

Appendix B Existing Employment Area Delineation Recommendations

February 2022

Regional Official Plan Review



Appendix B: Existing Employment Area Delineation Recommendations

Final Recommendations on Existing Employment Area Conversions, Additions, and Revisions

The purpose of this document is to summarize recommended changes to Halton’s Employment Areas through the Regional Official Plan Review and municipal comprehensive review process. This includes areas removed from the Employment Areas through conversions, areas within the existing Urban Area added to the Employment Areas, and minor technical revisions. These recommended changes support the designation of Employment Areas in the Regional Official Plan in accordance with the Growth Plan.

This document does not address new lands added to the Region’s Urban Area as Employment Areas through expansions to the settlement area boundary. This is addressed elsewhere in the reporting on the Preferred Growth Concept and Land Needs Assessment.

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Employment Area Conversions

Overview

Halton's Employment Areas are an important component of the Regional Urban Structure. They represent lands identified and protected over the long-term to accommodate businesses and economic activities such as manufacturing, warehousing, offices, and other associated uses. Halton's Employment Areas are shown on Map 1H – Regional Urban Structure of the Regional Official Plan (ROP). Given the importance of Employment Areas, the Growth Plan and ROP include specific direction on how to consider the re-designation of lands within these areas to permit non-employment uses such as residential, major retail, or mixed uses. The consideration of conversion requests has formed an important part of the Regional Official Plan Review (ROPR) and Integrated Growth Management Strategy (IGMS). A chronological summary of this work is provided below.

Assessment Process and the Regional Urban Structure Discussion Paper – July 2020

The Regional Urban Structure Discussion Paper presented a set of evaluation criteria to assist with applying the conversion policies in the Growth Plan and ROP. The criteria centered around four principles related to employment land supply, demonstration of need, impacts to the overall viability of the employment area, and other general considerations. The details of these evaluation criteria as well as the overall assessment process through the IGMS are found in Section 4.3.2.1 of the Regional Urban Structure Discussion Paper. The Discussion Paper also identified August 31, 2020 as the date by which conversion requests should be submitted.

Initial Assessment and the Growth Concepts Discussion Paper – February 2021

Following the conversion request deadline, each conversion request was evaluated against the 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. An initial assessment of each request was included in Appendix C2 to the Growth Concepts Discussion Paper. The assessment considered whether the requests met the Principles ('supported'), did not meet one or more of the Principles ('not supported'), or whether further analysis was required to make a determination ('further analysis').

The assessment also identified the component of the IGMS process that the conversion was recommended to be implemented through. Certain supported conversions were recommended for implementation through an "Initial Scoped ROPA" (which became Regional Official Plan Amendment (ROPA) No. 48, discussed below) while others were recommended for implementation through the Preferred Growth Concept stage of the IGMS. The requests that were not supported were not recommended to advance as part of the IGMS based on this initial assessment. Certain requests identified as requiring further analysis were tested in different Growth Concepts.

Stakeholder Consultation – March 2021

Following the release of the Growth Concepts Discussion Paper in February 2021, all those who submitted a request for conversion were contacted to advise of the initial assessment of their request and to offer a meeting to discuss. The consultation window that followed the Discussion Paper provided an opportunity for Regional staff and stakeholders to discuss the initial assessments and determine whether any adjustments or changes were required to the final recommendations to Regional Council. There were further discussions through meetings and/or correspondence on thirteen of the conversion requests received. During this time, work was also completed on the assessment of those requests identified as requiring further analysis in the Growth Concepts Discussion Paper as well as on additional or revised requests received following the Growth Concepts Discussion Paper. Details on the outcomes of this consultation and further assessment are provided later in this document.

Regional Official Plan Amendment No. 48 – February 2021 to July 2021

Through Report No. LPS84-20, Regional Council directed staff to prepare an initial ROPA to advance select local municipal planning priorities related to urban structure, including employment conversions with strategic importance related to the Regional and Local Urban Structures. Draft ROPA 48 was released through Report No. LPS17-21 in February 2021. Regional Council adopted ROPA 48 in July 2021 through Report No. LPS60-21. ROPA 48 was subsequently approved by the Ministry of Municipal Affairs and Housing in November 2021.

As part of ROPA 48, a number of conversions were advanced. This includes those identified as ‘Supported’ for implementation through an ‘Initial Scoped ROPA’ in the Growth Concepts Discussion Paper, as well as a few additional conversions deemed appropriate due to their strategic nature (Agerton (western portion), Milton Education Village (southern portion), Bronte GO MTSA (mixed use areas), Sixth Line and Burnhamthorpe, and 4103 Palladium Way). The following conversions were adopted by Regional Council through ROPA 48:

Municipality	Reference Name	Reference Number(s)
Burlington	238 Sumach Drive	B-01
	2258 Mountainside Drive	B-08
	800 Burloak Drive	B-11
	3270 Harrison Crescent	B-16
	4103 Palladium Way	B-18
	Aldershot GO MTSA Lands	B-02, B-03, B-04, B-10, B-12, B-13, B-14
	Burlington GO MTSA / Downtown Burlington UGC Lands	B-06, B-07
Halton Hills	344 Guelph Street	HH-03
	Acton GO MTSA Lands	HH-01, HH-02
Milton	Milton Education Village Lands	M-01
	Agerton Lands (West of Trafalgar Road)	M-02a
	Meritor Lands	M-03, M-10
	Bronte/Main Lands	M-04
Oakville	Oakville Place	O-03
	Palermo Village Lands	O-05
	Bronte GO MTSA Lands (Mixed Use Areas)	O-06
	Hospital District Lands	O-07
	Sixth Line / Burnhamthorpe	O-17

The Growth Concepts Discussion Paper as well as the ROPA 48 recommendation report (LPS60-21) contain justification for these conversions, including supplemental information provided in Attachment #6 to LPS60-21. The Minister of Municipal Affairs and Housing issued a decision on ROPA 48 that approves all of the employment conversions adopted by Regional Council in ROPA 48. As a result, these areas are no longer included within the Region’s Employment Areas, and this is reflected in the Preferred Growth Concept.

Preferred Growth Concept – November 2021

Through Report No. LPS51-21 in July 2021, Regional Council directed staff to implement a revised work plan for the completion of the ROPR, including the development of a Preferred Growth Concept (PGC). The July 2021 report also outlined a series of key principles to guide the development of the PGC. One of these principles is

‘advancing strategic employment land conversions’. On this basis, the PGC reflects those employment land conversions adopted by Regional Council through ROPA 48 and approved by the Minister, the conversions identified as ‘Supported’ in the Growth Concepts Discussion Paper, as well as the additional conversions identified as supported in this document.

Summary of Final Recommendations

The purpose of the remainder of this document is to summarize Regional staff’s final recommendations on the conversion requests received as part of the ROPR and municipal comprehensive review process. The table and maps below summarize the final recommendations on conversion requests received. Following this summary information, additional detail is provided on the process for arriving at these final recommendations.

Final Assessment Recommendations – Summary Table

The table below identifies the final recommendation of Regional staff on the conversion requests received. It also identifies if the request has been adopted by Regional Council and approved by the Minister of Municipal Affairs and Housing through ROPA 48 or if it is to be included in a subsequent ROPA to implement the Preferred Growth Concept (PGC). Mapping showing the location of each of these requests and their associated assessment recommendations is also provided below.

Reference Number	Reference Name	Final Assessment	Principle				IGMS Implementation Process
			A	B	C	D	
Burlington							
B-01	238 Sumach Drive	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
B-08	2258 Mountainside Drive	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
B-09	North Service Road / Industrial Street	Supported	✓	✓	✓	✓	PGC ROPA
B-11	800 Burloak Drive	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
B-16	3270 Harrison Crescent	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
B-17	901 Guelph Line	Not Supported	✗	✗	✗	✗	Not Recommended
B-18	4103 Palladium Way	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
B-19	3309 Harrison Court	Not Supported	✓	✗	✗	✗	Not Recommended
B-20	4450-4480 Paletta Court	Not Supported	✗	✗	✗	✗	Not Recommended
B-21	Bronte Creek Meadows	Not Supported	✗	✗	✗	✗	Not Recommended
B-22	1200 King Road (Eastern Portion)	Not Supported	✗	✗	✗	✗	Not Recommended
Multiple ¹	1150 & 1200 King Road (Western Portion)	Not Supported	✗	✗	✗	✗	Not Recommended
Multiple ²	Aldershot GO MTSA	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
Multiple ³	Downtown Burlington UGC / Burlington GO MTSA	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
Halton Hills							
Multiple ⁴	Acton GO MTSA	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
HH-03	344 Guelph Street	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
Milton							
M-01	Milton Education Village	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
M-02a	Agerton (Western Portion)	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
M-02b	Agerton (Eastern Portion)	Supported	✓	✓	✓	✓	PGC ROPA

Reference Number	Reference Name	Final Assessment	Principle				IGMS Implementation Process
			A	B	C	D	
M-04	Bronte/Main Lands	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
M-05	Maple Avenue Major Commercial	Supported	✓	✓	✓	✓	PGC ROPA
M-06	Steeles Avenue Major Commercial	Supported	✓	✓	✓	✓	PGC ROPA
M-07	405 Martin Street	Supported	✓	✓	✓	✓	PGC ROPA
M-08	Bronte Street South Lands	Not Supported	✗	✗	✓	✓	Not Recommended
M-09	Fifth Line Farm	Not Supported	✓	✗	✗	✗	Not Recommended
Multiple ⁵	Meritor Lands	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
Oakville							
O-01	677 Burloak Drive	Not Supported	✗	✗	✗	✓	Not Recommended
O-03	240 Leighland Avenue	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
O-05	Palermo Village	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
O-06	Bronte GO MTSA	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
O-07	Hospital District	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
O-08	Speers Road Corridor	Policy Review*	-	-	-	-	Policy Review
O-09	Winston Park Core Commercial	Supported	✓	✓	✓	✓	PGC ROPA
O-10	Burloak Core Commercial	Supported	✓	✓	✓	✓	PGC ROPA
O-11	497-513 Pinegrove Road	Supported	✓	✓	✓	✓	PGC ROPA
O-13	Winston Park West Core Commercial	Supported	✓	✓	✓	✓	PGC ROPA
O-14	584 Ford Drive	Supported	✓	✓	✓	✓	PGC ROPA
O-16	Winston Churchill / Sheridan Garden Drive	Supported	✓	✓	✓	✓	PGC ROPA
O-17	Sixth Line / Burnhamthorpe Road	Supported	✓	✓	✓	✓	ROPA 48 (Approved)
O-18	3164 Ninth Line	Not Supported	✗	✗	✓	✗	Not Recommended
O-19	263 Burnhamthorpe Road West	Not Supported	✗	✗	✗	✗	Not Recommended
O-20	Dundas & McCraney Creek	Not Supported	✗	✗	✗	✗	Not Recommended
O-23	3515-3545 Rebecca Street	Not Supported	✗	✗	✗	✗	Not Recommended
O-24	Palermo Village North	Not Supported	✗	✗	✗	✗	Not Recommended
Multiple ⁶	Neyagawa Urban Core	Supported	✓	✓	✓	✓	PGC ROPA
Multiple ⁷	Burnhamthorpe Road East	Not Supported	✗	✗	✗	✗	Not Recommended
Multiple ⁸	The Parkway	Supported	✓	✓	✓	✓	PGC ROPA

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

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

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

4 – Includes Requests HH-01 and HH-02 within the Acton GO MTSA Boundary

5 – Includes Requests M-03 (Meritor) and M-10 (170 Steeles Avenue West).

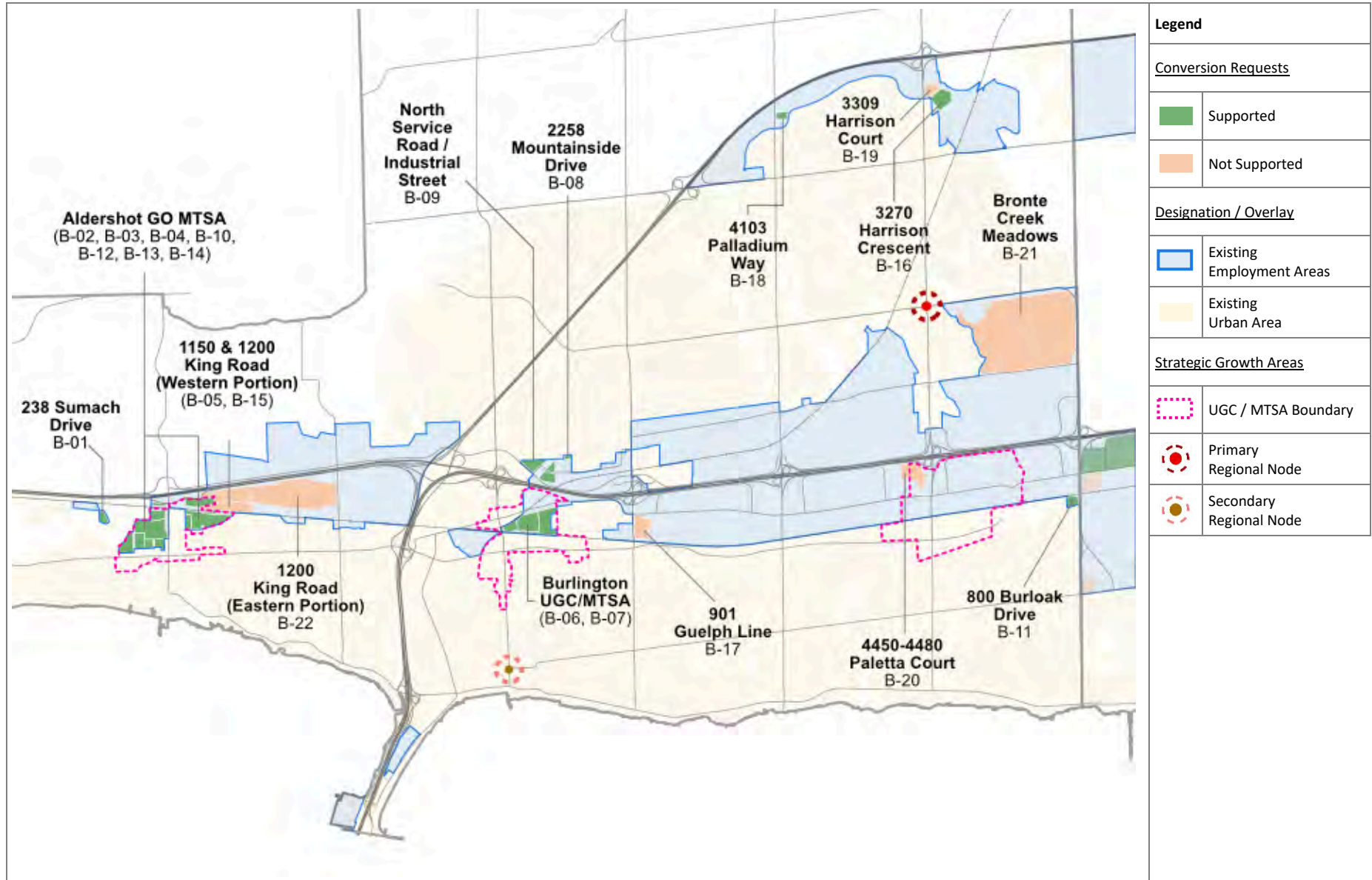
6 – Includes Requests O-02 (337, 353 Burnhamthorpe Road West) and O-22 (Burnhamthorpe / Neyagawa, NW Quadrant)

7 – Includes Requests O-15 and O-21 which are located in a cluster along Burnhamthorpe Road East

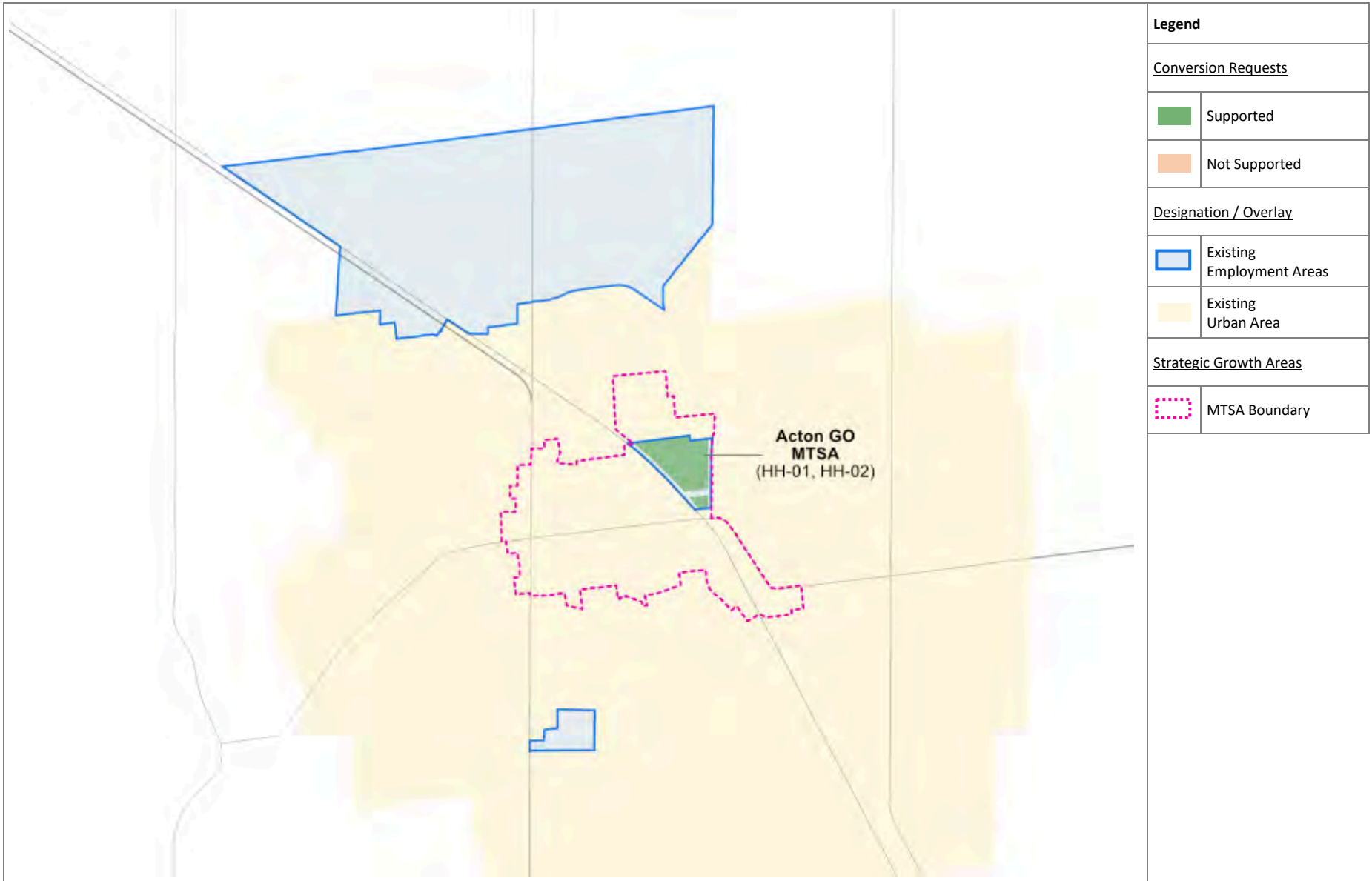
8 – Includes Requests O-04 and O-12 which are located in the area northwest of Upper Middle Rd. and Ninth Line known as The Parkway

* – as described in the Growth Concepts Discussion Paper, this request is addressed through a review of the Employment Area policies

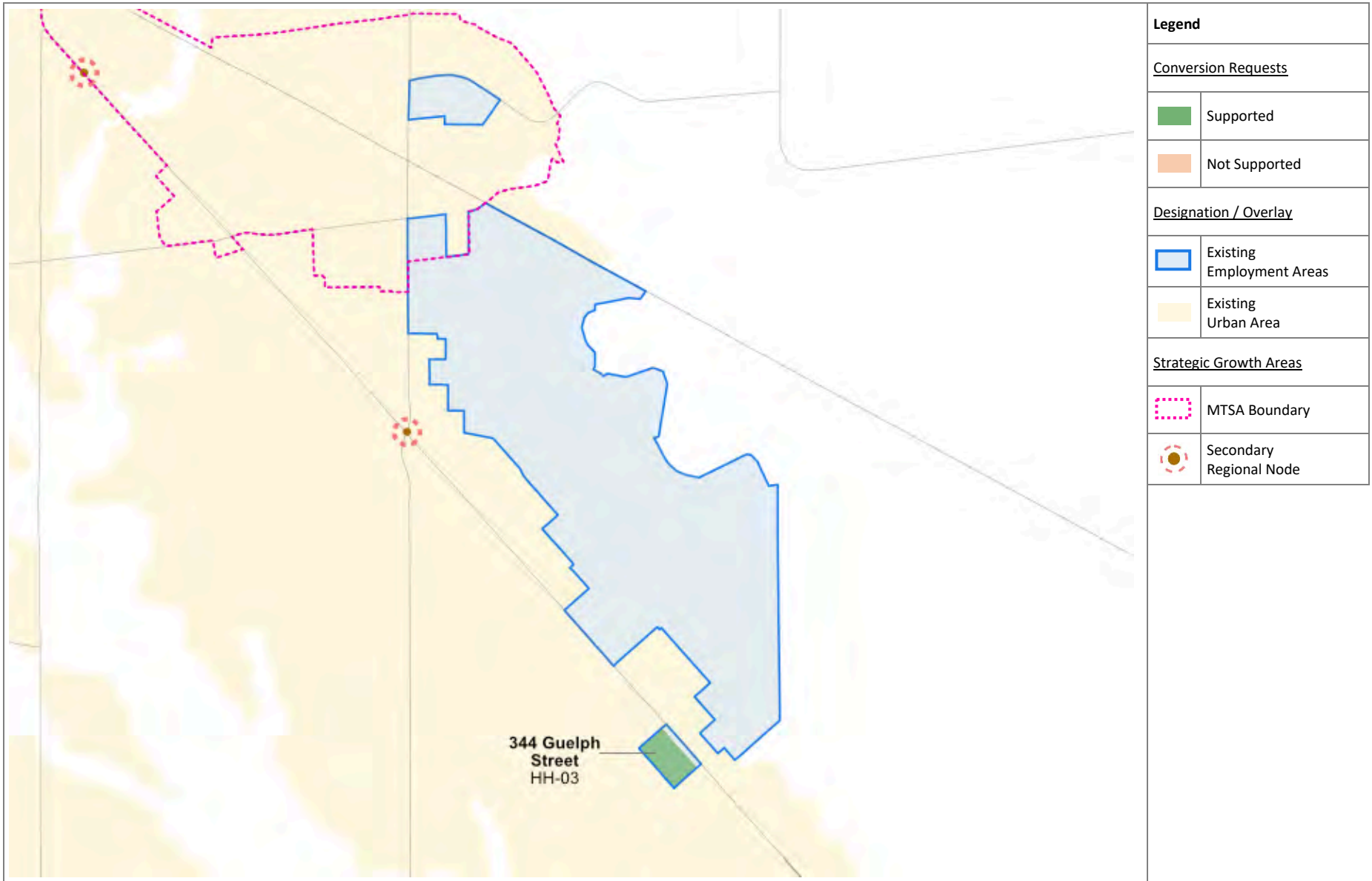
Final Assessment Recommendations – Mapping, City of Burlington




Final Assessment Recommendations – Mapping, Town of Halton Hills (Acton)

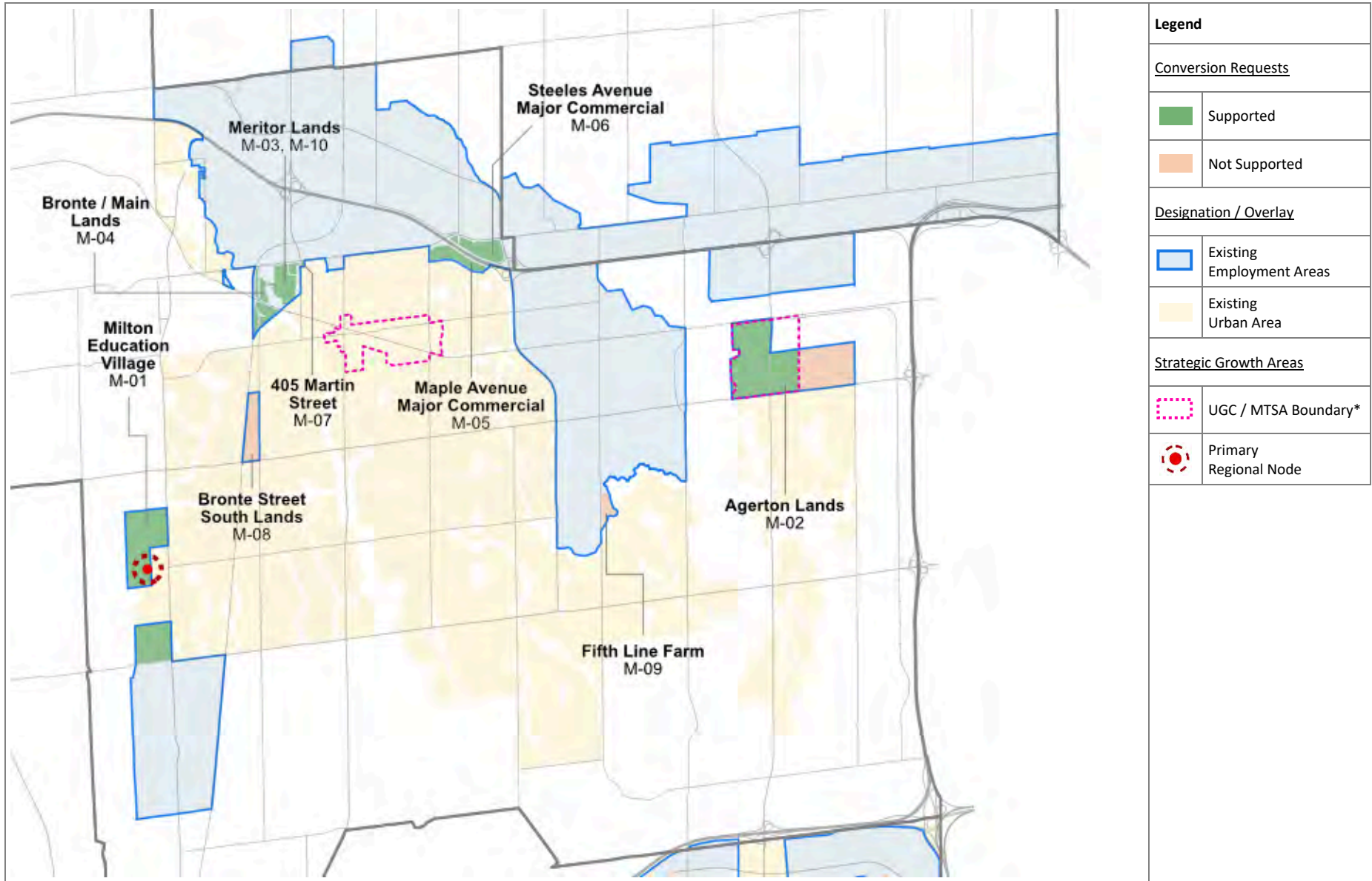


Final Assessment Recommendations – Mapping, Town of Halton Hills (Georgetown)



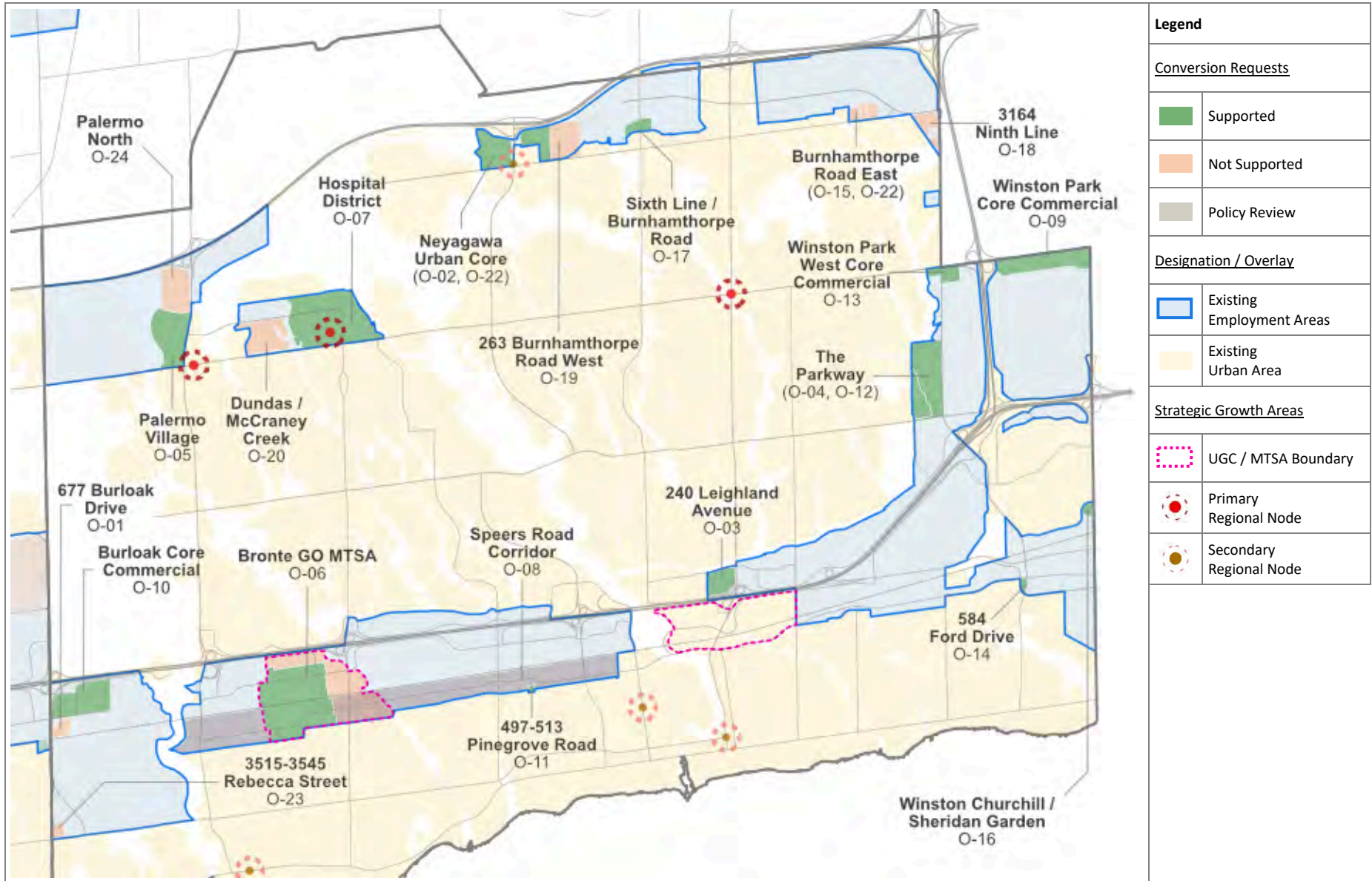
Legend	
<u>Conversion Requests</u>	
	Supported
	Not Supported
<u>Designation / Overlay</u>	
	Existing Employment Areas
	Existing Urban Area
<u>Strategic Growth Areas</u>	
	MTSA Boundary
	Secondary Regional Node

Final Assessment Recommendations – Mapping, Town of Milton



Note: the Trafalgar GO MTSA Boundary on the Agerton Lands is proposed to be implemented through the subsequent PGC ROPA.

Final Assessment Recommendations – Mapping, Town of Oakville



Final Recommendations on Requests Identified as ‘Supported’ in Initial Assessment

The Growth Concepts Discussion Paper identified 28 conversion requests as supported based on Regional staff’s initial assessment. All of these conversions continue to be supported. In terms of the component of the ROPR that the conversion is implemented through, as noted above, a number of these requests were adopted by Regional Council through ROPA 48 and subsequently approved by the Minister of Municipal Affairs and Housing. The remaining requests are to be advanced as part of a ROPA implementing the Preferred Growth Concept.

The conversions identified as ‘Supported’ in the Growth Concepts Discussion Paper which continue to be supported and which are to be implemented through the Preferred Growth Concept are listed below. The majority constitute areas with existing commercial or other non-employment uses.

Reference Number	Reference Name	Initial Assessment	Final Assessment	IGMS Implementation Process
Burlington				
B-09	North Service Road / Industrial Street	Supported	Supported	PGC ROPA
Milton				
M-05	Maple Avenue	Supported	Supported	PGC ROPA
M-06	Steeles Avenue East	Supported	Supported	PGC ROPA
M-07	Martin Street	Supported	Supported	PGC ROPA
Oakville				
O-04	Upper Middle / Ninth	Supported	Supported	PGC ROPA
O-09	Winston Park Commercial	Supported	Supported	PGC ROPA
O-10	Burloak Commercial	Supported	Supported	PGC ROPA
O-11	Pinegrove Plaza	Supported	Supported	PGC ROPA
O-12	Winston Park West Open Space	Supported	Supported	PGC ROPA
O-13	Winston Park West Commercial	Supported	Supported	PGC ROPA
O-14	Royal Windsor	Supported	Supported	PGC ROPA
O-16	Winston Churchill / SGD	Supported	Supported	PGC ROPA

Final Recommendations on Requests Identified as ‘Further Analysis’ in Initial Assessment

In the Growth Concepts Discussion Paper there were nine conversion requests that were identified as requiring further analysis. A list of these requests and their associated final recommendations is provided below.

Reference Number	Reference Name	Initial Assessment	Final Assessment	IGMS Implementation Process
Burlington				
B-18	4103 Palladium Way	Further Analysis	Supported	ROPA 48 (Approved)
Multiple ¹	1150 & 1200 King Road (Western Portion)	Further Analysis	Not Supported	Not Recommended

Reference Number	Reference Name	Initial Assessment	Final Assessment	IGMS Implementation Process
Milton				
M-01b	Milton Education Village (Southern Portion)	Further Analysis	Supported	ROPA 48 (Approved)
M-02a	Agerton (Western Portion)	Further Analysis	Supported	ROPA 48 (Approved)
M-02b	Agerton (Eastern Portion)	Further Analysis	Supported	PGC ROPA
Oakville				
O-01	677 Burloak	Further Analysis	Not Supported	Not Recommended
O-06	Bronte GO MTSA (Remaining Area)	Further Analysis	Supported	ROPA 48 (Approved)
O-18	3164 Ninth Line	Further Analysis	Not Supported	Not Recommended
Multiple	Neyagawa Urban Core	Further Analysis	Supported	PGC ROPA

- **Supported and Adopted in ROPA 48**

On the basis of further analysis, conversion requests B-18 (4103 Palladium Way), M-01b (Milton Education Village – Southern Portion), M-02a (Agerton – Western Portion), and O-06 (Bronte GO MTSA – Remaining Area) were supported and adopted by Regional Council through ROPA 48. These conversions were subsequently approved by the Minister of Municipal Affairs and Housing. The supporting rationale for these conversions is outlined in Report No. LPS60-21, the recommendation report for ROPA 48.

- **Supported and Recommended in Preferred Growth Concept**

On the basis of further analysis and consultation, conversion requests M-02b (Agerton – Eastern Portion) and the conversion requests in the Neyagawa Urban Core area are now supported and recommended to advance as part of the Preferred Growth Concept. Further detail on the assessment of these requests is provided later in this document.

- **Not Supported**

On the basis of further analysis, conversion requests related to the western portion of 1150/1200 King Road, O-01 (677 Burloak), and O-18 (3164 Ninth Line) were not supported. Additional detail on the further assessment of these requests is provided below.

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

As documented in the Growth Concepts Discussion Paper, this request relates to the western portion of 1150 and 1200 King Road and was identified as requiring further analysis. Prior to the release of the Growth Concepts Discussion Paper, the Region received a letter from the Ministry of Natural Resources and Forestry (MNRF) dated December 23, 2020. This letter stated that the MNRF had reviewed and confirmed a new wetland evaluation for the provincially significant Grindstone-Falcon Creeks Wetland Complex. The letter also notes that the wetlands south of Highway 403 largely occur on the 1200 King Road property.

Through Report PL-20-21 in May 2021, City of Burlington staff provided a summary of this letter, the environmental work it described, and its relationship to Minutes of Settlement between the City and the landowner. The report noted that as a result of the significant environmental constraints identified on the lands that limit their development potential, City staff supported the delineation of the adjacent Aldershot GO Major Transit Station Area (MTSA) as proposed in ROPA 48, which does not include the western portion of 1150

and 1200 King Road. A subsequent staff report on the Growth Concepts Discussion Paper (PL-21-21 dated June 2021), confirmed that City of Burlington staff do not recommend supporting the conversion of these lands. Regional staff also met with representatives of the landowners on April 13, 2021 to discuss the assessment of this conversion request as well as others.

Based on this further analysis and the information above, in the absence of a clear demonstration of the need for the conversion, the location of the lands outside the Aldershot GO MTSA, the significant natural heritage constraints, and the lack of local municipal support, Regional staff's final recommendation is to not support the conversion request.

O-01 – 677 Burloak Drive

The initial assessment of this request did not identify concerns with the general considerations principle, but identified the need for further analysis with respect to the need for the conversion, the impact on the overall employment land supply, and the impacts on the overall viability of the employment area. Following further analysis of this request, it was determined that since the lands 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, the conversion would have a minor adverse impact on the overall supply of employment lands. Further, it was not determined that any site-specific constraints would preclude development of the lands for employment or employment supportive uses.

As a result, in absence of a clear demonstration of the need for the conversion and the location of the lands in proximity to goods movement facilities and within a large contiguous Regional Employment Area, Regional staff's final recommendation is that the lands be retained within the Regional Employment Area.

O-18 – 3164 Ninth Line

The initial assessment of this request did not identify concerns with the impact to employment area viability, but further analysis was required to better understand the need for the conversion, the impact on the overall employment land supply, and other general considerations. Following the release of the Growth Concepts Discussion Paper, Regional staff advised the applicant of the initial assessment and areas where further analysis was required. A response was received indicating that no further information was available to be submitted. As a result, in absence of a clear demonstration of the need for the conversion and the location of the lands in proximity to goods movement facilities and a large contiguous Regional Employment Area, Regional staff's final recommendation is that the lands be retained within the Regional Employment Area.

Final Recommendations on Requests Identified as ‘Not Supported’ in Initial Assessment

The following requests were identified as ‘Not Supported’ in the Growth Concepts Discussion Paper. On the basis of further review and analysis, including in some instances subsequent submissions and consultation, no changes were made to these recommendations in the final assessment. In some instances these discussions pointed to the potential utility of changes to the overall policy framework that applies to the Employment Areas as a way to ensure appropriate direction and flexibility is provided for these areas in the ROP.

Reference Number	Reference Name	Initial Assessment	Final Assessment	IGMS Implementation Process
Burlington				
B-17	901 Guelph Line	Not Supported	Not Supported	Not Recommended
B-19	3309 Harrison Court	Not Supported	Not Supported	Not Recommended
B-20	4450-4480 Paletta Court	Not Supported	Not Supported	Not Recommended
B-21	Bronte Creek Meadows	Not Supported	Not Supported	Not Recommended
B-22	1200 King Road (Eastern Portion)	Not Supported	Not Supported	Not Recommended
Milton				
M-08	Bronte Street South Lands	Not Supported	Not Supported	Not Recommended
M-09	Fifth Line Farm	Not Supported	Not Supported	Not Recommended
Oakville				
O-19	263 Burnhamthorpe Road West	Not Supported	Not Supported	Not Recommended
O-20	Dundas and McCraney Creek	Not Supported	Not Supported	Not Recommended
O-23	3515-3545 Rebecca Street	Not Supported	Not Supported	Not Recommended
Multiple	Burnhamthorpe Road East	Not Supported	Not Supported	Not Recommended

A summary of the further assessment and final recommendations for these requests is provided below.

B-17 – 901 Guelph Line

Following Regional staff’s e-mail notice regarding the initial assessment, a meeting was held on April 5, 2021 with the applicant’s consulting team. No additional information was provided that would result in a change to the recommendation in Regional staff’s initial assessment. Based on a final review of the request, the need for the conversion has not been adequately demonstrated, the removal of the lands has the potential to undermine the overall viability of the surrounding Employment Area, and the request was not recommended for removal from the Regional Employment Areas by the City of Burlington. As a result, Regional staff continue to recommend that the conversion not be supported.

B-19 – 3309 Harrison Court

Following Regional staff’s e-mail notice regarding the initial assessment, a meeting was held on April 13, 2021 with the applicant’s consulting team. An updated submission was provided to the Region on May 25, 2021. The submission provided supplemental information in response to the Region’s initial assessment, including on how the request responds to the criteria on employment land supply, demonstrated need, employment area viability, and other general considerations. Among other things, the response highlighted the lack of direct access to and visibility from Highway 407, the potential for employment opportunities on the lands post-

conversion through commercial uses, and the location of the lands on the periphery of the Employment Area and in relation to existing commercial lands to the south, including 3270 Harrison Court, which was advanced as a conversion in ROPA 48.

On the whole, this supplemental information has not resulted in a change to the recommendation in Regional staff's initial assessment. In terms of the assessment on the impacts to Halton's supply of employment lands, including those in proximity to goods movement facilities, while the subject lands may not have direct access to Highway 407, they are clearly within very close proximity to the Appleby Line interchange. Having said that, it is recognized that the small size of the parcel and its potential to accommodate jobs through commercial development lessens the impact on the supply of employment lands at a Regional scale and in the context of Halton's municipal comprehensive review process. The assessment of the 'Employment Land Supply' principle has been adjusted on this basis.

However, a request must meet all the conversion criteria, and the need for the conversion, its impact on the overall viability of the Employment Area, and other general considerations including the position of the Local Municipality have not been adequately demonstrated. The Regional Employment Area in this area is delineated such that Palladium Way, and east of Appleby Line, Harrison Court, form the southern edge of a contiguous Employment Area that extends across north Burlington south of Highway 407 (between the Dundas and Appleby Highway 407 interchanges). This is also reflected in the City's official plan, which identifies these lands as an Employment Growth Area and which designates them within the City's 'Business Corridor' employment designation. This is in contrast to the broader range of planned uses south of Palladium Way and Harrison Court, including the Mixed Use Commercial Centre identified in the City's official plan which contains a significant concentration of existing commercial uses concentrated at the intersection of Appleby Line and Dundas Street. Given this context, the need for the conversion based on a strategic or site-specific constraint is not demonstrated.

Further, the conversion would alter the structure of the Employment Areas southern boundary, which is delineated along Palladium Way and Harrison Court, introducing the potential to impact the long-term viability of this Employment Area. Further, the request was not recommended for removal from the Regional Employment Areas by the City of Burlington and, as noted above, remains identified within an Employment Growth Area and a local employment land designation in the City's official plan. As a result, Regional staff continue to recommend that the conversion not be supported.

B-20 – 4450-4480 Paletta Court

Following Regional staff's e-mail notice regarding the initial assessment, a meeting was held on April 13, 2021 with the applicant's consulting team. No additional information was provided that would result in a change to the recommendation in Regional staff's initial assessment. Based on a final review of the request, the need for the conversion has not been adequately demonstrated, the removal of the lands would create an illogical boundary and the potential to undermine the overall viability of the surrounding Employment Area, and the request was not recommended for removal from the Regional Employment Areas by the City of Burlington. As a result, Regional staff continue to recommend that the conversion not be supported.

B-21 – Bronte Creek Meadows

Following Regional staff's e-mail notice regarding the initial assessment, a meeting was held on April 13, 2021 with the applicant's consulting team. No additional information was provided that would result in a change to the recommendation in Regional staff's initial assessment. Based on a final review of the request, the need for the conversion has not been adequately demonstrated, the removal of the lands would impact on the Region's supply of employment lands, and the request was not recommended for removal from the Regional

Employment Areas by the City of Burlington. As a result, Regional staff continue to recommend that the conversion not be supported.

B-22 – 1200 King Road (Eastern Portion)

Following Regional staff's e-mail notice regarding the initial assessment, a meeting was held on April 13, 2021 with the applicant's consulting team. No additional information was provided that would result in a change to the recommendation in Regional staff's initial assessment. Based on a final review of the request, the need for the conversion has not been adequately demonstrated, the removal of the lands would impact on the Region's supply of employment lands, and the request was not recommended for removal from the Regional Employment Areas by the City of Burlington. As a result, Regional staff continue to recommend that the conversion not be supported.

M-08 – Bronte Street South

No further correspondence or information was received from the applicants related to this conversion request. Based on a final review of the request, the need for the conversion has not been adequately demonstrated, and the removal of the lands would impact on the Region's supply of employment lands and has the potential to undermine the overall viability of the Employment Area. As a result, Regional staff continue to recommend that the conversion not be supported.

M-09 – Fifth Line Farm

Following Regional staff's e-mail notice regarding the initial assessment, no further correspondence or information was received from the applicants related to this conversion request. Based on a final review of the request, the need for the conversion has not been adequately demonstrated and the removal of the lands would create the potential to undermine the overall viability of the Employment Area. As a result, Regional staff continue to recommend that the conversion not be supported.

O-19 – 263 Burnhamthorpe Road West

Following Regional staff's e-mail notice regarding the initial assessment, no further correspondence or information was received from the applicants related to this conversion request. Based on a final review of the request, the need for the conversion has not been adequately demonstrated, the removal of the lands would impact on the Region's supply of employment lands, and the request was not recommended for removal from the Regional Employment Areas by the Town of Oakville. As a result, Regional staff continue to recommend that the conversion not be supported.

O-20 – Dundas and McCraney Creek

Following Regional staff's e-mail notice regarding the initial assessment, no further correspondence or information was received from the applicants related to this conversion request. Based on a final review of the request, the need for the conversion has not been adequately demonstrated, the removal of the lands would impact on the Region's supply of employment lands, and the request was not recommended for removal from the Regional Employment Areas by the Town of Oakville. As a result, Regional staff continue to recommend that the conversion not be supported.

O-23 – 3515-3545 Rebecca Street

Following Regional staff's e-mail notice regarding the initial assessment, no further correspondence or information was received from the applicants related to this conversion request. Based on a final review of the request, the need for the conversion has not been adequately demonstrated and the removal of the lands

would create the potential to undermine the overall viability of the Employment Area. As a result, Regional staff continue to recommend that the conversion not be supported.

O-15, O-21 – Burnhamthorpe Road East

Following Regional staff's e-mail notice regarding the initial assessment, a meeting was held on April 19, 2021 with the applicant's consulting team. An updated submission was provided to the Region on July 15, 2021. The submission provided supplemental information in response to the Region's initial assessment, including on how the request responds to the criteria on employment land supply, demonstrated need, and employment area viability. Among other things, the response highlighted the potential for employment growth to continue to be accommodated on the lands following a conversion, the potential benefits of enabling an extension of the Town's 'Transitional Area' designation further east in alignment with the residential area to the south, and the proximity to existing sensitive land uses.

On the whole, additional information was not provided that would result in a change to the recommendation in Regional staff's initial assessment. The subject lands remain strategically located in relation to goods movement facilities and are part of a larger contiguous Regional Employment Area along the Highway 407 and Highway 403 corridors, forming an important part of the Region's supply of employment lands. The need for the conversion on a site-specific or strategic basis has also not been adequately identified – both the Regional and Local policy frameworks allow for a range of employment uses such as those mentioned in the supplemental submission and any potential land use compatibility concerns would be addressed as part of future development applications. Further discussion with Town staff has also confirmed that the conversion is not appropriate from their perspective. As a result, Regional staff continue to recommend that the conversion not be supported.

Final Recommendations on Revised and Additional Requests

As noted earlier, two requests that were identified in the Growth Concepts Discussion Paper as requiring further analysis are now recommended to be supported and included in the Preferred Growth Concept. These are the Agerton area in Milton and the Neyagawa Urban Core area in Oakville. In both instances, these requests have been revised or updated from what was originally assessed in the Growth Concepts Discussion Paper. Further details on the changes and the final assessment of these requests is provided below. In addition, comments were received from the Palermo Village Corporation on February 16, 2021 and May 26, 2021 regarding the Palermo Village Growth Area and the Regional Employment Area. A meeting with Regional staff was also held on January 10, 2022. An assessment related to this submission is also provided below.

General summaries of the assessment of requests related to the Agerton Lands, Neyagawa Lands, and the Palermo Village Corporation lands are provided below. These area followed by a final assessment consistent with those included in the Growth Concepts Discussion Paper.

Agerton Lands

The Growth Concepts Discussion Paper identified a request from the Town of Milton to convert lands in the area of Trafalgar Road and Steeles Avenue. This area has been subject to the Town's Agerton Secondary Plan process and represents an important and strategic location given its proximity to the proposed Milton Trafalgar GO Station. Through the Growth Concepts Discussion Paper, it was recommended that this conversion receive further analysis in order to more fully understand the potential impacts of the conversion on the Region's supply of employment lands, to confirm the need for the conversion in its entirety in relation to the Regional Urban Structure, and to assess the impacts on the viability of the remaining employment areas, particularly from a land use compatibility perspective.

As part of Regional Council's consideration of Report No. LPS17-21 on Draft ROPA 48, Regional Council directed staff to include the conversion of the Agerton Lands in their entirety as part of ROPA 48 for the purposes of public consultation. Based on further review and consultation, ROPA 48 as adopted by Regional Council included the conversion of lands on the west side of Trafalgar Road. The approach to the lands on the east side of the Trafalgar Road has been subject to further consultation with stakeholders and collaboration between Region and Town staff. This has included a consideration of the impacts to the Region's supply of employment lands, the location of the lands and their relationship to the Regional and Local Urban Structures as well as the Preferred Growth Concept, and land use compatibility.

The result is an approach that converts a portion of the lands requested on the east side of Trafalgar Road and that adds lands to the north of the conversion request to the Region's Urban Boundary as Community Area lands as part of the Preferred Growth Concept. This results in identifying the lands generally within 800m of the proposed Milton Trafalgar GO Station within a Major Transit Station Area on both sides of Trafalgar Road and outside of the Regional Employment Areas. This approach supports both the Regional and Local Urban Structures while maintaining opportunities for appropriate employment within the broader area. An updated assessment of this conversion request along with mapping identifying these areas is provided below.

Neyagawa Urban Core

Two requests related to the Neyagawa Urban Core were documented in the Growth Concepts Discussion Paper. Request O-02, generally applying to the lands east of Neyagawa Boulevard and Request O-22, generally applying to the lands west of Neyagawa Boulevard. As originally submitted by Westerkirk Capital Inc., Request O-02 applied to a portion of the lands with frontage onto Burnhamthorpe Road West. The result of the initial assessment was to support the conversion of this portion of the subject lands, and to advance this conversion as

part of a Preferred Growth Concept. Request O-22 was identified as requiring further analysis and was tested as part of the Growth Concepts.

Through the Town of Oakville's comments on the Integrated Growth Management Strategy and ROPA 48 in May 2021, it was confirmed that Town supported the conversion of lands related to the Neyagawa Urban Core north of Burnhamthorpe Road West. In particular, the Town specified the request applied to the lands in the northeast quadrant extending eastward to line up with the northerly extension of Carding Mill Trail and in the northwest quadrant, the lands west of Neyagawa Boulevard as well as the lands west of Fourth Line to the limit of the Region's Natural Heritage System. Submissions were also received from landowners in the area supportive of the Town's request. Through a submission dated May 27, 2021, Westerkirk Capital Inc. provided an updated request, seeking the conversion of the remainder of their lands, consistent with the Town's position.

To consider the Neyagawa Urban Core comprehensively, the Town's request was combined with requests O-02 (337, 353 Burnhamthorpe Road West) and O-22 (Burnhamthorpe / Neyagawa, NW Quadrant). As detailed in the revised assessment provided below, this conversion is recommended to be supported and is reflected in the Preferred Growth Concept. The Neyagawa Urban Core is identified by the Town in its official plan as a 'Node for Further Study' as a mixed use area. The area is also identified as a Regional Node in ROPA 48. The strategic location of the lands and the potential for growth that is supportive of the Regional and Local Urban Structures provides a strong basis for the conversion to be supported.

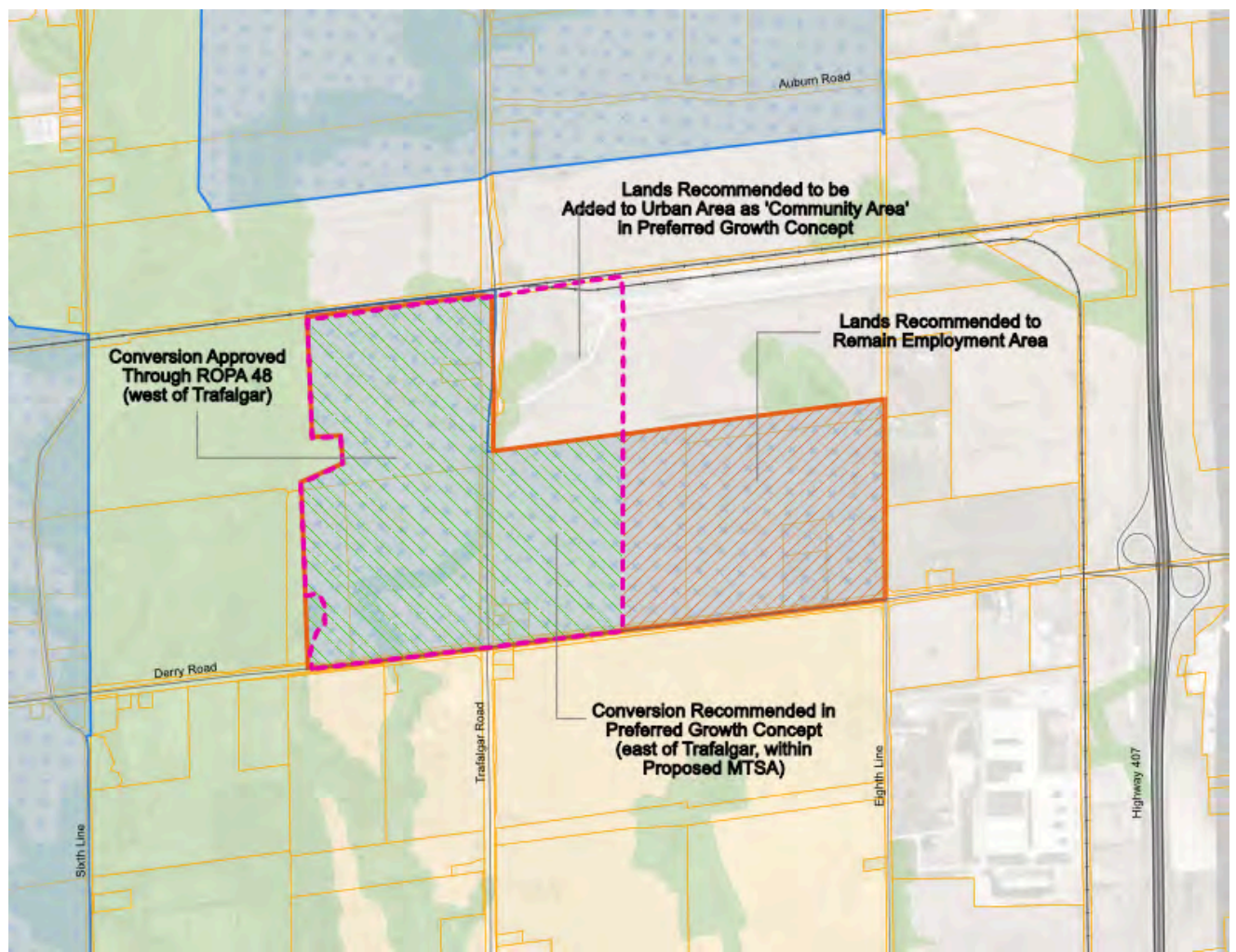
Palermo Village North

The submissions provided by Palermo Village Corporation in February and May 2021 and the additional materials shared in January 2022 relate to lands to the north of the Palermo Village Growth Area as identified by the Town of Oakville and the area removed from the Regional Employment Areas in ROPA 48. The submission also makes clear that from Palermo Village Corporation's perspective, the request to remove the Employment Area does not constitute a conversion, given the outstanding appeal to ROPA 38 as adopted by Regional Council in 2009 and approved by the Minister in 2011, as well as other local amendments.

Nevertheless, in order to determine the appropriateness of maintaining or removing the Employment Area boundary on the subject lands in the Preferred Growth Concept, the lands have been assessed in accordance with the approach set out in the Regional Urban Structure Discussion Paper, consistent with other requests received as part of the ROPR process. The request has been reflected in the inventory, referenced as 'O-24'.

On the basis of this review, Regional staff have recommended that the lands remain with the Regional Employment Areas and that the conversion not be supported. The lands are of a significant size and are strategically located in relation to goods movement facilities, namely Highway 407. In addition, the need for the conversion has not been established based on support for the Regional or Local Urban Structures or from the perspective of a site-specific constraint. The Town of Oakville has also indicated that the lands are reflected as 'Employment Areas' in the Town's approved urban structure, and changes to this framework were not recommended as part of the Town's review of the Palermo Village Growth Area and the adoption of Official Plan Amendments 34 and 38 to the Town's Livable Oakville Plan. The Town indicated that it was staff's opinion that the Palermo Village Growth Area be maintained as a node focused at the intersection of Dundas Street West and Bronte Road and that extending the area north to the Highway 407 corridor would dilute the benefits of concentrating growth in the node as identified. Town staff also noted the Provincial policy direction that the supports the designation of Employment Areas in proximity to goods movement facilities and corridors. In addition, the Town confirmed the appropriateness of the Natural Heritage System linkage as an important component of the system and an appropriate boundary between the Palermo Village growth area and the Employment Area. Regional staff share these conclusions. Further detail on this assessment is provided below.

Request M-02 – Agerton Lands



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

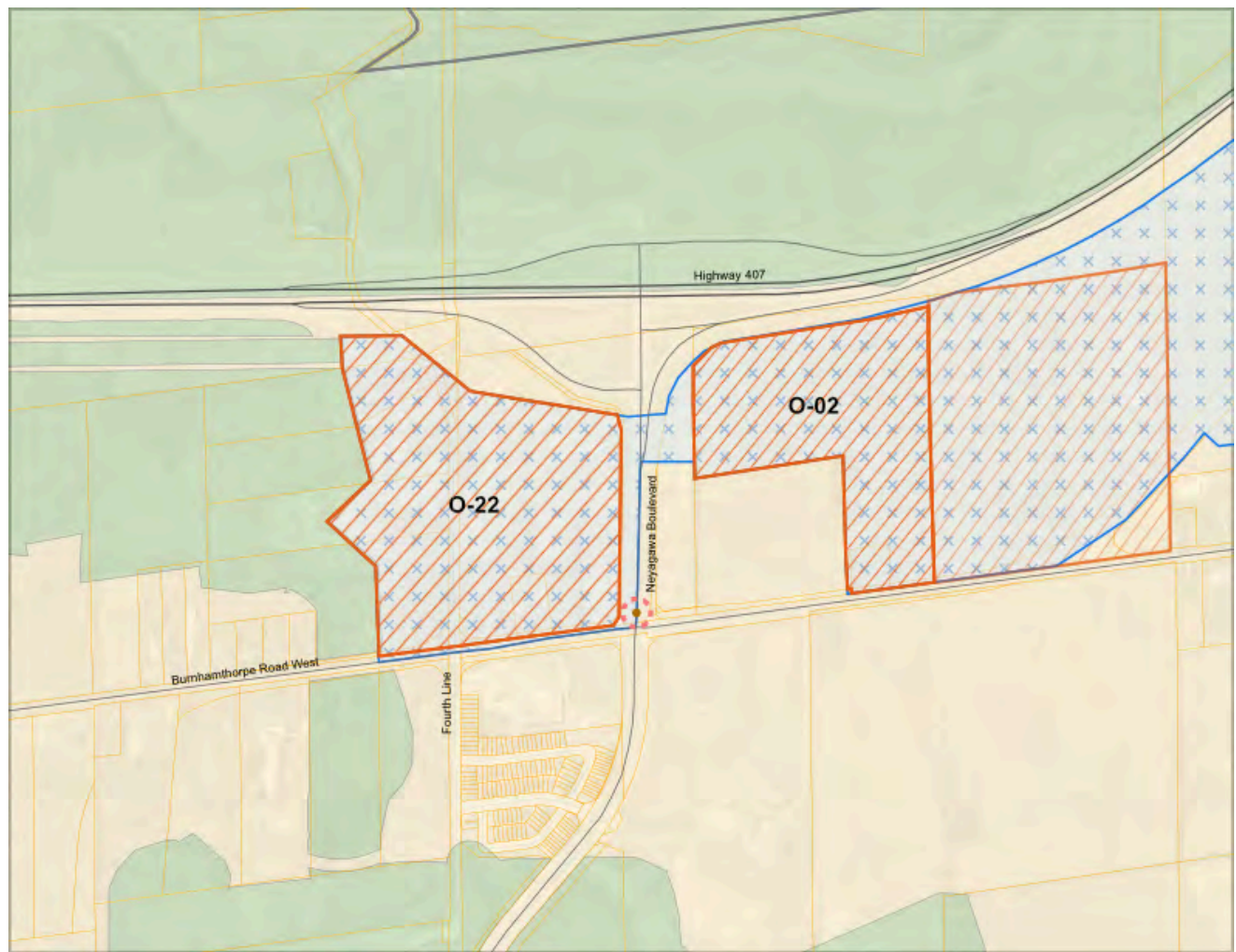
Town of Milton (see Town’s Draft Agerton Secondary Plan)

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	Partial	Sustainable Halton Plan Growth Area – Employment; NHS

Recommendation – Agerton Lands		
Supported	✓	In addition to the land west of Trafalgar Road converted through ROPA 48, Regional staff recommend converting the lands east of Trafalgar Road that are within approximately 800 metres of the proposed major transit station and within the proposed Trafalgar GO MTSA.

Assessment – Agerton Lands		
A Employment Land Supply	✓	<ul style="list-style-type: none"> 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. 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. In addition, the Preferred Growth Concept retains a significant portion of the Agerton Lands within the Employment Areas – namely the areas to the east of the proposed MTSA. 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.
B Demonstrated Need	✓	<ul style="list-style-type: none"> A need for the conversion is demonstrated based on the strategic need to support the Regional Urban Structure and Local Urban Structure. The subject lands are located proximate to a proposed major transit station and Major Transit Station Area and are identified as a key area for growth in the Town of Milton’s Agerton Secondary Plan. 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.
C Employment Area Viability	✓	<ul style="list-style-type: none"> 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. As part of the Preferred Growth Concept, additional Employment Area lands are proposed to be added to the north and east of the subject lands. As a result, a logical boundary for the Employment Area will result following the conversion and the Preferred Growth Concept. 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.
D General Considerations	✓	<ul style="list-style-type: none"> No cross-jurisdictional issues were identified in the review of the request. 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. The recommended approach to the Agerton Lands was developed in consultation with and is supported by Town of Milton staff.

Neyagawa Urban Core (O-02, O-22)



Summary

The subject lands are located north of Burnhamthorpe Road West on the west and east sides of Neyagawa Boulevard and are predominantly vacant. The removal of the lands from the Regional Employment Area is requested in order to facilitate the development of a mixed use node supportive of the Regional and Local Urban Structures.

Proponent

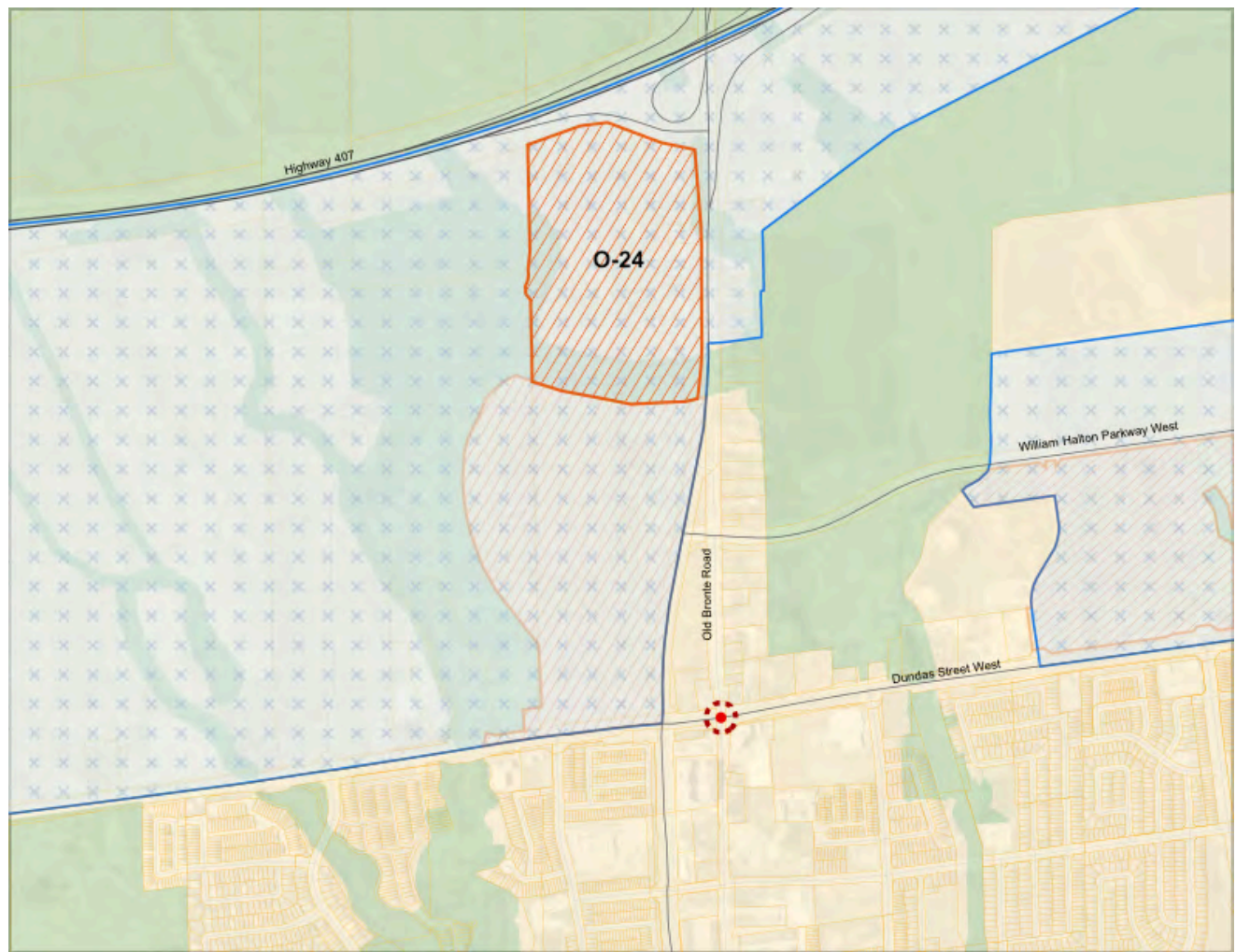
Town of Oakville / Fieldgate Commercial Properties / Westerkirk Capital Inc.

Location	Size	Adjacent Uses
Northwest and Northeast of Neyagawa Boulevard and Burnhamthorpe Road West	35 hectares	Highway 407 (north), vacant lands (east), institutional and vacant lands (south), vacant (west).
Existing Uses	PSEZ	Local OP Designations
Vacant	No	Employment District

Recommendation – Neyagawa Urban Core		
Supported	✓	Regional staff recommend removing the subject lands from the Regional Employment Areas.

Assessment – Neyagawa Urban Core		
A Employment Land Supply	✓	<ul style="list-style-type: none"> 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). At the same time, the lands are located in the vicinity of the Neyagawa Urban Core identified in the Town’s Official Plan as a Node for Further Study for mixed use development within the Town’s Urban Structure. Area-specific planning undertaken by the Town for these lands would continue to provide opportunities for employment uses. 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.
B Demonstrated Need	✓	<ul style="list-style-type: none"> 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 in the vicinity of the Neyagawa Urban Core identified within the Town’s Urban Structure as a Node for Further Study and as a result have the potential to form part of a key area for growth. 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.
C Employment Area Viability	✓	<ul style="list-style-type: none"> The subject lands are located on the periphery of the a broader Regional Employment Area generally located on the north side of Burnhamthorpe Road between Fourth Line and west of Trafalgar Road, south of Highway 407. As a result, a logical boundary could be delineated following their removal. 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.
D General Considerations	✓	<ul style="list-style-type: none"> No cross-jurisdictional issues were identified in the review of the request. 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. The request was clarified and supported by the Town of Oakville as set out in the Town’s report dated May 6, 2021 and submitted to the Region as part of the Regional Official Plan Review process.

Request O-24 – Palermo Village North



Summary

The subject lands are located north of Dundas Street, west of Bronte Road, and south of highway 407. The lands are currently vacant. The removal of the lands from the Regional Employment Area is requested to enable higher-density, mixed use development.

Proponent

Palermo Village Corporation

Location	Size	Adjacent Uses
3069 Dundas Street	23 hectares	Highway 407 (north), Bronte Road (east), vacant land (south), natural heritage (west).
Existing Uses	PSEZ	Local OP Designations.
Vacant	No	Employment District

Recommendation – Request O-24		
Not Supported	×	Regional staff recommend retaining the subject lands within the Regional Employment Areas.

Assessment – Request O-24		
A Employment Land Supply	×	<ul style="list-style-type: none"> The subject lands currently function as part of the supply of lands that can accommodate 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 Highway 407 corridor in north Oakville. 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.
B Demonstrated Need	×	<ul style="list-style-type: none"> The Regional Urban Structure identifies a Regional Node centered on the intersection of Dundas Street West and Bronte Road in Oakville, referred to as ‘Palermo Village’. However, the subject lands are not identified within the Palermo Village Growth Area boundary as it is proposed to be delineated in Official Plan Amendments No. 34 and 38 to the Town of Oakville Official Plan as adopted by Town of Oakville Council in July 2021. 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 or on the basis of a site-specific constraint.
C Employment Area Viability	×	<ul style="list-style-type: none"> The subject lands are not on the periphery of the Regional Employment Area. There are lands within the Regional Employment Area to the west and east of the subject lands. If the subject lands were converted, this would have the effect of disconnecting the large continuous Regional Employment Area along Highway 407. Given the 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 a discontinuous boundary for the Employment Area, thereby impacting the long-term stability and viability of area.
D General Considerations	×	<ul style="list-style-type: none"> No cross-jurisdictional issues were identified in the review of the request. The request by Palermo Village Corporation to extend the Palermo Growth Area north to the Highway 407 corridor to extend residential land use permissions north was considered by the Town through their staff report of March 9, 2021 ‘Recommendation Report – Town-Initiated Official Plan Amendment – The North West Area and Palermo Village, Excluding the Hospital District’. The Town indicated that they do not support the extension of the boundary northwards. The Town further indicated that the lands are reflected as Employment Area in the Town’s approved Urban Structure (OPA 15) and are intended to maintain employment lands in close proximity to the Provincial Highway system.

Employment Area Additions

Overview

In addition to the technical revisions to the existing Employment Area boundaries discussed in the next section and the process for assessing conversion requests discussed above, there was also a need to consider whether other lands within Halton’s current Settlement Area should be added to a Regional Employment Areas, in accordance with Section 2.2.5.6 of the Growth Plan.

In consultation with Local Municipal planning staff, Regional staff undertook a process to identify and assess candidate areas for addition to the Regional Employment Area. Candidate areas were selected based on their location adjacent to an existing Employment Area or Provincially Significant Employment Zone (PSEZ) as well as their current function. Once candidate areas were identified, a screening process was undertaken to remove from consideration lands that had one or more constraints (e.g. natural heritage system, Parkway Belt, Greenbelt, outside the Urban Area), or were non-developable (e.g. storm water management ponds, railways, hydro corridors, etc.), and/or did not accommodate existing employment uses or were envisioned for mixed use development of the long-term in the Local Urban Structure.

Recommended Additions to the Employment Area

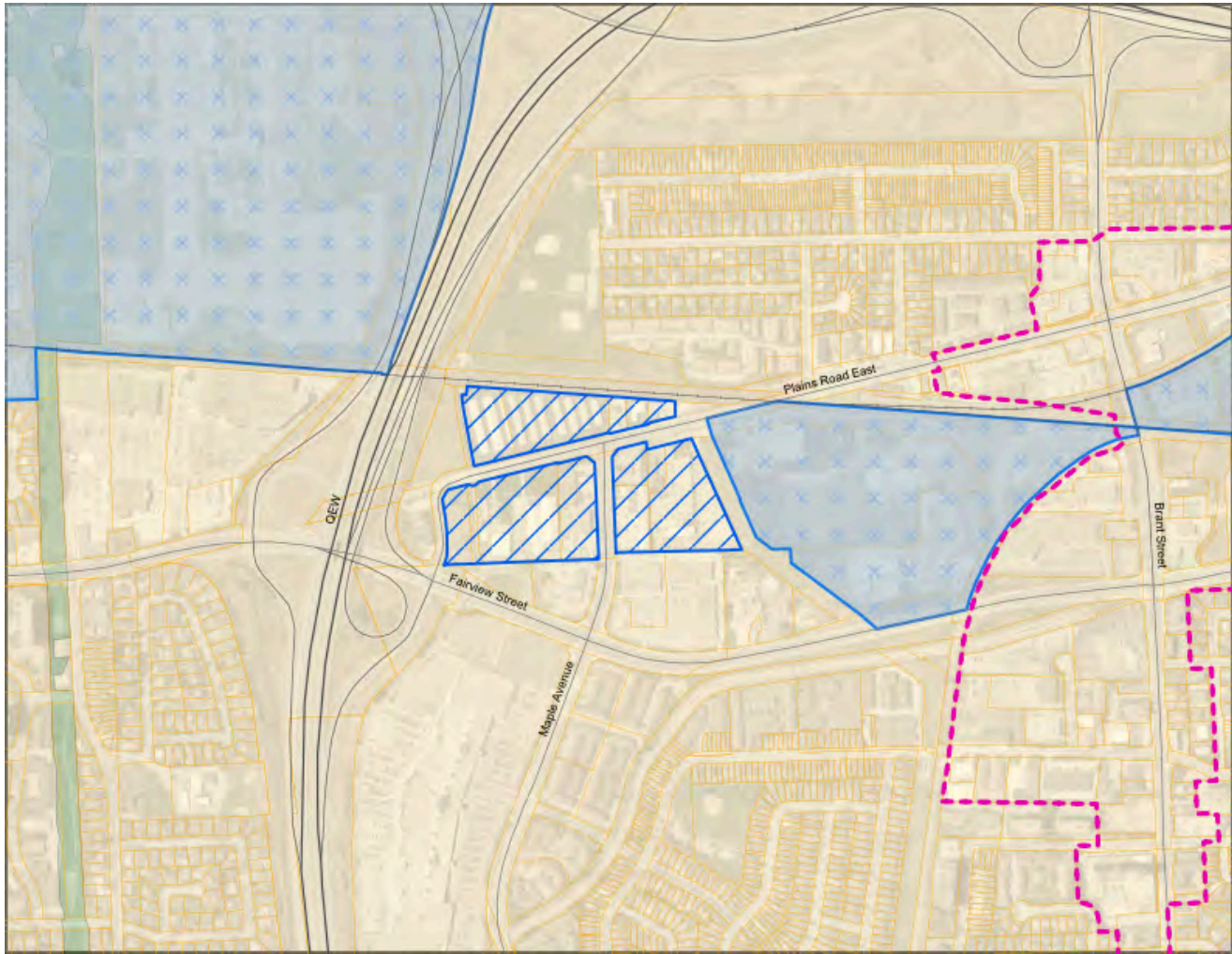
Based on a detailed review of the candidate areas identified, a total of five areas within the existing Urban Area have been identified as appropriate for addition to the Regional Employment Areas. Four areas are located within the City of Burlington, and one area is located in the Town of Oakville. These additions are reflected in the Preferred Growth Concept and will be included as part of the implementing ROPA. The areas recommended for addition to the Regional Employment Areas within the Region’s existing Urban Area are identified in the table below.

Reference Number	Reference Name	Address
Burlington		
1.	Plains Road East & Maple Avenue	1144-1254, 1197 Plains Road East / 955 Maple Avenue
2.	Corporate Drive	4435-4501, 4450 Corporate Drive / 1800-1820, 1805-1837 Ironstone Drive
3.	Appleby & Mainway	1250 Appleby Line / 4495 North Service Road
4.	Tremaine-Dundas (Business Corridor)	Tremaine-Dundas Secondary Plan Lands
Oakville		
5.	North Service Road West	2115-2251 North Service Road

The following section provides a summary of the rationale for the areas recommended to be added to the Regional Employment Area based on Section 4.3.3 of the Regional Urban Structure Discussion Paper. All recommended additions accommodate existing employment uses and support the objectives and policies of Employment Areas in the Regional Official Plan.

As noted at the outset, this document does not address new lands added to the Region’s Urban Area as Employment Areas through expansions to the settlement area boundary. This is addressed elsewhere in the reporting on the Preferred Growth Concept and Land Needs Assessment.

1. Plains Road East & Maple Avenue



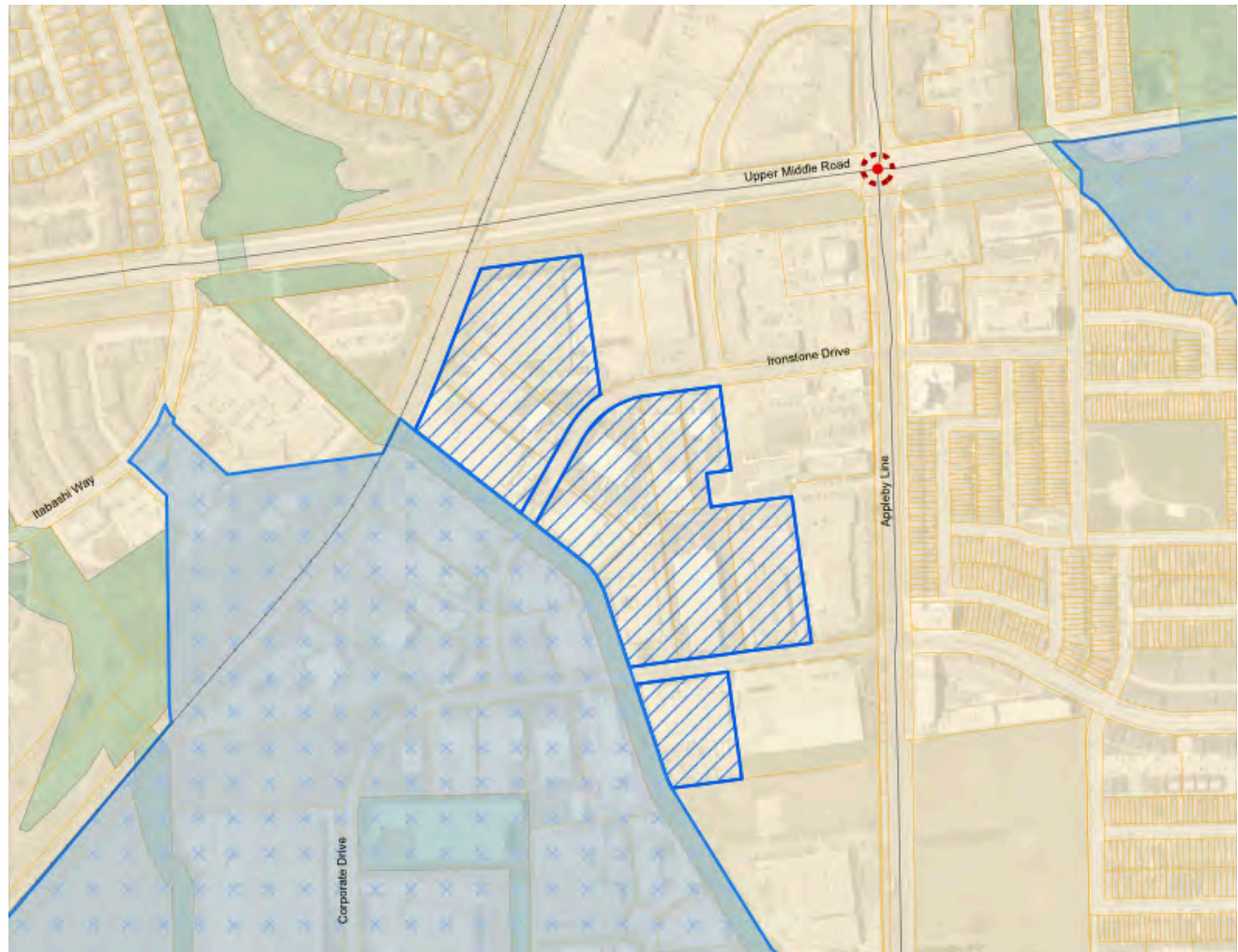
Assessment Summary

The subject lands are currently occupied by employment uses including storage, automotive, supplier, and construction uses. The lands are within a local employment designation. They are designated as 'General Employment' in the Burlington Official Plan as approved by Halton Region in November 2020.

The lands are contiguous with the existing Regional Employment Area to the east and are strategically located adjacent to major goods movement corridors including the QEW and Highway 403 as well as a rail corridor. The existing employment uses are consistent with the surrounding uses and addition of the lands would result in a logical new boundary for the Regional Employment Areas.

The lands were identified by the City of Burlington as areas to be added to the Region's Employment Areas on Schedule B Urban Structure to the City's Official Plan as adopted by City Council in April 2018. While this item was removed from Schedule B through the Region's November 2020 decision in order to allow for the consideration of additions as part of the municipal comprehensive review process, references were added to the City's Official Plan indicating that the City would provide input on potential additions through the Region's official plan review process. Consultation with City of Burlington staff has confirmed local support for the addition.

2. Corporate Drive



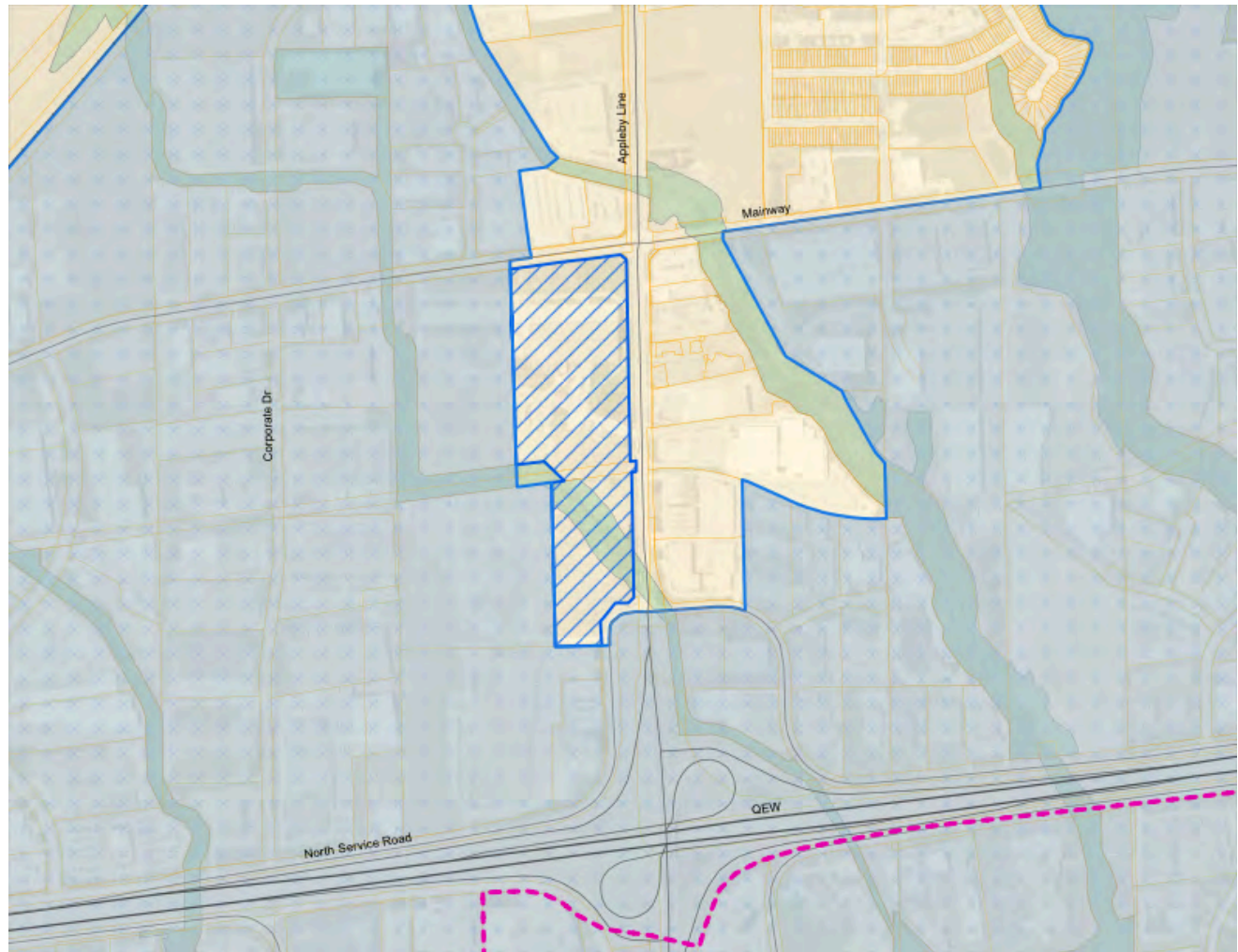
Summary

The subject lands are currently occupied by existing employment uses including manufacturing, supplier, contractor, and truck rental uses, as well as a water treatment plant. The lands are within a local employment designation. They are designated as 'Uptown Business – Employment' within the 'Uptown Urban Centre' in the Burlington Official Plan as approved by Halton Region in November 2020.

The lands are contiguous with the existing Regional Employment Area to the southwest and are well connected to major goods movement corridors due to their close proximity to major arterial roads including Upper Middle Road and Appleby Line that connect the lands to the QEW and Highway 407. The existing employment uses are consistent with the surrounding uses and the addition of the lands would result in a logical boundary for the Regional Employment Areas.

The lands were identified by the City of Burlington as areas to be added to the Region's Employment Areas on Schedule B Urban Structure to the City's Official Plan as adopted by City Council in April 2018. While this item was removed from Schedule B through the Region's November 2020 decision in order to allow for the consideration of additions as part of the municipal comprehensive review process, references were added to the City's Official Plan indicating that the City would provide input on potential additions through the Region's official plan review process. Consultation with City of Burlington staff has confirmed local support for the addition.

3. Appleby & Mainway

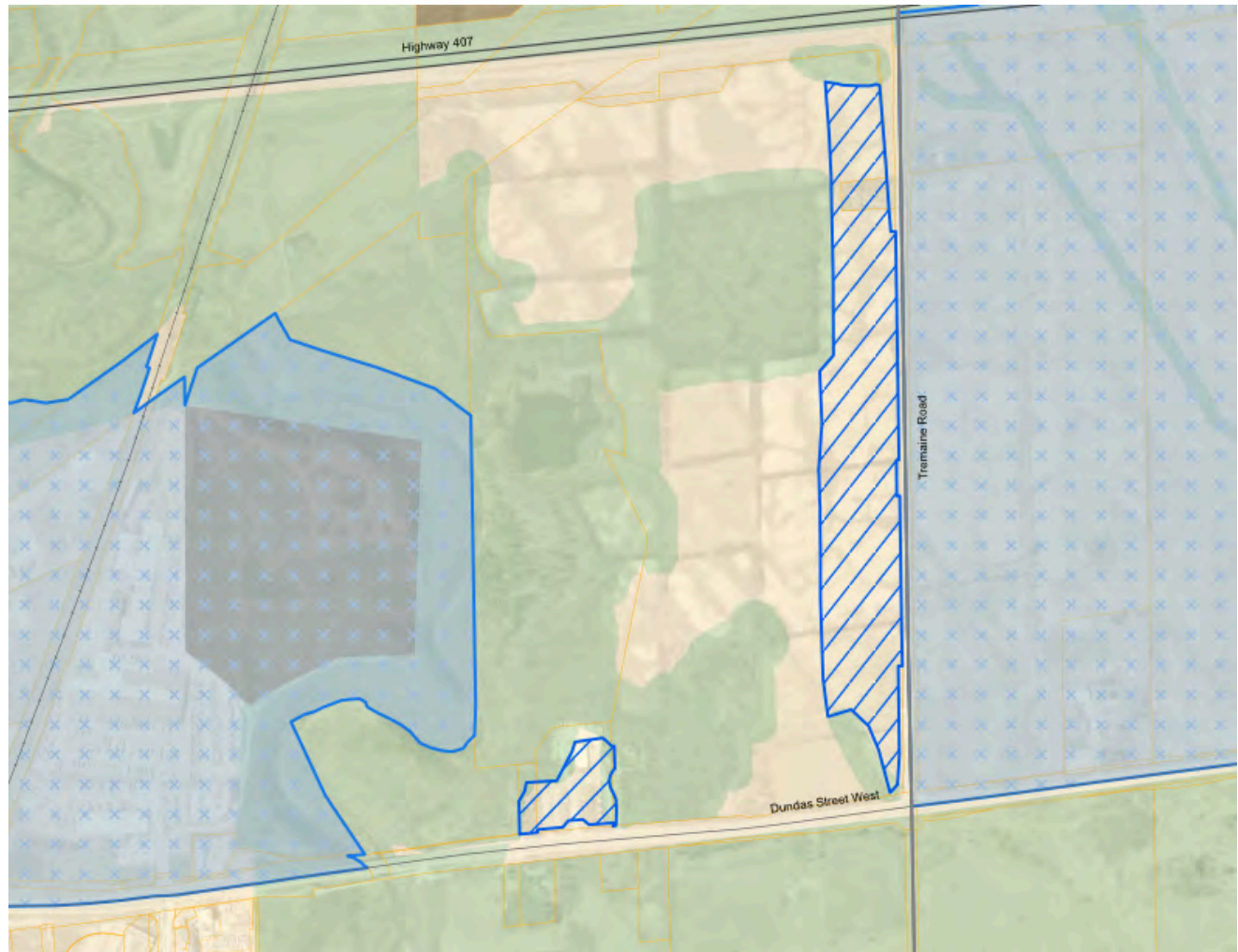


Summary

The subject lands are currently occupied by existing employment uses, including a steel distributor. The lands within a local employment designation. They are currently designated 'General Employment' in the Burlington Official Plan. The lands are contiguous with the existing Regional Employment Area to the west and are strategically located in close proximity to major goods movement corridors such as the QEW. The existing employment uses are consistent with the surrounding uses and the addition of the lands would result in a logical new boundary for the Regional Employment Areas.

The lands were identified by the City of Burlington as areas to be added to the Region's Employment Areas on Schedule B Urban Structure to the City's Official Plan as adopted by City Council in April 2018. While this item was removed from Schedule B through the Region's November 2020 decision in order to allow for the consideration of additions as part of the municipal comprehensive review process, references were added to the City's Official Plan indicating that the City would provide input on potential additions through the Region's official plan review process. Consultation with City of Burlington staff has confirmed local support for the addition.

4. Tremaine-Dundas Business Corridor



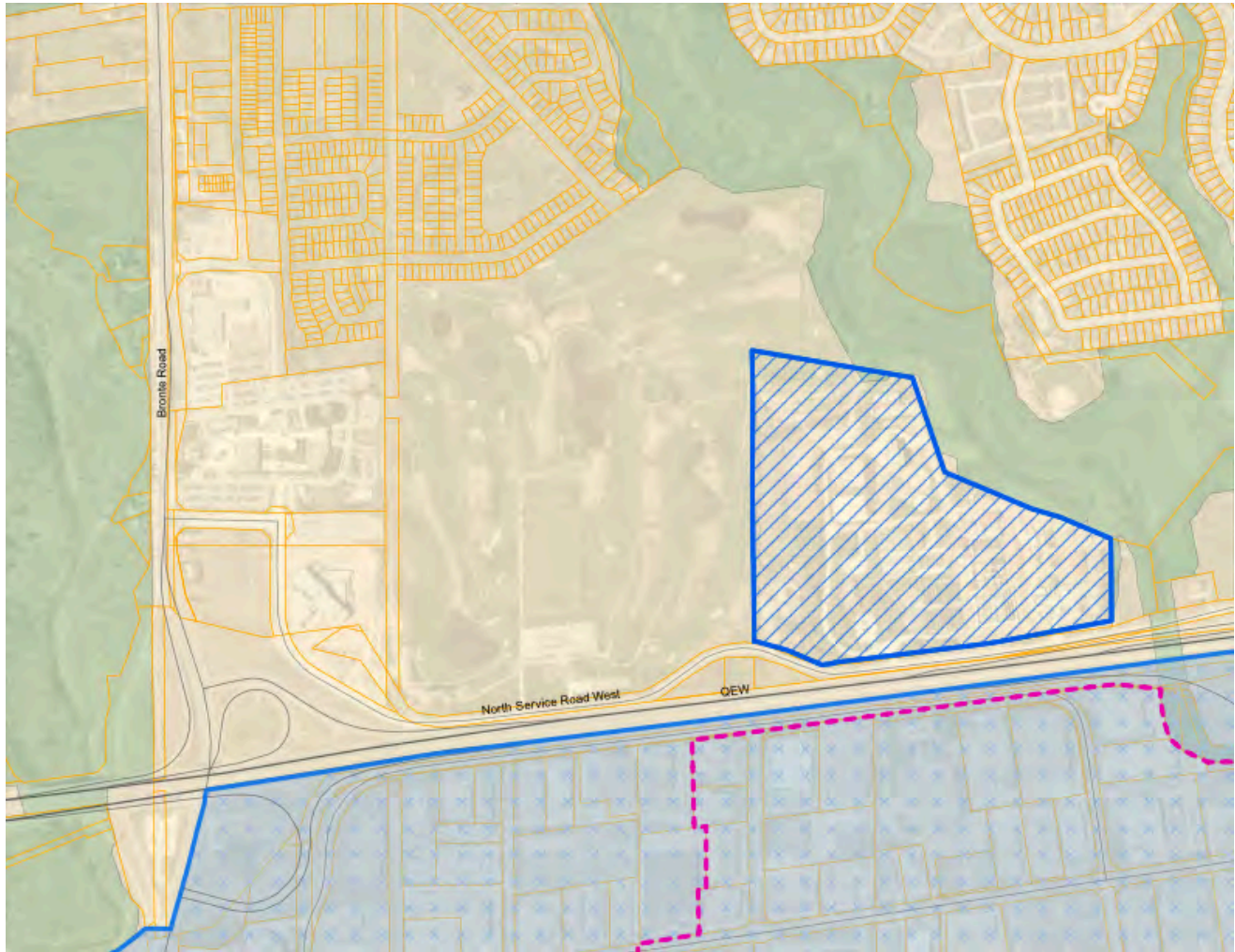
Summary

The majority of the subject lands are currently vacant with the exception of a school bus yard on the lands with frontage on Dundas Street West. The lands are within a local employment designation. The lands are identified as 'Lands Designated for Employment Uses' on Schedule B: Urban Structure, and designated as 'Business Corridor' and 'Urban Corridor-Employment' in the City's Official Plan approved by the Region in November 2020, which was informed by the Tremaine-Dundas Secondary Plan (OPA 107) which was adopted by the City in 2018 and approved by the Region in 2019.

The majority of lands are contiguous with the existing Regional Employment Area east of Tremaine Road in the Town of Oakville and are strategically located in close proximity to Highway 407 and the addition of these lands would result in a logical new boundary for the Regional Employment Areas.

As the subject lands were designated for employment uses through the Tremaine-Dundas Secondary Plan process approved by the Region in 2019, the addition of the lands is being done as a consistency update to the Employment Area overlay to reflect the designation that resulted from the local planning process.

5. North Service Road West – Oakville



Summary

The subject lands adjacent to Bronte Road are occupied by the Halton Region Water and Wastewater Treatment Plant. The lands are designated 'Parkway Belt' in the Livable Oakville Official Plan.

The lands are strategically located in close proximity to goods movement corridor such as the QEW and are occupied by uses which are appropriate within an Employment Area and require separation from sensitive land uses. The lands are located north of the existing Regional Employment Area overlay and their addition would recognize the importance of this existing use as well as the contiguous Regional Employment Area along the QEW highway corridor.

Discussions with Town of Oakville staff as part of the IGMS process have confirmed local support for the addition.

Employment Area Revisions

As described in the Regional Urban Structure Discussion Paper (June 2020), Regional staff undertook a detailed review, in consultation with Local Municipal staff, to identify any appropriate technical changes that would increase the accuracy and appropriateness of the existing Employment Area boundaries. This review aimed at ensuring the boundaries aligned with road and rail rights-of-ways, parcel fabric, or existing Provincial, Regional or Local planning boundaries, where appropriate, and, that the boundaries of the Employment Areas are delineated in a clear, consistent, and logical manner.

The proposed revisions that resulted from that review were documented in Appendix C to the Regional Urban Structure Discussion Paper. These changes have been carried forward in the Preferred Growth Concept. In addition, other technical changes and revisions have been made in order to ensure consistent and logical boundaries for the Employment Areas following changes made as a result of conversions or additions. These changes are also shown in the following section of this document in the 'Areas of Change' mapping.

Recommended Regional Employment Areas

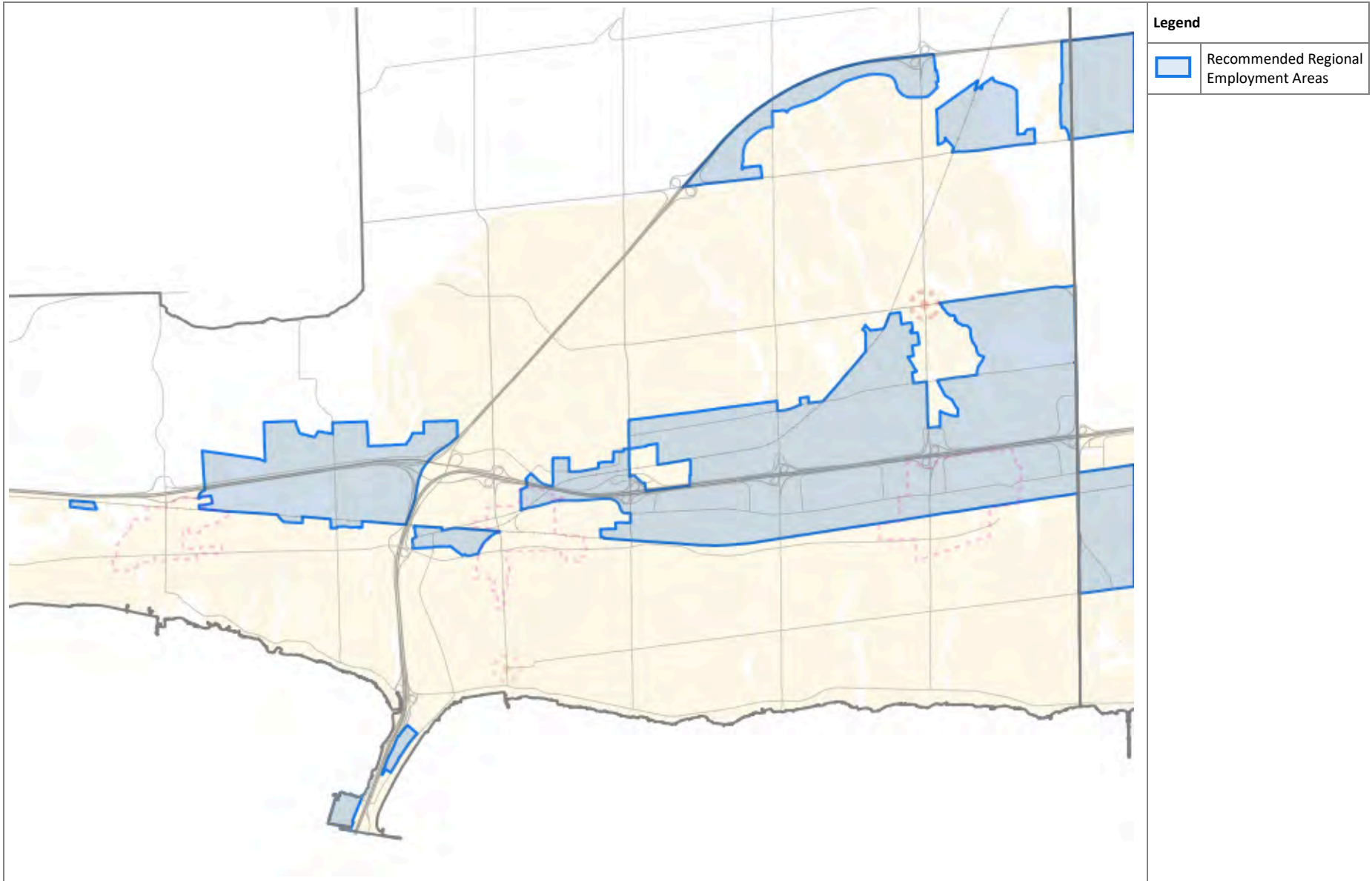
The Regional Employment Areas that result from the conversions, additions, and revisions discussed above are shown in the local municipal maps on the following pages. In addition to showing the recommended boundaries of the Regional Employment Areas, maps are also provided that show the areas of change in relation to the Regional Employment Areas added to the Regional Official Plan in December 2009 through ROPA 38. This includes identifying areas that have been removed through a conversion or revision, areas that have been added through an addition or revision, and areas that continue to remain with the Employment Areas.

These Regional Employment Areas are reflected in the Preferred Growth Concept and will be incorporated into the Regional Official Plan through an implementing ROPA. Additional minor changes or technical revisions, if any, may also be identified and incorporated through the implementing ROPA.

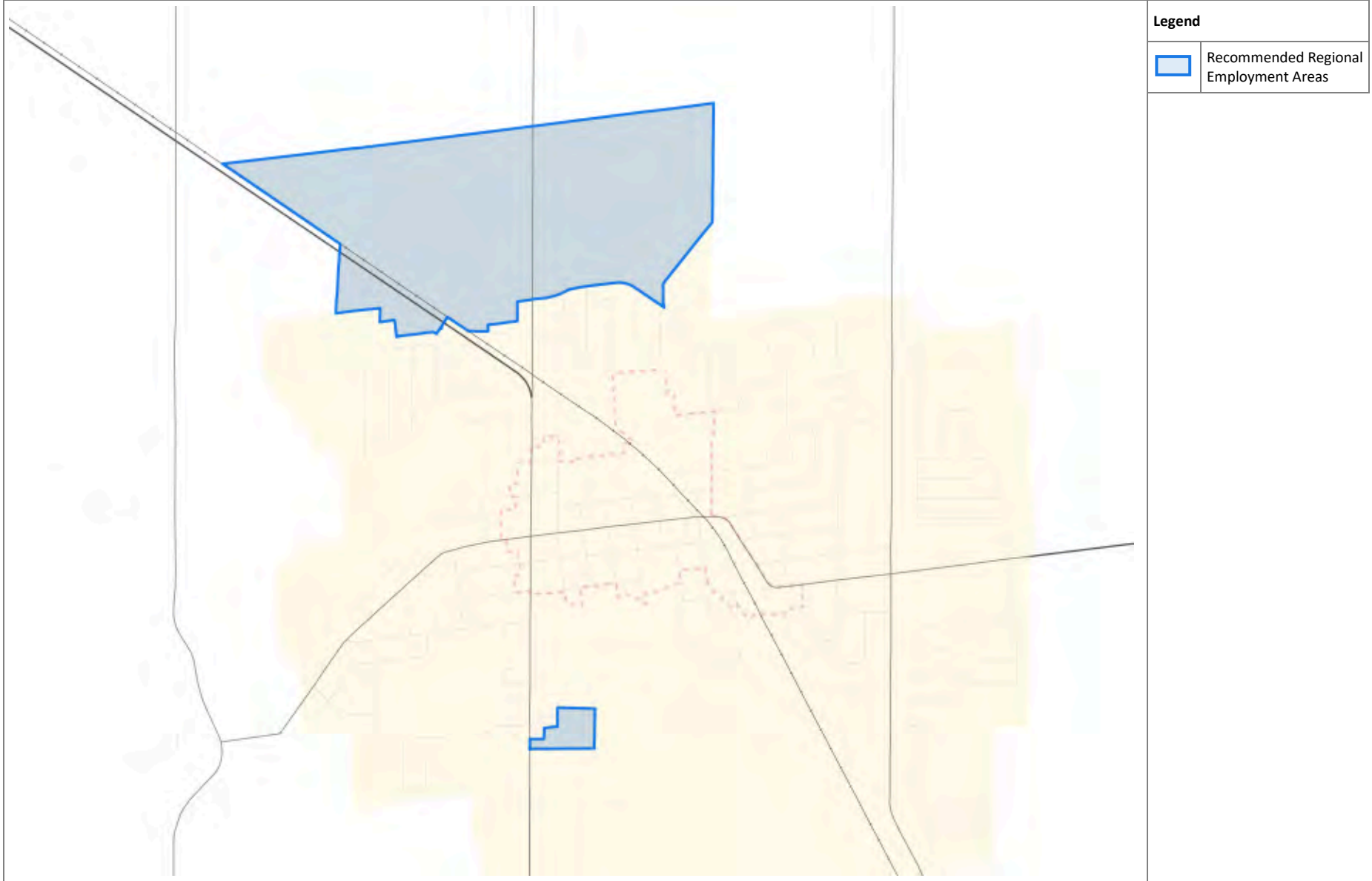
The impacts of the conversions and additions, as well as the addition of new Employment Areas through settlement area boundary expansion are identified elsewhere in the reporting on the Preferred Growth Concept, including in the final Land Needs Assessment.

Recommended Employment Areas

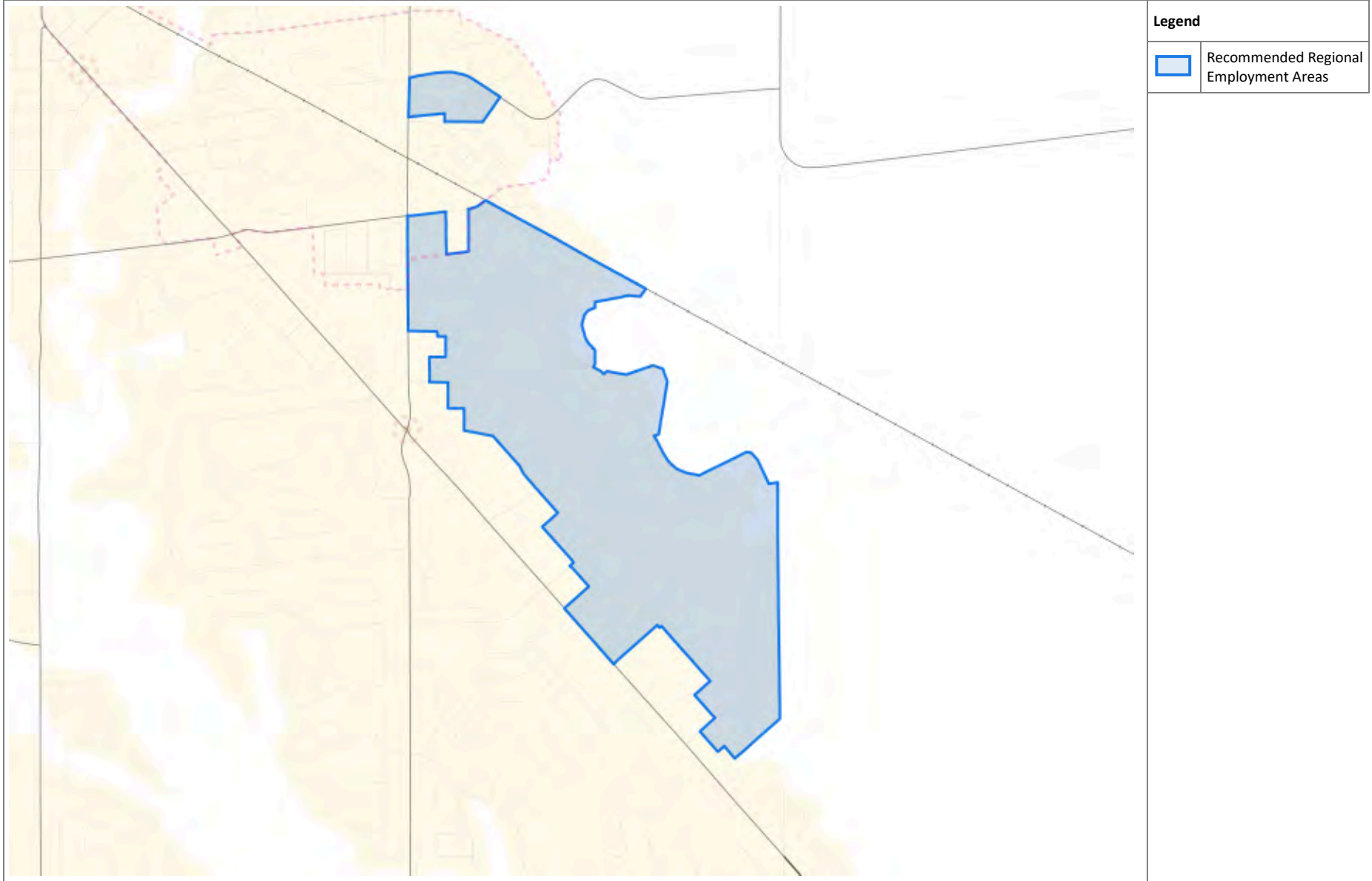
City of Burlington



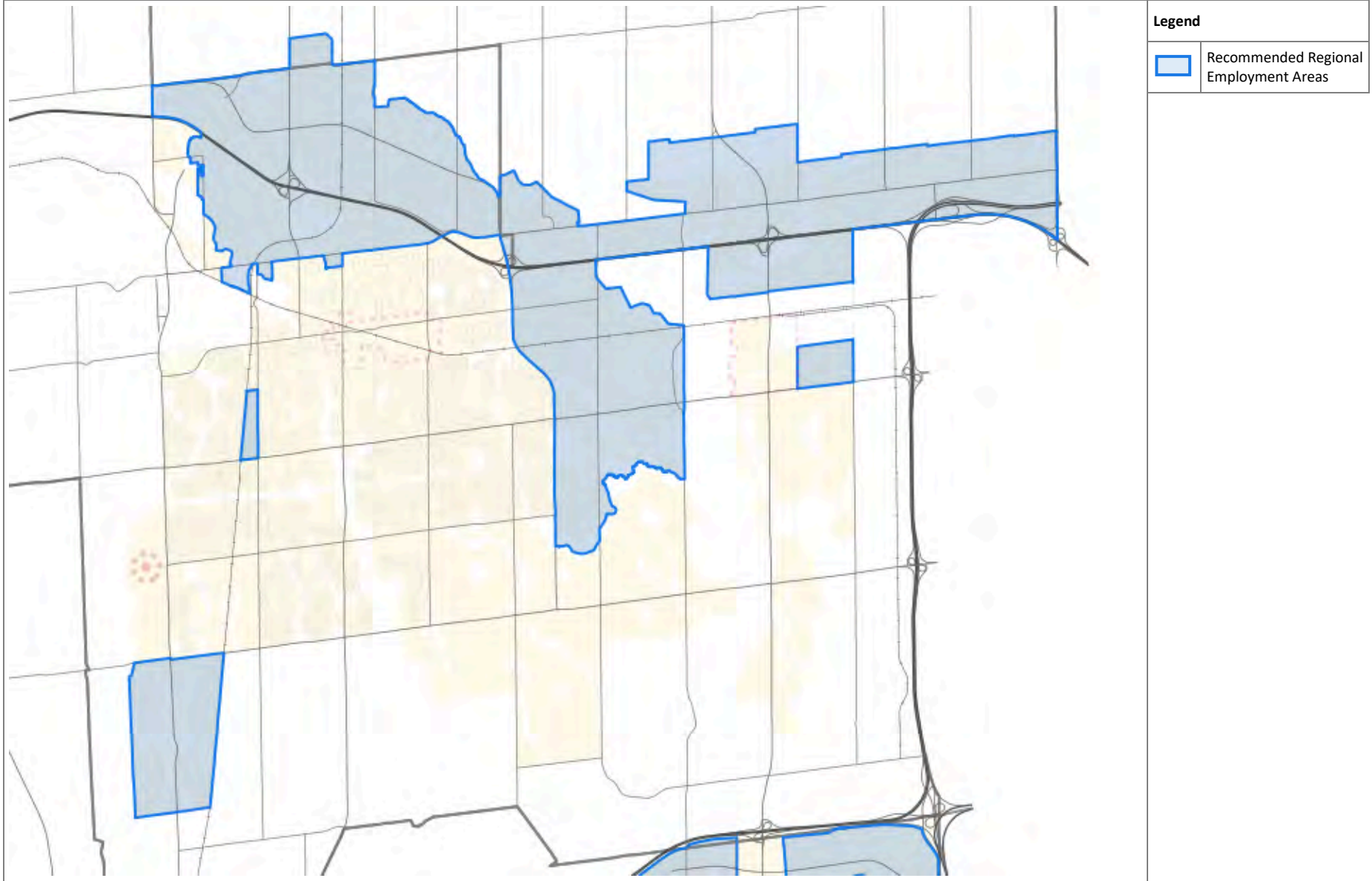
Town of Halton Hills – Acton



Town of Halton Hills – Georgetown

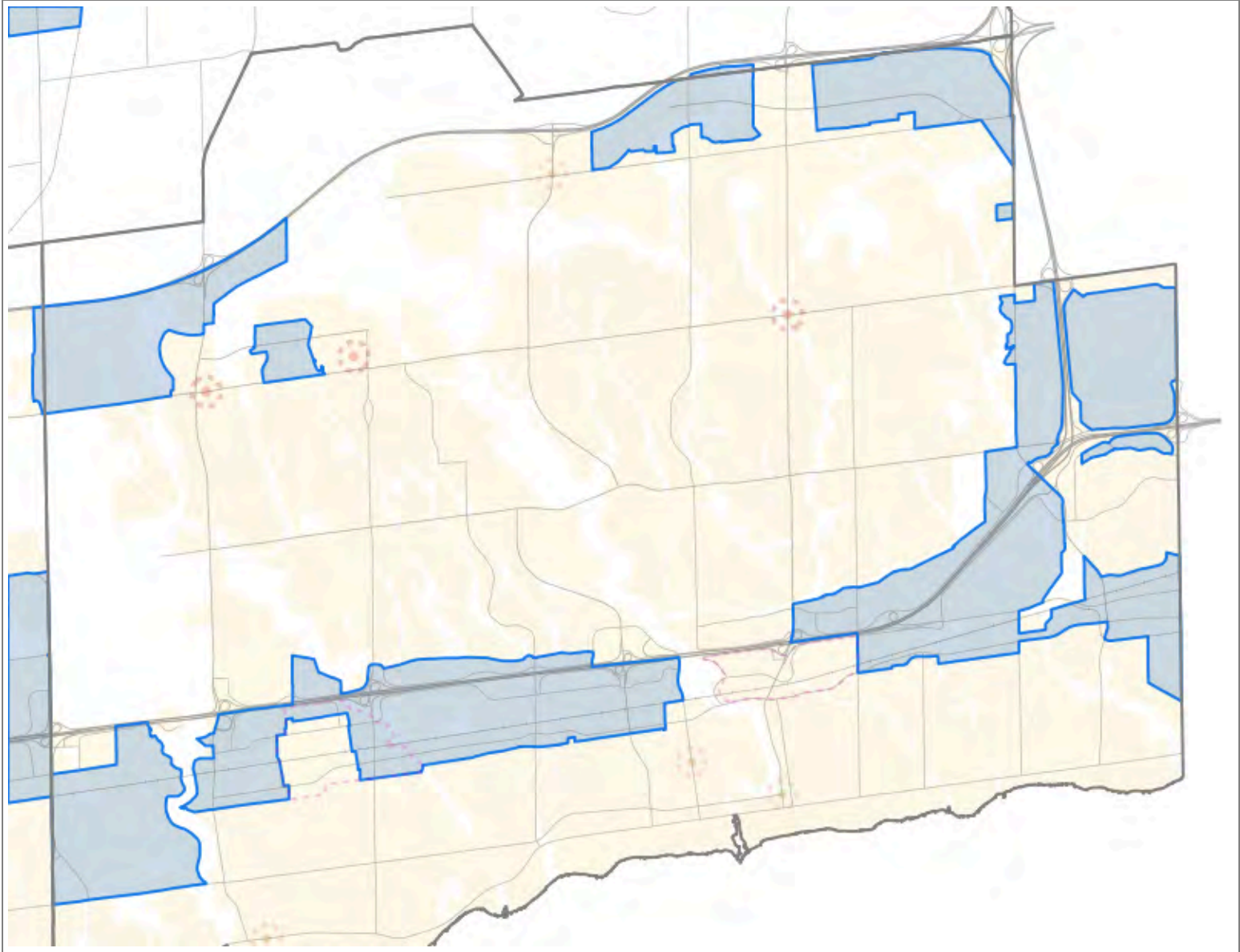


Town of Milton / Town of Halton Hills – Premier Gateway Employment Area



Note: as stated elsewhere, this map does not include new areas added to the Urban Area through settlement area expansion as Employment Areas through the Preferred Growth Concept

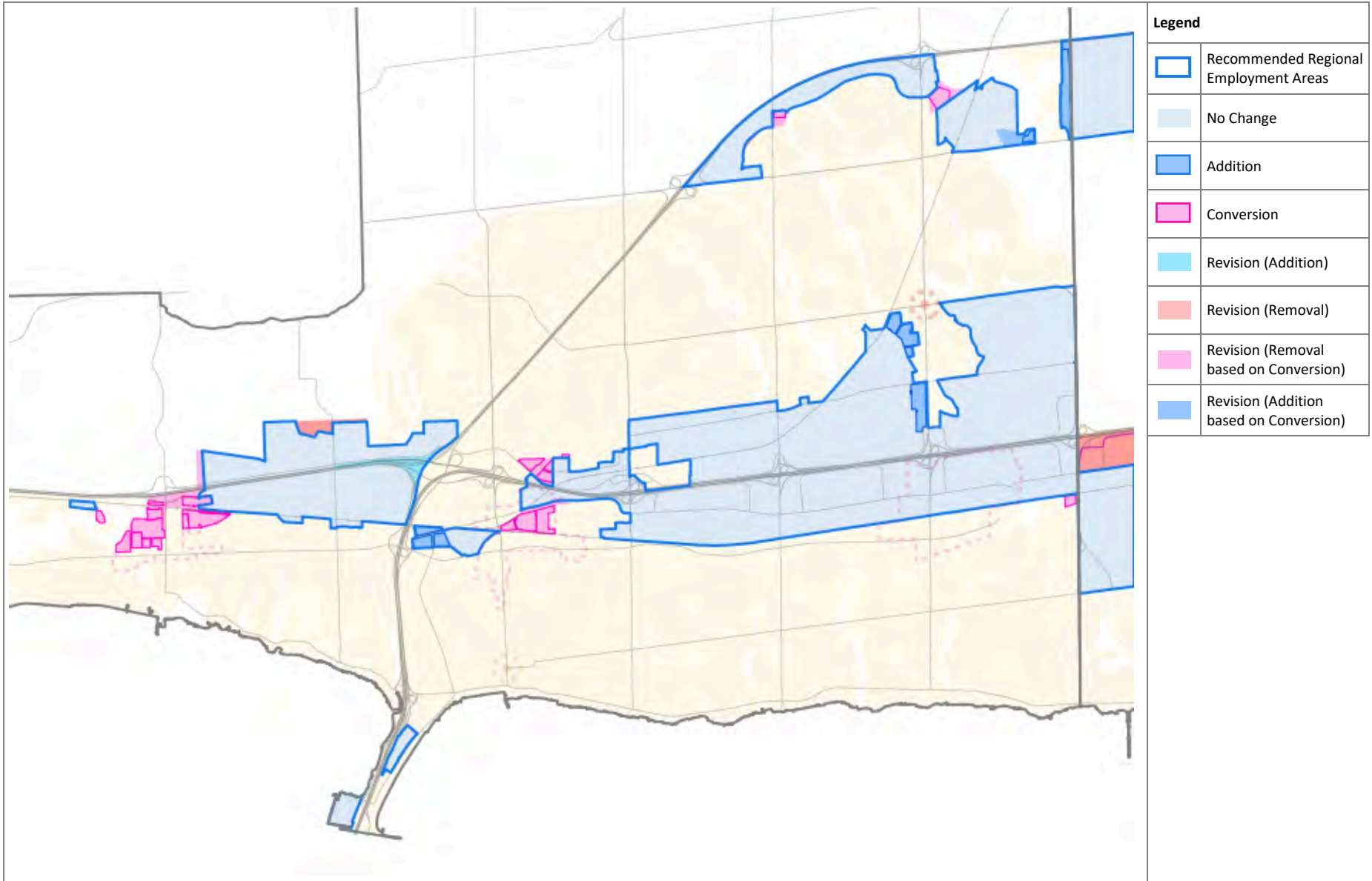
Town of Oakville



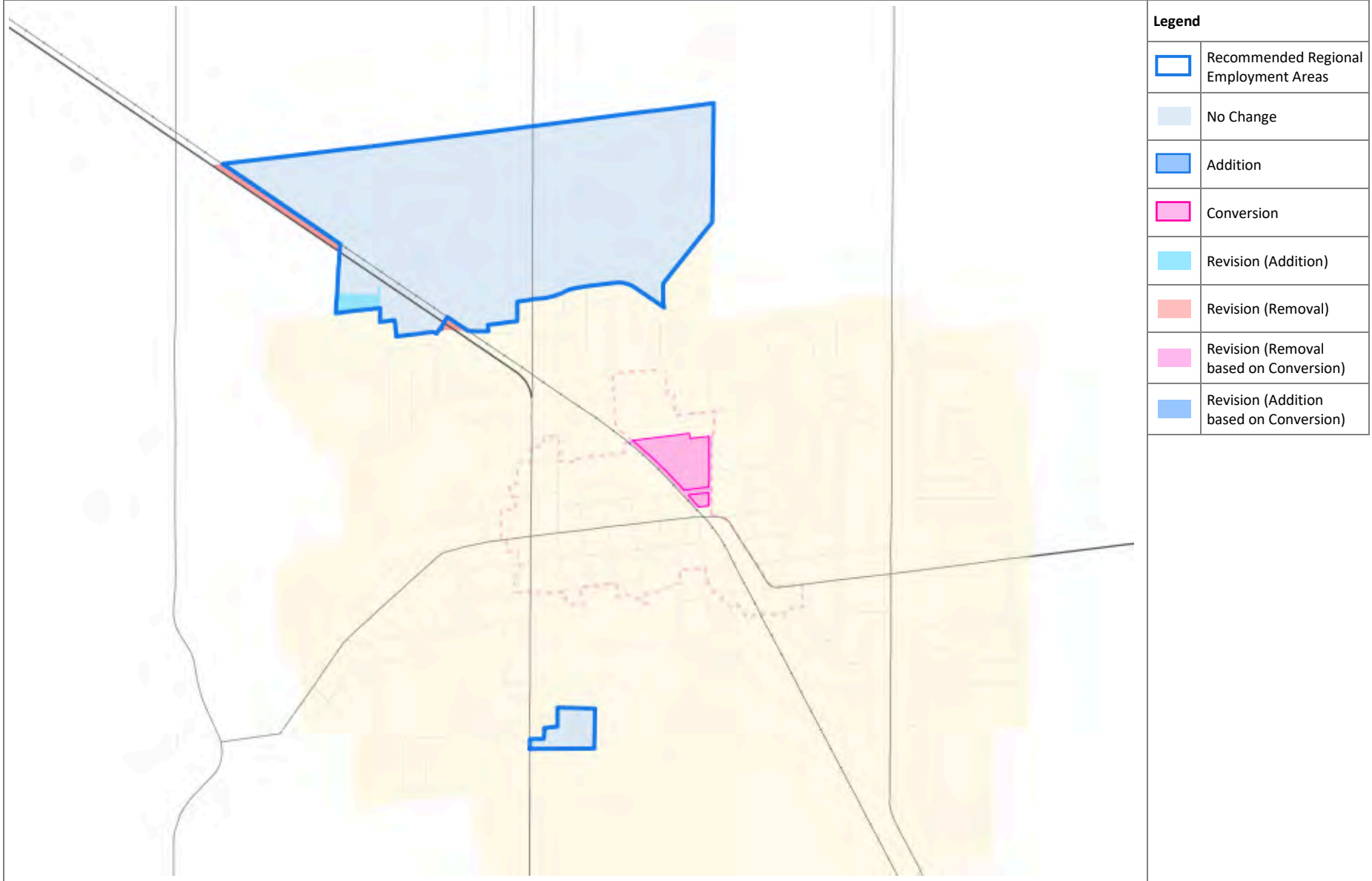
Legend	
	Recommended Regional Employment Areas

Recommended Employment Areas – Areas of Change

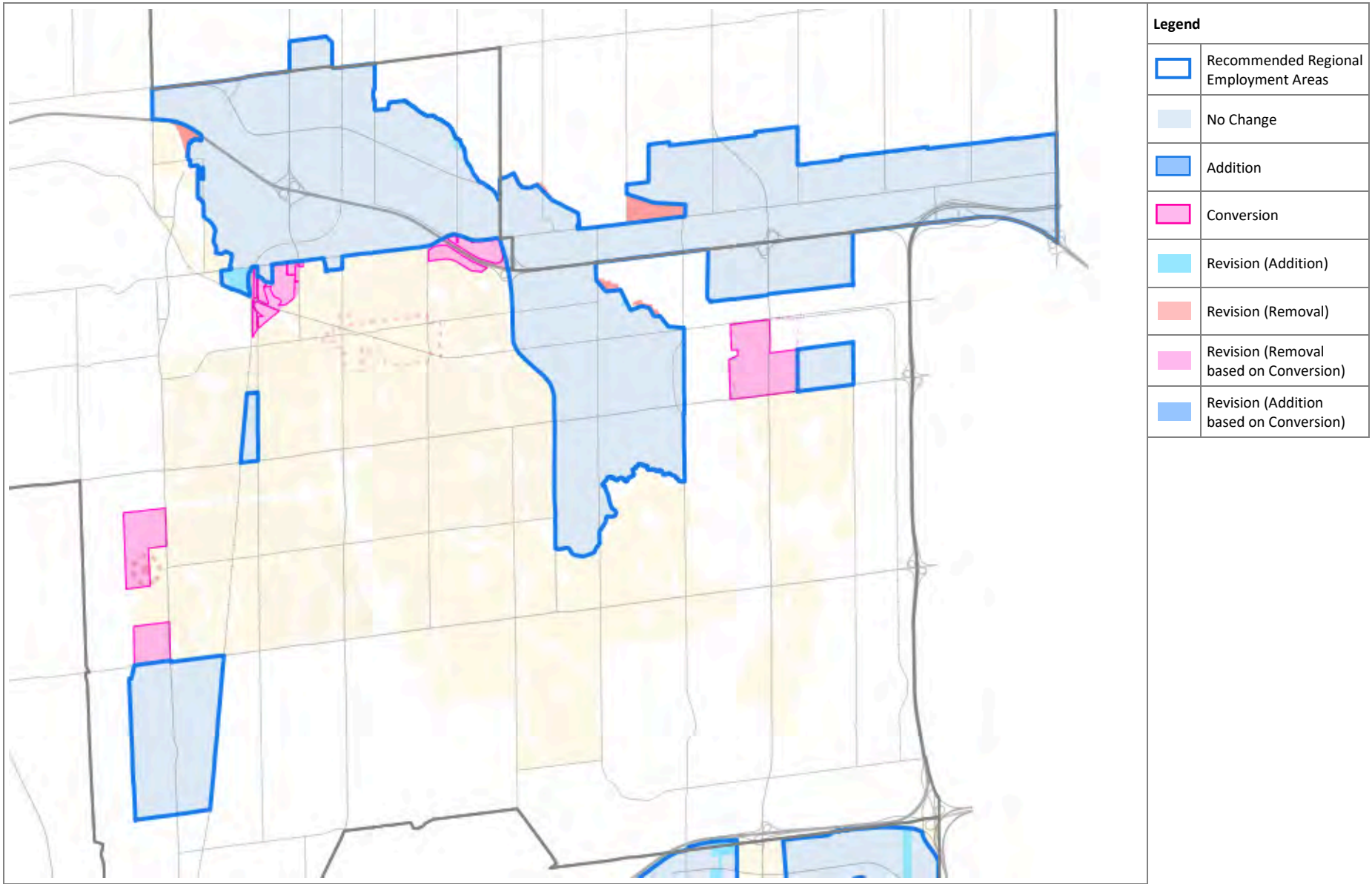
City of Burlington



Town of Halton Hills – Acton



Town of Milton / Town of Halton Hills – Premier Gateway Employment Area



Town of Oakville

