

PLANNING, PUBLIC WORKS AND TRANSPORTATION COMMITTEE AGENDA

Meeting #: PPT-03-2019
Date: Tuesday, February 26, 2019, 3:00 p.m.
Location: Halton Hills Town Hall, Council Chambers
1 Halton Hills Drive
Members: Mayor R. Bonnette, Councillor C. Somerville, Councillor J. Fogal,
Councillor M. Albano, Councillor B. Lewis, Councillor M. Johnson,
Councillor B. Inglis

Pages

1. CALL TO ORDER
2. DISCLOSURE OF PECUNIARY INTEREST
3. COMMITTEE DELEGATIONS/PRESENTATIONS
 - a. Gabriel Clarke, Manager of Sustainability and Climate Change
Presentation to Committee regarding Private Tree Management Strategy
Terms of Reference.

(Refer to Item No. 4.a of this Agenda, Report No. PLS-2019-0003)
 - b. Jamie Cook of Watson and Associates with Opening Remarks by J. Linhardt, Commissioner of Planning and Sustainability
Presentation to Committee regarding Employment Land Needs Study.

(Refer to Item No. 4.b of this Agenda, Report No. PLS-2019-0017)
4. REPORTS & MEMORANDUMS FROM OFFICIALS
Vet Reports to be considered by the Planning, Public Works and
Transportation Committee

Reports will be automatically held when there is a presentation or delegation on
the matter.
 - a. REPORT NO. PLS-2019-0003 (AUTOMATIC HOLD)
PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0003 dated
February 6, 2019 regarding Private Tree Management Strategy Terms of

Reference.

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| b. | <u>REPORT NO. PLS-2019-0017 (AUTOMATIC HOLD)</u>
PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0017 dated February 8, 2019 regarding Employment Land Needs Study - Update. | 22 |
| c. | <u>REPORT NO. PLS-2019-0007</u>
PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0007 dated January 21, 2019 regarding Accessory Dwelling Units. | 185 |
| d. | <u>REPORT NO. PLS-2019-0011</u>
PLANNING AND SUSTAINABILITY REPORT NO. PLS-2019-0011 dated February 8, 2019 regarding Draft Plan of Subdivision Approval to Create 3 Industrial Blocks, a Public Road and Stormwater Management Block at 340 Main Street North (Acton). | 206 |
| e. | <u>REPORT NO. PLS-2019-0016</u>
PLANNING AND SUSTAINABILITY REPORT NO. 2019-0016 dated February 8, 2019 regarding Growth Plan for the Greater Golden Horseshoe – Proposed Amendment No. 1. | 230 |
| f. | <u>REPORT NO. TPW-2019-0003</u>
TRANSPORTATION AND PUBLIC WORKS REPORT NO. TPW-2019-0003 dated February 5, 2019 regarding Award for RFP P-049-18 for the Eighth Line Class Environmental Assessment. | 250 |
| g. | <u>MEMORANDUM NO. PLS-2019-0001</u>
PLANNING AND SUSTAINABILITY MEMORANDUM NO. PLS-2019-0001 dated January 31, 2019 regarding Comments Submitted Regarding Ontario's Environmental Plan. | 254 |
| h. | <u>MEMORANDUM NO. TPW-2019-0004</u>
TRANSPORTATION AND PUBLIC WORKS MEMORANDUM NO. TPW-2019-0004 dated February 7, 2019 regarding Bike It Committee Events 2019. | 261 |

5. CLOSED SESSION

Committee to Convene into Closed Session if necessary.

6. RECONVENE INTO OPEN SESSION

Motion to approve items pertaining to Closed Session.

7. ADJOURNMENT

REPORT

REPORT TO: Chair and Members of the Planning, Public Works and Transportation Committee

REPORT FROM: Gabriel Clarke – Manager of Sustainability & Climate Change

DATE: 6 February 2019

REPORT NO.: PLS-2019-0003

RE: Private Tree Management Strategy Terms of Reference

RECOMMENDATION:

THAT Report THAT Report No. PLS-2019-0003, dated February 6, 2019, regarding the Terms of Reference for developing a management strategy for trees located on private settlement area lands in Halton Hills be received;

AND FURTHER THAT Town of Halton Hills Planning, Public Works & Transportation Committee approve the Terms of Reference for the Private Tree Management Strategy, attached as Appendix 1 to this report.

BACKGROUND:

Halton Hills has a longstanding commitment to maintaining and enhancing the community's tree canopy. Initiatives such as the annual tree sale at public works have provided residents with access to low cost native tree seedlings, and others such as the Town's Official Plan, the Green Plan and the Town's Integrated Community Sustainability Strategy have, among other things, articulated the benefits that trees provide the community, the value that the community places on trees and the community's long term objectives for Halton Hills' tree canopy. Additional Town-led measures include the tree replacement program, the Green Development Standards which encourage the integration of trees in new developments, and the development of a management program for trees located on Town lands which was initiated in 2018 and is currently under development.

In 2019, Halton Hills intends to initiate the development of the Privately-Owned Tree Management Strategy to explore and evaluate various tree management tools and identify those that are suitable to the context of Halton Hills and reflect the community's long term vision for the Town's settlement area tree canopy.

COMMENTS:

1. Support for the Privately-Owned Tree Management Strategy

The completion of the Privately-Owned Tree Management Strategy has been identified as a Council priority during the 2019 capital budget process and is supported by a number of community objectives contained in Imagine Halton Hills – the Town's Integrated Community Sustainability Strategy. These include:

- Expanding the tree canopy and increase the number of trees in rural and settlement areas
- Ensuring native species are dominant in Halton Hills
- Restoring and remediating degraded natural areas where possible
- Being prepared for climate change
- Protecting and enhancing an interconnected natural heritage system
- Demonstrating leadership in biodiversity initiatives

2. Alignment with Other Town Priorities and Initiatives

The development of the Private Tree Management Strategy will take the following initiatives into consideration to ensure alignment, avoid duplication, and optimize effective and efficient use of resources.

Community Forest Strategic Management Plan:

In 2018 the Town initiated the Community Forest Strategic Management Plan for trees located on municipal property. This project, which is scheduled to be completed in 2019, will inform the development of an enhanced management program for trees located on municipally-owned properties throughout the Town.

Climate Change Adaptation Plan

Halton Hills has initiated the development of a climate change adaptation plan in 2017. One of the key components of the project, which is scheduled to be completed in 2019, involves the completion of a natural capital mapping and assessment exercise to delineate and assess the relative vulnerability of the Town's significant environmental features against projected changes in climate to the year 2100.

Municipal Natural Asset Initiative

As part of the its wider Asset Management Program, in 2019 the Town will initiate the Municipal Natural Asset Initiative to assess the economic value to the Town's natural assets that provide key anthropogenic ecosystem services for Halton Hills. An example of this can be found in the Town's storm water management program which currently employs a number of creeks to convey storm water away from properties and out of the community. Those creeks form integral components of the Town's storm water

management infrastructure, but the precise economic value they provide the Town is not yet fully understood. This project will:

1. Identify key natural assets that provide important ecosystem services to the Town;
2. Assess the economic value of those key natural assets; and
3. Enable the integration of natural assets into the Town's wider asset management program.

Annual Earth Day Tree Sale at Public Works

To encourage the planting of trees on private property, Halton Hills organizes and hosts an annual spring tree sale where residents and businesses can buy native tree seedlings at a discounted price.

Green Development Standards Program

The Town's Green Development Standards Program was introduced in 2010 to enhance the sustainability of new developments. The current iteration of the program which was introduced in 2014 requires the use of native, non-invasive and drought tolerant plant material for landscaping and contains a number of other actions that support an enhanced settlement area tree canopy. The green development standards program is scheduled to be reviewed in 2019.

3. Scope of Work

As outlined in the draft Terms of Reference (attached as appendix 1 to this Report) staff are proposing to complete this project by employing a phased approach that is summarized below:

Phase 1: Explore

The initial phase of the project will involve outlining the powers that municipal governments have been granted to manage trees on private lands and exploring the various approaches that municipalities across Ontario have employed to manage trees on private lands to date.

Phase 2: Project Framework

The second phase of the project will be led by the consultant and will include the development of a work plan and engagement plan that will guide the consultants work throughout the project.

Phase 3: Engage

The third phase of the project will involve completing a public and Council engagement process to determine the community's long term vision for its privately-owned settlement area tree canopy and the balance that the community wishes to strike between a landowner's right to manage trees on their property as they wish and the public's desire to maintain and enhance the Town's settlement area tree canopy. The engagement process will enable the Town to identify the range of tree management tools that are both appropriate for Halton Hills and supported by the community, which will be evaluated in detail in the next phase of the project.

Phase 4: Evaluate, Assess, Determine

The fourth phase of the project will involve producing an assessment of the various implications associated with each of the short-listed tree management tools both corporately and from the community's perspective.

The resource and administrative requirements associated with each short-listed tree management tool will be evaluated and overall suitability within the context of Halton Hills assessed. Council will then be provided with this information and asked to determine the way forward for managing privately-owned trees located in the Town's settlement areas.

Phase 5: Strategy Development

The fifth Phase of the project involves developing the draft strategy document, obtaining feedback from the community to finalize the document and presenting the Privately-Owned Tree Management Strategy to Council for approval.

RELATIONSHIP TO STRATEGIC PLAN:

The completion of a tree management strategy for Halton Hills was identified as a Council priority during the development of the 2019 capital budget.

FINANCIAL IMPACT:

Funding for this project in the amount of \$70,000.00 is included in the approved 2019 Capital Budget.

CONSULTATION:

Members of the Town's Senior Management Team were consulted during the development of the draft Terms of Reference for this project.

PUBLIC ENGAGEMENT:

The question of how the Town should manage trees on private property is very much a function of the value that the community places on its settlement area tree canopy versus the value that it places on landowner rights. Therefore, the development of the Private Tree Management Strategy will be informed by a comprehensive engagement process that adheres to the Town's [Public Engagement Charter](#) and involves a wide range of residents, community stakeholders and elected officials. The engagement process will employ a variety of in-person and electronic engagement tools, such as the Town's online engagement platform – Let's Talk Halton Hills www.letstalkhaltonhills.ca.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life. The development of the Privately-Owned Tree Management Strategy advances the Strategy's implementation of the following community objectives:

- Expand the tree canopy and increase the number of trees in rural and settlement areas
- Ensure native species are dominant in Halton Hills
- Restore and remediate degraded natural areas where possible
- Be prepared for climate change
- Protect and enhance an interconnected natural heritage system.
- Demonstrate leadership in biodiversity initiatives

This report supports the environmental health pillar of sustainability and in summary the alignment of this report with the Community Sustainability Strategy is Excellent.

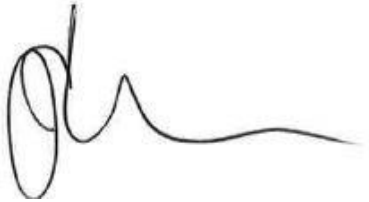
COMMUNICATIONS:

The development of the engagement plan will include a comprehensive communications component to ensure that the community is made aware of the project as well as the various opportunities to provide input into the process.

CONCLUSION:

The development of the Privately-Owned Tree Management Strategy has been identified as a priority initiative by Council for 2019. The Terms of Reference attached as Appendix 1 outline how staff propose to complete this important project.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to be 'John Linhardt', with a stylized, flowing script.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to be 'Brent Marshall', with a stylized, flowing script.

Brent Marshall, Chief Administrative Officer

Town of Halton Hills Privately-Owned Tree Management Strategy

Terms of Reference

1 Municipal Situation/Overview

1.1 Background

The Town of Halton Hills has built a strong reputation as a leader in environmental and community sustainability. Starting with the publication of the Green Plan in 2007, Halton Hills has introduced and continues to implement an evolving range of initiatives to reduce greenhouse gas emissions, increase community resilience and enhance the Town's natural environment.

In 2019, Halton Hills intends to continue to build the Town's environmental management program by completing the Privately-Owned Tree Management Strategy to develop a program for managing trees located on private properties in the Town's settlement areas.

This strategy will:

1. Be informed by a comprehensive community and stakeholder engagement process;
2. Determine the community's long term vision for its privately-owned settlement area tree canopy;
3. Involve a "spectrum analysis" to determine how the community wishes to balance landowner rights on the one hand and the public interest in maintaining and enhancing a healthy settlement area tree canopy on private lands on the other;
4. Evaluate and determine the appropriate range of educational, incentive-based and regulatory tools that the Town should employ which both respects the outcome of the spectrum analysis and achieves the Town's vision for its settlement area tree canopy*; and
5. Assess and outline the resource and administrative implications associated with implementing the Privately-Owned Tree Management Strategy.

* The introduction of a tree management bylaw will be investigated as part of this task.

2 Guiding Principles

The overall goals of the Private Tree Management Strategy are to determine how the community wishes to manage trees that are located on private properties in settlement areas and to assess and outline the resource and administrative implications for the Town. In order to achieve these goals, the following principles will guide the development of the Private Tree Management Strategy:

Informed Through Engagement:

The question of how the Town should manage trees on private property is very much a function of the value that the community places on its settlement area tree canopy versus the value that it places on landowner rights. Therefore, the development of the Private Tree Management Strategy will be informed by a comprehensive engagement process that adheres to the Town's [Public Engagement Charter](#) and involves a wide range of residents, community stakeholders and elected officials. The engagement process will employ a range of in-person and electronic engagement tools, such as the Town's online engagement platform – Let's Talk Halton Hills (www.letstalkhaltonhills.ca).

A Range of Tools:

There are a wide range of tools that the Town of Halton Hills can potentially employ to manage trees on private properties. These tools fall into three broad categories:

- Education: Education involves providing people with the information they need to align their actions with a desired outcome. Educational programs do not impact landowner rights and carry no enforcement implications but tend to be less effective at achieving a given desired outcome because they rely on people deciding to voluntarily change their behaviours based on the information they receive.
- Incentives: Incentives involve providing people with a reward for aligning their actions with a desired outcome, and can either be financial (such as a tax credit) or non-financial in nature (such as an expedited approval process). Incentive programs do not impact landowner rights and tend to be more effective than education due to the reward factor but less effective than regulation. Enforcement is typically limited to verifying that an incentivised action has been taken.
- Regulation: Regulation involves the development of a system of rules that people are required to follow to achieve a desired outcome and the introduction of an

enforcement mechanism to deter non-compliance. Regulations do impact landowner rights to varying degrees depending on their nature, but also tend to be the most effective at achieving a desired outcome as long as an effective enforcement regime is in place and the regulations do not generate popular resentment and widespread non-compliance. Enforcement implications will vary depending on the rigour of the enforcement regime and the community's level of acceptance with the regulations.

The project will involve exploring and evaluating a range of tools to determine the appropriate combination of education, incentives and/or regulations that the Town should implement to achieve the community's vision for its settlement area tree canopy.

"Made in Halton Hills"

The strategy will be uniquely reflective of the community's aspirations for its settlement area tree canopy and specifically tailored to suit the particular characteristics of Halton Hills.

Leading and Innovative

Halton Hills has been recognized a number of times at the provincial, national and international levels as an innovative leader in community sustainability. The Strategy will continue to build on this trend and will incorporate the latest advances in private tree management at the municipal level.

Complementarity

The Private Tree Management Strategy will be developed in such a way that it avoids duplication and is able to complement and leverage other initiatives that contribute to the community's settlement area tree canopy, including those led by the Town, the Region of Halton, the Credit Valley Conservation Authority, the Halton Region Conservation Authority, the Province of Ontario, the Government of Canada, and other local community groups.

3 Scope of Work

The following section outlines the Scope of Work required to complete the Private Tree Management Strategy. The Strategy will be completed in Five Phases, as outlined below.

3.1 Phase 1: Explore

The initial phase of the project will be led by Town staff and involve outlining the powers that municipal governments have been granted to manage trees on private lands and exploring the various approaches that municipalities across Ontario have employed to manage trees on private lands to date. Phase 1 will provide the Town with an overview of the opportunities that Halton Hills can take advantage of to manage trees in the private realm as well as any constraints that may exist. Phase 1 will also provide the Town with a summary of the programs that other municipalities in Ontario have implemented to maintain and enhance their settlement area tree canopies. Phase 1 will culminate in a Council Report and Presentation prepared and delivered by Town staff.

Task 1: Enabling Legislation

Task 1 will involve analyzing the Province's enabling legislation that allows municipalities to manage trees on private lands. The nature and extent of the powers that the province has granted municipalities will be outlined along with any limits imposed by the legislation.

Task 2: Existing Municipal Privately-Owned Tree Management Bylaws and Programs

Task 2 will involve analyzing the nature and extent of existing settlement area tree management programs for trees located on private properties in a number of other municipalities across Ontario. This task will include an assessment of existing municipal tree management bylaws that regulate trees on private properties as well as existing incentive programs and educational initiatives that encourage the establishment of enhanced settlement area tree canopies.

3.2 Phase 2: Project Framework

The second phase of the project will be led by the consultant and include the development of a work plan and engagement plan to guide them through the remainder of the project.

Task 1: Work Plan

Task 1 involves the preparation of a work plan that outlines how the consultant proposes to complete the project. The work plan will include, at a minimum:

- A description of the phases, tasks and sub-tasks;
- The methodology;
- A detailed timeline (i.e. Gantt chart);
- Any known resource requirements (i.e. rooms for hosting workshops); and
- Any known implications for Town staff.

The work plan will be prepared by the consultant and submitted to Town staff for review and approval.

Task 2: Engagement Plan

Task 2 involves the preparation of an engagement plan that outlines how the consultant proposes to meet the engagement objectives of the project and how they intend to engage residents, community stakeholders and Council throughout the development of the Strategy. Creative and innovative approaches that adhere to the Town's [Public Engagement Charter](#) are encouraged. The engagement plan will identify effective ways to maximize the active participation of the Town's residents and businesses. It will provide the community with a variety of means to provide input into the project through both traditional (i.e. in-person workshops) and non-traditional (i.e. social media) engagement channels. One of the tools that the consultant will need to incorporate into the engagement plan is the Halton Hills online engagement platform: Let's Talk Halton Hills (<http://www.letstalkhaltonhills.ca/>).

The engagement plan will include, at a minimum:

- A description of the engagement initiative (i.e. in person workshop, digital survey);
- The objective of the engagement initiative;
- The methodology;
- A detailed engagement timeline;
- Any known resource requirements; and
- Any known implications for Town staff.

The consultant may choose to integrate the engagement plan with the work plan (Phase 2 Task 1) if they wish. The engagement plan will be developed by the consultant and submitted to Town staff for review and approval.

3.3 Phase 3: Engage

The third phase of the project will be led by the consultant and will involve completing a comprehensive public engagement process to determine the community's long term vision for its privately-owned settlement area tree canopy and the balance that the community wishes to strike between a landowner's right to manage trees on their property as they wish and the public's desire to maintain and enhance the Town's settlement area tree canopy. Phase 3 will include the completion of a comprehensive community engagement process and a Council engagement process. Deliverables for Phase 3 include the development of a Community Engagement Summary and Synthesis Report and a Council Engagement Summary Report.

Task 1: Engage the Community

Task 1 involves implementing the comprehensive community engagement process outlined in the engagement plan to determine the community's long term vision for its settlement area tree canopy and to understand the community's views on various tree management tools including education, incentives and various forms of regulation. The question of where the community wishes to land on the Landowner-Rights-Versus-Extensive-Tree-Canopy Spectrum (see Figure 1) is a crucially important component of the project because the answer will guide the development of the Strategy's recommendations. Therefore the results of the engagement process must accurately reflect the aggregated views of the community since the ultimate success of the project will be determined by the community's attitudes towards the strategy's recommendations.

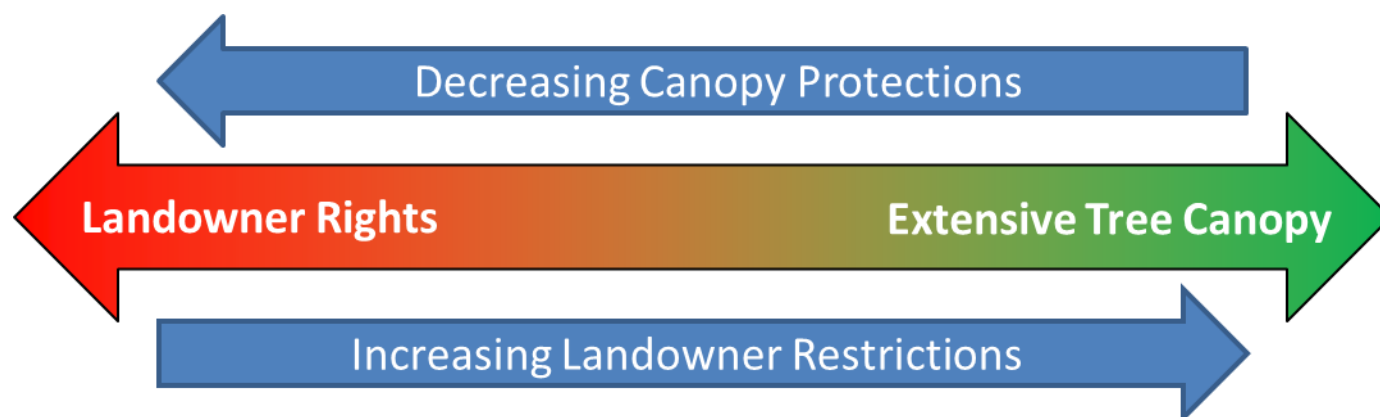


Figure 1: Landowner Rights vs. Extensive Tree Canopy Spectrum

Although the consultant will be given a substantial degree of flexibility to design an effective engagement process, the engagement framework will need to be built around the spectrum analysis concept outlined above, a community vision will need to be developed, and the following topics and questions should be included in the engagement process to inform the development of the strategy's recommendations.

A Vision for Halton Hills' Settlement area tree Canopy

- What is your long term vision for the Town's settlement area tree canopy? What characteristics should the Town's settlement area tree canopy have in 2060?

Community Values:

- How much do you value the Town's settlement area tree canopy? How much do you value landowner rights within the context of settlement area trees? Are you

prepared to sacrifice one for the other, and if so to what extent? What are your views on using education, incentives and/or regulation to achieve the Town's Vision for its Settlement area tree Canopy?

Tree Education:

- Would you benefit from education on settlement area trees and if so on what topics? How would you like to receive information on settlement area trees? What type of municipal educational initiatives would you benefit from?

Tree Planting Incentives

- What would encourage you to plant more trees on your property? What form should tree planting incentives take? Do you support the use of public funds to incentivise settlement area tree canopy enhancements? Should incentives be targeted (i.e. for specific neighbourhoods) or be made available to everyone?

Tree Bylaw:

- Do you support the introduction of a privately-owned tree management bylaw? If so what trees should it cover? How restrictive should the bylaw be? Should the Town introduce a fee structure for permit applications?

Task 2: Engagement Summary and Synthesis Report

As part of Task 2, the consultant will compile and synthesize the results of the engagement process into a draft report. The report will:

- Outline the various engagement tools that were employed and the engagement opportunities that were provided to residents
- Provide relevant engagement statistics (i.e. number of points of contact)
- Include a summary and assessment of the community input received on the various topics and questions that will have been posed to the community during the engagement process (refer to Phase 3 Task 1).

The report will be provided to Town staff for review and approval.

Task 3: Council Workshop #1

Task 3 will involve designing and completing an engagement process with Council to provide Councillors with the results of the community engagement process and to obtain direction for the next phases of the project.

The consultant's objective is to work with Council to develop a vision for the Town's settlement area tree canopy and determine the short list of potential education,

incentive and/or regulation-based tools that Council wishes to have analysed in detail in the “Evaluate, Assess and Determine” Phase of the project (Phase 4). The workshop will be organized and led by the consultant and supported by Town staff.

The consultant will summarize the outcomes of the workshop and the direction provided by Council during the workshop in a draft summary report which will be submitted to Town staff for review and approval.

3.4 Phase 4: Evaluate, Assess and Determine

The fourth phase of the project involves producing a holistic assessment of the various impacts that introducing each of the short-listed tree management tools would have on Halton Hills and engaging Council to select which elements they wish to incorporate in the Privately-Owned Tree Management Strategy. The resource and administrative implications associated with each short-listed tree management tool will be explored and overall suitability within the context of Halton Hills assessed. Council will be provided with this information and asked to determine the way forward for managing privately-owned settlement area trees in Halton Hills by selecting the set of tree management tools that will be incorporated into the draft Strategy document.

It is anticipated that Phase 4 will include an in-depth assessment of various private tree management bylaw models as well as a short list of educational tree management tools and a short list of incentive-based tree management tools.

The consultant will integrate and reference the results of Milestone 1 Task 2 on existing local tree management programs in other municipalities in Ontario and across Canada throughout Phase 4, as appropriate.

Task 1: Evaluating Options

Task 1 will involve developing a fulsome understanding of the various benefits, drawbacks and impacts that introducing each of the items on the short list of potential tree management tools would have on the Town. Task 1 involves completing the following for each tree management tool carried forward from Phase 3:

Step 1: Understanding Financial Implications

This step involves developing a high-level five year balance sheet for each tree management tool that outlines at a minimum:

- Initial start-up costs;
- Ongoing Capital costs;
- Ongoing Operating costs;
- Revenue generation opportunities;
- External funding opportunities; and
- A cost/benefit analysis.

Step 2: Understanding Administrative Implications

This step involves building an understanding of the administrative processes that would have to be put into place to ensure the successful implementation of a given tree management tool, and includes:

- Determining human resource requirements (i.e. FTE equivalents, qualifications and credentials etc.)
- Outlining the processes, procedures and areas of responsibility. In other words, determining who needs to be involved, what they need to do and how should they do it to properly implement the tool.

Step 3: Partnerships and Collaborations

This step involves identifying potential partnership opportunities to support the implementation of a given tree management tool, and includes:

- Identifying potential local partners with aligned missions and outlining opportunities for leveraging knowledge, staff and resources

The consultant will summarize the results of task 1 in a draft report that will be submitted to Town staff for review and approval. The consultant will also produce a series of graphics and illustrations to represent the findings from task 1 that will be used in subsequent engagements.

Task 2: Suitability Assessment

This task involves completing a comparative analysis of the various short-listed tree management tools using the data generated above to determine their overall suitability within the context of Halton Hills. Factors such as, alignment with community values, impact vs. cost, level of resources required, and ease of implementation among others will be evaluated. In other words, this step will be based on the information produced in Phase 4 Task 1 and will clarify whether certain management tools are perhaps better suited to the particular needs of Halton Hills than others. This step will include the development of evaluative criteria that is reflective of the community's values and the application of those criteria against the short list of tree management tools that were included in Phase 4.

The consultant will develop a report outlining the results of Task 2 which will be submitted to Town staff for review and approval. The consultant will also produce a series of graphics and illustrations to represent the findings from Task 2 that will be used in subsequent engagements.

Task 3: Council Workshop #2

Task 3 will involve designing and undertaking a second engagement process with Council to obtain direction on the draft contents of the strategy. Council will be asked to provide clear direction on which tree management tools they wish to see included in the draft Privately-Owned Tree Management Strategy document for Halton Hills. The engagement process will be organized and led by the consultant and supported by Town staff.

Although the consultant will once again be given a substantive degree of flexibility to design the structure of the Council engagement session, Council will need to be presented with a summary of the work undertaken to date and shown how the feedback received from the initial engagements contributed to the development of the Vision, the community values and the selection of the short listed tree management tools that were evaluated in detail in Phase 4. Council will be presented with the results of the tree management tool suitability assessment and asked to select which, if any, of the education and/or incentive-based tree management tools they wish to see incorporated into the draft strategy. Council will also be asked whether they support the introduction of a tree management bylaw and if so, to provide clear direction on how they wish to have the bylaw structured.

The consultant will summarize the outcomes of the second Council workshop in a draft summary report which will be submitted to Town staff for review and approval.

3.5 Phase 5: Strategy Development

The fifth and final Phase of the project involves developing the draft Strategy document, obtaining feedback from the community to finalize the document, and presenting the Privately-Owned Tree Management Strategy to Council for approval.

Task 1: Strategy Document Development

The first task involves developing the draft Privately-Owned Tree Management Strategy document. The document will contain at a minimum, the following content:

1. Executive summary
2. Table of Contents, Graphs and Figures
3. Introduction
 - Purpose of the Study
 - Municipal authority to manage trees on private property (Phase 1)
 - Tree management tools (Phase 1)
 - Examples of education-based tree management tools
 - Examples of incentive-based tree management tools
 - Examples of tree management bylaws
4. Study Framework/Methodology and project timeline (Phase 2)

5. Summary and results from the first community engagement process (Phase 3)
6. Summary and results from the tree management tool evaluation (Phase 4)
7. The Privately-Owned Tree Management Strategy (Phase 5)
 - The selection of education-based tree management tools
 - The selection of incentive-based tree management tools
 - Nature, scope, and extent of the tree management bylaw
 - Five year implementation timeline
 - Five year financial balance sheet

Although the contents of Section 7 of the document will be largely informed by the results of Phase 4 (tree management tool evaluation and suitability assessment), the consultant will refine results where needed and fill any data gaps that may arise and present the results in a simple, graphical, and user friendly format. The section should clearly explain the tree management tools that the Town intends to implement as well as the resource, and administrative implications associated with each tool. The section should include a detailed implementation timeline for each tool that shows major milestones and when they should be completed to ensure the successful implementation of each tree management tool and of the overall strategy.

The consultant will lead the development of the document and be closely supported by Town staff. The consultant will prepare the draft document and submit it to Town staff for review and approval.

At this time, it is assumed that a tree management bylaw will be included in the final strategy, although this assumption and the exact form that the bylaw would take will be confirmed through the community and Council engagement process. Nevertheless, the consultant should anticipate this outcome and be prepared to write a draft bylaw that is reflective of the community's input. The consultant may include this item as a separate line item in their proposed budget.

Task 2: Public Open House

The second task involves organizing and hosting a public open house to receive feedback from the community on the contents of the draft Privately-Owned Tree Management Strategy. During the open house the public will be presented with a summary of the work undertaken to date and shown how the feedback received from the initial engagements contributed to the development of the Vision, the community values and the selection of tree management tools that were included in the draft Strategy. The public will be given the opportunity to learn about and comment on the various tree management tools and indicate their level of support. As above, the consultant will be granted a substantial amount of flexibility to design an effective community engagement process. However, the public open house should be structured around the following central question: based on the input provided, did we get the plan right? In other words, does the plan reflect the collective voice of the community? If not what did we get wrong? How should we fix it?

The consultant will summarize the outcomes of the public open house and feedback received from the community in a draft report which will be submitted to Town staff for review and approval.

Task 3: Finalize Document

This task will be led by the consultant and involves completing the final set of edits to the Strategy document based on the input received at the public open house. The consultant will work very closely with Town staff throughout this task to ensure that any changes made to the document continue to reflect the aggregated views of the community.

The consultant will provide the finalized Strategy document to Town staff for review and approval.

Task 4: Council Presentation

The final task of Phase 5 involves the preparation of a Council Report and PowerPoint presentation to present the draft Privately-Owned Tree Management Strategy to Town Council for approval.

The preparation of the Council Report and PowerPoint presentation will be led by staff and supported by the consultant. Although the actual presentation to Council will be led by Town staff, the consultant's presence may be required in a supporting capacity.

At this time, it is anticipated that the draft strategy document will be approved by Council as presented. However, the consultant should be aware that Council retains the authority to request changes to the draft strategy document until satisfied and agree to make those changes should they be requested. The consultant may include this as a separate line item in their proposed budget.

4 Responsibilities of the Town of Halton Hills

The Town of Halton Hills Planning and Sustainability Department, through the Office of Sustainability, will be responsible for managing the completion of the Privately-Owned Tree Management Strategy.

The Town of Halton Hills will be responsible for:

- Managing the consultant during the project;
- Ensuring timelines are met;
- Ensuring that the consultant has access to necessary resources, data, and venues;
- Reviewing and provide feedback on project deliverables;

- Providing overall technical guidance and direction on the development and completion of the project;
- Acting as the liaison between the consultant and Senior Management, Council and other stakeholders;
- Ensuring that financial resources are well managed;
- Ensuring compliance with the Terms of Reference;
- Ensuring participation of relevant stakeholders;
- Coordinating communications; and
- Coordinating with other studies as appropriate.

5 Responsibilities of the Consultant

The project consultant will be responsible for the completion of the Privately-Owned Tree Management Strategy in accordance with these Terms of Reference. This will be accomplished in close collaboration with the Town of Halton Hills.

The responsibilities of the consultant will be to:

- Develop and deliver a project work plan, project schedule, and stakeholder engagement plan;
- Ensure compliance with these Terms of Reference;
- Produce the deliverables outlined in these Terms of Reference to the satisfaction of Halton Hills;
- Maintain effective communications with the Project Management Team;
- Complete any necessary revisions to project deliverables as required by the Town; and
- Ensure that project costs do not exceed the budget outlined in their proposal.

REPORT

REPORT TO: Chair and Members of the Planning, Public Works & Transportation Committee

REPORT FROM: Bronwyn Parker, Senior Planner - Policy

DATE: February 8, 2019

REPORT NO.: PLS-2019-0017

RE: Employment Land Needs Study - Update

RECOMMENDATION:

THAT Report PLS-2019-0017 dated February 8, 2019 regarding an update to the Town's Employment Land Needs Study be received,

AND THAT the Phase 1 Background Report prepared by Watson & Associates (attached as Appendix 1 to this report) be received;

AND FURTHER THAT this report and the Phase 1 Background Report be forwarded to the Region of Halton as input into the Integrated Growth Management Strategy that is being developed as part of the Regional Official Plan Review;

AND FURTHER THAT staff be directed to continue to advance the Employment Land Needs Study, in keeping with the approved Terms of Reference.

BACKGROUND:

In March 2018, Council received report PLS-2018-0010 regarding the Terms of Reference for an Employment Land Needs Study. The intent of the study is to provide an analysis of the employment land needs of the Town of Halton Hills to the 2041 planning horizon.

As outlined in the approved Terms of Reference, the Study will also provide the determination as to whether or not the existing quantum of employment lands within Halton Hills is appropriate and if it meets the needs of the Town's current and future population.

The Study will form an essential component of the Town of Halton Hills Official Plan Review exercise and will provide critical input to the Region of Halton Integrated Growth Management Strategy (Regional Official Plan Review), currently underway.

COMMENTS:

The Town has hired the consulting team of Watson & Associates Economists Ltd., with the assistance of Macaulay Shiomi Howson to complete the Employment Land Needs Study.

The study is being completed in two phases. Phase 1 involves the completion of a background evaluation and key policy review, focusing on an examination of the current land use policy framework; a best practices review; an analysis of the trends and existing conditions influencing employment land development and key stakeholder interviews. These elements, along with a forecast of employment growth and employment land needs for the Town of Halton Hills to 2041 have been considered and are demonstrated in the Phase 1 Draft Background Report, attached as Appendix 1 to this report.

The Draft Background Report outlines the various opportunities and challenges for the Town with respect to the management and growth of our existing and future Employment Areas. It provides an examination of the current macro-economic trends influencing the global economy, and identifies the strengths of Halton Hills' current employment base.

Employment growth trends within Halton Hills are also discussed in the report. The total employment base for the Town has grown nearly 45% between 2001 and 2016, with an average annual increase of 2.5%. The report also identifies that the Town's employment activity rate (which is defined as the number of local jobs in a municipality divided by the resident population) has also increased between 2001 and 2016, moving from 33% to 37% respectively. These factors indicate that the local employment base is increasing at a faster rate than the local population base.

The primary employment sectors within the Town of Halton Hills include retail trade (22% of the total employment base), manufacturing (17%), health care and social assistance (9%) and educational services (8%).

The Draft Background Report also highlights the competitiveness of the Halton Hills employment lands. It examines the importance of quality of life as a key factor influencing both the decisions of individuals and families in terms of residential location, but also businesses and companies in relocation decisions. As the report identifies, in 2018, Halton Hills was ranked by MoneySense journal as one of the top 10 municipalities to live in Canada, due to its quality of life indicators.

The current supply of employment lands within the Town is likewise discussed in the Phase 1 Background Report. The supply inventory was completed in accordance with the Land Needs Assessment Methodology required by the 2017 Growth Plan, by evaluating the designated, available employment lands within the Town's urban area.

It is important to note that of the Town's vacant designated employment lands, a large portion of them are impacted by the GTA West Corridor Protection Area/Northwest GTA Corridor Identification Study. The Report provides estimates of the total size of the proposed Northwest GTA Corridor; however, since the completion of the Draft Report, the Minister of Transportation has advised that the Province will once again re-ignite the GTA West Corridor Environmental Assessment. As such, the total potential impact of the Corridor on the Town's vacant employment land supply continues to be a concern. Staff will continue to monitor the Corridor Study Area through the project lifecycle and report to Council as necessary.

The Background Report also focuses on the Town's Employment Forecast to 2041, which includes an evaluation of the employment base as well as employment land needs. Key observations include that by 2041, the Town's employment base is forecast to reach approximately 53,000 jobs. This represents an increase of approximately 27,500 jobs between 2019 and 2041, which equates to an annual employment growth rate of 3.4%.

The demand for employment lands within Halton Hills is also expected to continue to rise, most especially within the Premier Gateway Employment Area. Given the availability of designated, vacant employment lands, the forecast employment land density of 20 jobs per net hectare, and the anticipated employment land demand, the Town will require the designation of additional employment lands in order to ensure supply can keep pace with demand.

As is demonstrated in the figure below (Figure 6-9 from the Phase 1 Background Report), it is estimated that the Town of Halton Hills between the 2019 and 2041 forecast period, will require an additional 270 net hectares (667 net acres), or 338 gross hectares (835 gross acres) of employment lands in order to accommodate the forecasted employment growth.

Employment Land Needs, 2019-2041		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/Net ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	376	
Employment Land Needs	Net ha	Gross ha
	-270	-338

It is important to note that the estimated totals noted above assume that the 75 net hectares (185 net acres) within the OPA 31B lands are included in the land supply. It also assumes that the impact of the GTA West Corridor Protection Area is based on the refined Northwest GTA Corridor Study Area, which is approximately 180 gross hectares (445 gross acres) in total size.

Based on the information included within the report, it is recommended that the Town engage in discussions with the Region of Halton through the ongoing Regional Official Plan Review exercise, to add additional employment lands to the urban area of Halton Hills. Further, the report recommends that these additional employment lands be considered from the currently identified Future Strategic Employment Area, as additional urban lands within the Premier Gateway Employment Area.

RELATIONSHIP TO STRATEGIC PLAN:

The Strategic Plan sets out a broad vision for the community contained in nine strategic directions. The proposed Employment Land Needs Study relates to the following Strategic Directions:

A. Foster a Healthy Community:

- To maintain and enhance a healthy community that provides a clean environment and a range of economic and social opportunities to ensure a superior quality of life in our community.

C. Foster a Prosperous Economy:

- To maintain and enhance the economic vitality of the Town through the provision of a wide range of opportunities for economic development.

G. Achieve Sustainable Growth:

- To ensure that growth is managed so as to ensure a balanced, sustainable, well-planned community that meets the needs of its residents and businesses.

FINANCIAL IMPACT:

There is no financial impact associated with this report. Through the 2018 Capital Budget process, Council approved the development of a land use planning study to evaluate the employment land needs of the Town of Halton Hills to the 2041 planning horizon.

CONSULTATION:

The first meeting of the Project Liaison Committee as established through the approved Terms of Reference has been scheduled for February 19, 2019. The Project Liaison Committee consists of the Mayor, Members of Council, local representatives from the Employment industry and a member of the Chamber of Commerce.

A Public Open House is tentatively scheduled for June, 2019.

PUBLIC ENGAGEMENT:

There is no public engagement associated with this report.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Economic Prosperity and Social Well-Being pillars of Sustainability and in summary, the alignment of this report with the Community Sustainability Strategy is: Good.

COMMUNICATIONS:

The Project Liaison Committee has been established and acts as a key component of the community engagement for this study. A project specific web page will be created and the "Let's Talk Halton Hills" engagement platform will be utilized to seek community feedback.

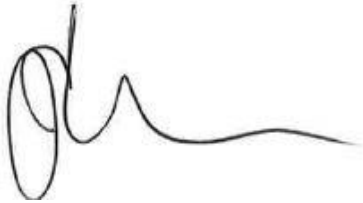
CONCLUSION:

The Draft Background Report attached as Appendix 1 to this report outlines the various opportunities and challenges for the Town of Halton Hills with respect to the management and growth of our existing and future Employment Areas.

Based on the current demand for employment lands within Halton Hills, the availability of designated, vacant employment lands, the forecast employment land density, and the anticipated employment land demand, the report concludes that Town will require the designation of additional employment lands to the 2041 planning horizon.

As such, it is recommended that the Town engage in discussions with the Region of Halton through the ongoing Regional Official Plan Review exercise, to add additional employment lands to the Premier Gateway Employment Area of Halton Hills.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to be 'John Linhardt', with a stylized, flowing script.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to be 'Brent Marshall', with a stylized, flowing script.

Brent Marshall, Chief Administrative Officer



Employment Land Needs Assessment

Town of Halton Hills

Phase 1 Report Draft

February 15, 2019

Watson & Associates Economists Ltd.
905-272-3600
info@watsonecon.ca

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List of Acronyms and Abbreviations

Acronym	Full Description of Acronym
F.S.E.A.	Future Strategic Employment Area
G.D.P.	Gross domestic product
G.F.A.	Gross floor area
G.G.H.	Greater Golden Horseshoe
G.T.A.	Greater Toronto Area
G.T.A. W.C.P.A.	Greater Toronto Area West Corridor Protection Area
G.T.H.A.	Greater Toronto and Hamilton Area
IMF	International Monetary Fund
L.Q.	Location Quotients
NAICS	North American Industry Classification System
N.F.P.O.W.	No Fixed Place of Work
O.P.	Official Plan
O.P.A.	Official Plan Amendment
P.P.S.	Provincial Policy Statement
P.S.E.Z.	Provincially Significant Employment Zone
T.P.I.A.	Toronto Pearson International Airport
U.S.	United States



Executive Summary



Executive Summary

The primary objective of this assignment is to provide a comprehensive review of the Town's designated employment lands, building on past studies prepared for the Town of Halton Hills and the Region of Halton, as well as future regional/local economic and development trends. This review is necessary to ensure that there is an adequate supply of non-residential lands to accommodate long-term demand and to satisfy the Town's employment objectives. This study forms an important background document to the Town's Official Plan (O.P.) review and is intended to provide important input into Phase 1 of the Halton Region Integrated Growth Management Strategy. To ensure that the Town's Employment Areas remain competitive, this study examines the Town's applicable O.P. policies within the context of the provincial policy and Regional framework, against anticipated economic trends and consumer demand patterns.

Employment lands form a vital component of Halton Hills's land-use structure and are an integral part of the local economic development potential of the economic region. They are also home to many of the Town's largest private-sector employers. Through development of its industrial land base, the Town is better positioned to build more balanced, complete and competitive communities. As such, a healthy balance between residential and non-residential development is considered an important policy objective for the Town of Halton Hills and the surrounding economic region.

The Town faces a number of opportunities and challenges with respect to the management and growth of its existing and future Employment Areas in light of the evolving structural changes in the economy and disruptive factors which continue to influence the nature of the economy. One of these challenges relates to macro-economic trends over which the Town has limited control. This includes the relative strength of the global economy, international trade policy and the competitiveness of the Canadian economic base relative to other established and emerging global markets.

In contrast to the above, Halton Hills has considerable control and ability to position itself in a positive manner when considering the Town's regional competitive ranking. This requires the Town to continue marketing itself as a hub for innovation, equipped with the human capital that is required to encourage on-going innovation, entrepreneurship, small business development and local investment retention. A major factor for the future competitiveness of the Town's economic base relates to the structure, quality and "readiness" of its employment lands.

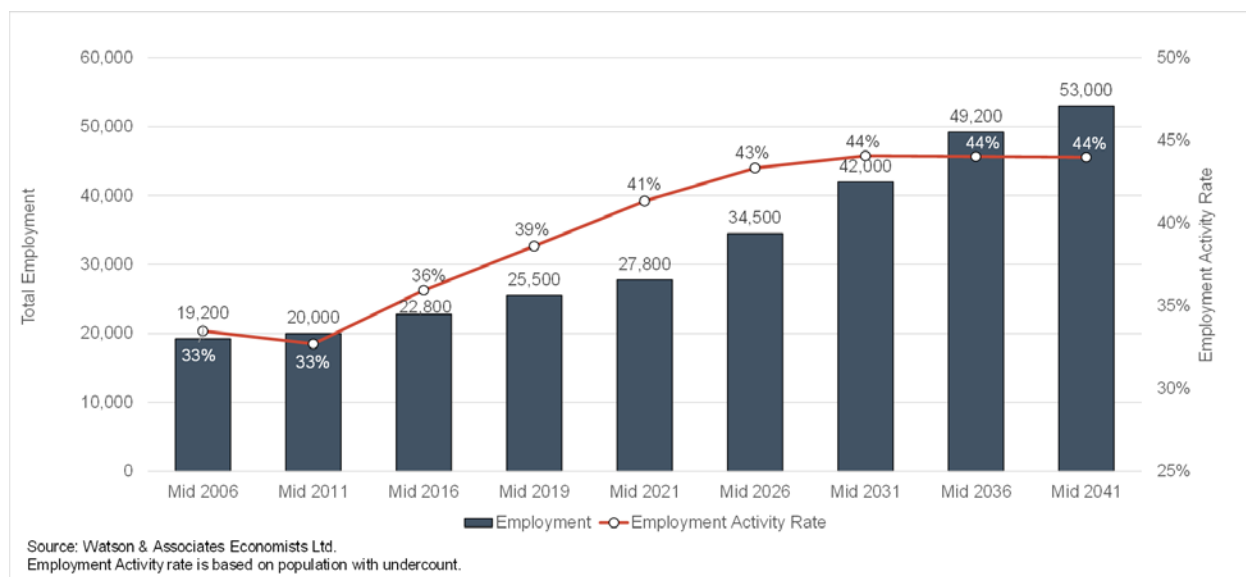


Over the next several decades the Town's employment base is anticipated to steadily grow across a broad range of export-based and population serving employment sectors. The Town, however, will be competing to attract and retain these sectors with other municipalities across the Greater Golden Horseshoe (G.G.H.) and beyond. To ensure the long-term competitiveness, growth and diversity of the Town's economy, planning and marketing efforts must be geared toward both the broader strengths of the Town and its communities, as well as specific target sector investment attraction efforts. To accommodate the steadily growing economic base within Halton Hills, the Town's land-use planning policies must anticipate the evolving nature of the local and regional economy and reflect the diverse needs of industry and businesses of all sizes over the long term. These policies must also offer a degree of flexibility and nimbleness that allows for relatively rapid responses to unforeseen changes, which can be a critical competitive advantage relative to competitive markets.

As summarized in Figure ES-1, the Town's employment base is forecast to reach approximately 53,000 by 2041. This represents an increase of approximately 27,500 jobs from today to 2041, or an annual employment growth rate of 3.4%. Over the long term, additional employment is expected to provide increasing local job opportunities for the residents of Halton Hills and improve the Town's employment-to-population balance. Between 2019 and 2041, the Town's employment activity rate (ratio of jobs to population) is forecast to increase from 39% to 44%.



Figure ES-1
Town of Halton Hills
Employment Forecast by Sector, 2019 to 2041



Between 2019 and 2041, almost half of all employment growth across the Town of Halton Hills is anticipated to be accommodated within the Town’s existing and future planned Employment Areas. Forecast demand on employment lands is anticipated across a range of industrial sectors including warehousing and distribution, wholesale trade, manufacturing, construction and utilities.

In addition to the above-mentioned traditional industrial sectors, market demand on employment lands has been increasingly driven by growth in the “knowledge-based” or “creative class” economies, including employment sectors such as advanced manufacturing, professional, scientific and technical services, finance, insurance, real estate, information and culture, health, and education. With an increasing emphasis on these knowledge-based sectors, major office, flex office and multi-purpose facilities encompassing office, non-office and employment-supportive uses will become an increasingly dominant built form across the Town’s Employment Areas.

In contrast to other urban land uses (e.g. commercial and mixed-use areas), employment lands provide the opportunity to accommodate export-based employment sectors that cannot be easily accommodated in other areas of the Town. In order for the Town of Halton Hills to continue to be competitive and attractive to a broad range of industrial and commercial sectors, the Town needs to ensure that it has a sufficient



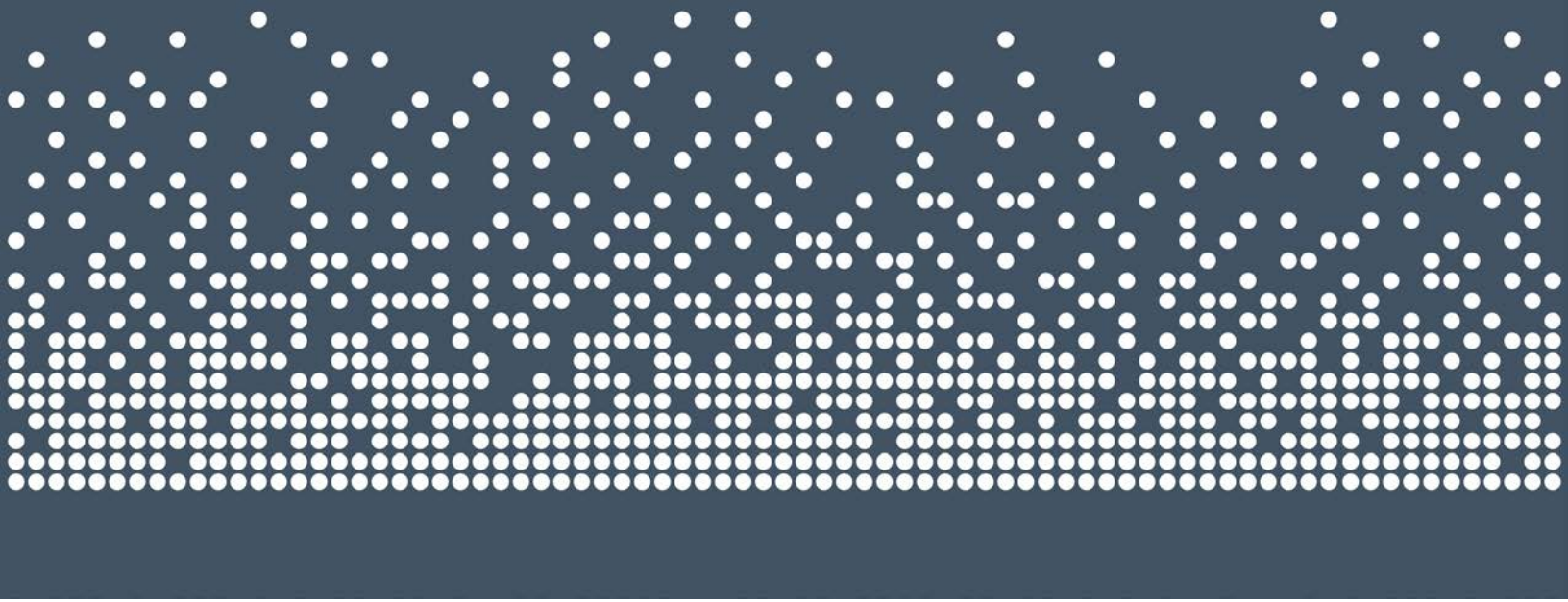
supply and market choice of serviced employment lands. Most notably, this should include medium to larger sites (larger than 3 hectares/7 acres) with good transportation access and proximity to major highway interchanges as well as other local/regional transportation infrastructure.

Across the G.T.H.A. the industrial market continues to remain strong with respect to annual development activity and land absorption. This trend has also been experienced more locally within the Town of Halton Hills. As such, the Town's inventory of designated, vacant lands within its established Employment Areas is diminishing. Currently, the Town's remaining inventory of designated, vacant employment lands available over the forecast horizon is estimated at 376 net ha (929 net acres),¹ of which approximately 89% is located in the Premier Gateway Employment Area.

To accommodate forecast employment lands employment growth, an additional 270 net ha (667 net acres) or 338 gross hectares (835 gross acres) of lands are recommended to be brought into the Town's urban boundary and designated as Employment Area. This land need assumes that the O.P.A. 31B lands will be designated and available by 2041. It is recommended that the Town of Halton Hills continue to advance O.P.A. 31B which will bring approximately 75 net ha (185 net acres) of lands identified as Future Strategic Employment Area into the urban area as an Employment Area. Further, working with the Region of Halton, the Town should peruse designating additional Future Strategic Employment Area lands to the urban area of the Premier Gateway Employment Area.²

¹ Based on adjusted to the G.T.A. West Corridor Protection Area, as discussed in Chapter 6.

² It is noted that the ultimate delineation of this Employment Area will be impacted by the outcome of the G.T.A. West Corridor. The report assumes a more refined G.T.A. West Corridor Protection Area.



Report



Chapter 1

Introduction



1. Introduction

1.1 Terms of Reference

The primary objective of this assignment is to provide a comprehensive review of the Town's designated employment lands, building on past studies prepared for the Town of Halton Hills and Region of Halton as well as future regional/local economic and development trends. This review is necessary to ensure that there is an adequate supply of non-residential lands to accommodate long-term demand and to satisfy the Town's employment objectives. This study forms an important background document to the Town's Official Plan (O.P.) review and is intended to provide important input into Phase 1 of the Halton Region Integrated Growth Management Strategy.

To ensure that the Town's Employment Areas remain competitive, this study examines the Town's applicable O.P. policies within the context of the Provincial Policy and Regional framework, against anticipated economic trends and consumer demand patterns.

1.2 What are Employment Lands and Why are They Important to the Town?

Employment lands (also known as industrial lands) typically include a broad range of designated lands, including light, medium and heavy industrial lands, business parks and rural industrial lands. Employment lands accommodate primarily export-based employment, including a wide range of industrial uses (e.g. manufacturing, distribution/logistics, transportation services), as well as specific commercial and institutional uses (e.g. office, service, ancillary/accessory retail) which generally support the industrial/business function of the Town's Employment Areas. A further discussion of the Town's Employment Areas within the context of current planning policy is provided in Chapter 2.

Employment lands form a vital component of Halton Hills's land-use structure and are an integral part of the local economic development potential of the economic region. They are also home to many of the Town's largest private-sector employers. Through development of its industrial land base, the Town is better positioned to build more balanced, complete and competitive communities. Development typically



accommodated on employment lands generates relatively strong economic multipliers (i.e. spin-off effects) that benefit the Town of Halton Hills directly and indirectly. In addition, employment lands development typically generates high-quality employment opportunities which can improve local socio-economic conditions (i.e. live/work opportunities). Furthermore, achieving non-residential growth adds to a community's assessment base, which can help support competitive property taxes and stronger municipal service levels. Industrial land development also tends to produce more positive net fiscal benefits for the community than other types of development (e.g. residential and retail). Thus, a healthy balance between residential and non-residential development is considered an important policy objective for the Town of Halton Hills and the surrounding economic region.

In contrast to other urban land uses (e.g. commercial and mixed-use areas), employment lands provide the opportunity to accommodate export-based employment sectors that cannot be easily accommodated in other areas of the Town. In order for the Town of Halton Hills to continue to be competitive and attractive to a broad range of industrial and commercial sectors, the Town needs to ensure that it has a sufficient supply and market choice of serviced employment lands. Most notably, this should include medium to larger sites (larger than 3 hectares/7 acres) with good transportation access and proximity to major highway interchanges as well as other local/regional transportation infrastructure.

1.3 Context

The Town faces a number of opportunities and challenges with respect to the management and growth of its existing and future Employment Areas, in light of the evolving structural changes in the economy and disruptive factors. Ultimately, this will continue to influence the manner in which municipalities plan for their Employment Areas.

Like all Canadian regions, the Greater Toronto Hamilton (G.T.H.A.) regional economy is transitioning away from goods production and towards services delivery. These structural changes in the broader economy are altering the nature of economic activities on employment lands and impacting the built form and character of these lands. Recent market demand on employment lands has been increasingly driven by growth in the



“knowledge-based” or “creative class” economies, including employment sectors such as advanced manufacturing, professional, scientific and technical services, finance, insurance, real estate, information and culture, health, and education. With an increasing emphasis on these knowledge-based sectors, major office, flex office and multi-purpose facilities encompassing office and non-office uses are becoming an increasingly dominant built form within Employment Areas.



Gino Pizza Head Office and Warehouse, 25 Brownridge Road, Premier Gateway Employment Area

The nature of traditional industrial processes is also rapidly shifting, becoming more capital/technology intensive and automated, with lower labour requirements. Emerging export-based subsectors have siting, space and built-form requirements that are significantly different from traditional manufacturing. Anticipating and responding to the evolving needs of industry will be necessary for the Town to better position itself for sustained growth, particularly in leading sectors. Recognizing these recent structural changes in the regional economy, there has been a shift in planning philosophy that calls for developing Employment Areas to provide for a wider range of amenities and employment-supportive uses which complement both knowledge-based and traditional industrial sectors.

When considering its regional competitive ranking, the Town has considerable control and ability to position itself in a positive manner. This requires the Town to continue marketing itself as a hub for innovation, equipped with the human capital that is required to encourage on-going innovation, entrepreneurship, business development and local investment retention. A major factor for the future competitiveness of the Town's economic base is the structure and quality of its employment lands.



Over the next several decades the Town's employment base is anticipated to steadily grow across a broad range of export-based and population serving employment sectors. The Town, however, will be competing to attract and retain these sectors along with other municipalities across the Greater Golden Horseshoe (G.G.H.) and beyond. To ensure the long-term competitiveness, growth and diversity of the Town's economy, planning and marketing efforts must be geared toward both the broader strengths of the Town and its



An example of an office building on employment lands in the G.T.A., 10 Parr Road, Caledon, ON

communities, as well as specific target sector investment attraction efforts. To accommodate the steadily growing economic base within Halton Hills, the Town's land-use planning policies must anticipate the evolving nature of the local and regional economy and reflect the diverse needs of industry and businesses of all sizes over the long term. These policies must also offer a degree of flexibility and nimbleness that allows for relatively rapid responses to unforeseen changes, which can be a critical competitive advantage relative to competitive markets.

1.4 Project Process

This report has been developed under a two-phased approach, as follows:

Phase 1: Technical Background Report

Phase 1 includes a technical analysis and policy review which addresses recent economic and development trends within the current land-use policy framework at provincial, regional and local levels. Included is an analysis of existing employment land supply with regard to vacant land inventory and future intensification potential. An analysis of long-term employment land demand analysis is also provided, which considers market conditions, competitiveness, as well as macro-economic factors and trends which are anticipated to influence future employment growth by sector. Based on this detailed analysis, forecast employment growth, and corresponding employment land needs are assessed to the 2041 planning horizon.



Phase 2: Strategic Planning and Economic Development Recommendations

Phase 2 will build on the results of Phase 1, forming the Town's Employment Lands Strategy. This phase will focus on employment land conversions (where appropriate), analysis of GO station areas within the Town and strategic planning policy related to the planning of the Town's existing and future Employment Areas.



Chapter 2

Employment and Planning Policy Review



2. Employment and Planning Policy Review

This chapter provides an overview of the relevant provincial, regional and local policies which apply to employment land planning in the Town of Halton Hills. These policies will provide a framework for the analysis and policy directions.

2.1 Provincial Policy Context

The three key provincial policy documents that apply to employment lands are the Provincial Policy Statement, 2014 (P.P.S.), the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), and the Greenbelt Plan (2017). The policies set out in these documents outline provincial land-use planning interests and provide high-level policy direction for municipalities.

2.1.1 Provincial Policy Statement

The P.P.S. provides policy direction on matters of provincial interest relating to land-use planning and development. It is issued under the authority of section 3 of the *Planning Act* and came into effect on April 30, 2014. All planning decisions “shall be consistent with” the P.P.S. (*Planning Act*, R.S.O. 1990, P. 13 s. 3). It should also be noted that s. 4.4 of the P.P.S. establishes that the P.P.S. is to be read in its entirety and all relevant policies are to be applied to each situation.

Section 1 of the P.P.S. outlines policies on “Building Strong Healthy Communities.” This section promotes strong, livable and healthy communities and requires that municipalities:

- Protect the environment, public health and safety;
- Provide the appropriate mix and range of employment, including industrial and commercial;
- Promote economic development and competitiveness including “maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses” (section 1.3);
- Promote economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support livable communities;



- Protect Employment Areas in proximity to major Goods Movement facilities and corridors for employment uses that require those locations;
- Provide an appropriate mix and range of employment types to meet long-term needs;
- Provide opportunities for a diversified economic base;
- Promote opportunities for economic development and community investment-readiness;
- Encourage compact, cost-effective development patterns;
- Focus major employment on sites well served by transit or design them to facilitate future transit; and focus freight-intensive land use to areas well served by major highways; and
- Ensure that necessary infrastructure is made available.

Specific policies relevant to the conversion and protection of Employment Areas can be found in the P.P.S. The conversion of Employment Areas to Non-Employment Areas may occur only where it has been demonstrated that the land being converted is not required for employment purposes over the long term and that there is a need for the conversion (P.P.S., s. 1.3.2). The protection of employment lands from potential conversion only applies if the municipality has O.P. policies in place dealing with employment land conversions. The policies also allow municipalities to protect employment lands beyond 20 years provided the lands are not designated beyond 2041, which is the alternate planning horizon established by the Growth Plan (P.P.S., s. 1.3.2.4 and s. 1.1.2). The Growth Plan provides more detailed policies for protection and conversion and is discussed below in section 2.1.2.

2.1.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan, which was created under the *Place to Grow Act, 2005*, was updated in May 2017. It sets out where and how growth will occur across the Greater Golden Horseshoe to 2041 and all planning decisions shall conform to it. The Growth Plan provides growth forecasts for single and upper-tier municipalities and provides policy direction for a range of areas including land use, infrastructure, and transportation. Relevant aspects of the Growth Plan for this study are:

- Growth will be directed to settlement areas and within settlement areas it will be focused on strategic growth areas, locations where higher order transit exists or is planned, and areas with existing or planned public services facilities;



- Municipalities should develop as complete communities with a diverse mix of land uses, including employment and residential with convenient access to local stores, services and public service facilities;
- Population and employment growth are to be accommodated by reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;
- In general, the development of Employment Areas should be transit supportive, compact and minimize surface parking;
- Municipalities should preserve lands within settlement areas in the vicinity of major highway interchanges, ports, rail yards and airports for manufacturing and associated retail, office and ancillary facilities where appropriate;
- New minimum density targets have been created for the horizon of the Growth Plan for upper-tier and single-tier municipalities. The greenfield minimum density target is 80 jobs residents and jobs combined per ha. It is important to note that that the greenfield density targets established in the 2017 Growth Plan no longer includes employment lands.¹ According to the Growth Plan, Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the provinces, and other appropriate stakeholders, will each develop an employment strategy that includes establishing a minimum density target.²
- Minimum density targets are also set out in the Growth Plan for transit corridors and stations areas. Minimum density targets are 60 residents and jobs combined per ha for areas served by light rail transit or bus rapid transit or 150 residents and jobs combined per hectare for lands served by the GO Transit rail network. The Town of Halton Hills does not have any designated Employment Areas that are within a transit corridor or station area (Go Train).

The 2017 Growth Plan introduces some new terms including:

- “Prime Employment Area” which is defined as “areas of employment within settlement areas that are designated in an official plan and protected over the

¹ As per the Growth Plan for the Greater Golden Horseshoe (2017), Section 2.2.7 pg. 23 and 24.

² Ibid.



long term for uses that are land extensive or have low employment densities and require locations that are adjacent to or near major goods movement facilities and corridors. These uses include manufacturing, warehousing, and logistics, and appropriate associated uses and ancillary facilities;”

- “Economic Employment Districts” which are “areas that have been identified by the Minister that are to be planned and protected for locally significant employment uses. These areas are not settlement areas;” and
- “Office Parks” which are “employment areas designated in an official plan where there are significant concentrations of offices with high employment densities.”



In dealing with employment, the Growth Plan indicates:

- Economic development and competitiveness will be promoted by: making more efficient use of Employment Areas and increasing employment densities; ensuring sufficient land for employment; connecting higher employment densities with transit; and integrating land-use planning and economic development goals to attract investment;
- Major office will be directed to urban growth centres, major transit station areas or other strategic growth area;
- Surface parking will be minimized and active transportation networks and transit-supportive built form will be facilitated when planning for employment;
- Upper-tier (in this case the Region) and single-tier municipalities, through a municipal comprehensive review, will develop an employment strategy that establishes a minimum density target of jobs per hectare for all Employment Areas and identifies opportunities for intensification of Employment Areas;
- Planning for employment areas, except for prime employment areas, will prohibit residential development and limit other sensitive uses not ancillary to the primary employment use, prohibit major retail or establish a size or threshold for major



retail uses, and integrate Employment Areas with adjacent Non-Employment Areas and develop mixed-use area and innovation hubs where appropriate;

- Planning for prime Employment Area will prohibit residential, institutional and other sensitive uses, prohibit major retail and office uses, and plan for freight-supportive land-use patterns;
- Conversion of lands within Employment Areas to non-employment uses will only be permitted through a municipal comprehensive review if:
 - There is a need for the conversion;
 - The lands are not required for employment over the horizon of the Growth Plan;
 - There will be sufficient employment land to accommodate the forecast employment growth to the horizon of the Plan;
 - The proposed uses would not adversely affect the overall viability of the Employment Area or minimum intensification and density targets; and
 - There is existing or planned infrastructure and public service facilities to accommodate the proposed use; and
- Any new or expanded opportunities for retail in an Employment Area may only happen through a municipal comprehensive review.

The Growth Plan provides population and employment forecasts for upper-tier and single-tier municipalities which will apply throughout a municipal comprehensive review. Table 2-1 illustrates the population and employment forecasts for Halton Region. The Region of Halton is expected to grow by 255,000 people and 130,000 jobs between 2016 and 2031, and by 435,000 people and 210,000 jobs between 2016 and 2041. The Region of Halton had approximately 565,400 people¹ and 260,200 jobs in 2016.

¹ 2016 population base includes a Census undercount adjustment of approximately 3%.



Table 2-1
Growth Plan Population and Employment Projections

Growth Plan 2017 Forecast*						
Halton Region	Population			Employment		
	2031	2036	2041	2031	2036	2041
	820	910	1,000	390	430	470

*Figures shown represent thousands (i.e. 000s).

2.1.3 Growth Plan for the GGH – Proposed Amendment #1

On January 15 2019, the Ministry of Municipal Affairs and Housing brought forward a proposed amendment to the Growth Plan Growth Plan for the Greater Golden Horseshoe, 2017. Ministry of Municipal Affairs and Housing is seeking feedback on the proposed changes by February 28, 2019. Key proposed changes to the Growth Plan outlined in Amendment #1 that are relevant for planning for Employment Areas in Halton Hills include the following:

- The concept, policy and definition of Prime Employment Area has been removed.
- Policy direction is provided in regard to the concept of land use compatibility between sensitive land uses, major retail uses and major offices and industrial, manufacturing or other uses particularly vulnerable to encroachment (Policy 2.2.5.8).
- The term “Employment Strategy” has been removed. The technical requirements related to Employment Areas, including a land needs assessment, a review of intensification opportunities and the setting of density targets that reflect current and anticipated type and scale of employment are still required.
- Allows for the conversion of employment lands to a designation that permits non-employment in advance of MCR, provided that (Policy 2.5.1.10):
 - There is a need;

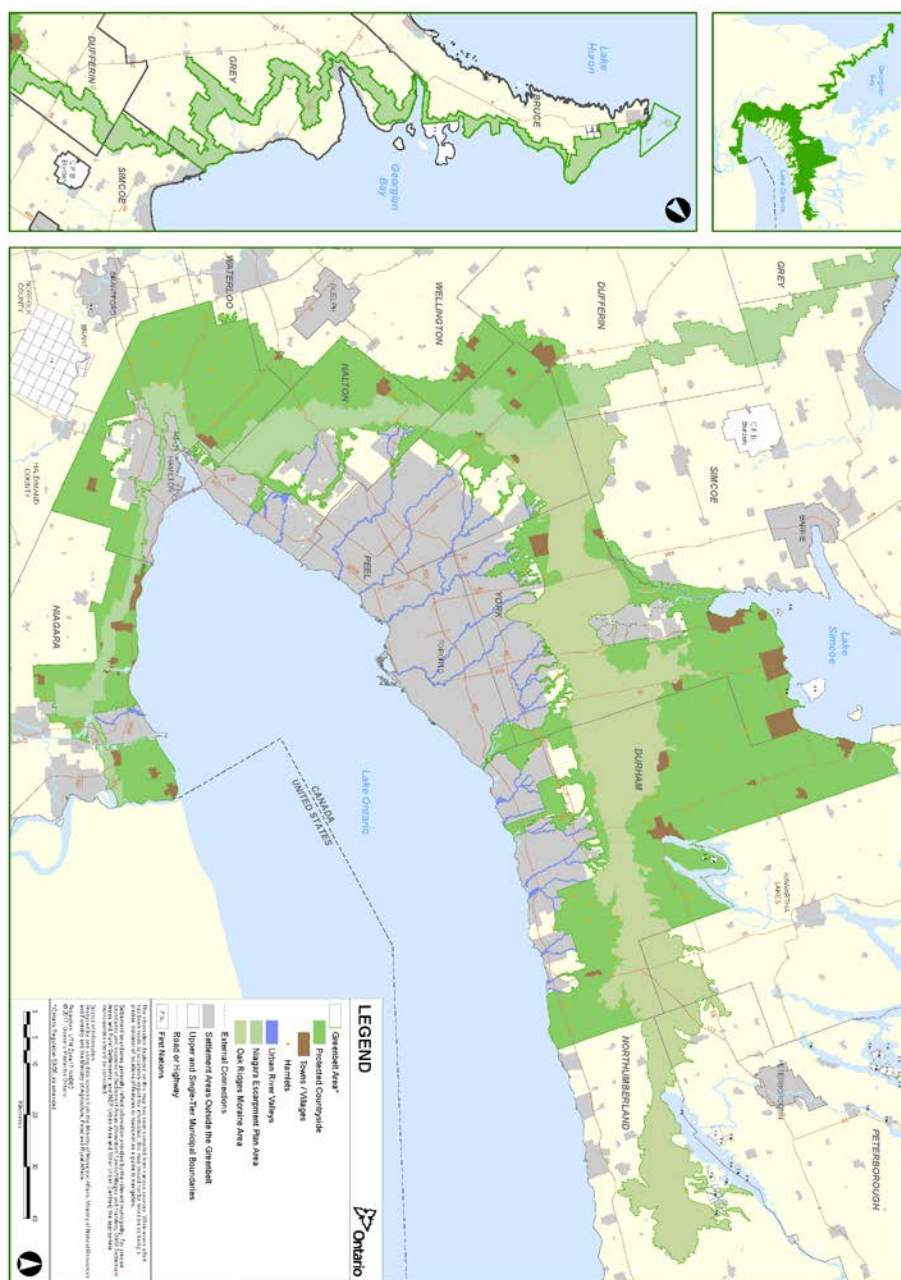


- No adverse effects on the viability of an employment area or achievement of minimum intensification targets;
 - There are existing or planned services in place; and
 - Significant amount of jobs are maintained on the lands.
- The Minister may identify Provincially Significant Employment Zones (P.S.E.Z.) to support coordination of planning for jobs and economic development at the regional scale (Policy 2.5.1.12). These lands identified cannot be converted using Policy 2.2.5.10. At this time, the Ministry has prepared a Proposed Framework for the P.S.E.Z. and has identified 29 P.S.E.Z. in the G.G.H. Within the Town of Halton Hills, there is a P.S.E.Z. south of Steeles Avenue in the Premier Gateway Employment and a P.S.E.Z. in the Mansewood Industrial Area. Refer to Appendix B for a map of the P.S.E.Z. in the northern Halton Region and surrounding area.

2.1.4 Greenbelt Plan (2017)

The Growth Plan provides the framework for where and how urban growth should occur in the G.G.H. The Greenbelt Plan was established to provide a parallel framework for environmental management and protection in the same general area as the Growth Plan. It is important to note that it applies to the environment, although there are no explicit employment or commercial land policies. The Greenbelt Plan includes the protection of lands designated under the Niagara Escarpment Plan and Oak Ridges Moraine Plan and allows for the protection and management of prime agricultural and specialty crop lands across the G.G.H.

Some lands within the Town of Halton Hills are subject to the policies of the Greenbelt Plan. Figure 2-1 shows the limits of the protected countryside Greenbelt Area in the Town of Halton Hills. Lands in the protected countryside are subject to the entirety of the Greenbelt Plan.



Schedule 1: Greenbelt Area

greenbelt
PLAN 2017



2.2 Regional Policy

2.2.1 Halton Region Official Plan

The Region of Halton's Official Plan (Regional O.P.) provides broad policy directions on strategic matters to guide growth and development within the Region. The document was last consolidated September 28, 2015. Local O.P.s must conform to the Regional O.P.

The Regional O.P. establishes a Regional Structure as shown on Figure 2-2. The Regional Structure identifies a variety of land uses including Urban Areas and creates Employment Areas as an overlay on top of the Urban Area.

Employment

The Employment Area policies plan for, protect and preserve the Employment Areas and prohibit residential and other non-employment uses, including major retail, in Employment Areas except uses permitted in the local O.P. as of December 16, 2009, or institutional uses permitted in the local O.P., subject to a detailed study that sets limits and criteria. Additional Employment Areas may be introduced within the Urban Area by amendment based on the completion of an area-specific plan or an amendment to the local O.P.

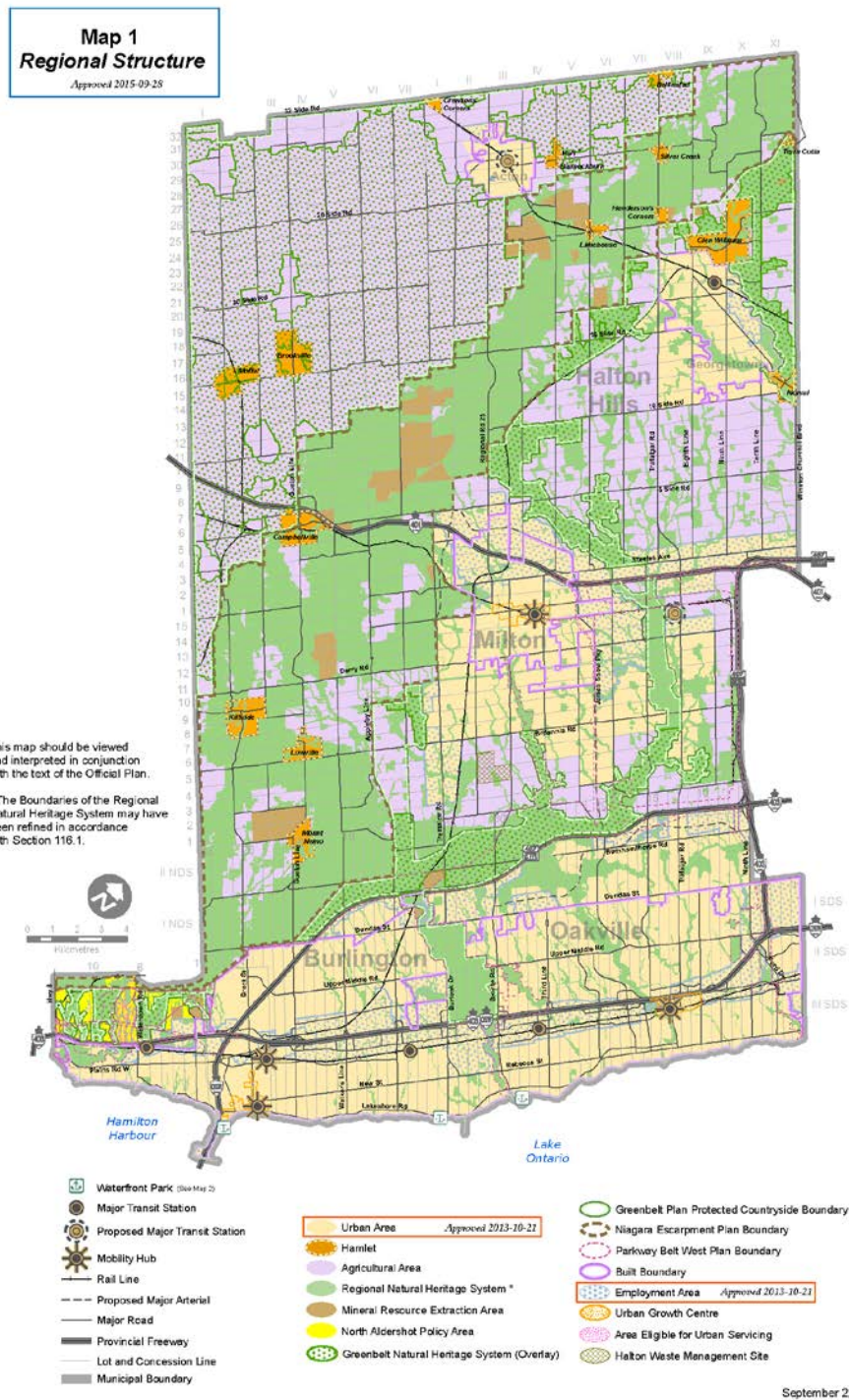
The policies also require local municipalities to prohibit the conversion of land within Employment Areas to non-employment uses, including major retail, unless through a municipal comprehensive review in accordance with the criteria established in the Growth Plan as well as considering cross-jurisdictional matters and meeting all Regional policies and requirements, financial or otherwise.

Local municipalities must promote intensification and increased densities in new and existing Employment Areas.

The economic development policies state that the Region will ensure, through municipal comprehensive reviews, as well as through provisions in local O.P.s and zoning by-laws, a ten-year supply of employment lands at all times for the Region as a whole and the protection of employment lands for economic development to 2031.



Figure 2-2
Regional Structure Excerpt from Regional O.P. Map 1





Certain areas are also designated as “Future Strategic Employment Area” on Map 1C to the Regional O.P. as shown on Figure 2-3. The purpose of that designation “is to protect from incompatible uses certain lands that are strategically located with respect to major transportation facilities and existing Employment Areas, and are best suited to employment beyond the planning horizon of this Plan.” Further, Regional policy prohibits re-designation of these lands “to uses that are incompatible with employment uses in the long term, especially non-farm uses such as institutional and recreational uses” (sections 139.6 and 139.7(1)). These lands, however, will only be considered for inclusion into the Urban Area prior to 2031 through a municipal comprehensive review as part of the Region’s statutory five-year review of its O.P.

Table 2-2
Town of Halton Hills Growth Forecast

Type	2016 ¹	2031	Growth
Population	63,000	94,000	31,000
Employment	24,000	43,000	10,000

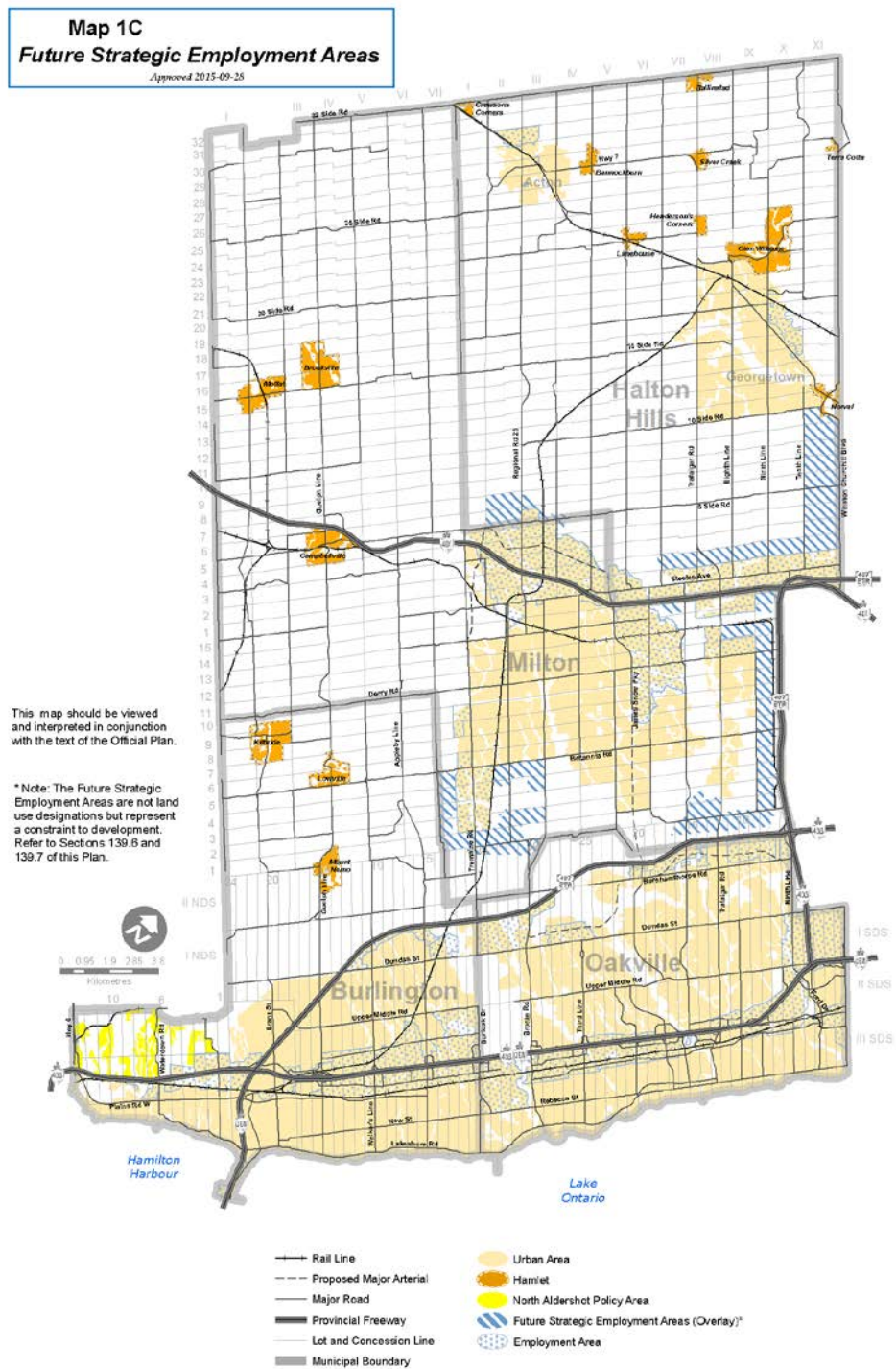
Source: Halton Region O.P.

¹ 2016 population adjusted for the Census undercount.

Halton Hills is currently required by the Region to have a minimum overall development density in designated greenfield areas of 39 residents and jobs per gross hectare. The Regional structure is based on a population and employment distribution of 94,000 people and 43,000 employment jobs in Halton Hills in 2031 (up from 63,000 and 24,000, respectively, in 2016). Employment growth is not expected to occur in an even manner regarding the Halton Hills employment forecast, with greater growth happening after 2022.



Figure 2-3
Future Strategic Employment Areas Excerpt from Regional O.P. Map 1C





2.3 Local Policy Context

2.3.1 *Town of Halton Hills Official Plan*

The Town of Halton Hills Official Plan applies to all lands within the Town. Part of the Town's Vision statement states that,

“Encouraging additional economic development in the Town is also a key goal of this Official Plan. The establishment of a positive business environment that provides jobs and prosperity to Town residents is a key component of this Plan. On this basis, the Official Plan promotes the development of the newly emerging 401-407 Employment Corridor Area for prestige industrial uses and encourages general industrial uses within employment areas located in Acton and Georgetown.”

The following subsections outline the important employment land use policies.

Employment

Employment uses are outlined in section D3 of the Town of Halton Hills Official Plan. The Employment Area designation recognizes existing industrial areas in Acton and Georgetown and the emerging 401/407 Corridor, which is to be developed for prestige industrial uses” (section D3.2). Further, it is the intent of the Plan “that an adequate supply of employment land is available at all times in the Town,” with the Plan noting that “the only area that could accommodate large-scale employment growth is located in the 401/407 Employment Corridor Area” (section D3.3). Lands designated for employment uses are intended to protect the supply of employment lands in order to preserve the long-term economic health and vitality of the Town. The Employment Area designations recognize existing industrial areas in Acton, Georgetown and Mansewood, as well as the emerging 401/407 Corridor, which will be developed for prestige industrial uses.

The policies prohibit the conversion of land within Employment Areas to non-employment uses, including major retail, unless through a municipal comprehensive review where it has been demonstrated that various criteria have been addressed. The criteria reflect those established in the Regional O.P.

The policies also prohibit residential and other non-employment uses, including major retail, except recognized permitted uses in the Prestige Industrial Area and Gateway



Area designation, and small-scale institutional uses based on a detailed study addressing specific criteria.

The General Employment designation applies in Acton, Georgetown and Mansewood. The main permitted uses are: industrial uses within wholly enclosed buildings, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities; industrial uses that involve outdoor storage and/or processing such as concrete batching plants, aggregate transfer stations and contractors' establishments, subject to policies; research and training establishments; computer, electronics and data processing facilities; printing and associated service establishments; and industrial malls, containing one or more of the uses permitted in this designation. It does not permit asphalt plants.

Secondary uses in the General Employment designation are subject to restrictions and include: commercial self-storage establishments; freestanding office buildings; commercial fitness centres; restaurants; day nurseries subject to provisions; private and commercial schools subject to provisions; and, motor vehicle repair establishments and motor vehicle body shops.

Figures 2-4, 2-5 and 2-6 present the lands designated under the land-use categories discussed above.

The 401/407 Employment Corridor area is referred to as the Premier Gateway Employment Area. The Phase 1 area is located on both sides of Steeles Avenue between the Town of Milton and Eighth Line to take advantage of the area's accessibility. The main employment designations are Prestige Industrial Area and Gateway Area.



Figure 2-4
Land Use Plan Excerpt from Town of Halton Hills O.P. Schedule A1

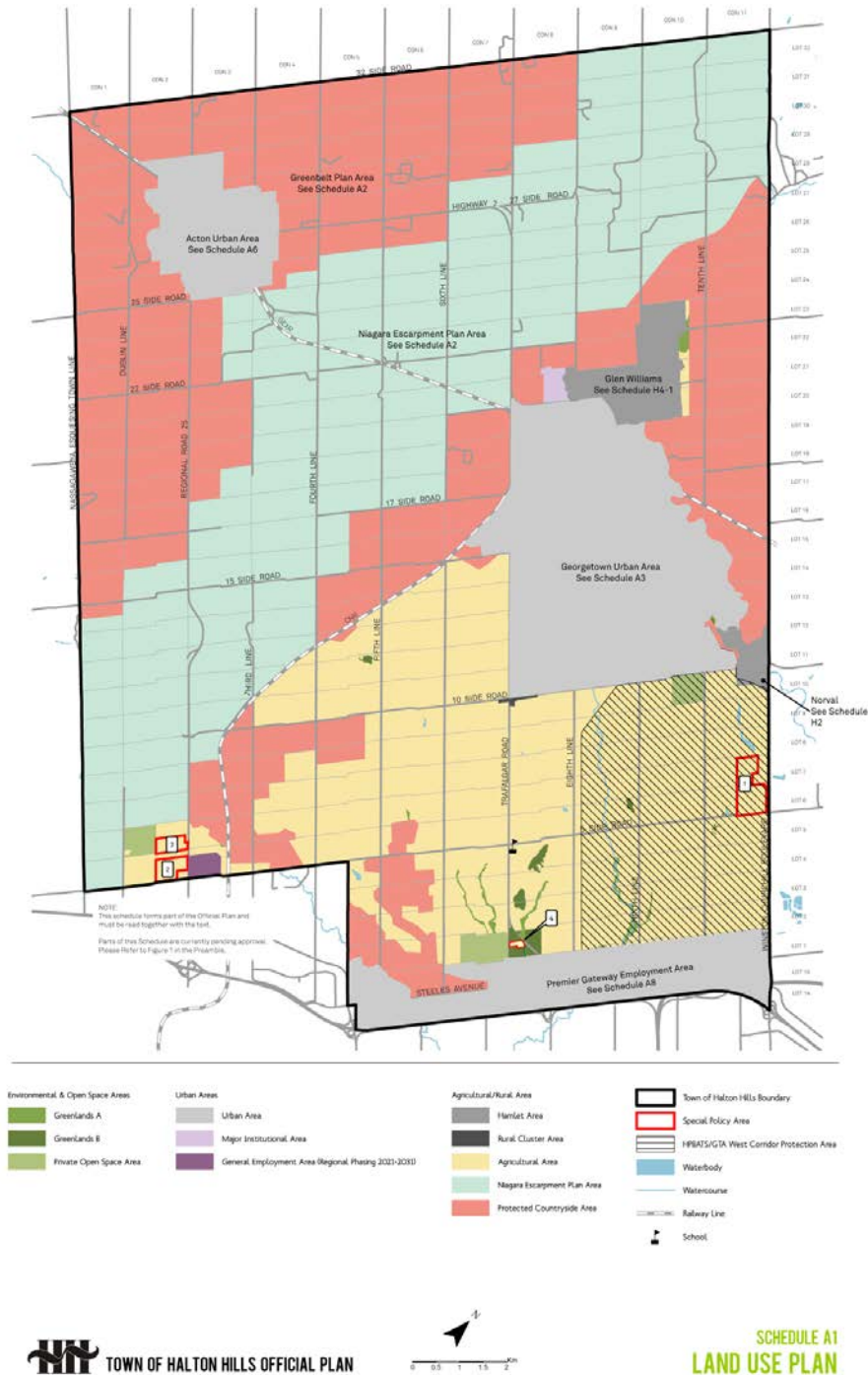




Figure 2-5
Georgetown Urban Area Excerpt from Town of Halton Hills O.P. Schedule A3

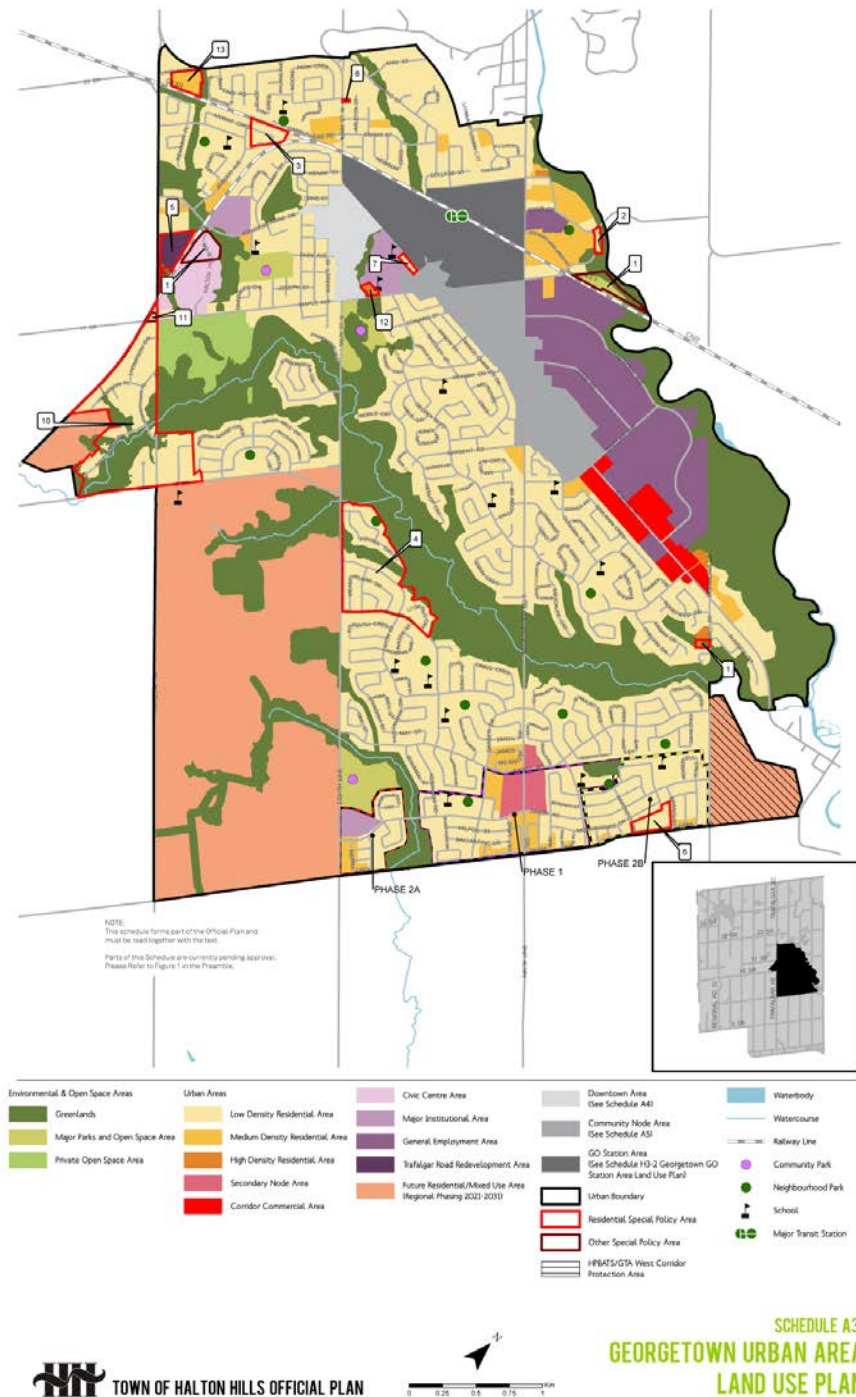
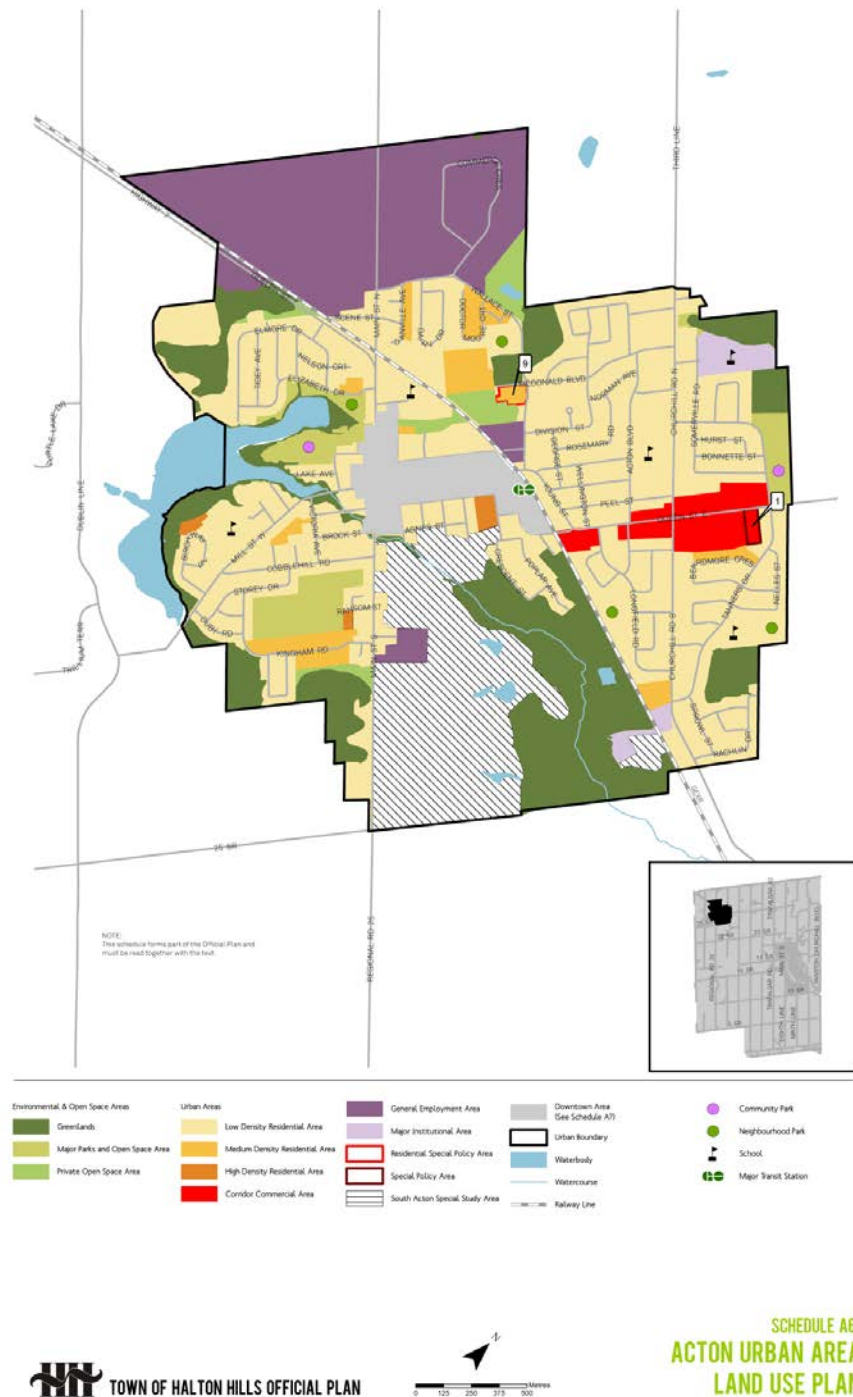




Figure 2-6
Acton Urban Area Excerpt from Town of Halton Hills O.P. Schedule A6





The permitted uses in the Prestige Employment Area are: business and professional offices in freestanding buildings; industrial uses within wholly enclosed buildings, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities; computer, electronics and data processing facilities; research and development facilities excluding those that produce biomedical wastes; printing and associated service establishments; and, industrial malls, containing one or more of the uses permitted in this designation.

Secondary uses in the Prestige Employment Area are subject to restrictions and include: administrative office uses accessory to, and located on the same lot as a permitted industrial use; limited commercial uses which are ancillary to the main permitted industrial uses, such as take-out or full-service restaurants, financial institutions, convenience stores, and commercial fitness centres; commercial or trade school facilities; public parks and recreational facilities, in accordance with parkland policies; limited private parks and recreational facilities; limited retail sales of goods and materials manufactured, or substantially assembled, on the premises; post-secondary education and other institutional facilities; motor vehicle service stations; and, uses that legally existed at the date of adoption of the O.P.

The Gateway Area designation permits: full service hotels with conference and exhibition facilities; retail commercial uses not exceeding individual areas of 2,750 square metres in floor space and a total area of up to 10,000 sq.m subject to studies; banks and financial institutions and services; motor vehicle service centres, but not within 200 metres of the intersection of Steeles Avenue with Trafalgar Road and James Snow Parkway; business and professional offices in freestanding buildings; computer, electronics and data processing facilities; research and development facilities excluding those that produce biomedical wastes; printing and associated service establishments; take-out restaurants providing they are incorporated into larger developments and are ancillary to the primary use; full-service restaurants; theatres, cinemas and similar places of entertainment, but not an adult entertainment establishment; and, uses that legally existed at the date of adoption of the O.P.

Figure 2-7 shows the employment lands within the Premier Gateway Employment Area.



The O.P. has also identified Future Strategic Employment Areas as shown on Figure 2-8. These lands are to be protected from incompatible uses, strategically located in relation to major transportation facilities and existing Employment Areas, and are best suited to employment uses beyond the horizon of the O.P.

The Town adopted two Premier Gateway Employment Area Phase 1B Secondary Plans through Official Plan Amendments (O.P.A.s) 31A and 31B in June 2018 in order to create a comprehensive framework for development of the area and incorporate the findings of the Scoped Subwatershed Study. These Secondary Plans have not yet been approved by the Region of Halton. O.P.A. 31B will also add 75 ha of additional employment land into the urban area to replace the lands lost through the corridor protection of the Halton Peel Boundary Area Transportation Study/Greater Toronto Area West Corridor Study. The Secondary Plans incorporate Prestige Industrial and Business Commercial Area designations. The Business Commercial designation permits hotel uses in addition to the Prestige Industrial uses. The policies also allow existing residential uses in the Prestige Industrial Area to be zoned to recognize those existing uses as well as home occupation and office uses.

Figures 2-9 and 2-10 represent the land-use schedules for the adopted (but not yet approved) Secondary Plans created through O.P.A.s 31A and 31B.

The Town also adopted the Georgetown GO Station Secondary Plan to allow redevelopment and intensification opportunities in strategic locations. It includes an Employment Area designation, as shown on Figure 2-11, that recognizes three lots abutting the railway which are used for existing industrial uses. The designation permits the use of the lots, existing buildings and additions, for industrial, office and other non-residential uses including retail and service commercial uses. If the buildings are demolished, any new development will be subject to the railway buffering policies.

Within the rural area, the O.P. identifies Rural Cluster Areas to provide opportunities for residential and other non-farm development. The Rural Cluster Area designation that is shown on Figures 2-12 and 2-13, permits small-scale industrial operations that serve the needs of the Rural Cluster Area and/or the surrounding rural area subject to certain policies.



Figure 2-9
Premier Gateway Employment Area Phase 1B – Lot 1 Land Use Plan
Excerpt from Town of Halton Hills O.P.A. 31A Schedule H5A





Figure 2-10
Premier Gateway Employment Area Phase 1B – Lot 2 Land Use Plan
Excerpt from Town of Halton Hills O.P.A. 31B Schedule H5B





Figure 2-11
Georgetown GO Station Area Land Use Plan Excerpt from
Town of Halton Hills O.P. Schedule H3

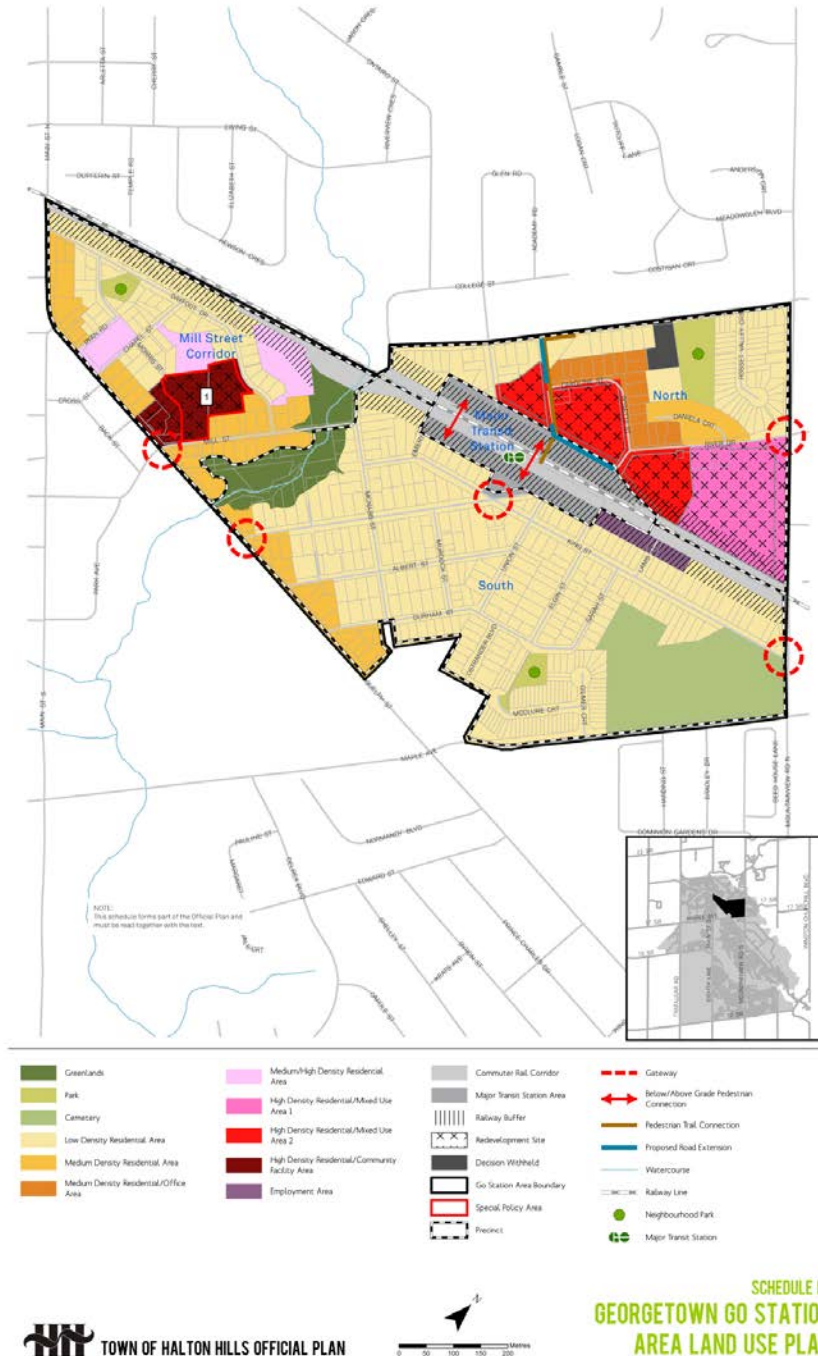




Figure 2-12
Ashgrove, Ballinafad, Bannockburn & Crewson Corners Land Use Plans
Excerpt from Town of Halton Hills O.P. Schedules A9, A10, A11 & A12

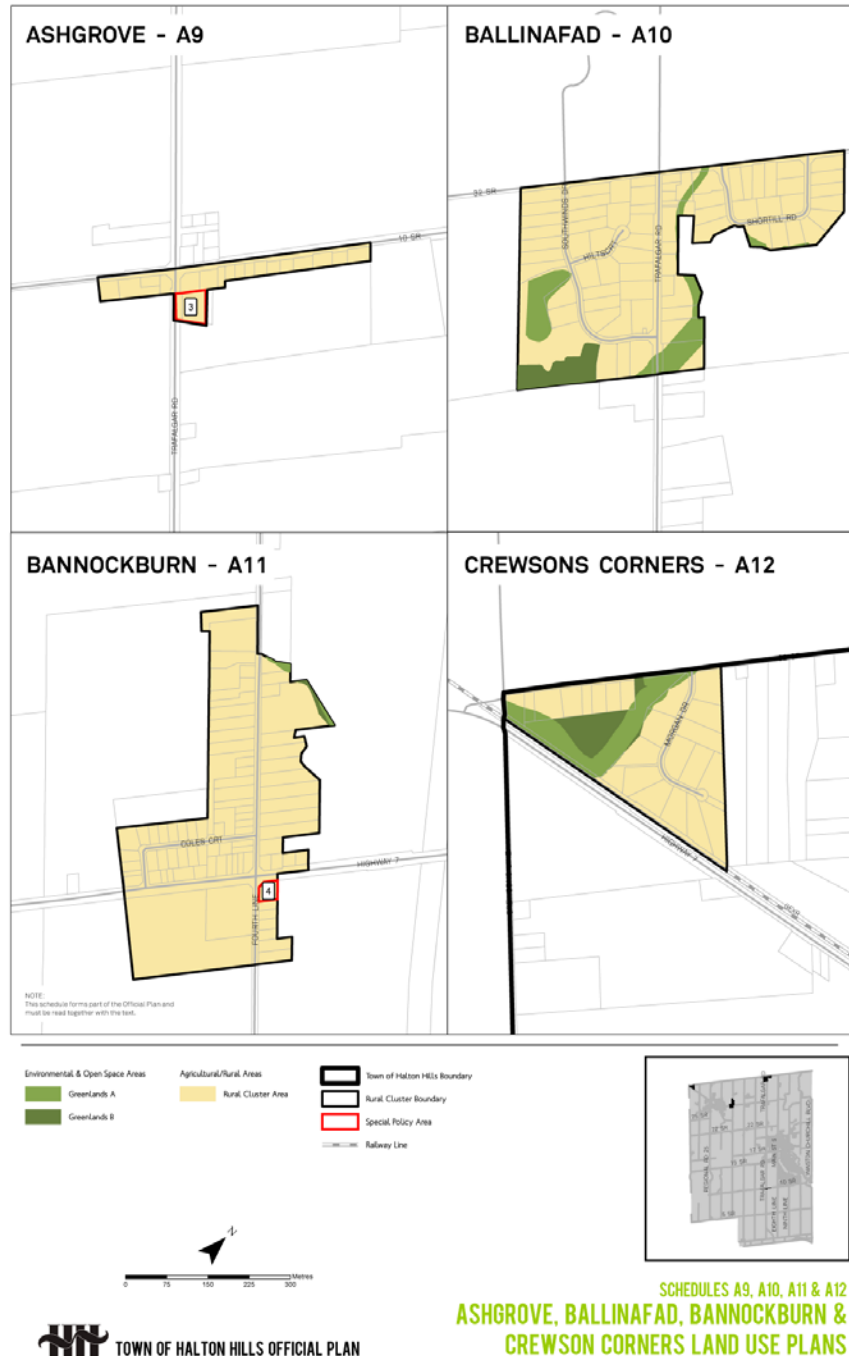
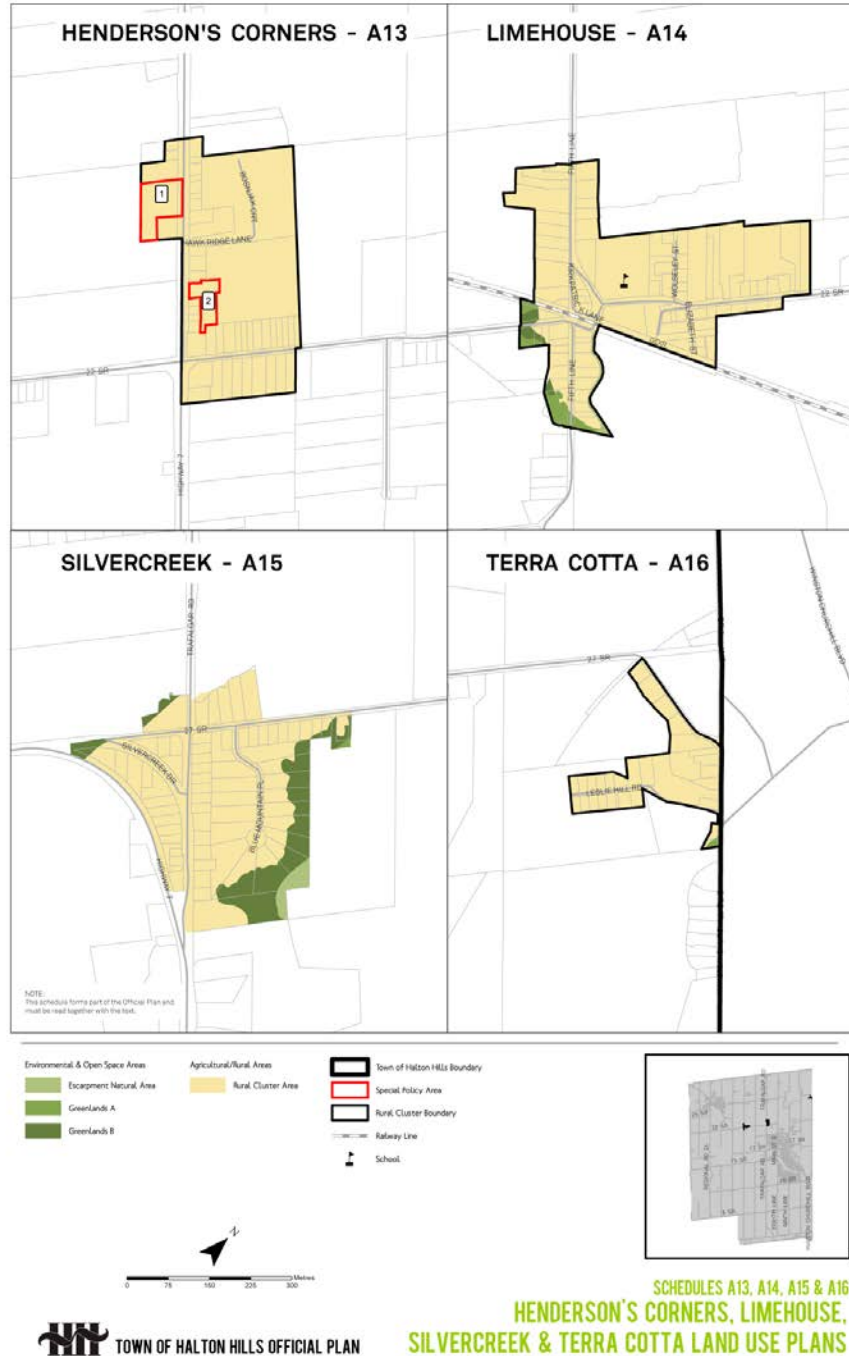




Figure 2-13
Henderson's Corners, Limehouse, Silvercreek & Terra Cotta Land Use Plans
Excerpt from Town of Halton Hills O.P. Schedules A13, A14, A15 & A16





2.4 Best Practices – Employment Land-Use Planning and Policies

A number of Employment Areas across the G.G.H. were reviewed to assist in understanding current best practices when planning for employment lands. These Employment Areas were examined based on the following themes:

- Applying eco-industrial principles;
- Planning for the knowledge-based economy; and
- Restricting retail on employment lands while allowing for employment land supportive commercial uses.

2.4.1 *Applying Eco-Industrial Principles*

Industrial development that follows eco-industrial principles is generally based on reducing the environmental impact footprint through urban design and sustainable design principles and/or embraces a triple bottom line profit business model for the development.

The Town of Halton Hills has created Green Development Standards to improve the performance, efficiency and sustainability of new development in the Town.¹ The Standards are organized into three categories, based on development type: Low-Rise Residential; Low-Rise Non-Residential; and Mid-High Rise (all forms of development). The Green Development Standards apply to all new planning applications for industrial, commercial and institutional buildings over 100 sq.m. (1,100 sq.ft.) but do not apply to renovations, expansions, and alterations. The Green Development Standards utilize an approach similar to LEED (Leadership in Energy and Environmental Design).² There are criteria in the categories of energy conservation, water conservation, air quality, waste management, transportation and community design that are available to choose from and the applicant must achieve a minimum number of points. As a result,

¹ Green Development Standards Information Guide, Town of Halton Hills website-
<https://www.haltonhills.ca/sustainability/pdf/GreenDevelopStandardsBrBooklet4print.pdf>,
accessed January 2, 2019.

² LEED is an internationally recognized green building rating system. Applicable to a wide range of building, community and home project types, LEED provides a framework to create healthy, highly efficient and cost-saving green buildings.



compliance can be tailored to the site and application-specific conditions. Allocation of water capacity is based on demonstrating compliance with applicable Official Plan sustainable development policies, which can be demonstrated through the successful completion of the Green Development Standards Checklist. To date the Town has had 100% compliance with the Standards.

Across the G.G.H. there are numerous examples where municipalities have developed eco-industrial development approaches or sustainable economic development initiatives in Employment Areas.

The Hanlon Creek Business Park in Guelph, Boxwood Business Park in Cambridge and the Clarington Technology Business Park in Clarington are examples of Employment Areas that have been planned and developed according to eco-industrial principles. Further, there are some site-specific examples of large landowners/developers incorporating eco-industrial principles in their design, including the Honda Canada Campus in Markham, Lange Transportation and Storage Ltd. in Mississauga and the Canadian Tire Distribution Centre in Bolton (Caledon). The following are some of the eco-industrial principles applied:¹

- A large allocation for open space and buffers surrounding sensitive environmental areas;
- Protecting areas with good tree canopy coverage and increasing canopy coverage in open space areas;
- Street layout design to allow for alternative energy options (e.g. solar);
- Encouraging shared driveways, parking/service lands and driveway entrances;
- Innovative stormwater management to protect surface water and ground water;
- Designing logistics and large buildings with roof-top storage;
- Use of heat-reflective white-roof to reduce cooling costs;
- Accommodating buildings with innovative HVAC systems using geothermal energy that require additional land than typically required for a conventional HVAC system for adjacent in-ground infrastructure;
- Requiring that development applications include a Sustainability Plan (Municipality of Clarington);

¹ Derived from various sources, including a report prepared by the Partners in Project Green, A Guide to Eco-Business Zone Planning & Development and various reports prepared by the City of Guelph, City of Cambridge and the Municipality of Clarington.



- Development charge incentives for LEED building design (Municipality of Clarington); and
- Environmental monitoring programs (City of Guelph).

2.4.2 Planning for the Knowledge-Based Economy

As discussed later in Chapters 3 and 6, an increasing focus towards knowledge-based sectors continues to generate the need to accommodate light industrial and office uses on employment lands. In terms of built form, knowledge-based sectors are typically accommodated in multi-tenant and standalone industrial and office buildings. To address the broad needs of the knowledge-based sector, a range of lands by type, size and location should be considered.

Increasingly, new major office/head offices accommodated in Employment Areas integrate industrial, office and training facilities on-site. Where feasible, prestige employment sites also provide significant land area to accommodate surface parking and, in some cases, future expansion potential. On average, employment density levels for integrated office/distribution and training facilities are much lower than standalone major office developments. Given the unique operational requirements of these facilities, such uses cannot be accommodated in downtown or mixed-use office settings. In industrial/business parks, prestige office uses are often positioned at gateway locations (i.e. at major highway interchanges) with direct highway access/exposure as well as strong connectivity to arterial roads. Many of the most successful business parks across the G.G.H.¹ share the following key attributes:

- Highway access and exposure/visibility are critical for business parks, particularly for the corporate office component;
- Access to public transportation and regional transportation connections (e.g. connections to other public transportation systems and GO Transit);
- Size is less important for prestige business parks; however, these areas must be large enough to foster a sense of place, a self-contained entity and to allow for on-site amenities;

¹Specific parks reviewed included Meadowvale Business Park, City of Mississauga; Commerce Valley Business Park, City of Markham; Guelph Innovation District, City of Guelph (planned); and the Innovation Corridor (Seaton), City of Pickering (planned).



- Moderate buffering is sufficient for business parks and research and technology-oriented parks;
- Park character is typically enhanced through high-quality building design;
- Streetscapes, as well as attractive landscaping, can be developed through site controls and design guidelines; and
- Access to employment-supportive commercial uses (e.g. hotels, daycares, restaurants and other commercial services).

2.4.3 Restricting Retail on Employment Lands While Allowing for Employment-Supportive Commercial Uses

Accommodating an adequate mix of supportive uses on employment lands, such as retail and personal services, can strengthen such areas by providing amenities and services to employees/employers. Accommodating too much non-employment supportive uses, however, can lead to land use conflicts, influence land values, and eventually contribute to the erosion of employment lands.

While non-industrial uses can directly support the function of Employment Areas, large freestanding retail uses can potentially create negative impacts on the surrounding industrial or employment uses, or impact the future prospects of the area for industrial development. Though large freestanding retail uses generate employment, they may also absorb large shares of land through their configuration or requirements (e.g. parking), draw considerable traffic from outside the immediate area (creating congestion in the industrial area), or affect the character of the Employment Area. As such, approaches should be developed to discourage “major retail” development in Employment Areas.

Under the 2017 Growth Plan, employment land protection policies have been strengthened with respect to prohibiting uses such as major retail in Employment Areas. As a result, the 2017 Growth Plan provides that, for any major retail uses that are permitted in Employment Areas, a municipality should establish a size or scale threshold for such use. The definition of major retail and restrictions for retail on employment lands varies across the G.G.H. Maximum retail development sizes on employment lands, ranges from 2,500 sq.m (26,900 sq.ft.) to 10,000 sq.m (107,600 sq.ft.). The City of Kitchener defines major retail in the City’s O.P. as having a collective minimum retail gross floor area of 5,000 sq.m (53,800 sq.ft.) or greater and any freestanding building or industrial retail outlet in a multi-unit building within the



development exceeding 2,500 sq.m (26,900 sq.ft.) in gross floor area. The Region of Durham restricts major retail on employment lands and defines major retail as retail or commercial facilities exceeding 2,000 sq.m (21,500 sq.ft.) or greater in the Region's O.P. In comparison, the City of Vaughan allows for a greater allowance of retail development on employment lands, permitting retail development of up to a maximum size of 10,000 sq.m (107,600 sq.ft.) on employment lands.

The Halton Region O.P. does not include a maximum threshold for retail on employment lands. It is noted, however, that the Region will coordinate with the local municipality for the planning and approval process of large-scale major retail uses whose primary trade area extends beyond the boundary of the local municipality.¹ There is a maximum retail threshold policy in the Town of Halton Hills's O.P. for the area in the Premier Gateway Employment Area, the Gateway Area. According to the O.P.:

“retail commercial uses not exceeding individual areas of 2,750 square metres in floor space and a total area of up to 10,000 square metres within the Gateway Area.”²

While a maximum threshold is established in the Town's O.P., it is noted that:

“Council may pass by-laws to permit individual retail commercial uses of individual stores over 2,750 square metres and over 10,000 square metres in total retail space within the Gateway Area designation providing the use meets the objectives of this Plan.”³

¹ Halton Region Official Plan, Official Plan for the Halton Planning Area Regional Municipality of Halton, Office Consolidation June 19, 2018, p.30.

² Town of Halton Hills Official Plan, Urban Land Use Policies, D-66.

³ Town of Halton Hills Official Plan, Urban Land Use Policies, D-66.



Chapter 3

Macro-Economic Trends



3. Macro-Economic Trends

In examining Halton Hills's employment lands, it is essential to understand the broader influences and factors that affect the regional economy as a whole. This section examines recent macro-economic trends influencing labour force and employment trends at the provincial, G.T.H.A. and Halton Region levels.

3.1 International Trade

In its latest World Economic Outlook, the International Monetary Fund (IMF) is forecasting global economic growth to carry forward momentum of 3.2% in 2016 and 3.7% in 2017 to further strengthen global growth, with 3.9% projected for 2018 and 2019. For advanced economies, the IMF estimates 2.3% growth realized in 2017, and has increased the outlook based on expected favourable conditionals supporting stronger business investment. Growth prospects for emerging markets and developing economies have also strengthened, with growth expected to slightly increase over the next two years.¹

Within the United States (U.S.) real G.D.P. (gross domestic product) advanced by a solid 2.3% in 2017, up from a three-year low of 1.6% in 2016, attributed to strong household consumption, businesses investment and exports. For 2018 and 2019, U.S. growth is projected to improve to 2.6% and 2.3%. The new U.S. administration's tax reform and associated fiscal stimulus coupled with a positive global economic outlook are key contributors to the short-term boost, in conjunction with Congress's \$1.3 trillion spending plan which should support strong domestic demand. Over the next five years, U.S. economic growth rates, as measured through G.D.P., are forecast to decline from 2.6% to 1.9% as the stimulus fades and interest rates are expected to rise.²

¹ Economic and Budget Outlook. Financial Accountability Office of Ontario. Assessing Ontario's Medium-Term Budget Plan. Spring 2018.

² Ibid.



3.2 Provincial and National Economic Outlook

3.2.1 *Ontario Economic Outlook within the Canadian Context*

The Ontario economy is facing significant structural changes. Over the past several decades, the provincial economic base, as measured by G.D.P. (gross domestic product) output, has shifted from the goods-producing sector (i.e. manufacturing and primary resources) to the services-producing sector. Much of this shift has occurred during the past two decades, driven by G.D.P. declines in the manufacturing sector which were most significant immediately following the 2008/2009 global economic downturn. In contrast, service-based sectors such as financial and business services have seen significant increases over the past several years.

While manufacturing remains vitally important to the provincial economy with respect to jobs and economic output, this sector is not anticipated to generate significant labour-force growth across the Province. In general, globalization has led to increased outsourcing of production processes to overseas manufacturers. While there will continue to be a manufacturing focus in Ontario, industrial processes have become more capital/technology intensive and automated. The highly competitive nature of the manufacturing sector will require production to be increasingly cost effective and value-added oriented, which bodes well for firms that are specialized and capital/technology intensive.

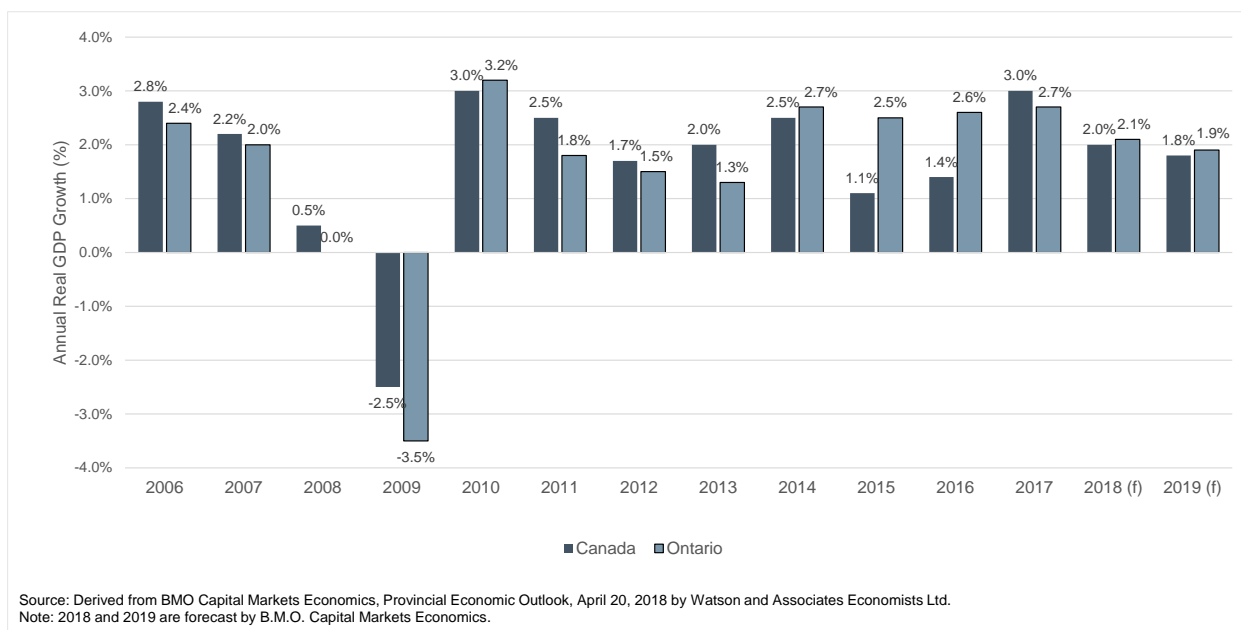
Over the past decade, the Ontario economy has experienced a steady rebound in economic activity since the 2008/2009 downturn; however, this recovery has been relatively slow to materialize. That said, provincial G.D.P. levels have sharply rebounded since 2014 and are forecast to remain above the national average in 2018/2019, as illustrated in Figure 3-1. This economic rebound has been partially driven by a gradual recovery in the manufacturing sector which has been fueled by a lower-valued Canadian dollar and the gradual strengthening the U.S. economy.¹ Looking forward, provincial G.D.P. growth is anticipated to ease from just over 2% in 2018 to approximately 1.3% by 2020, largely as a result of a tightening labour market and slowing global economic growth².

¹ Valued at approximately \$0.73 U.S. as of January, 2019.

² Royal Bank of Canada. Provincial Outlook. December 2018.



Figure 3-1
Annual Real G.D.P. Growth, Ontario and Canada
Historical (2008 to 2016), Ontario Estimate (2017) and Forecast (2018 to 2019)



While the performance of the Ontario economy is anticipated to remain positive over the near term, there are potential risks to the national and provincial economies that are important to recognize. This includes risks with respect to the adoption of protectionist trade measures in the U.S., as well as other proposed changes to U.S. fiscal and industrial policies. Domestically, the housing market continues to pose a risk to the overall economy. The sharp rise in Ontario's housing prices – particularly in the Greater Toronto Area (G.T.A.) – has contributed to record consumer debt loads and eroded housing affordability. Ontario household debt reached record levels in 2016 at 171% of disposable income, and the share of income required to service debt payments is expected to increase as the Bank of Canada hiked the benchmark interest rate three times from July 2017 to January 2018 to reach 1.25%. The resultant increased debt payments may force consumers to scale back on other spending and potentially result in negative implications for the economy.¹

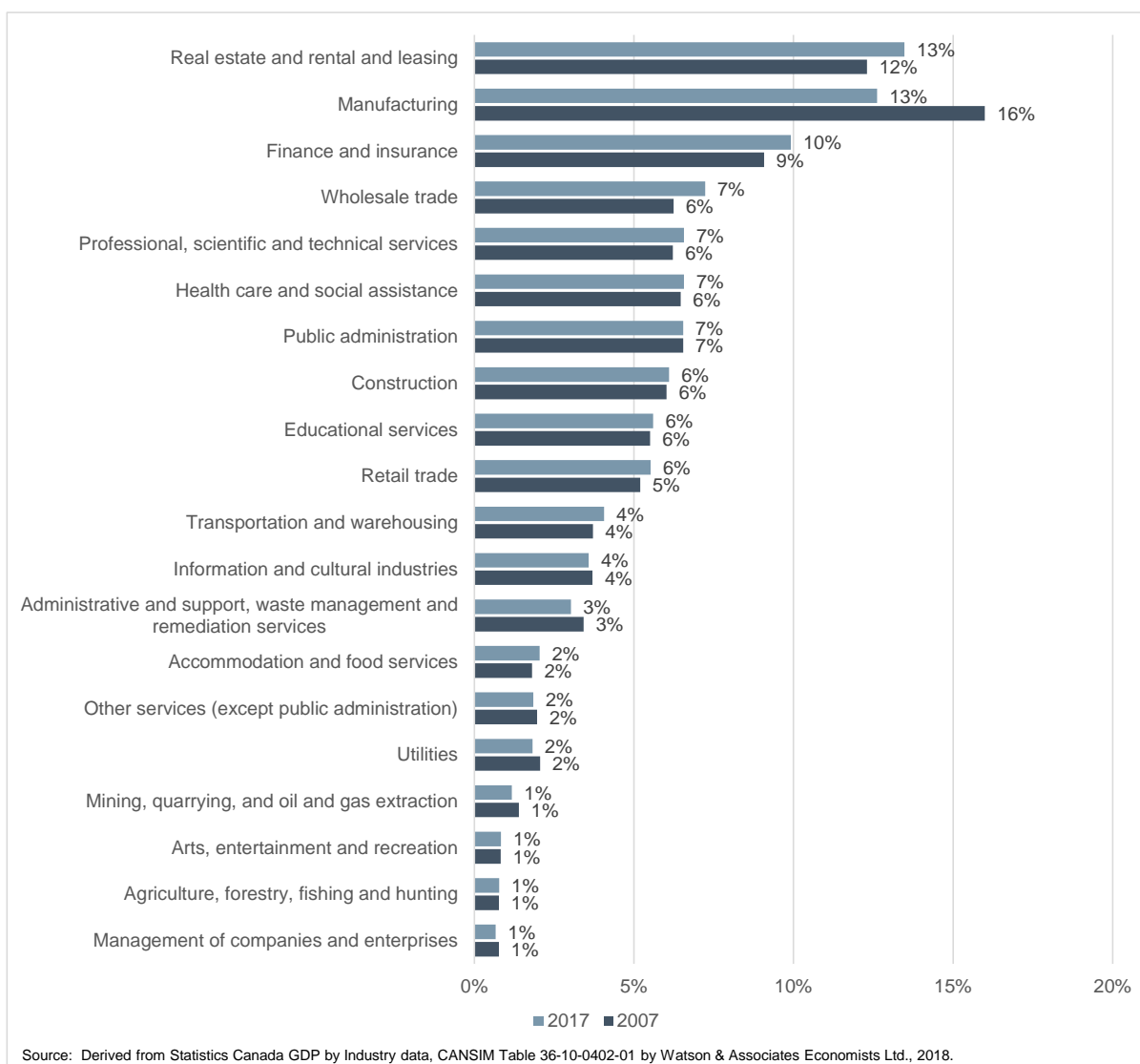
The trend towards more knowledge-intensive and creative forms of economic activity is evident across many sectors within both the broader national and provincial economies

¹ Economic and Budget Outlook. Financial Accountability Office of Ontario (F.A.O.). Assessing Ontario's Medium-Term Budget Plan. Spring 2018.



and within the Greater Toronto and Hamilton Area (G.T.H.A.) economy. This trend includes growth in financial services, information technology, business services, health care and social services, government, advanced manufacturing, energy, information and cultural industries, education, training and research, agri-business and tourism. In planning for long-term growth, these sectors are anticipated to be amongst the key growth areas of the G.T.H.A. knowledge-based economy.

Figure 3-2
Province of Ontario G.D.P. by Sector, 2007 and 2017



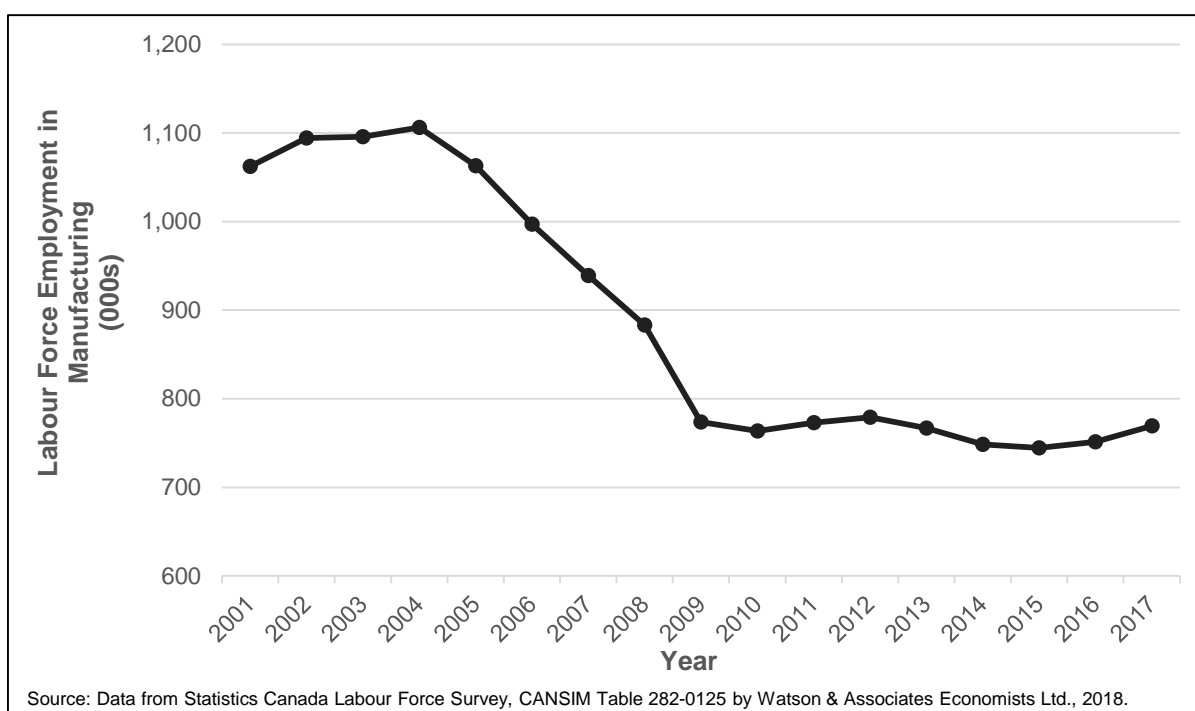


3.2.2 Outlook for Provincial and Regional Manufacturing Sectors

While manufacturing remains vitally important to the provincial economy with respect to jobs and economic output, this sector is not anticipated to generate significant labour-force growth across the Province. In general, globalization has led to increased outsourcing of production processes to overseas manufacturers. While there will continue to be a manufacturing focus in Ontario, industrial processes have become more capital/technology intensive and automated. The highly competitive nature of the manufacturing sector will require production to be increasingly cost effective and value-added oriented, which bodes well for firms that are specialized and capital/technology intensive.

As summarized in Figure 3-3, the manufacturing sector in Ontario experienced significant declines between 2004 and 2009. Between 2009 and 2017, provincial labour force levels have stabilized in the manufacturing sector. Looking forward, modest labour force growth is anticipated in this sector across the Province of Ontario, as well as more regionally across the G.T.H.A.

Figure 3-3
Manufacturing Labour Force Employment in Ontario, 2000 to 2017





3.3 Economic and Non-Residential Trends within the G.T.H.A.

3.3.1 *Shifting Structure and Influence of Ontario's Economic Powerhouse*

The G.T.H.A. represents the economic powerhouse of Ontario and the centre of a large portion of the economic activity in Canada. The G.T.H.A. is also economically diverse with most of the top 20 traded industry clusters throughout North America having a strong presence in this region.

With a robust economy and diverse mix of export-based employment sectors, the G.T.H.A. is highly attractive on an international level to new businesses and investors. The G.T.H.A. also has a strong appeal given the area's regional infrastructure (i.e. Toronto Pearson International Airport (T.P.I.A.), other regional airports, provincial highways, inter-modal facilities), access to labour force, post-secondary institutions and proximity to the U.S. border. In turn, this continues to support steady population and housing growth within the City of Toronto and the G.T.H.A. "905" municipalities, largely driven by international and inter-provincial net migration to this region.

The diverse and highly competitive G.T.H.A. economy has fuelled a steady level of employment growth over the past decade in almost all major sectors of the service-sector economy since 2006. Many of these sectors, including professional, scientific and technical services, financial services, information and cultural industries, education services, health care and social services as well as real estate, represent the knowledge-based and creative-class economy.¹ Within the service sector, economic growth has been particularly strong for small- to medium-scale knowledge-based businesses that are focused on innovation and entrepreneurship.

The G.T.H.A. has also experienced significant employment growth in the Goods Movement sector over the past decade comprised of transportation/warehousing and wholesale trade. This sector is highly concentrated within the Regions of Peel, York and Halton, which are located within proximity to the T.P.I.A. Other regional infrastructure attributes, including access to 400-series highways as well as existing and planned intermodal facilities in Brampton, Vaughan and Milton, have and will continue to

¹ Richard Florida, *The Rise of the Creative Class*. 2002



play a key role in driving demand within this sector across the G.T.H.A. Increased outsourcing of manufacturing production to emerging global markets continues to drive the need for new consolidated, land extensive warehousing facilities to store and manage the distribution of goods produced locally as well as goods imported from abroad. This continues to drive demand for increasingly larger, more land-extensive warehousing facilities, generally in greenfield Employment Areas.

3.3.2 Trends in Industrial/Office Development Activity

The G.T.H.A.'s industrial and office commercial development markets are significant, having the third and sixth largest inventories, respectively, in North America.¹ The following provides commentary on the characteristics of the market and recent development trends by geographic area.

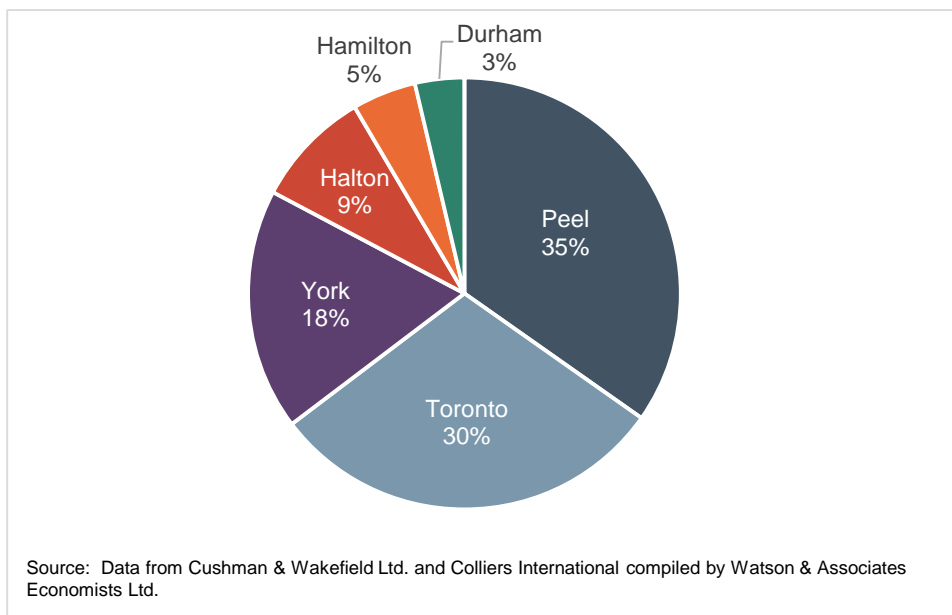
Industrial Market

The industrial market in the G.T.H.A. is comprised of 75 million sq.m (812 million sq.ft.) of industrial space, as expressed in gross floor area (G.F.A.), with nearly two-thirds located in Peel Region and the City of Toronto, as illustrated in Figure 3-4. Comparatively, Halton Region has an existing industrial base of 7 sq.m of G.F.A. (71 million sq.ft.), which comprises 9% of the G.T.H.A.'s total market.

¹ Source: Derived from Cushman & Wakefield Toronto Industrial Market Beat and U.S. Industrial Market Beat Snapshot, Q3 2017 and Cushman & Wakefield Toronto Office Market Beat and U.S. Office Market Beat Snapshot, Q3 2017 by Watson & Associates Economists Ltd.



Figure 3-4
Share of G.T.H.A. Industrial G.F.A. Inventory
by Upper/Single Tier Municipality

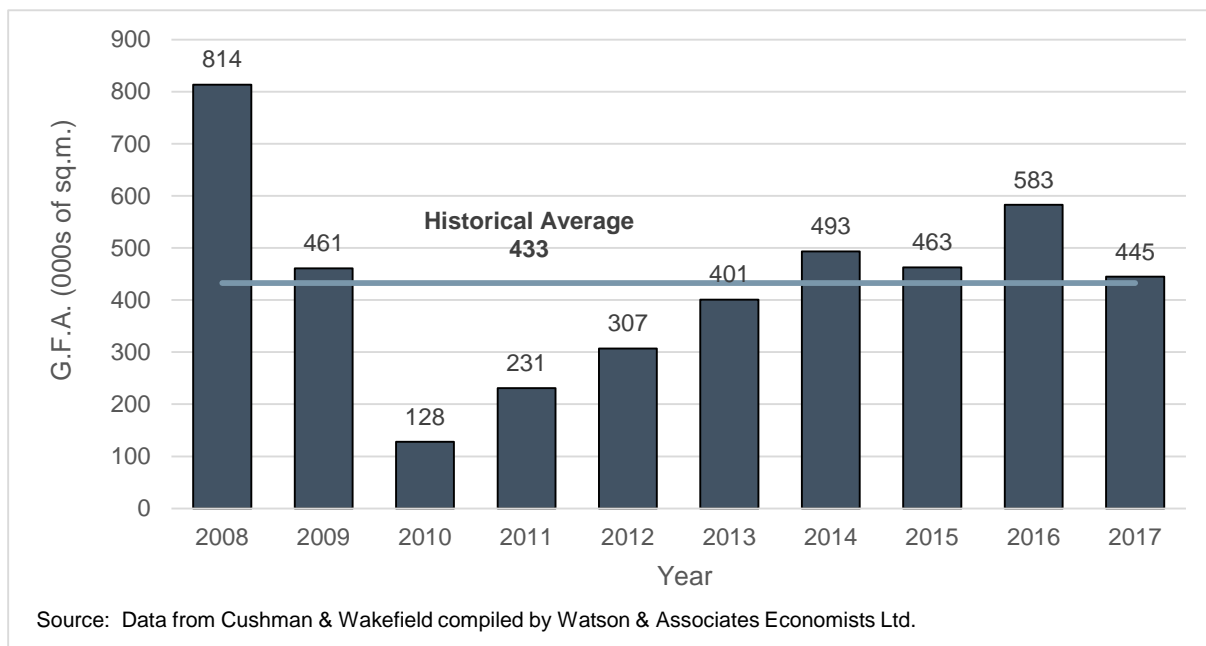


With respect to industrial building development, the G.T.H.A. has averaged 440,000 sq.m (4.7 million sq.ft.) of G.F.A. annually over the 2008 to 2017 period (refer to Figure 3-5). The G.T.H.A. experienced significant growth in industrial development in 2008; however, with the onset of the 2008/2009 global economic recession, development activity dropped sharply in 2009 and 2010. Since bottoming out in 2010, industrial development activity has been steadily rebounding, with 2017 activity totalling 450,000 sq.m (4.8 million sq.ft.). Recent industrial development activity, however, remains below pre-recession levels.

Over the past five years, industrial development has been largely oriented to large-scale industrial buildings housing wholesale trade, transportation/warehousing and multi-tenant industrial condominiums, accommodating a range of industrial and non-industrial uses.



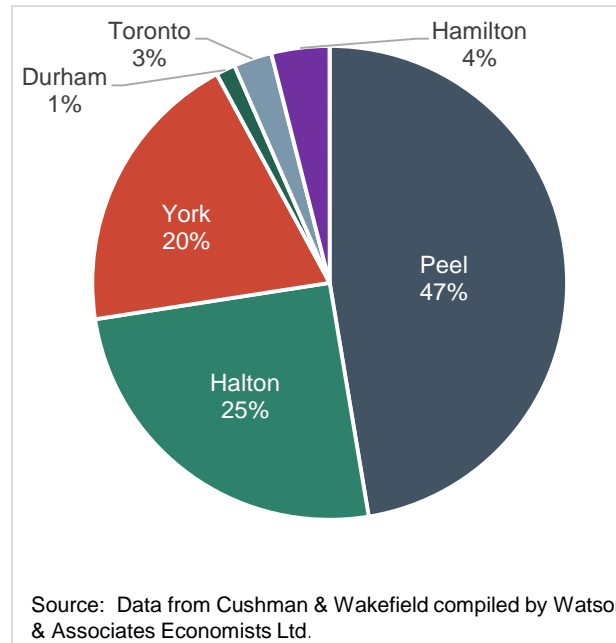
Figure 3-5
Industrial Development within the G.T.H.A. (000s G.F.A.), 2008 to 2017



Over the 2011 to 2017 period, Peel Region accommodated nearly half (47%) the G.T.H.A.'s industrial development, as illustrated in Figure 3-6. In comparison, Halton Region accounted for 25%, York Region 20%, City of Toronto 3%, Durham Region 1% and the City of Hamilton 4%. The majority of recent industrial development in the G.T.H.A. has been focused largely along the Highway 401 corridor in Mississauga, Brampton, Halton Hills and Milton, and in the Highway 400/407 area of Vaughan.



Figure 3-6
G.T.H.A. Industrial Development by Geographic Area,
2011 to 2017



Coinciding with the increase in industrial development activity since 2010, vacancy rates have gradually declined to relatively low levels and net market rents have risen, albeit at a marginal rate. The industrial vacancy rate in the G.T.A. and Halton Region is currently 2.2% and 5.8%, respectively.¹ This is indicative of a relatively balanced market with respect to demand vs. supply.

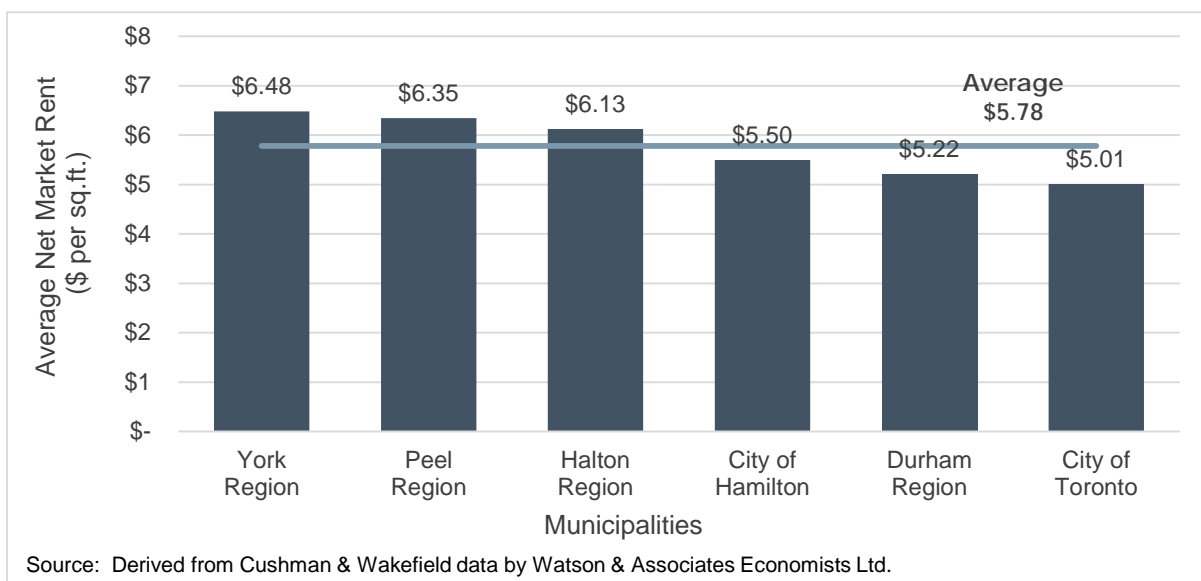
A key variable in understanding the relative strength of the industrial and office markets is the net market rents for industrial and office space, typically expressed on a per sq.ft. of gross lease area on an annual lease basis and referred to as “net market rent.”² Figure 3-7 summarizes the average market rents for industrial space in the G.T.H.A. by upper/single-tier municipality. Industrial net market rents in Halton Region average \$6.13 per sq.ft., marginally higher than the G.T.H.A. average. Industrial market rents are highest in York Region, followed by Peel Region and Halton Region.

¹ Cushman & Wakefield Greater Toronto Area Industrial Market Beat Q1 2018.

² Net market rent is exclusive of additional charges to the property (e.g. taxes, insurance, utilities and maintenance).



Figure 3-7
G.T.H.A. Average Industrial Net Market Rents (per sq.ft.)



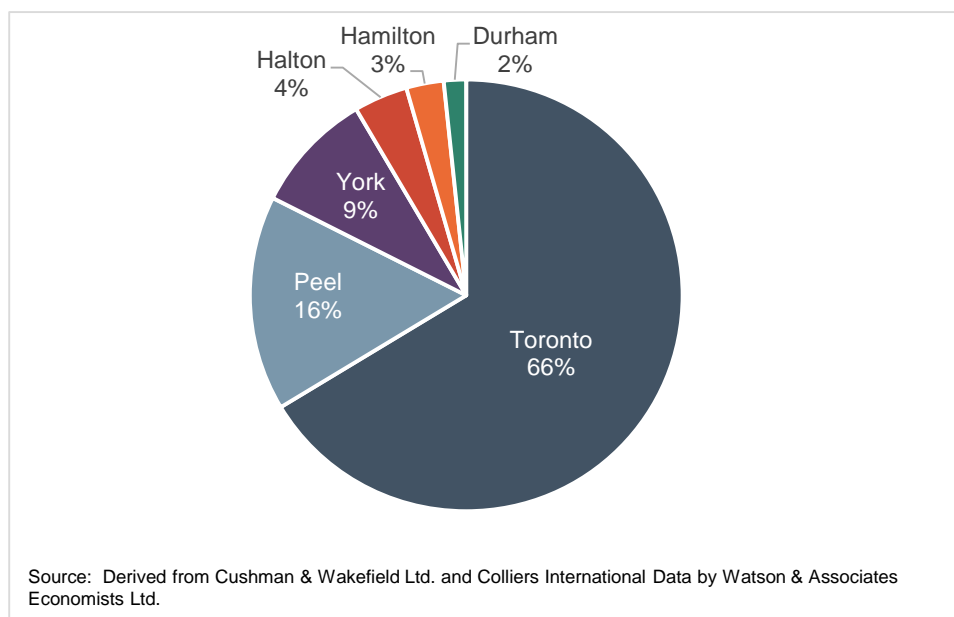
Office Market

With respect to the office market, the G.T.H.A. contains 17 million sq.m (183 million sq.ft.) of office space.¹ Of this total, nearly two-thirds (66%) is located within the City of Toronto, with the majority located in the downtown core, as illustrated in Figure 3-8. Outside the City of Toronto, major office clusters are located in the 905 area, including York Region (Highways 404 and 407 in Markham and Richmond Hill, and the Highway 400 Corridor in Vaughan), Peel Region (Mississauga Airport Corporate Centre, City Centre and Meadowvale), and Halton Region (Q.E.W. Corridor in Burlington and Oakville). Halton Region's share of the G.T.H.A. major office market is relatively small, representing 4% of total building G.F.A.

¹ Source: Derived from Cushman & Wakefield 2013 to 2017 data, except data for the City of Hamilton which was derived from Colliers International Oakville-Burlington-Hamilton Commercial Real Estate Update Q4 2017.



Figure 3-8
Share of G.T.H.A. Major Office G.F.A. Inventory
by Upper/Single-Tier Municipality

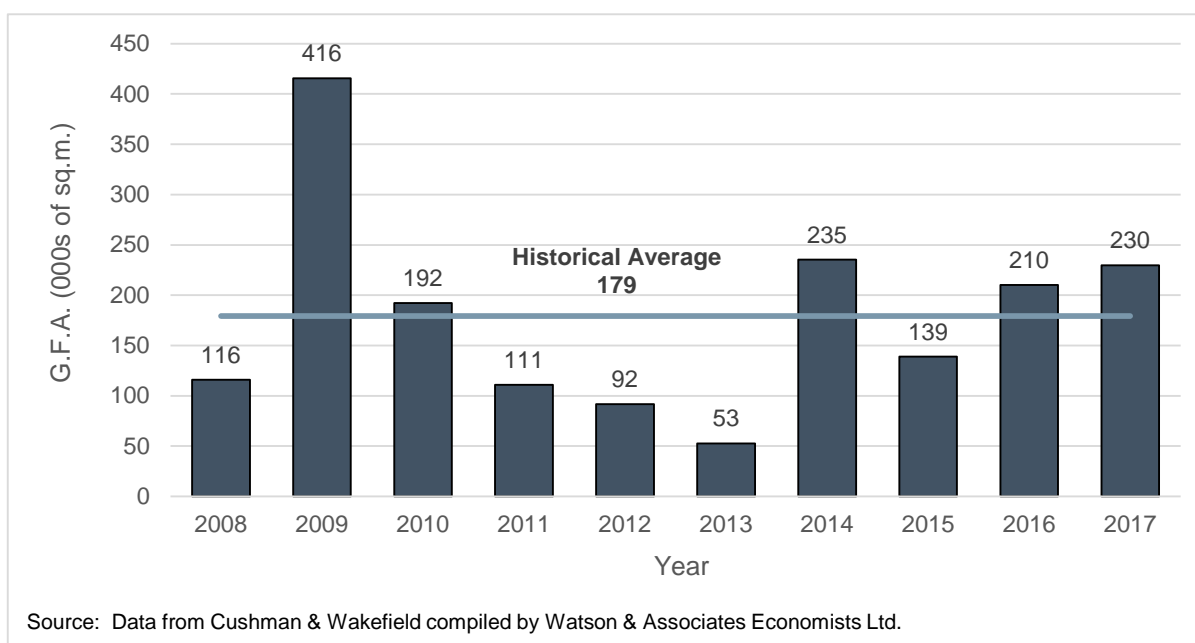


Over the 2008 to 2017 period, major office development activity in the G.T.H.A. has averaged 179,000 sq.m (1.9 million sq.ft.) per year¹ (refer to Figure 3-9). Major office development has exhibited relatively strong growth throughout the past decade. In 2017, office development activity totalled 230,000 sq.m (2.5 million sq.ft.), moderately higher than the historical 10-year annual average.

¹ Based on building completions market data from Cushman & Wakefield. Excludes City of Hamilton for which data was unavailable.



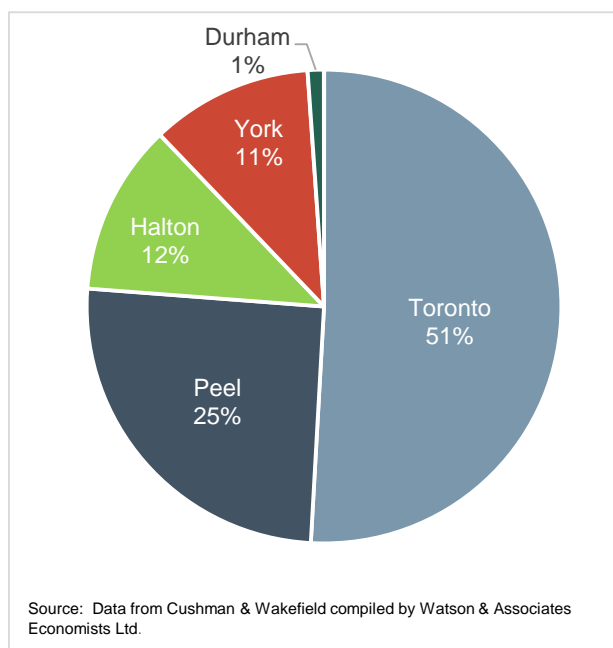
Figure 3-9
Major Office Development within the G.T.A. (G.F.A.), 2008 to 2017



Over the 2011 to 2017 period, over half of new major office development was accommodated within the City of Toronto, as illustrated in Figure 3-10. This is compared to 25% within Peel Region, 12% within Halton Region, 11% in York Region and 1% in Durham Region.



Figure 3-10
Greater Toronto Area Major Office Development, 2011 to 2017



Major office development over the past decade has been concentrated within the Toronto downtown core as well as in Vaughan, Markham, Mississauga along the Highway 401 corridor, and the Q.E.W. corridor in Oakville. Over this period, office development activity in the G.T.H.A. has shifted increasingly to downtown Toronto at the expense of suburban locations.

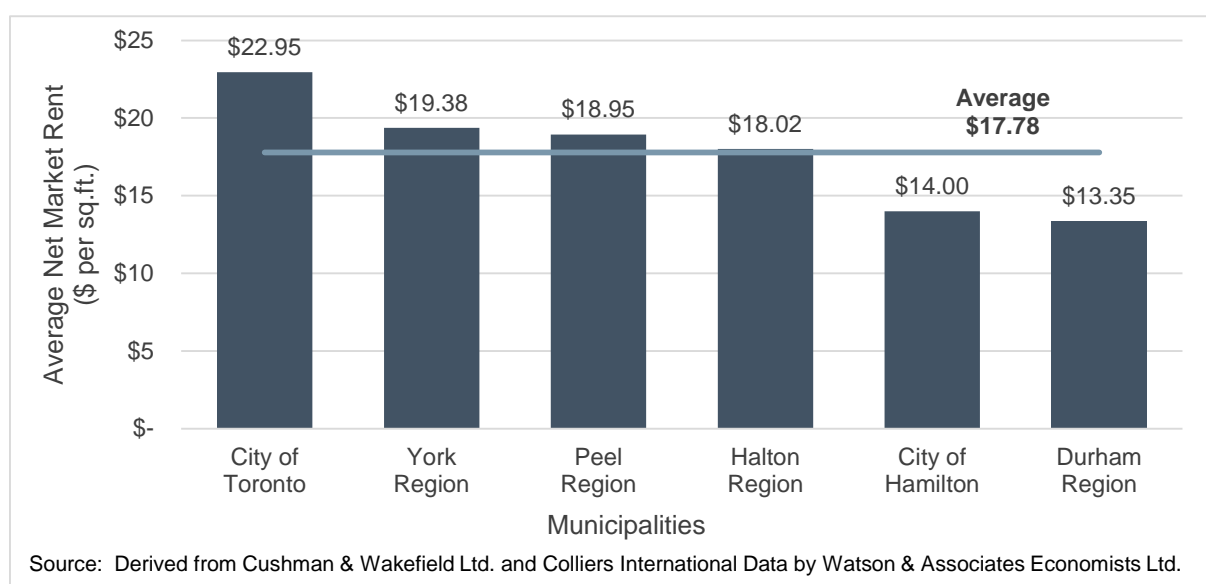
Historically, the vast majority of suburban office development has been accommodated within Employment Areas; however, market prospects for conventional standalone suburban office development within Employment Areas is gradually diminishing, as demand shifts to more urban environments. Demand for office space within Employment Areas is increasingly single-tenant and integrated with multi-purpose facilities (e.g. R&D, training centres, wholesale trade) often in campus-type settings. Further, there are growing opportunities for office development within innovation districts located on employment lands which have direct synergies with knowledge-based clusters, as well as health and educational infrastructure.



The office availability rate in the G.T.A. averages 6.7%.¹ Vacancy rates for major office space have decreased significantly since the 2008/2009 economic downturn. While vacancy rates for major office space has declined, this has largely been attributed to downtown Toronto where availability rates are relatively low (2.4%), while rates in suburban locations, including the 905 area, remain relatively high, averaging 11.1%.²

Figure 3-11 summarizes the average market rents for major office space in the G.T.H.A. by upper/single-tier municipality. As illustrated, office net market rents in Halton Region are marginally above those in the G.T.H.A, averaging \$18 per sq.ft., with only the City of Hamilton and Durham Region having lower rents. This is compared to the City of Toronto, and York and Peel Regions, where rents range between \$19 and \$23 per sq.ft.

Figure 3-11
G.T.A. Average Office Net Market Rents (per sq.ft.)



3.3.3 G.T.H.A. Population and Employment Growth Outlook

Over the next two decades, considerable new residential and non-residential growth is anticipated across the G.T.H.A. In accordance with the Provincial Growth Plan,³ the population of the G.T.H.A. is forecast to increase from 7.18 million in 2016 to 10.13

¹ Cushman & Wakefield Greater Toronto Area Office Market Beat Q1 2018.

² Ibid.

³ Growth Plan for the Greater Golden Horseshoe, May 2017. Ontario Ministry of Municipal Affairs.



million in 2041, an increase of close to 3 million persons. The area is also forecast to add approximately 1.3 million jobs over the same time period. This represents a substantial increase in population and employment relative to other North American metropolitan regions of comparable population. The strong growth potential anticipated for the G.T.H.A. is largely tied to the strength and diversity of the area's industry clusters.

Overall, there is a diminishing employment land supply relative to demand in the large G.T.H.A. markets, including the City of Vaughan, City of Mississauga and the City of Brampton. As the more mature areas of the G.T.H.A. gradually build out, increasing outward growth pressure will be placed on the remaining vacant greenfield Employment Areas of the G.T.H.A. This is particularly important for North Halton Region (i.e. Halton Hills and Milton), which is anticipated to accommodate significant new employment lands development on greenfield lands over the coming decades, combined with modest non-residential intensification.

3.4 Halton Region's Evolving Economy

3.4.1 Economic Trends and a Shifting Export-Based Economy

In many respects Halton's economic growth potential is largely tied to the success of the G.T.H.A. as a whole. Many of the largest and fastest growing employment sectors across the G.T.H.A. have also experienced strong growth and expansion over the past several decades in Halton Region, as outlined in Figures 3-12 and 3-13. Similar to the G.T.H.A. as whole, the Region has also experienced strong employment growth in a number of knowledge-based and goods-producing sectors from 2011 to 2016, including manufacturing, which drive the export-based economy in the Region. Strong population growth across Halton Region has also fueled steady growth in population-related employment sectors including retail, and accommodation and food services. Also, a steady rebound in non-residential development activity has supported strong employment growth in the construction sector.



Figure 3-12
Halton Region Change in Employment, 2006 to 2011

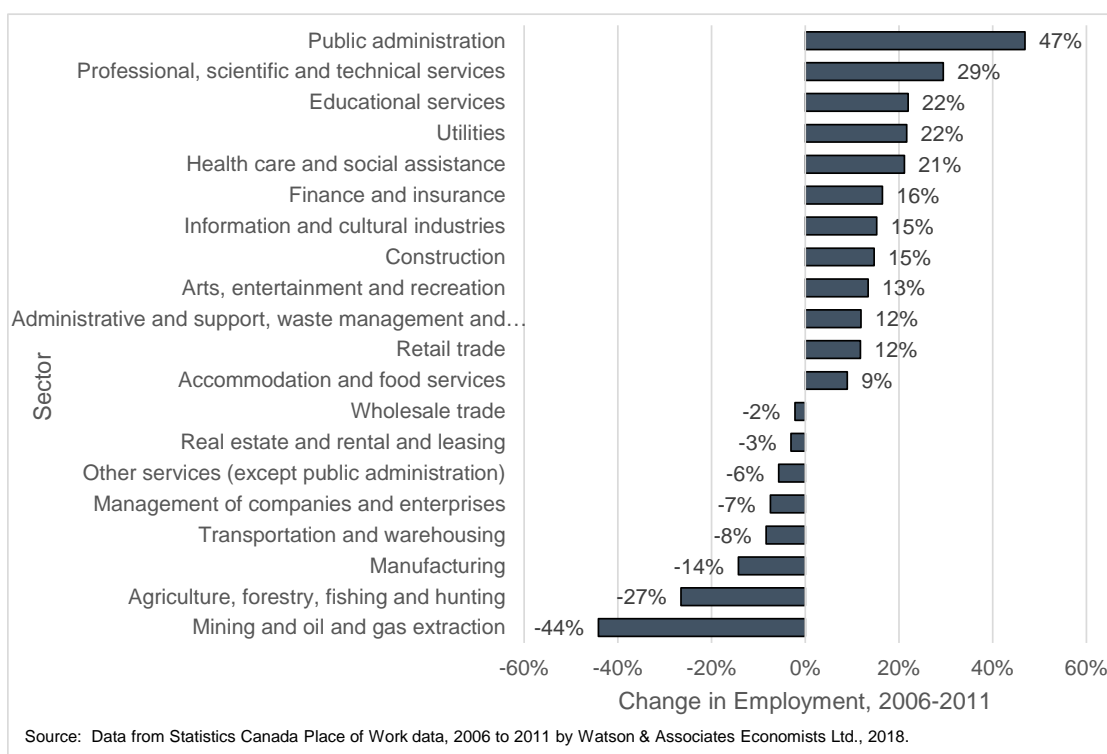
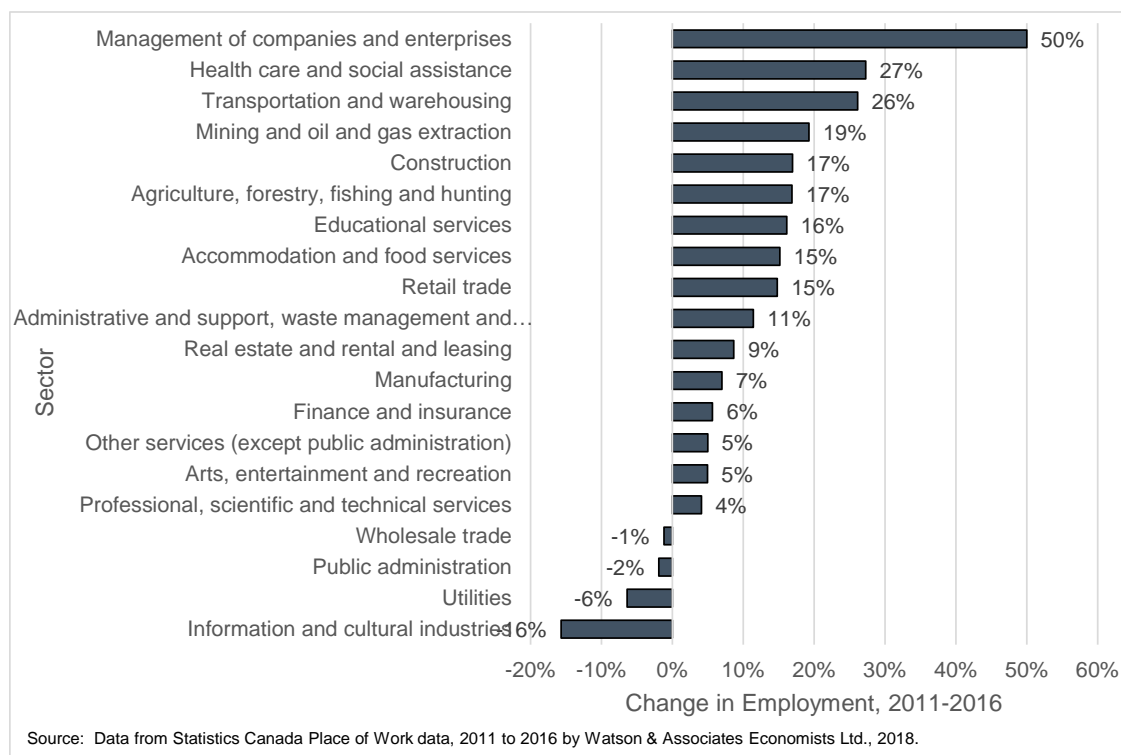




Figure 3-13
Halton Region Change in Employment, 2011 to 2016



3.4.2 Employment Absorption Trends on Employment Lands in Halton Region, 2008 to 2017

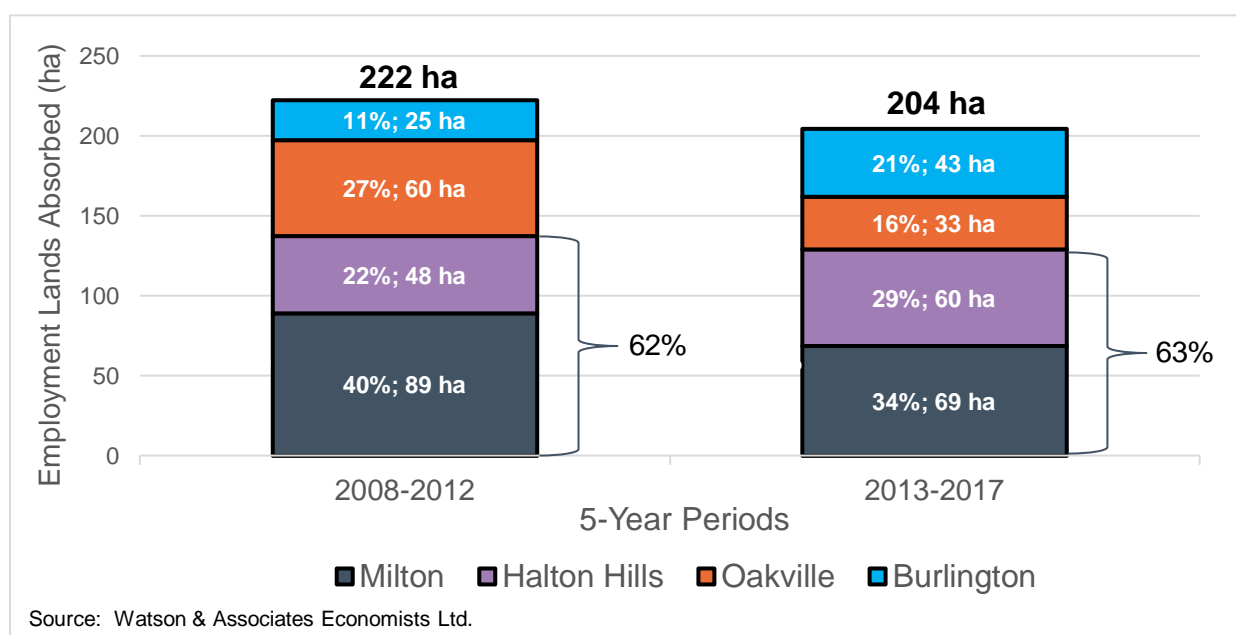
Employment land absorption levels¹ in Halton Region have averaged approximately 43 net ha (106 net acres) per year over the past decade. Approximately 62% of employment land absorption in Halton Region has occurred in the Region's northern municipalities, the Town of Milton and the Town of Halton Hills. Absorption within the Towns of Milton and Halton Hills has been primarily concentrated in Employment Areas with access to Highway 401 and has accommodated large-scale logistics operations. As summarized in Figure 3-14, Halton Region's absorption levels have decreased slightly from an average of 44 ha (109 acres) over the 2008 to 2012 period, to 42 ha (108 acres) per year over the 2013 to 2017 period. While absorption levels have modestly decreased overall for the Region, absorption levels in the Town of Halton Hills

¹ Land area associated with new construction based on non-residential building activity permits issued throughout Employment Areas across Halton Region.



and the City of Burlington have increased over the past five years compared to the previous five-year period. It is important to note, while employment land absorption has significantly decreased within the Town of Oakville, employment growth on employment lands has become more diversified within the Town of Oakville relative to the existing employment base with a greater share of non-industrial employment (notably office employment).

Figure 3-14
Halton Region Employment Lands Absorption, 2008 to 2012 and 2013 to 2017



3.4.3 Addressing Regional Economic Opportunities.

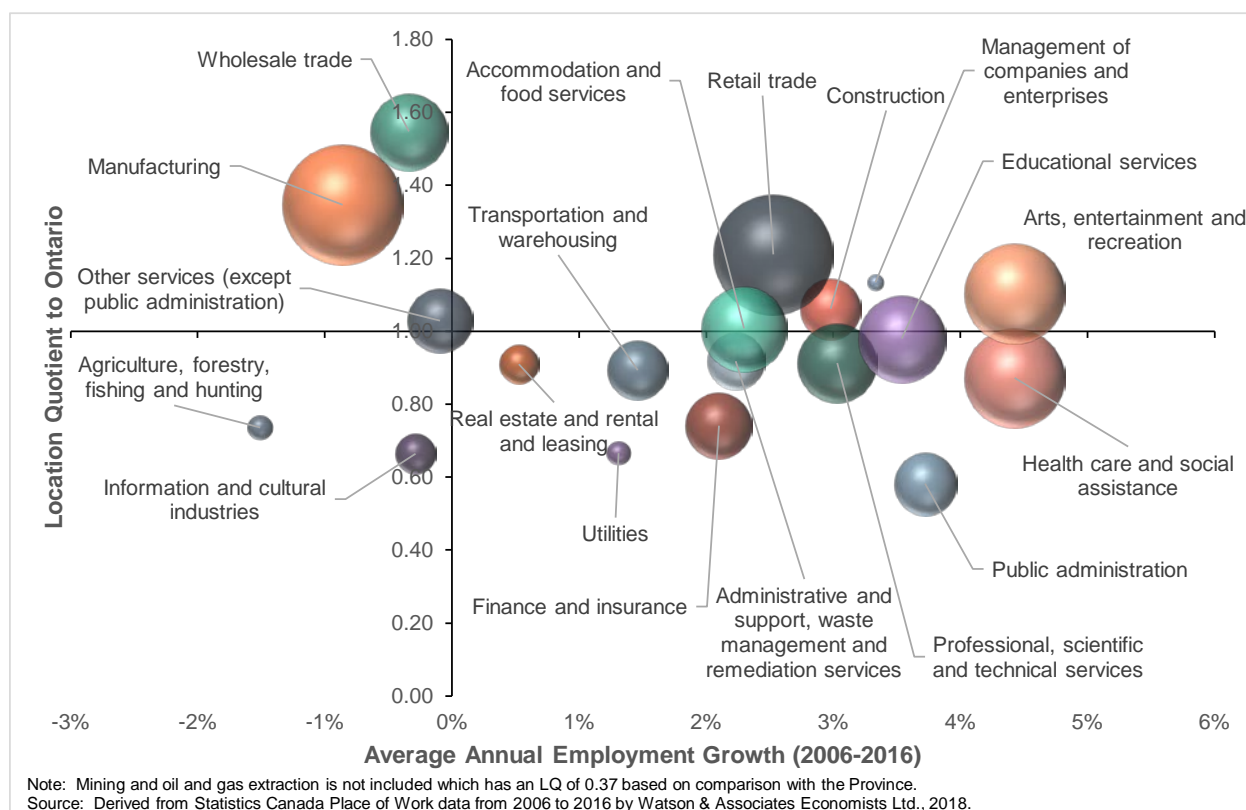
Figure 3-15 illustrates the strength of employment sectors in Halton Region relative to the Province using Location Quotients¹ (L.Q.), size (based on employment) and recent growth trends. As shown, Halton Region has a relatively high employment concentration in retail trade, arts, entertainment and recreation, and construction. The manufacturing and wholesale trade sectors also have a relatively high concentration in the Region, but have experienced a modest decline in employment over the past

¹ An L.Q. of 1.0 identifies that the concentration of employment by sector is consistent with the broader employment base average. An L.Q. of greater than 1.0 identifies that the concentration of employment in a given employment sector is higher than the broader base average, which suggests a relatively high concentration of a particular employment sector or “cluster.”



decade. Employment in these sectors has shown signs of a rebound in recent years, consistent with trends in the broader economy. In contrast, many emerging “knowledge-based” clusters, including professional, scientific and technical services, finance and insurance, health care and social assistance, educational services, public administration, as well as real estate and rental and leasing have recently been experiencing moderate to strong employment growth.

Figure 3-15
Halton Region Industry Cluster Size and Growth Matrix, 2006 to 2016



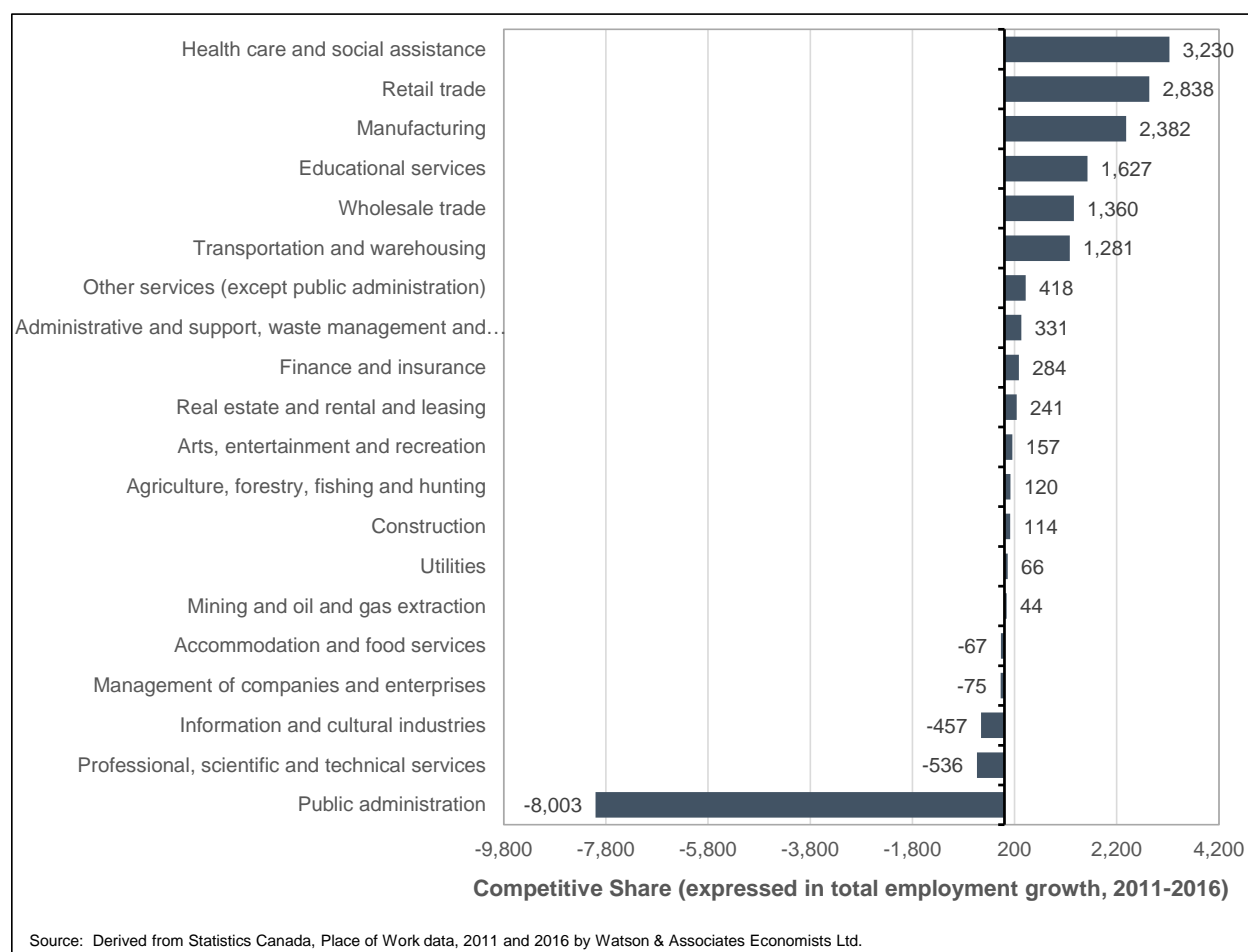
To assess the relative strength of business growth within Halton Region, Figure 3-16 examines employment growth by industry sector over the 2011 to 2016 period in the Region, relative to Ontario. This comparative share analysis helps identify how much faster or slower employment is growing in Halton Region relative to Ontario as a whole, by sector. Industry sectors that generate a strong positive value suggest areas where Halton Region potentially has a competitive advantage relative to the surrounding market with respect to business growth. On the other hand, industry sectors that exhibit



a negative value suggest areas where Halton Region may be at a competitive disadvantage to its neighbouring municipalities.

As illustrated in Figure 3-16, a number of sectors have exhibited a significantly stronger rate of employment growth relative to the Province. These include health care and social assistance, educational services, retail trade, and a number of goods-producing related sectors such as wholesale trade, manufacturing, and transportation and warehousing which are part of the export-oriented economy. Over the same period, Halton Region has experienced a relatively slower rate of employment growth within public administration, professional, scientific and technical services and information and cultural industries when compared to the rest of Ontario.

Figure 3-16
Halton Region Competitive Share Growth Analysis Relative to Ontario, 2011 to 2016





Chapter 4

Local Non-Residential Development Trends and Existing Conditions



4. Local Non-Residential Development Trends and Existing Conditions

This Chapter provides an in-depth discussion regarding local employment conditions and non-residential development trends within the Town of Halton Hills with specific focus on the Town's established Employment Areas. Additional details with respect to recent development trends on employment lands are provided in Appendices A and B.

4.1 Halton Hills Employment Profile

4.1.1 *Employment Growth Trends*

The total employment base for the Town of Halton Hills has grown nearly 45% over the 2001 to 2016 period, increasing from approximately 15,800 to 22,800, as illustrated in Figure 4-1. Since 2001, employment growth has averaged 2.5% annually in Halton Hills, slightly higher than the growth rate in Halton Region.¹ Over the same period, the Town's employment activity rate² has slightly increased from 33% in 2001 to 37% 2016, indicating that the local employment base is increasing at a faster rate than the local population base. As of 2016, the Town's employment activity rate was below that of the Halton Region average.³

¹ Based on Watson's estimate, 2001 to 2016 employment growth in Halton Region has averaged 2.3% annually.

² An employment activity rate is defined as the number of local jobs in a municipality divided by the resident population.

³ Halton Region's employment activity rate was 48% in 2016, derived from Statistics Canada Labour Force data and custom order Statistics Canada Place of Work data.



Figure 4-1
Town of Halton Hills
Employment Base, 2001 to 2016

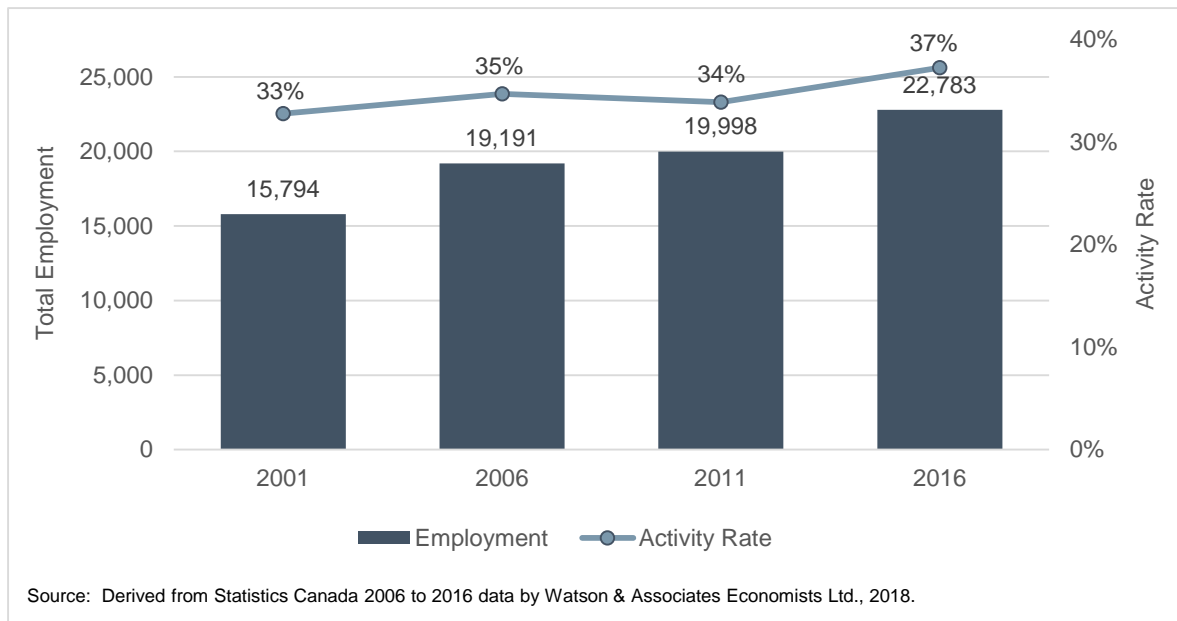


Figure 4-2 summarizes the Halton Hills employment base by sector for 2016. The largest sector in Halton Hills is retail trade which accounts for 22% of the total employment base. Other key sectors in Halton Hills include manufacturing, health care and social assistance, and educational services, which comprise 17%, 9% and 8%, respectively, of the total employment base.



Figure 4-2
Town of Halton Hills
Employment Base by Sector, 2016
(Usual Place of Work)

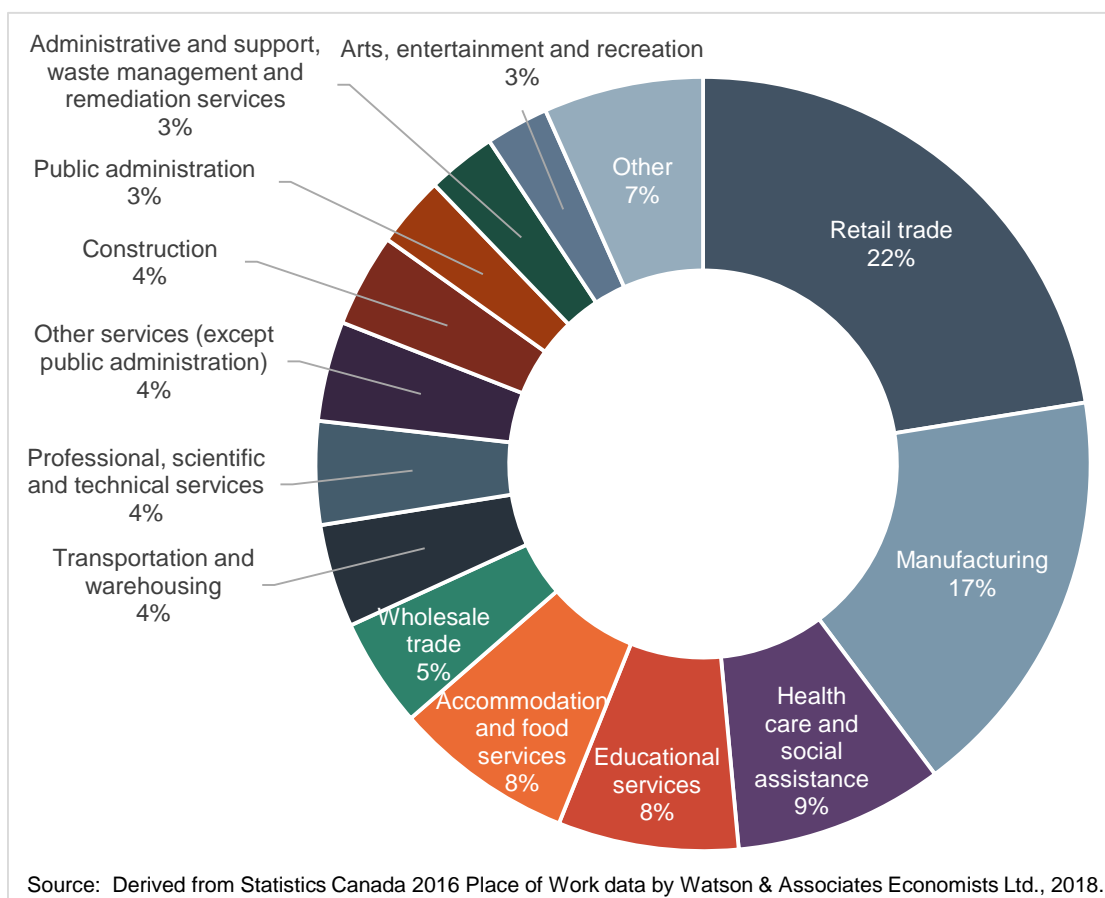


Figure 4-3 summarizes the historical change in the Town of Halton Hills's employment base by usual place of work during the 2001 to 2016 period. Employment represents the number of jobs located within the Town of Halton Hills. This includes the live/work labour force, including work at home employees, as well as in-commuters. Key observations include:

- The Town of Halton Hills serves as a source of labour to the surrounding communities within the G.T.H.A. and beyond. With an estimated total labour force base of 33,900 in 2016, the Town's job base is approximately 11,100 lower (approximately 33%) than its employed labour force base;
- Of the Town's 2016 employment base, approximately 79% of employees are reported as having a usual place of work. The remaining 21% work from home



or are reported as having no fixed place of work (N.F.P.O.W.). Over the past 15 years, the share of Halton Hills's total employment base to the employed labour force has steadily increased from 59% to 67%.

- Within the Town of Halton Hills, the number of work at home and N.F.P.O.W. employees has increased at a faster rate than employees with a usual place of work; and
- Similar to the Province, the structure of Halton Hills's economy has steadily shifted away from traditional good-producing sectors to the retail sector and knowledge-based economy. As of 2016, the retail/accommodation and food sector comprises approximately 27% of the Town's employment base, up from 21% in 2001, and the service sector currently comprises approximately 60% of the Town's employment base, up from 55% in 2001.

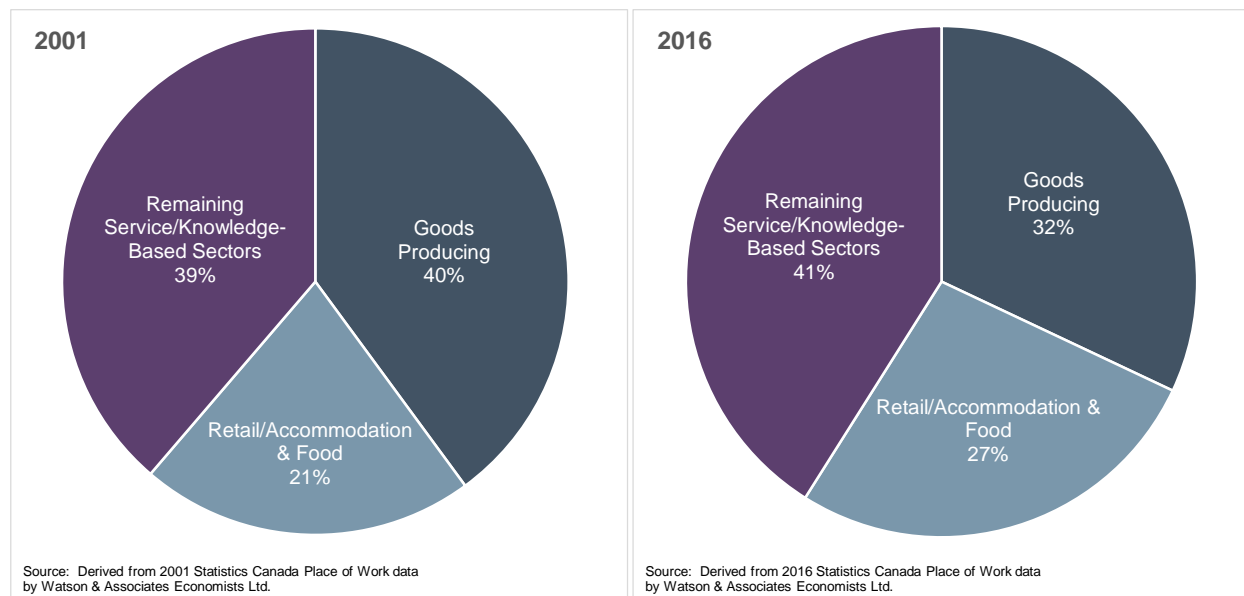
Figure 4-3
Town of Halton Hills
Employment by Place of Work, 2001 to 2016

Town of Halton Hills Historical Employment				Relationship of Employment to Employed Labour Force			
Year	Employed Labour Force	Employment (Usual Place of Work)	Work from Home	No Fixed Place of Work (N.F.P.O.W.)	Total Employment (Including N.F.P.O.W. and Work at Home)	Difference (Employed Labour Force less Total Employment)	Employment as % of Labour Force
2001	26,800	12,500	2,100	1,200	15,800	11,000	0.59
2006	30,700	15,200	2,300	1,700	19,200	11,500	0.63
2011	32,000	15,600	2,400	2,000	20,000	12,000	0.63
2016	33,900	17,900	2,600	2,400	22,800	11,100	0.67

Source: Derived from 2001 to 2016 Statistics Canada Place of Work data by Watson & Associates Economists Ltd.
2011 Labour Force Survey has a sample size of 30% and 2016 Labour Force Survey has a sample size of 25%.



Figure 4-4
Town of Halton Hills
Employment Trends by Major Sector,
2001 to 2016



4.1.2 Labour Force Trends

Figures 4-5 and 4-6 provide additional details with respect to historical labour force growth trends for the Town of Halton Hills between 2001 and 2016. Labour force data represents the number of Halton Hills residents who live in the Town of Halton Hills and are within the labour force, regardless of where they work. This includes residents who live and work within the Town of Halton Hills, including those who work from home, and those who commute outside the Town for work. Key observations include:

- Over the 2001 to 2016 period, the Town's total labour force expanded from 27,700 to 35,700, an increase of 1.7% annually (or 30%) compared to a 44% increase in the total employment base;
- As of 2016, the Town of Halton Hills's total labour force is estimated at approximately 35,700, which represents approximately 12% of the total Halton Region labour force base. Between 2001 and 2016, the Town's share of the Halton Region labour force base has declined slightly from 13% to 12%;



- The unemployment rate within the Town of Halton Hills was recorded at approximately 5.2% in 2016.¹ Comparatively, the Ontario unemployment rate was estimated at 5.4%.² Currently, as of August 2018, the Province of Ontario unemployment rate is estimated at 5.7%;³
- The Town's live-work ratio has declined slightly, from 28% in 2001 to 26% in 2016. From an economic perspective, a higher live-work ratio would be desirable to ensure that the local labour force (i.e. residents of Halton Hills) is better served by the opportunities available in the local employment market (i.e. jobs in Halton Hills); and
- As of 2016, approximately 55% of the Town's labour force base commutes outside the Town for work while approximately 45% lives and works within the Town, works from home or is defined as having no fixed place of work.

Figure 4-5
Town of Halton Hills
Historical Labour Force, 2001-2016

Year	Total Labour Force	Employed Labour Force	Unemployment Rate (%)	Participation Rate (%)
2001	27,700	26,800	3.1%	74.9%
2006	32,100	30,700	4.1%	75.1%
2011	34,200	32,000	6.6%	74.6%
2016	35,700	33,900	5.2%	73.3%

Source: Derived from 2001 to 2016 Statistics Canada Census, and Place of Work data by Watson & Associates Economists Ltd.

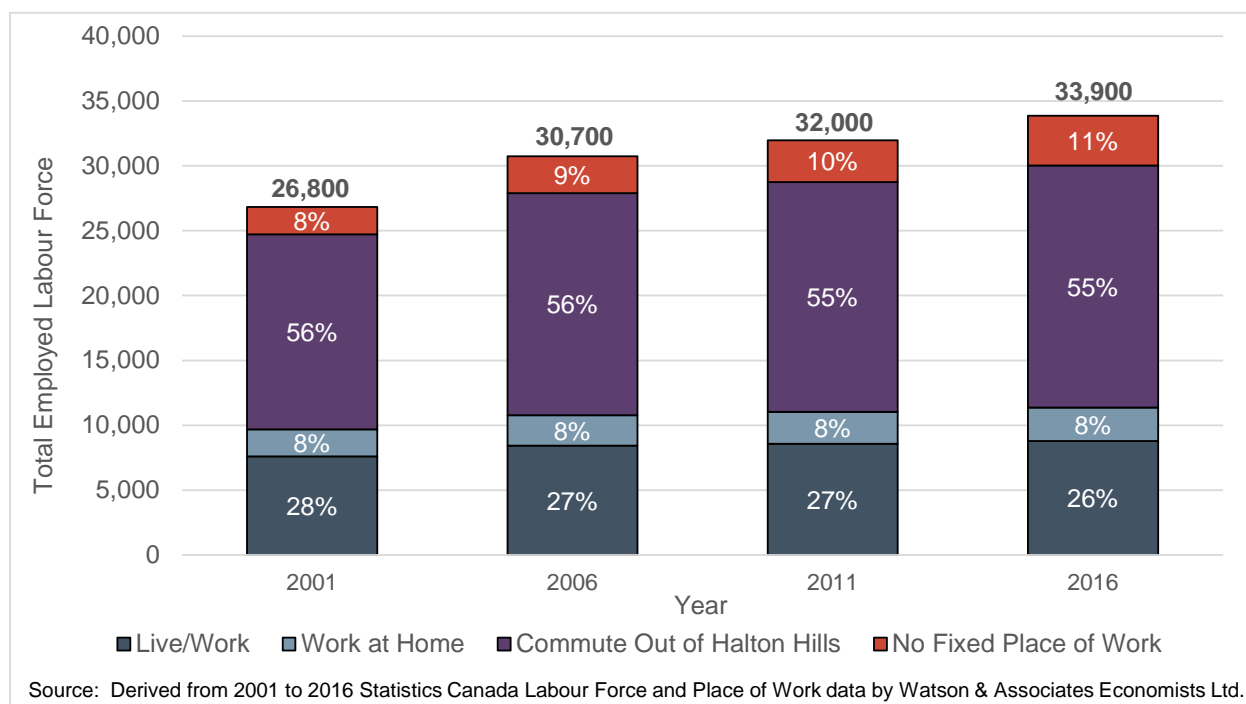
¹ Unemployment rate based on Statistics Canada 2016 Census.

² Ibid.

³ Statistics Canada, Labour Force Survey.



Figure 4-6
Town of Halton Hills
Employed Labour by Place of Work, 2006 to 2016



4.1.3 Commuting Trends

Figure 4-7 summarizes where Halton Hills residents commute to for employment, while Figure 4-8 identifies from where those employed in Halton Hills commute. Residents in the Town of Halton Hills primarily work in the Town of Halton Hills (32%), the City of Mississauga (23%), the City of Brampton (13%) and the City of Toronto (11%). Of the total Halton Hills employment base by usual place of work, 50% of jobs are held by Halton Hills residents,¹ while the majority of the remaining employees commute from other municipalities in the western G.T.A. including Brampton, Mississauga and Milton.

¹ 8,900 live/work; 17,900 total employment by usual place of work.



Figure 4.7
Where Town of Halton Hills Residents Go to Work, 2016

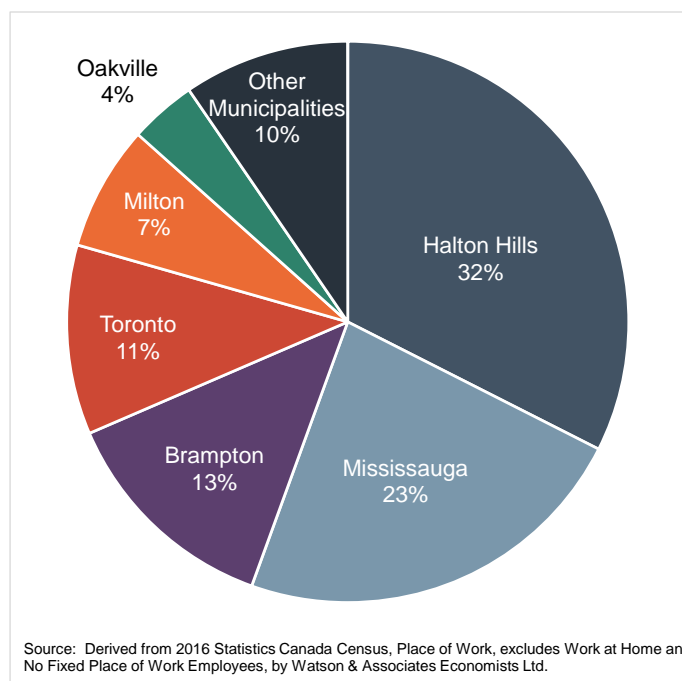
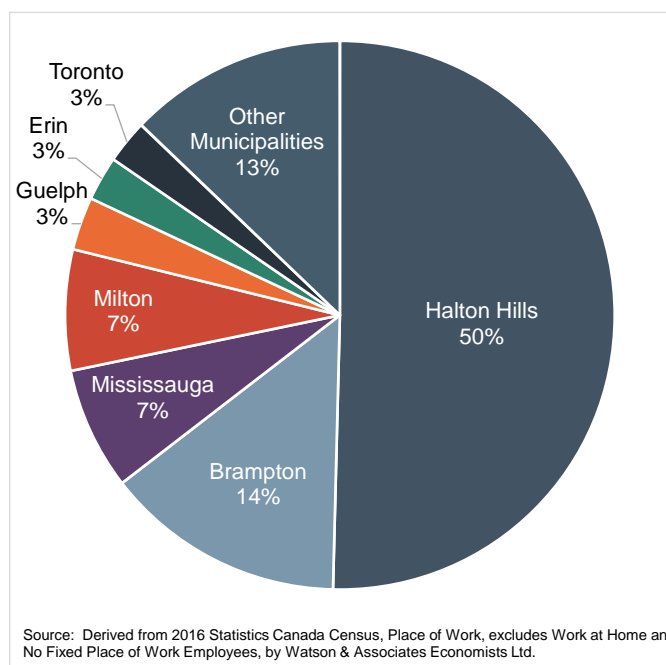


Figure 4-8
Where Town of Halton Hills Employees Commute From, 2016





4.2 Non-Residential Development Trends

4.2.1 Non-Residential Building Permit Trends, 2008 to 2017

Figure 4-9 summarizes annual non-residential development activity in the Town of Halton Hills between 2008 and 2017 by major sector. Over the past 10 years, non-residential development activity (gross floor area (G.F.A.) has ranged between 5,800 to 179,900 sq.m (62,000 to 1.9 million sq.ft.), averaging approximately 54,900 sq.m (591,000 sq.ft.) per year.

Since 2012, the Town has experienced steady non-residential development activity with the exception of 2014.¹ The average level of non-residential G.F.A. over the past five years has increased 44% relative to the 10-year average. Over the past 10 years, industrial² uses have accounted for the largest share of non-residential development at approximately 71% of the non-residential G.F.A., followed by the commercial sector at 23% and the institutional sector at 6%. During the historical period reviewed, approximately 78% of total non-residential development activity within the Town has occurred on employment lands.

¹ Based on building permit activity there was limited development activity in 2014.

² Industrial generally includes developments for manufacturing, transportation and warehousing and wholesale trade.



Figure 4-9
Town of Halton Hills
Non-Residential Building Permit Development Activity, G.F.A. (sq.ft.) by Sector,
2007 to 2016

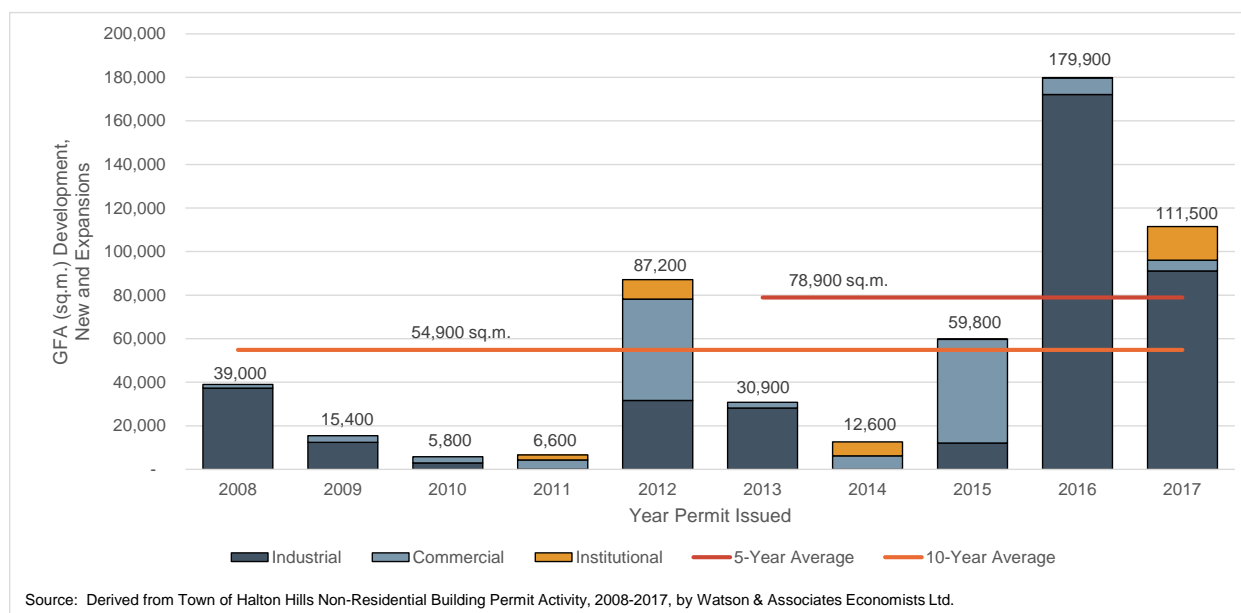


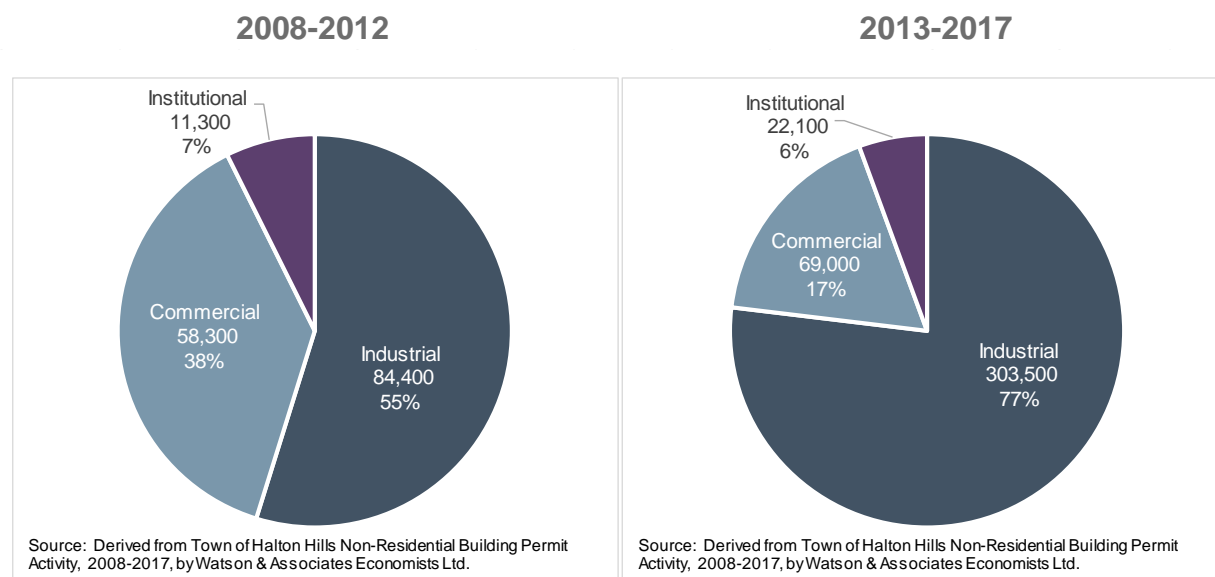
Figure 4-10 summarizes non-residential development activity (G.F.A. in sq.m) during the 2008 to 2012 and 2013 to 2017 periods. During these two periods, the share of industrial development has increased relative to total non-residential development as a result of strong development activity in the logistics sector concentrated in the Premier Gateway Employment Area. Recent mid to large-scale industrial developments over the past few years include three distribution facilities in the Premier Gateway Employment Area of 72,000, 59,500 and 5,200 sq.m, respectively (775,000, 640,000 and 56,500 sq.ft., respectively).

During the 2008 to 2012 period, the commercial sector experienced a large share in total non-residential development, attributed from the Toronto Premium Outlets mall development within the Premier Gateway Employment Area. The Toronto Premium Outlets mall currently offers approximately 32,400 sq.m (368,000 sq.ft.) of retail space and is set to expand by 13,000 sq.m (140,000 sq.ft.) in November 2018.¹ A more detailed review of forecast trends in this area is provided in Chapter 6.

¹ Figures are based on SmartCentres and Simon joint press release dated September 17, 2018.



Figure 4-10
Town of Halton Hills
Non-Residential Building Permit Development Activity, G.F.A. (sq.m) by Sector, 2008 to
2012 and 2013 to 2017



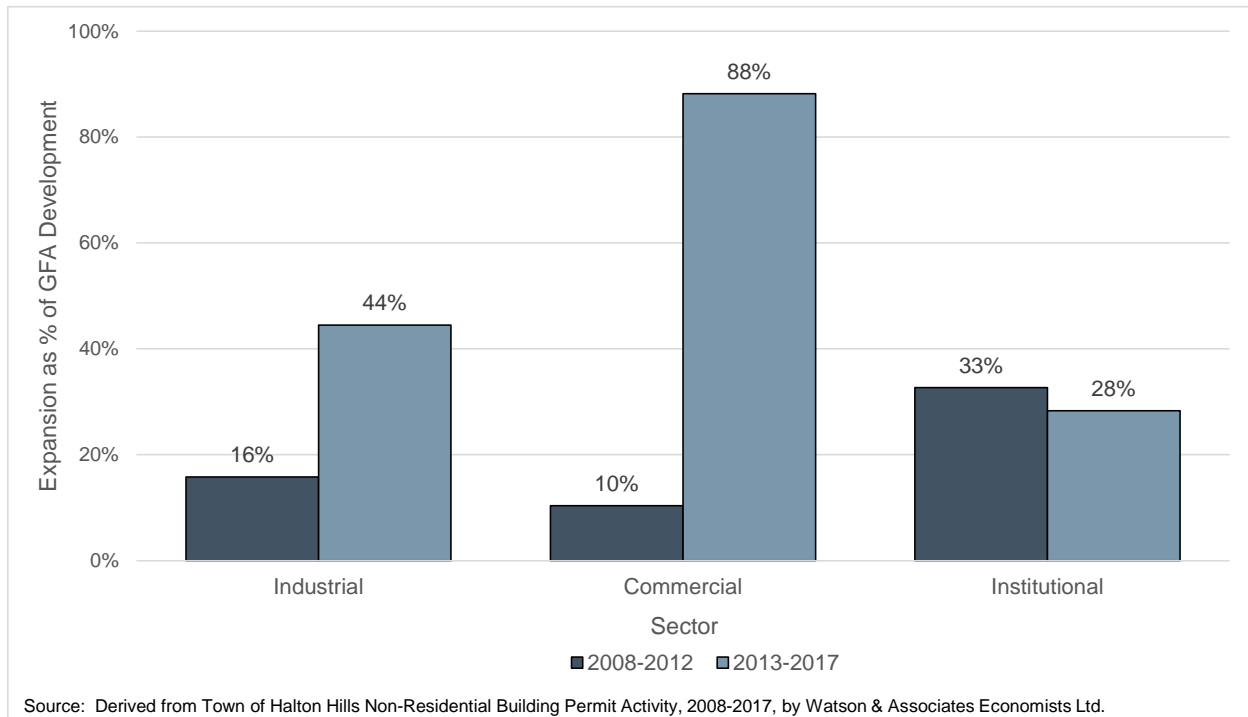
Over the 2008 to 2017 period, expansions (additions to buildings and additional buildings on site)¹ accounted for 41% of the new non-residential G.F.A. added to the Town of Halton Hills non-residential real estate market. Over the past 10 years, non-residential expansions have averaged 22,500 sq.m (242,000 sq.ft.) annually.

Figure 4-11 summarizes expansions as a share of total non-residential development activity between 2008 and 2017. During this time period, expansions have accounted for just over 40% of total non-residential development activity. Within the industrial sector, expansions accounted for 44% of total non-residential development activity over the past five years, up from 16% between 2008 and 2012. Within the commercial sector, expansions accounted for 88% of total development activity over the past five years, up from 10% in the previous five-year period, largely due to expansions of malls and shopping strips.

¹ Expansions include building additions and infill of existing parcels (additional buildings added to existing developed site). New construction includes the development of a vacant parcel.



Figure 4-11
Town of Halton Hills
Expansion as a Share of Total Non-Residential¹
Building Permit Development Activity, 2008 to 2017



4.3 Employment Lands Profile

4.3.1 Employment Lands Overview

Employment lands in Halton Hills is an integral part of the Town's economic development potential and accommodate a significant share of the Town's businesses and employment. As previously mentioned, the Town of Halton Hills has four designated Employment Areas, including:

- Acton Industrial Area;
- Georgetown Industrial Area;
- Mansewood Industrial Area; and

¹ Expansions include building additions and infill of existing parcels (additional buildings added to existing developed site).



- Premier Gateway Employment Area.

A total of 395 net ha (976 net acres) of employment lands were identified as developed within the Town of Halton Hills as of mid-year 2018, comprising an industrial inventory of 1.27 million sq.m (13.7 million sq.ft.).

Figure 4-12 summarizes the distribution of developed employment lands within the Town of Halton Hills as of Mid-2018. The majority of the Town's developed employment lands are located within the Premier Gateway and Georgetown Industrial Area, accounting for 50% and 27% of the total, respectively. The Acton Industrial Area accounts for 17% of total developed lands. The Mansewood Industrial Area is relatively small in size, accounting for 6% of the remaining total.

Figure 4-12
Town of Halton Hills
Distribution of Developed Employment Lands (Gross Land Area), 2018

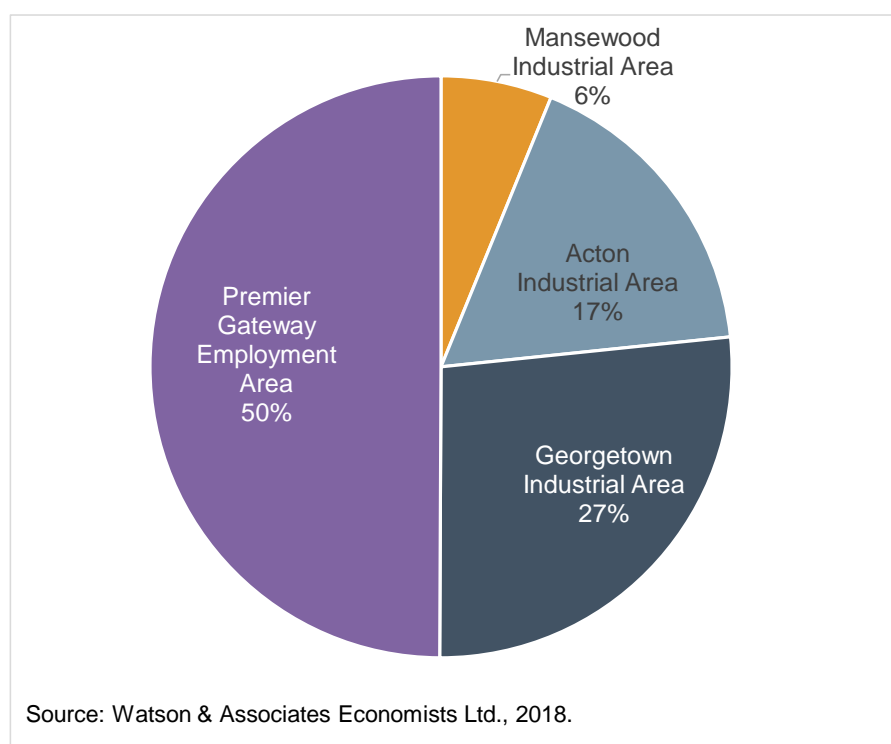
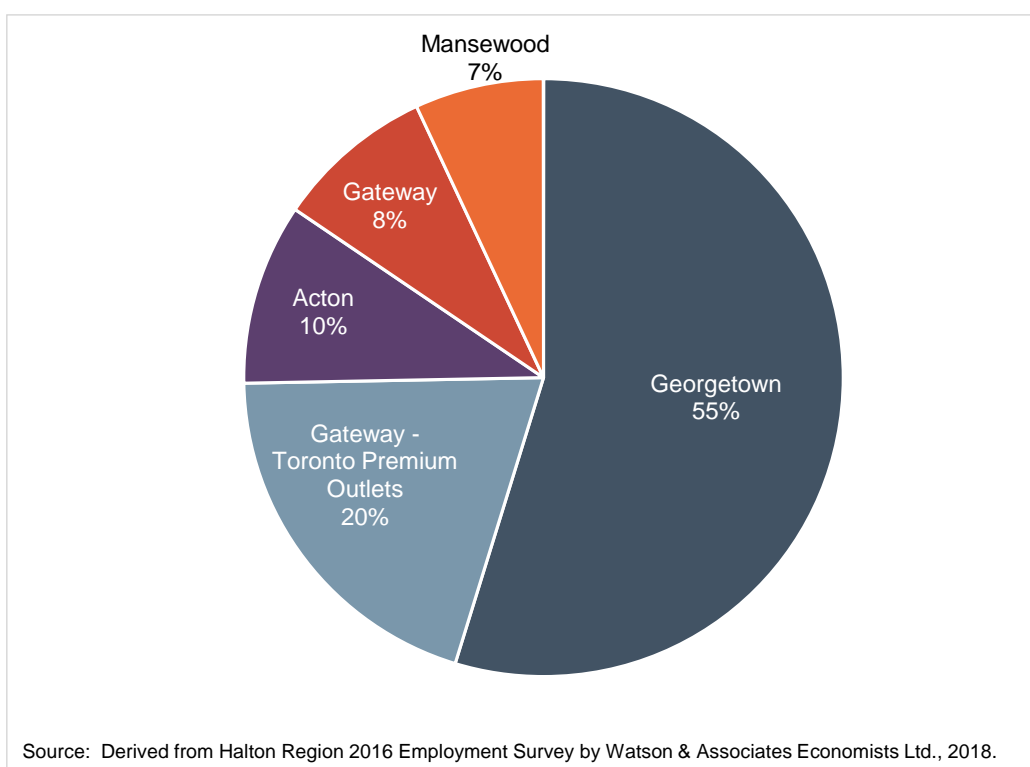


Figure 4-13 summarizes the percentage distribution of employment across the Town's Employment Areas as of 2016. While the Premier Gateway Employment Area accounts for almost half of the Town's development employment land base, this area only comprises approximately 28% of the Town's existing employment base on employment



land, as a result of the relatively low average employment density for this area. In contrast, approximately 55% of the Town's employment base on employment lands is located in the Georgetown Industrial Area. The Acton Industrial Area and the Mansewood Industrial Area account for the remaining 10% and 7% of the Town's existing employment base on employment lands, respectively.

Figure 4-13
Town of Halton Hills
Percentage Share of Existing Employment on Employment Lands, 2016

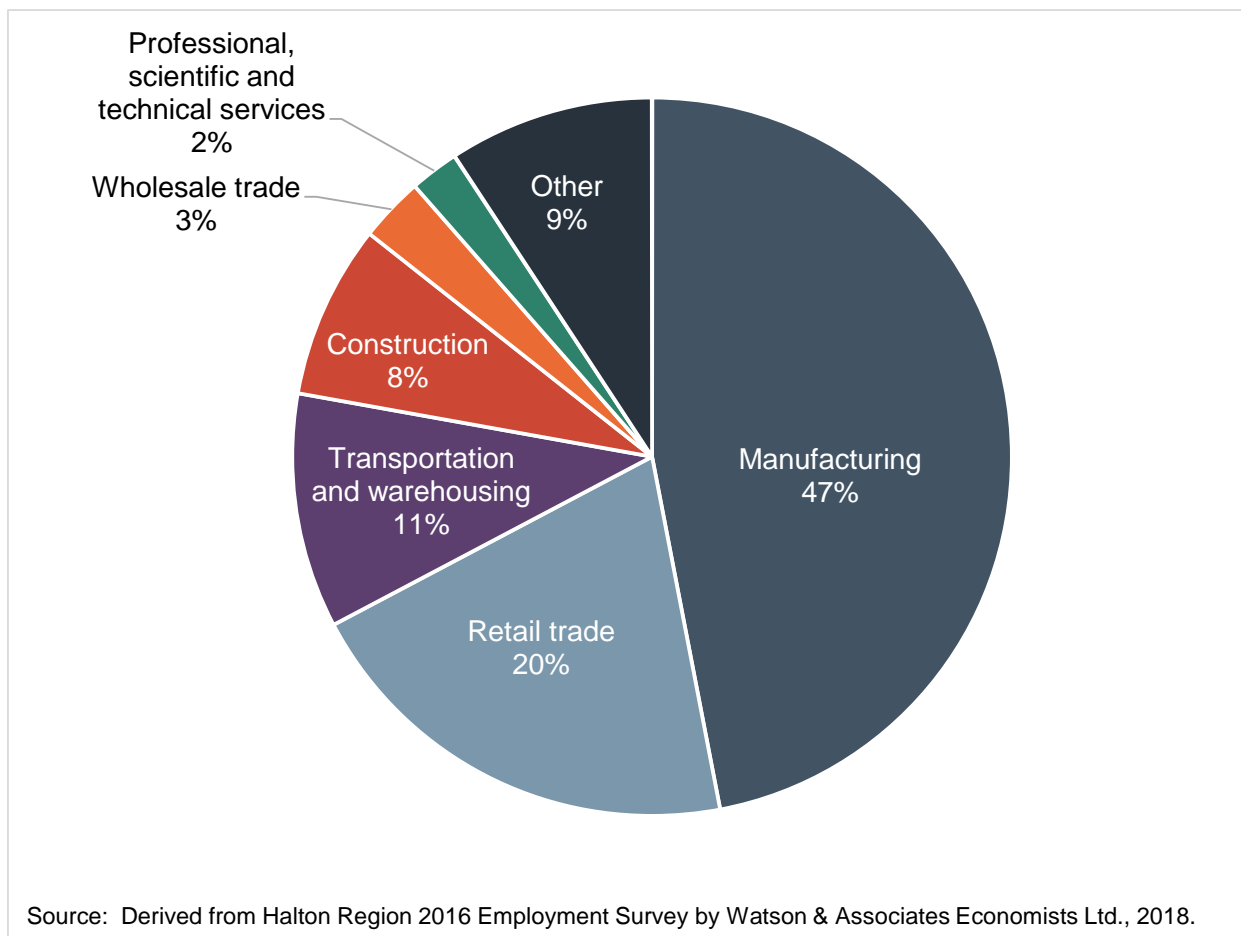


4.3.2 Existing Employment Lands Employment by Sector

As summarized in Figure 4-14, the Town's developed employment lands accommodate businesses across a broad range of employment sectors, including manufacturing (47% of total employment lands employment base), retail trade (20%), transportation and warehousing (11%), construction (8%), wholesale trade (3%) and professional, scientific and technical services (2%). In total, the Town's existing developed Employment Areas accommodate approximately 8,420 onsite and offsite jobs, representing 44% of the Town's estimated employment as of 2016.



Figure 4-14
Town of Halton Hills
Employment on Employment Lands by Sector, 2016

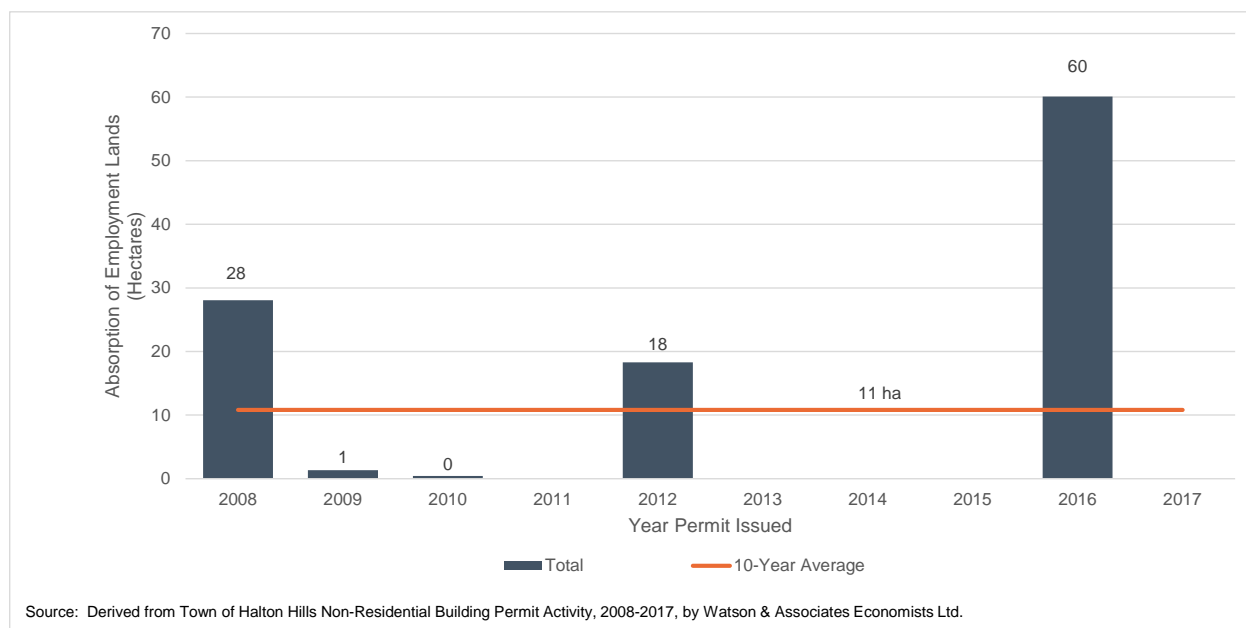


4.3.3 Employment Lands Historical Absorption

Figure 4-15 summarizes annual absorption of employment lands within the Town of Halton Hills over the past decade (2008 to 2017) including the Toronto Premium Outlets mall. During this period, employment land absorption levels averaged approximately 11 net ha (27 net acres) per year. Annual employment lands absorption was relatively strong in 2008, 2012 and 2016, with no or relatively weak absorption during the other periods. It is noted that the Toronto Premium Outlets mall accounted for approximately 18 net ha (44 net acres) of absorption within the Premiere Gateway Employment Area in 2012.



Figure 4-15
Town of Halton Hills
Annual Employment Lands Absorption (Net ha), 2008 to 2017¹



¹ Note: Absorption figures include the Toronto Premium Outlets mall.

The majority (50%) of sites absorbed on employment lands over the past 10 years have been mid-sized parcels ranging from 2 to 5 ha (5 to 12 acres). The vast majority (70%) of new building construction on employment lands has been comprised of large stand-alone industrial facilities (primarily in the warehousing and transportation sector) ranging from 14,000 to 28,000 sq.m (150,000 to 300,000 sq.ft).

4.4 Regional Competitiveness of Halton Hills Employment Lands

A significant factor influencing business decisions on where to locate is the cost competitiveness (both capital investment and operating costs) of the development in relation to market demand and potential return on investment. The cost competitiveness of development on employment lands is examined herein, through a series of pro-forma financial analyses. This examination (additional details are provided in Appendix C) assesses the cost of constructing and operating (reflecting property taxes) various prototypical industrial/office developments within the Town of Halton



Hills, as well as several other comparator municipalities within the broader regional market area.

It is important to note that competitiveness for a municipality includes other factors, such as providing a community with a good quality of life. Quality of life is a factor influencing the residential location decisions of individuals and their families. It is also a factor considered by companies in relocation decisions. Typically, quality of life encompasses a number of sub-factors such as employment opportunities, cost of living, housing affordability, crime levels, quality of schools, transportation, recreational opportunities, climate, arts and culture, entertainment, amenities and population diversity. The importance of such factors, however, will vary considerably depending on life stage and individual preferences. The Town of Halton Hills has a reputation for being a vibrant, growing, affordable, low-crime location in which to live in G.G.H., with access to a wide range of recreational opportunities within Halton Region and surrounding area.¹

For the purposes of this exercise, three prototypical developments were assessed, including a 300,000 sq.ft. (27,900 sq.m) and 750,000 sq.ft. (69,700 sq.m) industrial facility and a 150,000 sq.ft. (13,940 sq.m) one-storey flex office building. The physical characteristics of the three-building typologies and their respective land requirements are summarized in Figure 4-16.

Figure 4-16
Prototypical Building Typologies

Building Type	Building GFA (sq.ft.)	Floor Space Index	Land Area	
			Net ha	Net Acres
Industrial Building	300,000	38%	7.3	18.1
	750,000	40%	17.4	43.0
Flex Office Building	150,000	30%	4.6	11.5

Source: Watson & Associates Economists Ltd.

¹ MoneySense journal ranked Halton Hills in 2018 favourably as one of the top 10 municipalities to live in Canada due to its quality of life indicators. MoneySense online article, <https://www.moneysense.ca/spend/real-estate/canadas-best-places-to-live-25-2018/>, accessed January 2, 2018.



4.4.1 Total Development Annualized Cost Framework

The cost competitiveness of the select prototypical industrial and flex office developments was assessed through a review of total development cost and the impact of operating costs (property taxes) in the Town of Halton Hills and the comparator municipalities.

In the generation of the total development cost of the prototypical developments (expressed in dollars per sq.ft.), the following input costs were included:

- **Land Cost** – average price of serviced vacant employment land per acre based on market data, multiplied by the acreage requirement based on an assumed F.S.I.,¹ e.g. 30%, divided by the G.F.A. for the building size being considered (e.g. (60,000 sq.ft.) (5,574 sq.m));
- **Construction Costs**² – reflects hard construction costs (e.g. materials, labour) and soft costs (e.g. engineering, consulting services); average construction costs per sq.ft. vary by development type;
- **Development Charges** – on a sq.ft. basis, calculated based on the current upper- and lower-tier or single-tier municipal schedules and school board DC schedules;
- **Developer Project Profit** – a flat percentage of the total cost (land + construction + D.C.s + building permit fees per sq.ft.) at 5%; and
- The sum of (A) to (D) yields total development cost.

The total development cost was then annualized³ to determine the average annual cost of developing a building over a defined period (i.e. 25 years) to compare with annual operating costs.

Annual operating costs for each prototypical development were determined from an assessment of property taxes based on current local tax rates, with annual property taxes estimated based on average assessment value. The property assessment values

¹ Floor Space Index (FSI).

² Construction costs derived from various market sources by Watson & Associates Economists Ltd. Construction costs vary by municipality based on location factors provided in 2018 RSMeans Building Construction Costs data.

³ Annualized costs determined using an annualization factor of 6.5%, based on a 25-year period and discount rate of 4.1% which is representative of industry trends.



were established from a survey of comparable developments utilizing MPAC property assessment data to derive approximate municipal-specific assessment values, which formed the basis for calculating annual property tax estimates.

The annual operating costs (i.e. property taxes) were combined with the annualized development costs to generate the total annualized cost per sq.ft. within each location surveyed.

4.4.2 Development/Operating Costs Comparative Assessment

The following provides a summary of total annualized costs for the prototypical non-residential developments in the Town of Halton Hills and the surveyed comparator municipalities. Detailed results are presented in Appendix C.

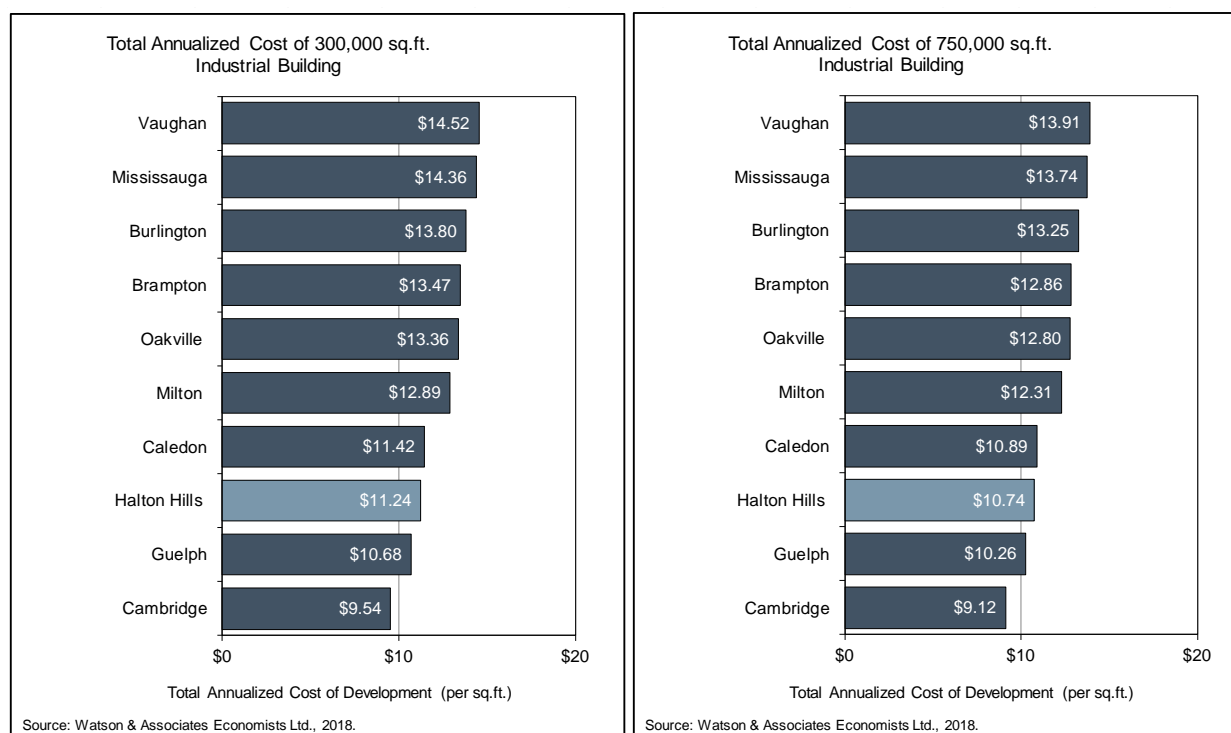
Industrial Development

Figure 4-17 summarizes the total annualized cost (expressed in dollars per sq.ft.) for a 300,000 sq.ft. (27,900 sq.m) and 750,000 sq.ft. (69,700 sq.m) industrial building, within the municipalities surveyed. Key observations include:

- Annualized cost of industrial development (expressed in dollars per sq.ft.) for a 300,000 (27,900 sq.m) sq.ft. building, ranges between \$9.54 and \$14.29 per sq.ft., and lower for a 750,000 sq.ft. (69,700 sq.m) building, ranging between \$9.12 and \$13.91 per sq.ft. Annualized cost of industrial development in Halton Hills is estimated at \$11.24 per sq.ft. and \$10.74 per sq.ft. for a prototypical 300,000 (27,900 sq.m) sq.ft. and 750,000 sq.ft. (69,700 sq.m) building, respectively;
- Cost of development (on a square foot basis) for industrial development generally declines as building size increases, due to a lower construction cost per sq.ft. and higher land utilization (higher coverage); and
- Halton Hills is cost competitive for industrial development, with the total annualized cost notably lower than the rest of Halton Region (Burlington, Oakville and Milton, respectively), and the G.T.A. communities of Brampton, Mississauga and Vaughan. Caledon was the only G.T.A. community surveyed with a comparable cost. The G.G.H. “Outer Ring” municipalities of Guelph and Cambridge have a lower cost of industrial development than Halton Hills.



Figure 4-17
Total Annualized Costs per Sq.ft. of Industrial Development



Office Development

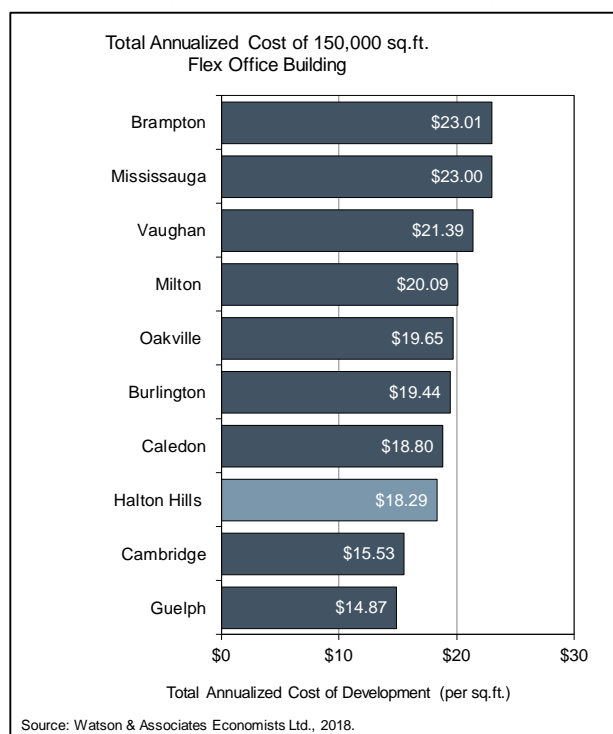
Figure 4-18 summarizes the total annualized cost (expressed in dollars per sq.ft.) for a 150,000 sq.ft. (13,900 sq.m) flex office building, within the municipalities surveyed.

Highlights include:

- The annualized cost of a 150,000 sq.ft. (13,900 sq.m.) flex office building development ranges between \$14.87 and \$23.01 per sq.ft. In Halton Hills, the annualized cost is estimated at \$18.29 per sq.ft.;
- Of the municipalities surveyed, Brampton and Mississauga have the highest total annualized cost of development for flex office buildings, followed by Vaughan. Halton Hills has a comparatively low annualized cost of development for flex office buildings, with only Cambridge and Guelph having a lower cost.



Figure 4-18
Total Annualized Cost per Sq.ft. of Flex Office Development



On average, the Town of Halton Hills is cost competitive among the comparator markets for industrial and flex office development. This is attributed largely to lower development costs (i.e. the cost of land and D.C.s) than comparator G.T.A. municipalities.



Chapter 5

Employment Lands Supply



5. Employment Lands Supply

5.1 Introduction

This Chapter summarizes the supply of gross and net vacant, designated employment land by geographic area within the Town of Halton Hills. In generating this inventory, all parcels designated in the Town's O.P. as "General Employment Area," "Prestige Industrial Area," and "Gateway Area" and located within an urban area have been reviewed. The analysis was completed primarily through a desktop review using geographic information systems (G.I.S.) mapping software. Spatial overlays utilized to develop the net land supply included parcel fabric, land-use layers, building footprints, hydrology/wetlands and orthophotos.

5.2 Greenfield Supply

The employment land supply has been carried out in accordance to the guidelines in the 2017 Growth Plan and the Land Needs Assessment Methodology for the Greater Golden Horseshoe (G.G.H.). As summarized in Figure 5-1, the Town of Halton Hills has approximately 644 gross hectares (1,590 gross acres) of vacant employment land as of August, 2018. This includes approximately 83 gross hectares (205 gross acres) of employment lands subject to Official Plan Amendment (O.P.A.) 31B, these lands are currently not designated and are under appeal.¹

It is important to note that a large portion of the Town's vacant designated employment lands supply is impacted by the G.T.A. West Corridor Protection Area (G.T.A. W.C.P.A.), lands that identified for a potential new provincial highway. Approximately 347 gross hectares (857 gross acres) of designated employment lands within the Premier Gateway Employment Area were initially a part of the study area for the G.T.A. West Corridor. Based on further conceptual plans from the province, the land area potentially impacted by the G.T.A. West Corridor has been reduced. It is important to

¹ On June 11, 2018, Council for the Town of Halton Hills adopted by by-law, Official Plan Amendment Official Plan Amendment No. 31B regarding the Premier Gateway Phase 1B Secondary Plan. The Notice of Adoption was completed on June 20, 2018. The technical and supportive studies, including as Secondary Plan were prepared for the Official Plan Amendment.



note that the spatial analysis prepared by the Town of Halton Hills regarding the land area impacted by the G.T.A. West Corridor. is an estimate based on conceptual plans prepared by the province. It is further assumed that by 2041, some of the lands in the Premier Gateway Employment identified as G.T.A. W.C.P.A. will be available for development. Adjusted for the non-developable lands within the G.T.A. W.C.P.A. (approximately 180 gross hectares (445 gross acres) within the Premier Gateway Employment Area) it is estimated that the Town of Halton Hills has an adjusted vacant employment land supply of approximately 464 gross hectares (1,146 gross acres) of vacant employment land as of August, 2018.

In determining the vacant land inventory on a net basis, adjustments for environmental features, utility corridors and hydrological features were identified. Further, larger vacant parcels (i.e. 2 ha/5 acres or greater) which were not considered shovel-ready were also subject to an additional downward adjustment to reflect internal infrastructure (i.e. roads, stormwater ponds, easements, etc.) with a net to gross adjustment of 80%. In accordance with these above adjustments, the total net vacant land supply is approximately 376 net ha (929 net acres).¹

The Land Needs Assessment Methodology requires the municipality to identify “Built Employment Areas” separately from “Newly Developing Employment Areas,” as such Figure 5-1 summarizes the vacant designated employment land supply by the two area types. Generally, Built Employment Areas include older employment areas, while Newly Developing Employment Areas include areas that are recently designated but currently unbuilt.² The purpose of this distinction is to recognize the potential differences in employment density, future built-form and land-use, and intensification opportunities. The Land Needs Assessment Methodology does not require the identification of designated Employment Areas that are within a delineated greenfield area for the purposes of summarizing the employment land supply and calculating employment land needs.³

¹ Based on a G.T.A. W.C.P.A. of 180 gross hectares.

² Land Needs Assessment Methodology for the Greater Golden Horseshoe, p. 95.

³ Employment Areas within delineated greenfield areas are removed from the delineated greenfield area for the purposes of summarizing and determining the land need for Community Area by policy area.



Within the Town of Halton Hills context, Newly Developing Employment Areas include the designated Premier Gateway Employment Area, while the remaining Employment Areas are categorized as Built Employment Areas. As summarized in Figure 5-1, the Newly Developing Employment Area, Premier Gateway Employment Area has the largest share of the Town's vacant designated employment land supply (approximately 89%), followed by the Acton Industrial Area (approximately 10%). The remaining Employment Areas, Georgetown Industrial Area and the Mansewood Industrial Area, account for less than 2% of the available vacant employment lands in the Town of Halton Hills.



Figure 5-1
Town of Halton Hills
Designated Occupied and Vacant Employment Lands by Employment Area
as of August 2018 (Hectares)

Employment Areas	Developed Land Area, Ha ¹		Underutilized ⁴	Vacant Employment Lands			
				All Employment Lands ⁵		Anticipated Available for Development by 2041, Net of GTA W.C.P.A. Refined Corridor ⁸	
	Gross ²	Net ³	Net	Gross ⁶	Net ⁷	Gross	Net
Built Employment Areas							
Acton Industrial Area	80	71	13	45	34	45	34
Georgetown Industrial Area	125	117	19	2	2	2	2
Mansewood Industrial Area ⁹	29	24	0	5	5	5	5
Total Built Employment Area	234	212	33	51	41	51	41
Newly Developing Employment Areas							
Premier Gateway Employment Area	233	183	3	510	404	330	260
Built Employment Areas and Newly Developing Employment Areas							
Total Designated Employment Areas	467	395	36	562	445	382	301
Outside Regional Employment Areas							
Premier Gateway Employment Area - OPA 31B Lands	0	0	0	83	75	83	75
Total	467	395	36	644	520	464	376

Source: Watson & Associates Economists.

¹ Developed employment lands includes occupied and underutilized parcels.

² Gross land area excludes environmental features, electricity transmission lines, freeways, as defined by and mapped as part of the Ontario Road Network; and cemeteries.

³ Net land area based on parcel fabric. Non-developable parcels are excluded, internal infrastructure such as stormwater retention ponds and parkland area excluded.

⁴ Underutilized parcels that may have intensification potential. Refer to Figure 5-5 for detailed information on underutilized sites in the Georgetown and Acton Industrial Areas.

⁵ Includes a summary of all Employment Areas. All designated Employment Areas are included including the lands within the GTA West Corridor Protection Area.

⁶ Gross land area excludes environmental features, electricity transmission lines, freeways, as defined by and mapped as part of the Ontario Road Network; and cemeteries.

⁷ Net land area based on developable parcel fabric. Net to gross assumption of 80% applied for vacant lands for large unsubdivided parcels in the Acton Industrial Area and the Premier Gateway Employment for local roads, stormwater and utilities.

⁸ The study area of the GTA West Corridor Protection Area within designated Employment Areas in the Premier Gateway Employment Area is approximately 347 ha gross in land area. Based on GIS data obtained from the Town of Halton Hills, Watson has estimated a refined protection area that reflects the approximate area and route of the proposed GTA West Highway and Interchange.

⁹ The Mansewood Industrial Area is a privately serviced industrial area.



The Town also has two large blocks of Future Strategic Employment Areas, adjacent to the designated Employment Areas of Mansewood Industrial Area and Premier Gateway Employment Area, totalling 1,130 gross ha (2,790 gross acres), excluding the lands subject to O.P.A. 31B. As noted in the Town of Halton Hills Official Plan, the purpose of the Future Strategic Employment Areas, “is to identify and protect from incompatible uses certain lands that are strategically located with respect to major transportation facilities and existing Employment Areas and are best suited for employment beyond the planning horizon of this Plan.”¹ Future Strategic Employment Areas are also identified in the Region of Halton Official Plan as amended by Regional Official Plan Amendment No. 38 (ROPA 38).

Figure 5-2
Town of Halton Hills
Future Strategic Employment Lands (Not Designated)²

Employment Area	Future Strategic Employment Area (F.S.E.A.), Land Area (Gross ha)	
Premier Gateway Employment Area ¹	901	80%
Mansewood Industrial Area	229	20%
Total Halton Hills Employment Areas	1,130	100%

Source: Watson & Associates Economists Ltd., 2018.

¹ Excludes the OPA 31B Lands of approximately 83 gross hectares as previously summarized in Figure 5-1.

Figures 5-3a through 5-3d geographically illustrate the location of the Town’s developed and vacant employment land supply by Employment Area. The area of the G.T.A.

¹ Town of Halton Hills Official Plan, D-81.

² Refer to Figures 5-3c (Premier Gateway Employment Area) and 5-3d (Mansewood Industrial Area) for map of Future Strategic Employment Areas.



W.C.P.A is identified in Figure 5-3c (Premier Gateway Employment Area). Within the Town of Halton Hills, there are two Future Strategic Employment Areas which are identified in Figures 5-3c (Premier Gateway Employment Area) and 5-3d (Mansewood Industrial Area).

Figure 5-3a
Town of Halton Hills
Acton Industrial Area
Developed and Vacant Employment Lands

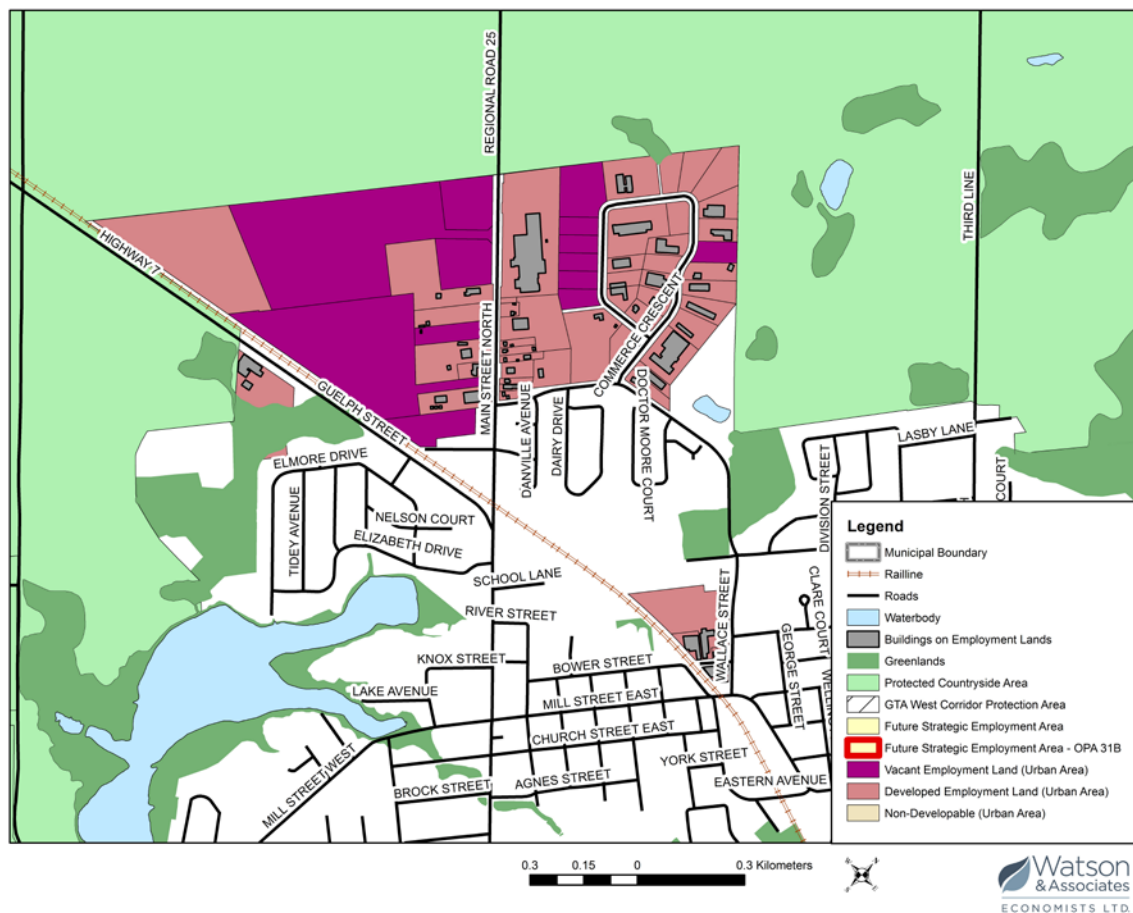




Figure 5-3b
Town of Halton Hills
Georgetown Industrial Area
Developed and Vacant Employment Lands

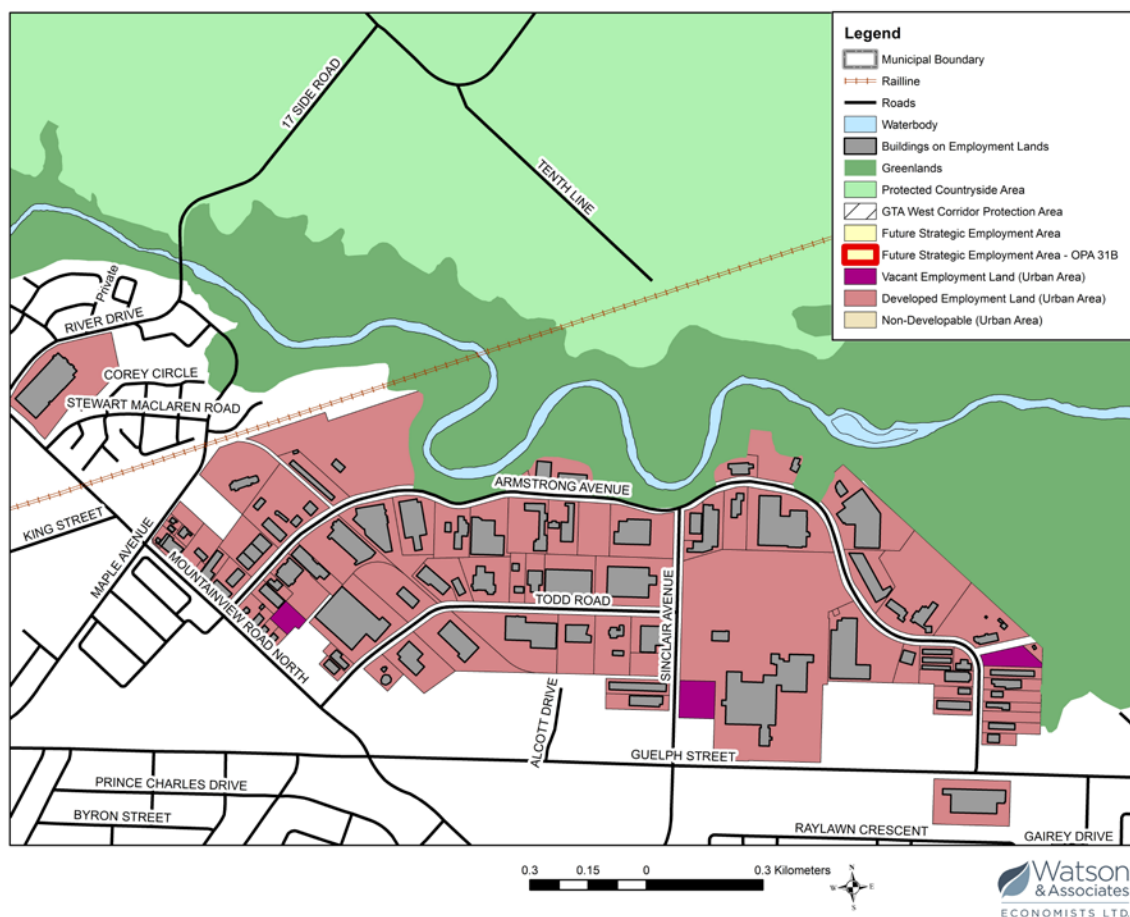




Figure 5-3c
Town of Halton Hills
Premier Gateway Employment Area
Developed and Vacant Employment Lands

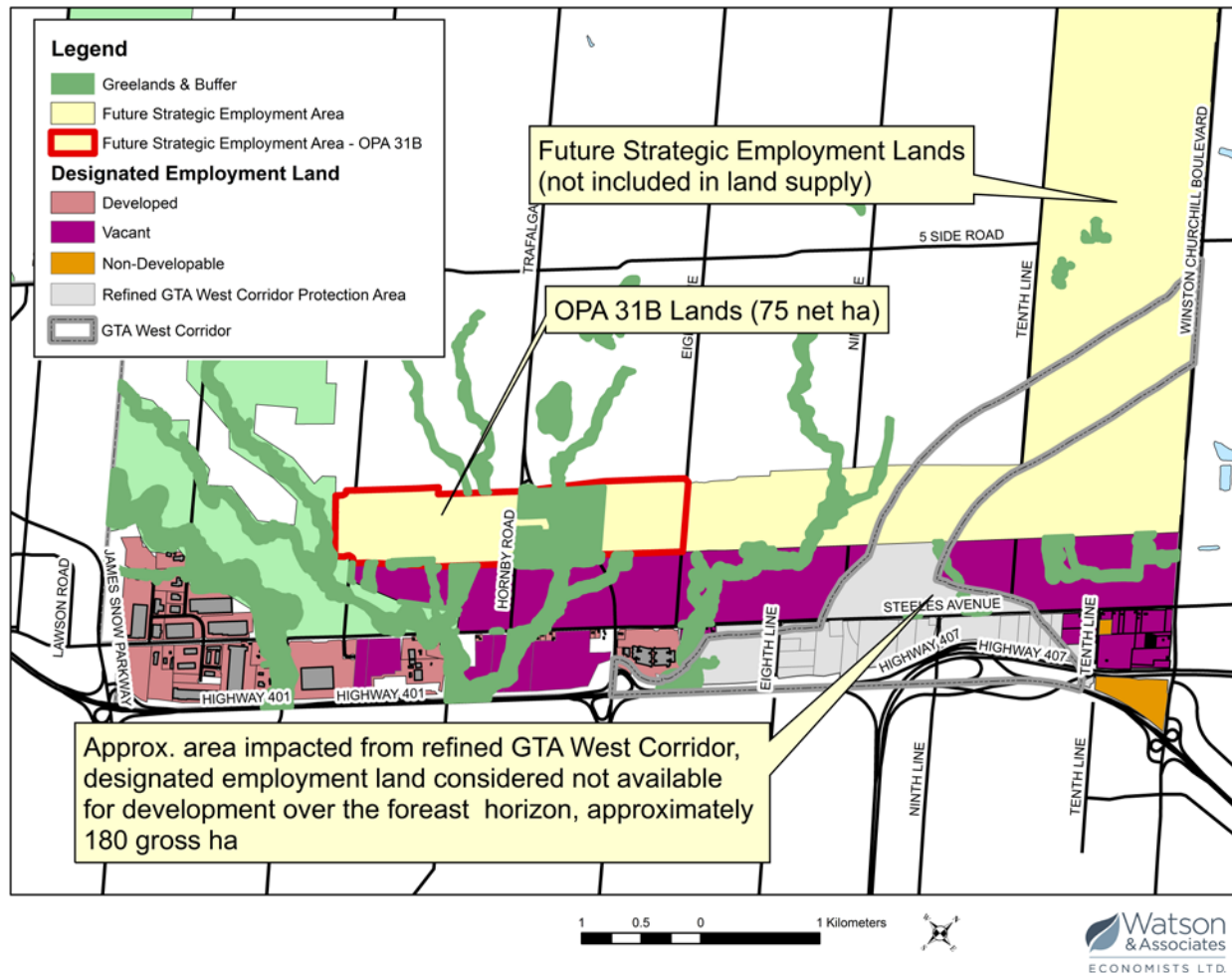
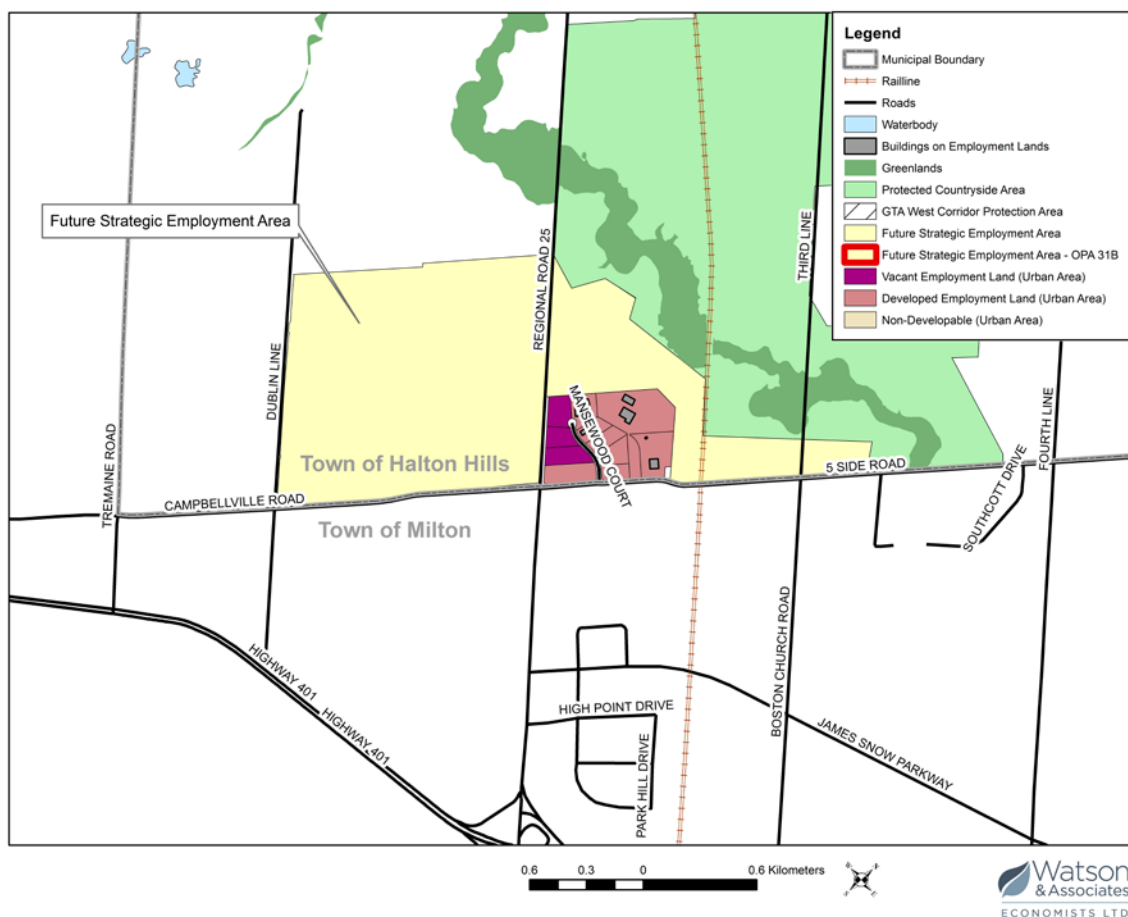




Figure 5-3d
Town of Halton Hills
Mansewood Industrial Area¹
Developed and Vacant Employment Lands



5.3 Intensification Potential on Employment Lands

Intensification on employment lands can take a number of forms, including further development of underutilized and partially vacant lots (infill), expansion (horizontal or vertical) of existing buildings and redevelopment of employment land parcels. Intensification offers the potential to accommodate future employment growth and achieve increased land utilization resulting in higher employment density in existing

¹ The Mansewood Industrial Area is a privately serviced industrial area.



Employment Areas. Higher land utilization on existing employment lands can also lead to more effective use of existing infrastructure (e.g. roads, water/sewer servicing).

Through a desktop review, underutilized sites on employment lands which offer intensification potential over the long-term planning horizon (i.e. 2041) within the Town of Halton Hills have been identified. As part of this review, employment land sites with building coverages of 10% and less were reviewed and evaluated for intensification. It is noted that the average building coverage on employment lands in Halton Hills is 21%.¹ This evaluation includes a review of access to existing roads and the adequacy of road frontage to accommodate additional development. In addition to a review of sites based on building coverage, a review of large parcels (5 ha/12 acres and larger) with opportunity for additional development was also conducted.² Figure 5-5 summarizes the underutilized sites with potential for future intensification. As summarized in Figure 5-5, the redevelopment of the underutilized sites in Georgetown and Acton Industrial Areas could potentially accommodate up to 900 additional employees at an average density of 27 jobs/net ha (11 jobs/net acre). All of the underutilized sites identified are located in the Acton Industrial Area (12 sites, totalling 13 ha/32 acres) and the Georgetown Industrial Area (7 sites totalling 19 ha/47 acres), and the locations are illustrated in Figures 5-5a and 5-5b.

¹ Average building coverage ranges by Employment Area: Premier Gateway Employment Area – 24%; Georgetown Industrial Area – 23%; Acton Industrial Area – 15%; and Mansewood Industrial Area – 8%.

² A large parcel in the Georgetown Industrial Area was identified, the Saputo Manufacturing Site.



Figure 5-5
Town of Halton Hills
Georgetown and Acton Industrial Areas
Identification of Underutilized Employment Land Sites

Employment Area	Map Reference # ¹	Current Use	Road Frontage	Good Frontage/ Access to Road	Parcel Land Area, ha	Existing Building G.F.A. (sq.ft.)	Existing Building Coverage (%)	Target Employment Density (jobs/het ha)	Potential Employment Yield
Georgetown Industrial Area	G-1	Vehicle Parking Site	Armstrong Avenue	Yes	0.4	0	0%	32	13
	G-2	Dufferin Custom Concrete Site	Armstrong Avenue	Yes	2.0	16,000	7%	32	64
	G-3	School Bus Parking Lot	Mountainview Road	Yes	0.8	7,000	1%	32	25
	G-4	Lefreink Transfer Ltd./Lafarge Site	Armstrong Avenue	Yes	8.2	1,000	0%	32	261
	G-5	Vehicle Parking Site	Sinclair Avenue	Yes	0.6	0	0%	32	20
	G-6	Vehicle Parking Site	Armstrong Avenue	Yes	1.1	0	0%	32	36
	G-7	Vacant portion of the Saputo Manufacturing Site ²	Sinclair Avenue & Armstrong Avenue	Yes	6.2	0	0%	32	200
	Sub-Total				19.3	24,000	1%	32	619
Acton Industrial Area	A-1	Contractor's Yard	Main Street N.	Yes	1.1	3,000	2%	20	21
	A-2	Contractor's Yard	Main Street N.	Yes	3.1	9,000	9%	20	62
	A-3	Equipment Storage	Wallace Street	Yes	1.0	3,000	3%	20	20
	A-4	Equipment Storage	Wallace Street	Yes	2.4	4,000	2%	20	48
	A-5	Storage Facility (southern portion)	Wallace Street & Commerce Court	Yes	0.8	5,000	6%	20	16
	A-6	Concrete Manufacturing Site	Commerce Court	Yes	0.5	3,000	5%	20	10
	A-7	Vehicle Parking Site	Commerce Court	Yes	0.5	0	0%	20	9
	A-8	Building Materials Storage Site	Commerce Court	Yes	0.5	0	0%	20	11
	A-9	Truck & Equipment Storage Site	Commerce Court	Yes	0.6	0	0%	20	13
	A-10	Truck & Equipment Storage Site	Commerce Court	Yes	0.8	0	0%	20	16
	A-11	Truck & Equipment Storage Site	Commerce Court	Yes	1.2	0	0%	20	24
	A-12	Murtech Manufacturing Site	Commerce Court	Yes	0.7	6,000	8%	20	14
	Sub-Total				13.2	33,000	3%	20	265
Total					32.6	57,000	2%	27	884

Source: Based on a desktop review by Watson & Associates Economists Ltd., 2018.

¹. Refer to Figures 5-6a and 5-6b for map of site locations.

². Northern portion of the Saputo Manufacturing site with Frontage on Sinclair Avenue and Armstrong Avenue as identified on Figure 5-6b.



Figure 5-6a
Town of Halton Hills
Acton Industrial Area
Developed, Underutilized and Vacant Employment Lands

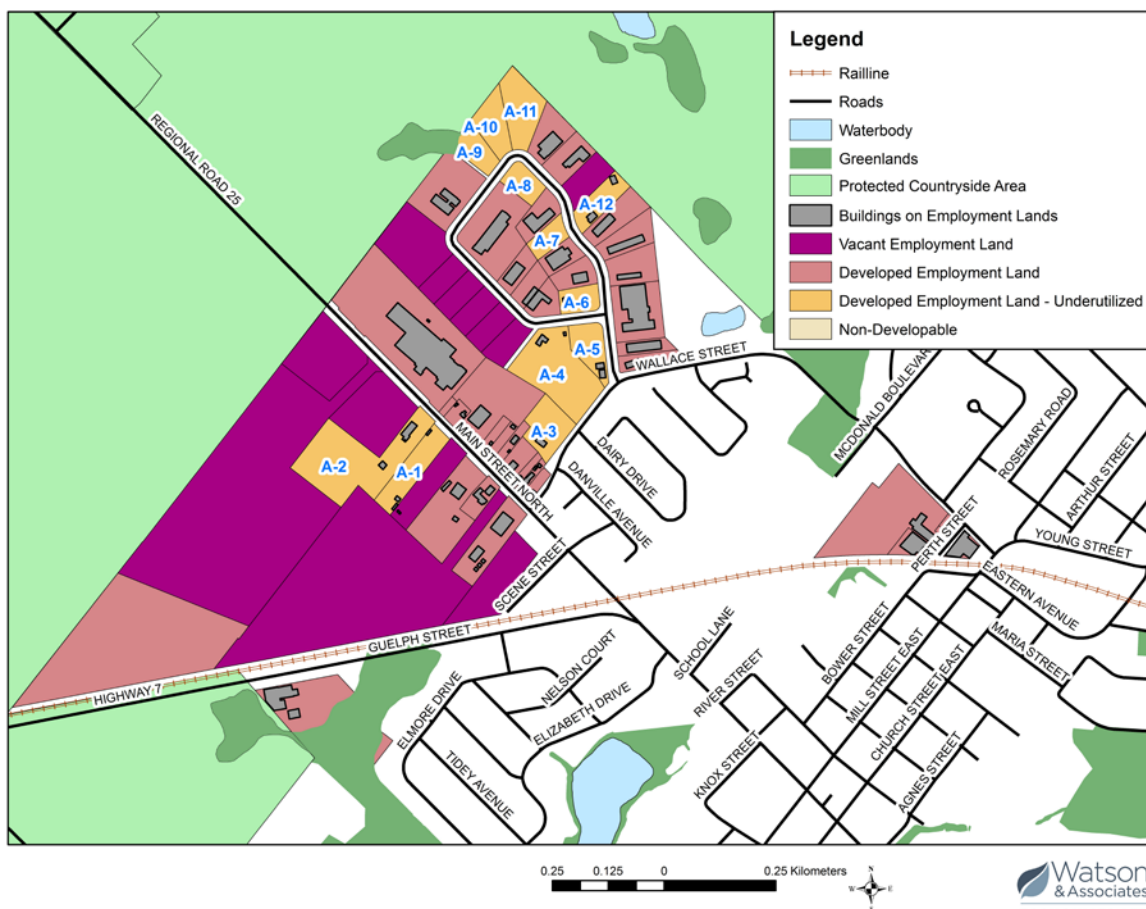
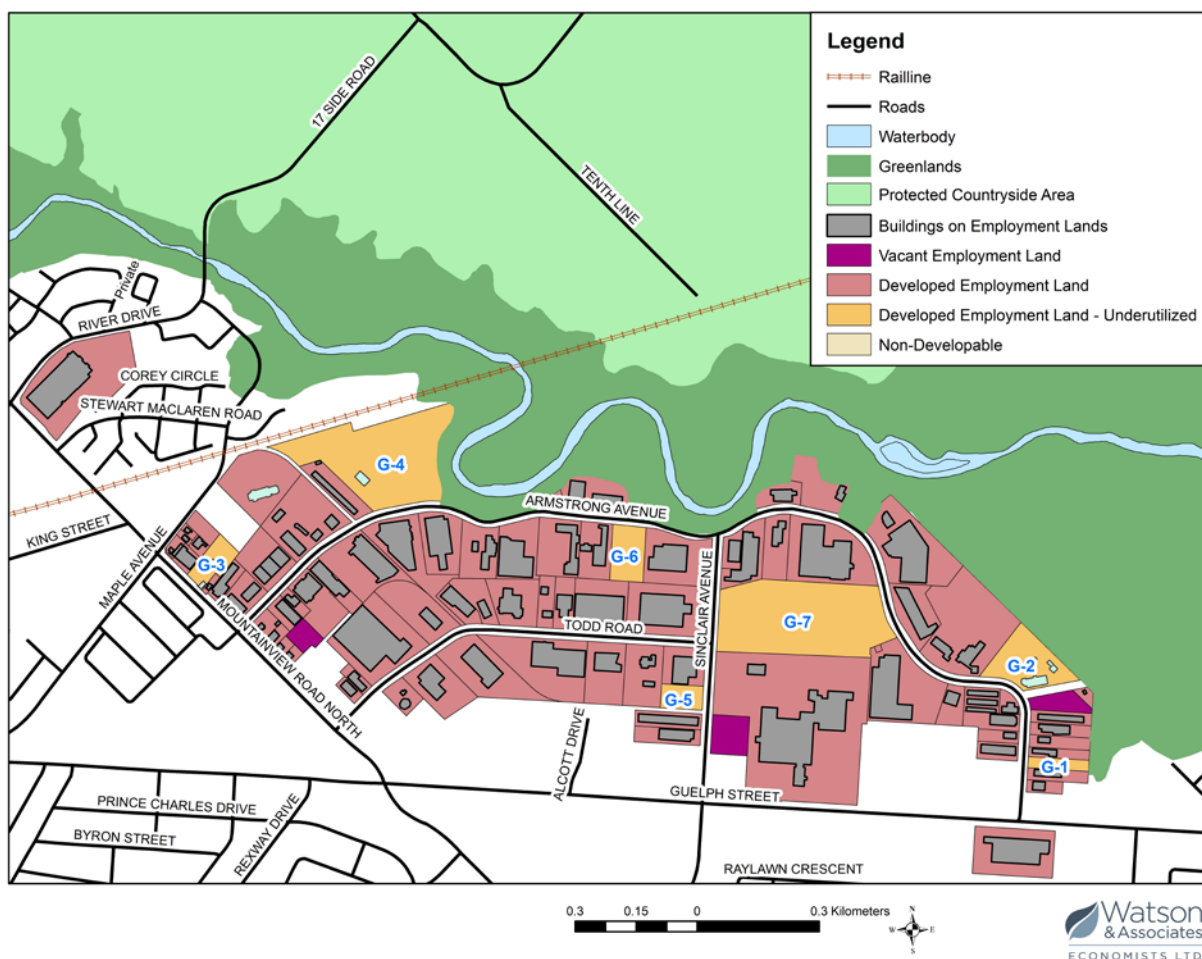




Figure 5-6b
Town of Halton Hills
Georgetown Industrial Area
Developed, Underutilized and Vacant Employment Lands





Chapter 6

Town of Halton Hills Forecast Employment Growth and Employment Land Needs



6. Town of Halton Hills Forecast Employment Growth and Employment Land Needs

6.1 Town of Halton Hills Long-Term Employment Forecast by Major Land-Use Category, 2019 to 2041

6.1.1 Town-Wide Employment Forecast, 2019 to 2041

A long-term employment forecast to 2041 by land-use category has been provided herein for the Town of Halton Hills. Also provided is a commentary with respect to key industry sub-sectors which are anticipated to drive market demand for non-residential lands over the 2019 to 2041 planning horizon.

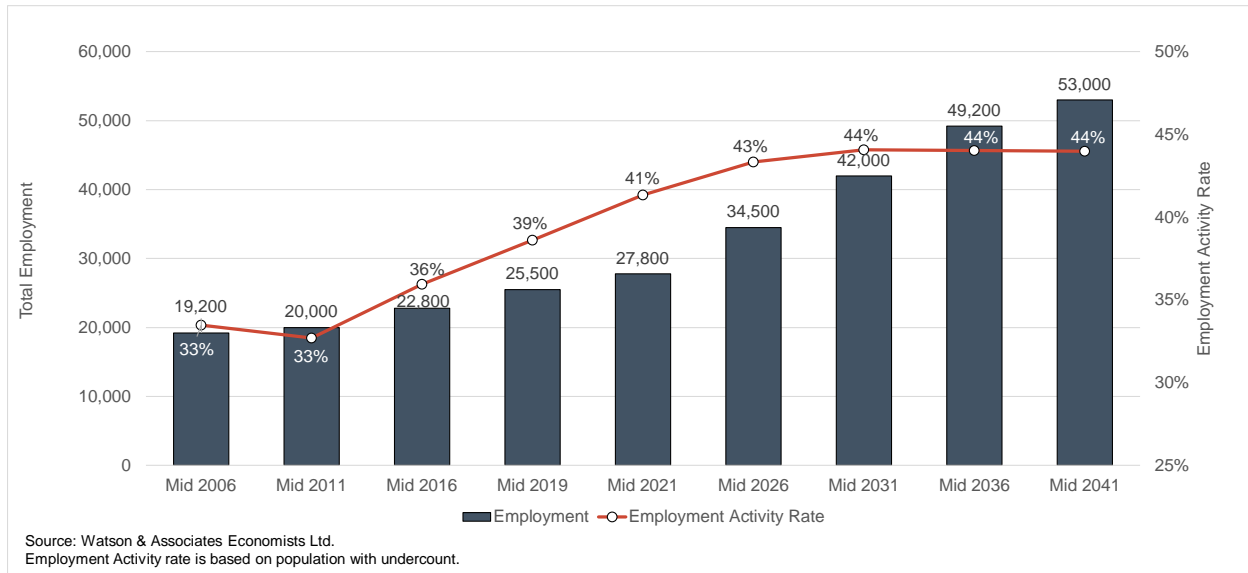
Figure 6-1 summarizes the long-term employment forecast for the Town of Halton Hills by total employment and employment activity rate¹ in comparison to recent historical trends. Key observations are provided below:

- By 2041, the Town's employment base is forecast to reach approximately 53,000. This represents an increase of approximately 27,500 jobs from 2019, or an annual employment growth rate of 3.4%.
- Since 2006, the Town of Halton Hills's employment activity rate (ratio of local employees to population) has increased from 33% to 39%. By 2031, the Town's employment activity rate is forecast to increase to 44%. During the post-2031 period, the Town's employment activity rate is forecast to stabilize largely due to the aging of the population and labour force base.

¹ Ratio of jobs to population.



Figure 6-1
Town of Halton Hills
Employment Forecast by Sector, 2019 to 2041



6.1.2 Town-Wide Employment Forecast by Employment Sector

The following provides an outlook of forecast employment trends by major employment sector and allocation of employment growth by sector and land-use type (Employment Area, rural area, population-related and major office).

6.1.2.1 Commercial/Population-Related Employment

- Commercial/population-related employment includes employment in institutional and commercial sectors not accommodated in major office buildings or within Employment Areas. This includes areas such as the downtown core, commercial corridors and nodes, neighbourhood plazas, institutional campuses and schools, and standalone institutional and retail buildings. This employment category generally serves the local population base by providing convenient locations to local residents. Typically, as the population grows, the demand for this employment also increases to serve the needs of the Town.

Existing Commercial/Population-Related Employment in Halton Hills

- Commercial/population-related employment in the Town of Halton Hills is primarily concentrated in the urban areas of Georgetown and Acton, representing



81% of the commercial/population-related employment in the Town. The urban areas of Georgetown and Acton include a wide-range of retail and service uses¹ that the population of the urban areas and the outlying rural area relies upon for its daily needs.

- The Toronto Premium Outlets complex, located in the Town's Premier Gateway Employment Area is a major retail destination for shoppers across the G.T.A. and beyond. The complex is unique within the context of the G.G.H., as it is one of only a few major retail complexes located outside a large urban centre. The Toronto Premium Outlets complex accounts for almost a third (29%) of the retail employment² within the Town of Halton Hills.
- Commercial/population-related employment is also a component of the employment base within the Town's Employment Areas. Excluding the Toronto Premium Outlets complex,³ the Employment Areas include 12% of the Town's commercial/population-related employment and consisted of primarily small professional offices⁴ and commercial services (e.g. automotive repair, collision repair) that typically require larger lots than those found in the downtown cores and retail plaza sites. Employment-supportive commercial uses⁵ that support the local on-site employment and businesses within Employment Areas represent a very limited portion of the Town's existing employment base.



Toronto Premier Gateway Outlets,
Premier Gateway Employment Area.

¹Such as retail stores and shopping centres, schools and daycares, health/medical care facilities and professional offices.

² Retail employment is based on the following NAICS codes: 44-45 Retail Trade and 72 Accommodation and Food Services.

³Including the Toronto Premium Outlets complex, approximately 19% of Commercial/population-related employment is located in the Town's Employment Areas.

⁴ Such as engineering offices, telecommunications operations and veterinarian offices.

⁵ Such as equipment rentals/sales, restaurants, daycares, hotels, convention centres and print shops.



Major Disruptors and Opportunities for Commercial/Population-Related Employment

- The Town's population is anticipated to increase by approximately 54,500 people between 2019 and 2041.¹ Forecast population growth in the Town of Halton Hills is anticipated to drive demand for future commercial/population-related employment in the Town's urban areas of Georgetown and Acton.
- Due to their proximity to the Town of Halton Hills, the Town of Milton and the Cities of Brampton and Mississauga are major competitive influences on the shopping patterns of local residents. The Heritage Heights Secondary Plan area (adjacent to the Municipal Boundary of Halton Hills and Brampton) within the City of Brampton is anticipated to provide the potential for additional retail space in the area.
- The rise of e-commerce has influenced the demand for retail square footage, in particular the demand for retail goods. While e-commerce has been capturing market share from goods-based retailers, growth in service-based retailers continues as they provide social experiences and other services that cannot be purchased remotely. Service-based retailers² typically have smaller footprints than goods-based retailers and, therefore, have greater flexibility for intensification areas. These service-based retailers are driving the intensification of power centre and shopping centre sites across Canada by adding retail space to parking lots and occupying vacant retail space previously inhabited by goods-based retailers.
- Employment Areas within the Town of Halton Hills currently lack employment land supportive commercial uses. Employment supportive commercial uses are an important component in attracting a wide-range of employment land employment. Based on the findings of the Town of Halton Hills Supportive Commercial Needs Assessment Premier Gateway Phase 1B Employment Area,³

¹ Population forecast derived from Watson & Associates Economists Ltd.

² Service-based retailer refers to retail establishments that primarily provide an on-site service or where goods are consumed on-site, including food services (e.g. restaurants and bars), personal care services (e.g. hair salon), commercial recreational uses (e.g. fitness centres and movie theatres) and automotive services. Goods-based retailer refers to retail facilities that sell goods to be used or consumed at home, including food-oriented retail (supermarkets and convenience stores), beer, wine and liquor stores, pharmacies and personal care stores and G.A.F.O.

³ Prepared by Tate Economic Research, October 2016.



there is demand for between 7,700 sq.m. and 15,400 sq.m. (83,000 and 166,000 sq.ft.) of supportive commercial space, as well as demand for future hotel and convention space. This demand would support the Premier Gateway Employment Area of 279 net ha (689 net acres) that includes designated employment lands outside the G.T.A. West Corridor Protection Area and includes Future Strategic Employment Area lands subject to O.P.A. 31B.¹

- Commercial/population-related employment in the Town of Halton Hills is forecast to comprise 57% of the Town's employment growth to 2041. Further it is forecast that 84% of the commercial/population-related employment will be accommodated within the urban areas (Community Areas) and 16% will be accommodated on employment lands.²

6.1.2.2 *Major Office Employment*

- Major office employment is comprised of employment accommodated in office buildings greater than 1,900 sq.m (20,000 sq.ft.). Typically, major office employment includes the following sectors³ found in standalone multi-storey buildings:
 - finance and insurance;
 - information and cultural industries;
 - management of companies;
 - professional, scientific and technical services; and
 - real estate, rental and leasing sectors.
- It is important to note that not all office employment will be accommodated in major office buildings. It is anticipated that a portion of office employment will be accommodated in smaller-scale standalone office buildings (less than 1,900 sq.m (20,000 sq.ft.)), and mixed-use buildings throughout the Town, as well as multi-tenant commercial buildings on employment lands and in commercial areas.

¹ Employment land designated within the Premier Gateway Employment Area, excluding lands.

² Less than 1% of the Town's population-related employment is forecast to be accommodated in the rural areas.

³ NAICS codes 51, 52, 53, 54 and 55.



Existing Major Office Employment in Halton Hills

- Currently, the Town of Halton Hills does not have a major office base. Office employment is primarily concentrated in small office buildings in the urban areas of Georgetown and Acton. There is also a small component of office employment in multi-tenant industrial and small freestanding buildings within the Town's Employment Areas.

Major Disruptors and Opportunities for Major Office

- Access to public transportation, in particular high-order transit, is a key driver of major office employment. Currently, the Town of Halton Hills does not have public transit or connections to other transit systems (e.g. Cities of Brampton and Mississauga). The Town does offer GO Transit train service in the urban areas of Acton and Georgetown and bus service in Hornby (close proximity to the Premier Gateway Employment Area).¹ Competitively, the Town is at a disadvantage in this regard in attracting major office employment.
- It is anticipated that the westward expansion of the major office market in the City of Brampton² will provide opportunities for a new office sub-market in the western G.T.A. Further, as the western extent of the City of Brampton develops, expansions to the City of Brampton public transportation system may provide opportunities to strengthen regional public transit options in the area.
- Major office employment in the Town of Halton Hills is forecast to accommodate approximately 1,300 employees over the 2019 to 2041 period. This represents 5% of the Town's total employment growth over the 22-year forecast period. It is assumed that all major office employment will be accommodated on employment lands within the Premier Gateway Employment Area due to its proximity to 400-series highways and the growing labour market of the Regions of Halton and Peel.

6.1.2.3 Industrial Employment

- It is important to note that not all industrial employment within the Town of Halton Hills is located on employment lands. Approximately 96% of industrial

¹ GO Transit bus service is also provided at other locations within the Town.

² The City of Brampton has Secondary Plans for the Heritage Heights and Bram West areas that include plans for major office.



employment is on employment lands, while the remaining 4% is located in the rural areas.¹

- In terms of an employment breakdown by employment sector, employment lands in the Town of Halton Hills are comprised of 73% employment from the industrial sector, while the remaining 27% is comprised of employment in the commercial/population-related and institutional sectors.²

Existing Industrial Base in the Town of Halton Hills

Key components of the Town's industrial base are discussed below.

Manufacturing

- The Georgetown Industrial Area accommodates approximately 84% of the manufacturing employment within the Town of Halton Hills.
- While the Town experienced a modest gain over the 2011 to 2016 period in industrial employment (annual growth rate of 1.3%), the manufacturing sector in the Town of Halton Hills lost approximately 300 employees over the same period. Industrial employment growth within the Town of Halton Hills has largely consisted of employment growth in the Goods Movement sector (transportation, warehousing and logistics) and the construction sector.



Saputo Dairy Processing Facility, 279 Guelph St., Georgetown Industrial Area.

¹ Derived from data from the Halton Region Employment Survey, 2016.

² Excluding the Toronto Premium Outlets complex, the distribution of employment by sector on the Town's employment lands is more oriented towards employment in the industrial sector, comprising 86% of the employment lands employment. The rural area excludes the privately serviced Mansewood Industrial Area.



Goods Movement (Transportation, Warehousing and Logistics)

- The Goods Movement sector is accommodated in a range of industrial building typologies reflecting the diverse sub-sectors that comprise the sector. This includes distribution centres, warehouses, fulfillment centres, delivery depots, logistics hubs, corporate office buildings of major logistics companies, trucking terminals, multi-tenant warehouses and terminals, cold storage buildings and transportation yards.
- The Goods Movement sector (i.e. transportation/warehousing and wholesale trade) is an integral part of the G.G.H. and local economy. The Goods Movement sector represents approximately 18% of the current employment base in the Town of Halton Hills.¹



Distribution Centre
(59,500 sq.m./640,000 sq.ft.)
11400 Steeles Avenue,
Premier Gateway Employment Area.

Construction

- A large component of the construction sector is associated with employees that have no usual place of work (No Fixed Place of Work). Construction sub-sectors involved in large-scale construction projects typically require land to store equipment and machinery in proximity to major roads and highways. More specialized construction firms may require offices and facilities. Employment in this sector may include a wide-range of job types, including labourers, trades persons and engineers.
- The Town has a relatively high concentration of employees in the construction sector. Over the forecast period, a portion of industrial employment growth is anticipated to be generated from construction employment, driven by both residential and non-residential development activity within the Town and the surrounding area. This includes employment associated with construction of buildings, heavy and civil engineering construction and speciality trade contractors.

¹ Based on data 2016 Census – NAICS codes: 41-Wholesale trade and 48-49 Transportation and warehousing.



Major Disruptors and Opportunities for Industrial Employment

Goods Movement (Transportation, Warehousing and Logistics)

- Increased outsourcing of manufacturing production to emerging global markets continues to drive the need for new consolidated, land-extensive warehousing facilities to store and manage the distribution of goods produced locally as well as goods imported from abroad. Demand in the Goods Movement sector is anticipated to continue across the G.G.H., particularly in locations where available employment lands have strong connectivity to regional transportation infrastructure (i.e. intermodal facilities and 400-series highway access). Rising industrial land prices and diminishing employment land supply, however, continue to shift development pressure for mid- to large-scale, land-extensive industrial uses from large, mature G.T.H.A. municipalities, to other competitively priced Ontario markets, such as Halton Hills, which offer ample market choice and support regional infrastructure to accommodate near-term demand and future expansion requirements. As previously mentioned in Chapter 4, Halton Hills ranks favourably against its regional competitors in terms of development cost competitiveness in the logistics sector.
- Several factors have been changing the nature of the Goods Movement industry over recent years, including just-in-time manufacturing, e-commerce and globalization. It is expected that the industry will continue to evolve and, in the near-term, the following trends are expected in Canada:
 - Just-in-time manufacturing will continue to be the industry norm, placing increasing emphasis on more frequent and smaller deliveries by truck transport;
 - Automation of distribution centres allows for more vertical storage; however, the need for numerous loading bays will dictate land requirements, and the industry trend is for more and more bays at facilities;
 - Larger facilities are a continuing trend versus smaller properties; typically, the larger the property, the lower the average employment density;
 - Locations close to multi-modal facilities continue to be very attractive with access to rail – this is generating increased demand for larger-scale logistics hubs. Intermodal hubs typically require approximately 200 to 300



ha (494 to 741 acres) for intermodal infrastructure and loading/unloading areas. Express terminals are smaller (<100 ha/247 acres);

- The increasing growth in e-commerce is anticipated to have a significant impact on employment growth and land demand related to the logistics sector. E-commerce sales in Canada have grown at a rate that is five times the pace of overall growth in retail trade and it is estimated that current online sales account for 6% of total Canadian retail spending. By comparison, U.S. online sales account for 9% of total spending.¹ Delivery expectations within this sector are increasing on an annual basis. As delivery times decrease, it is anticipated that demand for regional fulfilment centres will increase; and
- Reverse logistics – approximately 25% to 30% of online merchandise is returned, which is generating increasing needs for dedicated return centres.
- The majority of available vacant employment lands within the Town of Halton Hills is located in the Premier Gateway Employment Area. The Premier Gateway Employment Area offers strong access and connectivity to Highway 401 and close proximity to other 400-series highways, which facilitates trade regionally within the G.T.H.A. market as well as with southern Ontario markets.
- Due to restrictions on open storage in the Premier Gateway Employment Area, the Acton Industrial Area and the Mansewood Industrial Area will provide opportunities to accommodate Goods Movement sector uses requiring open storage. It is assumed that these industrial areas will continue to provide opportunities for general industrial developments.

Construction

- As previously discussed, the construction sector has been a key component of industrial employment growth for the Town of Halton Hills.
- The Town offers a wide range of location options to support the construction sector. The Premier Gateway Employment Area provides opportunities for more prestigious construction uses,² while the Acton and Mansewood Industrial Areas

¹ Purolator Logistics. Adapting your Canadian Supply Chain for E-commerce Efficiency. 2015.

² Uses requiring an office component, exposure and access to highway and no open storage requirements.



provide opportunities for a wider-range of construction uses, including opportunities for open storage. The rural area and employment not associated with a workplace (No Fixed Place of Work) are also anticipated to accommodate a share of the construction employment growth.

6.1.2.4 Employment Sectors Influencing the Planning of Employment Areas in Halton Hills

- Employment lands in Halton Hills provide opportunities to accommodate a wide-variety of employment sectors and businesses within a range of building types and forms. The following provides a summary of key characteristics of established and emerging employment sectors across the Town of Halton Hills.
 - Established employment sectors in Halton Hills include a wide-range of construction, Goods Movement, manufacturing uses and business services uses:
 - The established manufacturing sector in Halton Hills primarily consists of the manufacturing of food, beverage, consumer goods, metal and building materials products. These manufacturing uses are primarily concentrated in the Georgetown Industrial Area and operate in small to large single-tenant and multi-tenant buildings. Compared to other industrial uses on employment lands, employment density and building coverage is high. It is anticipated that these uses will experience modest growth primarily through expansions.
 - Construction uses are a large component of the Town's No Fixed Place of Work employment base. Established construction uses in the Town primarily consist of construction laydown yards with open storage and are concentrated in the Acton and Mansewood Industrial Areas. It is anticipated that due to the strong residential and non-residential growth in the local and surrounding area, existing and new construction businesses will continue to drive future employment growth for the Town.
 - The Goods Movement sector includes a range and scale of operations. Established Goods Movement uses in Halton Hills consist of wholesale distribution centres, freight/trucking terminals, multi-tenant distribution centres and transportation direct laydown yards. These uses are land extensive and require access or close



proximity to a 400-series highway. In Halton Hills, these uses are primarily concentrated in the Premier Gateway Employment Area, while some uses requiring open storage are located in the Acton and Mansewood Industrial Areas.

- Small operations of business services, while representing a small portion of the employment land employment, are primarily located in multi-tenant industrial buildings in the Georgetown Industrial Area.
- According to municipality officials with the Town's Economic Development, Innovation and Cultural Department there has been some interest expressed by the development community in regards to opportunities to accommodate smaller industrial buildings.
- There are number of emerging employment sectors that are anticipated to influence the demand for employment lands in Halton Hills across a wide range of uses:
 - As previously mentioned, the Goods Movement sector is evolving and responding to consumer demands, as e-commerce is growing in Canada. Emerging Goods Movement uses in Halton Hills are anticipated to include warehousing facilities requiring specialized functions which focus on serving the expanding urban population within the local and surrounding area. Key requirements include improvements to accessibility to the labour force (public transportation) and buildings with a range of design options.
 - Advanced manufacturing is evolving and is requiring integrated operations on larger sites in a "campus-style" setting. These integrated facilities often accommodate a combination of office, research and development, warehousing and logistics, and on-site manufacturing.
 - The knowledge-based economy in the G.T.H.A. is driving the demand for research and development facilities requiring large 1-storey and multi-storey facilities (major office) to operate.
 - Flex office space has become a major trend across many markets in Canada for business services. Flex office space allows occupants flexibility in the use and allocation of space according to operation needs. Tenants of flex office space may include



businesses that require a blend of office and industrial site characteristics.

- Employment land supportive commercial uses typically include accommodation and food services and commercial services. These uses are key amenities in attracting businesses and employment in industrial and office sectors.
- Figure 6-2 provides a summary of key established and emerging sectors by Employment Area within the Town of Halton Hills. Further details are provided in Appendix D.



Figure 6-2
Potential Target Uses on Employment Lands by Employment Area¹

Employment Area	Growing and Established Uses	Emerging Uses
Acton Industrial Area	<ul style="list-style-type: none"> • Transportation and construction laydown yards • Small industrial shops (e.g. electrician, plumber) • Metal product fabrication facilities • Building materials fabrication facilities • Recycled products recovery facilities 	<ul style="list-style-type: none"> • Bio-products manufacturing operations
Georgetown Industrial Area	<ul style="list-style-type: none"> • Small industrial shops (e.g. electrician, plumber) • Food and beverage processing factories • Consumer goods manufacturing factories • Metal product fabrication facilities • Building materials fabrication facilities • Small professional, scientific and technical offices 	<ul style="list-style-type: none"> • Advanced manufacturing operations
Premier Gateway Employment Area	<ul style="list-style-type: none"> • Wholesale/retail distribution centres • Freight/trucking terminals • Multi-tenant distribution centre facilities 	<ul style="list-style-type: none"> • Cold storage facilities • Wholesale facilities with large office • E-commerce fulfillment centres • Specialized construction branches • Advanced manufacturing operations • Corporate Offices • Food and accommodation services • Commercial services
Mansewood Industrial Area	<ul style="list-style-type: none"> • Transportation and construction laydown yards • Freight/trucking terminals • Recycled products recovery facilities 	<ul style="list-style-type: none"> • Bio-products manufacturing operations

¹ Refer to Appendix D for general locational requirements and development/built-form characteristics.



6.2 Employment Land Needs Analysis

6.2.1 Employment Lands Growth Forecast

As summarized in Figure 6-3, Employment Areas in the Town of Halton Hills are forecast to accommodate approximately 13,850 employees over the 2019 to 2041 period.¹ This represents approximately 50% of the Town's total employment growth over that period. It is assumed that 95% of Town-wide industrial employment growth will occur on employment lands, while 22% of the Town's commercial/population-related and major office employment will be accommodated on employment lands.²

Figure 6-3
Town of Halton Hills
Employment Growth Distribution by Location, 2019 to 2041

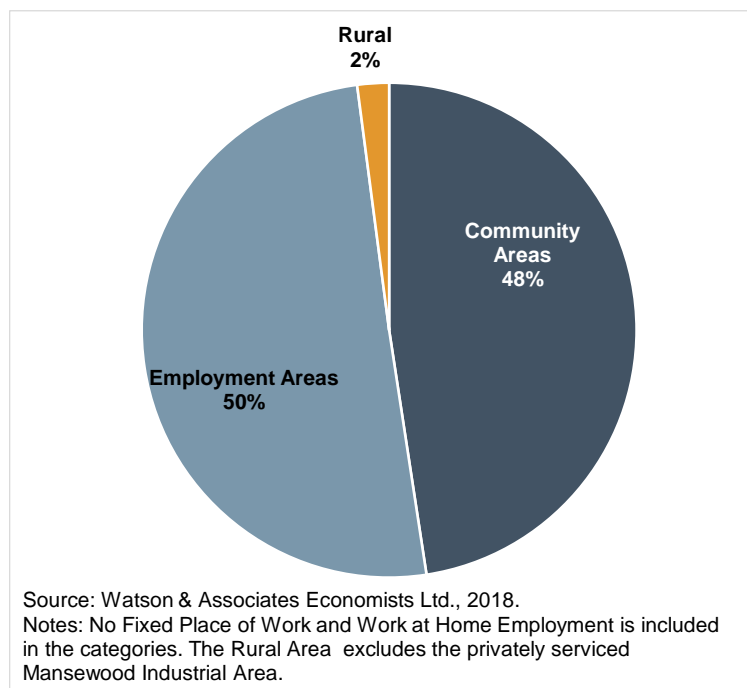


Figure 6-4 summarizes the employment forecast by sector and location from 2019 to 2041 (Appendix E provides further details in five-year increments from 2019 to 2041).

¹ Including major office employment located on employment lands. Excluding major office, employment lands are forecast to accommodate 12,480 employees, representing 45% of employment growth to 2041.

² It is assumed that all of the major office employment will occur on employment lands.



As summarized, employment on employment lands is forecast to increase from 10,200 in 2019 to 24,080 (22,760 excluding major office employment) by 2041, an increase of 13,850 employees, or 630 employees annually. This represents 50% of total employment growth between 2019 and 2041. Excluding major office, employment lands are anticipated to accommodate approximately 12,480 employees between 2019 and 2041. Employment lands are anticipated to accommodate 100% of the Town's major office employment growth to 2041.

Figure 6-4
Town of Halton Hills
Employment Growth by Sector and Location, 2019 to 2041

Employment Sector	Employment Growth, 2019-2041				Percent of Town Employment Growth on Employment Lands (2019-2041)
	Town-Wide	Employment Areas ¹	Rural-Based	Community Areas ²	
Primary	0	0	0	0	0%
Industrial	10,583	10,072	511	0	95%
Commercial/Population-Related	15,632	2,483	58	13,091	16%
Major Office	1,295	1,295	0	0	100%
Total Employment Growth	27,510	13,850	569	13,091	50%
Employment Areas Excluding Major Office & Major Office NFPOW		12,484			45%

Source: Watson & Associates Economists Ltd. Numbers may not add precisely due to rounding.

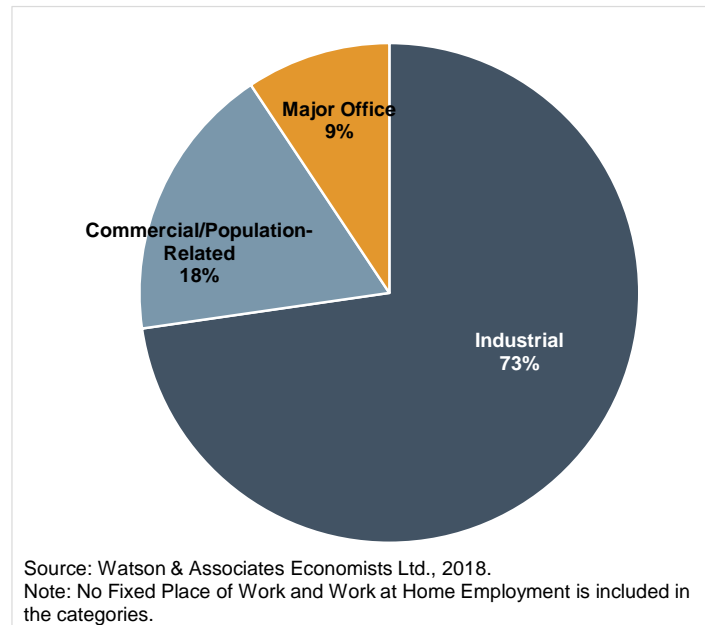
2. Excludes Town Designated Employment Areas.

Note: Work at Home and No Fixed Place of Work is included in the Rural-Based, Industrial, Commercial/Population-Related and Major Office categories.

Figure 6-5 summarizes the share of forecast employment growth on employment lands by sector between 2019 and 2041. While the industrial sector represents the majority of forecast employment growth, commercial/population-related employment accommodated in retail and office buildings is anticipated to comprise 27% of total employment growth on employment lands.



Figure 6-5
Town of Halton Hills
Forecast Employment Growth
on Employment Lands by Employment Sector, 2019 to 2041



6.2.2 Employment Land Density

Figure 6-6 provides a summary of the existing employment densities on designated employment lands by the Town's four Employment Areas categorized by "Built Employment Areas" and "Newly Developing Employment Areas." Also included are estimates on employment density that include and exclude the Toronto Premium Outlets site. Employment land densities range from 9 jobs/net ha (4 jobs/net acre) in the Premier Gateway Employment Area (excluding the Toronto Premium Outlets site) to 40 jobs/net ha (16 jobs/net acre) in the Georgetown Industrial Area. Overall the Town's average employment land density is 26 jobs/net ha (10 jobs/net acre) or 21 jobs/net ha (9 jobs/net acre) excluding the Toronto Premium Outlets site.¹ It is important to note that employment density in the Town's Premier Gateway Employment Area, a Newly Developing Employment Area, is lower than the employment density in the Town's more established employment areas.

¹Employment data is based on the 2016 Halton Region Employment Survey and various data sources (e.g. press releases). Figure 6-6 provides a summary of gross and net land area density.



Figure 6-6
Town of Halton Hills
Estimated Existing Employment Land Density (jobs/hectare)
by Employment Area

Designated Employment Areas	Developed Land Area, Ha		Estimated Employment ³	Employment Density (jobs/ha)	
	Gross ¹	Net ²		Gross	Net
Built Employment Areas					
Acton Industrial Area	80	71	1,530	19	22
Georgetown Industrial Area	125	117	4,670	37	40
Mansewood Industrial Area	29	24	290	10	12
Total Built Employment Area	234	212	6,490	28	31
Newly Developing Employment Areas					
Premier Gateway Employment Area	233	183	3,720	16	20
Toronto Premium Outlets		18	2,190		120
Excluding Toronto Premium Outlets		165	1,530		9
Total Newly Developing Employment Area	233	183	3,720	16	20
Town-Wide					
Total	467	395	10,210	22	26
Total, Excluding Toronto Premium Outlets		377	8,020		21

Source: Watson & Associates Economists. Derived from various sources including GIS data obtained from the Town of Halton Region, the Halton Region Employment Survey and development activity on recently absorbed parcels.

1. Gross density excludes environmental features, electricity transmission lines, freeways, as defined by and mapped as part of the Ontario Road Network; and cemeteries.

2. Net density based on parcel fabric. Non-developable parcels are excluded, internal infrastructure such as stormwater retention ponds and parkland area excluded.

3. Based on an employment estimate as of Mid-2019, including an estimate of employment on recently absorbed parcels as of Mid-Year 2018.

There are several macro-economic trends that are influencing average density levels on employment lands. Generally, average density levels on employment lands are declining in the manufacturing sector, as domestic manufacturers focus efforts on increased efficiency and competitiveness through automation. This trend is coupled with increasing demand for large, land-extensive warehousing and logistics facilities to support distribution and transportation of goods throughout the expanding urban population base.



The evolving form of industrial and non-industrial development on employment lands is also influencing average density levels on employment lands. Increasingly, major employers accommodated on employment lands are integrating industrial, office and training facilities on-site. These sites also provide significant land area to accommodate surface parking and, in some areas, future expansion potential. On average, employment density levels for integrated office/distribution and training facilities are much lower than standalone major office developments.

On the other hand, growing demand within the multi-tenant and standalone office sector in the Town of Halton Hills is anticipated to have an upward influence on average employment densities on employment lands over the long term. Office employment on employment lands also generates demand for on-site and off-site employment amenities that also tend to have an upward influence on average employment density on employment lands.

Over the forecast period, it is anticipated that employment growth on employment lands over the 2019 to 2041 period will average 20 jobs/net ha (8 jobs/net acre). It is assumed that employment densities will be significantly higher than the existing employment density in the Premier Gateway Employment Area that excludes the Toronto Premium Outlets, but lower than the employment density in the Town's more established employment areas (in particular Georgetown and Acton). The Premier Gateway Employment Area is the Town's newest Employment Area and is anticipated to accommodate the majority of the Town's employment lands growth over the forecast horizon. Forecast average employment density levels on employment lands in the Premier Employment Area represent a significant increase relative to recent average employment density achieved for this area. This assumes the potential for a greater range of industrial and commercial sectors to be accommodated within the Premier Gateway Employment Area.

6.2.3 *Employment Land Demand, 2019 to 2041*

As summarized in Figure 6-7, approximately 7% of employment growth on employment lands will be accommodated through intensification, such as the expansion of existing buildings, additional development on already occupied parcels and infill on partially vacant lots. Adjusted for intensification, the Town is anticipated to require an additional 646 net ha (1,596 net acres) of employment lands to accommodate forecast demand of approximately 12,920 additional employees.



Figure 6-7
Town of Halton Hills
Forecast Employment Growth, 2019 to 2041

Growth Period	Total Employment on Employment Lands	Intensification on Employment Lands - 7% ¹	Total Employment on Employment Lands Adjusted for Intensification	Employment Density (jobs per net ha)	Total Employment Land Demand (ha)	Annual Employment Land Absorption (ha)
2019 - 2021	1,032	69	962	20	48	16
2019 - 2026	4,375	294	4,082	20	204	26
2019 - 2031	8,102	544	7,558	20	378	29
2019 - 2036	11,918	800	11,118	20	556	31
2019 - 2041	13,850	930	12,920	20	646	28

Source: Watson & Associates Economists Ltd., 2018.

1. Assumes 7% of employment will be accommodated through intensification.

6.2.4 Employment Land Demand by Employment Area, 2019 to 2041

Employment Growth

As summarized in Figure 6-8, 85% of forecast employment growth is to be accommodated on employment lands within the Premier Gateway Employment Area. The remainder of the employment growth is forecast to be accommodated within the Georgetown Industrial Area (6%), Acton Industrial Area (5%) and Mansewood Industrial Area (4%).

Employment Growth Accommodated Through Intensification

As previously discussed, the Acton Industrial and Georgetown Industrial Areas have the greatest opportunity for employment intensification. These areas respectively account for 86% and 14% of forecast employment growth on employment lands accommodated through intensification by 2041.

Employment Land Demand

Adjusted for intensification potential, employment land demand is largely concentrated in the Premier Gateway Employment Area, representing approximately 88% of the Town's employment land demand forecast.



Figure 6-8
Town of Halton Hills
Forecast Employment Growth and Land Demand by Employment Area, 2019 to 2041

Employment Growth on Employment Lands	Town-Wide	Premier Gateway Employment Area	Georgetown Industrial Area	Acton Industrial Area	Mansewood Industrial Area
Total Employment Growth	13,850	11,762	855	704	528
% of Town-Wide Employment Growth	100%	85%	6%	5%	4%
Employment Growth Accommodated Through Intensification	930	0	800	130	0
% of Town-Wide Intensification Growth	100%	0%	86%	14%	0%
Total Employment Growth Adjusted for Intensification	12,920	11,762	56	574	528
% of Town-Wide Employment Growth Adjusted for Intensification	100%	91%	0.4%	4%	4%
Employment Density (Jobs/Net ha)	20	21	35	20	12
Land Demand, Net ha	646	572	2	29	44
Annual Absorption	28	25	0.1	1	1.9
% of Town-Wide Land Demand	100%	88%	0%	4%	7%

Source: Watson & Associates Economists Ltd. Numbers may not add precisely due to rounding.

6.2.5 Employment Land Needs, 2041

Figure 6-9 summarizes forecast serviced employment land needs to 2041. Key observations include the following:

- As discussed previously, within the 2019 to 2041 forecast period, the Town is anticipated to require an additional 646 net ha (1,596 net acres) of employment lands to accommodate forecast employment growth within these areas.
- As discussed in Chapter 5, the Town of Halton Hills has a vacant designated employment land supply of 376 net ha (929 net acres). As summarized in Figure 6-9, the demand for employment lands over the next 22 years exceeds the supply of vacant designated employment lands. It is forecast that, to accommodate forecast employment growth on employment lands to the year 2041, approximately 270 net ha (667 net acres) or 338 gross ha (835 gross acres) of additional designated employment lands will be required.
- This shortfall is largely due to forecast demand for the Premier Gateway Employment Area as summarized in Figure 6-10.



- It is recommended that the Town of Halton Hills continue to advance O.P.A. 31B which will bring approximately 75 net ha (185 net acres) of lands identified as Future Strategic Employment Area into the urban area as an Employment Area.
- Further, working with the Region of Halton, the Town should peruse adding additional Future Strategic Employment Area lands to the urban area of the Premier Gateway Employment Area.¹

Figure 6-9
Town of Halton Hills
Town-Wide Employment Land Need²

Employment Land Needs, 2019-2041		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/Net ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	376	
Employment Land Needs	Net ha	Gross ha
	-270	-338

¹ It is noted that the ultimate delineation of this Employment Area will be impacted by the outcome of the G.T.A. West Corridor. For the purposes of this study, an estimate has been derived for the refined G.T.A. West Corridor.

² Based on approximately 75 net hectares (185 net acres) within the O.P.A. 31B subject lands included in the land supply and an adjusted G.T.A. W.C.P.A. of approximately 180 gross ha (445 gross acres) that is considered non-developable by 2041. Further, employment land needs scenarios are provided in Appendix F.



Figure 6-10
Town of Halton Hills
Forecast Employment Need by Employment Area, 2019 to 2041

Employment Growth on Employment Lands	Town-Wide	Premier Gateway Employment Area	Georgetown Industrial Area	Acton Industrial Area	Mansewood Industrial Area
Total Employment Growth Adjusted for Intensification	12,920	11,762	56	574	528
% of Town-Wide Employment Growth Adjusted for Intensification	100%	91%	0.4%	4%	4%
Employment Density (Jobs/Net ha)	20	21	35	20	12
Land Demand, Net ha	646	572	2	29	44
Annual Absorption	28	25	0.1	1	1.9
% of Town-Wide Land Demand	100%	88%	0%	4%	7%
Land Supply, Net ha¹	376	335	2	34	5
Employment Land Needs, Net ha	-270	-236	0	5	-40

Source: Watson & Associates Economists Ltd. Numbers may not add precisely due to rounding.

1. Includes O.P.A. 31B lands of approximately 75 ha and designated employment lands (excluding refined G.T.A. W.C.P.A. as noted in previous figures).



Appendix A

Detailed Profile of Employment Areas in Halton Hills



Appendix A: Detailed Profile of Employment Areas in Halton Hills

Acton Industrial Area

With a developed area of 71 net ha (175 net acres), the Acton Industrial Area is located in the urban settlement of Acton on the north side of Highway 7 in Halton Hills and is designated as a General Employment Area. This Employment Area offers rail access via a rail spur but lacks access/proximity to a 400-series highway. The Acton Industrial Area has some vacant employment lands available for development, which are marketable, largely for small to mid-sized industrial development, including manufacturing and construction sectors.

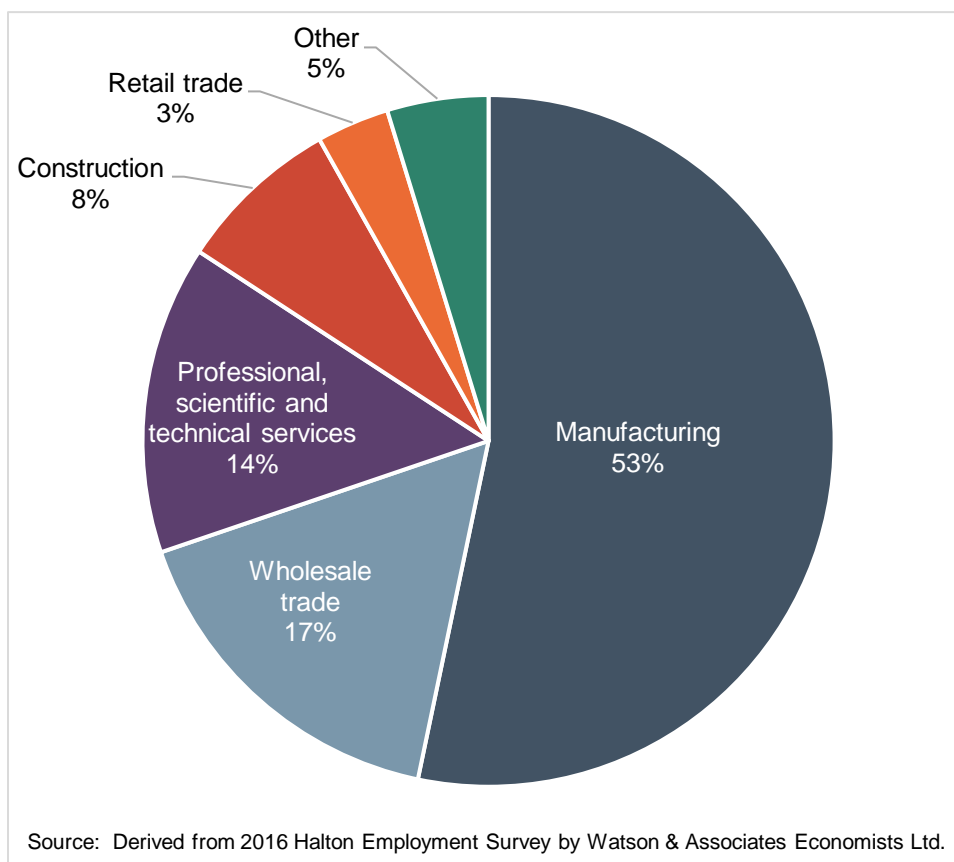
The Acton Industrial Area accommodates 1,530 jobs and 73 businesses and has a high concentration of small to mid-sized firms. Manufacturing is a dominant use, accounting for 53% of the employment in the industrial area, with wholesale trade and professional, scientific and technical services accounting for 17% and 14%, respectively (refer to Figure A-1).

Recent development activity within this area has been relatively minimal over the past decade. In 2016, however, a B.C. based real estate company, Futura Properties Ltd., purchased 22 ha (55 acres) of industrial land at 340 Main St. N. The newly acquired site will be developed into a high-quality industrial subdivision with lots ranging from 1 to 10 ha (2 to 25 acres). A tenant for an 8-ha (20-acre) site has been acquired and a building permit for a development totalling 13,900 sq.m (150,000 sq.ft.) was issued in 2018.

The existing employment density of the Acton Industrial Area is 22 jobs per net ha (9 jobs per net acre), which is below the average employment density for all Employment Areas in Halton Hills at 26 jobs per net ha (11 jobs per net acre).



Figure A-1
Town of Halton Hills
Acton Industrial Area – Share of Employment by Sector, 2016



Georgetown Industrial Area

Situated on the north side of Highway 7, the Georgetown Industrial Area is designated as a General Employment Area. The industrial area is well established and approaching buildout with a developed area of 117 net ha (289 net acres) and limited development opportunity available.

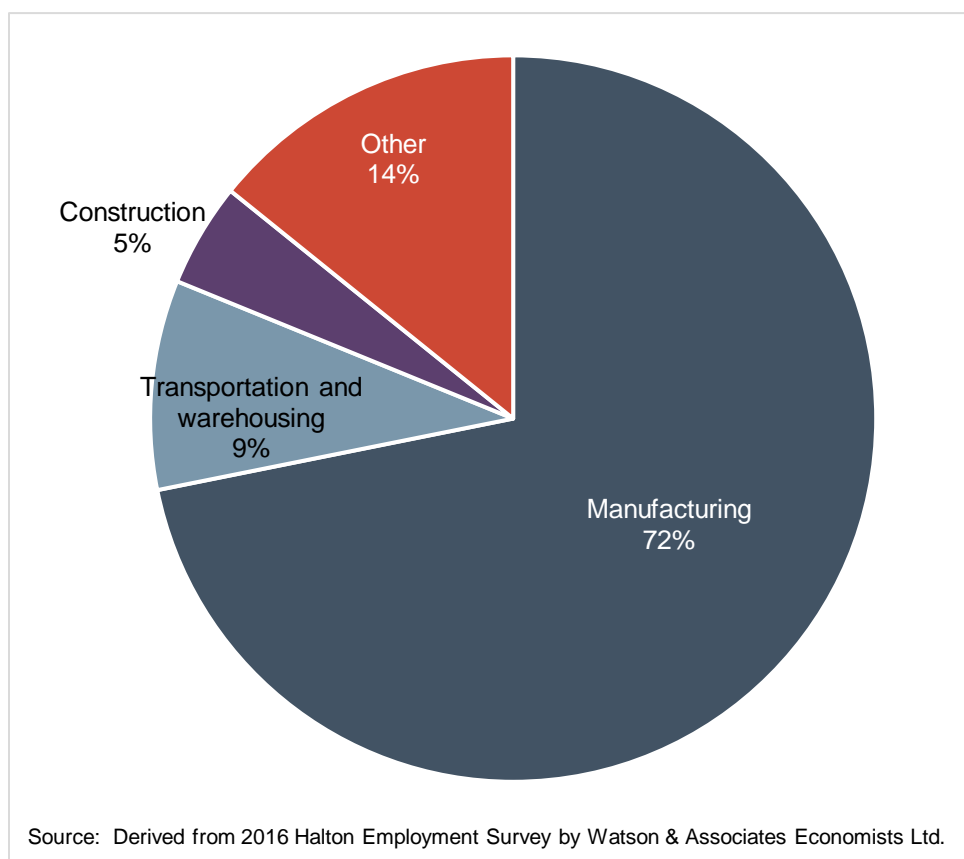
The park accommodates 4,670 jobs and 186 businesses and has the largest share of manufacturing employment among the business parks in Halton Hills, accounting for 84% of the Town's manufacturing employment base and 72% of the total employment base within the Georgetown Industrial Area.

Given the relatively limited opportunities for development on vacant lands, recent development in the Georgetown Industrial Area has been modest, accounting for



approximately 1% of the G.F.A. absorbed on employment lands within the Town over the past decade. The existing employment density of the Georgetown Industrial Area is 40 jobs per net ha (16 jobs per acre), which is the highest among the Employment Areas in Halton Hills.

Figure A-2
Town of Halton Hills
Georgetown Industrial Area – Share of Employment by Sector, 2016



Premier Gateway Employment Area

The Premier Gateway Employment Area is situated on the southern edge of Halton Hills along the north side of Highway 401, between James Snow Parkway (and the Town of Milton) in the west and the City of Mississauga to the east. It is an emerging Employment Area and the Town's largest Employment Area in terms of land area. The area offers excellent exposure to both Highways 401 and 407 and is geographically well-positioned along the Highway 401 corridor immediately west of Mississauga. The majority of the area is designated as Prestige Industrial Area, which allows for



freestanding office buildings, in addition to the Premier Gateway Area which allows for hotels and retail at major points of entry. The Employment Area offers significant vacant land (including large parcels) available for development at competitive land prices both in the short and longer term, with Phase 1 planned to accommodate employment growth to 2021 and Phase 2 for the 2021 to 2031 planning period.

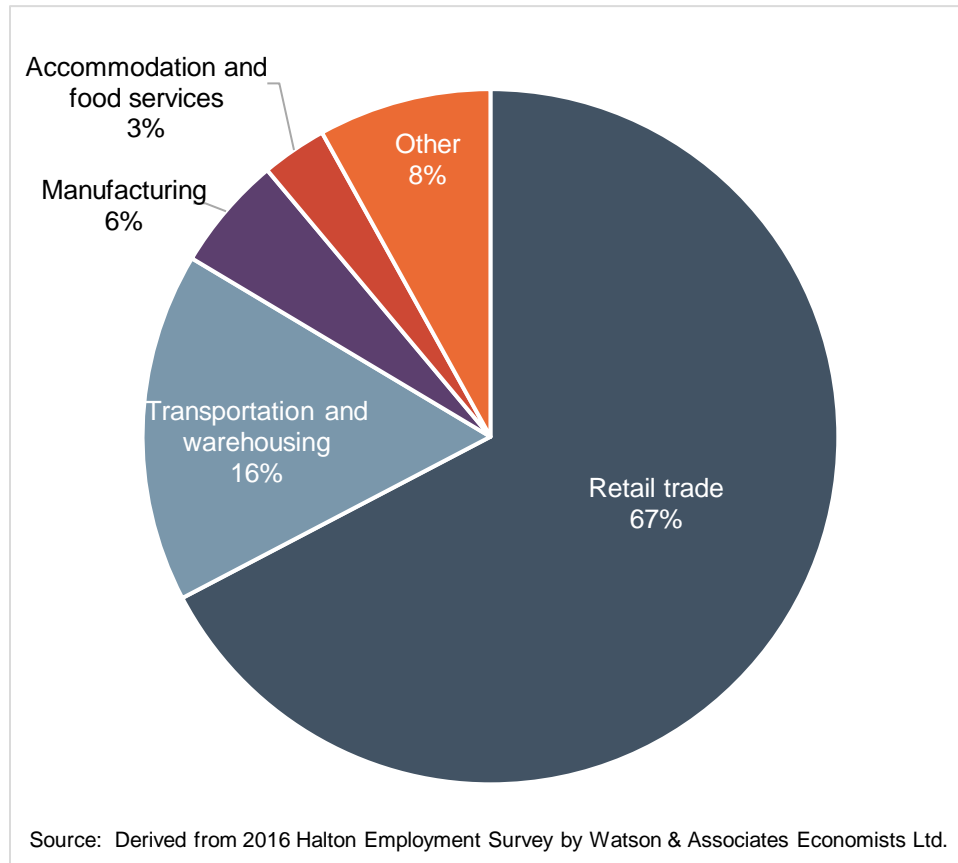
The Employment Area accommodates approximately 3,700 jobs and 147 businesses, with a large concentration in retail trade (the Toronto Premium Outlets mall) comprising approximately two-thirds of its employment base. Transportation, and warehousing and manufacturing round off the top three sectors in the area, with 16% and 5% of its employment base, respectively.

In terms of new development activity, the Premier Gateway Area accounted for the majority (98%) of the G.F.A. absorbed on the Town's employment lands from 2008-2017. Recent significant developments include the Toronto Premium Outlets mall expansion which is set to add 13,000 sq.m (140,000 sq.ft.) of additional retail space in November 2018, a 52,400 sq.m (564,300 sq.ft.) logistics facility on 6 Cleve Court built in 2017 and a 72,000 sq.m (774,600 sq.ft.) distribution facility at 7951 Fifth Line which has been built and leased to Kraft Heinz Canada Corporation in 2017.

The average existing employment density of the Premier Gateway Employment Area is 20 jobs per net ha (8 jobs per net acre) including the Toronto Premium Outlets mall; however, excluding the mall this area has the the lowest employment density among all Employment Areas within the Town at 9 jobs per ha (3 jobs per net acre).



Figure A-3
Town of Halton Hills
Premier Gateway Employment Area – Share of Employment by Sector, 2016

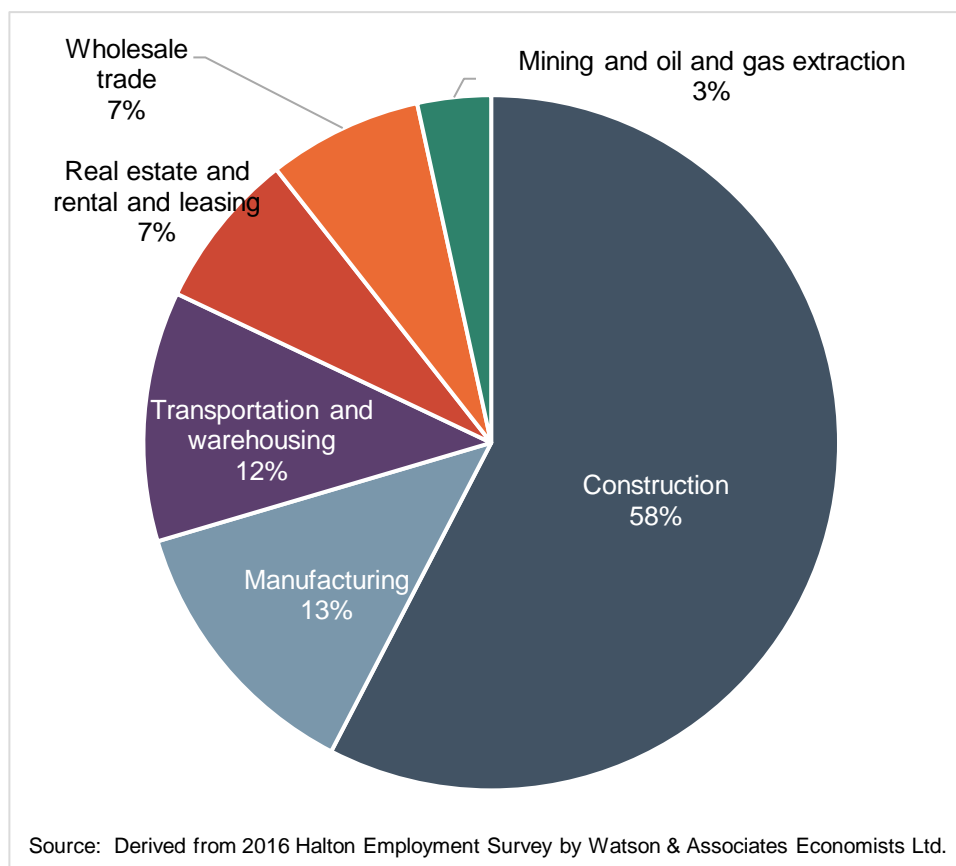


Mansewood Industrial Area

The Mansewood Industrial Area is a rural industrial subdivision located in Halton Hills on Regional Road 25 immediately north of the Milton 401 Industrial/Business Park. Mansewood is privately serviced and is the smallest Employment Area in Halton Hills, with a developed area of 24 net ha (59 net acres) accommodating 8 businesses and 585 jobs. The Employment Area is in proximity to Highway 401 and in close proximity to the Milton 401 Industrial/Business Park. The area has limited vacant land supply opportunities and the lack of municipal servicing limits development potential.



Figure A-4
Town of Halton Hills
Mansewood – Share of Employment by Sector, 2016





Appendix B

Provincially Significant Employment Zones – Zone 18

Proposed Provincially Significant Employment Zones for Consultation


Proposed Amendment 1 to the Growth Plan for the Greater Golden Horseshoe, 2017 (2019)



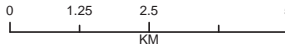
- Proposed PSEZ
- Municipally Designated Employment Area (2013)
- Municipal Boundary

Data Sources: Ministry of Municipal Affairs and Housing, Ministry of Natural Resources and Forestry.

Zone Name: 401 407 (Meadowvale)
Zone Number: 18
Upper- or Single-Tier Municipality: HALTON, PEEL



Ontario





Appendix C

Competitive Assessment of Development Costs and Annualized Costs



Appendix C-1: Assessment of Total Development Costs/Annualized Cost

Industrial Building – 300,000 sq.ft.

Industrial Building - 300,000 sq.ft.

Building

300,000 square feet
18.12 acres (38 percent coverage)

Developer Profit

5%

Annualization Factor

6.5%

	Land Cost Per Acre ¹	Land Cost Per Sq.ft. of Building	Construction Cost Per Sq.ft. ²	Development Charges Per Sq.ft. ³	Developer Profit (5%) Per Sq.ft.	Total Dev't Cost Per Sq.ft.	Annualized Dev't Cost (6.5%) Per Sq.ft.	Tax Rate ⁴	Assessment Per Sq.ft.	Taxes Per Sq.ft.	Total Annualized Costs
	A	B A x 18.12 / 300000	C	D	E 5% of (B+C+D)	F B+C+D+E	G F x 6.5%	H		I F x H / 100	J G + I
GTA											
Halton Region											
Burlington	\$850,000	\$51.34	\$77.33	\$21.45	\$7.51	\$157.63	\$10.25	2.6126	\$136.00	\$3.55	\$13.80
Halton Hills	\$590,000	\$35.64	\$77.33	\$15.71	\$6.43	\$135.11	\$8.78	2.6451	\$93.00	\$2.46	\$11.24
Milton	\$1,000,000	\$60.40	\$77.33	\$17.27	\$7.75	\$162.75	\$10.58	2.3358	\$99.00	\$2.31	\$12.89
Oakville	\$900,000	\$54.36	\$77.33	\$17.95	\$7.48	\$157.12	\$10.21	2.4962	\$126.00	\$3.15	\$13.36
Peel Region											
Brampton	\$1,112,000	\$67.16	\$77.33	\$19.25	\$8.19	\$171.93	\$11.18	2.3624	\$97.00	\$2.29	\$13.47
Caledon	\$740,000	\$44.70	\$77.33	\$18.11	\$7.01	\$147.14	\$9.56	2.1554	\$86.00	\$1.85	\$11.42
Mississauga	\$1,155,000	\$69.76	\$77.33	\$25.07	\$8.61	\$180.77	\$11.75	2.1426	\$122.00	\$2.61	\$14.36
York Region											
Vaughan	\$1,162,000	\$70.18	\$77.33	\$29.45	\$8.85	\$185.81	\$12.08	1.9257	\$127.00	\$2.45	\$14.52
OUTSIDE GTA											
Cambridge	\$350,000	\$21.14	\$71.76	\$10.45	\$5.17	\$108.52	\$7.05	3.1080	\$80.00	\$2.49	\$9.54
Guelph	\$350,000	\$21.14	\$71.76	\$9.97	\$5.14	\$108.02	\$7.02	3.2976	\$111.00	\$3.66	\$10.68

Source: Watson & Associates Economists Ltd.

Notes:

¹ Land value based on mid-range of typical per acre cost for high quality serviced employment land appropriate for general industrial uses. Source: Cushman & Wakefield and Halton Region Economic Development.

² Construction costs and locational variation based on RSMeans construction cost data.

³ Reflects Lower/Single-Tier, Upper-Tier (where applicable) and Education development charges.

⁴ Reflects Lower/Single-Tier, Upper-Tier (where applicable) and Education taxes.



Appendix C-2: Assessment of Total Development Costs/Annualized Cost

Industrial Building – 750,000 sq.ft.

Industrial Building - 750,000 sq.ft.

Building 750,000 square feet
Land 43.04 acres (40 percent coverage)
Developer Profit 5%
Annualization Factor 6.5%

	Land Cost Per Acre ¹	Land Cost Per Sq.ft. of Building ²	Construction Cost Per Sq.ft. ²	Development Charges Per Sq.ft. ³	Developer Profit (5%) Per Sq.ft.	Total Dev't Cost Per Sq.ft.	Annualized Dev't Cost (6.5%) Per Sq.ft.	Tax Rate ⁴	Assessment Per Sq.ft.	Taxes Per Sq.ft.	Total Annualized Costs
	A	B A x 43.04 / 750000	C	D	E 5% of (B+C+D)	F B+C+D+E	G F x 6.5%	H		I F x H / 100	J G + I
GTA											
Halton Region											
Burlington	\$850,000	\$48.78	\$71.81	\$21.45	\$7.10	\$149.14	\$9.69	2.6126	\$136.00	\$3.55	\$13.25
Halton Hills	\$590,000	\$33.86	\$71.81	\$15.71	\$6.07	\$127.45	\$8.28	2.6451	\$93.00	\$2.46	\$10.74
Milton	\$1,000,000	\$57.39	\$71.81	\$17.27	\$7.32	\$153.79	\$10.00	2.3358	\$99.00	\$2.31	\$12.31
Oakville	\$900,000	\$51.65	\$71.81	\$17.95	\$7.07	\$148.48	\$9.65	2.4962	\$126.00	\$3.15	\$12.80
Peel Region											
Brampton	\$1,112,000	\$63.81	\$71.81	\$19.25	\$7.74	\$162.61	\$10.57	2.3624	\$97.00	\$2.29	\$12.86
Caledon	\$740,000	\$42.47	\$71.81	\$18.11	\$6.62	\$139.00	\$9.04	2.1554	\$86.00	\$1.85	\$10.89
Mississauga	\$1,155,000	\$66.28	\$71.81	\$24.95	\$8.15	\$171.19	\$11.13	2.1426	\$122.00	\$2.61	\$13.74
York Region											
Vaughan	\$1,162,000	\$66.68	\$71.81	\$29.44	\$8.40	\$176.32	\$11.46	1.9257	\$127.00	\$2.45	\$13.91
OUTSIDE GTA											
Cambridge	\$350,000	\$20.09	\$66.63	\$10.45	\$4.86	\$102.03	\$6.63	3.1080	\$80.00	\$2.49	\$9.12
Guelph	\$350,000	\$20.09	\$66.63	\$9.97	\$4.83	\$101.53	\$6.60	3.2976	\$111.00	\$3.66	\$10.26

Source: Watson & Associates Economists Ltd.

Notes:

¹ Land value based on mid-range of typical per acre cost for high quality serviced employment land appropriate for general industrial uses. Source: Cushman & Wakefield and Halton Region Economic Development.

² Construction costs and locational variation based on RSMeans construction cost data.

³ Reflects Lower/Single-Tier, Upper-Tier (where applicable) and Education development charges.

⁴ Reflects Lower/Single-Tier, Upper-Tier (where applicable) and Education taxes.



Appendix C-3: Assessment of Total Development Costs/Annualized Cost

One-storey Flex Office Building – 150,000 sq.ft.

One-storey Flex Office Building - 150,000 sq.ft.

Building 150,000 square feet
 Land 11.48 acres (30 percent coverage)
 Developer Profit 5%
 Annualization Factor 6.5%

	Land Cost Per Acre ¹	Land Cost Per Sq.ft. of Building	Construction Cost Per Sq.ft. ²	Development Charges Per Sq.ft. ³	Developer Profit (5%) Per Sq.ft.	Total Dev't Cost Per Sq.ft.	Annualized Dev't Cost (6.5%) Per Sq.ft.	Tax Rate ⁴	Assessment Per Sq.ft.	Taxes Per Sq.ft.	Total Annualized Costs
	A	B A x 11.48 / 150000	C	D	E 5% of (B+C+D)	F B+C+D+E	G F x 6.5%	H		I F x H / 100	J G + I
GTA											
Halton Region											
Burlington	\$850,000	\$65.05	\$137.38	\$21.45	\$11.19	\$235.08	\$15.28	1.7779	\$234.00	\$4.16	\$19.44
Halton Hills	\$590,000	\$46.15	\$137.38	\$19.55	\$10.10	\$212.20	\$13.79	1.7980	\$250.00	\$4.50	\$18.29
Milton	\$1,000,000	\$76.53	\$137.38	\$17.27	\$11.56	\$242.75	\$15.78	1.6071	\$268.00	\$4.31	\$20.09
Oakville	\$900,000	\$68.88	\$137.38	\$17.95	\$11.21	\$235.42	\$15.30	1.7061	\$255.00	\$4.35	\$19.65
Peel Region											
Brampton	\$1,112,000	\$85.11	\$137.38	\$25.83	\$12.42	\$260.73	\$16.95	2.1415	\$283.00	\$6.06	\$23.01
Caledon	\$740,000	\$56.63	\$137.38	\$24.69	\$10.94	\$229.65	\$14.93	1.9156	\$202.00	\$3.87	\$18.80
Mississauga	\$1,155,000	\$88.40	\$137.38	\$34.16	\$13.00	\$272.94	\$17.74	1.9840	\$265.00	\$5.26	\$23.00
York Region											
Vaughan	\$1,162,000	\$88.93	\$137.38	\$36.74	\$13.15	\$276.20	\$17.95	1.6543	\$208.00	\$3.44	\$21.39
OUTSIDE GTA											
Cambridge	\$350,000	\$26.79	\$127.48	\$16.29	\$8.53	\$179.09	\$11.64	3.1080	\$125.00	\$3.89	\$15.53
Guelph	\$350,000	\$26.79	\$127.48	\$9.97	\$8.21	\$172.46	\$11.21	2.9323	\$125.00	\$3.67	\$14.87

Source: Watson & Associates Economists Ltd.

Notes:

¹ Land value based on mid-range of typical per acre cost for high quality serviced employment land appropriate for general industrial uses. Source: Cushman & Wakefield and Halton Region Economic Development.

² Construction costs and locational variation based on RSMeans construction cost data.

³ Reflects Lower/Single-Tier, Upper-Tier (where applicable) and Education development charges.

⁴ Reflects Lower/Single-Tier, Upper-Tier (where applicable) and Education taxes.



Appendix D

Target Sectors and Location Requirements



Appendix D: Target Sectors and Location Requirements

Figure D-1
Town of Halton Hills Target Sectors – Potential Location/Uses, General Locational Requirements
and Development/Built-Form Characteristics

Goods Movement Sector			
Potential Location/Uses in Halton Hills		General Locational Requirements	Development/Built-Form Characteristics
Growing and Established	<ul style="list-style-type: none"> Wholesale/retail distribution centres Employment Areas: Premier Gateway Freight/trucking terminals Employment Areas: Premier Gateway and Mansewood Multi-tenant distribution centre facilities Employment Areas: Premier Gateway Transportation laydown yards Employment Areas: Acton, Mansewood 	<ul style="list-style-type: none"> Prestige and general industrial Buffering of non-residential uses Direct access to major road and proximity to 400-series highway and other major transportation infrastructure, including rail Proximity to large customer base 	<ul style="list-style-type: none"> Low to moderate design quality 10,000 to 1,000,000 sq.ft. Ceiling heights 30 ft.+ 4 to 20 ha Large parcels with flat topography Expansion potential Low to high building coverage and low on-site employment density Loading/unloading areas Outdoor storage or enclosed vertical storage
	<ul style="list-style-type: none"> Cold storage facilities Employment Areas: Premier Gateway Wholesale facilities with large office component Employment Areas: Premier Gateway E-commerce fulfillment centres Employment Areas: Premier Gateway 	<ul style="list-style-type: none"> Prestige and general industrial Buffering of non-residential uses Direct access to major road and proximity to 400-series highway and other major transportation infrastructure, including rail Proximity to large customer base Access to large skilled and unskilled labour force Access to public transportation and regional commuter connections 	<ul style="list-style-type: none"> Same as above with greater emphasis on enclosed mezzanine storage and integrated office uses



Figure D-2

Town of Halton Hills Target Sectors – Potential Location/Uses, General Locational Requirements and Development/Built-Form Characteristics (Cont'd)

Construction, Maintenance and Repair			
Potential Location/Uses in Halton Hills		General Locational Requirements	Development/Built-Form Characteristics
Growing and Established	<ul style="list-style-type: none"> Construction laydown yards Employment Areas: Mansewood, Acton Small shops (e.g. electrician, plumber millwright shops) Employment Areas: Georgetown, Acton 	<ul style="list-style-type: none"> General industrial Buffering of non-residential uses 	<ul style="list-style-type: none"> Low design quality <1,000 sq.ft. to 10,000 sq.ft. <1 to 4 ha lots Multi-tenant buildings and small single-tenant buildings Low building coverage and low on-site employment density Loading/unloading area Outdoor storage for equipment
	<ul style="list-style-type: none"> Specialized construction branches requiring large office support centre Employment Areas: Premier Gateway 	<ul style="list-style-type: none"> Prestige and general industrial Buffering of non-residential uses Proximity to 400-series highway Access to large skilled labour force 	<ul style="list-style-type: none"> Moderate to high design quality 10,000 sq.ft. to 50,000 sq.ft. 1 to 4 ha lots Multi-tenant and industrial building with office component Moderate building coverage and on-site employment density Mezzanine storage



Figure D-3

Town of Halton Hills Target Sectors – Potential Location/Uses, General Locational Requirements and Development/Built-Form Characteristics (Cont'd)

Manufacturing			
Potential Location/Uses in Halton Hills		General Locational Requirements	Development/Built-Form Characteristics
Growing and Established	<ul style="list-style-type: none"> • Food and beverage processing factories Employment Areas: Georgetown, Acton 	<ul style="list-style-type: none"> • General industrial setting • Access to unskilled and skilled labour force • Proximity to large customer base • High power and water consumption • Competitive operating costs (e.g. utility, property taxes) 	<ul style="list-style-type: none"> • Low to high design quality • 10,000 to 250,000 sq.ft. • 1 to 4 ha lots • Expansion potential • High building coverage and on-site employment density • Range of building types, including small to large single-tenant buildings and multi-tenant buildings • Loading/unloading areas
	<ul style="list-style-type: none"> • Consumer goods manufacturing factories Employment Areas: Georgetown 		
	<ul style="list-style-type: none"> • Metal product fabrication facilities Employment Areas: Georgetown, Acton 		
	<ul style="list-style-type: none"> • Building materials fabrication facilities Employment Areas: Georgetown, Acton 		
	<ul style="list-style-type: none"> • Recycled products recovery operations Employment Areas: Acton, Mansewood 		
Emerging	<ul style="list-style-type: none"> • Bio-products manufacturing operations Employment Areas: Acton, Mansewood 	<ul style="list-style-type: none"> • Same as above; greater emphasis on prestige setting and skilled labour force, including training and education facilities in area 	<ul style="list-style-type: none"> • Advanced manufacturing – same as above; greater emphasis on integrated operations (logistics and office), landscaping and enclosed storage • Bio-products manufacturing operations same as above with a requirement for open storage
	<ul style="list-style-type: none"> • Advanced manufacturing operations Employment Areas: Georgetown, Premier Gateway 		



Figure D-4

Town of Halton Hills Target Sectors – Potential Location/Uses, General Locational Requirements and Development/Built-Form Characteristics (Cont'd)

Corporate Office/Business Services			
Potential Location/Uses in Halton Hills		General Locational Requirements	Development/Built-Form Characteristics
Growing and Established	<ul style="list-style-type: none">• Small professional, scientific and technical offices Employment Areas: Georgetown	<ul style="list-style-type: none">• Prestige and general industrial setting• Access to skilled labour force• Access to on-site and off-site amenities (e.g. fitness centres, parks, retail and service uses)	<ul style="list-style-type: none">• Low to high design quality• 2,000 to 10,000 sq.ft.• <1 to 2 ha lots• Storefront entrance for general public• High building coverage and on-site employment density• Small multi-tenant and flex office space• Street lighting
Emerging	<ul style="list-style-type: none">• Corporate Offices Employment Areas: Premier Gateway	<ul style="list-style-type: none">• Prestige industrial setting• Access to on-site and off-site amenities (e.g. fitness centres, parks, retail and service uses)• Proximity to 400-series highway• Access to large skilled labour force• Excellent public transportation with regional commuter connections	<ul style="list-style-type: none">• High design quality• 20,000 sq.ft.+• <2 ha lots• High building coverage and on-site employment density• Accommodate multiple storeys• Small to large multi-tenant, flex office space, campus-style facilities, 1-storey research and development facilities and free-standing major office (20,000 sq.ft.+)• Integrated logistics component• Street lighting



Figure D-5

Town of Halton Hills Target Sectors – Potential Location/Uses, General Locational Requirements and Development/Built-Form Characteristics (Cont'd)

Employment Land Supportive Commercial Uses		
Potential Location/Uses in Halton Hills	General Locational Requirements	Development/Built-Form Characteristics
Emerging <ul style="list-style-type: none"> • Food and accommodation services Employment Areas: Premier Gateway • Commercial services Employment Areas: Premier Gateway 	<ul style="list-style-type: none"> • Prestige and general industrial setting • Surrounding a large employment base • High traffic exposure from major road and surrounding employment and commercial uses • Clustering of retail uses in a retail court or at high traffic areas (e.g. major intersections, gateway entrances to Employment Area) 	<ul style="list-style-type: none"> • High design quality • 2,000 (fast food restaurant) to 50,000 sq.ft. (hotel or convention centre) • <3 to 5 ha lots • Commercial floor space per acre ratio of 200 to 400 sq.ft. of retail/service space per acre of developed Employment Area¹ • High building coverage and on-site employment density • Hotels, convention centres, equipment rentals, restaurants and service outlets and integrated service uses with non-retail uses (e.g. daycare) • Street lighting

¹ Town of Halton Hills Supportive Commercial Needs Assessment Premier Gateway Phase 1B Employment Area prepared by Tate Economic Research, October 2016.



Appendix E

Population and Employment Growth Forecasts



Figure E-1
Town of Halton Hills
Summary of Population and Employment Forecast by Sector, 2019 to 2041

Period	Forecast						Employment Activity Rates				
	Population ¹	Primary	Industrial ²	Commercial/ Population- Related ³	Major Office ⁴	Total Employment ⁵	Primary	Industrial	Commercial/ Population- Related	Major Office	Total Employment
2016	63,400	390	6,890	15,520	0	22,800	0.6%	10.9%	24.5%	0.0%	36.0%
2019	65,900	390	7,670	17,400	0	25,460	0.6%	11.6%	26.4%	0.0%	38.6%
2021	67,300	390	8,390	18,940	110	27,830	0.6%	12.5%	28.1%	0.2%	41.4%
2026	79,500	390	10,960	22,730	380	34,460	0.5%	13.8%	28.6%	0.5%	43.3%
2031	95,300	390	13,670	27,120	820	42,000	0.4%	14.3%	28.5%	0.9%	44.1%
2036	111,800	390	16,710	30,990	1,140	49,230	0.3%	14.9%	27.7%	1.0%	44.0%
2041	120,400	390	18,260	33,030	1,300	52,980	0.3%	15.2%	27.4%	1.1%	44.0%
Incremental Growth											
2016-2019	2,500	0	780	1,880	0	2,660	0.00	0.01	0.02	0.00	0.03
2019-2021	1,400	0	720	1,540	110	2,370	0.00	0.01	0.02	0.00	0.03
2021-2026	12,200	0	2,570	3,790	270	6,630	0.00	0.01	0.00	0.00	0.02
2026-2031	15,800	0	2,710	4,390	440	7,540	0.00	0.01	0.00	0.00	0.01
2031-2036	16,500	0	3,040	3,870	320	7,230	0.00	0.01	-0.01	0.00	0.00
2036-2041	8,600	0	1,550	2,040	160	3,750	0.00	0.00	0.00	0.00	0.00
2019-2041	54,500	0	10,590	15,630	1,300	27,520	0.00	0.04	0.01	0.01	0.05

Source: Watson & Associates Economists Ltd.

1. Population includes census undercount of approximately 3.7%.

2. Includes Industrial employment and a portion of the Town's No Fixed Place of Work employment.

3. Includes Commercial, Institutional, Work at Home and a portion of No Fixed Place of Work employment. Excludes forecast major office employment.

4. Major office employment is comprised of employment accommodated in office buildings greater than 1,900 sq.m (20,000 sq.ft.). A portion of the Town's No Fixed Place of Work employment is included in the forecast.



Figure E-2
Town of Halton Hills
Summary of Town-Wide and Employment Lands Growth Forecast by Sector
5-Year Increments, 2019-2041

Employment Type	Town-Wide Employment Growth by Sector						Employment Growth on Employment Lands						Percent of Town Employment Growth on Employment Lands (2019-2041)	Distribution of Employment Growth on Employment Lands (2019-2041)
	2019-2021	2021-2026	2026-2031	2031-2036	2036-2041	2019-2041	2019-2021	2021-2026	2026-2031	2031-2036	2036-2041	2019-2041		
Primary	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Industrial	715	2,571	2,714	3,034	1,549	10,583	680	2,447	2,583	2,888	1,474	10,072	95%	73%
Commercial/Population-Related	1,542	3,788	4,392	3,863	2,047	15,632	245	602	698	614	325	2,483	16%	18%
Major Office	106	272	440	320	157	1,295	106	272	440	320	157	1,295	100%	9%
Total	2,363	6,631	7,546	7,217	3,753	27,510	1,032	3,344	3,726	3,817	1,931	13,850	50%	100%

Source: Watson & Associates Economists Ltd. Numbers may not add precisely due to rounding.

Note: Work at Home and No Fixed Place of Work is included in the Rural-Based, Industrial, Commercial/Population-Related and Major Office categories.



Appendix F

Employment Land Needs Scenarios



**Town of Halton Hills
Employment Land Needs Scenarios
2019 - 2041**

Scenario 1a: Includes All GTA West Corridor Protection Area ¹ and Includes OPA 31B Lands		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	520	
Employment Land Needs	Net ha	Gross ha
	-126	-158

Scenario 2a: Includes Refined GTA West Corridor Protection Area ² and Includes OPA 31B Lands		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	376	
Employment Land Needs	Net ha	Gross ha
	-270	-338

Scenario 3a: Excludes All GTA West Corridor Protection Area ¹ and <u>Includes</u> OPA 31B Lands		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	242	
Employment Land Needs	Net ha	Gross ha
	-404	-505

Scenario 1b: Includes All GTA West Corridor Protection Area Lands ¹ and Excludes OPA 31 B Lands		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	445	
Employment Land Needs	Net ha	Gross ha
	-201	-252

Scenario 2b: Includes Refined GTA West Corridor Protection Area ² and Excludes OPA 31 B Lands		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	301	
Employment Land Needs	Net ha	Gross ha
	-345	-432

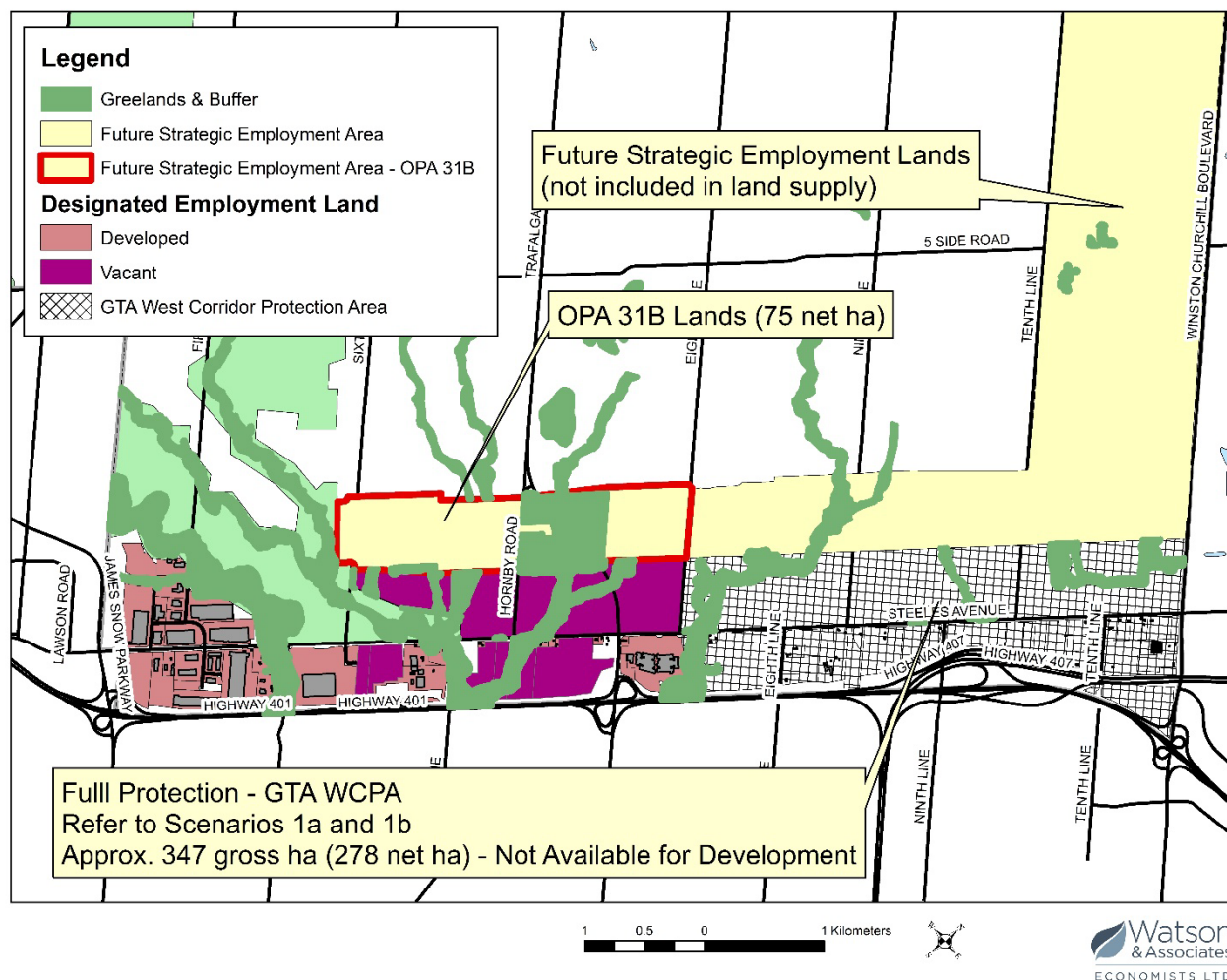
Scenario 3b: Excludes All GTA West Corridor Protection Area ² and <u>Excludes</u> OPA 31 B Lands		
Land Demand		
Employment Growth on Employment Lands Adjusted for Intensification	12,920	
Forecast Employment Land Density (Jobs/ha)	20	
Employment Land Demand, Net ha	646	
Land Supply	Net ha	
	167	
Employment Land Needs	Net ha	Gross ha
	-479	-599

1. GTA West Corridor Protection Area is approximately 347 ha gross in land area (278 net ha). Net to gross is approximately 80%.

2. Refined GTA West Corridor Protection Area is approximately 180 ha gross in land area (144 net ha). Net to gross is approximately 80%. In this scenario 134 net ha is considered available for development.

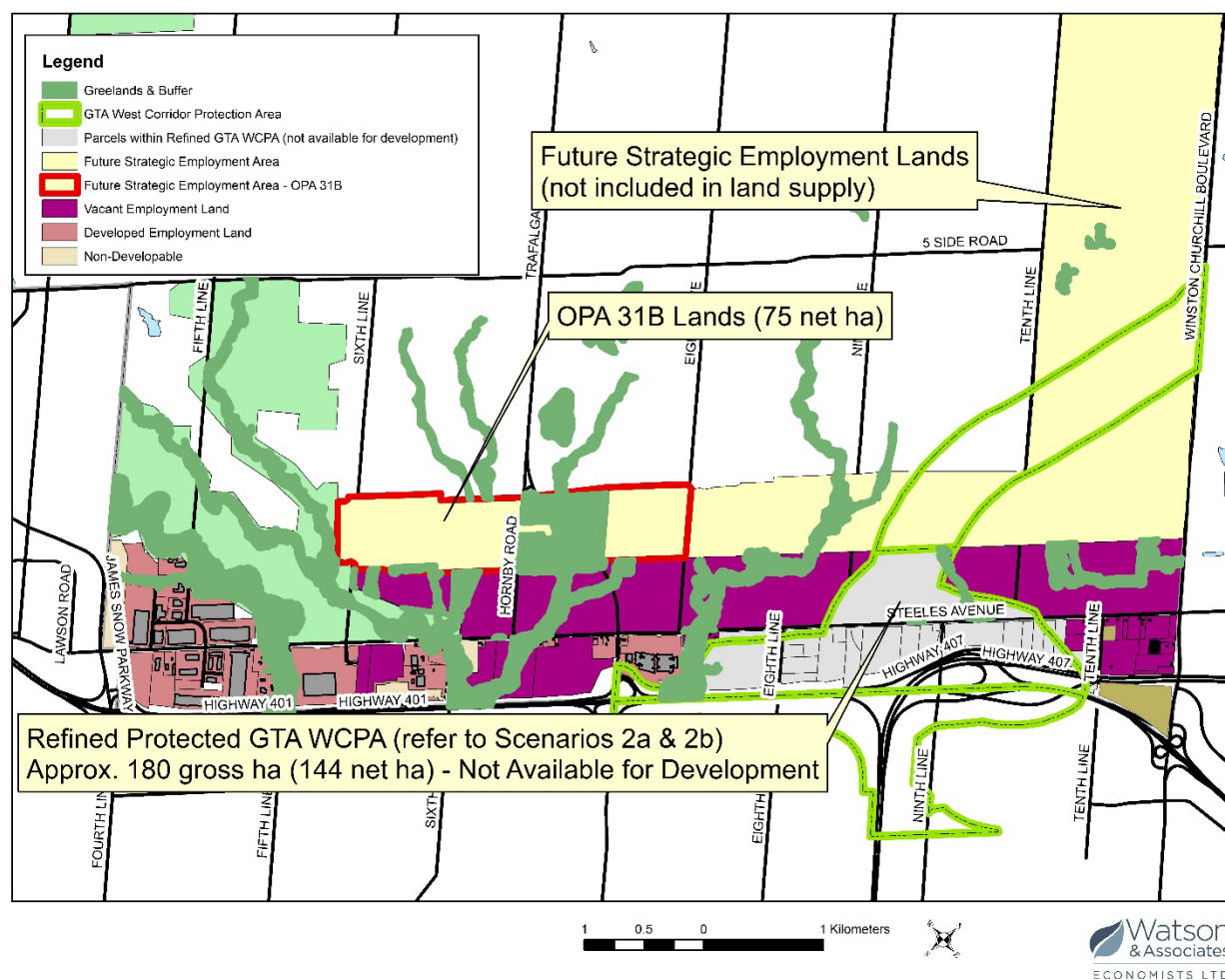


Map F-1
Employment Land Supply – Full Protection – G.T.A. W.C.P.A.





Map F-2
Town of Halton Hills
Employment Land Supply – Refined Protection Area – G.T.A. W.C.P.A.



REPORT

REPORT TO: Chair and Members of the Planning, Public Works and Transportation Committee

REPORT FROM: Keith Hamilton, Planner - Policy

DATE: January 21, 2019

REPORT NO.: PLS-2019-0007

RE: Accessory Dwelling Units

RECOMMENDATION:

THAT REPORT NO. PLS-2019-0007 dated January 21, 2019 regarding accessory dwelling units in Halton Hills, be received;

AND FURTHER THAT staff prepare for agency and public review Official Plan and Zoning By-law Amendments that provide enhanced permissions for accessory dwelling units in keeping with the content of this report.

BACKGROUND:

The purpose of this report is to:

- Inform Committee on the current policy and regulatory framework related to accessory dwelling units;
- Identify amendments to Zoning By-law 2010-0050 required to bring it into conformity with the Official Plan and Planning Act; and,
- Identify amendments required to the Official Plan and Zoning By-law 2010-0050 in order to permit accessory dwelling units in the Town's broader Agricultural/Rural Area, including Hamlets and Rural Clusters.

Policy Framework

It should be noted that in this section accessory dwelling units are also referred to as second units (Planning Act) and accessory apartments (Halton Hills Official Plan).

Provincial Policy Context

The Strong Communities through Affordable Housing Act, 2011, amended the Planning Act to require that municipalities authorize second units (or accessory units) in their Official Plans and Zoning Bylaws. As a result, Section 16(3) of the Planning Act requires municipal Official Plans to authorize second units in detached, semi-detached and row houses (or townhouses). Second units may also be approved in ancillary buildings provided no other second units exist on the property. Additionally, Section 35.1 of the Planning Act requires municipalities to update their Zoning By-laws to conform with second unit policies made in accordance with Section 16(3). Local amendments that bring Zoning By-laws into conformity with Section 16(3) cannot be appealed as stated under Section 34(19.1) of the Planning Act.

The Provincial Policy Statement (PPS) indicates that municipalities are to provide an appropriate range and mix of housing and to facilitate all forms of residential intensification including second units. The Growth Plan for the Greater Golden Horseshoe includes second units as part of its 'Guiding Principles' for a greater range and mix of housing options. Additionally the Plan states municipalities should provide policy supporting second units to support 'complete communities' (Section 2.2.1) while accommodating for households of all sizes.

In 2018, the Ontario Building Code (OBC) was updated to include a definition for 'house'. The OBC defines house as "a detached house, semi-detached house or row house containing not more than two dwelling units". This helps differentiate 'house' from 'dwelling unit' while also being consistent with Section 16(3) of the Planning Act.

Halton Region

Halton Region addresses accessory dwelling units in Part III of their Official Plan under Housing. Section 86(10) requires local municipalities permit, through their Official Plans and Zoning By-laws, units within existing dwellings in residential neighbourhoods as of right. The policy does require that parking provisions are met and adequate services (water and wastewater) are available.

Additionally, Section 86(10.1) requires that local Official Plans and Zoning By-laws do not include criteria or standards that would prohibit the establishment of second units in accordance with provincial policies.

Halton Hills (Official Plan)

The Town's Official Plan currently defines an Accessory Apartment as "a self-contained apartment within a single detached, semi-detached, or townhouse dwelling unit." The inclusion of townhouses in this definition was brought into the Official Plan in 2017 with the Region's approval of OPA 10, one of the Town's Growth Plan conformity

amendments. The Plan also includes criteria for the approval of accessory apartments in Section D1.3.1.6, stating:

An accessory apartment is permitted subject to the regulations of the Zoning By-law and the following criteria:

- a) the accessory apartment shall comply with the Ontario Building and Fire Codes;
- b) adequate parking is available on the lot for both dwelling units and minimizes the loss of outdoor amenity areas or landscaping;
- c) the accessory apartment is designed and located in such a manner to not have a negative impact on the character of the surrounding neighbourhood and to that end any building addition shall be compatible with the massing, height, and setbacks of adjacent dwelling units; and,
- d) municipal water and wastewater facilities are adequate and available.

Additionally, Section D1.3.1.6 states accessory apartments are not subject to density requirements in the plan; however each unit must be registered in accordance with the Municipal Act.

The Official Plan currently permits accessory apartments in Low and Medium Density Residential Areas (subject to Section D1.3.1.6). This permission was introduced through OPA 10. While single detached dwellings are currently permitted under multiple designations in the broader Agricultural/Rural area, including Hamlets and Rural Clusters, the Official Plan is currently silent on accessory apartments.

Halton Hills (Zoning By-law 2010-0050)

Comprehensive Zoning By-law 2010-0050 was passed on July 19, 2010 and predates the Strong Communities through Affordable Housing Act and the Region's Approval of OPA 10. The Town's Zoning By-law currently defines an accessory dwelling as a "unit that is located within a single detached dwelling unit or in a non-residential building." Under Part 6, accessory dwellings are permitted in Low Density Residential One (LDR1), Residential/Commercial (RCO) and Urban Residential (UR) zones with provisions that:

- They are only permitted within single detached units;
- They occupy a maximum of 70m² of floor area; and,
- The lot has a frontage of at least 11m.

Accessory dwellings are also permitted in the Downtown Commercial One and Two zones, provided they are in single detached homes and have a maximum floor area of 70m². Currently the Zoning By-law is silent on accessory dwelling units in non-urban zones (i.e. rural area).

All accessory dwellings are required to have one parking space in addition to the two spaces required for the primary dwelling. In addition, a minimum of 40% soft landscaping is required on the yard in which the driveway is located.

COMMENTS:

The Town's Official Plan currently allows for accessory dwelling units in detached, semi-detached and townhouse dwellings, subject to criteria listed in the Background section. This aligns with current provincial legislation under the Planning Act by including these three housing forms. The Zoning By-law only permits accessory dwellings in single detached dwellings, which does not currently align with the Town's Official Plan, and by extension, the Planning Act.

When the Current Zoning By-law was adopted in 2010, accessory dwelling units were only permitted in single detached dwellings that met certain minimum lot frontage thresholds and parking requirements, while maintaining soft landscaping in the front yard. It has since been recognized that some semi-detached and townhouse dwellings in the urban areas have the potential to accommodate accessory dwelling units and meet the criteria set out in the Official Plan and Zoning By-law.

Both the Official Plan and Zoning By-law do not permit accessory dwelling units outside the urban area. Currently Section 16(3) of the Planning Act does not distinguish between urban and rural areas in its requirement for second units. As such, it would be appropriate at this time for accessory dwelling units to be permitted in the broader Agricultural/Rural Area of Halton Hills where residential uses are already permitted under the Official Plan and Zoning By-law. This would also include permitting these units in designations in the Norval and Glen Williams Secondary Plans where single detached dwellings are already permitted.

Proposed Official Plan and Zoning By-law Changes

i) Definition for Accessory Dwelling Unit

The definition in Part 3 of Zoning By-law 2010-0050 will require the inclusion of semi-detached and townhouse dwellings to be consistent with the Official Plan and Planning Act. A new proposed definition can be found in SCHEDULE 1 to this report.

ii) Minimum Required Lot Frontage

Under Part 6, 6.2 of the Zoning By-law, Special Provision 1 requires accessory dwelling units to be on a lot with a minimum frontage of 11m. It is Town staff's opinion that parking and soft landscaping requirements discussed in the Background section are sufficient for the purpose of regulating accessory dwelling units in light of changes to Provincial legislation. Therefore it is recommended the lot frontage requirement be deleted from this Special Provision. A revised Special Provision has been included in SCHEDULE 1 to this report.

iii) Permitting Units in the Agricultural/Rural Area

Permitting and regulating accessory dwelling units in the broader Agricultural/Rural Area would require changes to both the Official Plan and Zoning By-law. Under the Official Plan a new land use policy would be required under Section E1.4 to define criteria for accessory apartments. This would be similar to what exists for such uses in the Urban Area under Section D1.3.1.6. Additionally, accessory dwelling units would have to be added to the list of permitted uses for designations where single detached homes are already listed. More details for these proposed changes can be found in SCHEDULE 1 to this report.

Under Zoning By-law 2010-0050 Part 9, 'Accessory Dwelling Units' would have to be added as a use in Table 9.1. The use would then be permitted in zones where Single Detached Dwellings are already permitted. More details for these proposed changes can be found in SCHEDULE 1 to this report.

iv) Increasing the Maximum Floor Area for an Accessory Dwelling

Currently under the Town's Zoning By-law 2010-0050, the maximum floor area for an accessory dwelling unit is 70m² (or 753.5ft²). A policy scan completed for this report (see SCHEDULE 2) revealed many municipalities use a percentage of total floor area requirement (40% or greater), or a maximum floor area greater than 70m². Increasing the maximum for accessory dwelling units may also provide more flexibility to accommodate larger households. Based on the foregoing, a larger maximum floor area of 95m² (1,022.6ft²) is being proposed for review and consideration.

Implications on Housing in Halton Hills

The Amendment to Zoning By-law 2010-005, if passed, would authorize accessory dwelling units in semi and townhouse dwellings in addition to the existing permission for single detached dwellings. It should be noted that for each unit type, a minimum of 3 parking spaces would be required to permit an accessory dwelling (2 per principal dwelling, 1 per accessory unit). This would restrict most townhouse units, as well as small lot single/semi-detached units with limited driveway space from creating accessory units. It should be noted that the soft landscaping requirement (40% of front or exterior side yard), which is important from an urban design and streetscape perspective, reduces the potential for landowners to widen their driveways to accommodate extra parking.

Other initiatives that are currently under way or will be commencing this year that relate to this issue and parking in particular include an Affordable Housing Task Force and a review of the Uniform Traffic Control By-law 84-1. The recommendations flowing from these initiatives may have further ramifications for parking requirements which could be considered through subsequent amendments to the zoning by-law.

Next Steps

The changes proposed to Town policy on accessory dwelling units in this report would require Amendments to the Official Plan and Zoning By-law 2010-0050. Requirements for completing this work are as follows:

- Circulation of this report to Zoning and Building staff, as well as Halton Region, Credit Valley Conservation, Conservation Halton, Grand River Conservation Authority, and Niagara Escarpment Commission for comment;
- An Open House no later than 7 days prior to the Statutory Public Meeting;
- Statutory Public Meeting on draft Zoning By-law Amendments; and,
- A Final Recommendation Report to Council.

RELATIONSHIP TO STRATEGIC PLAN:

The final Recommendation Report will address the relationship between the proposed development and the Town's Strategic Plan.

FINANCIAL IMPACT:

There is no financial impact associated with this particular report.

CONSULTATION:

In preparing this report multiple staff in Planning and Zoning were consulted. Additionally Planning Staff from the Region of Halton and Niagara Escarpment Commission were consulted.

PUBLIC ENGAGEMENT:

Where Zoning By-law and Official Plan Amendments are required to update current policy on accessory dwelling units in the Town of Halton Hills, a Statutory Public Meeting will be required. Additionally, an Open House will be required for this project in accordance with the Planning Act under Sections 26(9) and 34(14.4). The purpose of this Open House is to provide the public an opportunity to review the proposed changes and ask questions.

SUSTAINABILITY IMPLICATIONS:

The final Recommendation Report will address the relationship between the proposed development and any sustainability implications.

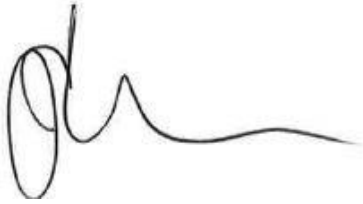
COMMUNICATIONS:

There is no communications impact associated with this particular report.

CONCLUSION:

This report provides an overview of Provincial, Regional and Town policy on accessory dwelling units. Where current Town policy on these units is not consistent with the Planning Act, municipally-initiated Official Plan and Zoning By-law Amendments are required to achieve conformity. To that end, it is recommended that staff prepare for agency and public review of Official Plan and Zoning By-law Amendments that provide for enhanced permissions for accessory dwelling units in keeping with the content of this report.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read 'John Linhardt', with a long horizontal flourish extending to the right.

John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to read 'Brent Marshall', written in a cursive style.

Brent Marshall, Chief Administrative Officer

SCHEDULE 1 TO PLS-2019-0007

Proposed Changes to Zoning By-law 2010-0050

In PART 3 – DEFINITIONS

Dwelling, Accessory means:

An *accessory dwelling unit* that is located within a single detached, semi-detached, or townhouse dwelling unit or in a non-residential building.

In PART 6 – URBAN RESIDENTIAL ZONES

Under SPECIAL PROVISIONS for Table 6.1

1. Permitted only within single detached, semi-detached, or townhouse dwellings and provided the accessory dwelling unit occupies no more than 95.0 square metres of floor area.

In PART 7 – URBAN COMMERCIAL ZONES

Under SPECIAL PROVISIONS for Tables 7.1 and 7.2

13. Permitted only within single detached, semi-detached, or townhouse dwellings and provided the accessory dwelling unit occupies no more than 95.0 square metres of floor area.

In PART 9 – NON-URBAN ZONES

Table 9.1 – Permitted Uses (Non-Urban Zones)

Use	A	PC	HR1 HR2	HCC HC	HI	HRO	RCR1 RCR2	RCC	RCI	CR	MAR	RU- EMP
Accessory Dwelling Units	X(19)	X(19)	X(19)	X(19)		X(19)	X(19)	X(19)		X(19)	X(19)	

Under SPECIAL PROVISIONS for Table 9.1, add:

19. Permitted only within single detached, semi-detached, or townhouse dwellings provided the accessory dwelling unit occupies no more than 95.0 square metres of floor area.

Proposed Changes to the Town of Halton Hills Official Plan

Under Section E1.4 Land Use Policies

E1.4.10 Accessory Apartments

An accessory apartment is permitted subject to the regulations of the Zoning By-law and the following criteria:

- a) the accessory apartment shall comply with the Ontario Building and Fire Codes;
- b) adequate parking is available on the lot for both dwelling units and minimizes the loss of outdoor amenity areas or landscaping;
- c) the accessory apartment is designed and located in such a manner to not have a negative impact on the character of the surrounding residential uses and to that end any building addition shall be compatible with the massing, height, and setbacks of adjacent dwelling units; and,
- d) municipal water and wastewater or septic and well facilities are adequate and available to accommodate an additional dwelling unit.

Under Section E1.3 Permitted Uses (Agricultural Area)

Add:

- p) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section E2.3 Permitted Uses (Protected Countryside Area)

Add:

- w) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section E3.4.1 Hamlet Residential Area

Add:

- e) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section E3.4.2 Hamlet Community Core Area

Add:

- j) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section E4.3 Permitted Uses (Rural Cluster Area)

Add:

- j) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section E5.3 Permitted Uses (Country Residential Area)

Add:

f) accessory apartments in single detached dwellings subject to Section E1.4.10.

Norval Secondary Plan

Under Section H2.4.2 Permitted Uses (Hamlet Community Core Area)

Add:

cc) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section H2.5.2 Permitted Uses (Hamlet Commercial Area)

Add:

l) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section H2.7.2 Permitted Uses (Hamlet Residential Area)

Add:

l) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section H2.8.2 Permitted Uses (Hamlet Residential/Office Area)

Add:

f) accessory apartments in single detached dwellings subject to Section E1.4.10.

Glen Williams Secondary Plan

Under Section H4.4.2 Permitted Uses (Hamlet Community Core Area)

Add:

o) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section H4.5.2 Permitted Uses (Hamlet Residential Area)

Add:

d) accessory apartments in single detached dwellings subject to Section E1.4.10.

Under Section H4.6.2 Permitted Uses (Hamlet Estate Residential Area)

Add:

c) accessory apartments in single detached dwellings subject to Section E1.4.10.

Municipality	Official Plan	Zoning By-law
Halton Hills	<p>Accessory Apartment (subject to OPA 10)</p> <p>Means a self-contained apartment within a single detached, semi-detached, or townhouse dwelling unit.</p> <p>D1.3.1.6 Accessory Apartments</p> <p>An accessory apartment is permitted subject to the regulations of the Zoning By-law and the following criteria:</p> <ul style="list-style-type: none"> a) the accessory apartment shall comply with the Ontario Building and Fire Codes; b) adequate parking is available on the lot for both dwelling units and minimizes the loss of outdoor amenity areas or landscaping; c) the accessory apartment is designed and located in such a manner to not have a negative impact on the character of the surrounding neighbourhood and to that end any building addition shall be compatible with the massing, height, and setbacks of adjacent dwelling units; and, d) municipal water and wastewater facilities are adequate and available. <p>Accessory apartments shall not be subject to the density provisions of this Plan. As a condition of approval, the Town shall require that dwelling units containing an accessory apartment be registered in accordance with the provisions of the Municipal Act.</p> <p>D1.3.2.3 Complementary Uses</p> <p>Complementary uses that are permitted subject to certain criteria in the Medium Density Residential Area designation include:</p> <ul style="list-style-type: none"> a) home occupations subject to Section D1.3.1.4 of this Plan; b) local parkland subject to Section F7.3.4 of this Plan; and, c) accessory apartments in townhouse dwellings subject to Section D1.3.1.6 of this Plan. 	<p>Dwelling, Accessory means:</p> <p>An accessory dwelling unit that is located within a single detached dwelling unit or in a non-residential building.</p> <p>Table 5.2 – 1 parking space required for an accessory unit</p> <p>Table 6.1 – Accessory units permitted in LDR1, RCO and UR zones with Provision: Permitted only within single detached dwellings and provided the accessory dwelling unit occupies no more than 70.0 square metres of floor area and provided the lot has a lot frontage of 11.0 metres or greater.</p> <p>Table 7.1 - Accessory units permitted in DC1 and DC2 zones with Provision: In a single detached dwelling, one accessory dwelling unit is permitted provided the dwelling has a floor area of no more than 70.0 square metres.</p> <p>Section 5.2.14 states the maximum width for a ground oriented dwelling unit is 7m, provided the yard on which the driveway is located (front or exterior side) has a minimum of 40% soft landscaping.</p>

Cambridge	<p>Section 2.8.2.8</p> <p>Secondary Residential Unit</p> <p>8. The City will permit the establishment of a secondary residential unit within or attached to the existing residential buildings in all zones where residential uses are permitted without an amendment to the City's Zoning By-law. Secondary residential units must be established in accordance with the following criteria:</p> <p>a) appropriate parking arrangements can be accommodated on the property;</p> <p>b) no separate access to a municipal road is required;</p> <p>c) the secondary residential unit is compatible with neighbouring residential properties and the surrounding residential neighbourhood;</p> <p>d) adequate potable water and wastewater treatment is available to accommodate the secondary residential unit;</p> <p>e) the secondary residential unit is subordinate in scale and function to the main dwelling unit; and</p> <p>f) compliance with the City's minimum standards of maintenance and occupancy, and any other applicable legislation.</p>	<p>Zoning By-law Amendment 108-18 does the following:</p> <p>Creates definition - Secondary Dwelling Unit, also known as a secondary suite or secondary residential unit: a separate dwelling unit containing bathroom and kitchen facilities that is subordinate to a legally existing residential structure.</p> <p>Establishes parking requirements – 1 spot for a 1-bedroom unit and 2 spots for a 2-bedroom unit in addition to prescribed parking requirements.</p> <p>Permits the use in 15 of 16 Residential zones.</p> <p>Specifications include:</p> <ul style="list-style-type: none"> • 11m lot frontage (15m for corner lots) • 450m² minimum lot area • Floor area maximum of 40% of dwelling including basement • Direct or shared entrance permitted • No separate access to municipal roads (second driveway) • Must be connected to municipal water and sewer or have proof private services can accommodate the unit • 2 bedroom maximum • Min. distance from interior lot line to unit entrance 1.2m • Min. distance from exterior lot line entrance to unit 6m • Parking for accessory unit permitted between regulatory building line and street line
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<p>Markham</p>	<p>Under 4.1.1 – General Policies:</p> <p>4.1.2.6 To support further diversification of the housing stock tenure by:</p> <p>a) encouraging the construction of rental and shared housing with a full mix and range of unit types and sizes; and</p> <p>b) providing for the establishment of secondary suites within existing and new permitted dwelling types in accordance with Section 3.5.22 of the Regional Official Plan and subject to appropriate zoning, development criteria and standards.</p> <p>Under 8.2 – Residential:</p> <p>8.2.1.2 In addition to the uses listed in Section 8.1.1, the following uses may be provided for in all ‘Residential’ designations:</p> <p>vi. secondary suite in accordance with Section 8.13.8.</p> <p>8.2.2.1 On lands designated ‘Residential Estate’ to:</p> <p>d) provide opportunities for one secondary suite per lot on condition that landscape characteristics are protected and that parking and servicing requirements are met.</p> <p>8.2.2.2 That notwithstanding the policy of Section 8.2.1.2:</p> <p>b) a secondary suite, in accordance with Section 8.13.8, may be permitted on each lot provided that water and wastewater are adequate to meet demand and requirements regarding parking are met.</p> <p>8.3.1.2 To provide for the following uses, in addition to the uses listed in Section 8.1.1, in all ‘Mixed Use’ designations:</p> <p>k) secondary suite in accordance with Section 8.13.8;</p> <p>8.6.1.2 To provide for the following uses on lands designated ‘Greenway’: (under appeal)</p> <p>d) secondary suite in accordance with Section 8.13.8;</p> <p>8.8.1.2 To provide for the following uses on lands designated ‘Countryside’:</p> <p>b) secondary suite in accordance with Section 8.13.8;</p>	<p>***OP policies on Secondary Suites not brought into ZBL 177-96 as of now***</p>
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	<p>8.13.8 Secondary Suite</p> <p>It is the policy of Council:</p> <p>8.13.8.1 That in considering an application to amend the zoning by-law to permit the establishment of a secondary suite where provided for in this Plan, Council shall be satisfied that an appropriate set of development standards are provided for in the zoning by-law including:</p> <ul style="list-style-type: none"> a) the building type in which the secondary suite is contained; b) the percentage of the floor area of the building type devoted to the secondary suite; c) the number of dwelling units permitted on the same lot; d) the size of the secondary suite; e) the applicable parking standards; and f) the external appearance of the main dwelling 	
Guelph	<p>34. In addition to the requirements of policy 4.4.1.33, the following policies apply to the renovation of, intensification of, conversion to, development and redevelopment of residential uses.</p> <p>2. Residential intensification, comprising the building of a new single/semi/duplex on an existing vacant lot, or adding an accessory apartment to an existing single/semi/duplex building or the creation of a new lot by consent for a single/semi/duplex dwelling, may be permitted provided that the new building or structure is floodproofed to an elevation no lower than one metre below the regulatory flood level; and:</p> <ul style="list-style-type: none"> i) the habitable floor space is constructed to an elevation equal to, or greater than the ground floor elevation of adjacent buildings, but in no case lower than one metre below the regulatory flood level; ii) mechanical, electrical and heating equipment will be located no lower than one metre below the regulatory flood level; iii) basements will only be permitted in instances where 	<p>"Accessory Apartment" means a Dwelling Unit located within and subordinate to an existing Single Detached Dwelling, Semi-Detached Dwelling or a Link Dwelling;</p> <p>Parking Requirements: Semi or Single detached with an Accessory Apartment: 3</p> <p>Any Accessory Apartment shall be developed in accordance with the following provisions:</p> <p>4.15.1.1 The external appearance of all Building facades and outdoor Amenity Areas shall be preserved except dual service meters are permitted.</p> <p>4.15.1.2 An Accessory Apartment shall only be permitted within a Single Detached Dwelling or Semi-Detached Dwelling.</p> <p>4.15.1.3 A maximum of one Accessory Apartment shall be permitted in a Single-Detached Dwelling or in each half of a Semi-Detached Dwelling, provided that the Single-detached Dwelling or Semidetached Dwelling is a conforming Use in the Zone in which it is located.</p> <p>4.15.1.4 Parking for the Accessory Apartment shall be developed in</p>

	<p>the elevation of the basement floor is greater than the elevation of one metre below the regulatory flood level. In instances where this basement floor level elevation cannot be achieved, a crawl space of a maximum height of 1.2 metres may be permitted to facilitate servicing; and</p> <p>iv) access is available to the site at an elevation no lower than one metre below the safe access level.</p> <p>7.2 Affordable Housing</p> <p>The City recognizes the importance of housing, including affordable housing, in meeting the needs of the city's existing and future residents.</p> <p>Objectives</p> <p>d) To recognize the role of existing housing and accessory apartments in providing choices for a full range of housing, including affordable housing.</p> <p>7.2.1 Affordable Housing Targets</p> <p>4. While not part of the annual affordable housing target, the creation of approximately 90 accessory apartment units annually will be encouraged.</p> <p>9.2.3 Accessory Apartments</p> <p>1. The City shall provide for the creation of accessory apartments in low density residential designations.</p> <p>2. The Zoning By-law will provide specific regulations for accessory apartments.</p> <p>Accessory Apartment means:</p> <p>a dwelling unit located within and subordinate to an existing single detached dwelling or semi-detached dwelling.</p> <p>Accessory Apartments also included in definition of Residential Intensification.</p>	<p>accordance with Section 4.13.</p> <p>4.15.1.4.1 Notwithstanding Sections 4.13.2.1 and 4.13.3.1 the required off-street Parking Space for an Accessory Apartment may be stacked behind the required off-street Parking Space of the host Dwelling in the driveway. A maximum of 2 Parking Spaces are permitted in a stacked arrangement.</p> <p>4.15.1.5 The Accessory Apartment shall not exceed 45% of the total Floor Area of the Building and shall not exceed a maximum of 80 square metres in Floor Area, whichever is lesser.</p> <p>4.15.1.6 Interior access is required between floor levels and between the Accessory Apartment and the host Dwelling Unit.</p> <p>4.15.1.7 The Accessory Apartment shall not contain more than two bedrooms.</p> <p>Table 4.25 – Lodging House Type cannot contain an AD.</p> <p>Under Section 5, ADs permitted in: R.1A, R.1B, R.1C, and R.1D; and R.2 zones</p>
Brampton	<p>3.2.8.2 Second Units</p> <p>a) Second units shall be permitted within single detached dwellings, semidetached dwellings and townhouses that are on full municipal services provided they are in accordance with</p>	<p>Aligns with Brampton's OP:</p> <p>Second Units permitted where single detached, semis and townhouses are permitted.</p>

	<p>the Zoning By-Law and subject to the following criteria:</p> <ul style="list-style-type: none"> i) A maximum of one second unit is permitted per dwelling, and which is accessory to the main dwelling; ii) A second unit must be in compliance with the Ontario Building Code and/or Fire Code and Property Standards By-Law and other applicable approval requirements; iii) Alterations to the exterior building design of the principal dwelling must be consistent with its existing design, style and materials; iv) A second unit shall not be permitted in a residential dwelling situated within a floodplain; v) A second unit shall have no negative impact on stormwater management and site drainage; and, vi) Adequate on-site parking is provided in accordance with the requirements of the Zoning By-law. <p>b) The Chief Building Official may consider an application for the registration of a second unit in a detached, semi-detached or townhouse dwelling on private sanitary servicing where the sewage system has been upgraded to meet the regulations of the Ontario Building Code, and shall be subject to the criteria established in Section 3.2.8.2a) of this Plan.</p> <p>c) Zoning By-Law regulations shall be established and all second units shall be in accordance with the Zoning By-Law. Zoning regulations for second units may include, but are not limited to:</p> <ul style="list-style-type: none"> i) Dwelling types; ii) Parking and yard requirements; iii) Maximum floor areas; iv) Landscaped open space or amenity area requirements. <p>d) Where an application for a second unit fails to conform to any of the requirements of the implementing zoning by law, a zoning by-law amendment shall be required.</p>	
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Oakville	Nothing to date.	<p>4.1 Accessory Dwelling Units</p> <p>4.1.1 Residential Zones</p> <p>Where an accessory dwelling is permitted in a Residential Zone, the following regulations apply:</p> <ul style="list-style-type: none"> a) A maximum of one accessory dwelling is permitted on a lot. b) An accessory dwelling is only permitted within a detached dwelling and semi-detached dwelling. c) Notwithstanding subsection (b) above, an accessory dwelling is permitted within an accessory building on a corner lot in the Residential Uptown Core (RUC) Zone. d) An accessory dwelling shall have a maximum floor area of the lesser of 40% of the residential floor area of the detached dwelling or semi-detached dwelling or 75.0 square metres. For the purposes of this subsection, residential floor area shall include all area within a basement. (2016-023) e) Any separate entrance and exit to the accessory dwelling shall be oriented toward the flankage lot line, interior side lot line, or rear lot line. <p>Subsections (b) and (d) above do not apply to an accessory dwelling that legally existed on or before November 16, 1995.</p> <p>4.1.2 Commercial Zones</p> <p>Where an accessory dwelling is permitted in a Commercial Zone, the following regulations apply:</p> <ul style="list-style-type: none"> a) An accessory dwelling is only permitted within the same building as a permitted retail, service commercial, or office use. b) An accessory dwelling is not permitted on a first storey unless it legally existed on the effective date of this By-law. Notwithstanding this, ancillary residential uses are permitted on the first storey. <p>**Accessory dwellings permitted in all RL zoned and Residential Uptown Core zone (RUC), with one parking space per unit required.</p> <p>Also permitted in Central Business District (CBD), Greenbelt (GB) and Parkway Belt Complementary Use (PB2) zones</p>
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Burlington	<p>Accessory Dwelling Unit in OP only referred to as a whole unit accessory to farm operations or places of worship.</p> <p>Current OP review is looking to permit them in rural areas.</p>	<p>Accessory Dwelling Unit</p> <p>One self-contained dwelling unit created through converting part of, or adding on to, one existing detached dwelling unit.</p> <p>R Zone Permitted Uses (Low Density):</p> <p>Footnote to Table 2.3.1:</p> <p>a) Permitted in all R1 zones, all R2 zones, and in R3.1 and R3.2 zones only, subject to the following regulations:</p> <p>Permitted in a detached dwelling only</p> <p>Lot Width: 15 m</p> <p>Notwithstanding the above, an accessory dwelling unit is permitted within a detached dwelling that existed on the date of enactment of this by-law that is situated on a lot with a width of less than 15 metres, only provided that as of the date of enactment of By-law 2020.244 (April 28, 2008), the dwelling contained an existing garage with a minimum width of 6 m.</p> <p>Floor Area of accessory dwelling unit: 42 m² minimum; 100 m² maximum.</p> <p>Floor Area of the accessory dwelling unit shall not be in excess of 40% of the total floor area of the residential building.</p> <p>For purposes of this footnote, a finished basement forming part of a dwelling unit is defined as floor area.</p> <p>Total Rear Yard Amenity Area for the principal dwelling unit and accessory dwelling unit: 135 m² minimum</p> <p>The accessory dwelling unit shall have its own exterior entrance separate from the exterior entrance to the principal dwelling unit. The separate entrance to the accessory dwelling unit shall not be located on any elevation of the building facing a street. Access to a principal and accessory unit through a common vestibule is permitted.</p> <p>Refer to Part 1, Section 2.24 for driveway widths on a lot containing an accessory dwelling unit.</p> <p>Driveway Width on a lot containing an accessory dwelling unit: 6 m minimum; 7.35 m maximum.</p>
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Milton	<p>Under Permitted Uses in Residential Area (Section C6.5.1.2):</p> <p>c) Coach houses, deemed to be an accessory dwelling, shall be permitted on hybrid roads for dwelling units which do not front on the hybrid road.</p>	<p>4.10 ACCESSORY DWELLING UNITS (113-2017)</p> <p>An accessory dwelling unit is permitted in a single detached dwelling or a semi-link dwelling only, provided that:</p> <p>i) Only 1 accessory dwelling unit shall be permitted per lot and shall be located within the main dwelling unit;</p> <p>ii) A minimum of 1 parking space per accessory dwelling unit is provided in addition to the required parking for the main dwelling unit;</p> <p>iii) The dwelling must be on full municipal water and wastewater services; and,</p> <p>iv) The accessory dwelling unit shall not exceed a maximum size of 85m².</p> <p>Note: Accessory Dwellings not defined in Milton rural area ZBL</p>
Centre Wellington	<p>OP (Elora and Fergus only) only states Accessory Apartments are permitted in the Residential Transition Area.</p> <p>Under Wellington County OP:</p> <p>4.4.6 Second Units</p> <p>Second units, also known as accessory or basement apartments, secondary suites or in-law suites are self-contained residential units with separate kitchen, bathroom and sleeping facilities.</p> <p>Second units increase the stock of affordable rental housing; provide home owners with additional incomes; and offer alternative housing options for elderly and young adult family members.</p> <p>Second units are not the same as garden suites because garden suites are temporary residences. Garden suites are addressed in Section 4.4.7 of this Plan.</p> <p>It is the policy of this Plan to authorize:</p> <p>a) The use of two residential units in a detached house, semi-detached house or rowhouse if no building or structure ancillary to a detached house, semi-detached house or rowhouse contains a residential unit; and</p>	<p>Accessory Apartment shall mean a dwelling unit which is subordinate to an existing single-detached or a semi-detached dwelling.</p> <p>4.1 ACCESSORY APARTMENTS</p> <p>Wherever an accessory apartment is permitted by this bylaw, such an accessory apartment shall only be constructed or used in accordance with the following:</p> <p>For dwellings with Municipal Sewer and Water Services: Min Lot Area of 325m² and min frontage of 11m.</p> <p>For dwellings with Municipal Sewer only: Min lot area of 743m² and min frontage of 20m.</p> <p>Private services: Min lot area of 1858m² and no min frontage.</p> <p>Max floor area of an Accessory Apartment: 45% of the Floor Area of the Principal Dwelling But No More Than 100 m² (1,076 ft²). In this context "Floor Area" means the total Floor Area of the Building measured from the exterior face of outside walls, or centre line of common walls, including Cellars and Basements with a floor to ceiling height of at least 1.95 m (6.4 ft) Floor Area does not include stairs, landings, cold cellars, garages and carports.</p> <p>Max number of bedrooms: 2</p>

	<p>b) The use of a residential unit in a building or structure ancillary to a detached house, if the detached house contains only one single residential unit, subject to the provisions set out below.</p> <p>4.4.6.1 Second Units Within a Main Residence</p> <p>One second unit may be allowed in a single detached, semi-detached or rowhouse dwelling on a property, provided that a second unit does not already exist on the property.</p> <p>Local Municipalities may enact zoning provisions to address the following matters:</p> <ul style="list-style-type: none"> a) that safe road access can be provided; b) the establishment of a second unit does not require the creation of an additional driveway access; c) that adequate off-street parking can be provided on site for both the main residence and second unit without detracting from the visual character of the area; d) that any exterior alterations to the main residence, necessary to accommodate the second unit, are made in the side or rear yards; e) that adequate amenity areas are provided for the main residence and second unit; f) the second unit meets the applicable Building Code, Fire Code and local property regulations; g) that adequate water and sewage disposal services can be provided to the second unit; and, h) whether a garden suite and second unit will not be permitted on the same lot. <p>A second unit will not be allowed in a dwelling located in hazardous lands.</p>	<p>Front yard parking: In no case shall parking areas occupy more than 50% of the width of the front yard, or more than 50% of the total area of the front yard.</p> <p>Permitted alterations and additions: a) Additions to accommodate the installation of an accessory apartment are permitted but shall not project closer to a front lot line or an exterior side lot line than the existing dwelling. b) Exterior staircases shall be located in a rear yard and shall not be visible from the street.</p> <p>Accessory buildings: Accessory apartments are not permitted as of right in a detached building, but may be considered through application to the Committee of Adjustment.</p> <p>1 parking space required for Accessory Apartment units</p> <p>Permitted in Residential and Agricultural zones</p>
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REPORT

REPORT TO: Chair and Members of the Planning, Public Works and Transportation Committee

REPORT FROM: Tony Boutassis, Senior Planner – Development Review

DATE: February 8, 2019

REPORT NO.: PLS-2019-0011

RE: Recommendation Report for Draft Plan of Subdivision Approval to Create 3 Industrial Development Blocks, a Public Road and Stormwater Management Block at 340 Main Street North (Acton)

RECOMMENDATION:

THAT Report No. PLS-2019-0011 dated February 8, 2019, regarding a “Recommendation Report for Draft Plan of Subdivision Approval to Create 3 Industrial Development Blocks, a Public Road and Stormwater Management Block at 340 Main Street North (Acton)”, be received;

AND FURTHER THAT the Commissioner of Planning and Sustainability be authorized to grant Draft Approval and Final Approval to the Plan of Subdivision, File No. D12SUB17.001, as generally shown on SCHEDULE 2 – DRAFT PLAN OF SUBDIVISION of this report, subject to conditions generally set out in SCHEDULE 4 – CONDITIONS OF DRAFT PLAN OF SUBDIVISION of this report.

BACKGROUND:

1.0 Purpose of the Report:

The purpose of this report is to provide Council with recommendations concerning the final disposition of an application for Draft Plan of Subdivision submitted by FPL Holdings (Halton Hills) Ltd. for 340 Main Street North in Acton. The application proposes the creation of three (3) industrial development blocks, a public road, stormwater management block, wetland block and a Town-owned future right-of-way made up of two (2) blocks on the subject lands.

2.0 Location & Site Characteristics:

The subject property, municipally referred to as 340 Main Street North, is located on the west side of Main Street North, north of the Goderich-Exeter Railway in Acton; see **SCHEDULE 1 – LOCATION MAP**. The large, irregular shaped lot is approximately

22.18 hectares (54.8 acres) in size and has roughly 50.0 metres (164.0 feet) of frontage on Main Street North.

The subject lands currently contain a 12,995 m² (139,877 ft²) industrial building (CanWel) and associated infrastructure, which was approved under Site Plan File No. D11SPA17.006. Details of the existing development include:

- the CanWel warehouse and distribution facility;
- a 26 metre wide private road connected to Main Street North;
- a rail spur connecting directly to the CanWel facility;
- a stormwater management pond;
- an enhanced wetland area; and,
- all servicing and utility infrastructure.

Surrounding lands uses to the subject property include:

To the North: Rural properties that contain agricultural operations and associated residences.

To the East: Employment and industrial uses fronting onto Main Street North.

To the West: Rural properties that contain agricultural operations and associated residences.

To the South: The Goderich-Exeter Railway and Highway 7.

3.0 Development Proposal:

The Draft Plan of Subdivision application submitted by FPL Holdings (Halton Hills) Ltd. (the Applicant) was deemed complete on February 28, 2017. The Subdivision application contemplates the separation of the subject lands into three (3) industrial development blocks, a public road, stormwater management block, wetland block and a Town-owned future right-of-way made up of two (2) blocks; see **SCHEDULE 2 – DRAFT PLAN OF SUBDIVISION**.

The table below outlines the proposed configuration of the subject lands based on Schedule 2:

Proposed Land Use	Lot/Block	Area (hectares)
Industrial Development	Lot 1	7.83 ha
Industrial Development	Block 2	6.66 ha
Industrial Development	Block 3	2.61 ha
SWM Pond	Block 4	1.20 ha
Wetlands	Block 5	1.86 ha
Public Road (26 m ROW)	Futura Drive	1.71 ha
Town-Owned (Future ROW)	Blocks 6 & 7	0.31 ha
	Total	22.18 ha

As previously mentioned, the existing 12,995 m² (139,877 ft²) CanWel building was approved through Site Plan File No. D11SPA17.006; see **SCHEDULE 3 – CANWEL SITE PLAN**. The CanWel building is to occupy Lot 1 of the industrial subdivision.

The CanWel Site Plan application was submitted on April 21, 2017, and was intended to be reviewed in conjunction with the Draft Plan of Subdivision application. However, the Draft Plan of Subdivision process encountered challenges with regards to the location of the proposed stormwater management facility, on-site wetlands and potential impacts to the Highway 7 and Main Street North intersection.

Because the Applicant had committed to an occupancy date of May 2018 with CanWel the Subdivision process was put on hold in early 2018 in favour of the Site Plan application moving forward first.

The Site Plan application was approved on May 8, 2018, and construction of the CanWel building was completed shortly thereafter. Because the Site Plan application was approved in advance of the Subdivision application all of the necessary infrastructure that is typically secured through the Subdivision process has been approved and constructed, including:

- a 26 metre wide private driveway connected to Main Street North that has been constructed to municipal standards. Through registration of the subdivision the driveway will be assumed by the Town and become a public road;
- a stormwater management pond that has already been dedicated to the Town and is functioning as intended;
- an enhanced wetland area that will be dedicated to the Town through registration of the subdivision; and,
- all servicing and utility infrastructure required for the existing building and any future development on the property.

At the timing of subdivision registration the Applicant will be required to dedicate a future right-of-way to the Town (shown as Blocks 6 and 7 on the Draft Plan). The purpose for the future right-of-way is to allow for access to the vacant employment lands (256 Main Street North) to the south of the subject property when it is developed.

It should be noted that as part of the Site Plan process for the CanWel building a rail spur was also approved and constructed for the purpose of delivering large quantities of building materials to the facility. The rail spur can be extended to service Industrial Development Block 2 if required by a future tenant.

Detailed urban design elements including site layout, architectural design, landscaping, setbacks, fencing and screening within the subdivision will be evaluated through future Site Plan applications submitted to develop Blocks 2 and 3.

COMMENTS:

This section of the report will identify, analyze and respond to key matters of interest associated with the Draft Plan of Subdivision application. The section is broken down into the following three subsections:

- 1.0 Planning Context and Policy Framework
- 2.0 Town Department and External Agency Comments
- 3.0 Public Comments

1.0 Planning Context and Policy Framework:

The purpose of this section is to evaluate the proposed Draft Plan of Subdivision applications against the relevant Provincial, Regional and Town policy framework to determine conformity with the applicable policies and guidelines.

1.1 Provincial Policy Statement (PPS):

The 2014 Provincial Policy Statement (PPS) provides broad based policies that promote an appropriate range and mix of employment, including industrial and commercial uses, to meet the long-term needs of residents and make appropriate use of infrastructure to support the development of healthy communities. Further, the PPS promotes a policy-led system that provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The proposal is required to be consistent with the relevant policies of the PPS in accordance with Section 3 of the Planning Act.

Planning staff is of the opinion that the proposed Draft Plan of Subdivision application is consistent with the policies of the 2014 PPS.

1.2 Growth Plan for the Greater Golden Horseshoe:

The subject lands are part of a larger designated urban area in Acton. The Growth Plan directs new growth to locations that make efficient use of transportation and servicing infrastructure and sets out general policies for employment lands.

Planning staff is of the opinion that the proposed development is in conformity with the Growth Plan for the Greater Golden Horseshoe.

1.3 Region of Halton Official Plan (ROP):

The 2009 Regional Official Plan designates the subject lands as Urban Area (Acton) with an Employment Area overlay. Section 76 of the ROP states that the range of permitted uses and the creation of new lots in the Urban Areas will be in accordance with Local Official Plans and Zoning By-laws.

Regional staff has confirmed that the application is in conformity with the ROP and have provided conditions of approval.

1.4 Town of Halton Hills Official Plan (HHOP):

The General Employment Area designation permits a number of industrial employment type uses (Section D3.4.1.3), including:

- a) industrial uses within wholly enclosed buildings, such as manufacturing, assembling, processing, fabricating, warehousing, wholesaling and distribution facilities;*
- b) industrial uses that involve outdoor storage and/or processing such as concrete batching plants, aggregate transfer stations and contractors' establishments, subject to Section D3.4.1.4.2;*
- c) research and training establishments;*
- d) computer, electronics and data processing facilities;*
- e) printing and associated service establishments; and,*
- f) industrial malls, containing one or more of the uses permitted in this designation.*

In addition to the above, the HHOP provides a number of secondary permitted uses as outlined in Section D3.4.1.4.4.

Planning staff is of the opinion that the proposed Subdivision will achieve the Employment Area objectives of the Official Plan and allow for the development of the subject lands in a manner consistent with Official Plan policies. Any new development proposed for the remaining lots within the Subdivision would be evaluated against the land use permissions and policies in the Plan.

1.5 Town of Halton Hills Zoning By-law 2010-0050:

The site is zoned Employment One (EMP1), which permits a wide range of employment and industrial type uses. Industrial uses are defined in the By-law as:

a premises used primarily for the purpose of manufacturing, processing, fabrication, assembly, treatment, packaging, warehousing and incidental storage of goods and materials and may include accessory retail stores, sales and distribution of such products.

The EMP1 Zone requires a minimum lot frontage of 30.0 metres, which each of the lots in the proposed Subdivision complies with.

At this point in time the Applicant has not proposed development or indicated what the end use for the two (2) remaining industrial development blocks would be. Conformity with the Zoning By-law for the other lots would be determined through subsequent Site Plan applications.

2.0 Town Department and External Agency Comments:

The proposed Draft Plan of Subdivision was circulated to Town departments and external agencies for review and comment, with the most recent circulation occurring on November 2, 2018. Staff from various departments and agencies have completed their review and indicated that they have no concerns or objections to the issuance of Draft Plan Approval.

For information purposes, staff has provided comments on some of the site specific matters that were evaluated through the review of the proposal:

Wetlands and Stormwater Management:

The Region and CVC identified that there were two (2) existing wetlands located on the property; one at the southwest corner and one at the southeast corner of the property.

The location of the southwest wetland coincided with the Applicant's proposed location for their stormwater management pond. Initially, CVC staff had concerns with the wetland being removed in favour of the stormwater management pond; however, through review of the application it was determined that it was not a naturally occurring wetland. As a result, CVC staff was able to support the proposed location of the pond. The stormwater management pond (Block 4) has already been constructed and has been dedicated to the Town as part of the CanWel Site Plan application.

The southeast wetland (shown as Block 5) was filled in and much of the vegetation removed by the previous owner of the property. The Applicant has worked with CVC staff to come up with a plan to enhance and restore the wetland through replacement of vegetation and grading works. Further, the size of the wetland has been increased to compensate for locating the stormwater management pond in the southwest wetland. The Applicant will continue to work with the CVC through the registration process to complete the restoration and compensation work required for the southeast wetland prior to the dedication of Block 5 to the Town.

Traffic and Transportation:

The Ministry of Transportation (MTO) has identified concerns with the volume of traffic, especially transport trucks, which could be generated by the proposed Subdivision. Of specific concern is that most of the traffic would be directed to the Highway 7 and Main Street North intersection, which the MTO believes is not currently designed to accommodate such a volume of trucks. Numerous discussions have taken place between Town and MTO staff to determine a solution to allow for the Subdivision to move forward to approval.

To advance the application to Draft Approval the MTO has issued conditions that will require their concerns to be satisfied before the Subdivision can be registered. The MTO, Applicant and Town staff are currently working on a solution to resolve the intersection issues, which will likely include the Applicant paying for temporary traffic

signals to be installed at the Highway 7 and Main Street North intersection until the MTO identifies a permanent long term solution for that stretch of Highway 7.

3.0 Public Comments:

Town staff has received a number of phone calls and inquiries from the public regarding the proposed Draft Plan of Subdivision, but no concerns or objections have been raised.

The application was presented to the Public by way of Report No. P&I-2017-0072 through a Statutory Public Meeting on June 19, 2017. There was one (1) interested person in attendance at the meeting (the owner of 256 Main Street North, which abuts the site to the south).

Town staff previously met with the Owner of 256 Main Street North to discuss the development potential of their lands and the possibility of gaining access to Futura Drive on the 340 Main Street North site. In response to these discussions, Blocks 6 and 7 were included on the Draft Plan to provide access from Futura Drive to 256 Main Street North in the future, if required.

It should be noted that Town staff has received one complaint related to the CanWel Site Plan application from a resident living on the south side of Highway 7. The home owner claims that the vibration generated by trains passing their property has changed since the CanWel building was constructed and that the vibration is now affecting their quality of life. The Town has forwarded the resident's concerns to Metrolinx and continues to correspond with the resident and Metrolinx to try and determine a potential cause for any increase in vibration.

RELATIONSHIP TO STRATEGIC PLAN:

The proposed development is most closely aligned with Strategic Direction C – Foster a Prosperous Economy, the goal of which is:

To maintain and enhance the economic vitality of the Town through the provision of a wide range of opportunities for economic development.

The Strategic Direction is to be achieved as it relates to this application in part through Strategic Objectives:

- C1.** *To ensure an adequate supply of employment lands to provide flexibility and options for the business community and provide a range of job opportunities.*
- C4.** *To protect strategic employment lands from conversions to non-employment uses.*
- C7.** *To promote the Town's strategic location in the Greater Golden Horseshoe for economic development purposes.*
- C8.** *To facilitate the establishment of a competitive business environment that is easily able to adapt to changing circumstances and priorities.*

FINANCIAL IMPACT:

There is no immediate financial impact to the Town budgets as a result of this application.

CONSULTATION:

Planning staff has consulted with the appropriate Town Departments, Region of Halton, Credit Valley Conservation Authority (CVC) and the Ministry of Transportation (MTO) in the preparation of this Report.

PUBLIC ENGAGEMENT:

The proposed Draft Plan of Subdivision application was presented to the Public through a Statutory Public Meeting on June 19, 2017 (Report No. P&I-2017-0072).

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life. The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Environmental Health and Economic Prosperity pillars of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is Very Good.

Compliance with the Town's Green Development Standards will be addressed through the approval of the required Site Plan applications for each of the industrial blocks. The application of the Green Development Standards to this project will help achieve energy and water efficiencies with other sustainable objectives.

COMMUNICATIONS:

Public Notice of Council's decision regarding the passage of the Draft Plan of Subdivision will be completed in accordance with the requirements of the Planning Act.

CONCLUSION:

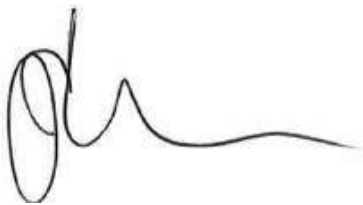
Staff has completed our review of the application and is of the opinion that the proposal has merit and should be supported. The proposed Draft Plan of Subdivision, in conjunction with the recommended draft plan conditions, conforms to the Growth Plan for the Greater Golden Horseshoe, is consistent with the Provincial Policy Statement (PPS) and conforms to the Region and Town Official Plans.

Therefore, Staff recommends approval of the Draft Plan of Subdivision, subject to the conditions as outlined in **SCHEDULE 4 – CONDITIONS OF DRAFT PLAN OF SUBDIVISION**. Should Council concur, the recommendation contained in this report can be adopted.

Reviewed and Approved by,



Jeff Markowiak, Manager of Development Review

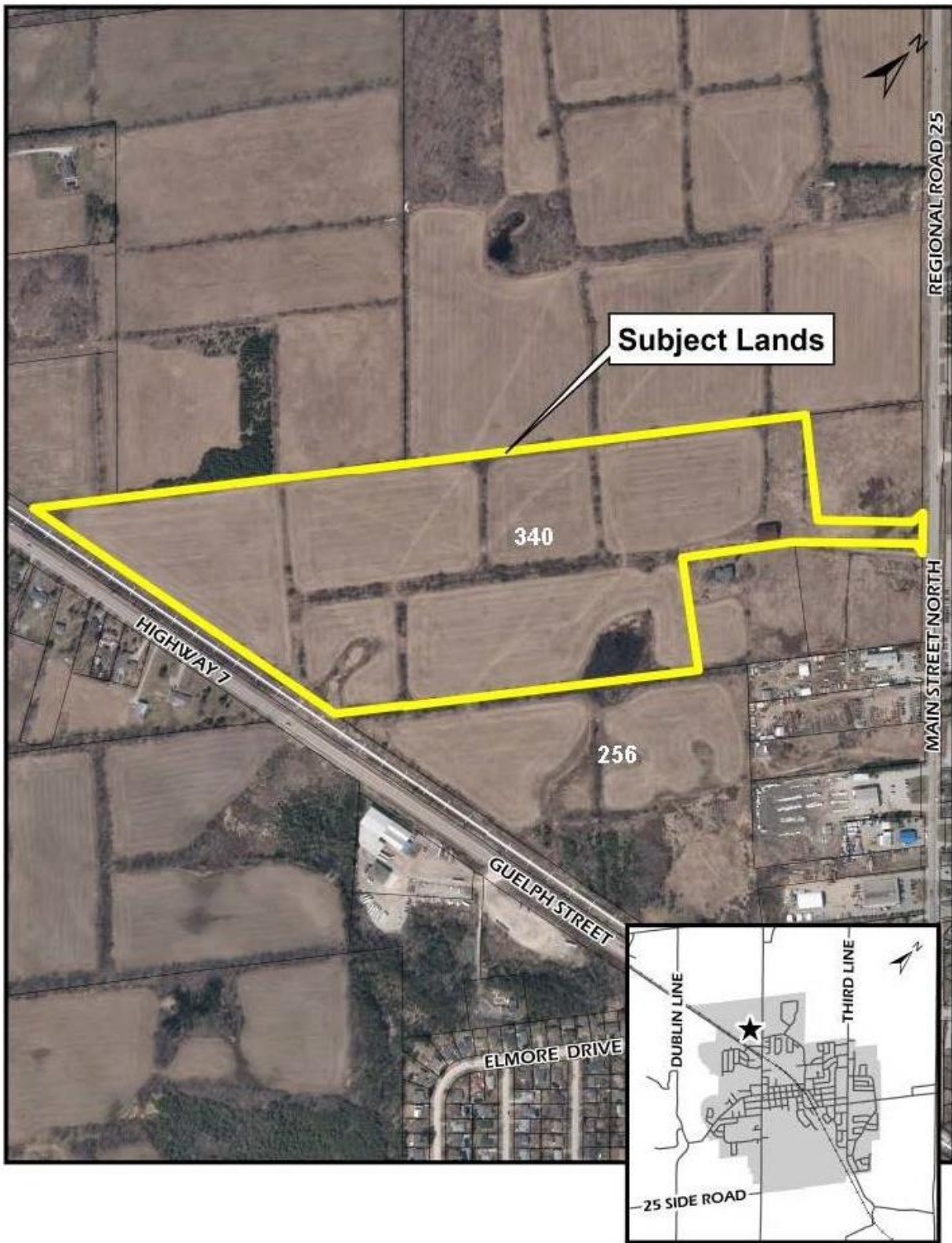


John Linhardt, Commissioner of Planning and Sustainability



Brent Marshall, Chief Administrative Officer

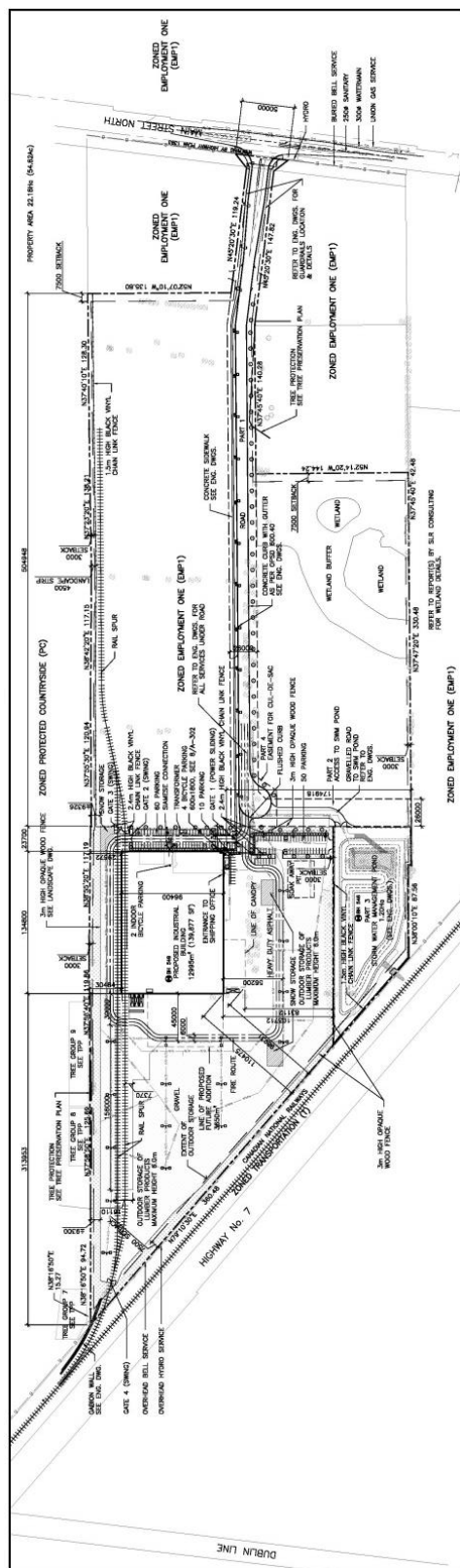
SCHEDULE 1 – LOCATION MAP



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SCHEDULE 3 – CANWEL SITE PLAN



SCHEDULE 4 – CONDITIONS OF DRAFT PLAN OF SUBDIVISION

CONDITIONS OF DRAFT APPROVAL FOR PLAN OF SUBDIVISION

**FILE: D12SUB17.001 (24T-17001/H) –
FPL HOLDINGS (HALTON HILLS) LTD.**

LEGAL DESCRIPTION

**Part of Lot 30, Concession 2, Town of Halton Hills, Regional Municipality of
Halton, municipally known as 340 Main Street North (Acton)**

TOWN OF HALTON HILLS		
1.	That approval applies to the proposed Plan of Subdivision D12SUB17.001 revised by The Odan/Detech Group Inc. dated January 17, 2019 (revision date), to show the Industrial Blocks (Blocks 1-3), Futura Drive, Stormwater Management Pond (Block 4), Wetland Block (Block 5) and Town-Owned Future Right-of-Way (Blocks 6 & 7).	GENERAL – ALL
2.	That the Owner agrees to provide lot frontage, area, and site specific information as necessary to ensure that all lots and blocks conform to the Zoning By-law.	PLANNING / ZONING
<i>Development Engineering</i>		
3.	Prior to the Town providing final approval for the registration of the M-Plan, the Owner agrees to enter into a Subdivision Agreement, to be registered on title, and to satisfy all requirements, financial requirements, servicing and otherwise, of the Town of Halton Hills.	GENERAL - ALL
4.	That the Owner agrees to design and construct all grading, drainage, roadways and servicing under the Town's jurisdiction to the satisfaction of the Commissioner of Transportation and Public Works	ENGINEERING
5.	That the Owner agrees that all Municipal road allowances included in the plan of subdivision shall be named to the satisfaction of the Town of Halton Hills (application made to Clerk's Department) and shall be constructed to the Town of Halton Hills standards for urban industrial right-of-ways.	CLERKS
6.	<p>That the Owner agrees to pay an administration fee based on the following rate(s) as part of the execution of the full servicing agreement with the Town. Partial payment will be required as part of the execution of any pre-servicing agreement with the remainder due upon execution of the full servicing agreement.</p> <p>The administration fee will be based on a construction cost estimate provided by the Consulting Engineer and approved by the Town. The fee will be based on:</p> <ul style="list-style-type: none"> • 6.5% of the first \$500,000.00 of the estimate construction value, plus • 5.5% of the next \$500,000.01 to \$1,500,000.00 of the estimate construction value, plus • 4.5% of any estimated construction value in addition to 	ENGINEERING

	\$1,500,000.01	
7.	That the Owner agrees that prior to applying for a Site Alteration Permit with the Town they shall acquire all necessary approval(s), permit(s) and/or clearance from all related Authorities for tree removal, grading and earth movement. The Owner further agrees to satisfy the requirements of the Construction Management plan to the satisfaction of the Commissioner of Transportation and Public Works prior to applying for a Site Alteration Permit.	ENGINEERING
8.	That the Owner agrees that prior to entering any Agreement with the Town of Halton Hills, all necessary permit(s) from the related Authorities for the SWM facility and/or stormwater drainage outfall, are in place and in good standing. It shall be the Owner's responsibility to maintain all of the Authority permit(s) in good order for the term of this agreement.	ENGINEERING
9.	That the Owner agrees to grant all easements or blocks as required, free and clear of any encumbrances, to the Town or other appropriate authority to the satisfaction of the Commissioner of Transportation and Public Works.	GENERAL - ALL
10.	That the Owner agrees to construct and maintain all works to the satisfaction of the Commissioner of Transportation and Public Works, to facilitate the development of the subject property. These works may include, but are not be limited to erosion and sediment control devices, emergency access, temporary cul-de-sacs, storm water conveyance, stormwater facilities and temporary restoration of area to prevent long term erosion.	ENGINEERING
11.	That the Owner agrees to construct all rough grading, servicing and associated works, as deemed necessary by the Commissioner of Transportation and Public Works and as indicated on the engineering drawings, prior to the issuance of any Building Permits.	ENGINEERING
12.	That the Owner agrees that immediately after the placement of the base course of asphalt, fine grading, topsoil, and application of seed and mulch is to be completed on all Blocks identified as Reserve Blocks and lots precluded because of phasing, to the satisfaction of the Commissioner of Transportation and Public works. The Owner further agrees to maintain these blocks and lots including regular grass cutting and weed control until such time as development occurs.	ENGINEERING
13.	That the Owner agrees to install, and make operational, L.E.D. street lighting on all streets and walkways within the Draft Plan of Subdivision, to an urban industrial standard, to the satisfaction of the Commissioner of Transportation and Public Works, within 90 days of the issuance of the first Building Permit. The Owner further agrees to arrange for a ten year warranty from the manufacture of the luminaires and related parts and agree to clean all light fixtures prior to requesting final acceptance.	ENGINEERING
14.	That the Owner agrees to dedicate lands to the Town for a future 23.0m roadway between the proposed cul-de-sac southerly to the adjacent lands to the south of the subject property. The intention of this road allowance is to provide the adjacent property with future access to a public road allowance subject to the necessary planning	ENGINEERING

	application and at the Town's sole discretion.	
15.	<p>That the Owner agrees that the maintenance of any retaining walls constructed within the Draft Plan of Subdivision shall be the responsibility of the Owner and subsequent Owners, and that no retaining wall shall exceed a maximum height of 1.5m on the exposed face.</p> <p>Should the proposed design require retaining wall(s) in excess of 1.5m the Owner shall provide the Commissioner of Transportation and Public Works with a written request to deviate from this standard. The written request shall include technical justification prepared by an appropriate professional as to why the retaining wall height must exceed 1.5m. Note that not all requests will be accepted and the decision by Commissioner of Transportation and Publics Works is final.</p>	ENGINEERING
16.	That the Owner agrees to temporarily fence the limits of the development prior to commencement of any site works, to the satisfaction of the Commissioner of Transportation and Public Works and that the fence shall be maintained and remain in place until such time as directed by the Town. It is the Town's expectation that the fence will deter and prevent the public from accessing the construction site.	ENGINEERING
17.	That the Owner agrees to construct a black vinyl chain link and wooden privacy fence at locations determined by, and to the satisfaction of, the Town Administration.	ENGINEERING / REC & PARKS / PLANNING
18.	That the Owner agrees to provide daylighting triangles at all intersections and inside bends of all streets to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING
19.	That the Owner agrees to provide two second order, second level Geodetic Benchmarks in suitable locations identified by the Town's Surveyor to the satisfaction of the Commissioner of Transportation and Public Works. At the sole discretion of the Commissioner of Transportation and Public Works, the Town may request cash in lieu of one or both of the benchmarks to fund the placement of benchmarks elsewhere within the Community.	ENGINEERING
20.	That the Owner agrees to stabilize all disturbed soil within 30 days of being disturbed, control all noxious weeds and maintain ground cover, to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING
21.	That the Owner agrees to provide mud tracking pads for construction vehicles at the site entrances, and to direct construction traffic to and from the Draft Plan of Subdivision lands via a specified route to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING
22.	That the Owner agrees, in the event that future development of the property is to be phased, a detailed development phasing plan must be submitted prior to final approval of the first phase of development. The Phasing Plan shall indicate the sequence of development, the land area in hectares, the number of lots and blocks in each phase, grading to minimize the total soil area exposed at any given time, and	ENGINEERING / PLANNING / REGION

	construction of public services, to the satisfaction of the Town Administration. The phasing must also be reflected in all required reports.	
23.	That the Owner agrees that the grading plans, submitted as part of the detailed engineering submission, be prepared and submitted to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING
24.	That the Owner agrees to provide to the Town sufficient securities for the maintenance and monitoring of sediment and erosion control measures should further development not proceed, to the satisfaction of the Town Administration. The Consulting Engineer shall prepare and submit an estimate for the Town's approval.	ENGINEERING
25.	The Owner agrees to provide the Town as part of the subdivision agreement, with the perpetual maintenance fees in accordance with the Stormwater Management Policy dated March 2009 or as amended from time to time. The Engineer shall provide the Town with a cost estimate based on this policy to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING
26.	That the Owner agrees to supply, to the satisfaction of the Commissioner of Transportation and Public Works, a digital compatible file of the "as constructed" Public Services, in a format suitable for use with the Town's current version of AutoCAD. The Owner further agrees to supply the Town with an as constructed version of the Stormwater Management Report in a PDF format. This document shall include the final ECA noting the Town as the Owner.	ENGINEERING
27.	That the Owner agrees to provide 0.3m reserves within the proposed road allowance, as required by the Commissioner of Transportation and Public Works.	ENGINEERING
28.	That the Owner agrees to have an Arborist certify that all trees planted by the Owner are disease free, healthy and are installed to the Town's Standards after planting and prior to assumption of the public services.	ENGINEERING / REC & PARKS
29.	<p>That the Owner agrees to submit the following reports prepared by qualified Consulting Engineer(s) to the Town Administration for approval, based on Terms of Reference as approved by the Town Administration. The reports must be approved prior to the approval of the Engineering Submission. Recommendations from the reports will be implemented in the detailed design process to the satisfaction of the Commissioner of Transportation and Public Works. All reports and studies must refer to the most recent Plan of Subdivision approved by the Commissioner of Planning and Sustainability.</p> <p>a) Stormwater Management Report which shall indicate how stormwater is to be accommodated on the subject property and directed to an adequate outfall including all external drainage areas. The report shall follow the Town Stormwater Management policy dated March 2009, as amended. The Terms of Reference for the report must be approved by the Town Administration prior to the report being prepared. The report must be submitted and approved prior to finalization of</p>	ENGINEERING / REC & PARKS / TRANSPORT. / REGION / CVC

	<p>the engineering drawings. Recommendations from this report must be implemented in the detailed design process to the satisfaction of the Commissioner of Transportation and Public Works.</p> <p>b) Siltation Report and Sedimentation and Erosion Control Report to provide recommendations for the control, maintenance, and monitoring of sediment during all phases of construction and to address erosion control issues specific to the Draft Plan of Subdivision.</p> <p>c) Geotechnical Report, to provide recommendations for the pavement design of internal roads, requirements for sub-drains and design information for building foundations.</p> <p>d) Tree Preservation and Inventory Report prepared by a qualified Environment Consultant/Landscape Architect or Arborist which identifies existing trees and other vegetation and means of protection, restoration and enhancement, through appropriate plantings or other measures including edge management to the satisfaction of the Commissioner of Recreation and Parks.</p> <p>e) Environmental Site Assessment and Remediation Report to assess property be conveyed to the Town to ensure that such property is free of contamination. If contamination is found, the consultant will determine its nature and the requirements for its removal and disposal at the Owner's expense. Prior to the registration of the subdivision plan, the consultant shall certify that all properties to be conveyed to the Town are free of contamination including any imported fill and top soil material.</p> <p>f) Traffic Impact Study to address vehicular, bicycle and pedestrian movement and site access, the potential impact on the existing road network, traffic signage, the design of bikeways and traffic calming measures. Commissioner of Transportation and Public Works may request that the data used for the basis of this report be updated to reflect the current statistics just prior to the approval of this document.</p>	
30.	<p>That the Owner agrees that where a condition of approval requires the preparation of a report, study or plan, the Owner shall:</p> <p>a) Carry out, or cause to be carried out, the study, report or plan at the Owner's expense, prior to the registration of the plan, except in those circumstances that may be specifically authorized by the approving agency(s);</p> <p>b) Carry out, or cause to be carried out, the recommendation(s) or work(s) prescribed in the approved study, report or plan, prior to the registration of the plan, except in those</p>	GENERAL - ALL

	circumstances that may be specifically authorized by the approving agency(s).	
31.	The Owner agrees to provide suitable conveyance of stormwater run-off from external drainage area(s) to the proposed municipal stormwater drainage system via an easement for storm sewers and/or a block for overland ditch(s) as per Town policy along the property lines of the proposed lots, to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING / CVC
32.	That the Owner agrees to provide to the Town of Halton Hills confirmation from the telecommunications companies, Halton Hills Hydro and Natural Gas Company, that satisfactory arrangements have been made for the installation of underground services in the Draft Plan of Subdivision, in the event underground services are required.	ENGINEERING
33.	That the Owner agrees to include in all sales and/or lease agreements a package prepared by the Consulting Engineer which outlines the requirements and recommendations of the final approved Stormwater implementation report. This package shall clearly identify the requirements for storm water quantity control, storm water quality control, source water protection restrictions, water balance requirements, salt management requirements and conveyance of external flow to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING / CVC
34.	<p>The Owner agrees to fully construct and maintain all stormwater drainage (surface and underground) features and infrastructure on all privately owned lands within the plan of subdivision to the satisfaction of the Commissioner of Transportation and Public Works until these lands have been fully developed. It is the Town expectation that the maintenance of these lands will be the responsibility of the Owner and subsequent owner and will continue until the intended development occurs.</p> <p>The Owner further agrees to include condition(s) within their sales and/or lease agreements which transfer this responsibility to any subsequent owners.</p>	ENGINEERING / CVC
35.	The Owner agrees that should works be proposed on privately owned lands to facilitate grading, drainage and/or other infrastructure, they agree to acquire and maintain the necessary permissions and agreement from that property owner until the Town passes the assumption by-law for this subdivision. Should the permission and/or agreement fail to be maintained, the Owner agrees to redesign and construct, at their sole cost appropriate grading, drainage and other infrastructure and/or supporting infrastructure to the satisfaction of the Commissioner of Transportation and Public Works.	ENGINEERING
36.	The Owner agrees to design and construct the basic infrastructure (pre-service) for future traffic at the intersection of Main Street North and Futura Drive. This will include but is not limited to the full design of the traffic signals, design and construction of turning lands, hand well, foundation and conduits for future traffic signal poles and control cabinet, and conduit for future hydro supply to the control cabinet.	ENGINEERING

	These works will be designed and constructed to the Region's satisfaction or to the satisfaction of the road authority having jurisdiction.	
Recreation & Parks		
37.	Open Space Block 5 shall be maintained in a safe, stable and free draining condition at all times and will not be used for the storing of materials, equipment or debris.	REC & PARKS
38.	The Owner agrees to clean up and improve the lands in Open Space Blocks 5 to the satisfaction of the Commissioner of Recreation and Parks and Credit Valley Conservation Authority.	REC & PARKS / CVC
39.	The Owner agrees to provide landscape and streetscape for the public road in accordance with the detailed design as approved by Town administration, in accordance with the Urban Design Brief.	REC & PARKS / PLANNING
40.	That the Owner agrees that tree preservation, removal and compensation as outlined in the Environmental Impact Assessment will be addressed at the time of Site Plan Approval for each industrial lot.	REC & PARKS
41.	The Owner agrees that Parkland Dedication will be addressed as a condition of Site Plan Approval for each industrial lot at the time of development.	REC & PARKS
42.	That the owner agrees to have prepared by a qualified ecologist and submitted to Credit Valley Conservation and the Commissioner of Recreation and Parks for approval, prior to any on-site works being undertaken, an updated Environmental Impact Assessment if deemed necessary by the Town or Credit Valley Conservation Authority. The Owner agrees to implement any recommendations of the Environmental Impact Assessment.	REC & PARKS / CVC
43.	That the Owner agrees to provide fencing along the perimeter of Block 5 as directed by the Town of Halton Hills in the consultation with the Credit Valley Conservation Authority. The final location and type of the fencing will be subject to the approval of the Town of Halton Hills during the detailed design process.	REC & PARKS / CVC
Transportation		
44.	That the Owner agrees to submit a revised Traffic Impact Study (TIS) that provides details on how heavy vehicle trips will be prevented from using Wallace Street, or reflects a realistic trip distribution and identifies required mitigating measures to the satisfaction of the Commissioner of Transportation and Public Works.	TRANSPORT.
HALTON REGION		
45.	The Owner shall provide digital discs of the registered plan of subdivision to the Region of Halton, prior to registration of the plan. The Owner shall also provide Halton Region's Development Project Manager prior to registration and prior to commencement of any works, digital drawings in accordance with the Region of Halton's Digital Drawing Specifications for Development and as well upon submission of the "as constructed drawings".	REGION
46.	The Owner agrees to deposit mylars and/or discs of the registered plan of subdivision to the satisfaction of the Town of Halton Hills, and that prior to the registration of the plan, the Owner's surveyor shall submit to the Region of Halton, horizontal co-ordinates of all	REGION

	boundary monuments for the approved draft plan of subdivision. These co-ordinates must be to real UTM co-ordinates, NAD 83 datum.	
47.	The Owner shall submit to the Region of Halton a digital file containing GIS mapping (UTM coordinates, NAD 83, Zone 17) of key natural heritage features, enhancement and linkage areas and buffers for the subject property.	REGION
CREDIT VALLEY CONSERVATION (CVC)		
48.	Prior to the registration of any phase of this plan and any site grading and servicing in the respective phases, that the following information be prepared to the satisfaction of the Town and Credit Valley Conservation (CVC): <ul style="list-style-type: none"> a) Plans/reports demonstrating the details of the Block 5 wetland and upland compensation, water balance and required monitoring. b) That an addendum to the Functional Service Report and Storm Water Management Report to include the conclusions of the water balance, if necessary. 	CVC
49.	That the compensation required for Block 5 is carried out to the satisfaction of the Town and Credit Valley Conservation.	CVC
50.	That the implementing Zoning By-law place all open space blocks, hazard lands or natural heritage features (including buffers) in a suitable zoning category which has the effect of prohibiting development and ensuring the long term preservation of the lands in perpetuity as per the Town of Halton Hills and to the satisfaction of CVC.	CVC
51.	That the Open Space Block (Block 5) be gratuitously dedicated to the Town of Halton Hills.	CVC / REC & PARKS
52.	That the draft plan be red line revised to meet the requirements of the above conditions, if necessary.	CVC
53.	That prior to the registration of any phase of this plan the following information is prepared to the satisfaction of the Town and CVC: <ul style="list-style-type: none"> a) The Owner is to obtain all necessary permits in accordance with Ontario Regulation 160/06. b) That the Owner agrees, in the subdivision agreement, in wording acceptable to CVC and the Town, to carry out or cause to be carried out the works or requirements noted in Conditions 1 to 5 above. 	CVC
MINISTRY OF TRANSPORTATION (MTO)		
54.	That prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a detailed storm-water management report, in accordance with MTO Stormwater Management Requirements for Land Development Proposals (further information regarding storm-water management can be found at www.mto.gov.on.ca/english/engineering/management/corridor/index .	MTO

	html.).	
55.	That prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a traffic impact study to assess site impacts on Highway 7, and ensure that appropriate mitigation, if required, is provided for by the owner (further information regarding traffic study requirements can be found at www.mto.gov.on.ca/english/engineering/management/corridor/index.html).	MTO
56.	That prior to final approval, the owner shall enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the design and construction of all associated highway improvements that may be required per Condition 55.	MTO
CANADIAN NATIONAL RAILWAY (CNR)		
57.	A 1.83 m high chain link fence must be installed and maintained by the owner, along the mutual property line with the railway.	CNR
58.	We will be seeking a licensed engineer's written attestation with professional seal, that no new runoff is directed to railway lands, in recognition of potential safety impacts to railway operations. Drainage should be designed to ensure no adverse drainage impacts to CN lands (in terms of flow rate, volume or any other parameter), and no new overland flow to CN lands in the event of a 100-year storm. Any alterations such as the inclusion of SWM ponds, culverts or other drainage features in proximity to the railway right-of-way must be reviewed and approved by CN Engineering. CN will need a full hydrology report, addressing downstream conditions to validate that there are no adverse impacts.	CNR
CANADA POST		
59.	The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.	CANADA POST
60.	The builder/owner/developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.	CANADA POST
61.	The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.	CANADA POST
62.	The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first	CANADA POST

	occupancy.	
63.	The owner/developer will communicate to Canada Post the excavation date for the first foundation(or first phase) as well as the expected date of first occupancy.	CANADA POST
64.	The owner/developer agrees, prior to offering any of the new industrial/commercial unit tenants/owners for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the Town of Halton Hills.	CANADA POST
65.	The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new unit purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected tenants/owners of any established easements granted to Canada Post.	CANADA POST
66.	The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any unit sales with specific clauses in the Purchase offer, on which the unit tenants/owners do a sign off.	CANADA POST
<i>Multi-Unit Industrial/Commercial Building(s): In order to provide mail service to the industrial/commercial building(s) for this development, Canada Post requests that the owner/developer comply with the following conditions:</i>		
67.	The owner/developer will provide each building with its own centralized mail receiving facility. This lock-box assembly must be provided and maintained by the Owner/Developer in order for Canada Post to provide mail service to the residents of this project. <u>For any building where there are one hundred or more units, a secure, rear-fed mailroom must be provided.</u>	CANADA POST
68.	The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retro-fitted with a Canada Post deadbolt cylinder.	CANADA POST
HALTON HILLS HYDRO		
69.	The Owner agrees that Halton Hills Hydro must be contacted for an Electrical Service Layout if a new service or upgrade to an existing service is required; or metering changes. Location and method of servicing is at the sole discretion of Halton Hills Hydro.	HALTON HILLS HYDRO
70.	The Owner agrees that any costs due to changes required of Halton Hills Hydro's distribution system (i.e. moving poles to accommodate lane ways, driveways and parking lots, etc.) will be borne by the applicant.	HALTON HILLS HYDRO
71.	The Applicant is required to complete the necessary requirements to obtain a Registered Subdivision Agreement with Halton Hills Hydro.	HALTON HILLS HYDRO
CLEARANCES		
72.	That prior to Final Plan Approval, Halton Region advises the Town of	HALTON

	Halton Hills that conditions 45 to 47 have been satisfied.	REGION
73.	That prior to Final Plan Approval, Credit Valley Conservation (CVC) advises the Town of Halton Hills that conditions 48 to 53 have been satisfied.	CVC
74.	That prior to Final Plan Approval, the Ministry of Transportation (MTO) advises the Town of Halton Hills that conditions 54 to 56 have been satisfied.	MTO
75.	That prior to Final Plan Approval, the Canadian National Railway (CNR) advises the Town of Halton Hills that conditions 57 to 58 have been satisfied.	CNR
76.	That prior to Final Plan Approval, the Canada Post Corporation advises the Town of Halton Hills that conditions 59 to 68 have been satisfied.	CANADA POST
77.	That prior to Final Plan Approval, Halton Hills Hydro advises the Town of Halton Hills that conditions 69 to 71 have been satisfied.	HALTON HILLS HYDRO
TIMEFRAME		
78.	That the Owner agrees that draft approval shall lapse three (3) years from the date of issuance of draft approval by the Town of Halton Hills. Any extension after the initial 3 year period is contingent upon a review and possible revision to the Conditions of Draft Plan Approval to ensure that they remain current and reflect best practices.	GENERAL - ALL
NOTES		
79.	The Owner will be required to pay all applicable Regional development charges in accordance with the Region of Halton Development Charges By-law(s), as amended. Please visit our website at www.halton.ca/developmentcharges to obtain the most current development charge information, which is subject to change.	REGION
80.	It should be noted that the entire property is identified as having archaeological potential. Although an archaeological assessment has been completed, the proponent is cautioned that during development activities, should archaeological materials be found on the property, the Ontario Ministry of Tourism, Culture and Sport should be notified immediately (416-212-8886 or archaeology@ontario.ca). In the event that human remains are encountered during construction, the proponent should immediately contact the appropriate authorities (police or coroner) and all soil disturbance must stop to allow the authorities to investigate and the Registrar of Cemeteries to be consulted.	REGION
81.	MTO Building & Land Use permits are required prior to any site grading / servicing / internal road construction activities take place, and Sign Permits before any site signs are placed; an MTO Encroachment permit is required for any works that may be proposed within Highway 7 limits. Permit inquiries / applications should be submitted to Mr. Kevin Scholz, Permits Officer in this office (416-235-5383).	MTO
82.	Please note that all external illumination on the site must be directed away from the highway right-of-way.	MTO
83.	As part of our permit review process, we will require the submission of a site plan, site grading/drainage plan, site servicing plan, illumination plan including details and calculations.	MTO

84.	Cogeco has indicated that they do not currently have any infrastructure in front of the site as it ends prior to this point. It is their plan to extend distribution to this location.	COGECO
85.	The owner/developer of any condominiums will be required to provide signature for a License to Occupy Land agreement and provide winter snow clearance at the Community Mailbox locations.	CANADA POST
86.	Enhanced Community Mailbox Sites with roof structures will require additional documentation as per Canada Post Policy.	CANADA POST
87.	There will be no more than one mail delivery point to each unique address assigned by the Municipality.	CANADA POST
88.	Any existing postal coding may not apply, the owner/developer should contact Canada Post to verify postal codes for the project.	CANADA POST
89.	Union Gas has indicated that they have a small diameter gas main on Main Street North in front of the entrance to the property. Union Gas also has a slightly larger diameter gas main approximately 300 metres south of the entrance that would likely need to be extended to supply this industrial development assuming it will consist of warehouse buildings. Union Gas does not have any significant sized gas mains near this property that could support a process or manufacturing type gas load.	UNION GAS

REPORT

REPORT TO: Chair and Members of Planning, Public Works and Transportation Committee

REPORT FROM: John Linhardt, Commissioner of Planning and Sustainability

DATE: February 8, 2019

REPORT NO.: PLS-2019-0016

RE: Growth Plan for the Greater Golden Horseshoe – Proposed Amendment No. 1

RECOMMENDATION:

THAT Report No. PLS-2019-0016 dated February 8, 2019 regarding Proposed Amendment No. 1 to the Greater Golden Horseshoe Growth Plan be received;

AND FURTHER THAT the Minister of Municipal Affairs be requested to support the final approval of ROPA No. 47 including the rephrasing of the portion of the Hodero lands outside of GTA West Corridor Protection in a timely fashion;

AND FURTHER THAT staff and legal counsel be directed to work with Ministry staff and the Region to identify appropriate mechanisms for achieving these goals such as clear policy direction in Amendment No. 1 to the Growth Plan, provisions in the transition regulation and/or other measures that facilitates the final approval of ROPA No. 47 and the rephrasing of the portion of the Hodero lands outside of GTA West Corridor Protection;

AND FURTHER THAT the Minister be requested to set the minimum density target for Designated Greenfield Areas (DGA) in Halton at 60 residents and jobs per hectare rather than the 50 residents and jobs per hectare proposed in Amendment No. 1;

AND FURTHER THAT the Minister build in flexibility to the Growth Plan to enable municipalities to set contextually appropriate targets for Major Transit Station Areas (MTSAs) based on bona fide redevelopment sites and opportunities while protecting surrounding stable residential neighbourhoods;

AND FURTHER that the Minister not include lands within the Future Strategic Employment Areas (FSEA) in Provincially Significant Employment Lands at this time. Alternatively, if the Minister is looking to definitively identify such lands for long-term planning purposes, equal consideration must be given to FSEA located within Halton

Hills which are strategically located vis a vis Highway 401, the 407ETR and the proposed GTA West Corridor;

AND FURTHER THAT the Minister incorporate flexible policy language in Section 2.2.5 of the Growth Plan (Employment) to clearly facilitate employment generating uses that support more traditional Employment Uses and/or tourism uses;

AND FURTHER THAT the current wording of Policy 2.2.1 e) pertaining to the use of site and urban design standards to achieve high quality development as set out in the 2017 Growth Plan be maintained;

AND FURTHER THAT the Minister consider the contents in Council Resolution 2019-0025 passed on February 11, 2019 as well as the MEM-PLS-2019-0001 regarding climate change and greenhouse gas emission reductions;

AND FURTHER THAT a copy of this report be forwarded to the Premier of Ontario, Doug Ford, the Honourable Steve Clark, Minister of Municipal Affairs, the Honourable Todd Smith, Minister of Economic Development, Job Creation and Trade, the Honourable Rod Phillips, Minister of Environment, Conservation and Parks, the Honourable Michael Tibollo, Minister of Tourism, Culture and Sport, Ted Arnott, MPP Wellington-Halton, appropriate Ministry of Municipal Affairs and Housing staff, the Region of Halton, the City of Burlington, the Town of Milton and the Town of Oakville.

BACKGROUND:

The Growth Plan for the Greater Golden Horseshoe came into effect on July 1, 2017 in accordance with the Places to Grow Act and replaced the 2006 version of the Plan. Staff previously reported on the 2017 Growth Plan through a Council Workshop and Report No. PLS-2017-0020.

In the fall of 2018, the Province began a series of technical working group sessions with the municipal and development sectors to discuss Growth Plan implementation challenges.

On January 15, 2019, the Ministry of Municipal Affairs and Housing released proposed Amendment No. 1 to the 2017 Growth Plan for the Greater Golden Horseshoe with a commenting deadline of February 28, 2019. According to the material included on the Ministry of Municipal Affairs and Housing website, *“the proposed changes are intended to address potential barriers to increase the supply of housing, creating jobs and attracting investments”*. The proposed Amendments deal with the following policy areas:

- Settlement Area Boundary Expansions
- Intensification and Density Targets
- Major Transit Station Areas
- Employment Planning
- Small Rural Settlement Areas
- Agricultural and Natural Heritage Systems

In addition, the Province's website indicates that the "*Minister is also seeking feedback as to whether there are any specific planning matters (or types of matters) in process that should be addressed through the transition regulation. This could include, for example official plan or official plan amendments that have been adopted and are currently under appeal*".

It should be noted that substantial sections of the Growth Plan remain unaltered by the proposed changes.

The purpose of this report is to summarize and provide comments on the proposed amendments.

COMMENTS:

1. Settlement Area Boundary Expansions

The Province has indicated that they want to facilitate "*local municipal decisions on reasonable changes to settlement areas boundaries in a timely manner so as to unlock land faster for residential and commercial development that supports more jobs and housing*". Specific components of the proposed amendment include:

- a) Clarifying the policies to focus on outcomes rather than specifying types of studies to justify the feasibility and location of settlement area boundary expansions;
- b) A new policy that allows municipalities to adjust settlement area boundaries outside of a municipal comprehensive review¹ (MCR) if there is no net increase in land within settlement areas subject to criteria such as supporting a municipality's ability to meet the intensification and density targets established by the Growth Plan, meeting settlement area boundary expansion tests, and availability of municipal water and wastewater services;²
- c) A new policy that allows municipalities to undertake settlement area boundary expansions that are no larger than 40 hectares outside the MCR, subject to criteria that is similar to that referenced above with appropriate adjustments³.

• Discussion

As drafted, the policy referenced in b) above appears to suggest that a settlement area boundary could be adjusted but that a corresponding reduction or down designation would be required elsewhere to maintain a no net increase in land within a settlement area. The overall policy intent has some similarities with the no net loss approach

¹ Municipal Comprehensive Review (MCR) is defined by the Growth Plan as "a new official plan, or an official plan amendment, initiated by an upper or single-tier municipality under Section 26 of The Planning Act that comprehensively applies the policies and schedules of this Plan".

² This policy would not apply to settlement areas located within the Greenbelt such as Acton.

³ The additional lands and forecasted growth need to be included in the land needs assessment associated with the next municipal comprehensive review.

followed by the Town and the Region with respect to the mitigating impacts associated with HPBATS/GTA West Corridor Protection on the Halton Hills Premier Gateway (ROPA 47, OPA 30, 31 A and 31 B). In this regard, through comprehensive study as part of the Phase 1B process, the Town and the Region identified 75 hectares of replacement employment land supply to compensate for employment lands located south of Steeles in the eastern section of the Halton Hills Premier Gateway that have been effectively frozen as a result of Corridor Protection requirements. Schedule One shows the identification of these lands in relation to the existing Halton Hills Premier Gateway.

As Committee will recall, the Ministry of Municipal Affairs and Housing and Hodero Holdings appealed ROPA 47 in the spring of 2018 to LPAT. The Ministry appeal essentially stipulates that ROPA 47 must be considered in the context of a MCR in accordance with the 2017 Growth Plan. Hodero's appeal requests that the portion of their lands located outside of the limits of HPBATS/GTA West Corridor Protection be rephased from the 2021-2031 time horizon to pre-2021.

Without further clarification from the Ministry on how the policy identified in b) above would be implemented, we cannot definitively say whether this represents a solution to the Provincial appeal filed against ROPA 47.

The policy referenced in c) above would permit settlement area boundary expansions up to 40 hectares outside of a municipal comprehensive review. Although the Town and the Region have not characterized ROPA 47 as a settlement area boundary expansion, the proposed policy could provide a basis for the Ministry to reconsider their appeal before LPAT. The 40 hectare limit though would only accommodate about one half of the replacement employment lands identified in ROPA 47 and the Phase 1B Secondary Plan (OPA 30 and 31B).

It should be noted that on December 10, 2018, the Mayor and Town staff met with the Honourable Steve Clark, Minister of Municipal Affairs and Housing to discuss the Ministry appeal of ROPA 47 and the on-going challenges associated with Corridor Protection requirements on the Premier Gateway. Mayor Bonnette sent a follow up letter dated January 22, 2019 to the Minister. This letter is attached as Schedule Two to this report.

- **Recommendation**

That the Minister be requested to take the necessary steps to support the final approval of ROPA No. 47 including the rephasing of the portion of the Hodero lands outside of GTA West Corridor Protection in a timely fashion. This could be accomplished, for example, by incorporating clear policy direction in proposed Amendment No. 1 to the Growth Plan, appropriate provisions in the transition regulation and/or other measures to unlock economic development opportunities within these lands in a timely fashion.

2. Intensification Targets

The 2006 Growth Plan established a minimum intensification target of 40 % of new units to be located within the built boundary⁴ for upper and single tier municipalities for the 2015-2031 planning horizon. The 2017 Growth Plan revised these targets as set out in Table 1 to the 2041 planning horizon.

Table One – Growth Plan (2017) Minimum Intensification Targets

Timeline	Minimum Intensification Target
Until the completion of the next MCR	40 %
From the next MCR until 2031	50%
2031-2041	60%

The Province is now proposing to establish differing intensification targets inside the built boundary for upper and single tier municipalities in the Greater Golden Horseshoe based on geographic location. The targets for Inner Ring municipalities, which would come into effect at the next MCR with no further increase in 2031, are set out in Table 2 below:

Table Two – Proposed Minimum Intensification Targets

Upper or Single Tier Municipality	Minimum Intensification Target
Hamilton	60%
Peel	60%
York	60%
Durham	50%
Halton	50%

- **Discussion and Recommendation**

The revised minimum intensification targets take into account different locational and community attributes as well as market demand considerations. The key difference in the targets for Halton relates to the post 2031 period where the minimum intensification target would remain at 50 % rather than increasing to 60%. Given that it can take time for intensification to ramp up in light of the need for larger sites and/or land assembly requirements, the presence of existing uses that have economic value and the newer development pattern that exists in Halton and the local municipalities, this is not an unreasonable change.

Regardless, a significant amount of future growth will still have to be accommodated inside the built boundary of the four local municipalities through infill and intensification.

⁴ The 2006 Growth Plan defines the built boundary as “the limits of the developed urban area as defined by the Minister of Infrastructure in accordance with Policy 2.2.3.5”. The definition was updated in the 2017 Growth Plan and is now referred to as the delineated built boundary.

It should also be noted that 50% intensification rate is a minimum target which can be exceeded if the work done at the local and Regional level through the current Regional Official Plan review supports such a course of action.

Given the foregoing, staff does not have any concerns at this time with the proposed revisions to the minimum intensification target.

3. Designated Greenfield Area Density Targets

With respect to Designated Greenfield Area (DGA) density targets, the original Growth Plan established a minimum density target of 50 residents and jobs per hectare. This was revised in the 2017 Growth Plan as follows⁵:

Table Three – Growth Plan (2017) DGA Minimum Density Targets

Timeline	Minimum Density Target
Existing DGA - Until the completion of the next MCR	50 residents + jobs per ha
Existing DGA - After the next MCR until 2031	60 residents + jobs per ha
New DGA post 2031	80 residents + jobs per ha

The province is now proposing to revise these targets for Inner Ring municipalities⁶ as shown in Table Four below:

Table Four - Proposed Minimum DGA Density Targets

Upper or Single Tier Municipality	Minimum DGA Target
Hamilton	60 residents and jobs per ha
Peel	60 residents and jobs per ha
York	60 residents and jobs per ha
Durham	50 residents and jobs per ha
Halton	50 residents and jobs per ha

⁵ The designated greenfield target was measured across both greenfield residential and employment areas in the 2006 Growth Plan. Employment Areas, such as the Halton Hills Premier Gateway, were excluded from DGA target in the 2017 Growth Plan.

⁶ The Growth Plan stipulates that the Inner Ring is comprised of the cities of Toronto and Hamilton and the Regions of Durham, Halton, Peel and York.

- **Discussion and Recommendation**

In staff's view, the minimum 80 residents and jobs per hectare target established for DGA by the 2017 Growth Plan is extremely challenging to achieve. In this regard, although land extensive uses such as schools, parks and stormwater management ponds are integral component of a complete community, they need to be offset by other land uses from a density perspective. The Town has direct experience with this with the Vision Georgetown Secondary Plan which has a minimum DGA density target of 60 residents and jobs per hectare despite over 50% of the housing mix intended for medium and high density development.

Notwithstanding the foregoing, we do not see the need to reduce the minimum DGA target to 50 residents and jobs per hectare. Instead, we suggest the target be set at 60 residents and jobs per hectare similar to what is proposed in Peel, York and Hamilton.

4. Major Transit Station Areas

Major Transit Station Area (MTSA) is currently defined by the Growth Plan as:

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 radius of a transit station, representing about a 10 – minute walk.

The Growth Plan sets a minimum density target of 150 residents and jobs combined per hectare for MTSA's that are served by the GO Transit rail network on Priority Transit Corridors identified by Schedule 5 to the Growth Plan.

The Acton and Georgetown GO Stations are considered to be MTSA's in the context of the Growth Plan. Neither station is currently located on a Priority Transit Corridor.

Proposed amendments to the Growth Plan include the following:

- a) Revised policies for establishing alternative targets that reflect on the ground realities;
- b) A new policy that allows municipalities to delineate and set density targets for MTSA's in advance of a municipal comprehensive review; and,
- c) Clarification that MTSA's can range from 500 to 800 metres

- **Discussion and Recommendation**

As noted above, the Acton and Georgetown MTSA's are not located on a Priority Transit Corridor as defined by the Growth Plan. As such, the 150 residents and jobs minimum target does not currently apply. Given that much of the land area within both MTSA's are within stable residential neighbourhoods, achieving that target over the 500-800 metre

radius would be extremely challenging. Arguably, the focus should be on establishing appropriate densities on areas that have been identified as having redevelopment potential through comprehensive study undertaken at the local level. This was the approach that was successfully followed by the Town in developing the Georgetown GO Station Mill Street Corridor Secondary Plan (OPA 7) in 2010.

Should, at some point in the future, the Acton and Georgetown MTSA be located on a Priority Transit Corridor, the ability for the Minister to approve an alternative target is considered to be appropriate. Alternatively, the Province could build in flexibility to the Growth Plan to enable municipalities to set contextually appropriate targets for MTSA's based on bona fide redevelopment sites and opportunities while protecting stable residential neighbourhoods.

5. Employment Areas

Proposed changes to the Growth Plan include the following;

- a) The introduction of Provincially Significant Employment Zones identified by the Minister of Municipal Affairs and Housing that must be protected and cannot be converted. Schedule One shows the location of such zones in the Town and Halton Region more generally.
- b) Removal of the Prime Employment Area designation set out in the 2017 Growth Plan;
- c) Creating a one-time window to allow municipalities to undertake some employment conversions between Amendment No. 1 to the Growth Plan coming into effect and their next MCR subject to criteria;
- d) Allowing municipalities to set multiple density targets for employment areas rather than setting a single target;
- e) Modified policies regarding locating and preserving employment areas adjacent to major goods movement facilities and corridors;
- f) A new policy that requires municipalities to retain space for a similar number of jobs when redeveloping employment lands;
- g) Clarification that within existing office parks, non-employment uses should be limited;
- h) A new policy that requires municipalities to provide for an appropriate interface to maintain land use compatibility between employment areas and adjacent non-employment areas.

• Discussion and Recommendation

One of the most notable proposed changes to the employment policies is the introduction and mapping of Provincially Significant Employment zones. In a Halton Hills context, it includes the Mansewood Industrial lands and only lands in the Premier Gateway south of Steeles Avenue (see Schedule Three). It is unclear why the lands on the north side of Steeles Avenue have been excluded from this category. Given the

locational attributes and similar policy framework, staff would suggest that all lands within the Premier Gateway are provincially significant.

Staff also notes that Provincially Significant Employment zones have been identified on the west side of the north-south leg of Highway 407ETR in the Town of Milton (see Schedule Three). These lands are identified as Future Strategic Employment Areas (FSEAs) in the local and Regional Official Plans. No FSEAs within Halton Hills have been included within the proposed Provincially Significant Employment Zones⁷.

As Council, may recall FSEAs are lands that are strategically located with respect to major transportation facilities and existing Employment Areas. Although FSEA are considered suitable for employment uses beyond the 2031 planning horizon, such lands are not included inside the urban boundary and are subject to MCR requirements. Including such lands within the provincially significant employment zones has the potential to preempt the results of the Regional Official Plan Integrated Growth Management Strategy including the allocation of additional employment growth and lands to the local municipalities, including the Town. Based on the results emerging from the Town's Employment Land Needs Study, it is anticipated that we will require additional employment lands within our FSEA located in proximity to the Premier Gateway.

Given the foregoing it is suggested that the Province not include lands within the FSEAs in Provincially Significant Employment Lands at this time. Alternatively, if the Minister is looking to definitively identify such lands for long-term planning purposes, equal consideration must be given to FSEAs located within Halton Hills which are strategically located vis a vis Highway 401, the 407ETR and the proposed GTA West Corridor. As Council may recall the Provincial Government has indicated that they intend to resume the GTA West EA.

Staff also notes that the Employment Area policies "stipulate that municipalities should designate and preserve lands within settlement areas located adjacent to or near major goods movement facilities and corridors including major highway interchanges, as areas for manufacturing, warehousing and logistics and appropriate associated uses and ancillary facilities". Although it is important to plan for such uses, there should be flexibility within the policies to provide for other employment generating uses that support the broader Employment Area and/or provide tourism opportunities. This could include offices, hotels, conference centres and limited retail opportunities. A good example of such an approach is the existing Gateway Area designations located at the 401 interchanges with James Snow Parkway, Trafalgar Road and Winston Churchill Boulevard contained within the broader Halton Hills Premier Gateway Area.

6. Rural Settlement Areas

The proposed policy changes include the following:

⁷ In a Halton Hills context, FSEAs are located in proximity to Highways 401 and 407ETR and the proposed HPBATS/GTA West Corridor.

- a) The identification of the new defined term **rural settlement** as a subset of **settlement areas** and the removal of **undelineated built up areas**;
- b) Excluding Rural Settlement Areas such as Glen Williams and Norval from the DGA;
- c) Permitting the minor rounding out of rural settlements outside of a MCR and subject to criteria such as maintaining the rural character of the area.

- **Discussion and Recommendation**

Staff does not have any concerns with the proposed policy changes. The exclusion of Rural Settlement Areas from the DGA is logical and appropriate given the limited amount of and very low density nature of development within such communities.

It should be noted that the proposed minor rounding provision would not apply to communities located in the Greenbelt (e.g. Norval, Ballinafad, and Bannockburn). Logical boundaries for these communities have been previously established by the Town through earlier planning processes. On this basis, the exclusion of such communities from the minor rounding provision does not raise any concerns.

7. Agricultural and Natural Heritage Systems

The proposed amendments include the following:

- a) Specification that the provincial mapping of the agricultural land base and the Natural Heritage System for the Growth Plan does not apply until it has been implemented in upper and single tier Official Plans;
- b) Before the mapping is integrated into upper and single tier official plans, the Growth Plan policies for protecting prime agricultural areas and the NHS will apply to existing municipal mapping;
- c) Specification that the upper and single tier municipalities can refine and implement provincial mapping in advance of the municipal comprehensive review;
- d) Specification that once provincial mapping of the agricultural land base has been implemented in official plans, further refinements may only occur through a MCR.

- **Recommendation**

The Province introduced provincial mapping of the agricultural land base and the Natural Heritage System as part of the 2017 Growth Plan. The need for this additional provincial mapping was never entirely clear given the detailed work already undertaken on such matters by municipalities. Nevertheless, to the extent that the Province wishes to maintain the mapping, the proposed amendments are considered to be appropriate.

7. Other Policy Matters

- **Urban Design**

The proposed amendment would revise Policy 2.2.1 e) by deleting references to the use of site and urban design standards to achieve high quality development. The revised wording is much more general in nature and refers to compact built form and a vibrant public realm.

The delivery of high quality built form and attractive public realm is critical particularly within the context of infill and intensification and more compact greenfield development patterns. To that end, the current wording of Policy 2.2.1 e) as set out in the 2017 Growth Plan is preferred.

- **Climate Change**

The major change in Proposed Amendment No. 1 relates to deleting references to the previous Provincial government's Climate Change Strategy and referencing the new government's Preserving and Protecting our Environment for Future Generations: A Made in Ontario Environment Plan. This also includes a revised greenhouse gas emission target of 30 percent below 2005 levels by 2030.

Staff has already provided comments on the Province's revised Environmental Plan that are summarized in MEM-PLS-2019-0001. In addition, on February 11, 2019, Council passed a resolution calling for the Province to adopt a robust impactful Climate Action Strategy to ensure that Ontario make a positive contribution towards Canada meeting its Climate Change commitments. The resolution also requests that the federal government fast track measures to address Climate Change and consider making the goal of reducing Canada's GHG emissions more ambitious. A copy of that resolution is attached to this report as Schedule Four.

- **Public Service Facilities**

Proposed Amendment No. 1 does not contemplate any policy changes to Public Service Facilities⁸. Such facilities include schools, which are a critical component of a complete community. Although currently not a significant issue in Halton Hills, the timely provision of schools has been a challenging issue in other communities within Halton Region. The Province is encouraged to ensure that adequate funding is provided to ensure that schools required to accommodate growth are delivered in a timely fashion.

⁸ The Growth Plan defines public service facilities as lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure.

- **Acton**

The Town has recently been focusing on various initiatives to enhance investment within the Community of Acton, including collaborating with the Acton BIA to support downtown vitality and actively marketing the Halton Hills Industrial Park. The limited supply of affordable housing and intensification sites remains an on-going challenge.

Proposed Amendment No. 1 does not change the applicable policies as they relate to the Community of Acton. The 2017 Growth Plan framework stipulates that growth will be limited in settlement areas that are located in the Greenbelt. The expansion policies are more restrictive than that contained in the original Greenbelt Plan. In this regard, any proposed expansion must be modest in size, representing no more than a 5 percent of the geographic size of the community up to a maximum size of 10 hectares. In addition, residential development is limited to 50% of any expansion area.

RELATIONSHIP TO STRATEGIC PLAN:

The Town's Strategic Plan contains nine strategic directions complemented by Goals and Strategic Objectives. This report relates extensively to all of the strategic directions with a particular emphasis on those that are related to growth management. Some of the more pertinent Strategic Objectives include the following:

- A.1 To promote an adequate supply of housing and range of housing choices to meet the needs of present and future residents, including affordable, accessible and seniors housing.
- C.1 To ensure an adequate supply of employment lands to provide flexibility and options for the business community and provide a range of job opportunities.
- C.4 To protect strategic employment lands from conversions to non-employment uses.
- C.5 To aggressively promote all of the Town's employment areas, including the opportunities provided by the 401/407 Employment Corridor.
- E.2 To recognize, protect, and enhance the established network of rural settlement areas that support and contribute to the countryside character of the Town.
- G.1 To provide for a moderate scale of growth that is in keeping with the Town's urban structure and protects its rural character.
- G.7 To ensure that the character and stability of existing residential neighbourhoods is maintained when accommodating growth.
- G.8 To promote the identification of strategic employment land reserves to accommodate employment growth beyond 2031.

G.10 To promote intensification and affordable housing in appropriate locations within the Town.

I.1 Support Council and staff participation in efforts to advocate for issues important to the Halton Hills community.

1.6 To participate fully in Region wide-initiatives to protect and promote the Town's objectives

FINANCIAL IMPACT:

There is no immediate financial impact associated with this report.

CONSULTATION:

The CAO and staff in Economic Development and Strategic Planning as well as legal counsel were consulted during the preparation of this report.

PUBLIC ENGAGEMENT:

There is no public engagement associated with or required for purposes of preparing this report.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendations outlined in this report are linked to the Economic, Environmental and Social Pillars and in summary the alignment of this report with the Community Sustainability Strategy is Good.

COMMUNICATIONS:

A copy of this report and accompanying Council resolution will be submitted to the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Todd Smith, Minister of Economic Development, Job Creation and Trade, the Honourable Rod Phillips, Minister of Environment, Conservation and Parks, Ted Arnott, MPP Wellington-Halton, appropriate Ministry of Municipal Affairs and Housing staff, the Region of Halton, the City of Burlington, the Town of Milton and the Town of Oakville.

CONCLUSION:

This report has summarized and provided commentary on proposed policy changes set out in Growth Plan Amendment No. 1. In our view, most of the proposed policy changes are considered to be appropriate. Specific areas of concern with accompanying recommendations for enhancements have also been identified. These include:

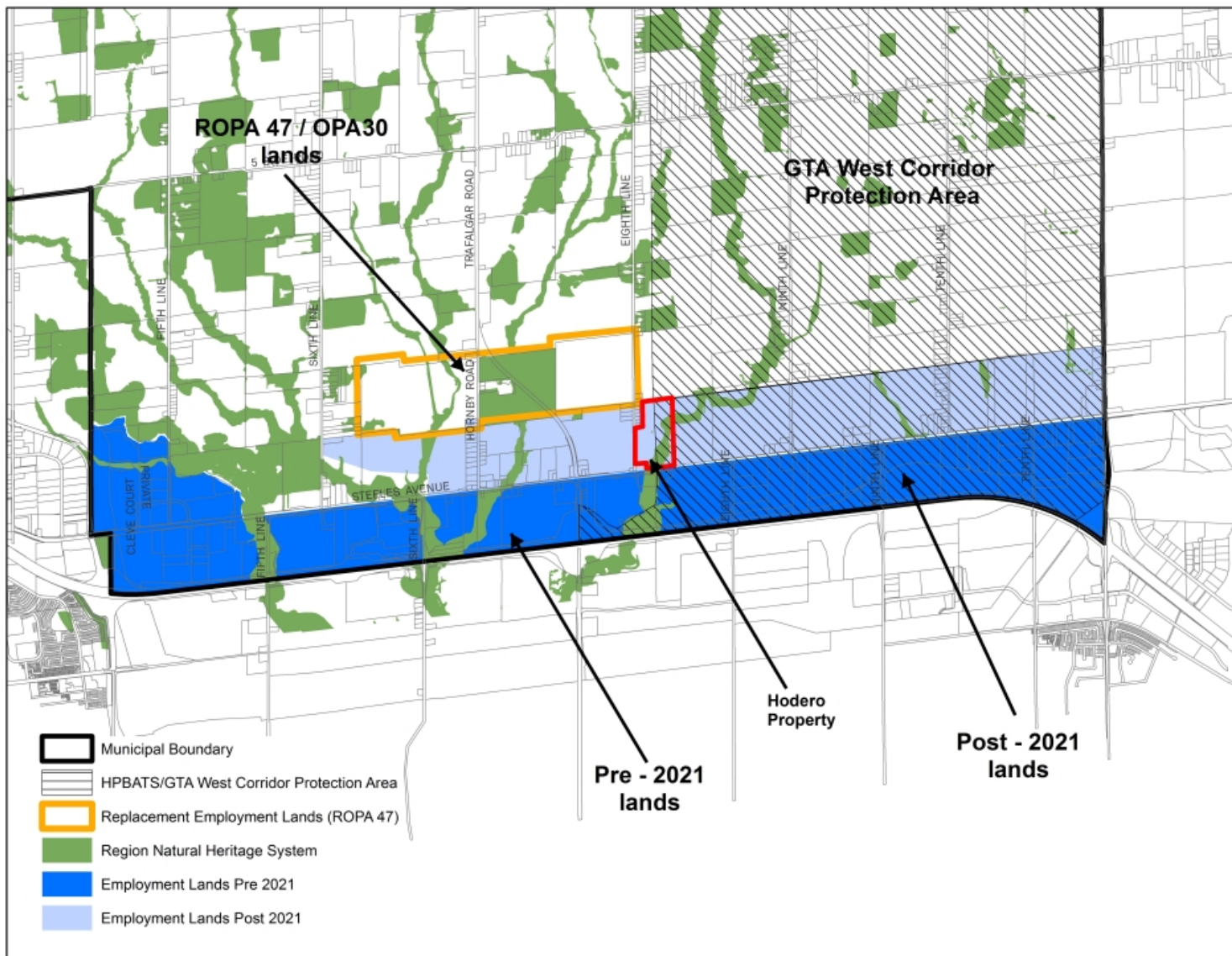
- the need for clear enabling policies to facilitate the final approval of ROPA 47 and the Halton Hills Premier Gateway Phase 1B Secondary Plan to unlock employment opportunities and assessment growth in a timely manner;
- the location of lands within the proposed Provincially Significant Employment Zones and the potential to pre-empt the Region Official Plan Integrated Growth Management Strategy with adverse impacts on Halton Hills;
- ensuring flexibility for planning of employment lands and MTSAs;
- the reduction of minimum DGA targets from 80 residents and jobs per hectare to 50 residents and jobs per hectare is seen as unnecessary. A minimum target of 60 residents and jobs per hectare is viewed as reasonable;
- Maintaining the current Growth Plan Policy 2.2.1 e) pertaining to the use of site and urban design standards to achieve high quality development;

It is recommended that Council endorse the recommendations set out in this report. A copy of the report and accompanying Council resolution should be submitted to the Province, the Region of Halton, the City of Burlington, the Town of Milton and the Town of Oakville.

Reviewed and Approved by,

A handwritten signature in black ink, reading "Brent Marshall". The signature is written in a cursive, flowing style with a large, prominent 'B' and 'M'.

Brent Marshall, Chief Administrative Officer



Acton
Georgetown
Esquesing



Town of Halton Hills
Office of the Mayor

January 22, 2019

Honourable Steve Clark
Minister of Municipal Affairs and Housing
College Park 17th Floor
777 Bay St, Toronto, ON
M5G 2E5

**Unlocking Economic Development Potential in the Town of Halton Hills –
Proposed Amendment to the Growth Plan, Transition Regulation**

Dear Minister Clark:

On December 10, 2018 we met to discuss opportunities for unlocking significant economic development potential in the Town of Halton Hills, in particular in the Premier Gateway employment area. To do so, we discussed the ROPA 47 appeal, as well as a proposal for the development of a hotel, conference center and major indoor waterpark, on the "Hodero lands", located at the northeast corner of Eighth Line and Steeles Avenue.

As a follow-up to our meeting and subsequent letters dated December 17, 2018 and December 20, 2018, can you please provide an update on the Province's position on ROPA 47.

Since we met, I acknowledge that the Province has released a proposed amendment to the Growth Plan. As part of this Amendment, you have asked for additional feedback as to any specific planning matters in process that should be addressed through the transition regulation, including official plan amendments that are under appeal.

Pending a detailed review of the proposed Amendment, Town Council will provide comments to the Province by the February 28, 2019 comment deadline. In addition, at its February 11, 2019 meeting, I intend to seek Council's support for a Resolution that will ask that the transition regulation include provisions that will enable the Premier Gateway Phase 1B lands to proceed. The Resolution will request that the Province withdraw its appeal of ROPA 47. Further, the Resolution will ask for the regulation to enable the Hodero lands to proceed to development pre-2021.

1 Halton Hills Drive, Georgetown, L7G 5G2

905-873-2601 | 1-877-712-2205 | haltonhills.ca

Acton
Georgetown
Esquesing



Town of Halton Hills
Office of the Mayor

Any further delay caused by the ROPA 47 appeal will drastically undermine the Town's, and by extension the Province's, goal of supporting economic growth and job creation.

I look forward to hearing from you.

Sincerely,

Mayor Rick Bonnette
Town of Halton Hills

CC.:

Ted Arnott, MPP, Wellington-Halton Hills
Brent Marshall, CAO, Town of Halton Hills



THE CORPORATION
OF
THE TOWN OF HALTON HILLS

Moved by: _____ Date: February 11, 2019

Seconded by: _____ Resolution No.: _____

15.2

AND WHEREAS Report PLS-2019-0001 Climate Change Adaptation Plan and the associated report by Klimaat Consulting & Innovation Inc. "Key Climate Indicators for Halton Hills" conclude that a "Business As Usual" scenario will have a significant impact on heat stress-related illness, mortality and productivity especially for vulnerable populations;

AND WHEREAS under a "Business As Usual" scenario building cooling load requirements and costs are estimated to increase three to four-fold;

AND WHEREAS night time cooling is projected to decrease significantly resulting in reduced capacity for urban centres and individual buildings to shed heat at night;

AND WHEREAS these and other associated climate change threats will seriously impact on the quality of life of all Ontarians but most especially today's young people;

AND WHEREAS Halton Hills is investing in a Climate Change Adaptation Plan to protect capital assets from the expected negative impacts of Climate Change and is updating green building and development engineering standards to reduce greenhouse gas emissions and meet climate change targets;

AND WHEREAS the Town of Halton Hills is investing in a Corporate Energy Plan to reduce its greenhouse gas emissions.

THEREFORE BE IT RESOLVED that the Mayor write to the Premier of Ontario urging the Province to adopt a robust impactful Climate Action Strategy designed to ensure that Ontario makes a positive contribution towards Canada meeting its Climate Change commitments;

AND FURTHER THAT a copy of the Consultant's Report and the Staff Report accompany the letter to the Premier;

AND FURTHER THAT the Province be urged to reinstate cost sharing with municipalities, businesses and residential home owners to retrofit buildings to achieve energy savings and reduced GHG emissions;

AND FURTHER THAT this resolution be forwarded to Prime Minister Trudeau and Minister of the Environment and Climate Change Catherine McKenna with a letter requesting that Canada fast track measures to address Climate Change and consider making the goal of reducing Canada's GHG emissions more ambitious;

AND FURTHER THAT this resolution be circulated to MPP Ted Arnott, MP Michael Chong, all other Halton Municipalities, AMO and FCM.

Mayor Rick Bonnette

REPORT

REPORT TO: Chair and Members of the Planning, Public Works and Transportation Committee

REPORT FROM: Rob Stribbell, Transportation Planner

DATE: February 5, 2019

REPORT NO.: TPW-2019-0003

RE: Award for RFP P-049-18 for the Eighth Line Class Environmental Assessment

RECOMMENDATION:

THAT Report TPW-2019-0003, dated February 5, 2019, regarding the Award for RFP-049-18 for the Eighth Line Class Environmental Assessment, be received;

AND FURTHER THAT Council approves the Eighth Line Environmental Assessment contract award to R.J. Burnside and Associates Limited, 15 Townline, Orangeville, ON, L9W 3R4 in the amount of \$499,322.50 plus HST;

AND FURTHER THAT the Manager of Purchasing be authorized to issue a purchase order to R.J. Burnside and Associates Limited, 15 Townline, Orangeville, ON, L9W 3R4 in the amount of \$499,322.50 plus HST.

BACKGROUND:

In the 2018 Capital Budget, monies were allocated and approved for the completion of an Environmental Assessment along Eighth Line from Steeles Avenue to Maple Avenue. The process has been designed to be consistent with, and fulfill, the requirements of a Schedule C Municipal Class Environmental Assessment (Class EA).

The Class EA study will evaluate traffic capacity, travel demand management measures, safety issues, natural environment impacts, land use implications, transit, and active transportation considerations. To address transportation capacity needs in the study area, alternatives will be examined as part of the study including the impacts of alternatives on the social, cultural, and natural environment.

COMMENTS:

Request for Proposal (RFP) P-049-18 for the Eighth Line Class EA was issued on November 26, 2018. The bid was posted on the Town's website and advertised on the bidsandtenders.ca website.

The RFP closed on December 21, 2018 and seven (7) submissions were received as follows:

Proponent	
Ainley & Associates Limited	Brampton, ON
Associated Engineering (Ont) Ltd.	Kitchener, ON
BT Engineering Inc.	Ottawa, ON
GHD Limited	Waterloo, ON
Parsons Inc.	Toronto, ON
R.J. Burnside and Associates Limited	Orangeville, ON
R.V. Anderson Associated Limited	Toronto, ON

Bids were evaluated by a team of Town of Halton Hills staff based on the following criteria. The evaluation criteria and weighing was stated in the Request for Proposal.

- Company Profile and Experience (30%).
- Understanding of the Project and Proposed Methodology (40%).
- Pricing (30%).

After reviewing and evaluating the submissions, it was determined that R.J. Burnside and Associates Limited, 15 Townline, Orangeville, ON, L9W 3R4 was the highest ranked proponent.

All requests for proposals are submitted in confidence and evaluated on several pre-determined criteria. As price is only a portion of the bid, the prices of the unsuccessful proponents are not included in this report.

RELATIONSHIP TO STRATEGIC PLAN:

The recommendations of this report directly support the following Strategic Directions, Goals, and Objectives of the Town of Halton Hills Strategic Plan:

A. Foster a Health Community

A.5 To ensure the use of appropriate design strategies to create safe communities.

H. Provide Sustainable Infrastructure and Services

H.1 To provide infrastructure and services that meet the needs of our community in an efficient, effective, and environmentally sustainable manner.

FINANCIAL IMPACT:

The consulting portion of the budget for the Eighth Line Class EA is \$519,000. The proposal from R.J. Burnside and Associates Limited includes all disbursements and provisional items and is within the allocated budget. In addition to the consultant, costs relating to public engagement, such as advertising etc., will be required and included with the overall capital budget.

CONSULTATION:

The proposal process was facilitated through Purchasing with staff from Recreation and Parks, Planning and Sustainability, and Transportation and Public Works evaluating the bid. The Manager of Purchasing is in agreement with the award.

PUBLIC ENGAGEMENT:

Public consultation and engagement will be a key component in completing the Eighth Line Class EA. Staff will adhere to the Public Engagement Charter throughout the duration of the Class EA. Project information will be available on the Town's website with links to the online engagement platform Letstalkhaltonhills.ca.

SUSTAINABILITY IMPLICATIONS:

The Town is committed to implementing our Community Sustainability Strategy, Imagine Halton Hills. Doing so will lead to a higher quality of life.

The recommendation outlined in this report advances the Strategy's implementation.

This report supports the Economic Prosperity, Environmental Health, and Social Well-being pillars of Sustainability and in summary the alignment of this report with the Community Sustainability Strategy is excellent.

COMMUNICATIONS:

A public consultation and engagement program will be a key element to the Eighth Line Class EA. The consultant will develop a communication strategy to be implemented by the Town.

CONCLUSION:

As part of the Town's transportation work plan and further to the strategic priorities and actions identified in the 2014-2018 Strategic Action Plan, staff are undertaking the completion of this Class EA.

It is recommended that Council authorize the Manager of Purchasing to issue a purchase order to R.J. Burnside and Associates Limited, 15 Townline, Orangeville, ON, L9W 3R4 in the amount of \$499,322.50 plus HST for the completion of the Eighth Line Class EA.

Reviewed and Approved by,

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Maureen Van Ravens, Manager of Transportation

A handwritten signature in cursive script, appearing to read "Chris Mills".

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in cursive script, appearing to read "Brent Marshall".

Brent Marshall, Chief Administrative Officer



MEMORANDUM

To: Chair and Members of the Planning, Public Works and
Transportation Committee

From: Gabriel Clarke, Manager of Sustainability and Climate Change

Mem No. MEM-PLS-2019-0001

Subject: Comments Submitted Regarding Ontario's Environmental Plan

Date: January 31, 2019

PURPOSE OF THE MEMORANDUM:

The purpose of this memorandum is to provide the Planning Public Works and Transportation Committee with an overview of the comments that staff prepared and submitted to the Province of Ontario on behalf of the Town of Halton Hills regarding Ontario's Environmental Plan that was posted on the Environmental Bill of Rights Registry (ERO number 013-4208) for public input.

BACKGROUND:

On July 25th 2018 the Government of Ontario introduced Bill 4: Cap and Trade Cancellation Act, 2018. The Act was granted Royal Assent on October 31st 2019.

Among the many subjects that the Act touches on, Section 3 of the Act requires that the Minister of Environment and Parks establish greenhouse gas emission reduction targets for the Province and Section 4 requires that the Minister of Environment and Parks prepare a provincial climate change plan.

In response to these requirements, the Ministry of Environment and Parks published "Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan" (the Plan) on the Ontario Environmental Bill of Rights (EBR) on November 29th 2018 for a 60 public commenting period which closed on January 28th 2019. The Plan proposes a new greenhouse gas emissions reduction target of 30%

below 2005 levels by 2030 and contains actions related to clean air, clean water, climate change mitigation, climate change adaptation, waste, and green spaces.

COMMENTS:

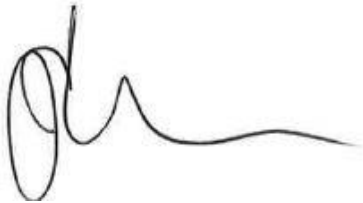
Town staff have provided comments to the Province through the EBR registry. The full comments are attached as Appendix 1. Recommendations included, but were not limited to the following:

- Maintaining or enhancing the overall level of ambition outlined in the plan;
- Increasing the level of specificity in the plan, particularly as it pertains to implementation, monitoring and reporting;
- Revising the new proposed greenhouse gas emissions reduction target upwards;
- Encouraging the establishment of a dedicated funding stream for municipal climate change actions;
- Enhancing investments in public transit and putting a greater focus on low carbon vehicles and active transportation in the Plan;
- Making a connection between the challenge of housing affordability and the impact this has on commuting distances in the Greater Toronto Area; and
- Reducing peak transportation demand through technology such as the provision high speed internet infrastructure.

CONCLUSION:

In passing Bill 4, the Government of Ontario made a commitment to develop a new greenhouse gas emission target and a new climate change plan. The “Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan” document was developed to fulfill that requirement and was posted for public comment on the EBR Registry. Town staff prepared and submitted the comments that are attached as Appendix 1 to this Memo.

Reviewed and Approved by,

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John Linhardt, Commissioner of Planning and Sustainability

A handwritten signature in black ink, appearing to read 'Brent Marshall', with a stylized, flowing script.

Brent Marshall, Chief Administrative Officer

RE: Feedback from the Town of Halton Hills Regarding the Province of Ontario's draft Environmental Plan

The Town of Halton Hills is pleased to provide the following comments to the Government of Ontario regarding the draft Environmental Plan that has been posted on the Environmental Bill of Rights (EBR registry) for public feedback.

The Town of Halton Hills has a longstanding commitment to community sustainability which was initially articulated in the town's 2007 Green Plan and led to the establishment of the Office of Sustainability in 2009, the introduction of the Green Development Standards program in 2010, the publication of Imagine Halton Hills – the Town's Community Sustainability Strategy – in 2013, the publication of the Mayor's Community Energy Plan in 2015 to reduce corporate and community greenhouse gas emissions and the creation of a Climate Change Adaptation Plan to increase community resilience and is currently under development. As a result of these initiatives, the Town's corporate energy intensity has dropped by 13% since 2015, all new Town facilities since 2012 have been built to a minimum LEED-Silver Standard, over 100 local businesses, community groups, and individuals have pledged to contribute to the implementation of Imagine Halton Hills through the Sustainability Partnership Program, and over 800 residential units and approximately 180,000 m² of non-residential floor space has been approved for construction in conformance with the Green Development Standards Program. Halton Hills is committed to balancing economic prosperity, cultural vibrancy, environmental health and social wellbeing.

General Comments

Halton Hills is pleased to see the leadership that the Province of Ontario has demonstrated in combating climate change acknowledged throughout the plan and strongly encourages the Province to strive to maintain such a leadership position into the future. We believe that the Province now has a unique opportunity to demonstrate the positive impacts that innovative, non tax-based and free market instruments can have on lowering greenhouse gas emissions at the Provincial scale, and therefore encourages the Province to maintain or enhance the level of ambition in the Environmental Plan compared to the plan it replaces.

Halton Hills is also pleased to see the wide range of subjects covered by the Environmental Plan from climate change mitigation to waste and land conservation. However, the Town suggests that the Plan would benefit from an increased level of specificity. For example, in addition to listing the actions that the Province is committing to implement, the Town recommends that the Province:

- Outline who is responsible for implementing the actions;
- Include an implementation timeline for each action;
- List key performance indicators that will be used to evaluate the plan's implementation; and
- Include a detailed process for monitoring and reporting on the plan's implementation.

GHG Target:

Halton Hills recommends that the Government of Ontario reconsider the greenhouse gas emissions target that is included in the plan because it represents a substantive reduction in Ontario's climate leadership and its ambitions to reduce greenhouse gas emissions compared to the target it replaces, and would essentially cancel the impact of coal phase-out. Reducing the 2030 target from 37% to 30% and moving the baseline from 1990 to 2005 would represent an increase of 30 megatonnes in GHG emissions in 2030 which is roughly the same reduction that phasing out coal achieved. The new target commits the Province to achieving a further 8% reduction over 11 years, whereas previous efforts yielded a 22% reduction over 13 years, which therefore suggests a reduction in momentum at a time when the global scientific community is urging more action rather than less. Therefore, Halton Hills recommends that the previous 37% target be retained and that the action plan be designed around that target. Halton Hills feels that doing so would enable the Province to demonstrate the fact that innovative, non-tax, free market-based instruments can be just as if not more effective in combating climate change than the previous Cap and Trade program.

Carbon Trust Fund:

Halton Hills supports the establishment of the proposed Carbon Trust Fund and encourages the Province to increase the overall size of the fund and to establish a dedicated funding stream to support municipal greenhouse gas emission reduction efforts. The Fund's establishment acknowledges the fact that a successful transition to a low carbon economy will require the active participation of the private sector and enhanced investment levels to spur the development and deployment of low carbon technologies. However, Halton Hills is concerned that the proposed structure for the Fund will lead to a reduced potential for municipalities to access funding compared to the program it replaces. The Municipal GHG Challenge Fund that was established under the previous Cap and Trade program would have provided municipalities with a dedicated funding stream of \$300 million to implement low carbon solutions in their community, whereas the proposed Carbon Trust would make \$400 million available to all public and private sector entities in Ontario, which significantly reduces the potential that municipalities – which control approximately 55% of emissions according to the Federation of Canadian Municipalities – will be able to access equivalent levels of funding to reduce emissions and lower the impact of municipal energy costs on the local tax base. Lastly, Halton Hills encourages the Province to establish a mechanism to replenish and maintain the Carbon Trust Fund beyond the four years that are committed to in the environmental plan as the transition to a low carbon economy will require sustained investments in transportation, energy and infrastructure over the next several decades.

Low Carbon Transportation

Halton Hills strongly supports the public transit infrastructure investments that are mentioned on page 38 of the Environmental Plan and encourages enhanced investments levels. The provision of easy to access public transit has been shown to reduce commuting-related greenhouse gas emissions per individual while simultaneously reducing peak transportation demand on the Province's road network which reduces the need to undertake costly repairs and expansions and therefore directly benefits Ontario's tax payers. Halton Hills acknowledges from a practical standpoint that private vehicles will continue to make up a significant portion of any low carbon transportation system in Ontario and as such continued investments are required to provide the necessary road infrastructure. That said, Halton Hills also strongly encourages the Province to expand the scope of its low carbon transportation actions to stimulate the uptake of low carbon private vehicles (i.e. natural gas, electric, hybrid, hydrogen etc.) as well as the expansion of the Province's active transportation network.

Transportation Demand Management:

Halton Hills recommends that the Province place a greater emphasis on transportation demand management as a practical and low cost solution to reducing greenhouse gas emissions. The ability for an individual to reduce driving distances and their need for driving in general leads to a profound reduction in their personal greenhouse gas emissions but does not require major lifestyle sacrifices or major investments in low carbon technologies. However, the challenges associated with housing affordability – a challenge that is especially acute in the Greater Toronto Area – has a general tendency to lead people to seek housing further away from employment areas which increases commuting distances and emissions. The ability to live, work and play in one community as opposed to several decreases emissions, establishes a sense of place, enhances work-life balance and supports an overall enhancement in health and wellbeing. Halton Hills encourages the Province to include actions in the Environmental Plan and the provincial land use policy regime that support housing affordability as well as the ability to live, work and play in one community. Halton Hills also encourages the Province to include actions that leverage technologies to reduce transportation demand such as the continued expansion of high speed internet infrastructure across the Province. Research conducted by the Intelligent Communities Forum suggests that the provision of high speed internet access provides a whole host of economic and environmental benefits, including the fact that it enables local businesses to access the global market place, supports the growth of the rural economy and enables people to work from home instead of commuting to work.

Financing mechanisms:

Halton Hills encourages the Province to include additional market-based mechanisms to finance energy efficiency and low carbon projects at the municipal level such as municipal revenue bonds. Municipal bonds have been extensively utilized by municipalities in the United States to finance a wide variety of capital intensive traditional and green infrastructure projects. In 2011 the American municipal bond market was valued at \$3.7 trillion but the Canadian municipal bond market was only a fraction of that size, which suggests that additional opportunities may exist to leverage the instrument within Canadian municipalities. Halton Hills views municipal bonds as a particularly suitable instrument for financing energy efficiency projects because the initial costs could be recovered through the energy savings generated by the project which establishes a revenue stream to compensate the bond holders. Halton Hills strongly encourages the Province to include this tool in the Environmental Plan, to ensure that any barriers preventing municipalities from issuing bonds are eliminated, to promote the use of the instrument to municipalities, and to provide municipalities with the training and education necessary to successfully implement the instrument to finance energy efficiency projects that will benefit investors and the community.



MEMORANDUM

To: Chair and Members of the Planning, Public Works and Transportation Committee

From: Rob Stribbell, Transportation Planner

Mem No. MEM-TPW-2019-0004

Subject: Bike It Committee Events 2019

Date: February 7, 2019

PURPOSE OF THE MEMORANDUM:

The purpose of this memo is to provide the Committee with an update on the variety of events that will be organized and attended by the Bike It Committee in 2019.

BACKGROUND:

The Halton Hills Bike It Committee is a subcommittee of the Town's Active Transportation Advisory Committee and is a group of volunteers who have a passion for promoting cycling and cycling safety. The Committee was created to assist the Town in implementing its Cycling Master Plan. The Committee organizes a series of cycling initiatives each year to promote and encourage more cycling by our residents.

COMMENTS:

The Bike It Committee works in partnership with the Town of Halton Hills with the goal of achieving Silver designation in the Bicycle Friendly Community Program which is administered by the Share the Road Coalition. The Town of Halton Hills received its Bronze designation in 2014. In 2018, the Town submitted an updated application to Share the Road Coalition with the goal of obtaining a Silver designation. Through communications with Share the Road Coalition, it has been confirmed that the Town will retain their Bronze designation at this time. The Share the Road Coalition has advised that although the Town has made good progress on their cycling initiatives and infrastructure, there is still additional work to be completed in order to obtain Silver designation. The completion of the Active Transportation Master Plan, other Town initiatives, and work from the Bike It Committee will assist the Town in achieving this goal.

The 2018 program developed by the Bike It Committee was a great success. Members of the Committee volunteered in a number of events including: Bike It To Market, Bike it to Leathertown, 'dust off your bike and helmet' spotting events, and many others. In an

effort to grow the Committee and promote and encourage cycling in the Town, below is a list of scheduled events and initiatives for the Bike It Committee for the upcoming year:

- 1) Halton Hills Cycling Summit – March 6, 2019
- 2) Used Bike Buy and Sell – April 27, 2019
- 3) Bike it to Work Day – May 26, 2019
- 4) Bike It To Market – June 15, 2019
- 5) Bike it to Leathertown Festival – August 11, 2019
- 6) Celebration of Armstrong Avenue (depending on completion date)
- 7) Group/Themed Rides

Promotion and/or Outreach Events:

- Halton Region Cycling Tourism Plan
- Visit Halton Hills
- Bicycle Friendly Business Recruitment
- Educational Videos
- Bike to School Month
- Mountain Bike Initiative
- Participation in Epic Tour
- Participation/Promotion in Greg's Ride
- Halton Hills Bike Map
- Directional Signage program expansion
- Directional Signage from Green Belt Route
- 1 Metre Law Community Engagement
- Outdoor Bike Repair Stands
- Pavement Markings and Bike Route Signs
- Social Media Encouragement Campaign

The Bike It Committee is committed to improving cycling for residents of all ages and abilities. This small group of volunteers has achieved a great deal in 2018 and hopes to do more in 2019. They are guided by the 5 Themes in the Bicycle Friendly Community Program: Engineering, Education, Encouragement, Enforcement, and Evaluation. In order to achieve Silver designation, progress must be made in all areas. To be successful, it is important to engage many different types of cyclists. The first Halton Hills Cycling Summit is intended to draw residents who have an interest in improving the range of cycling opportunities and cycling programs that are offered locally. There is a particular need to expand the opportunities for skills development and education.

CONCLUSION:

The Cycling Master Plan, adopted in 2010, provides guidance for the development of cycling infrastructure but also includes the need to encourage more cycling and provide skills development. The Bike It Committee is making a significant contribution towards achieving these additional goals in the Cycling Master Plan.

Reviewed and Approved by,

A handwritten signature in black ink, appearing to read "Maureen Van Ravens". The script is cursive and fluid.

Maureen Van Ravens, Manager of Transportation

A handwritten signature in black ink, appearing to read "C. Mills". The signature is stylized with a large, sweeping initial "C".

Chris Mills, Commissioner of Transportation and Public Works

A handwritten signature in black ink, appearing to read "Brent Marshall". The signature is written in a cursive, slightly slanted style.

Brent Marshall, Chief Administrative Officer