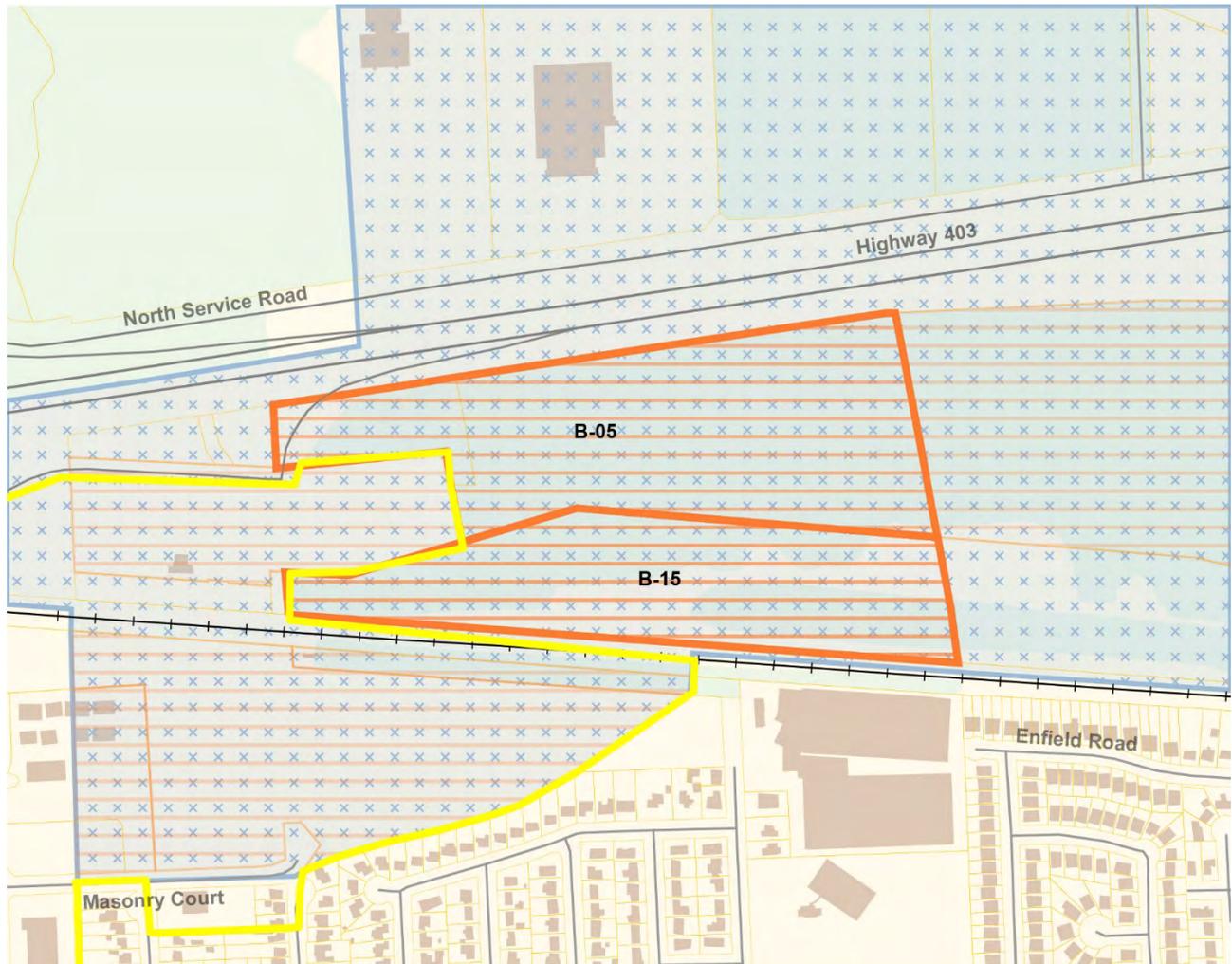
Penta Properties Inc.

Location	Size	Adjacent Uses
1200 King Road	16.8 hectares	Highway 403 and employment (north), King Road and employment (east), rail corridor and residential (south); Aldershot GO Station (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	No	Business Corridor; General Employment; Urban Corridor – Employment Lands; Employment Commercial Centre; NHS

Recommendation – Request B-22		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – Request B-22		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are a significant size, are currently vacant, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area along the Highway 403 corridor.</li> <li>Given this context, the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure or on the basis of a site-specific condition or constraint.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>The subject lands are not on the periphery of the Regional Employment Area. There are other existing employment uses within the Regional Employment Area on the north and east sides of the subject lands. If the subject lands were converted, this would have the effect of creating an illogical boundary for the Regional Employment Area, introducing the potential for compatibility issues, and undermine the long-term stability and viability of a significant component of the contiguous Regional Employment Area here.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>The western portion of 1200 King Road was considered by the City of Burlington through the 2016 Employment Lands Policy Recommendation and Conversion Assessment Report (see Appendix C to PB-30-16), however, the eastern portion (the subject lands in this request) were not requested for conversion and as a result were not assessed through the City’s process. As a result, no recommendation to remove the lands from the Regional Employment Areas has been made by the City.</li> </ul>

**Requests B-05 & B-15 – 1150 & 1200 King Road (Western Portion)**



**Summary**

The subject lands include portions of 1150 and 1200 King Road east of the boundary of the Aldershot GO MTSA as proposed to be delineated through the ROPR but within the MTSA Special Planning Area identified in the City’s Official Plan as approved by Halton Region. The removal of the lands from the Regional Employment Area is requested in order to permit the development of an Area-Specific Plan for this strategic growth area that includes a mix of uses.

**Proponent**

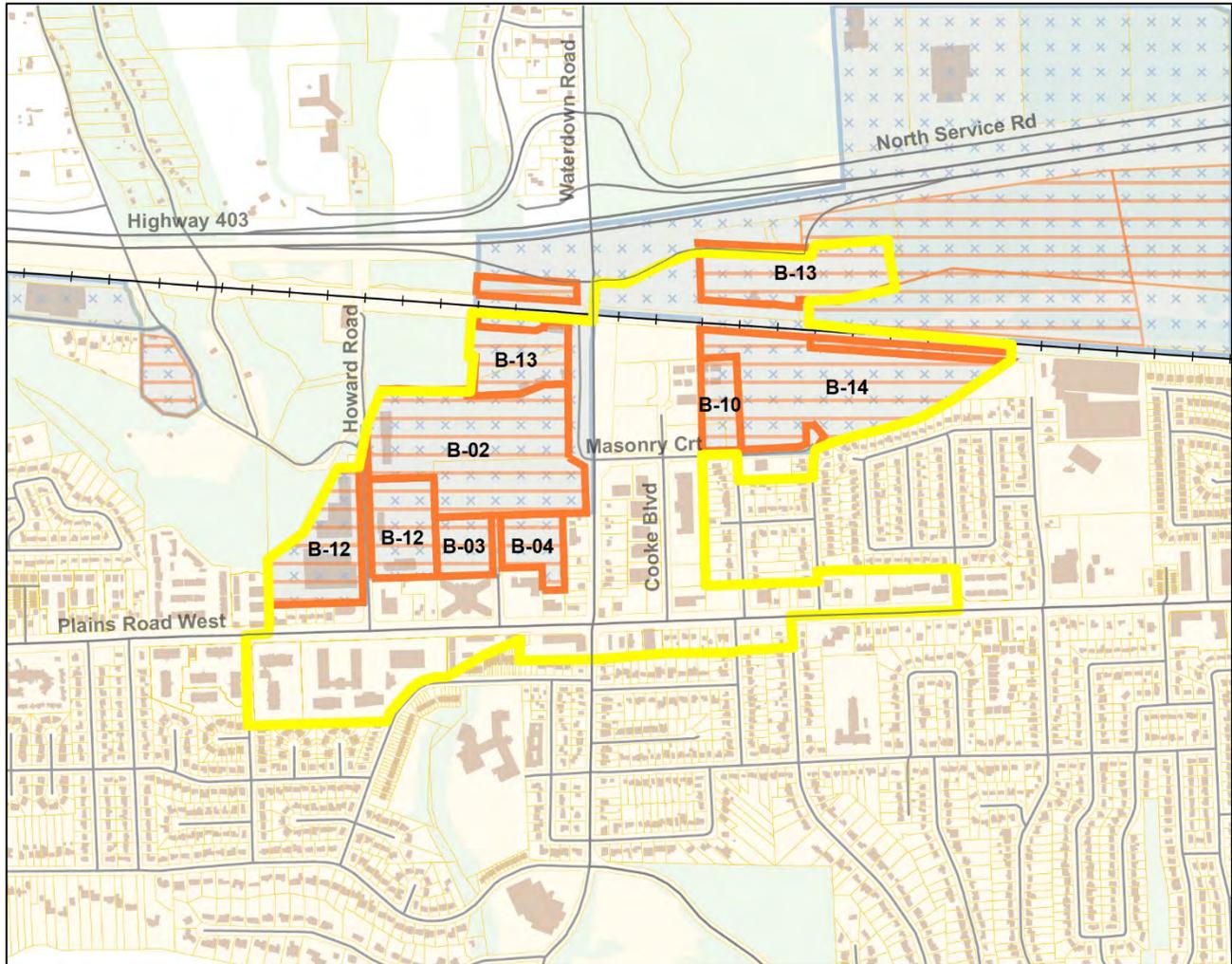
Penta Properties Inc. / City of Burlington (see: Item E & O in Appendix D to PB-04-18)

Location	Size	Adjacent Uses
1150 & 1200 King Road (Portions as described above)	3.2 hectares	Highway 403 (north); NHS and vacant employment lands (east); rail corridor (south); Aldershot GO station (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	Partial	Business Corridor; City’s Natural Heritage System

Recommendation – Request B-05 & B-15		
<b>Further Analysis</b>	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>

Assessment – Request B-05 & B-15		
<b>A</b> Employment Land Supply	*	<ul style="list-style-type: none"> <li>It is understood that environmental work pertaining to the subject lands was recently completed by the Ministry of Natural Resources and Forestry (MNRF). In a letter dated December 23, 2020, the Province noted that MNRF has reviewed and confirmed a new wetland evaluation for the provincially significant Grindstone-Falcon Creeks Wetland Complex. It notes further that the wetlands within the Complex south of Highway 403 largely occur on the 1200 King Road property.</li> <li>This recent information will be used to inform decision-making regarding the inclusion of the lands within the boundary of the Aldershot GO Major Transit Station Area as well as the assessment of the conversion request, which will occur at a later stage of the Integrated Growth Management Strategy process.</li> </ul>
<b>B</b> Demonstrated Need	*	
<b>C</b> Employment Area Viability	*	
<b>D</b> General Considerations	*	

**Request – Aldershot GO MTSA (B-02, B-03, B-04, B-10, B-12, B-13, B-14)**



**Summary**

The subject lands consist of a number of properties on the west and east sides of Waterdown Road (1032, 1035, 1060, 1077 Howard Road; 1060, 1140-1160, 1199 Waterdown Road; 1020, 1021 Emery Avenue, 120, 121 Masonry Court) within the area proposed to be delineated as the Aldershot GO Major Transit Station Area. The removal of the lands from the Regional Employment Area is requested in order to permit the development of an Area-Specific Plan for this strategic growth area that includes a mix of uses.

**Proponent**

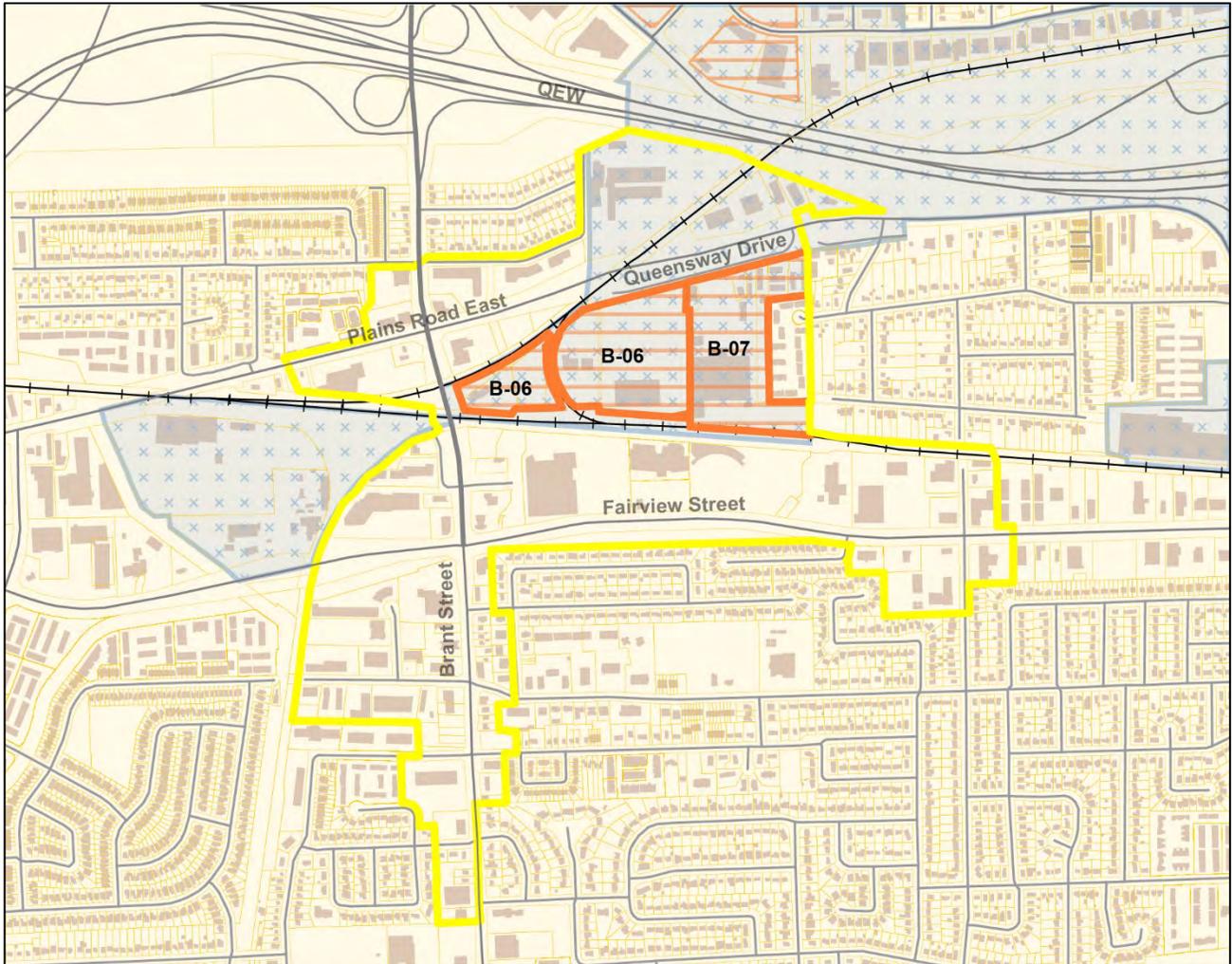
City of Burlington (see: Items B, C, D, J, L, M, N, & O in Appendix D to PB-04-18) / Aldershot Landowners Group (ALOG)

Location	Size	Adjacent Uses
Aldershot GO MTSA	38.5 hectares	Highway 403 (north), natural heritage and residential (east), Plains Road corridor (south), open space (west).
Existing Uses	PSEZ	Local OP Designations
Industrial / Warehousing / Vacant	Yes	General Employment; Business Corridor; Urban Corridor

Recommendation – Aldershot GO MTSA Requests		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Aldershot GO MTSA Requests		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands west of Waterdown Road (approximately 23.1 hectares) accommodate a range of existing industrial uses and currently function as part of the supply of lands that can accommodate these kinds of employment uses. The areas east of Waterdown Road (approximately 15.4 hectares), contain parking lots for the Aldershot GO Station, and a small amount of vacant land adjacent to existing and proposed mixed use development. Given their location and context, these lands do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term.</li> <li>The potential for the lands to continue to accommodate employment in the future, following a conversion, is a key consideration. Analysis by the City of Burlington as well as through the IGMS process has identified such potential, which is to be planned for through an Area-Specific Plan for the area as required and directed by the Regional Official Plan.</li> <li>On this basis, given the location of the subject lands and their potential to continue to accommodate a significant amount of employment following conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>A need for the conversion is demonstrated based on the strategic need to support the Regional Urban Structure and/or Local Urban Structure. The subject lands are located within the area proposed to be delineated as the Aldershot GO MTSA, forming a key strategic growth area to which a minimum density target is to be applied.</li> <li>The conversion would enable strategic opportunities for growth that support the Regional and/or Local Urban Structure – in particular, by contributing to strategic growth management objectives such as accommodating significant population and employment growth, achieving density targets within strategic growth areas, and optimizing the use of existing infrastructure and transit.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands, in their entirety, are located at the western periphery of the Regional Employment Area identified along the Highway 403 corridor in this area. A logical boundary for the Regional Employment Area can be delineated along the eastern boundary of the proposed Aldershot GO MTSA.</li> <li>The only remaining adjacent Regional Employment Area would be located to the east of the Aldershot GO MTSA. Given the physical and functional separation between these lands and the subject lands, no impacts to ongoing viability or concerns related to compatibility are anticipated, but can be planned and addressed as required through the Area Specific Plan for the area as mandated by the Regional Official Plan.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to an Area Specific Planning process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the City of Burlington as set out in Appendix D to PB-04-18.</li> </ul>

***Request – Downtown Burlington UGC / Burlington GO MTSA (B-06, B-07)***



**Summary**

The subject lands consist of a number of properties within the area proposed to be delineated as the Downtown Burlington UGC / Burlington GO Major Transit Stations Area (2070-2082, 2120, 2150-2205 Queensway Drive). The removal of the lands from the Regional Employment Area is requested in order to permit the development of an Area-Specific Plan for this strategic growth area that includes a mix of uses.

**Proponent**

City of Burlington (see: Items F & G in Appendix D to PB-04-18)

Location	Size	Adjacent Uses
Downtown Burlington UGC / Burlington GO MTSA	15.3 hectares	Rail corridor, Queensway Drive, employment (north), residential (east), rail corridor and (south), Brant Street (west).
Existing Uses	PSEZ	Local OP Designations
Industrial / Open Storage / Parking	Yes	General Employment

Recommendation – Downtown Burlington UGC / Burlington GO MTSA Requests		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Downtown Burlington UGC / Burlington GO MTSA Requests		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands includes areas currently developed for employment uses (approximately 10.4 hectares) that currently function as part of the supply of lands that can accommodate these kinds of employment uses. In addition, there are lands occupied by a parking lot for the Burlington GO Station (approximately 4.9 hectares) that, given their location and context, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term.</li> <li>The potential for the lands to continue to accommodate employment in the future, following a conversion, is a key consideration. Analysis by the City of Burlington as well as through the IGMS process has identified such potential, which is to be planned for through an Area Specific Plan for the area as required and directed by the Regional Official Plan.</li> <li>On this basis, given the location of the subject lands and their potential to continue to accommodate a significant amount of employment following conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>A need for the conversion is demonstrated based on the strategic need to support the Regional Urban Structure and/or Local Urban Structure. The subject lands are located within the area proposed to be delineated as the Downtown Burlington UGC and Burlington GO MTSA, forming a key strategic growth area to which a minimum density target is to be applied.</li> <li>The conversion would enable strategic opportunities for growth that support the Regional and/or Local Urban Structure – in particular, by contributing to strategic growth management objectives such as accommodating significant population and employment growth, achieving density targets within strategic growth areas, and optimizing the use of existing infrastructure and transit.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are not currently located at on the periphery of the Regional Employment Area as it is currently delineated. However, they are functionally separated from these other areas by Brant Street to the west and the rail corridor and Queensway Drive to the north and a logical boundary could be delineated following their removal.</li> <li>Given the physical and functional separation between the remaining Regional Employment Areas and the subject lands, no impacts to ongoing viability or concerns related to compatibility are anticipated, but can be planned for and addressed as required through the Area Specific Plan for the area as mandated by the Regional Official Plan.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to an Area Specific Planning process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the City of Burlington as set out in Appendix D to PB-04-18.</li> </ul>

**Town of Halton Hills**

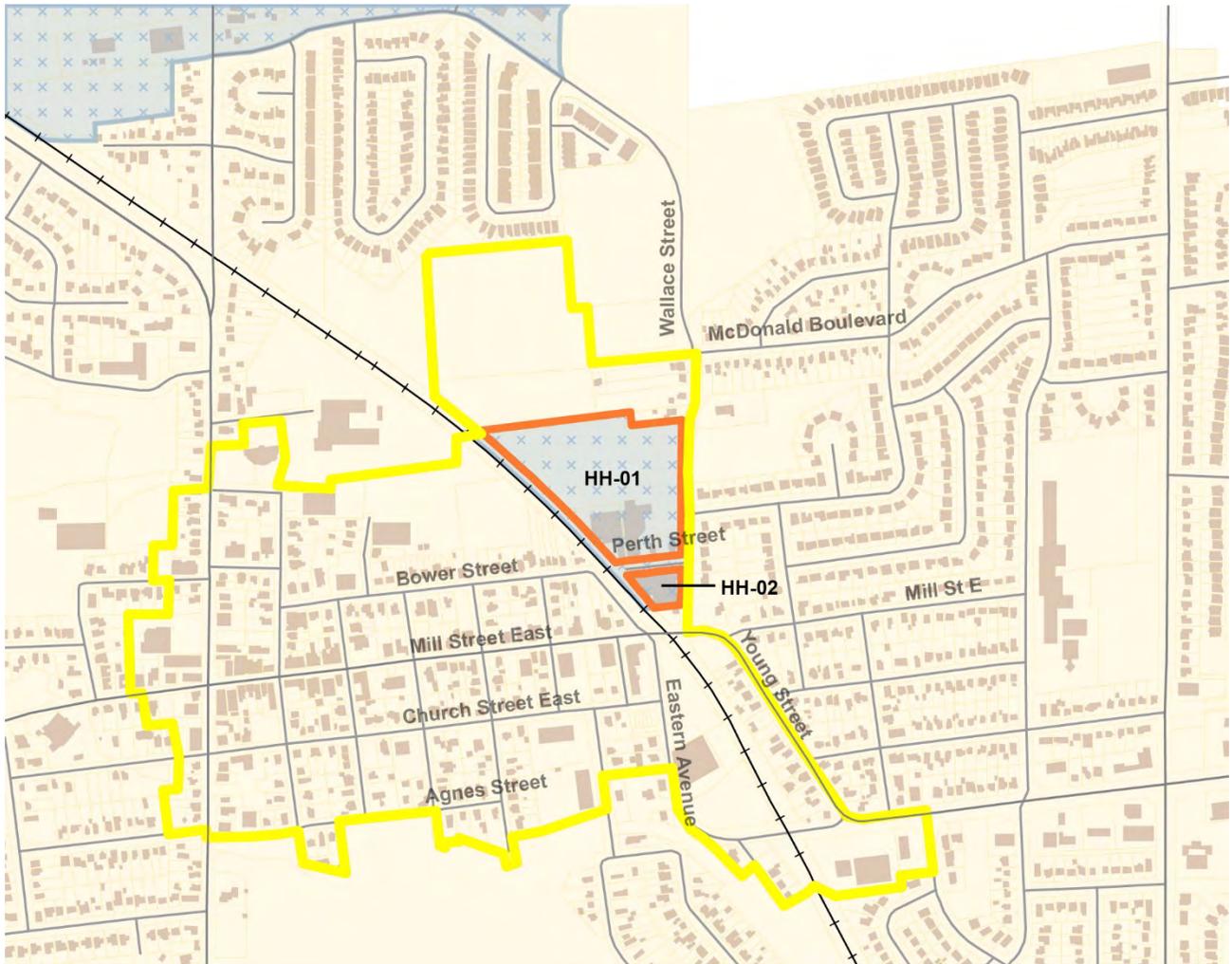
**Summary of the Initial Assessment of Conversion Requests within the Town of Halton Hills**

No.	Reference Name	Initial Assessment	Principle				IGMS Implementation Process	Page
			A	B	C	D		
Multiple <sup>1</sup>	Acton GO MTSA	Supported	✓	✓	✓	✓	Initial Scoped ROPA	31-32
HH-03	344 Guelph Street	Supported	✓	✓	✓	✓	Initial Scoped ROPA	33-34

**Notes**

<sup>1</sup> – Includes Requests HH-01 and HH-02 within the Acton GO MTSA Boundary

**Request – Acton GO MTSA (HH-01, HH-02)**



**Summary**

The subject lands are located north of Mill Street East (Highway 7), west of Wallace Street, and are currently occupied by employment uses. The removal of the lands from the Regional Employment Area is requested in order to enable a mix of uses including commercial, employment, and residential uses.

**Proponent**

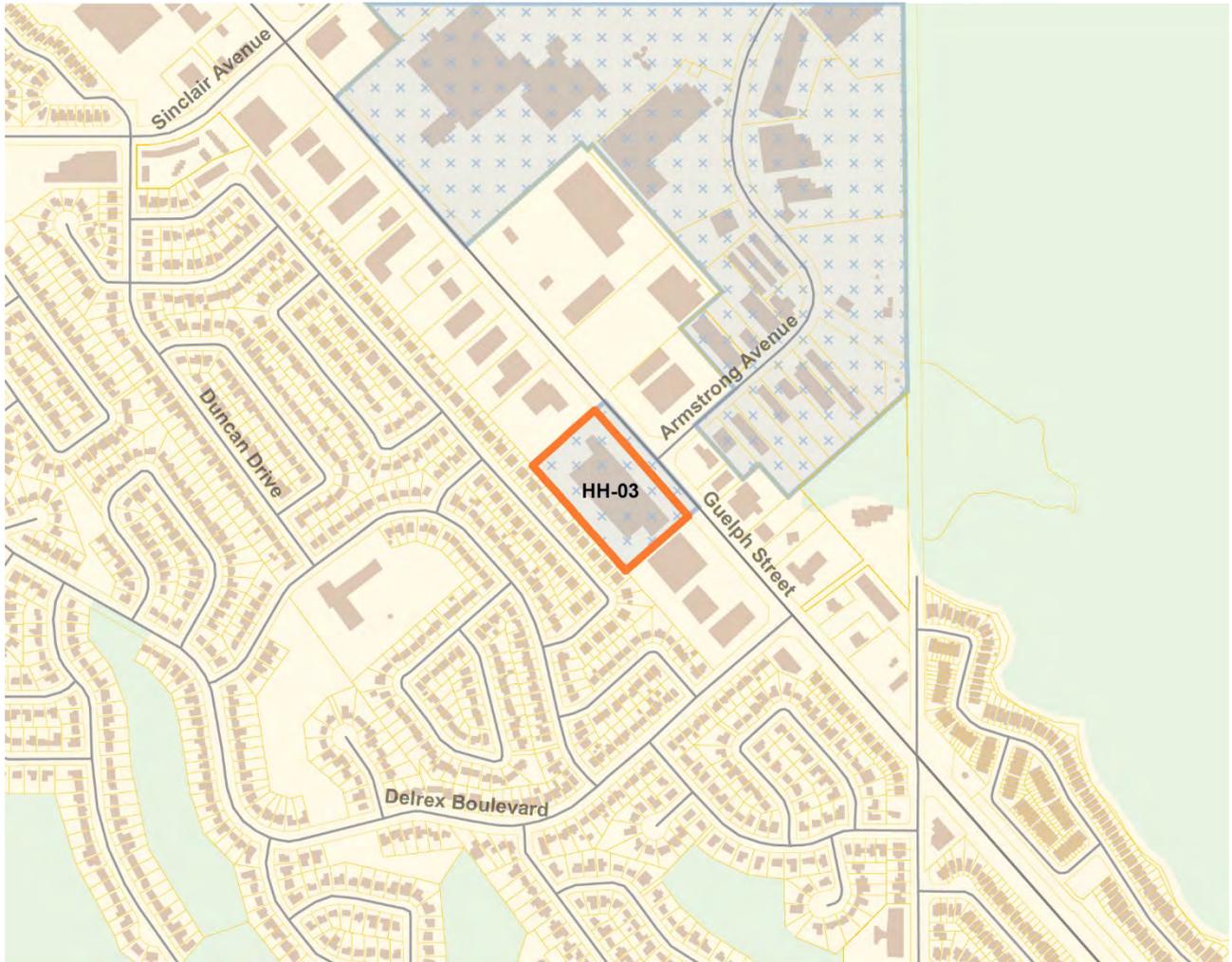
Town of Halton Hills (see Halton Hills Employment Land Needs Assessment Phases 1 & 2 Final Report)

Location	Size	Adjacent Uses
153, 159, 165, and 173 Perth Street, 12 Wallace Street	4.1 hectares	Open space and residential (north), residential (east), Acton GO Station (south), railway, Downtown Acton (west).
Existing Uses	PSEZ	Local OP Designations
Light Industrial	No	General Employment Area; Private Open Space; Low Density Residential Area

Recommendation – Request HH-01 and HH-02		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Request HH-01 and HH-02		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>Given the small size of the subject lands and their potential to continue to accommodate employment following a conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on both site-specific conditions as well as strategic considerations.</li> <li>The conversion would recognize site-specific conditions that are unique to the site, namely its physical and functional separation from other contiguous Regional Employment Areas and the existing non-employment uses that limit the ability to accommodate certain kinds of employment uses over the long-term.</li> <li>The request also supports the Regional Urban Structure and/or Local Urban Structure – the subject lands are located within the area proposed to be delineated as the Acton GO Major Transit Station Area, forming a key strategic growth area to which a minimum density target is to be applied.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands represent a small and isolated Regional Employment Area and their removal would result in no remaining employment area in this area.</li> <li>Given the size of the subject lands and their physical and functional separation from other Regional Employment Areas, no impacts to ongoing viability or concerns related to compatibility are anticipated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the small-scale of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the Town of Halton Hills as set out in the Town’s Employment Land Needs Assessment Phases 1 &amp; 2 Final Report.</li> </ul>

**Request HH-03 – 344 Guelph Street**



**Summary**

The subject lands are along Guelph Street near the intersection with Armstrong Avenue and are currently vacant. The removal of the lands from the Regional Employment Areas is requested to enable mixed use redevelopment.

**Proponent**

Town of Halton Hills (see Halton Hills Employment Land Needs Assessment Phases 1 & 2 Final Report)

Location	Size	Adjacent Uses
344 Guelph Street	2.3 hectares	Commercial and employment uses (north), commercial (east), residential (south), commercial (west).
Existing Uses	PSEZ	Local OP Designations
Industrial	No	General Employment Area

Recommendation – HH-03		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – HH-03		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>Given the small size of the subject lands and their potential to continue to accommodate employment following a conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on both site-specific conditions as well as strategic considerations.</li> <li>The conversion would recognize site-specific conditions that are unique to the site, namely its physical and functional separation from the Regional Employment Area east of Guelph Street and the surrounding existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term.</li> <li>The request also supports the Regional Urban Structure and/or Local Urban Structure – the subject lands are located within the corridor along Guelph Street identified by the Town as an area for intensification.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located in a small and isolated Regional Employment Area and their removal would result in no remaining employment area in this area.</li> <li>Given the physical and functional separation between the remaining Regional Employment Areas and the subject lands, no impacts to ongoing viability or concerns related to compatibility are anticipated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the small-scale and location of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the Town of Halton Hills as set out in the Town’s Employment Land Needs Assessment Phases 1 &amp; 2 Final Report.</li> </ul>

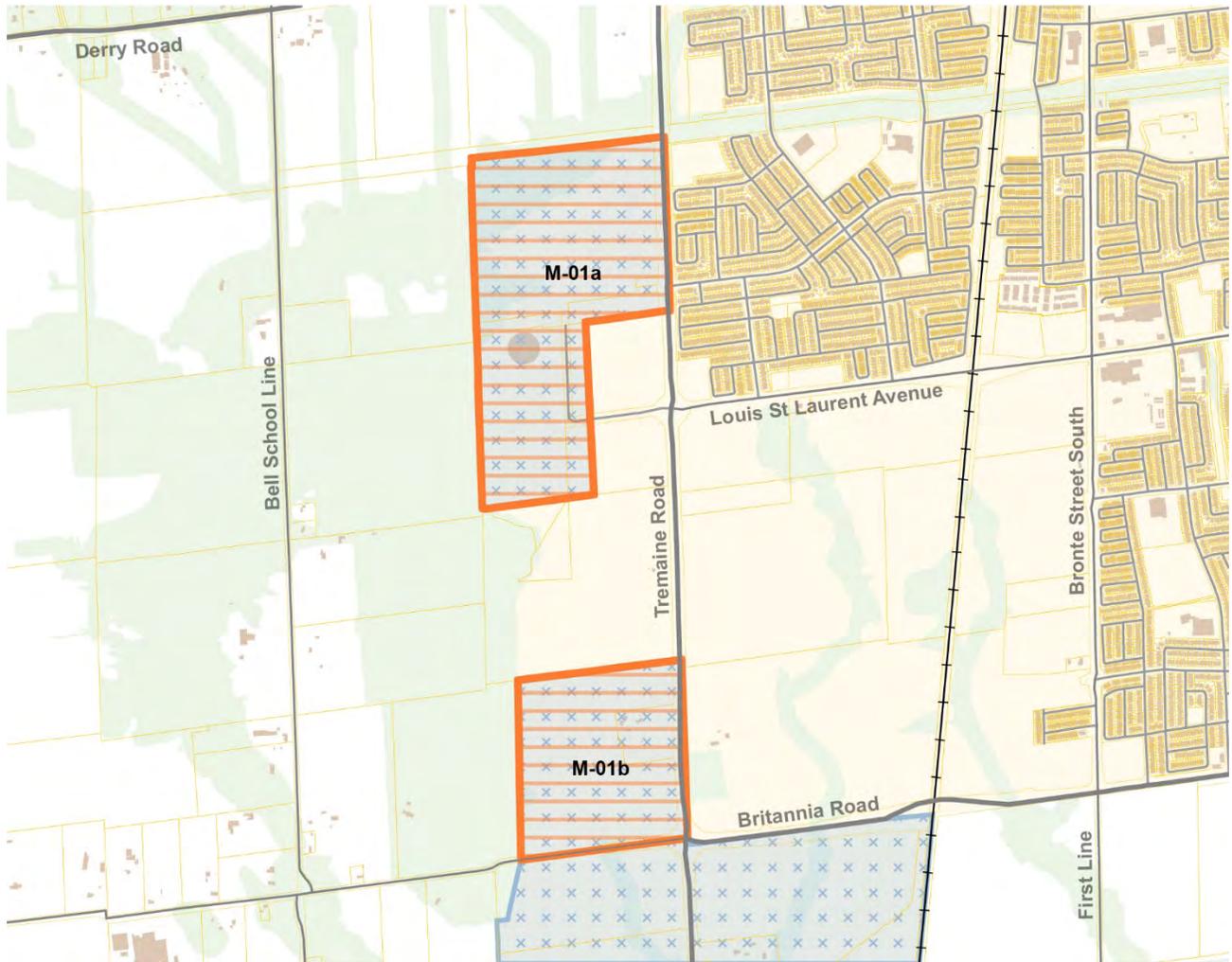
**Town of Milton****Summary of the Initial Assessment of Employment Conversion Requests within the Town of Milton**

No.	Reference Name	Initial Assessment	Principle				IGMS Implementation Process	Page
			A	B	C	D		
M-01a	Milton Education Village (Northern Portion)	Supported	✓	✓	✓	✓	Initial Scoped ROPA	35-36
M-01b	Milton Education Village (Southern Portion)	Further Analysis	*	*	*	*	Tested in Growth Concepts	37-38
M-02	Agerton	Further Analysis	*	*	*	*	Tested in Growth Concepts	39-40
M-04	Bronte/Main Lands	Supported	✓	✓	✓	✓	Initial Scoped ROPA	41-42
M-05	Maple Avenue Major Commercial	Supported	✓	✓	✓	✓	Preferred Growth Concept	43-44
M-06	Steeles Avenue East Major Commercial	Supported	✓	✓	✓	✓	Preferred Growth Concept	45-46
M-07	405 Martin Street	Supported	✓	✓	✓	✓	Preferred Growth Concept	47-48
M-08	Bronte Street South Lands	Not Supported	✗	✗	✓	✓	Not Recommended to Advance	49-50
M-09	Fifth Line Farm	Not Supported	✓	✗	✗	*	Not Recommended to Advance	51-52
Multiple <sup>1</sup>	Meritor Lands	Supported	✓	✓	✓	✓	Initial Scoped ROPA	53-54

**Notes**

<sup>1</sup> – Includes Requests M-03 (Meritor Lands) and M-10 (170 Steeles Avenue West).

**Request M-01a – Milton Education Village (Northern Portion)**



**Summary**

The subject lands are located southwest of Tremaine Road and Derry Road within the Milton Education Village (MEV) Secondary Plan Area, and are currently vacant with the exception of the Mattamy National Cycling Centre. The removal of the lands from the Regional Employment Area is requested in order to permit the implementation of an Area-Specific Plan for this area that includes a mix of uses, including post-secondary facilities and innovative employment uses.

**Proponent**

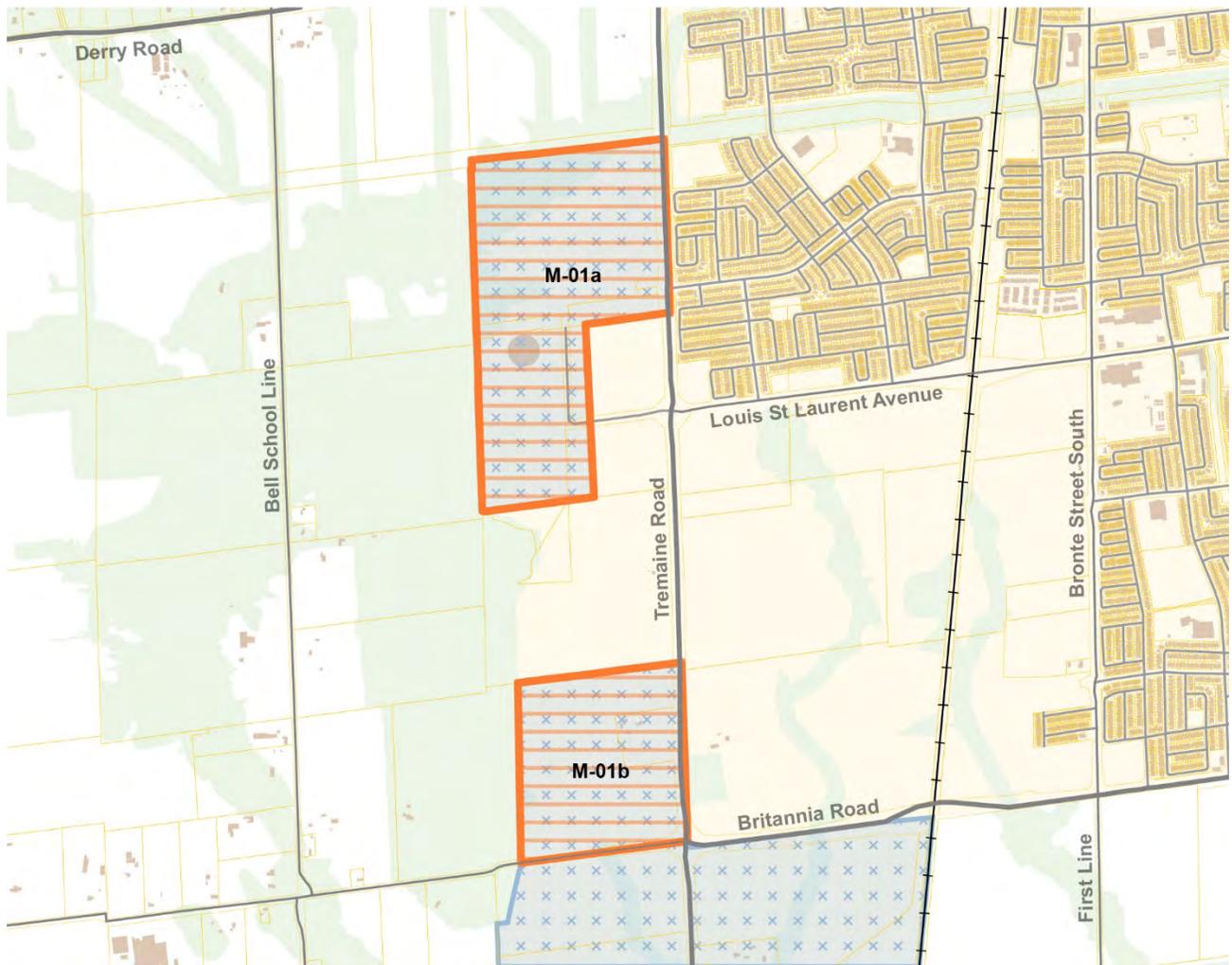
Town of Milton (see: Town Adopted Milton Education Village Secondary Plan)

Location	Size	Adjacent Uses
6554 & 6740 Tremaine Road, 2015 Pan Am Boulevard	52.1 hectares	Agricultural area (north), residential (east), vacant lands (south), Greenbelt and natural heritage system (west).
Existing Uses	PSEZ	Local OP Designations (Adopted Secondary Plan)
Vacant & Recreation	No	High Density Residential; Medium Density Residential I; Medium Density Residential II; Innovation Campus; NHS

Recommendation – Request M-01a		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Request M-01a		
A Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are largely vacant and currently function as part of the supply of lands that could potentially accommodate certain kinds of employment uses in Halton Region. However, the potential for the lands to continue to accommodate different types of employment in the future, following a conversion, is a key consideration.</li> <li>Analysis by the Town of Milton as well as through the IGMS process has identified such potential, which is to be planned for through an Area-Specific Plan for the area as required and directed by the Regional Official Plan. In particular, the Milton Education Village (MEV) as adopted by the Town of Milton identifies the potential to accommodate 3,659 jobs on the lands with the potential for additional growth over the long-term.</li> <li>On this basis, given the location of the subject lands and their potential to continue to accommodate a significant amount of employment following conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
B Demonstrated Need	✓	<ul style="list-style-type: none"> <li>A need for the conversion is demonstrated based on the strategic need to support the Regional Urban Structure and/or Local Urban Structure. The subject lands are located within the Milton Education Village (MEV) area. Further, within the MEV Secondary Plan as adopted by Town of Milton, the subject lands include portions of the areas identified as ‘Innovation Campus’ and ‘Innovation District’ which are areas planned to continue to accommodate employment following the conversion.</li> <li>The conversion would enable strategic opportunities for growth that support the Regional and/or Local Urban Structure – in particular, by contributing to strategic growth management objectives such as accommodating significant population and employment growth, supporting post-secondary education, achieving density targets within strategic growth areas, and optimizing the use of existing infrastructure and transit.</li> </ul>
C Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands represent a self-contained Employment Area that is separated from the Regional Employment Areas to the north and south. Based on this context, the conversion would remove the Regional Employment Area in its entirety, removing concerns related to compatibility and ongoing viability given the change in the overall planned context.</li> <li>Given the vacant condition of the subject lands and their physical and functional separation from other Regional Employment Areas, no impacts to ongoing viability or concerns related to compatibility are anticipated. In addition, any potential impacts could be planned for and addressed as required through the Area-Specific Plan for the area as mandated by the Regional Official Plan.</li> </ul>
D General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to an Area-Specific Planning process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request is supported by the Town of Milton.</li> </ul>

**Request M-01b – Milton Education Village (Southern Portion)**



**Summary**

The subject lands are located west of Tremaine Road and north of Britannia Road within the Milton Education Village Secondary Plan Area, and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit the implementation of an Area-Specific Plan for this area that includes a mix of uses.

**Proponent**

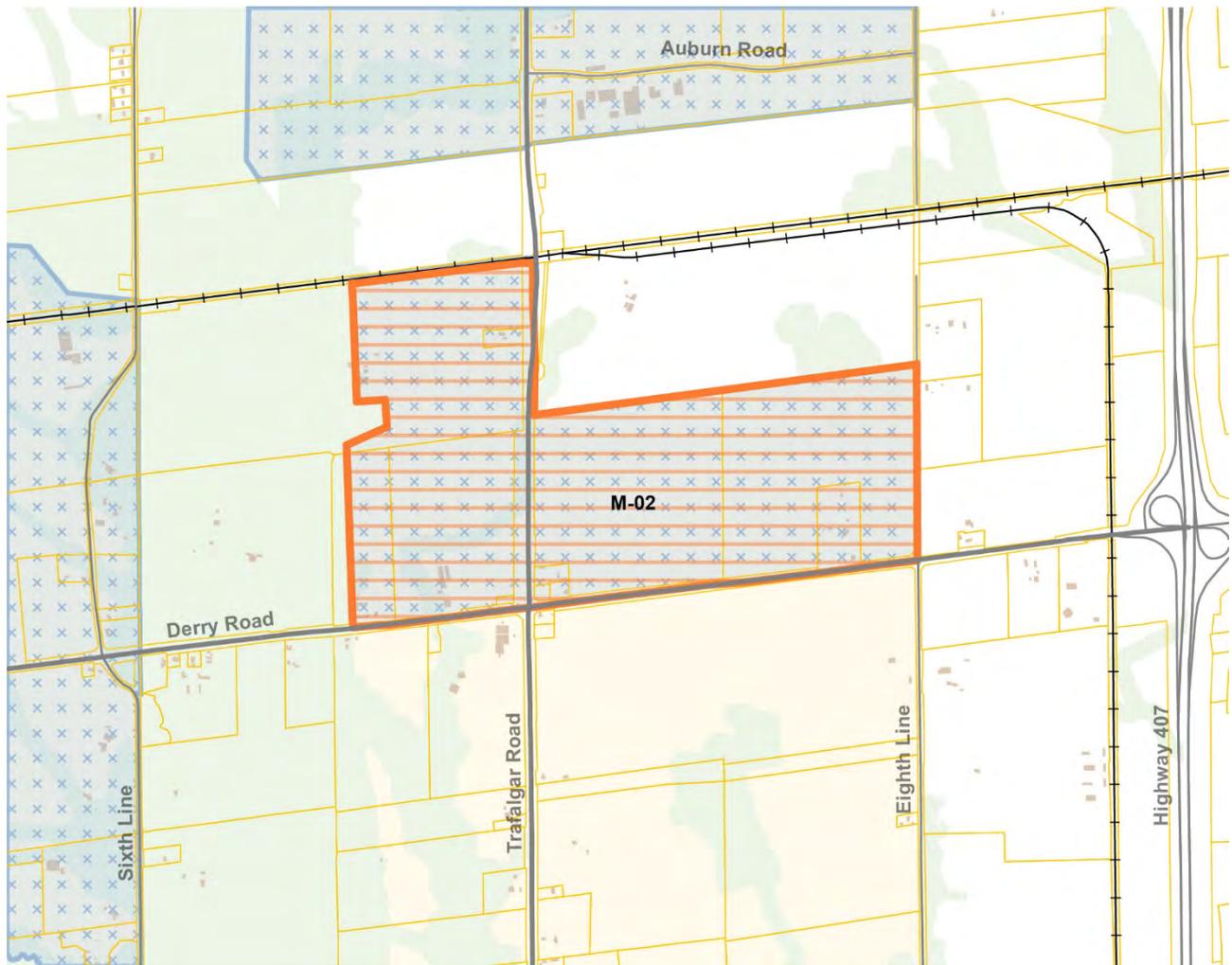
Town of Milton (see: Town Adopted Milton Education Village Secondary Plan)

Location	Size	Adjacent Uses
6116 Tremaine Road, 5465 Britannia Road	35.9 hectares	Vacant land (north), vacant land (east), vacant employment lands (south), Greenbelt and natural heritage system (west).
Existing Uses	PSEZ	Local OP Designations (Adopted Secondary Plan)
Vacant	No	High Density Residential; Medium Density Residential II; Medium Density Residential I

Recommendation – Request M-01b		
<b>Further Analysis</b>	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>

Assessment – Request M-01b		
<b>A</b> Employment Land Supply	*	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. The subject lands are of a significant size, are currently vacant, are strategically located in relation to goods movement facilities, and are part of a contiguous Regional Employment Area.</li> <li>As a result, further analysis is required to determine whether the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	*	<ul style="list-style-type: none"> <li>A need for the conversion may be established based on the strategic location of the lands in the context of the Regional Urban Structure and/or Local Urban Structure given the location of the subject lands within the Milton Education Village area.</li> <li>Further analysis is required to confirm the need for the conversion on the basis of its strategic location and strategic opportunity, including how the conversion contributes to the key strategic growth management objectives, as well as in relation to the considerations related to the overall supply of employment lands as discussed above.</li> </ul>
<b>C</b> Employment Area Viability	*	<ul style="list-style-type: none"> <li>The subject lands are connected to and part of a contiguous Regional Employment Area that extends south of Britannia Road on the west and east sides of Tremaine Road. It is recognized that the subject lands are separated by Britannia Road, which – if the subject lands were converted – could form a logical northern boundary for the Regional Employment Area.</li> <li>Given the vacant condition of the subject lands and their general separation from other Regional Employment Areas, no significant impacts to ongoing viability or concerns related to compatibility are anticipated. In addition, any potential impacts could be planned for and addressed as required through the Area-Specific Plan for the area as mandated by the Regional Official Plan. However, further analysis is required to confirm the above and address how the conversion relates to the lands that are to remain within the Regional Employment Area to the south.</li> </ul>
<b>D</b> General Considerations	*	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the size of the subject lands, further analysis is required to ensure the conversion can be supported by existing or planned infrastructure and public service facilities.</li> <li>The request is supported by the Town of Milton.</li> </ul>

**Request M-02 – Agerton**



**Summary**

The subject lands are located along Derry Road east of Sixth Line and west of Eighth Line within the Agerton Secondary Plan Area, and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit the development of an Area-Specific Plan that includes a mix of uses.

**Proponent**

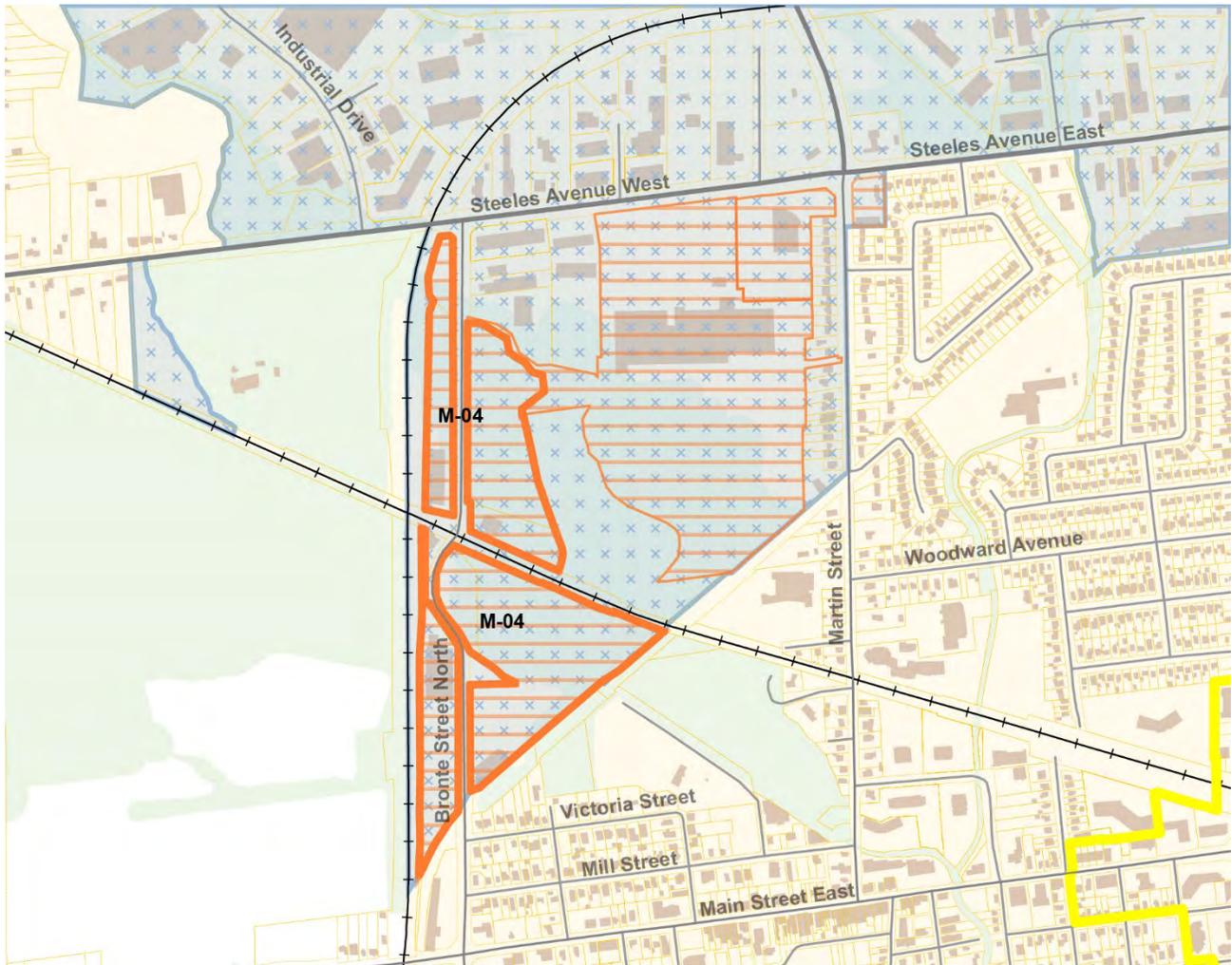
Town of Milton (see Town’s Draft Agerton Secondary Plan)

Location	Size	Adjacent Uses
7080, 7081, 7244 Trafalgar Road; 12805 & 13761 Derry Road; 7080 Eighth Line.	159.6 hectares	Rail corridor (north), agricultural area outside urban boundary (east), vacant land (south), Greenbelt Natural Heritage System (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	Yes (Partial)	Sustainable Halton Plan Growth Area – Employment; NHS

Recommendation – M-02		
Further Analysis	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>

Assessment – M-02		
<b>A</b> Employment Land Supply	*	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. The subject lands are of a significant size, are currently vacant, and are strategically located in relation to goods movement facilities. It is also recognized that there may be potential to continue to accommodate employment growth on the subject lands following a conversion through planning for a mix of uses in the context of an Area-Specific Plan.</li> <li>As a result, further analysis is required to determine whether the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	*	<ul style="list-style-type: none"> <li>A need for the conversion may be established based on the strategic location of the lands in the context of the Regional Urban Structure and/or Local Urban Structure. The subject lands are in the vicinity of the Proposed Trafalgar GO Station identified as a part of the Regional Urban Structure as a Proposed Major Transit Station Area and have been identified as part of the Agerton Secondary Plan area by the Town of Milton.</li> <li>The conversion could enable strategic opportunities for growth that support the Regional and/or Local Urban Structure – in particular, by contributing to strategic growth management objectives such as accommodating significant population and employment growth and achieving density targets within strategic growth areas.</li> <li>Further analysis is required to confirm the need for the conversion on the basis of its strategic location and strategic opportunity in relation to the considerations related to the overall supply of employment lands as discussed above as well as the status and timing of the proposed GO Transit station.</li> </ul>
<b>C</b> Employment Area Viability	*	<ul style="list-style-type: none"> <li>The subject lands represent a self-contained Employment Area that is separated from the Regional Employment Areas to the west beyond Sixth Line and to the north beyond the rail and hydro corridors. Based on this context, their conversion would remove the Regional Employment Area in its entirety, removing, in part, concerns related to compatibility and ongoing viability given the change in the overall planned context.</li> <li>Given the size of the subject lands and their physical and functional separation from other Regional Employment Areas, no impacts to ongoing viability or concerns related to compatibility are anticipated. In addition, any potential impacts could be planned for and addressed as required through the Area-Specific Plan for the area as mandated by the Regional Official Plan. However, further analysis is required to address how the conversion relates to the lands to the north owned by Canadian Pacific Railway from a compatibility perspective.</li> </ul>
<b>D</b> General Considerations	*	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the size of the subject lands, further analysis is required to ensure the conversion can be supported by existing or planned infrastructure and public service facilities.</li> <li>The request is supported by the Town of Milton.</li> </ul>

**Request M-04 – Bronte/Main Lands**



**Summary**

The subject lands consist of a number of properties on the west and east sides of Bronte Street North south of Steeles Avenue and west of Downtown Milton currently occupied by existing employment uses and natural heritage areas. The removal of the lands from the Regional Employment Area is requested in order to permit mixed-use redevelopment.

**Proponent**

Town of Milton

Location	Size	Adjacent Uses
97, 270, 380 Bronte Street North	5.6 hectares	Employment and commercial (north), rail corridor and natural heritage (east), commercial and residential (south), NHS (west).
Existing Uses	PSEZ	Local OP Designations
Employment / NHS	No	Business Park Area; Natural Heritage System

Recommendation – M-04		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – M-04		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>Given the relatively small size and constrained nature of the parcels that make up the subject lands, as well as their potential to continue to accommodate employment following a conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on both site-specific conditions as well as strategic considerations. In particular, the request identifies an opportunity for the conversion to continue to accommodate employment uses while enabling development within a mixed-use precinct that supports the Regional Urban Structure and/or Local Urban Structure. The lands are identified as both a Special Study Area and Intensification Areas within the Town’s Official Plan and could contribute to strategic growth management objectives such as supporting significant population and employment growth and optimizing the use of infrastructure.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are generally located on the southern periphery of the broader contiguous Regional Employment Area identified in the Town of Milton Official Plan as the 401 Industrial / Business Park area. Within this area, the subject lands are further separated by natural heritage and the railway corridor. A logical boundary could be delineated following their removal.</li> <li>Given the size of the subject lands and their physical and functional separation from other Regional Employment Areas, no impacts to ongoing viability or concerns related to compatibility are anticipated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to more detailed planning processes process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request is supported by the Town of Milton.</li> </ul>

***Request M-05 – Maple Avenue Major Commercial***



**Summary**

The subject lands are located south of Highway 401, east of Thomson Road North, and north of Maple Avenue, and are currently occupied by commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

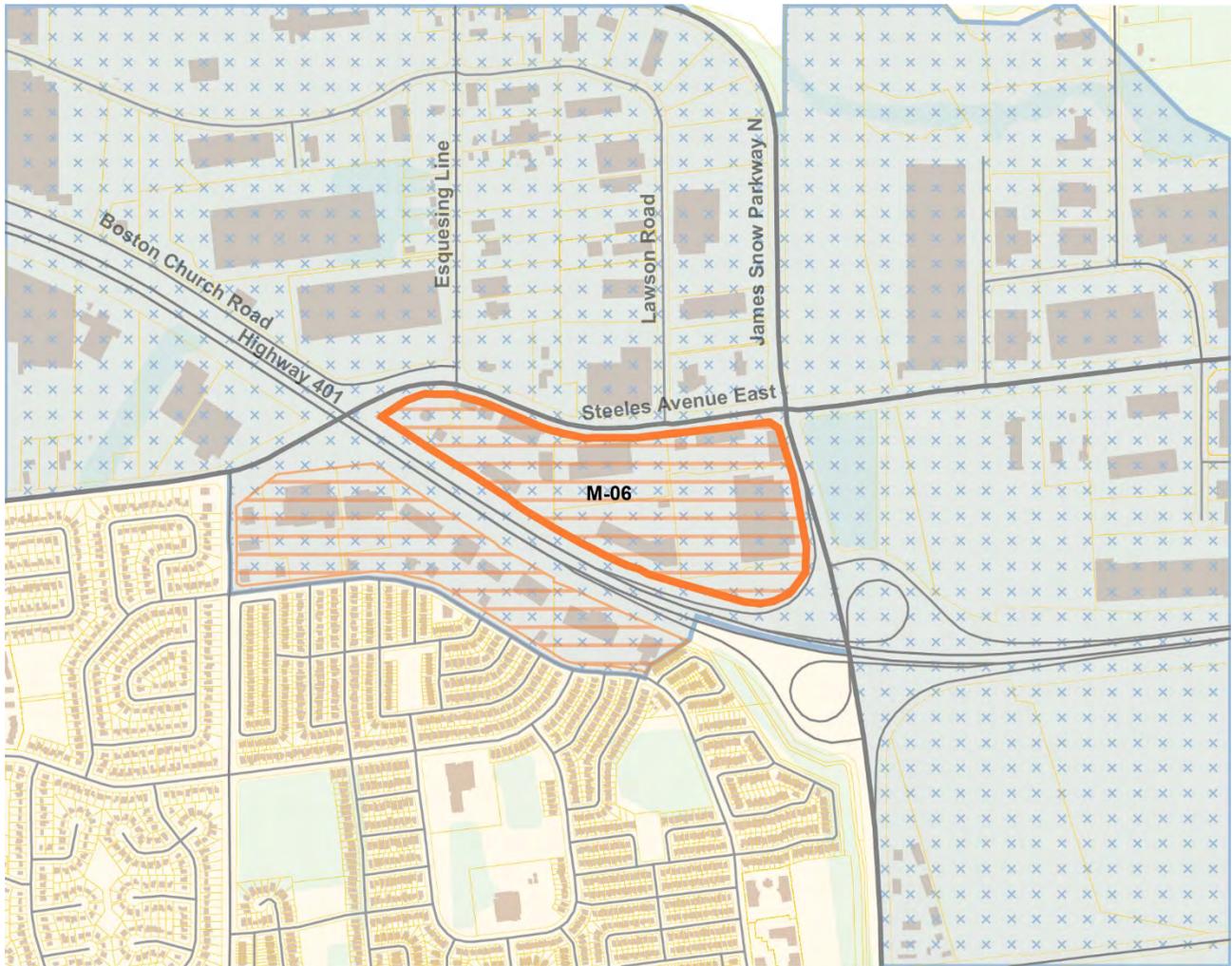
Town of Milton

Location	Size	Adjacent Uses
1003, 1013, 1079, 1100, 1195 Maple Avenue	15.7 hectares	Highway 401 and Steeles Avenue East (north), residential (east), residential (south), residential and employment lands (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Major Commercial Centre

Recommendation – M-05		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – M-05		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and are functionally separated from the contiguous Regional Employment Area to the north beyond Highway 401 and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area and their removal would result in a logical boundary for the Regional Employment Area defined by Steeles Avenue East and Highway 401 and that more appropriately recognizes the non-employment uses on the subject lands.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Area to the north given that the conversion will recognize existing commercial uses which are functionally and physically separated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Milton staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

***Request M-06 – Steeles Avenue East Major Commercial***



**Summary**

The subject lands are located north of Highway 401, west of James Snow Parkway North and south of Steeles Avenue East, and are currently occupied by a range of existing commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

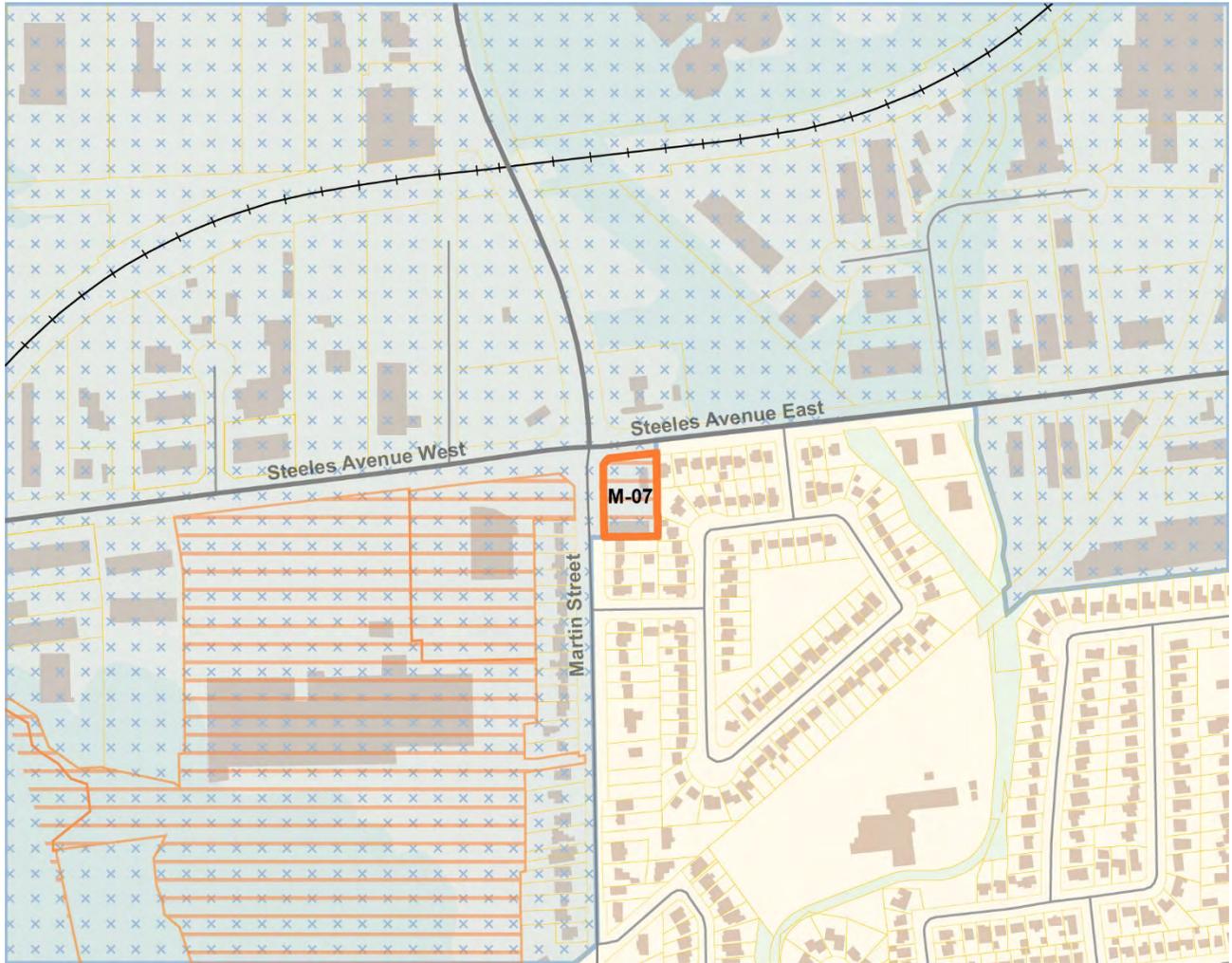
Town of Milton

Location	Size	Adjacent Uses
1180, 1200, 1210, 1280, 1600 Steeles Ave East	20.3 hectares	Employment (north), hydro corridor, employment (east), Highway 401 (south), employment (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Major Commercial Centre

Recommendation – M-06		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – M-06		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and are separated from the contiguous Regional Employment Area north of Steeles Avenue East and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are generally located at the periphery of the Regional Employment Area and their removal would result in a logical boundary for the Regional Employment Area defined by Steeles Avenue East and James Snow Parkway and that more appropriately recognizes the non-employment uses on the subject lands.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas that are adjacent given that the conversion will recognize existing commercial uses which are functionally and physically separated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Milton staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request M-07 – 405 Martin Street**



**Summary**

The subject lands are located south of Steeles Avenue and east of Martin Street, and are currently occupied by commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

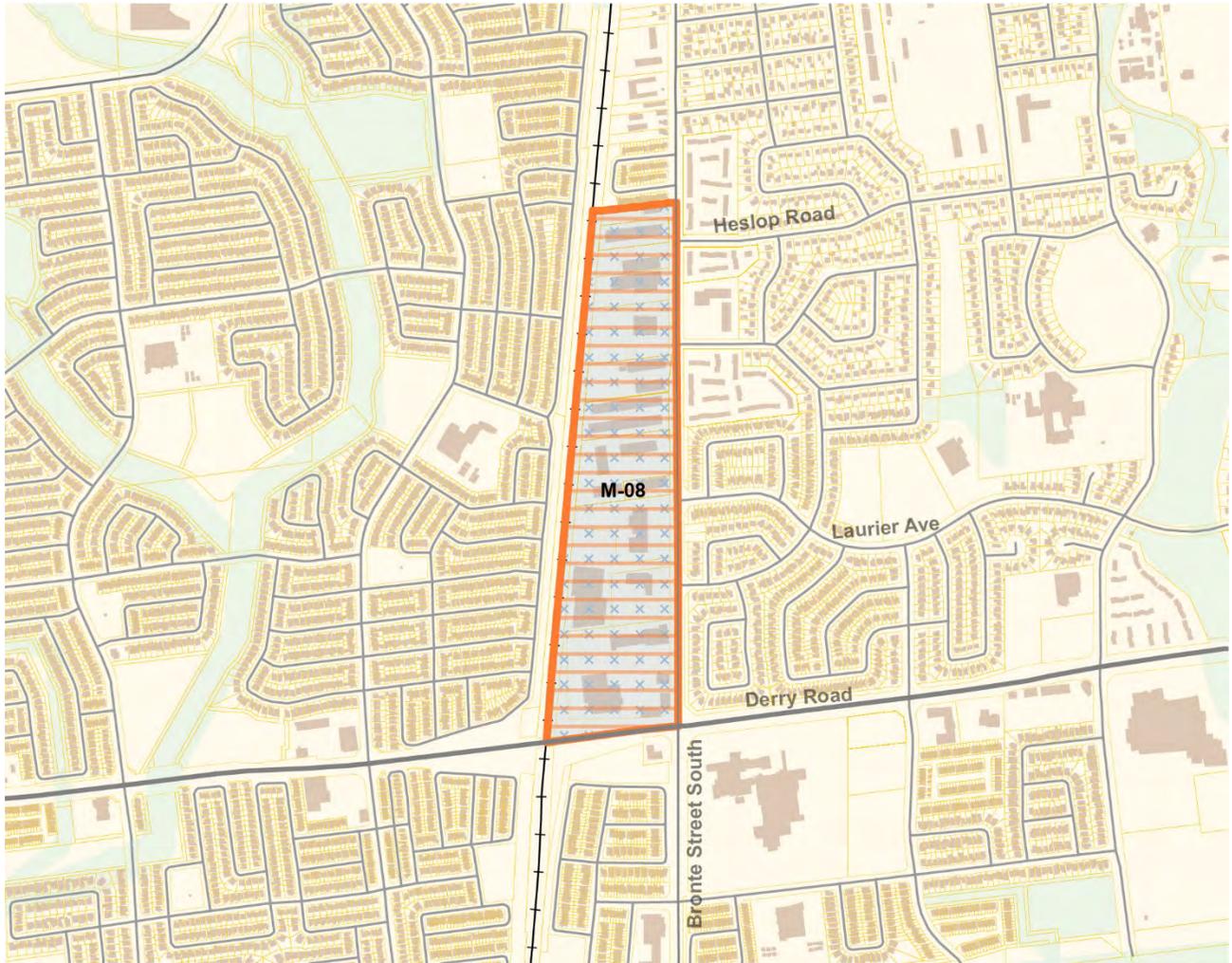
Town of Milton

Location	Size	Adjacent Uses
405 Martin Street	0.5 hectares	Commercial and vacant land (north), residential (east), residential (south), employment (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Business Commercial Area

Recommendation – M-07		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – M-07		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are small in size and currently occupied by existing commercial uses. Further, the lands are separated from the contiguous Regional Employment Area north of Steeles Avenue East and west of Martin Street and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the site’s small scale and existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area and their removal would result in a logical boundary for the Regional Employment Area defined by Steeles Avenue East and Martin Street and that more appropriately recognizes the non-employment uses on the subject lands.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas that are adjacent given that the conversion will recognize existing commercial uses which are functionally and physically separated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Milton staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

***Request M-08 – Bronte Street South Lands***



**Summary**

The subject lands are northwest of Derry Road and Bronte Street South, east of the CN Rail corridor, and are currently occupied by a range of employment and commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses.

**Proponent**

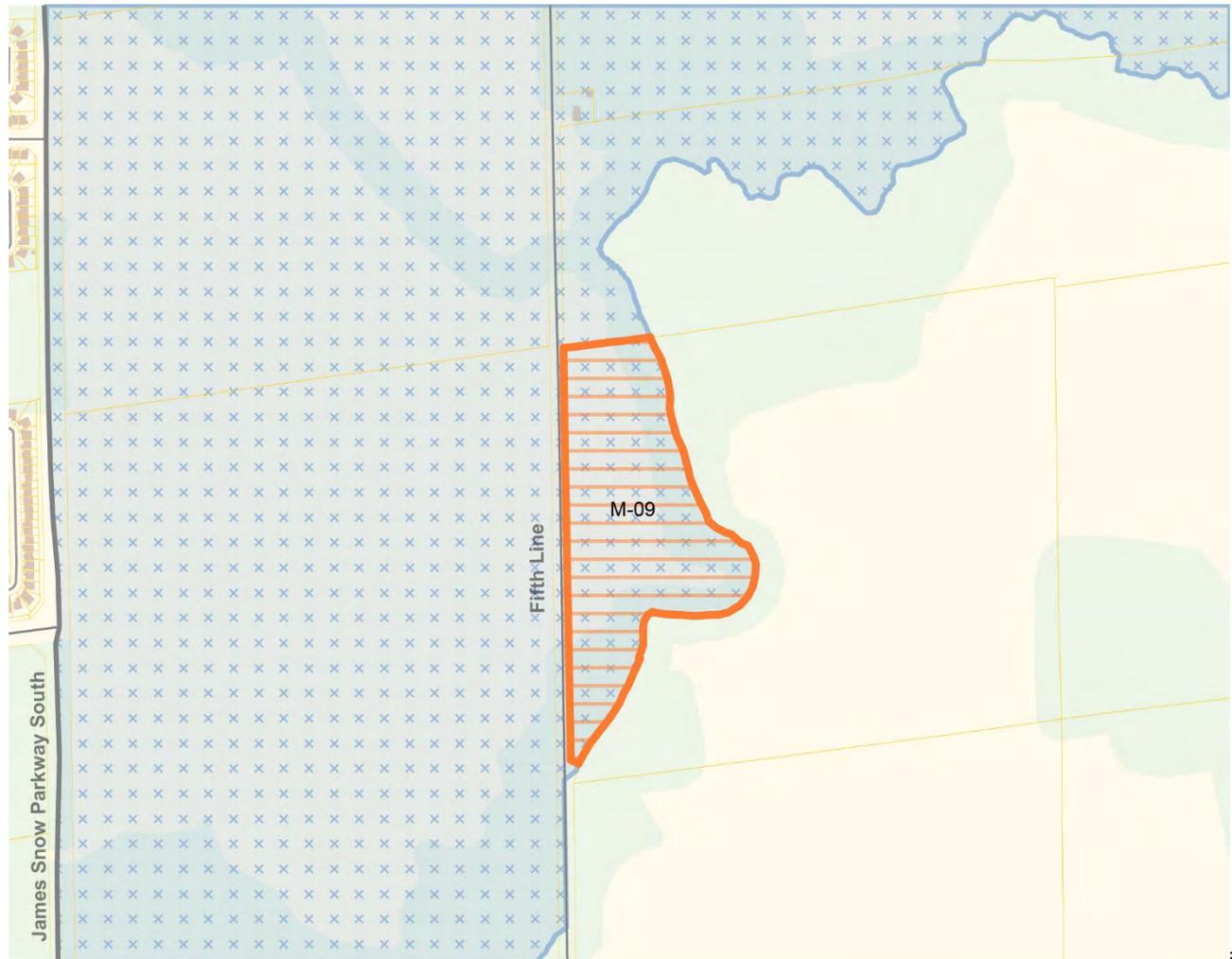
Town of Milton

Location	Size	Adjacent Uses
330-420 Bronte Street South	25 hectares	Residential (north), residential (east), residential, office, and institutional (south), residential (west).
Existing Uses	PSEZ	Local OP Designations
Employment and Commercial	No	Office Employment Area

Recommendation – M-08		
Not Supported	✘	Regional staff recommend retaining the subject lands within the Regional Employment Areas.

Assessment – M-08		
<b>A</b> Employment Land Supply	✘	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are a significant size, are designated ‘Office Employment Area’ in the Town’s Official Plan and are largely occupied by a range of office, light industrial and commercial uses that have a relatively high employment density. It is reasonable to expect that the lands will continue to accommodate these uses and provide opportunities for further employment intensification over the long-term.</li> <li>Given this context, the conversion could undermine the ability of these lands to continue to accommodate employment and could result in adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✘	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure or on the basis of a site-specific condition or constraint.</li> <li>The subject lands appear to be appropriately identified within a Regional Employment Area and a local employment designation – additional changes to the policy framework that applies to the lands could address concerns related to the appropriate range of uses.</li> </ul>
<b>C</b> Employment Area Viability	✔	<ul style="list-style-type: none"> <li>The subject lands represent a relatively small Regional Employment Area that is not located in proximity to or as part of a broader contiguous Regional Employment Area adjacent to major goods movement facilities or infrastructure – their removal would result in no remaining employment area in this area.</li> <li>Given the size of the subject lands, the nature of the existing uses, and their physical and functional separation from other Regional Employment Areas, no impacts to ongoing viability or concerns related to compatibility would be anticipated.</li> </ul>
<b>D</b> General Considerations	✔	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Milton staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request M-09 – Fifth Line Farm**



**Summary**

The subject lands are located east of Fifth Line, south of Derry Road, and north of Britannia Road, and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit a place of worship.

**Proponent**

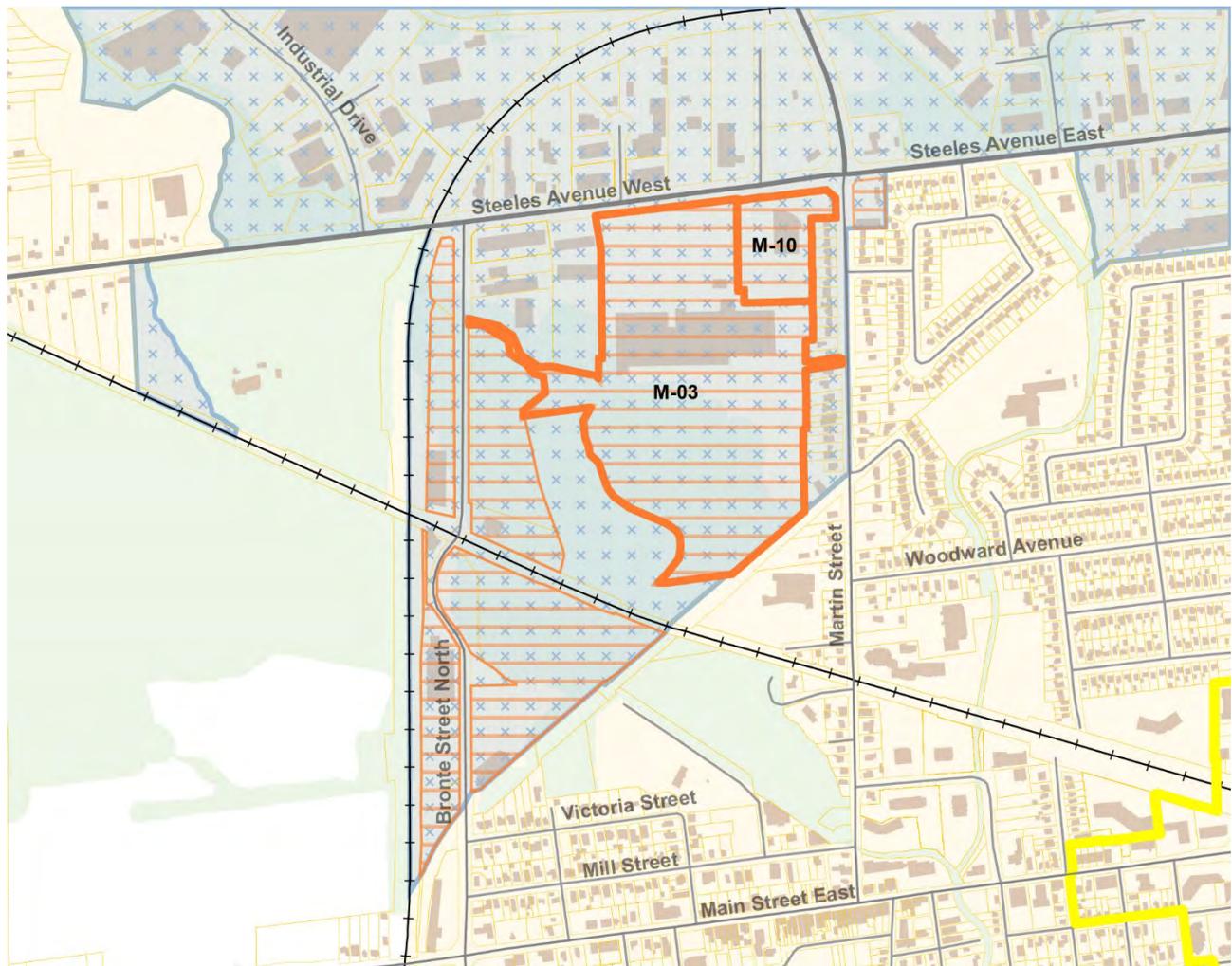
Fifth Line Farming Ltd. (Mattamy) / Korsiak Planning

Location	Size	Adjacent Uses
Portion of 6343 Fifth Line	4.8 hectares	Vacant (north), vacant (east), vacant (south), vacant (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	Yes	Business Park Area

Recommendation – M-09		
Not Supported	✘	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – M-09		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. It is noted that the size of the parcel is small at 4.6 ha, which may be further fragmented due to the transportation network identified for the area. It is also noted that the potential place of worship could occupy only 1.4 ha of the subject lands, with the remaining areas available for other uses that may provide employment opportunities.</li> <li>Given this context, the conversion is unlikely to have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051, absent consideration of potential impacts to the long-term viability of the employment area discussed below.</li> </ul>
<b>B</b> Demonstrated Need	✘	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure.</li> <li>However, the request identifies certain site-specific constraints, namely the irregular shape and size of the subject lands, which, it is argued, limit their potential for employment uses and demonstrate the need for the conversion. While these conditions may be present, it is not clear that they would preclude the lands from accommodating employment or employment-supportive uses and as a result, the request does not sufficiently demonstrate a need for the conversion.</li> </ul>
<b>C</b> Employment Area Viability	✘	<ul style="list-style-type: none"> <li>While the subject lands are generally on the periphery of the Regional Employment Area known as the Derry Green Business Park in the Town of Milton’s Official Plan, the existing eastern boundary defined by the Regional Natural Heritage System remains a well-defined and logical boundary. The removal of the subject lands would create a condition whereby the subject lands are isolated in between the Regional Employment Area to the west and the Regional Natural Heritage System to the east.</li> <li>More importantly, the conversion would enable the introduction of sensitive land uses on the subject lands. The Regional Employment Area west of Fifth Line is largely vacant at this time but has been identified in the Town’s Official Plan as an area where a range of employment uses are to be accommodated. The introduction of sensitive land uses in close proximity may limit the types of employment uses that could be located west of Fifth Line, potentially introducing compatibility concerns and undermining the overall viability of the Regional Employment Area.</li> </ul>
<b>D</b> General Considerations	*	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>A position on the conversion request has not been provided by the Town. Further information on the Town’s position can be provided through subsequent consultation.</li> </ul>

**Request – Meritor Lands (M-03, M-10)**



**Summary**

The subject lands consist of a number of properties south of Steeles Avenue East, west of Martin Street and east of the rail corridor adjacent to Bronte Street North that are either vacant or currently occupied by existing employment uses and natural heritage. The removal of the lands from the Regional Employment Area is requested in order to permit mixed-use redevelopment.

**Proponent**

Town of Milton

Location	Size	Adjacent Uses
150, 170 Steeles Avenue	13.6 ha	Employment and commercial (north), residential (east), commercial and residential (south), NHS (west).
Existing Uses	PSEZ	Local OP Designations
Employment / Commercial	Partial	Business Park Area; Natural Heritage System

Recommendation – Meritor Lands (M-03, M-10)		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Meritor Lands (M-03, M-10)		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are located in proximity to existing residential uses that front onto Martin Street that would limit the ability to accommodate certain types of employment uses over the long-term. Given this context, as well as the strategic proximity to Steeles Avenue and Downtown Milton and the potential to continue to accommodate certain kinds of employment, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on both site-specific conditions as well as strategic considerations. In particular, the request identifies an opportunity for the conversion to continue to accommodate employment uses while enabling development within a mixed-use precinct that supports the Regional Urban Structure and/or Local Urban Structure. The lands are identified as both a Special Study Area and Intensification Areas within the Town’s Official Plan and could contribute to strategic growth management objectives such as supporting significant population and employment growth and optimizing the use of infrastructure.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are generally located on the southern periphery of the broader contiguous Regional Employment Area identified in the Town of Milton Official Plan as the 401 Industrial / Business Park area. Should the conversion of the Bronte/Main Lands identified as Request #M-03 also be supported, a logical boundary could be delineated for the remaining Regional Employment Area along Steeles Avenue West, with a small portion of the Regional Employment Area south of Steeles remaining west of the subject lands.</li> <li>Given the location of the subject lands adjacent to existing residential uses as well as their physical and functional separation from other Regional Employment Areas, no impacts to ongoing viability or concerns related to compatibility are anticipated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to more detailed planning processes process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request is supported by the Town of Milton.</li> </ul>

## Town of Oakville

***Summary of the Initial Assessment of Employment Conversion Requests within the Town of Oakville***

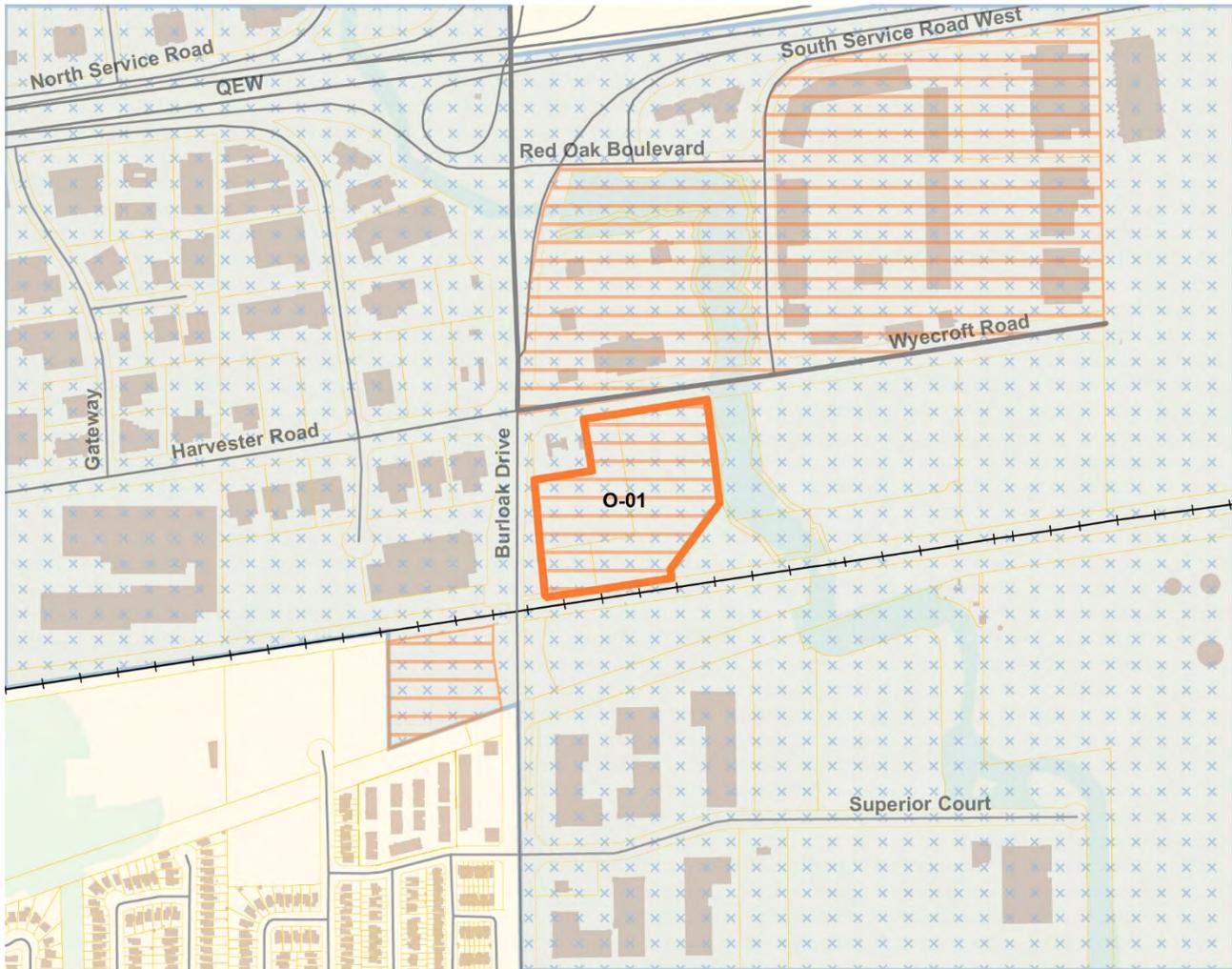
No.	Reference Name	Initial Assessment	Principle				IGMS Implementation Process	Page
			A	B	C	D		
O-01	677 Burloak Drive	Further Analysis	*	*	*	✓	To Be Determined	57-58
O-02	337, 353 Burnhamthorpe Road West	Supported	✓	✓	✓	✓	Preferred Growth Concept	59-60
O-03	240 Leighland Avenue	Supported	✓	✓	✓	✓	Initial Scoped ROPA	61-62
O-05	Palermo Village	Supported	✓	✓	✓	✓	Initial Scoped ROPA	63-64
O-06a	Bronte GO MTSA (Initial Area)	Supported	✓	✓	✓	✓	Initial Scoped ROPA	65-66
O-06b	Bronte GO MTSA (Remaining Area)	Further Analysis	*	*	*	*	Tested in Growth Concepts	67-68
O-07	Hospital District	Supported	✓	✓	✓	✓	Initial Scoped ROPA	69-70
O-08	Speers Road Corridor	Policy Consideration	-	-	-	-	Considered via Policy Review	71-72
O-09	Winston Park Core Commercial	Supported	✓	✓	✓	✓	Preferred Growth Concept	73-74
O-10	Burloak Core Commercial	Supported	✓	✓	✓	✓	Preferred Growth Concept	75-76
O-11	497-513 Pinegrove Road	Supported	✓	✓	✓	✓	Preferred Growth Concept	77-78
O-13	Winston Park West Core Commercial	Supported	✓	✓	✓	✓	Preferred Growth Concept	79-80
O-14	584 Ford Drive	Supported	✓	✓	✓	✓	Preferred Growth Concept	81-82
O-16	Winston Churchill / Sheridan Garden Drive	Supported	✓	✓	✓	✓	Preferred Growth Concept	83-84
O-17	Sixth Line / Burnhamthorpe Road	Supported	✓	✓	✓	✓	Preferred Growth Concept	85-86
O-18	3164 Ninth Line	Further Analysis	*	*	✓	*	To Be Determined	87-88
O-19	263 Burnhamthorpe Road West	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	89-90
O-20	Dundas & McCraney Creek	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	91-92
O-22	Burnhamthorpe / Neyagawa (Northwest Quadrant)	Further Analysis	*	*	*	*	Tested in Growth Concepts	93-94
O-23	3515-3545 Rebecca Street	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	95-96
Multiple <sup>1</sup>	Burnhamthorpe Road East	Not Supported	✗	✗	✗	✗	Not Recommended to Advance	97-98
Multiple <sup>2</sup>	The Parkway	Supported	✓	✓	✓	✓	Preferred Growth Concept	99-100

**Notes**

<sup>1</sup> – Includes Requests O-15 and O-21 which are located in a cluster along Burnhamthorpe Road East

<sup>2</sup> – Includes Requests O-04 and O-12 which are located in the area northwest of Upper Middle Rd. and Ninth Line known as The Parkway

**Request O-01 – 677 Burloak Drive**



**Summary**

The subject lands are located south of Wycroft Road and west of Burloak Drive and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit commercial uses.

**Proponent**

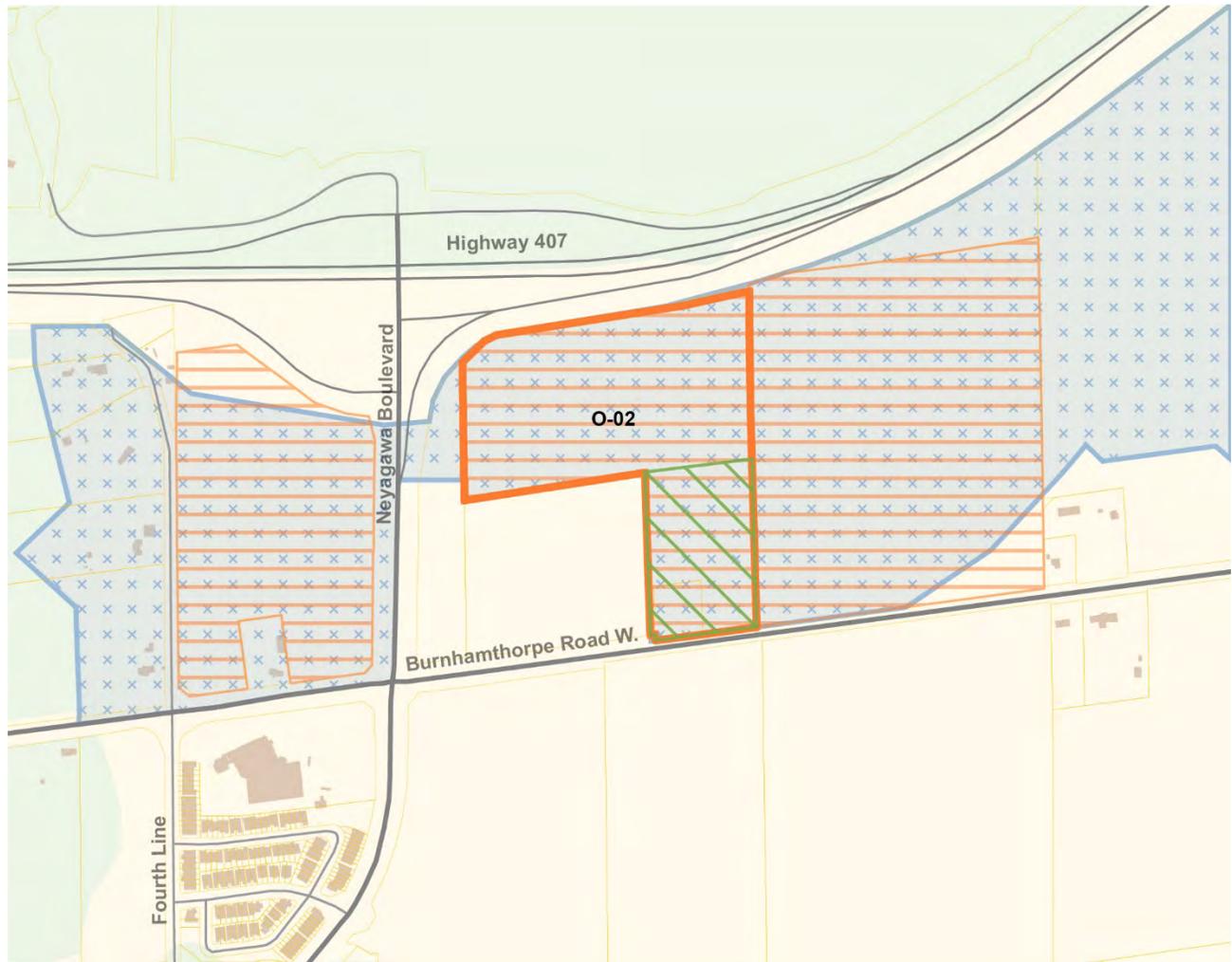
Town of Oakville (see: Item 5 in Appendix F to Report dated 2018-04-16) / RioCan Burloak

Location	Size	Adjacent Uses
677 Burloak Drive	5 hectares	Commercial (north), natural heritage and vacant lands, rail corridor and vacant (south), employment (west).
Existing Uses	PSEZ	Local OP Designations (Livable Oakville)
Vacant	Yes	Business Employment; Business Commercial

Recommendation – Request O-01		
Further Analysis	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>

Assessment – Request O-01		
<b>A</b> Employment Land Supply	*	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that could accommodate certain types of employment uses in Halton. They are five hectares in size, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area along the QEW Highway corridor.</li> <li>As a result, further analysis is required to determine whether the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	*	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure. However, certain site-specific constraints have been identified, including the future grade separation of Burloak Drive and parcel configuration and access constraints.</li> <li>Further analysis is required to determine whether these site-specific conditions would preclude the development of the lands for employment or employment supportive uses within the existing Regional Employment Area and whether they adequately demonstrate the need for the conversion when viewed in the context of the other considerations discussed in this assessment.</li> </ul>
<b>C</b> Employment Area Viability	*	<ul style="list-style-type: none"> <li>The lands are part of a contiguous Regional Employment Area identified along the QEW Highway corridor. However, it is recognized that within this context, the subject lands may be seen as physically and functionally isolated due to the natural heritage system to the east, the railway corridor to the south and Burloak Drive to the west. Further, the lands to the north contain existing commercial uses and an initial assessment has recommended their removal from the Regional Employment Area (see Request #O-10). As a result, and given the intended commercial designation following a conversion, a logical boundary for the Regional Employment Area could be delineated.</li> <li>However, the introduction of additional commercial uses on the subject lands could introduce further conversion pressures and potentially impact the continued viability of the remaining Regional Employment Areas to the west and east over the long-term, and further analysis is required to determine the extent of this potential impact and whether it can be addressed in order satisfy the Employment Area Viability Principle.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the scale and location of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was supported by the Town of Oakville as set out in Appendix F to the Town’s Report dated April 16, 2018.</li> </ul>

**Request O-02 – 337 & 353 Burnhamthorpe Road West**



**Summary**

The subject lands are located east of Neyagawa Boulevard and north of Burnhamthorpe Road West and are currently vacant. It is understood that the request as filed by Westkirk Capital Inc. seeks to remove the 3.3-hectare portion of the lands with frontage onto Burnhamthorpe Road (shown with green hatching above in order to consolidate these lands for development with those to the west designated locally as part of the Neyagawa Urban Core.

**Proponent**

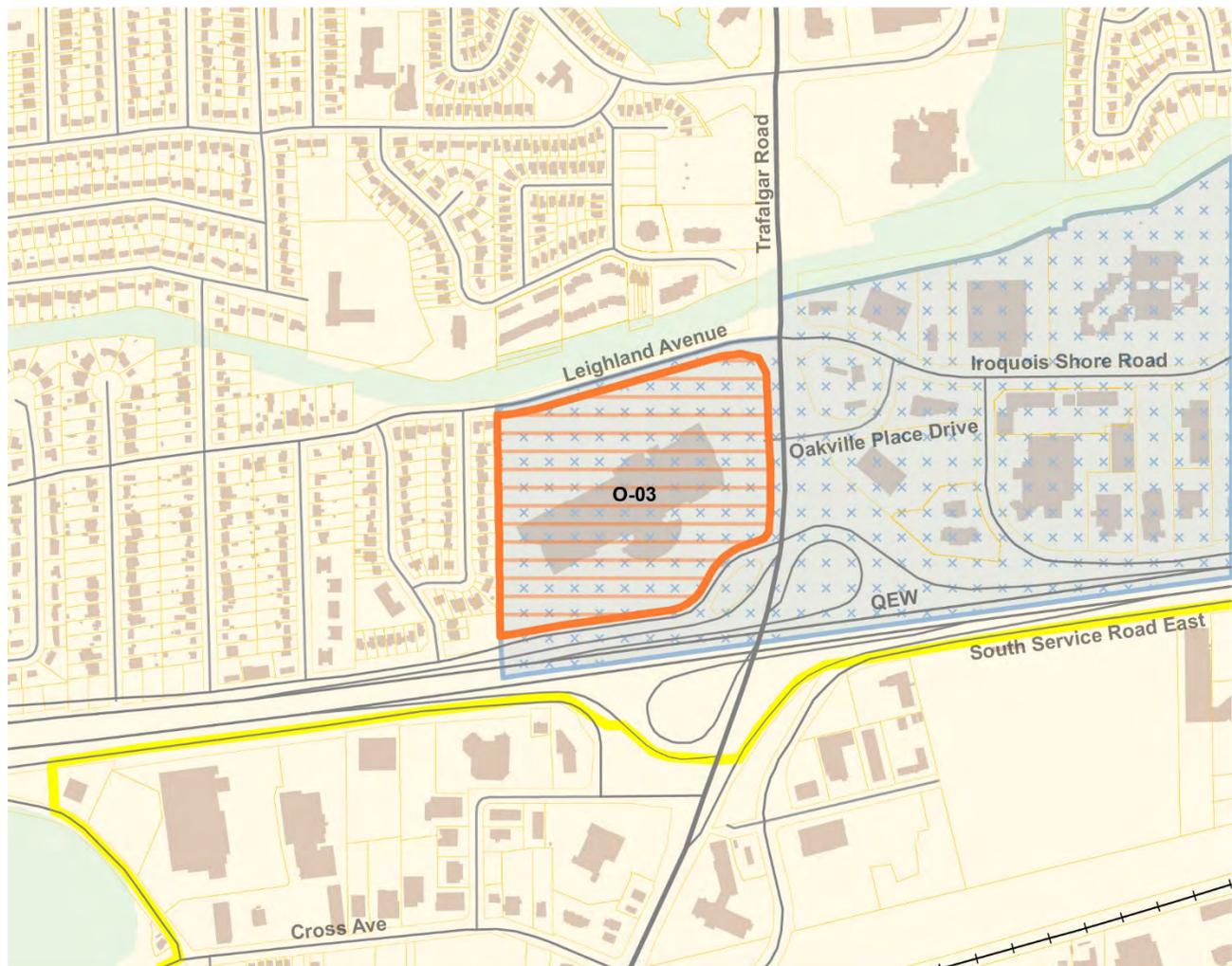
Town of Oakville / Westkirk Capital Inc.

Location	Size	Adjacent Uses
337 & 353 Burnhamthorpe Road West	12.6 hectares	Highway 407 (north), vacant lands (east), vacant lands (south), Neyagawa Boulevard (west)
Existing Uses	PSEZ	Local OP Designations (North Oakville East Plan)
Vacant	No	Employment District

Recommendation – O-02		
Supported	✓	<b>Regional staff recommend removing the 3.3-hectare portion of the subject lands with frontage on Burnhamthorpe Road West from the Regional Employment Areas.</b>

Assessment – O-02		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands in their entirety currently function as part of the supply of lands that could potentially accommodate certain types of employment uses in Halton. They are a significant size, are currently vacant, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area along the Highway 407 corridor.</li> <li>On this basis, the conversion of the subject lands in their entirety would have an adverse impact on the overall supply of employment lands and the ability to achieve employment targets by 2051. However, given the location, small size, and potential to continue to accommodate employment as part of the Neyagawa Urban Core, the removal of the 3.3-hectare portion of the subject lands (of which approximately 1 hectare is required for a planned stormwater management facility) is not anticipated to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion of the 3.3-hectare portion of the subject lands with frontage onto Burnhamthorpe Road West is demonstrated based on both site-specific conditions as well as strategic considerations.</li> <li>The conversion would recognize the functional relationship between a portion of the subject lands and the area to the west, which forms part of the Neyagawa Urban Core identified as part of the Town’s urban structure.</li> <li>The request also highlights the planned stormwater management pond on the subject lands, the location of which has the effect of isolating the lands with frontage onto Burnhamthorpe Road West, constraining this area and demonstrating a need for the conversion from this perspective.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The 3.3-hectare portion of the subject lands with frontage onto Burnhamthorpe Road West are located at the southern periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would result in a logical boundary for the Regional Employment Area defined by the stormwater management pond to the north and recognizes the Regional Employment Area to the north and east.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Area.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the small-scale of the subject lands supported for conversion, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>A request for the subject lands was considered by the Town of Oakville (see: Request #8 in Appendix F to the Town’s Report dated April 16, 2018) but was not supported at the time. However, the request was supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request O-03 – 240 Leighland Avenue**



**Summary**

The subject lands are located west of Trafalgar Road and north of the Queen Elizabeth Way and are occupied by an existing shopping mall known as Oakville Place. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

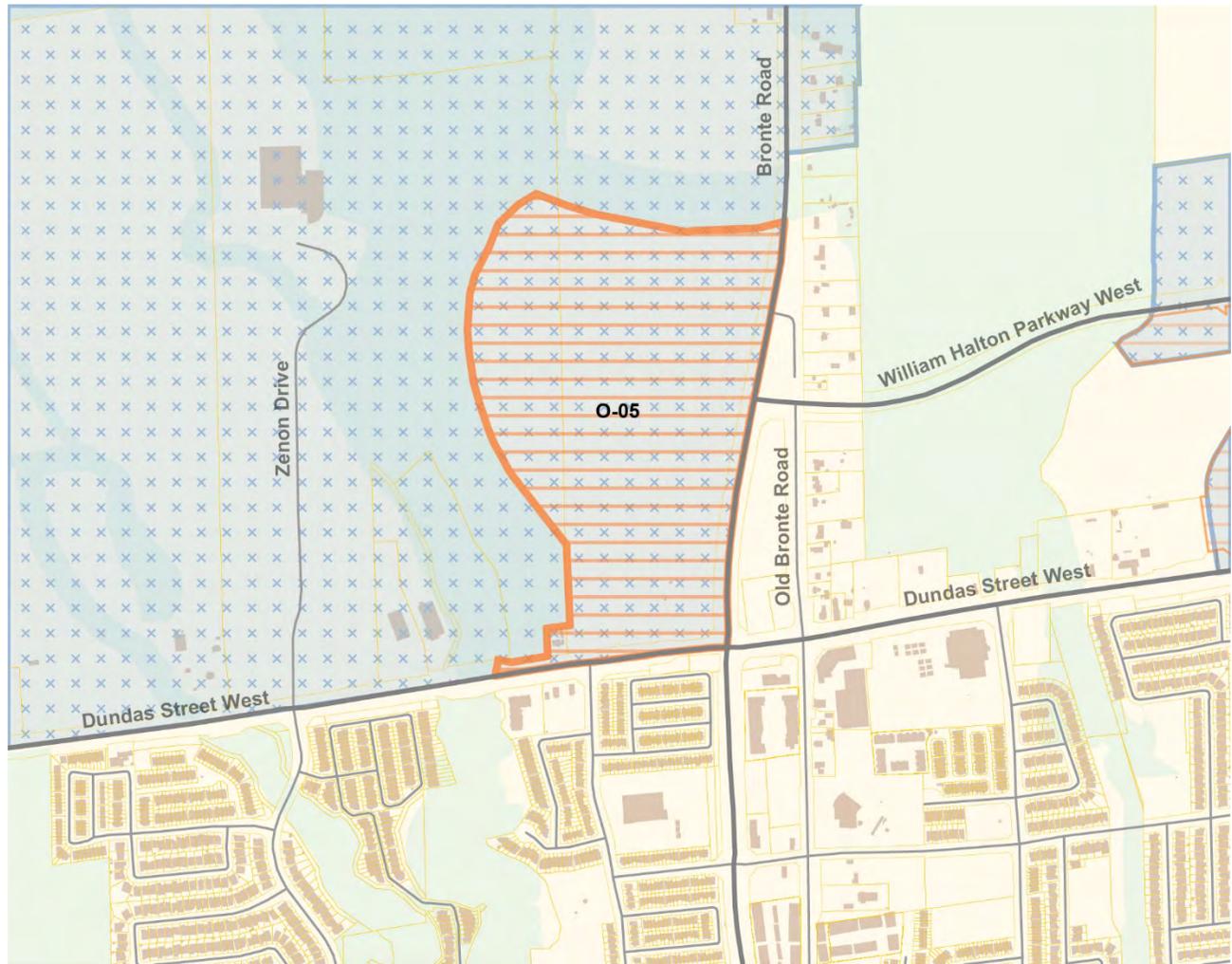
Town of Oakville (see: Item 19 in Appendix F to Report dated 2018-04-16) / Riocan Oakville Place

Location	Size	Adjacent Uses
240 Leighland Avenue	11.7 hectares	Parks and open space (north), employment (east), QEW (south), residential (west).
Existing Uses	PSEZ	Local OP Designations (Livable Oakville)
Commercial	No	Core Commercial

Recommendation – O-03		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – O-03		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area. The removal of the lands would result in a logical boundary for the Regional Employment Area that recognizes the Regional Employment Area to the east which is functionally separated by Trafalgar Road.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the east given that the conversion will recognize existing commercial uses which are functionally and physically separate.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was supported by the Town of Oakville as set out in Appendix F to the Town’s Report dated April 16, 2018.</li> </ul>

**Request O-05 - Palermo Village**



**Summary**

The subject lands are located on the northwest corner of Dundas Street West and Bronte Road. The lands are currently vacant. The Town of Oakville recommends the lands be removed from the Employment Area Overlay to support the Town’s objectives for the Palermo Growth Area.

**Proponent**

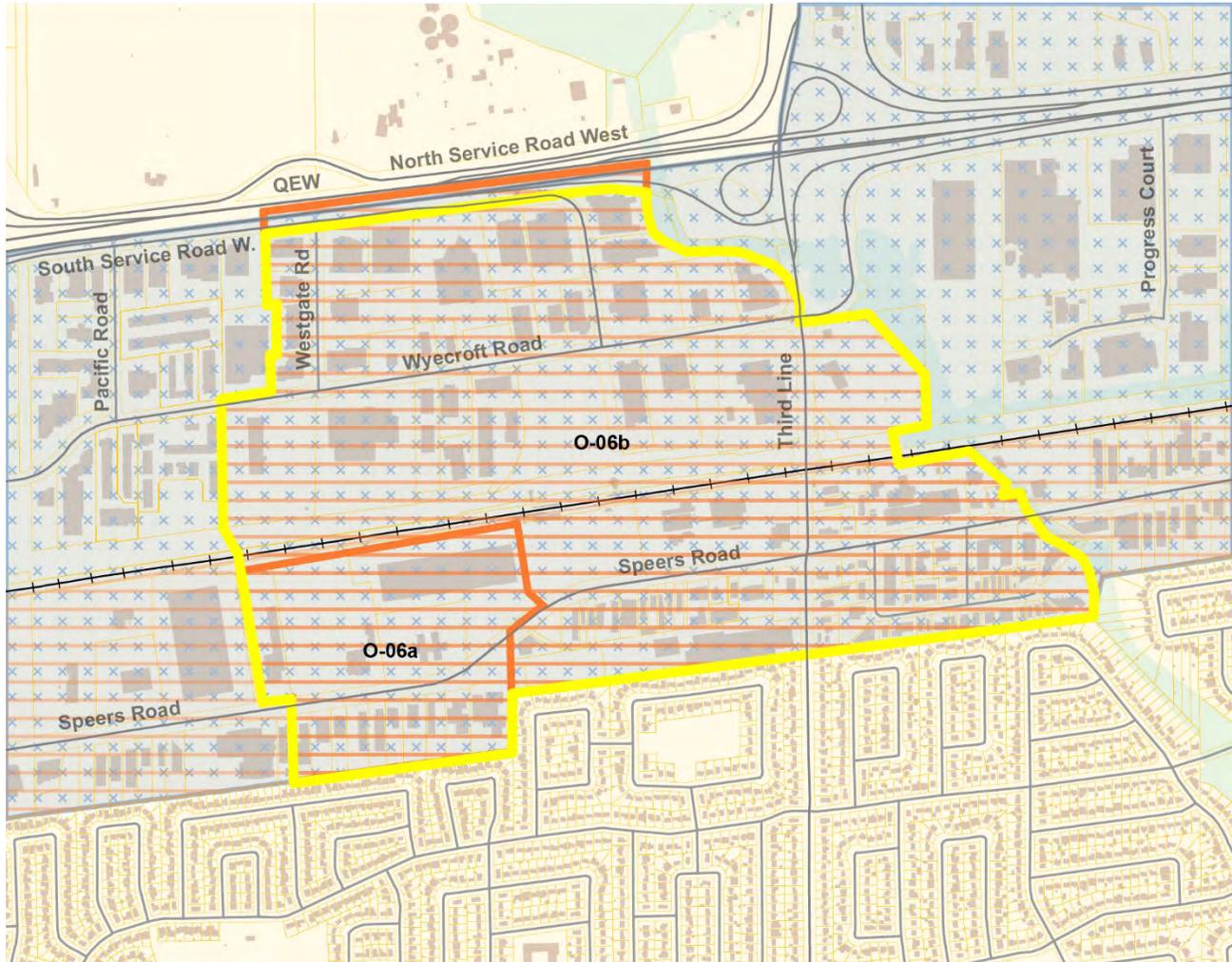
Town of Oakville

Location	Size	Adjacent Uses
3069 Dundas Street West (Portion)	32.3 hectares	Vacant (north), Bronte Road (east), residential (south), natural heritage (west).
Existing Uses	PSEZ	Local OP Designations (North Oakville West Plan)
Vacant	No	Employment District

Recommendation – O-05		
Supported	✓	<b>Regional staff recommend removing the subject lands from the Regional Employment Areas.</b>

Assessment – O-05		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands could function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are significant in size, are currently vacant, and are strategically located in relation to goods movement facilities (in particular a highway interchange).</li> <li>At the same time, the lands are located adjacent to the Palermo Village Growth Area identified in the Town’s Official Plan and are identified as a node for further study within the Town’s Urban Structure. A draft official plan amendment prepared by the Town would include the lands within the Palermo Village Growth Area and would continue to provide opportunities for employment uses, particularly within the proposed Civic District which permits commercial, offices, and major office uses.</li> <li>On this basis, given the size and location of the subject lands and their potential to continue to accommodate employment following conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>A need for the conversion is demonstrated based on the strategic need to support the Regional Urban Structure and/or Local Urban Structure. The subject lands are located northwest of the Palermo Village Growth Area and are identified within the Town’s Urban Structure as a Node for Further Study and a Proposed Regional Transit Node and as a result have the potential to form part of a key strategic growth area.</li> <li>The conversion would enable strategic opportunities for growth that support the Regional and/or Local Urban Structure – in particular, by contributing to strategic growth management objectives such as accommodating significant population and employment growth, and optimizing the use of existing infrastructure and transit.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at on the periphery of the Regional Employment Area located on the north side of Dundas Street between Bronte Road in the east and Tremaine Road to the west. They are further functionally separated from these other areas by the Natural Heritage System identified in the area, and a logical boundary could be delineated following their removal.</li> <li>Given the physical and functional separation between the remaining Regional Employment Areas and the subject lands, no impacts to ongoing viability or concerns related to compatibility are anticipated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to an Area-Specific Planning process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

***Request O-06a – Bronte GO MTSA (Initial Area)***



**Summary**

The subject lands consist of a number of properties within the area proposed to be delineated as the Bronte GO Major Transit Station Area. For analysis and implementation purposes, this assessment focuses on the southwestern portion of the proposed Bronte GO MTSA. The removal of the lands from the Regional Employment Area is requested in order to permit the development of an Area-Specific Plan for this strategic growth area that includes a mix of uses.

**Proponent**

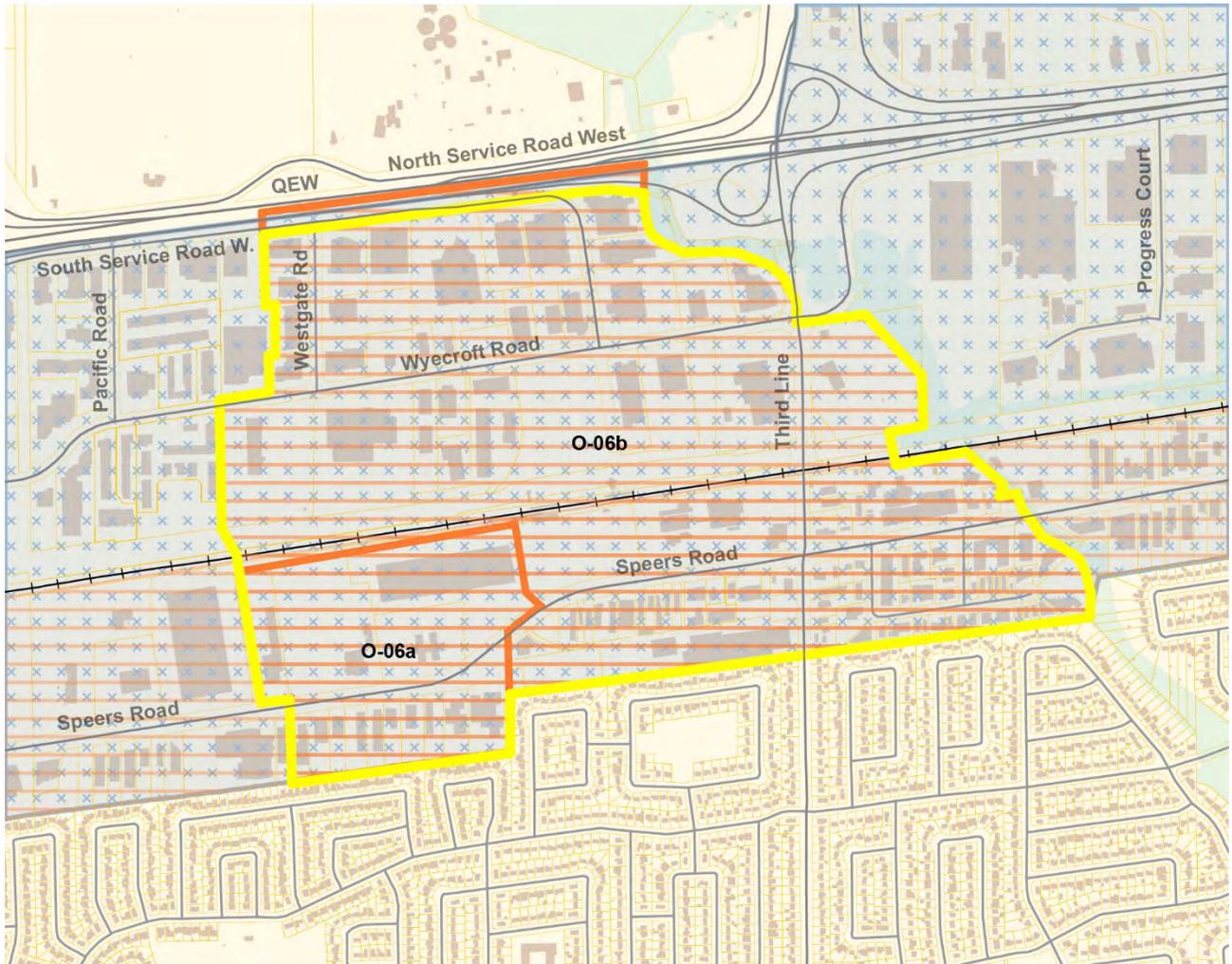
Town of Oakville

Location	Size	Adjacent Uses
Bronte GO MTSA (see map)	23.5 hectares	Rail corridor and employment (north), employment (east), Speers Road and employment (south), employment (west).
Existing Uses	PSEZ	Local OP Designations
Employment & Associated Uses	No	Industrial, Business Employment

Recommendation – O-06a		
Supported	✓	<b>Regional staff recommend removing the subject lands from the Regional Employment Areas.</b>

Assessment – O-06a		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands include areas currently developed for employment uses that currently function as part of the supply of lands that can accommodate these kinds of employment uses. The potential for the lands to continue to accommodate employment in the future, following a conversion, is a key consideration. Analysis by the Town of Oakville, as well as through the IGMS process, has identified such potential, which is to be planned for through an Area-Specific Plan for the area as required and directed by the Regional Official Plan.</li> <li>On this basis, given the size and location of the subject lands and their potential to continue to accommodate a significant amount of employment following conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>A need for the conversion is demonstrated based on the strategic need to support the Regional Urban Structure and/or Local Urban Structure. The subject lands are located within the area proposed to be delineated as the Bronte GO MTSA, forming a key strategic growth area to which a minimum density target is to be applied.</li> <li>The conversion would enable strategic opportunities for growth that support the Regional and/or Local Urban Structure – in particular, by contributing to strategic growth management objectives such as accommodating significant population and employment growth, achieving density targets within strategic growth areas, and optimizing the use of existing infrastructure and transit.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are not currently located on the periphery of the Regional Employment Area as it is currently delineated. However, they are located at the southern boundary of the Employment Area and a logical boundary could be delineated following their removal.</li> <li>Analysis undertaken through the Town of Oakville’s Bronte GO MTSA Study has shown that the initial area identified above is outside of minimum separation distances associated with existing Class II and III industrial facilities in the area. As a result, these lands may provide an initial opportunity for mixed use redevelopment, subject to confirmation through further study.</li> <li>Given the proximity between the subject lands, the remaining Regional Employment Areas, and existing employment uses, impacts to ongoing viability or concerns related to compatibility will be planned for and addressed as required through the Area-Specific Plan for the area as mandated by the Regional Official Plan.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to an Area-Specific Planning process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request O-06b – Bronte GO MTSA (Remaining Area)**



**Summary**

The subject lands consist of a number of properties within the area proposed to be delineated as the Bronte GO Major Transit Station Area. The removal of the lands from the Regional Employment Area is requested in order to permit the development of an Area-Specific Plan for this strategic growth area that includes a mix of uses.

**Proponent**

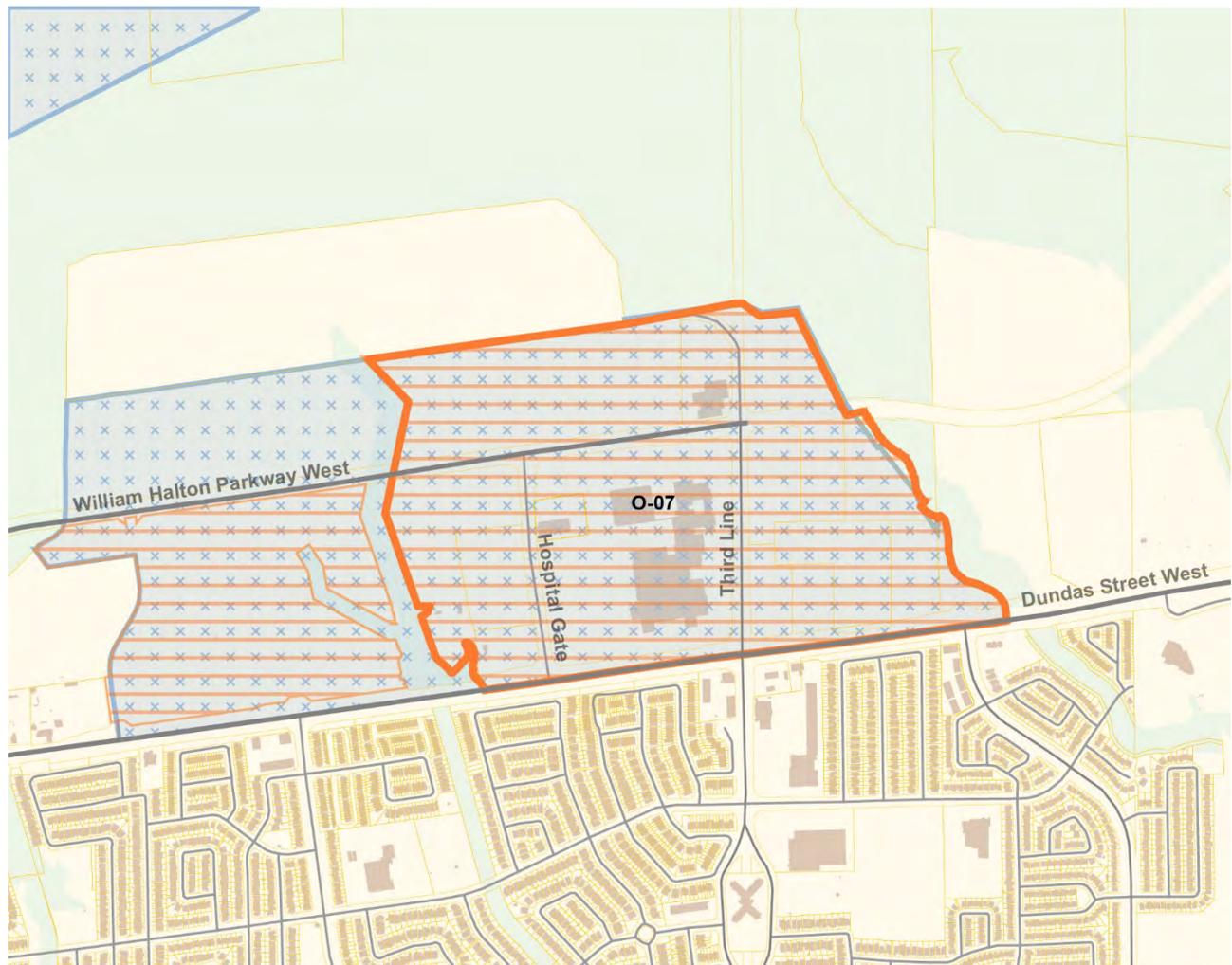
Town of Oakville

Location	Size	Adjacent Uses
Bronte GO MTSA (see map)	126.3 hectares	QEW Highway (north), natural heritage and employment (east), residential (south), employment (west).
Existing Uses	PSEZ	Local OP Designations
Employment & Associated Uses	No	Industrial, Business Employment, Business Commercial

Recommendation – O-06b		
<b>Further Analysis</b>	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>

Assessment – O-06b		
<b>A</b> Employment Land Supply	*	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are of a significant size, are occupied by a number of existing employment uses, are strategically located in relation to goods movement facilities, and are part of a contiguous Regional Employment Area.</li> <li>As a result, further analysis is required to determine whether the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	*	<ul style="list-style-type: none"> <li>A need for the conversion may be established based on the strategic location of the lands in the context of the Regional Urban Structure and/or Local Urban Structure given the location of the subject lands within the area proposed to be delineated as the Bronte GO MTSA.</li> <li>Further analysis is required to confirm the need for the conversion on the basis of its strategic location and strategic opportunity, including how the conversion contributes to the key strategic growth management objectives, as well as in relation to the considerations related to the overall supply of employment lands as discussed above.</li> </ul>
<b>C</b> Employment Area Viability	*	<ul style="list-style-type: none"> <li>The subject lands are located within an existing Regional Employment Area that accommodates a number of significant existing employment uses that could be impacted by the introduction of sensitive land uses and non-employment uses. Further analysis is required to determine the potential impact of the conversion on compatibility considerations as well as the overall viability of the employment uses and surrounding Regional Employment Areas over the long-term.</li> </ul>
<b>D</b> General Considerations	*	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the size of the subject lands, further analysis is required to ensure the conversion can be supported by existing or planned infrastructure and public service facilities.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request O-07 – Hospital District**



**Summary**

The subject lands are generally located on the north side of Dundas Street West at Third Line. The subject lands are both developed and vacant and include the Oakville Trafalgar Memorial Hospital and other institutional uses. The removal of the lands from the Regional Employment Area is requested in order to enable mixed use development that supports the Hospital District Growth Area.

**Proponent**

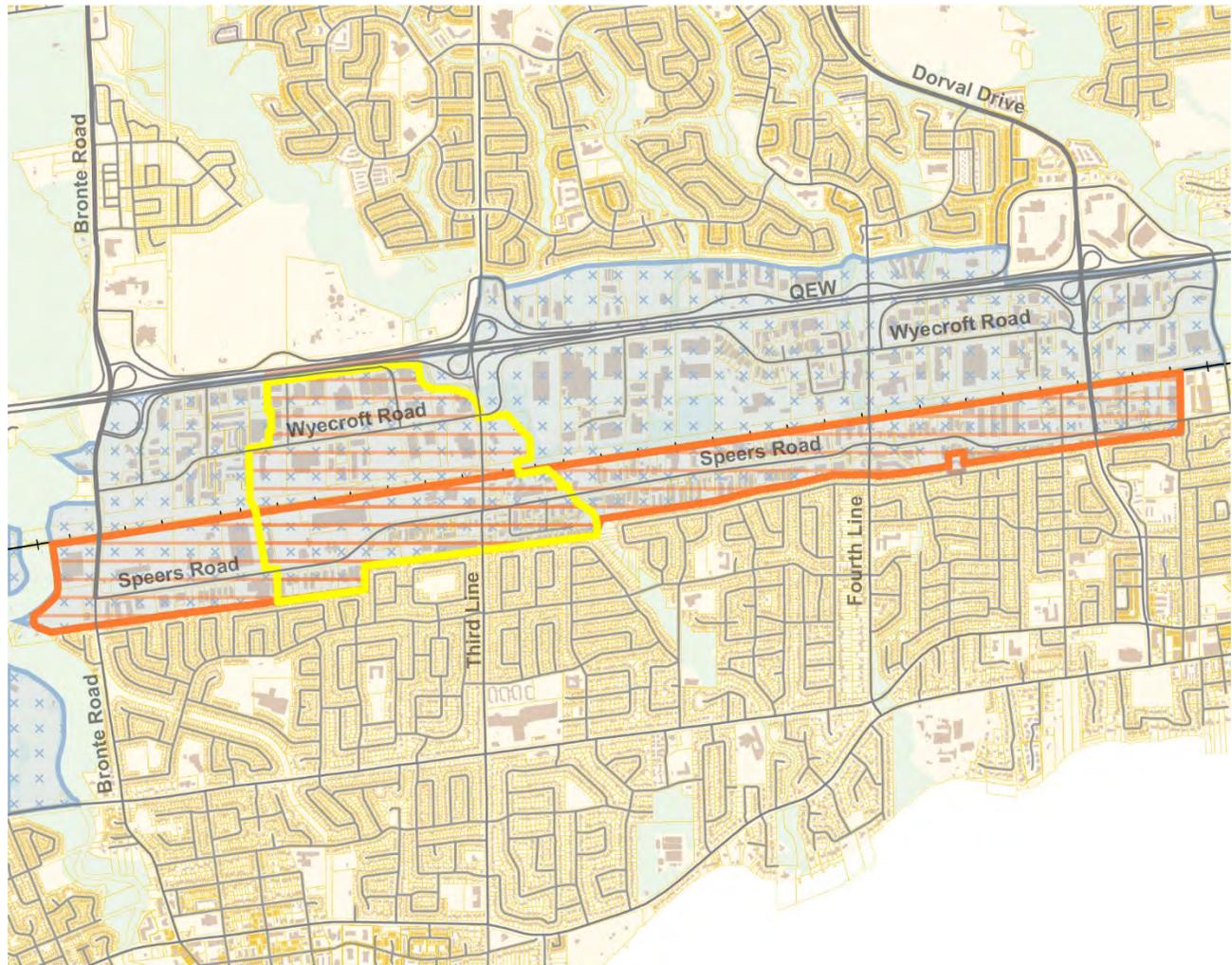
Town of Oakville

Location	Size	Adjacent Uses
Hospital District (see map)	56 hectares	Natural heritage and open space (north), natural heritage (east), commercial and residential (south), vacant employment (west).
Existing Uses	PSEZ	Local OP Designations (North Oakville West Plan)
Institutional / Vacant	No	Employment District; Health Oriented Mixed Use Node

Recommendation – O-07		
Supported	✓	<b>Regional staff recommend removing the subject lands from the Regional Employment Areas.</b>

Assessment – O-07		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands include areas that are vacant as well as areas occupied by existing institutional uses, including the Oakville Trafalgar Memorial Hospital. Given the nature of these existing uses, there are limited opportunities to accommodate certain types of employment uses on the remaining vacant lands over the long-term. At the same time, the existing institutional uses provide significant employment and there will continue to be opportunity to accommodate different types of employment in the future, following a conversion, in a mixed-use context, supported by an Area-Specific Plan for the area developed by the Town of Oakville as required and directed by the Regional Official Plan.</li> <li>On this basis, given the location of the subject lands, their existing significant institutional uses, and their potential to continue to accommodate a significant amount of employment following a conversion, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>A need for the conversion is demonstrated based on the strategic need to support the Regional Urban Structure and/or Local Urban Structure. The subject lands represent the Hospital District Growth Area as identified by the Town of Oakville.</li> <li>The conversion would enable strategic opportunities for growth that support the Regional and/or Local Urban Structure – in particular, by contributing to strategic growth management objectives such as accommodating significant population and employment growth, achieving density targets within strategic growth areas, and optimizing the use of existing public service facilities, infrastructure and transit.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the eastern periphery of a Regional Employment Area identified along the north side of Dundas Street West. The removal of the lands would result in a logical boundary for the Regional Employment Area that recognizes the Regional Employment Area to the west.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the west given that the conversion will recognize existing institutional uses.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the subject lands will be subject to an Area-Specific Planning process and have been assessed as part of the IGMS, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

***Request O-08 – Speers Road Corridor***



**Summary**

The subject lands are located on the north and south side of Speers Road from just west of Bronte Road to just east of Kerr Street and are occupied by a range of employment and employment supportive uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing conditions and local policy framework.

**Proponent**

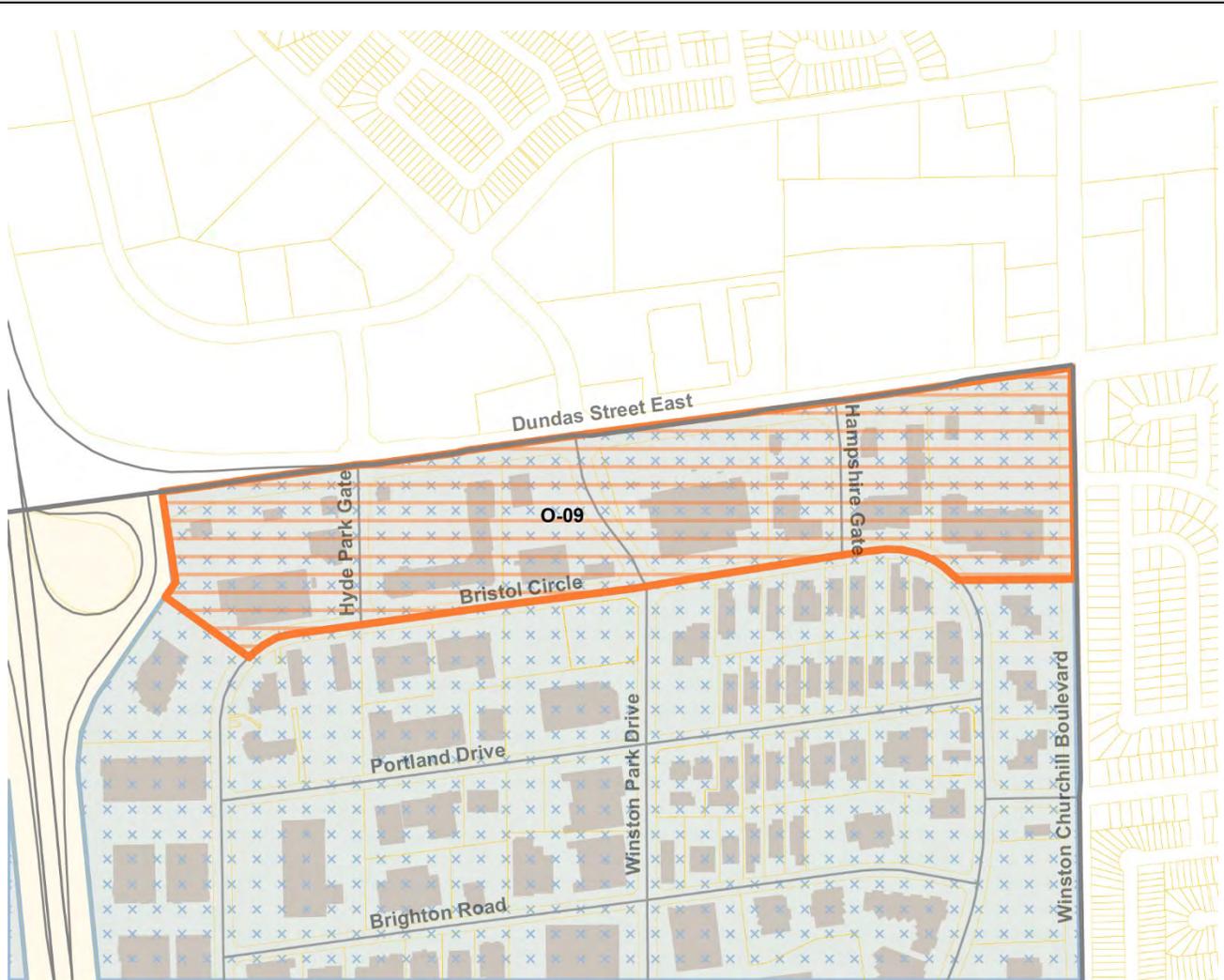
Town of Oakville

Location	Size	Adjacent Uses
Speers Road Corridor	147.9 hectares	Employment uses (north), commercial (east), residential (south), natural heritage (west).
Existing Uses	PSEZ	Local OP Designations
Employment & Associated Uses	No	Industrial, Business Commercial, Business Employment

Recommendation – O-08		
Policy Consideration	-	<b>Regional staff recommend reviewing the overall policy framework to address this request.</b>

Assessment – O-08		
<b>A</b> Employment Land Supply	-	<ul style="list-style-type: none"> <li>The Town’s Urban Structure as set out in OPA 15 identifies the Speers Road Corridor as an Employment Mixed Use Corridor which is defined as “an <i>employment area</i> in which a broader range of employment uses may be permitted in order to support the function of the <i>employment area</i> as a <i>strategic growth area</i>”.</li> <li>Town of Oakville Official Plan Amendment No. 27 – “Speers Road Corridor Special Policy Area”, approved by Halton Region on July 6, 2020, identifies a broadened range and mix of permitted uses for business and economic activities within the area.</li> <li>As the Town’s recent update to the policy framework for the area was deemed to conform to the Regional Official Plan, a conversion to remove the lands from the Regional Employment Area is not required and the request has not been assessed against the four conversion Principles.</li> <li>However, there is an opportunity to consider the overall policy framework that applies to Regional Employment Areas (as discussed in Section 4.4 of the Regional Urban Structure Discussion Paper), to ensure that appropriate direction and flexibility for planning for Employment Areas is provided in the Regional Official Plan.</li> </ul>
<b>B</b> Demonstrated Need	-	
<b>C</b> Employment Area Viability	-	
<b>D</b> General Considerations	-	

**Request O-09 – Winston Park Core Commercial**



**Summary**

The subject lands are located east of Highway 403, west of Winston Churchill Boulevard, north of Bristol Circle, and South of Dundas Street and are currently occupied by commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

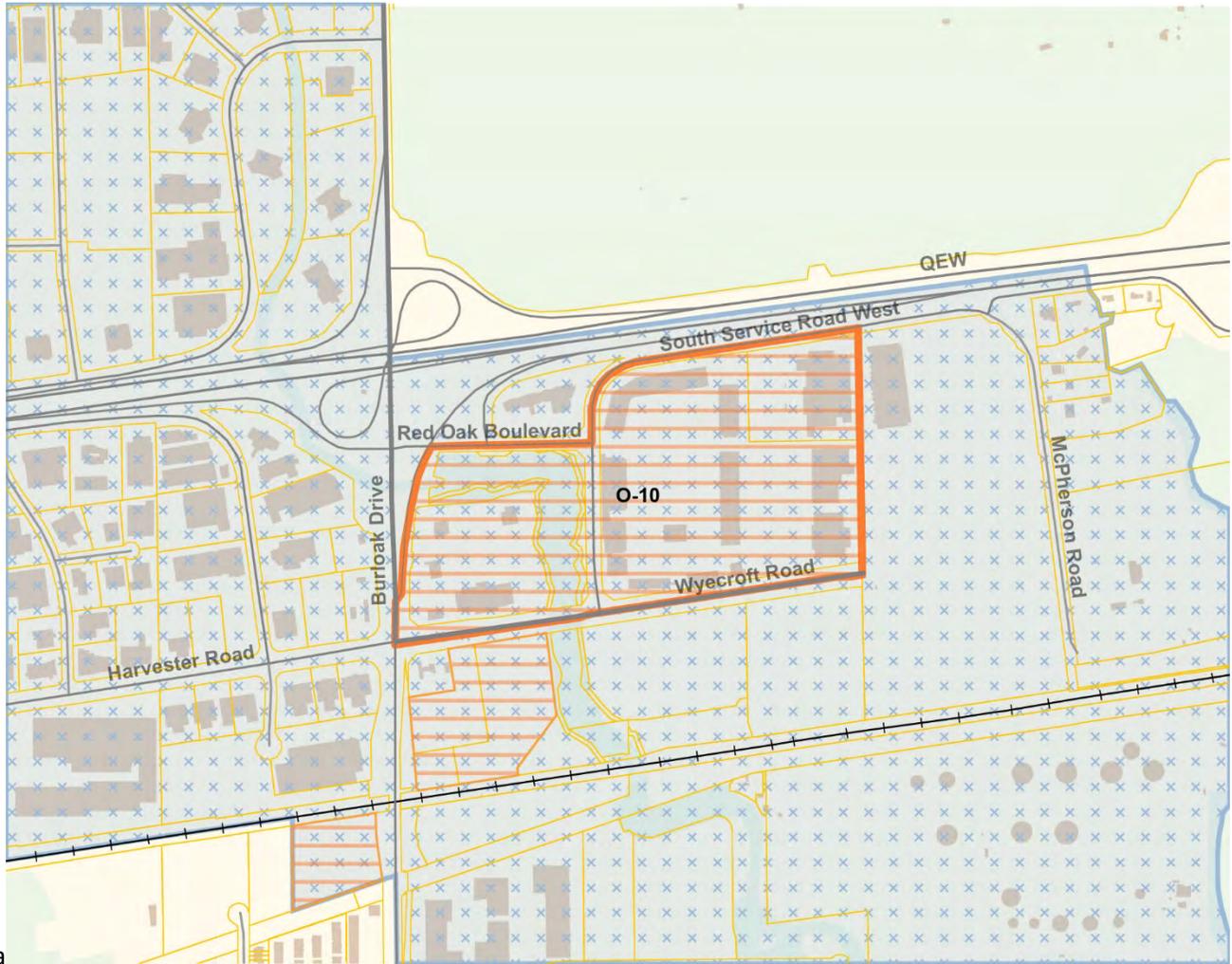
Town of Oakville

Location	Size	Adjacent Uses
Winston Park Core Commercial Area (see map)	29.8 hectares	Commercial (north), residential (east), employment (south), Highway 403 (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Core Commercial

Recommendation – O-09		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – O-09		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would result in a logical boundary for the Regional Employment Area to the south, delineated by Bristol Circle.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the south given that the conversion will recognize existing commercial uses that are functionally and physically separate.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request O-10 – Burloak Core Commercial**



a

**Summary**

The subject lands are located northeast of Burloak Drive and Wyecroft Road, south of the QEW within the Burloak Core Commercial Area. There are existing commercial uses on the subject lands. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

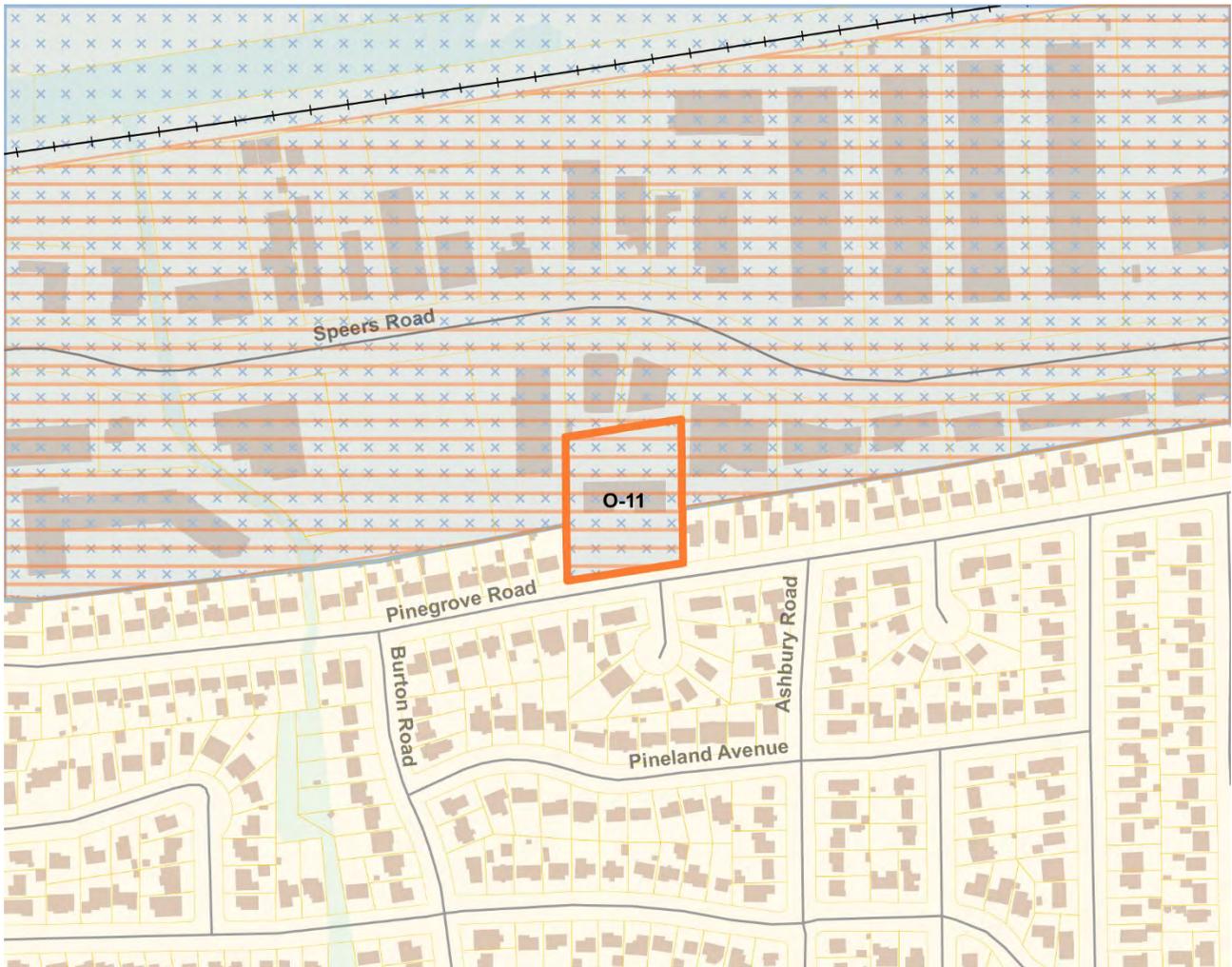
Town of Oakville

Location	Size	Adjacent Uses
Burloak Core Commercial Area (see map)	26.8 hectares	QEW Highway (north), employment and vacant (east), vacant (south), employment (west).
Existing Uses	PSEZ	Local OP Designations
Commercial and Natural Heritage	No	Core Commercial

Recommendation – O-10		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – O-10		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are not located at the periphery of the Regional Employment Area as it is currently delineated. However, the removal of the lands would result in a logical boundary for the Regional Employment Area that removes the area bounded Burloak Drive, Wycroft Road, and the eastern parcel boundaries of the Core Commercial Area, and recognizes the Regional Employment Areas to the east, south, and west.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining surrounding Regional Employment Areas given that the conversion will recognize existing commercial uses which are functionally and physically separated.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request O-11 – 497-513 Pinegrove Road**



**Summary**

The subject lands are located on the north side of Pinegrove Road between Burton Road and Ashbury Road and are occupied by existing commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

Town of Oakville

Location	Size	Adjacent Uses
497-513 Pinegrove Road	0.8 hectares	Employment and commercial (north), residential (east), residential (south), residential (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Neighbourhood Commercial

Recommendation – O-11		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – O-11		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, and the small-scale of the subject lands, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would result in a logical boundary for the Regional Employment Area that excludes the subject lands which front onto Pinegrove Road while recognizes the Regional Employment Area identified along the Speers Road corridor.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas given that the conversion will recognize an existing condition.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

***Request O-13 – Winston Park West Core Commercial***



**Summary**

The subject lands are located west of Highway 403 and south of Dundas Street along the east and west sides of Ninth Line and are occupied by existing commercial and residential uses (east of Ninth Line) and vacant lands (west of Ninth Line). The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

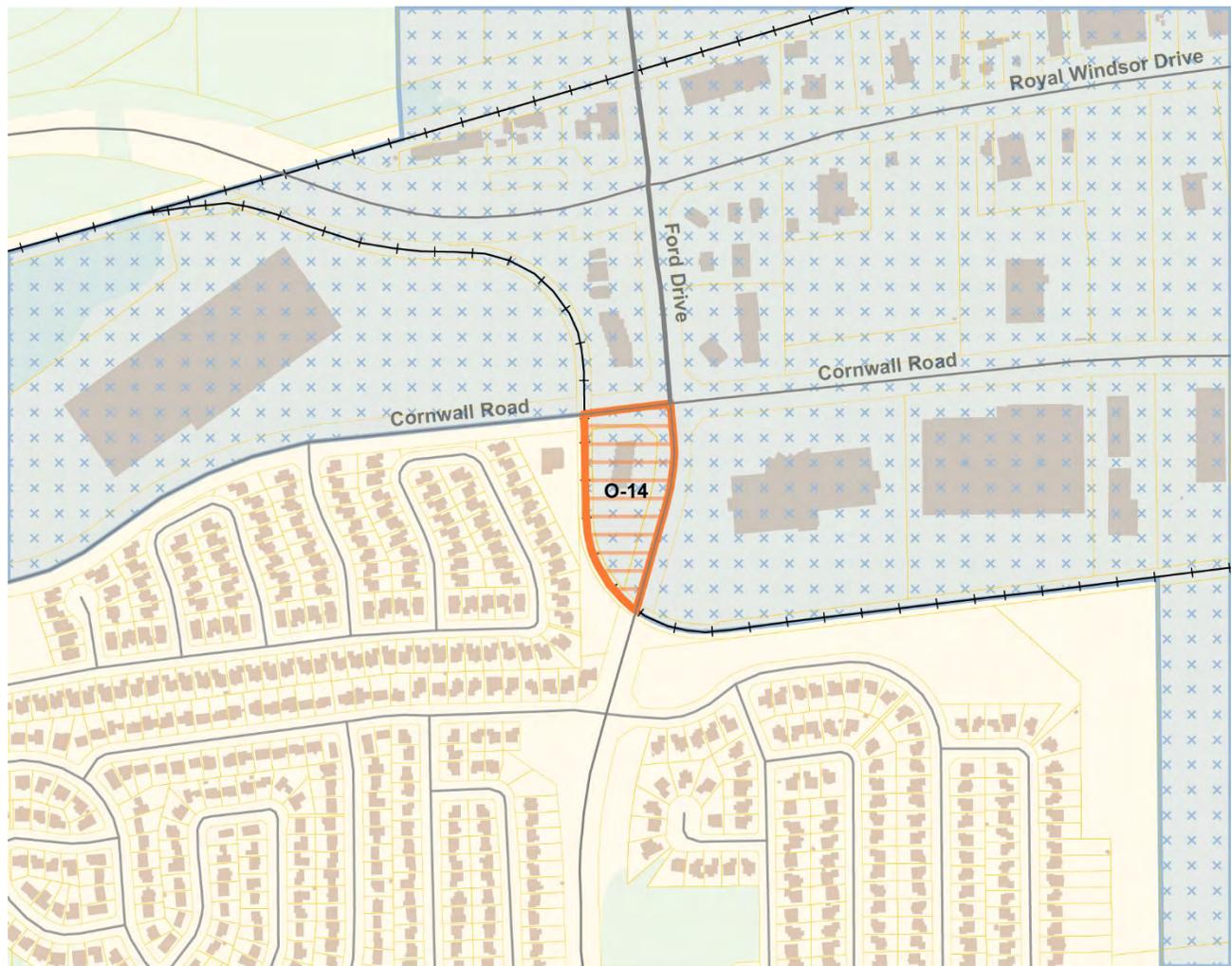
Town of Oakville

Location	Size	Adjacent Uses
Ninth Line and Dundas Street	7.5 hectares	Vacant, commercial, and institutional (north), vacant and Highway 403 (east), vacant (south), natural heritage (west).
Existing Uses	PSEZ	Local OP Designations
Commercial, residential, and vacant	Partial (East of Ninth Line)	Core Commercial

Recommendation – O-13		
Supported	✓	<b>Regional staff recommend removing the subject lands from the Regional Employment Areas.</b>

Assessment – O-13		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently designated for and/or occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that intends these lands to function as a major commercial area serving the broader Regional community.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would result in a logical boundary for the Regional Employment Area that continues to recognize the Regional Employment Area to the south and east.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the south and east given that the conversion will recognize existing commercial uses and/or the local policy framework that permits such uses.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process..</li> </ul>

**Request O-14 – 584 Ford Drive**



**Summary**

The subject lands are located southwest of Ford Drive and Cornwall Road and are occupied by existing commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

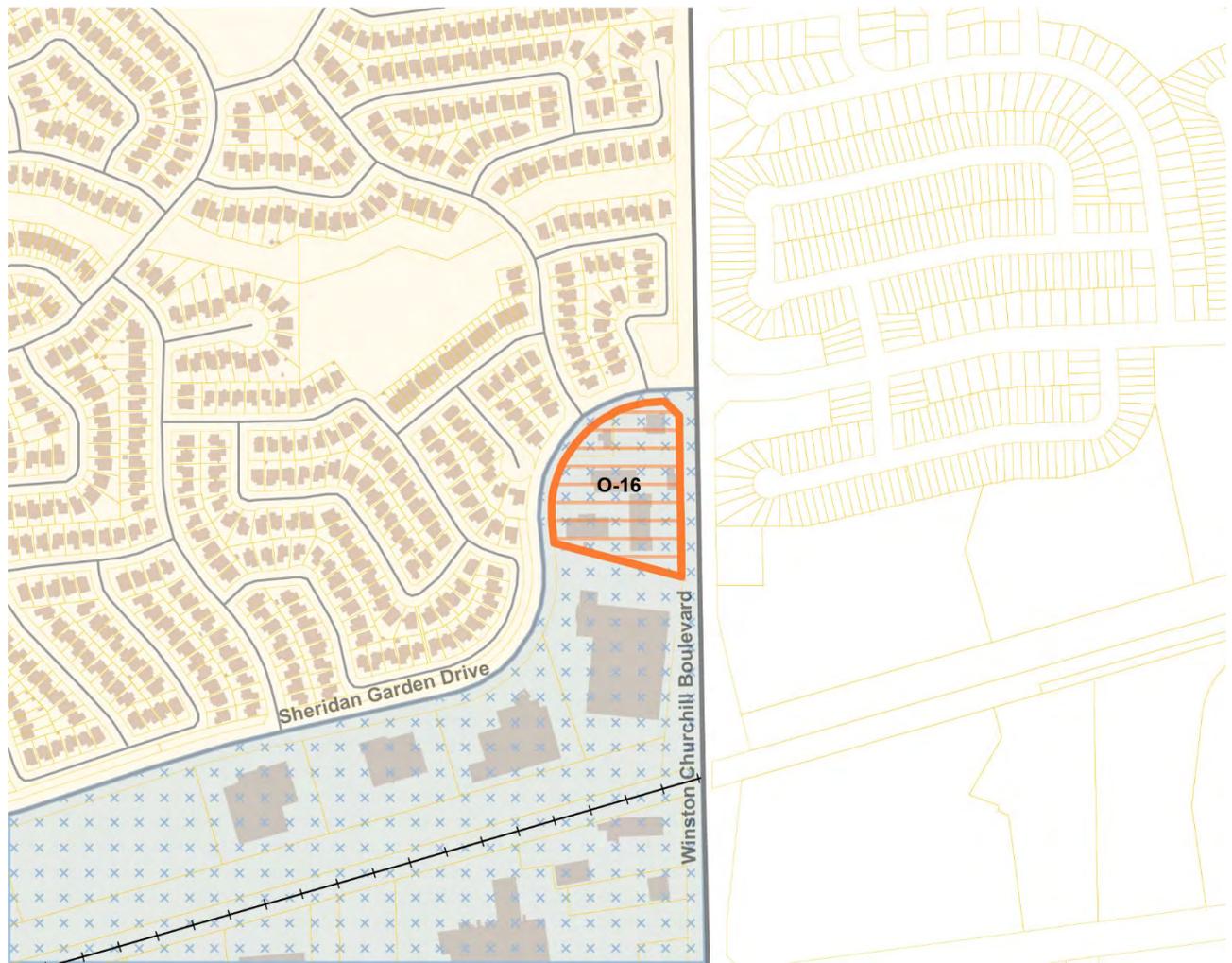
Town of Oakville

Location	Size	Adjacent Uses
584 Ford Drive	1.5 hectares	Commercial and employment (north), employment, residential, and open space (east), residential and CN Rail (south), commercial and employment (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Neighbourhood Commercial

Recommendation – O-14		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – O-14		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, and the small size of the subject lands, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would result in a logical boundary for the Regional Employment Area that recognizes the Regional Employment Area to the north and east which is functionally separated by Ford Drive and Cornwall Road.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the north and east given that the conversion will recognize existing commercial uses which are functionally and physically separate.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

***Request O-16 – Winston Churchill / Sheridan Garden Drive***



**Summary**

The subject lands are located southwest of the intersection of Winston Churchill Boulevard and Sheridan Garden Drive and are occupied by existing commercial uses. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework.

**Proponent**

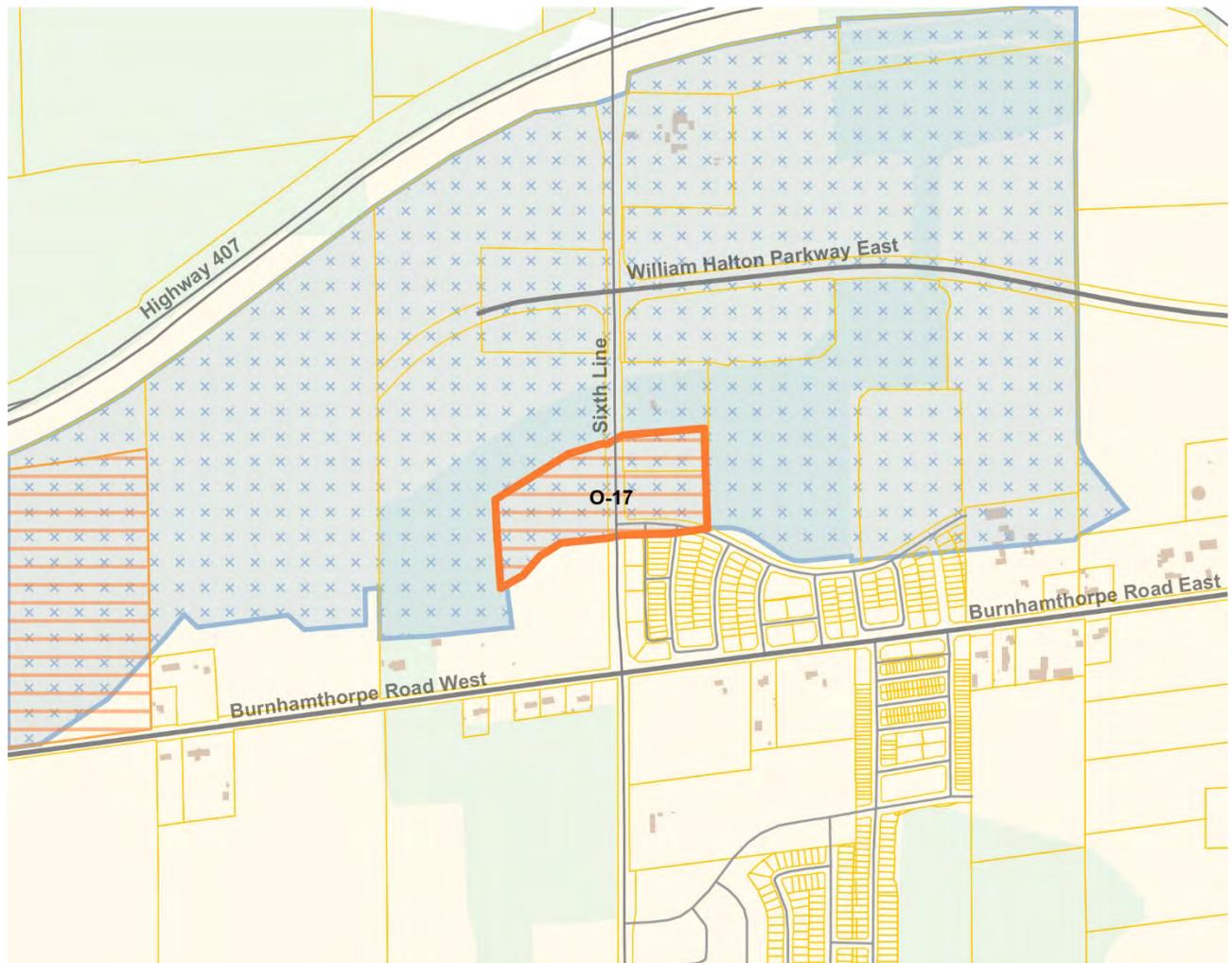
Town of Oakville

Location	Size	Adjacent Uses
2680 Sheridan Garden Drive; 1144, 1146, 1152, 1158 Winston Churchill Boulevard	1.9 hectares	Residential (north), residential and open space (east), residential and employment (south), residential (west).
Existing Uses	PSEZ	Local OP Designations
Commercial	No	Neighbourhood Commercial

Recommendation – O-16		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – O-16		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently occupied by existing commercial uses and as a result, do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term. Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing non-employment uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would result in a logical boundary for the Regional Employment Area that recognizes the Regional Employment Area to the south.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the south given that the conversion will recognize existing commercial uses that are functionally and physically separate.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

***Request O-17 – Sixth Line / Burnhamthorpe Road***



**Summary**

The subject lands are located on the east and west sides of Sixth Line, north of Burnhamthorpe Road and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit non-employment uses.

**Proponent**

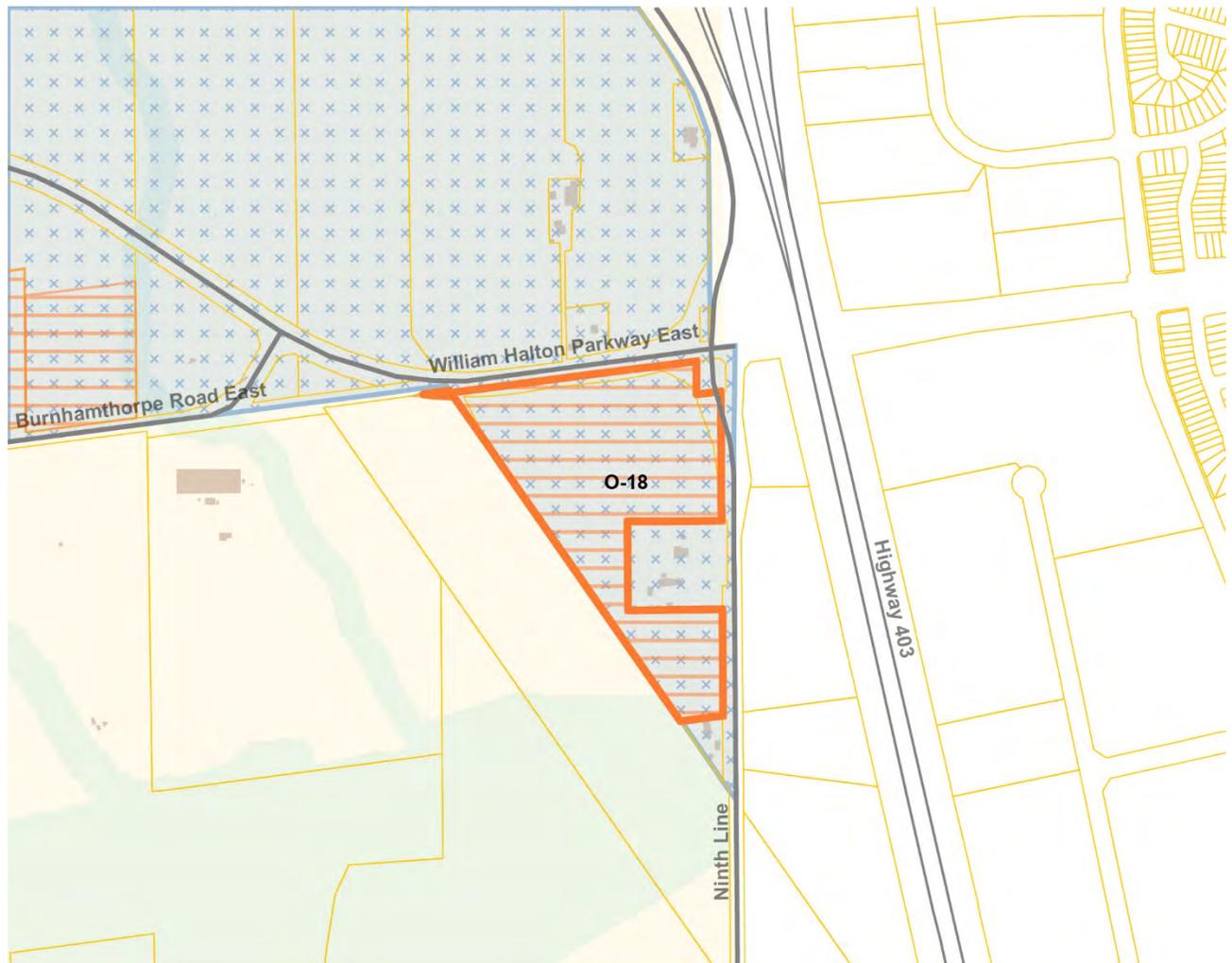
Town of Oakville / Star Oak Developments Ltd. / Sixth Oak Inc.

Location	Size	Adjacent Uses
Portion of 103 Burnhamthorpe Road West and 4115 Sixth Line	6.1 hectares	NHS and vacant employment (north), NHS (east), vacant and residential (south), NHS (west).
Existing Uses	PSEZ	Local OP Designations (North Oakville East Plan)
Vacant	Yes	Employment District and Natural Heritage System Area

Recommendation – O-17		
Supported	✓	<b>Regional staff recommend removing the subject lands from the Regional Employment Areas.</b>

Assessment – O-17		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands, in part, currently function as part of the supply of lands that could accommodate certain types of employment uses in Halton. They are currently vacant, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area along the Highway 407 corridor.</li> <li>However, for the lands on the east side of Sixth Line (which represent about 2.8 hectares), approximately 2.2 hectares are developed or planned for public infrastructure or public service facilities. This leaves a very small vacant area that would be unlikely to function for employment purposes given its size and location. The lands on the west side of Sixth Line are relatively small at approximately 3.0 hectares and are isolated from the Employment Area to the north due to the Natural Heritage System. The remaining 0.3 hectares is represented by the right-of-way for Sixth Line.</li> <li>On this basis, given the existing and proposed uses, parcel configuration and location, and small size, the removal of the of the subject lands is not anticipated to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site and that would preclude the use of the lands for certain types of employment uses, namely the existing and proposed uses on the east side of Sixth Line, the size and configuration of parcels within the subject lands, and the Natural Heritage System boundary that separates the lands from the Regional Employment Area to the north.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would result in a logical boundary for the Regional Employment Area that follows the Regional Natural Heritage System.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the north, east, and west, given they will be functionally and physically separated by the Regional Natural Heritage System.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the planned infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was also made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>

**Request O-18 – 3164 Ninth Line**



**Summary**

The subject lands are located southwest of Ninth Line and Burnhamthorpe Road and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit the expansion of a cemetery.

**Proponent**

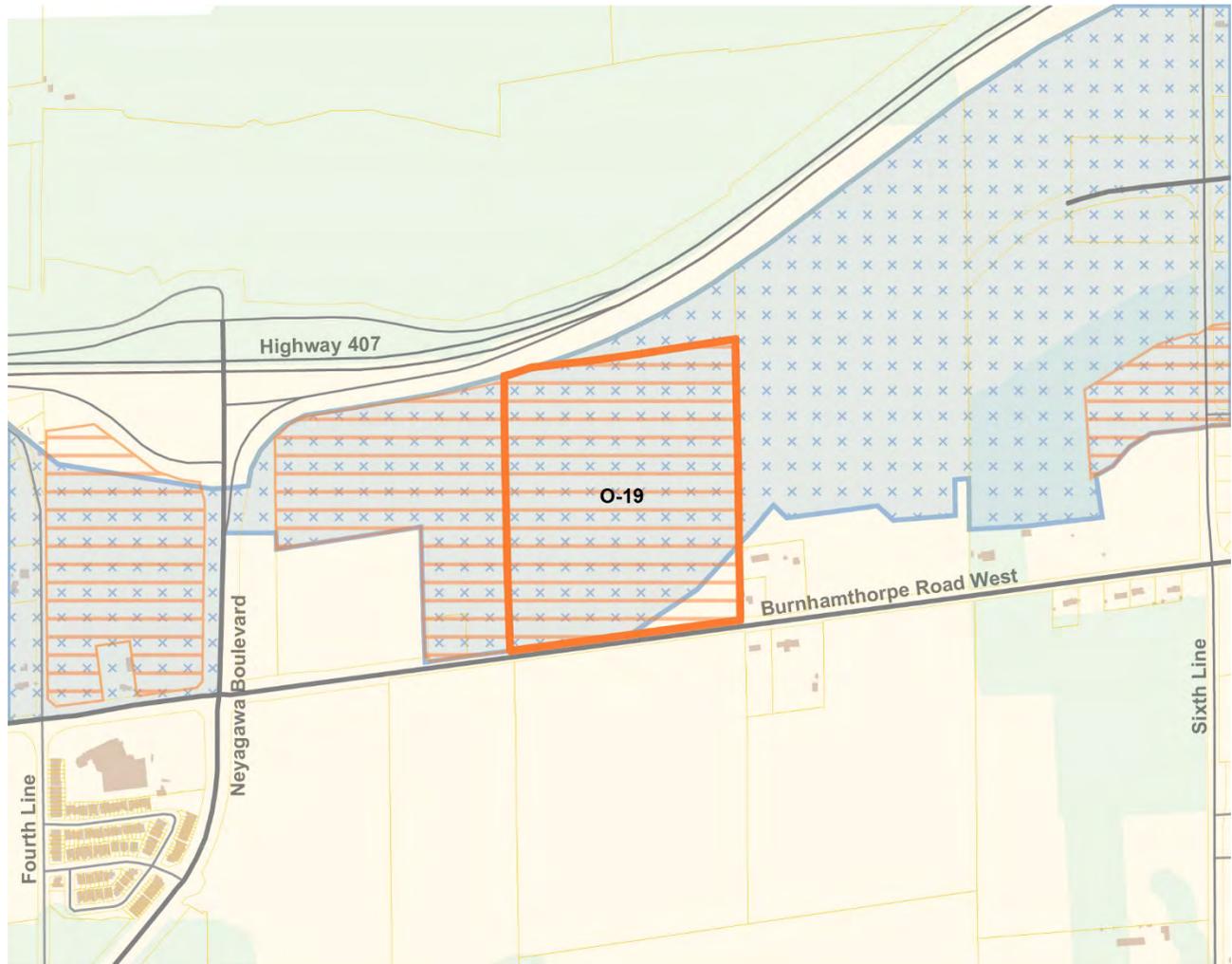
Arbor Memorial Inc.

Location	Size	Adjacent Uses
TRAFALGAR CON 1 PT LOT 6 NDS;RP 20R21354 PARTS 4 5 6 AND;PT PART 3	9.3 hectares	Vacant employment and Highway 403 (north), vacant and Natural Heritage System (east), vacant and utility corridor (south), vacant and utility corridor (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	No	Employment District

Recommendation – O-18		
Further Analysis	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>

Assessment – O-18		
<b>A</b> Employment Land Supply	*	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that could accommodate certain types of employment uses in Halton. They are a significant size, are vacant, and are strategically located in relation to goods movement facilities.</li> <li>As a result, further analysis is required to determine whether the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051, including determination as to whether employment could continue to be supported on the lands following a conversion.</li> </ul>
<b>B</b> Demonstrated Need	*	<ul style="list-style-type: none"> <li>Further analysis is required to determine whether there is a need for the conversion on the basis of site-specific conditions or strategic opportunities.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area and are functionally separated from the lands north of William Halton Parkway East and Burnhamthorpe Road East as well as the hydro corridor. The removal of the lands would result in a logical boundary for the Regional Employment Area along the north side of Burnhamthorpe Road East.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the north given they will be functionally and physically separated by Burnhamthorpe Road East.</li> </ul>
<b>D</b> General Considerations	*	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the nature of the conversion and the location of the subject lands, existing or planned infrastructure and public service facilities are expected to support the conversion request.</li> <li>A position on the conversion request has not been provided by the Town. Further information on the Town’s position can be provided through additional consultation.</li> </ul>

**Request O-19 – 263 Burnhamthorpe Road West**



**Summary**

The subject lands are located north of Burnhamthorpe Road West between Neyagawa Boulevard and Sixth Line and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to enable non-employment uses.

**Proponent**

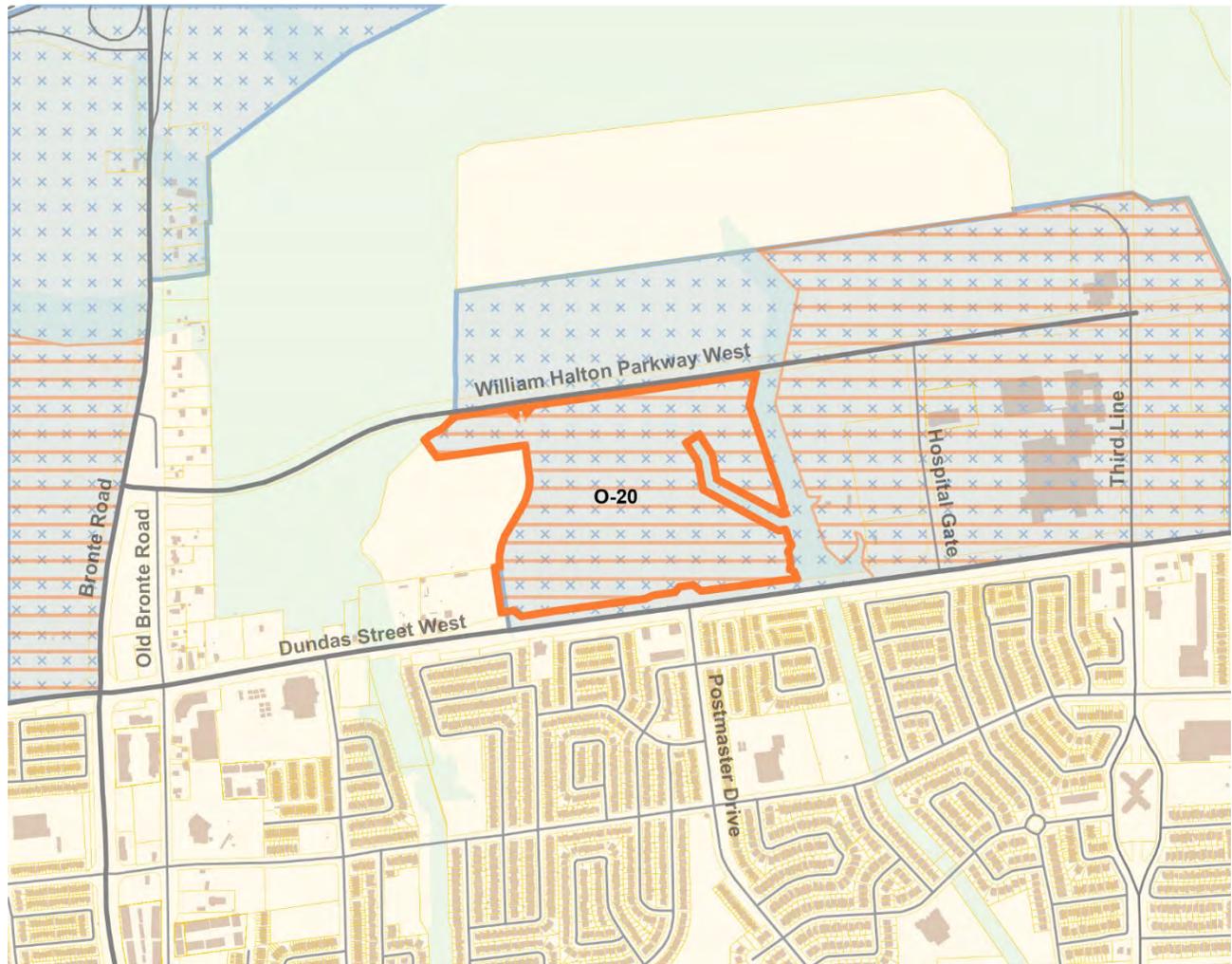
Cynthia Lynch

Location	Size	Adjacent Uses
263 Burnhamthorpe Road West	19.9 hectares	Highway 407 (north), agriculture (east), agriculture/rural residential (south), agriculture (west).
Existing Uses	PSEZ	Local OP Designations (North Oakville East Plan)
vacant	No	Employment District

Recommendation – O-19		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – O-19		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are a significant size, are currently vacant, are strategically located in relation to goods movement facilities, and are part of a large contiguous Regional Employment Area south of the Highway 407 corridor.</li> <li>Given this context, the conversion is expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure or on the basis of a site-specific condition or constraint.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>Given the significant size of the subject lands and their location within a contiguous Regional Employment Area and adjacent to other vacant employment lands, the conversion would have the potential to create an irregular and discontinuous boundary for the Employment Area and introduce sensitive land uses that are incompatible, thereby impacting the long-term stability and viability of the area.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>The subject lands were previously considered by the Town of Oakville (see Request #7 in Appendix F to the Town’s staff report dated April 16, 2018). The request was not recommended for removal from the Regional Employment Areas by the Town.</li> </ul>

**Request O-20 – Dundas/McCraney Creek**



**Summary**

The subject lands are located north of Dundas Street West, west of McCraney Creek, east of Palermo Park, and south of William Halton Parkway and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to permit a mix of commercial uses.

**Proponent**

Fieldgate Commercial Properties

Location	Size	Adjacent Uses
North of Dundas Street West and west of McCraney Creek	24.2 hectares	Vacant (north), natural heritage (east), residential and commercial (south), parks / open space (west).
Existing Uses	PSEZ	Local OP Designations (North Oakville East Plan)
Vacant	No	Employment District

Recommendation – O-20		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – O-20		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are a significant size, are currently vacant, and are strategically located in relation to goods movements facilities (in particular, a highway interchange).</li> <li>Given this context, the conversion is expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure or on the basis of a site-specific condition or constraint.</li> <li>The subject lands appear to be appropriately identified within a Regional Employment Area and a local employment designation – additional changes to the policy framework that applies to the lands could address concerns related to the appropriate range of uses.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>The subject lands are part of a relatively small Regional Employment Area that is not part of a broader contiguous Regional Employment Area (when considered in the context of the initial assessment to support the conversion of the lands identified in Request #O-07). However, their removal would result in the isolation of the lands identified within the Employment Area north of William Halton Parkway West, undermining the continued viability of the remaining Regional Employment Area identified in this area.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>The subject lands were previously considered by the Town of Oakville (see Request #11 in Appendix F to the Town’s staff report dated April 16, 2018). The request was not recommended for removal from the Regional Employment Areas by the Town, but it was noted that further consideration should be given to the appropriate uses on the subject lands through the North Oakville Secondary Plans Review.</li> </ul>

**Request O-22 – Burnhamthorpe / Neyagawa (Northwest Quadrant)**



**Summary**

The subject lands are located northwest of Burnhamthorpe Road West and Neyagawa Boulevard and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to enabled a local redesignation to permit commercial uses or a broader range of non-employment uses as part of the Neyagawa Urban Core.

**Proponent**

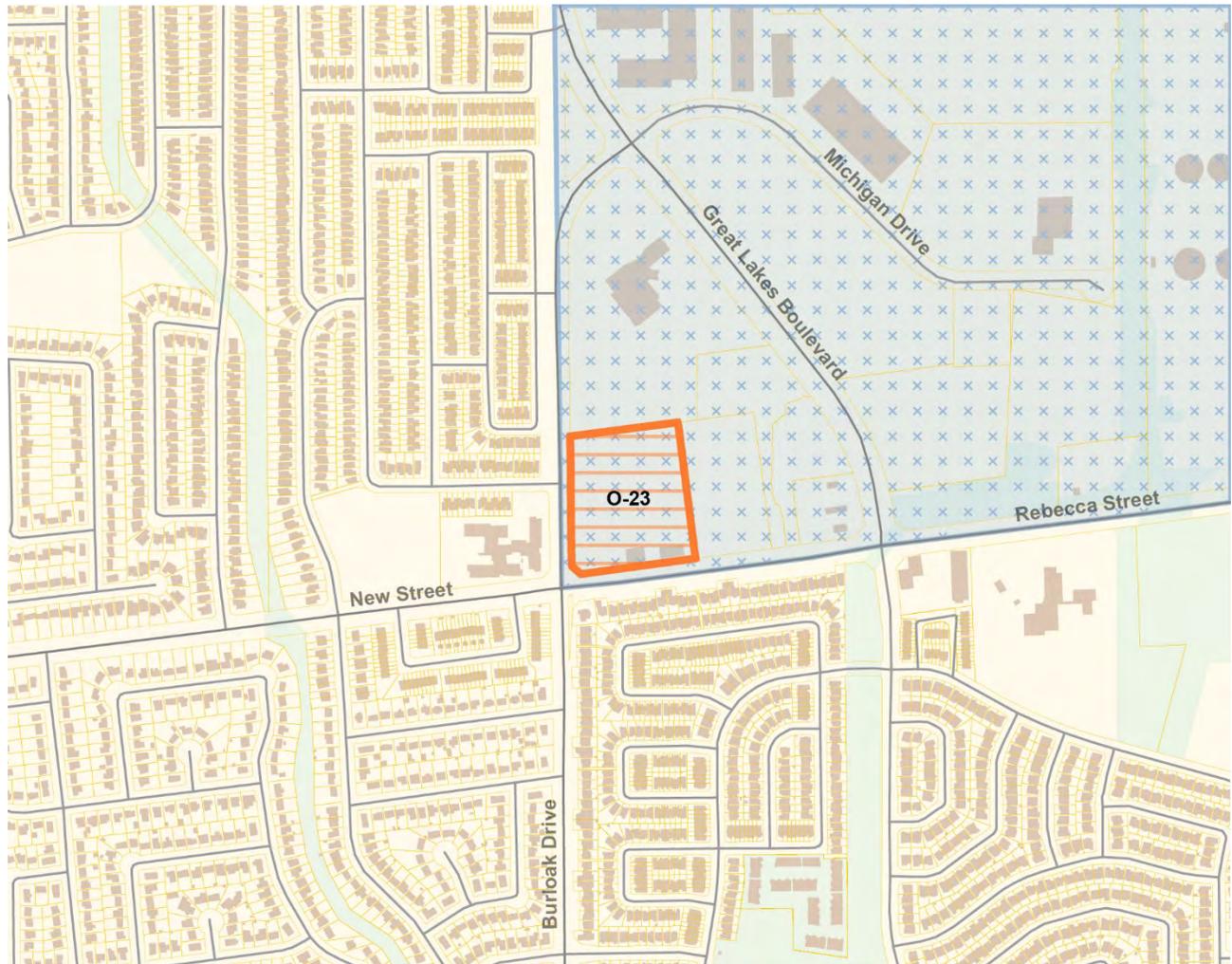
Fieldgate Commercial Properties

Location	Size	Adjacent Uses
Northwest of Neyagawa Blvd. and Burnhamthorpe Road West	11.3 hectares	Highway 407 (north), agriculture (east), institutional (south), agricultural (west).
Existing Uses	PSEZ	Local OP Designations (North Oakville East Plan)
Vacant	No	Employment District

Recommendation – O-22		
Further Analysis	*	<b>Further analysis is required to determine a recommendation regarding the subject lands.</b>

Assessment – O-22		
<b>A</b> Employment Land Supply	*	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that could accommodate certain types of employment uses in Halton. They are of a significant size, are vacant, are strategically located in relation to goods movement facilities, and are part of a contiguous Regional Employment Area identified south of Highway 407.</li> <li>As a result, and given their location in relation to the Local Urban Structure, further analysis is required to determine whether the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	*	<ul style="list-style-type: none"> <li>A need for the conversion may be established based on the strategic location of the lands in the context of the Regional Urban Structure and/or Local Urban Structure given the location of the subject lands in relation to the Neyagawa Urban Core and the identification of a portion of the lands as a node for further study in the Town’s urban structure.</li> <li>Further analysis is required to confirm the need for the conversion on the basis of its strategic location and strategic opportunity, including how the conversion contributes to the key strategic growth management objectives, as well as in relation to the considerations related to the overall supply of employment lands as discussed above.</li> </ul>
<b>C</b> Employment Area Viability	*	<ul style="list-style-type: none"> <li>The subject lands are not located at the periphery of the Regional Employment Area as it is currently delineated. The removal of the lands would not result in a logical boundary for the Regional Employment Area and would change a contiguous employment area into an isolated employment area to the west of the subject lands.</li> <li>The removal of the lands would create an isolated Regional Employment Area, which could in turn impact the overall viability of the employment area over the long-term. Further analysis is required to determine the impacts to the viability of the Regional Employment Area, considered in relation to the land supply and need principles discussed above.</li> </ul>
<b>D</b> General Considerations	*	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>Given the nature of the conversion and the location of the subject lands, further analysis is required to ensure the conversion can be supported by existing or planned infrastructure and public service facilities.</li> <li>Further information on the Town’s position can be provided through subsequent consultation.</li> </ul>

**Request O-23 – 3515-3545 Rebecca Street**



**Summary**

The subject lands are located at the northeast corner of Burloak Drive and Rebecca Street and are currently vacant. The removal of the lands from the Regional Employment Area is requested in order to facilitate the development of non-employment uses, including commercial and residential uses.

**Proponent**

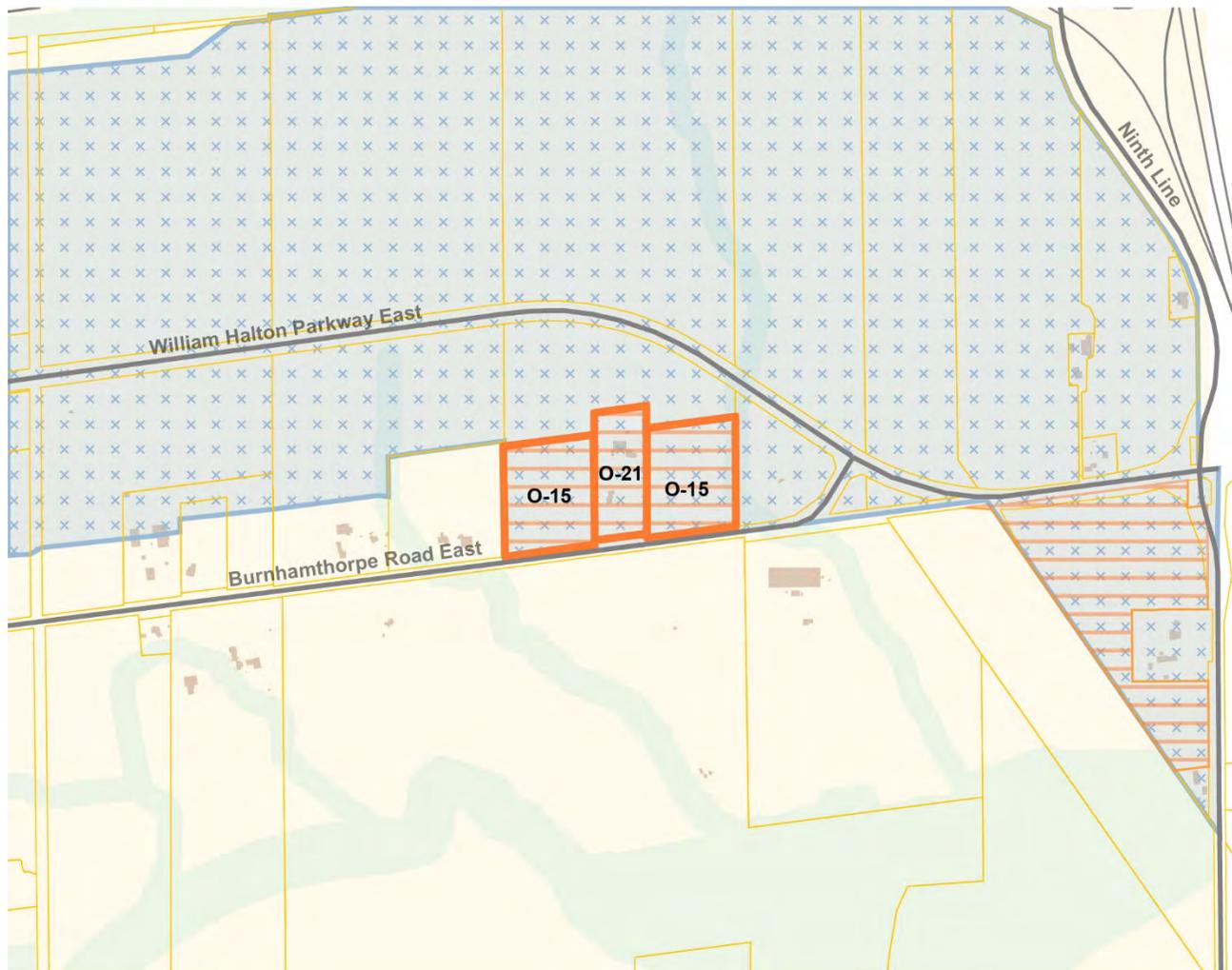
Burloak Market Place Partnership

Location	Size	Adjacent Uses
3515-3545 Rebecca Street	3.1 hectares	Institutional (north), vacant (east), residential (south), institutional and residential (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	No	Business Commercial, Business Employment

Recommendation – O-23		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – O-23		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. They are currently vacant and are located as part of a contiguous Regional Employment Area identified along Great Lakes Boulevard.</li> <li>Given this context, the conversion is expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure.</li> <li>However, the request identifies certain site-specific constraints, namely isolation from major goods movement facilities and the proximity of existing sensitive uses, as conditions that demonstrate the need for the conversion. While these conditions may be present, it is not clear that they would preclude the lands from accommodating employment or employment-supportive uses and as a result, the request does not sufficiently demonstrate a need for the conversion.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>From a Regional perspective, the lands are part of a contiguous employment area – the removal of the lands would create an irregular and discontinuous boundary for the Regional Employment Area on the north side of Rebecca Street, which could, in turn, impact the overall viability of the employment area over the long-term.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was reviewed by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process and was not supported. Confirmation of Town Council’s position could be provided through the consultation process; however, as noted above the initial assessment has identified the request as not supported based on the other Principles.</li> </ul>

**Request – Burnhamthorpe Road East (O-15, O-21)**



**Summary**

The subject lands are located along Burnhamthorpe Road East, south of Highway 407 and William Halton Parkway East, and are currently vacant (lands identified as O-15) and occupied by a residential dwelling and multiple agricultural-related access buildings (lands identified as O-21). The removal of the lands from the Regional Employment Area is requested in order to enable a local redesignation to 'Transitional Area' to permit a broader range of uses.

**Proponent**

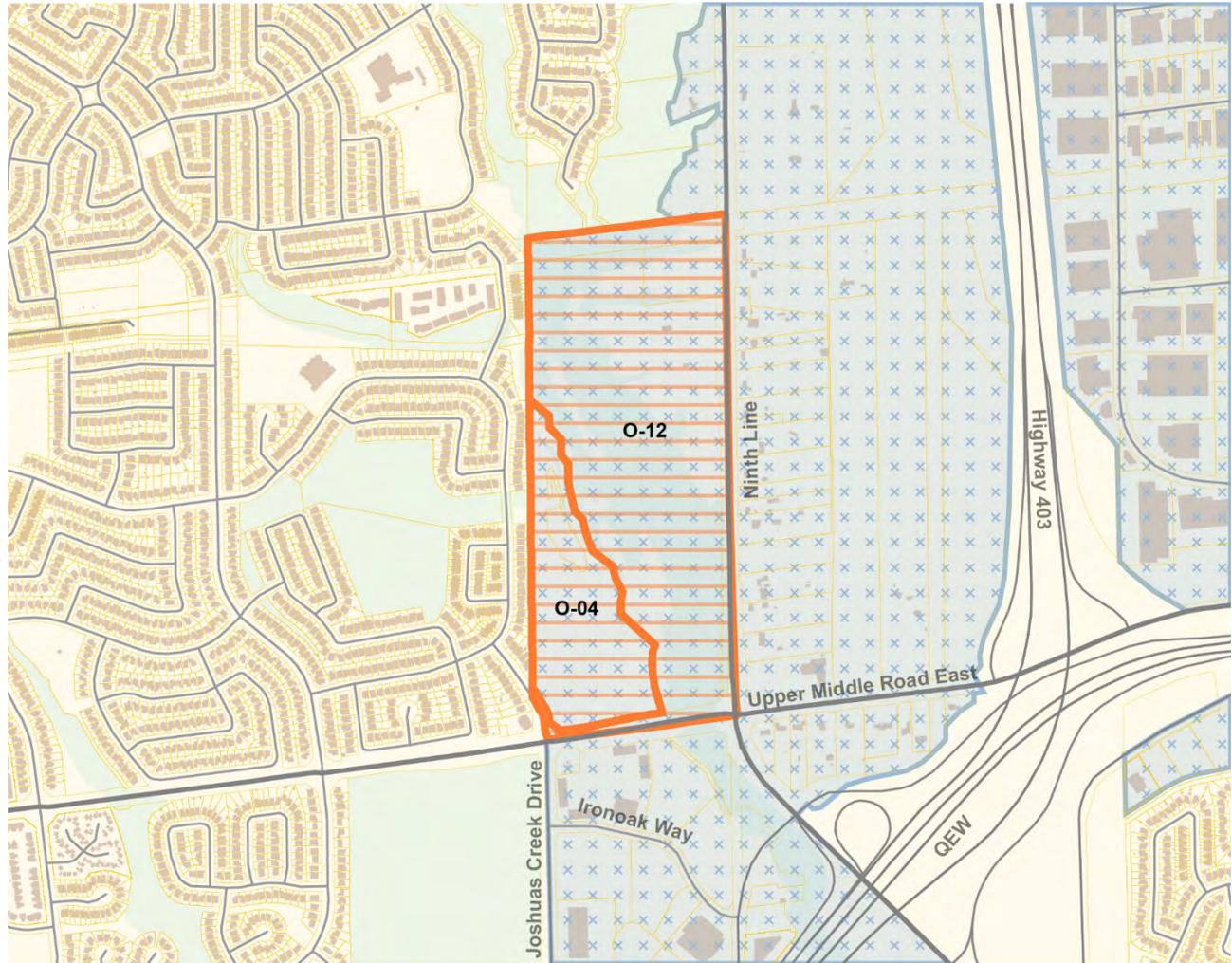
T.L.M.T.T Ontario (O-15) / Marko & Mica Mesic (O-21)

Location	Size	Adjacent Uses
Part of Lot 8, Concession 2 N.D.S	8.8 hectares	Vacant (north), vacant (east), vacant (south), vacant (west).
Existing Uses	PSEZ	Local OP Designations (North Oakville East Plan)
Vacant	Yes	Employment District and Natural Heritage System Area

Recommendation – Burnhamthorpe Road East (O-15, O-21)		
<b>Not Supported</b>	×	<b>Regional staff recommend retaining the subject lands within the Regional Employment Areas.</b>

Assessment – Burnhamthorpe Road East (O-15, O-21)		
<b>A</b> Employment Land Supply	×	<ul style="list-style-type: none"> <li>The subject lands currently function as part of the supply of lands that can accommodate certain types of employment uses in Halton. The subject lands are strategically located in relation to goods movement facilities and are part of a large contiguous Regional Employment Area along the Highway 407 corridor and Highway 403 corridor.</li> <li>Given the size of the subject lands, the conversion would have the potential to adversely impact the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	×	<ul style="list-style-type: none"> <li>A need for the conversion has not been identified on the basis of a strategic need to support the Regional Urban Structure and/or Local Urban Structure or on the basis of a site-specific condition or constraint.</li> </ul>
<b>C</b> Employment Area Viability	×	<ul style="list-style-type: none"> <li>From a Regional perspective, the lands are part of a contiguous employment area – the removal of the lands would create an irregular and discontinuous boundary for the Regional Employment Area on the north side of Burnhamthorpe Road, which could in turn impact the overall viability of the Employment Area over the long-term.</li> </ul>
<b>D</b> General Considerations	×	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The request was reviewed by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process and was not supported. Confirmation of Town Council’s position could be provided through the consultation process; however, as noted above the initial assessment has identified the request as not supported based on the other Principles.</li> </ul>

**Request – The Parkway (O-04, O-12)**



**Summary**

The subject lands are located northwest of Upper Middle Road and Ninth Line in an area known as The Parkway and are currently occupied by open space, recreational uses, and natural heritage areas. The removal of the lands from the Regional Employment Area is requested in order to recognize the existing non-employment uses and local policy framework and in the case of Infrastructure Ontario’s request (O-04), to permit residential uses.

**Proponent**

Infrastructure Ontario (“IO”) / Town of Oakville (see

Location	Size	Adjacent Uses
The Parkway (see map)	24.8 hectares	NHS and vacant employment (north), residential and employment (east), employment (south), residential (west)
Existing Uses	PSEZ	Local OP Designations
Open Space, NHS, and Recreation	No	Private Open Space, Natural Area

Recommendation – The Parkway (O-04, O-12)		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – The Parkway (O-04, O-12)		
<b>A</b> Employment Land Supply	✓	<ul style="list-style-type: none"> <li>The subject lands are currently bisected by significant natural areas and features, and on either side of this natural area, occupied by open space and recreational uses. As a result, the lands do not form a functional part of the Region’s supply of employment lands and have a low likelihood of doing so over the long-term.</li> <li>Given this context, the conversion is not expected to have an adverse impact on the overall supply of employment lands or the ability to achieve employment targets by 2051.</li> </ul>
<b>B</b> Demonstrated Need	✓	<ul style="list-style-type: none"> <li>The need for the conversion is demonstrated based on site-specific conditions that are unique to the site, namely the existing natural heritage system and recreational uses that would limit the ability to accommodate certain kinds of employment uses over the long-term and the recognition of the local planning framework that reflects these uses.</li> </ul>
<b>C</b> Employment Area Viability	✓	<ul style="list-style-type: none"> <li>The subject lands are located at the periphery of the Regional Employment Area. The removal of the lands would result in a logical boundary for the Regional Employment Area along the Ninth Line and Upper Middle Road West.</li> <li>The removal of the subject lands from the Regional Employment Area is not anticipated to create any concerns regarding compatibility or the overall viability of the remaining Regional Employment Areas to the south and east given their functional and physical separation and the nature of the existing uses.</li> </ul>
<b>D</b> General Considerations	✓	<ul style="list-style-type: none"> <li>No cross-jurisdictional issues were identified in the review of the request.</li> <li>As the conversion will recognize the existing conditions, it is expected that the existing infrastructure and public service facilities will continue to support the subject lands.</li> <li>The portion of the request identified as O-04 was considered by the Town – see Item 20 in Appendix F to the Town’s Report dated April 16, 2018. The Town supported the removal of the lands from the Regional Employment Area, but did not support residential uses on the lands given their location as part of the Town’s natural heritage system. The portion of the request identified as O-12 was made and supported by Town of Oakville staff as part of the consultation with Local Municipalities through the Integrated Growth Management Strategy process.</li> </ul>