

# Integrated Growth Management Strategy Regional Urban Structure Discussion Paper

June 2020

## Regional Official Plan Review

## **Update on proposed Amendment 1 to the Growth Plan, 2019 and proposed new methodology for Land Needs Assessment**

On June 16, 2020 the Province released proposed Amendment No. 1 to the Growth Plan, 2019 for a 45-day public consultation period ending on July 31, 2020. Also released was a proposed Land Needs Assessment (LNA) methodology to replace the LNA methodology released in May 2018. Proposed Amendment No. 1 extends the planning horizon of the Growth Plan from 2041 to 2051, and identifies new population and employment targets to the 2051 planning horizon.

The Regional Urban Structure Discussion Paper was completed prior to the release of proposed Amendment No. 1 to the Growth Plan, and the proposed new LNA methodology, however the information provided in the Discussion Paper and Landing Page for the purposes of public consultation on a proposed Regional Urban Structure remain relevant to the ongoing IGMS process. Amendment No. 1 and the new LNA methodology, if brought into force and effect by the Province, will be addressed in the next stage of the IGMS through the development of Growth Concepts.

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# Executive Summary

## Introduction

Halton Region has initiated a review of its Regional Official Plan (ROP) in accordance with the legislative requirements of the [Planning Act](#). The last comprehensive review of the ROP resulted in Regional Official Plan Amendments (ROPA) 37, 38 and 39, which implemented the policies of the Growth Plan for the Greater Golden Horseshoe, 2006 and the Greenbelt Plan, 2005 amongst other key policy initiatives. The ROPR is being undertaken in three phases and the Regional Urban Structure Discussion Paper is part of Phase 2. Phase 2 will inform the development of ROP Policies during the upcoming policy drafting phase of the Regional Official Review (ROP) (Phase 3).

Through this ROPR, specific theme areas and policies will be updated, enhanced and refined based on changing demographics, evolving land use trends and changes to the [Provincial Policy Statement](#) (PPS) 2020, [Greenbelt Plan](#) 2017, [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) 2019 (Growth Plan) and the [Niagara Escarpment Plan](#) (NEP) 2017. The ROPR also provides an opportunity for a comprehensive review of the effectiveness of existing policies and implementation through a Municipal Comprehensive Review (MCR) process.

This discussion paper will provide information on the policy context and requirements in the Growth Plan (2019) in the update and the development of our proposed Regional Urban Structure. The Regional Urban Structure Discussion Paper is a component of the Integrated Growth Management Strategy (IGMS), to guide the growth and development of Halton Region to 2041.

This discussion paper outlines the policy and technical requirements for the Community Area, the Employment Area, and the Settlement Area, where growth and development are to be directed in Halton Region. Identifying these elements of the proposed Regional Urban Structure will provide important inputs for the development of the Preferred Growth Concept. For each subject area, this Discussion Paper contains a summary along with the Provincial policy direction that has to be considered. The subject areas reviewed in this Discussion Paper are set out below.

## Community Areas as the Focus for Population and Population-Related Employment Growth

Community Areas include Strategic Growth Areas, the Delineated Built-up Area and Designated Greenfield Area, as defined by the Growth Plan (2019). These lands inside the Urban Area (excluding Employment Areas) are where the vast majority of the population and population-related employment growth is to be directed, through intensification within the Built-up Area or greenfield development. The Growth Plan identifies Strategic Growth Areas as places where population and employment intensification will be directed, including Urban Growth Centres, Major Transit Station Areas, and corridors.

### **Urban Growth Centres**

- The ROP identifies three Urban Growth Centres in Halton Region: Midtown Oakville, Downtown Burlington, and Downtown Milton, in conformity with the Growth Plan (2019).
- The Growth Plan (2019) provides strong policy direction for the development of these areas including a minimum density target of 200 residents and jobs combined per gross hectare to be met by 2031 or earlier.

### **Major Transit Station Areas**

- The current ROP identifies eleven existing and proposed Major Transit Station Areas as symbols on Map 1 of the ROP. The Growth Plan (2019) now requires Halton Region, in consultation with Local Municipalities to delineate the boundaries of Major Transit Station Areas on Priority Transit Corridors, and identify a minimum density target.
- The potential use of Inclusionary Zoning in Major Transit Station Areas to ensure the provision of affordable housing is being considered as part of the ROPR. The IGMS will also consider using the Protected Major Transit Station Area tool to assist in delivering needed intensification.
- Lastly, the ROPR is reviewing currently identified Major Transit Station Areas based on their role and level of transit service.

### **Corridors and other Strategic Growth Areas**

- The Region is examining the identification of corridors as part of a proposed Regional Urban Structure, and whether minimum density targets should be assigned to corridors which have a strategic growth function, and if other corridors should be identified that have a transit network function.
- The Region is also examining whether the ROP should identify other growth nodes, including certain nodes identified in Local Urban Structures, and if

additional multi-purpose or minor arterial roads should be identified in the Regional Urban Structure to support a higher-order regional transit network.

### Employment Areas and their Critical Role in Accommodating Jobs, Business and Economic Growth

Halton's Employment Areas are lands that have been identified and protected over the long-term to accommodate jobs, business and economic activities. The current ROP identifies Halton's Employment Areas as an overlay on Map 1 – Regional Structure of the ROP.

#### **Employment Areas**

- The Growth Plan (2019) now requires Halton Region, in consultation with Local Municipalities, to designate Employment Areas in official plans to protect them for appropriate employment uses over the long-term.
- Halton Region is required to plan to accommodate 470,000 jobs by 2041 and designate sufficient land as Employment Area as per the Growth Plan (2019) and establish minimum density targets for these areas.
- The Province has also identified Provincially Significant Employment Zones (PSEZs) within Halton Region for the purpose of long-term planning for job creation and economic development.
- The Region is considering alternative policy approaches to the planning for Employment Areas, given broader economic trends.

#### **Employment Conversions**

- Halton Region is evaluating requests to convert lands within Employment Areas to recognize or allow for non-employment uses such as residential, major retail or other mixed uses. These requests will be evaluated based on the criteria provided by the Growth Plan (2019) and the ROP.
- To date, the Region has received 46 requests to remove a total of approximately 1,030 hectares of lands from the Region's Employment Area.
- The discussion paper also describes minor technical revisions to the boundaries of the Employment Areas in Halton and how potential additions to the Employment Areas of the Region may be assessed.

## Settlement Area Expansions and Density Targets

The Growth Plan (2019) requires municipalities to plan for the population and employment forecasts to the 2041 planning horizon by directing the vast majority of growth to Settlement Areas, which have a Delineated Built-up Area, existing or planned municipal infrastructure and can support the development of Complete Communities.

- The Growth Plan (2019) now requires municipalities to delineate the Settlement Area boundaries within their Official Plans.
- The Region must determine whether or not a Settlement Area expansion should be part of the growth management strategy to 2041. The Growth Plan (2019) provides criteria when evaluating Settlement Area expansions, and similar criteria exist in the Region Official Plan, which conforms to the Growth Plan (2006).
- The IGMS Growth Scenarios Report has identified potential locations for new Community Area and Employment Area Designated Greenfield Areas.
- The Region is required to establish a minimum density target for the Designated Greenfield Area of Halton.

## Discussion Paper Questions

Throughout the Regional Urban Structure Discussion Paper, discussion questions are being presented for each section and a summary of these questions can be found in **Appendix A**. The Region is requesting that the reader responds to these questions in their comments on the Discussion Paper.

The Regional Urban Structure Discussion Paper is one of five discussion papers being made available to support public input for the Regional Official Plan Review.

### How to get Involved:

Please visit [halton.ca/ropr](https://halton.ca/ropr) to learn more and provide feedback.

The Regional Official Plan Review page contains more information to support participation as well as a questionnaire on the policy themes being considered by Regional Council.

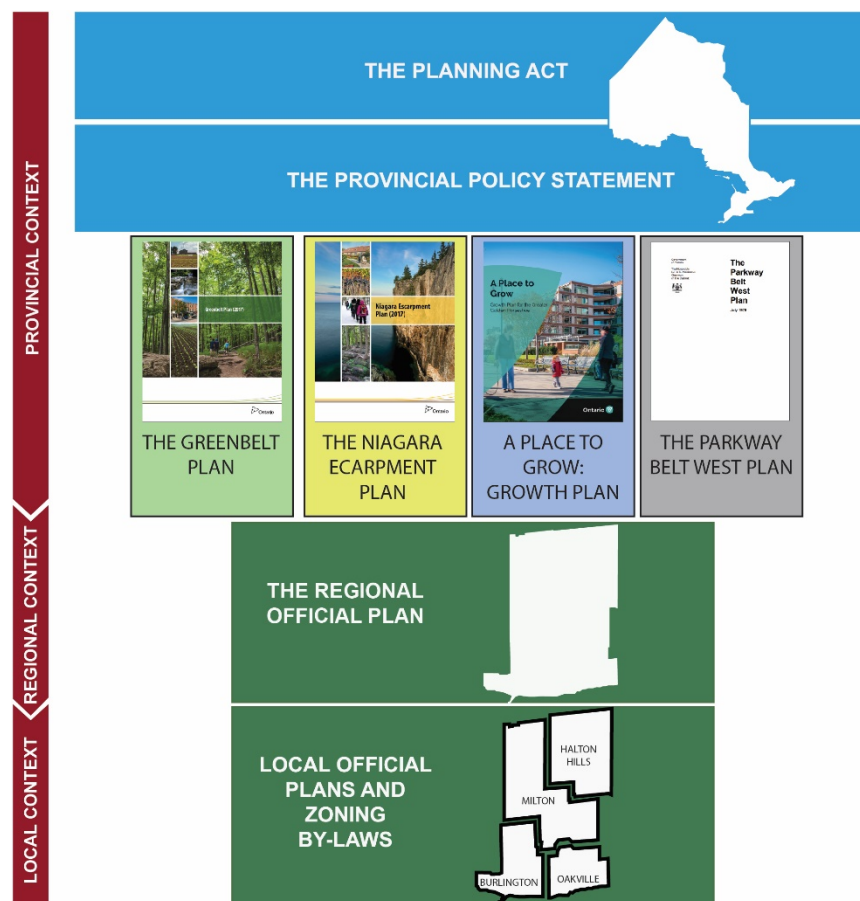
Comments can also be submitted to [ropr@halton.ca](mailto:ropr@halton.ca).

# 1.0 Background

## 1.1 Regional Official Plan Review (ROPR)

Halton Region is undertaking a Regional Official Plan Review (ROPR) in accordance with Provincial requirements established in Section 26 of the [Planning Act](#). The last comprehensive review of the Regional Official Plan (ROP) resulted in Regional Official Plan Amendments (ROPA) 37, 38, and 39, which implemented the policies of the Growth Plan for the Greater Golden Horseshoe 2006 and the Greenbelt Plan 2005, amongst other key policy initiatives. The general framework for land use planning in Halton is set out in Figure 1.

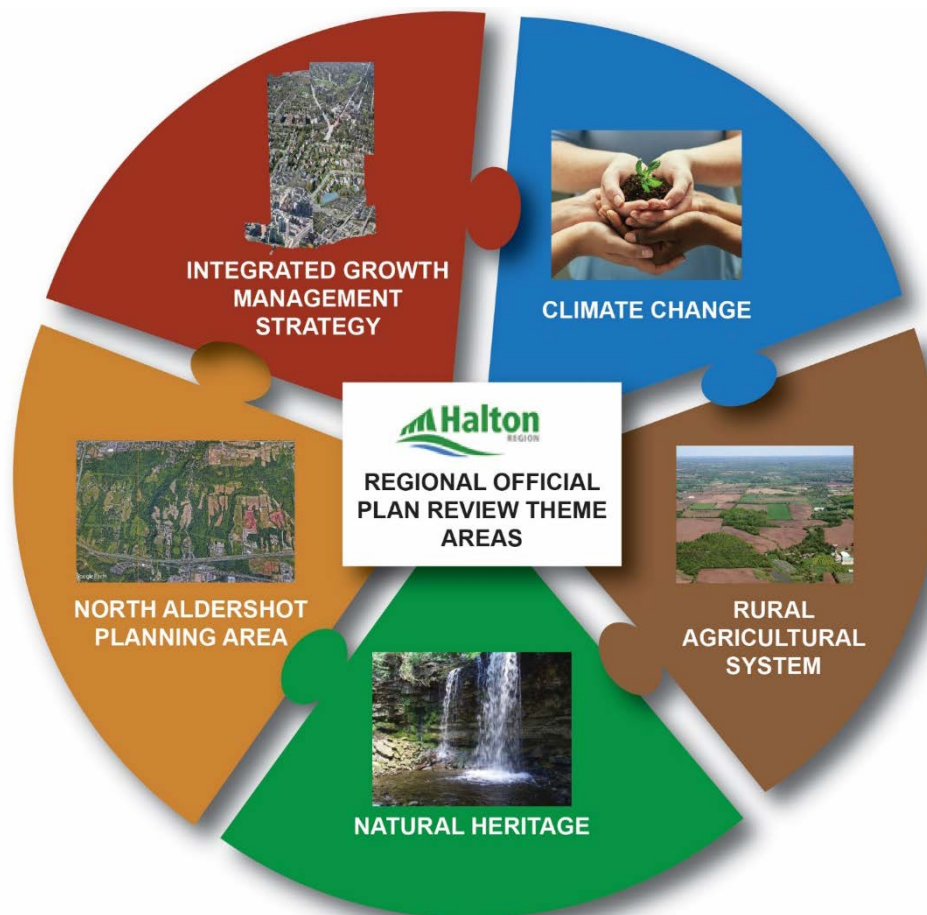
**Figure 1: Ontario's Land Use Planning Framework as Applicable to Halton Region**



The current ROPR will ensure consistency with the [Provincial Policy Statement](#) (PPS), 2020, as well as conformity to [A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#) (2019), the [Greenbelt Plan](#) (2017) and the [Niagara Escarpment Plan](#) (NEP) (2017).

The ROPR is a three-phased process: Phase 1 was completed in October 2016 through the endorsement of Phase 1 Directions Report which outlined the tasks and deliverables to be undertaken during the remaining phases of the ROPR. Phase 2, currently underway, involves the preparation of five discussion papers researching and analyzing potential options to address the ROPR key theme areas shown in Figure 2. The work in Phase 2 will inform the development of ROP policies during the upcoming policy drafting phase of the ROPR (Phase 3).

**Figure 2: ROPR Phase 2 Key Theme Areas**





## 1.2 Relationship with Other ROPR Components

Updates to the ROP need to reflect the many changes in the PPS and Provincial plans since the last ROP review. The planning horizon and growth strategies are now being extended to 2041, with implications being reviewed through an Integrated Growth Management Strategy (IGMS) analysis with input from Climate Change, Rural/Agriculture and Natural Heritage ROPR themes. The Integrated Growth Management Strategy component of the ROPR will have implications for each theme of the ROPR:

**Rural and Agricultural System** – The prime agricultural areas of Halton Region are almost always adjacent to urban areas. This means that any Settlement Area expansion proposed through the IGMS into prime agricultural areas can only be permitted if the expansion is evaluated through an Agricultural Impact Assessment and meets the criteria and policy tests contained in Provincial policy.

**Natural Heritage** – Natural heritage and agriculture are often located in the same areas and require a balance in priorities to guarantee and strengthen their coexistence. The PPS states that natural features and areas are to be protected for the long term. Any expansion of the urban boundaries through the IGMS must ensure the protection of the Natural Heritage System. The Natural Heritage System will have implications on the IGMS by determining the amount of developable land in future growth areas and the location of urban boundary expansions if required.

**North Aldershot Planning Area** - In the ROP, North Aldershot, in the City of Burlington, is outside of the Settlement Area/Urban Area, and is identified as a Special Policy Area, with land use policies predating the last two reviews of the Regional Official Plan and all current Provincial plans, and not reflective of current policies and mapping regarding natural heritage. Any consideration of a Settlement Area expansion into the North Aldershot Planning Area must occur within the context of the IGMS component of the MCR, and be based on the policy tests of the Growth Plan, 2019. Additional information on the North Aldershot Planning Area can be found in the North Aldershot Discussion Paper.

## 1.3 Applying the Climate Change Lens to Growth Management

Through the ROPR, Halton Region is reviewing its policies for consistency and conformity with Provincial policies and plans in addressing climate change. In 2019, Halton Region, following and in support of its Local Municipalities, declared a Climate Emergency, identifying its commitment to addressing this issue.

The ROPR offers an opportunity to build on the sustainability vision in the existing ROP to increase climate change resilience in several key areas, including growth and



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development. A discussion paper on Climate Change has been prepared which addresses this ROPR theme in greater detail.

As highlighted in the Climate Change Discussion Paper, directing growth to compact and mixed used communities with higher densities can support the efforts for climate change adaptation and mitigation. Establishing transit supportive densities and transit connectivity along intensification corridors through coordinating growth management and transportation planning, can help minimize GHG emissions and achieve complete communities. Climate change mitigation and adaptation will also be an important factor in assessing potential locations for new Designated Greenfield Areas, if required, as well as an assessment of how climate change mitigation and adaptation can be achieved in new Designated Greenfield Area, in comparison to Intensification of the Delineated Built-up Area.

## 2.0 Planning for Growth in Halton

### 2.1 IGMS Background

The Region is forecast to grow to 1 million people and 470,000 jobs by 2041 in accordance with Schedule 3 of the Growth Plan (2019). To effectively manage and guide this growth and development in the Region, the Integrated Growth Management Strategy (IGMS) is a critical component of the ROPR. While building on previous plans that had a greater focus on designating new lands for development, the IGMS places more emphasis on accommodating growth in existing urban areas, consistent with current Provincial, Regional and local land use planning principles and policies.

The Regional Urban Structure Discussion Paper is the second in a series of four IGMS reports, which are:

- 1) Growth Scenarios: Halton Region to 2041 (June 2019);
- 2) Regional Urban Structure Discussion Paper (May 2020);
- 3) Growth Concepts (pending)
- 4) Preferred Growth Concept (pending).

#### High Density Development in Oakville



#### Burlington Downtown Area



#### 2.1.1 The IGMS Growth Scenarios Report

In June 2019, the first report in the series of IGMS reports was presented to Regional Council. The Integrated Growth Management Strategy Growth Scenarios: Halton Region to 2041 Report (the Growth Scenarios Report), provided context for the IGMS, a brief history of key growth management and infrastructure decisions in Halton Region and presented a set of eight Growth Scenarios for accommodating the forecasted population and population-related employment growth to 2041.

The Growth Scenarios Report also presented an employment land need analysis and employment growth scenario, a preliminary analysis of the Regional infrastructure (road,

water/wastewater), and local municipal and community infrastructure needed to service the growth, and a preliminary analysis of the financial impact of the Growth Scenarios.

Each of the Growth Scenarios were based on different approaches to accommodating Region-wide population growth to 2041, centred on the proportion of growth accommodated through Intensification of the Built-up Area, translating into varying need for new Designated Greenfield Area (DGA):

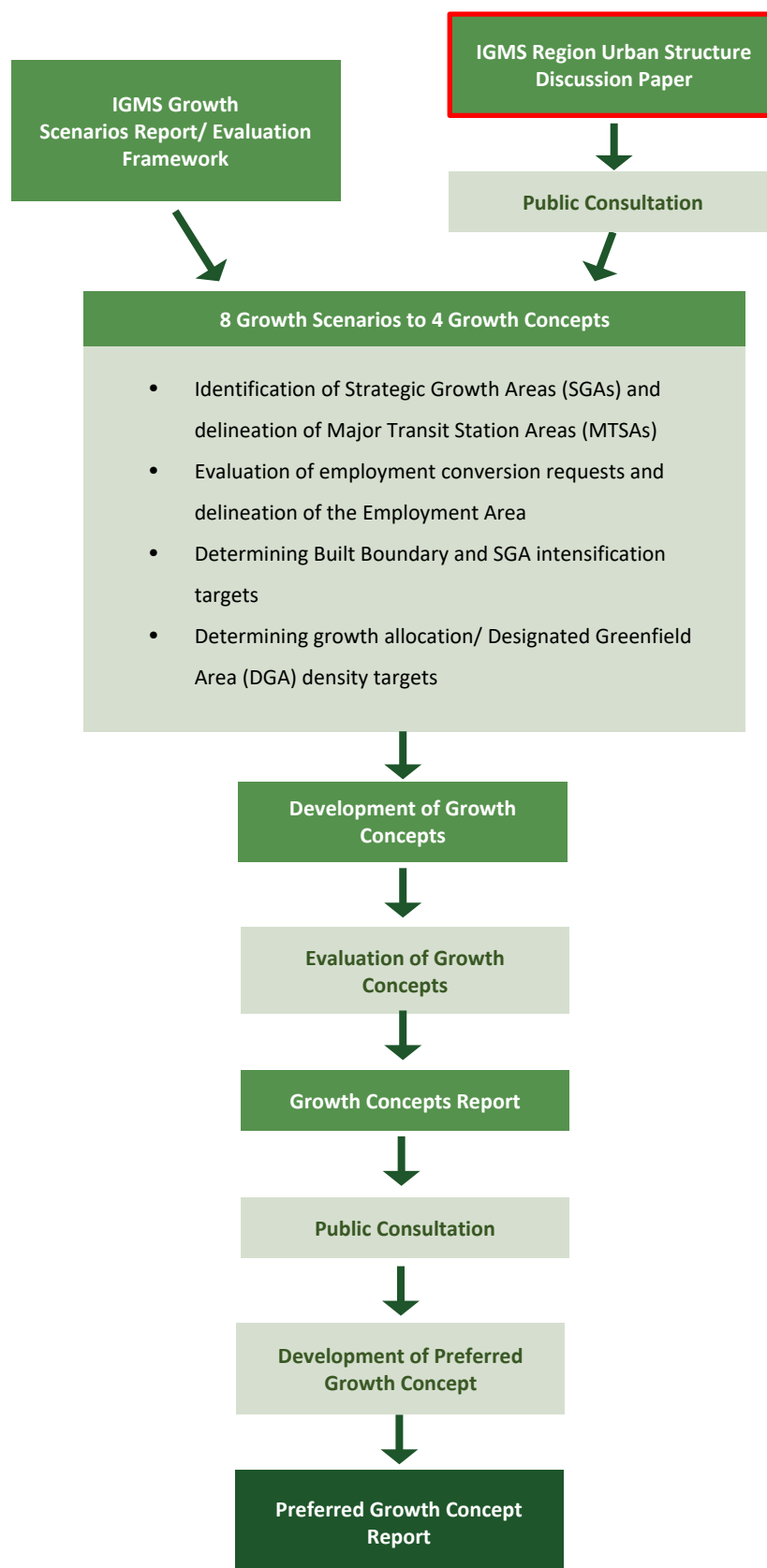
- **Scenario 1: Moderate Greenfield Growth** (500 ha of new residential/mixed use greenfield land/60 percent Intensification);
- **Scenario 2: Limited Greenfield Growth** (250 ha of new residential/mixed use greenfield land/60 percent Intensification and densification of existing DGA);
- **Scenario 3: No New Greenfield** (60 percent Intensification and greater densification of existing DGA); and,
- **Scenario 4: Growth Plan (2019)** (1,000 ha of new residential/mixed use greenfield land/50 percent Intensification and lower DGA density).

All Growth Scenarios assumed the new Designated Greenfield Area for new employment land in the magnitude of 720 hectares, ranging between 560 and 890 hectares, depending on assumptions related to how much land is converted from Employment Area to non-Employment Area.

Four of the Growth Scenarios (the 'A' Scenarios) modelled the continuation of the 'Existing Planned Pattern' of growth in the Region to date, while the other four Growth Scenarios (the 'B' Scenarios) were based upon 'Local Plans and Priorities' of the Local Municipalities, derived from a consideration of local municipal land use plans and strategies. The Growth Scenarios were intended to outline broad parameters (i.e. options) for growth to 2041 based on the minimum targets of the Growth Plan (2019) and categorized in a manner to assist in reducing the long list of Growth Scenarios to a shorter set of more detailed Growth Concepts, for which more comprehensive evaluation could be completed.

In May 2020, Regional Council directed that the four 'Existing Planned Pattern' Growth Scenarios not be carried forward to the Growth Concepts stage, as these scenarios did not reflect the substantial planning work completed by the local municipalities to address conformity with Provincial and Regional planning policy. Therefore, the detailed Growth Concepts to be developed in the next stage of the IGMS will be based on the four 'Local Plans and Priorities' Growth Scenarios.

**Figure 3: Regional Urban Structure Discussion Paper in the context of the IGMS**



### 2.1.2 The IGMS Regional Urban Structure Discussion Paper

Building upon and complementing the Growth Scenarios Report, this Discussion Paper will present information to facilitate discussion on the development of a Regional Urban Structure as an integral foundation to the development of Growth Concepts, providing alternatives on how and where growth can be accommodated in Halton. The relationship of the Regional Urban Structure Discussion Paper to the overall IGMS process is outlined in Figure 3.

The overall objectives of the Region Urban Structure Discussion Paper are to:

- Provide a general understanding of the applicable policy context and the specific requirements in the Growth Plan (2019) that the ROPR and IGMS must address;
- Provide an overview of the current Regional Structure identified in the Regional Official Plan, and examine how the work of the IGMS can contribute to, reinforce, and build on this Regional Structure, through the development of a proposed Regional Urban Structure, consisting of a network of strategic growth nodes and connecting corridors; and,
- Facilitate a discussion and obtain feedback on the elements of a proposed Regional Urban Structure, as a critical input to the development of more detailed Growth Concepts, based upon the set of preliminary Growth Scenarios generated by the IGMS to date, which in turn will lead to the development of a Preferred Growth Concept.

A Glossary of Terms containing important terminology derived from the Growth Plan (2019) and other relevant Provincial or Regional policies or plans is provided to assist the reader in understanding the content of this Discussion Paper. Defined terms are capitalized through the Discussion Paper.

To inform the Growth Concepts, substantial technical work is being completed in accordance with provincial policies, including the delineation of the boundaries of Major Transit Station Areas, Settlement Areas and Employment Areas. The process for assessing employment conversions is presented and will inform the Growth Concepts.

This Discussion Paper is intended to facilitate engagement with the public and stakeholders to obtain input on the Discussion Questions. Establishing the components of the Growth Concepts and soliciting feedback is a key element of the overall engagement framework of the ROPR.

#### Structure of the Discussion Paper:

The Growth Plan (2019) identifies multiple key policy areas where growth occurs. These areas can be aggregated into three broad categories consistent with the Land Needs Assessment Methodology developed by the Province to assist in municipal comprehensive reviews to achieve conformity with the Growth Plan:

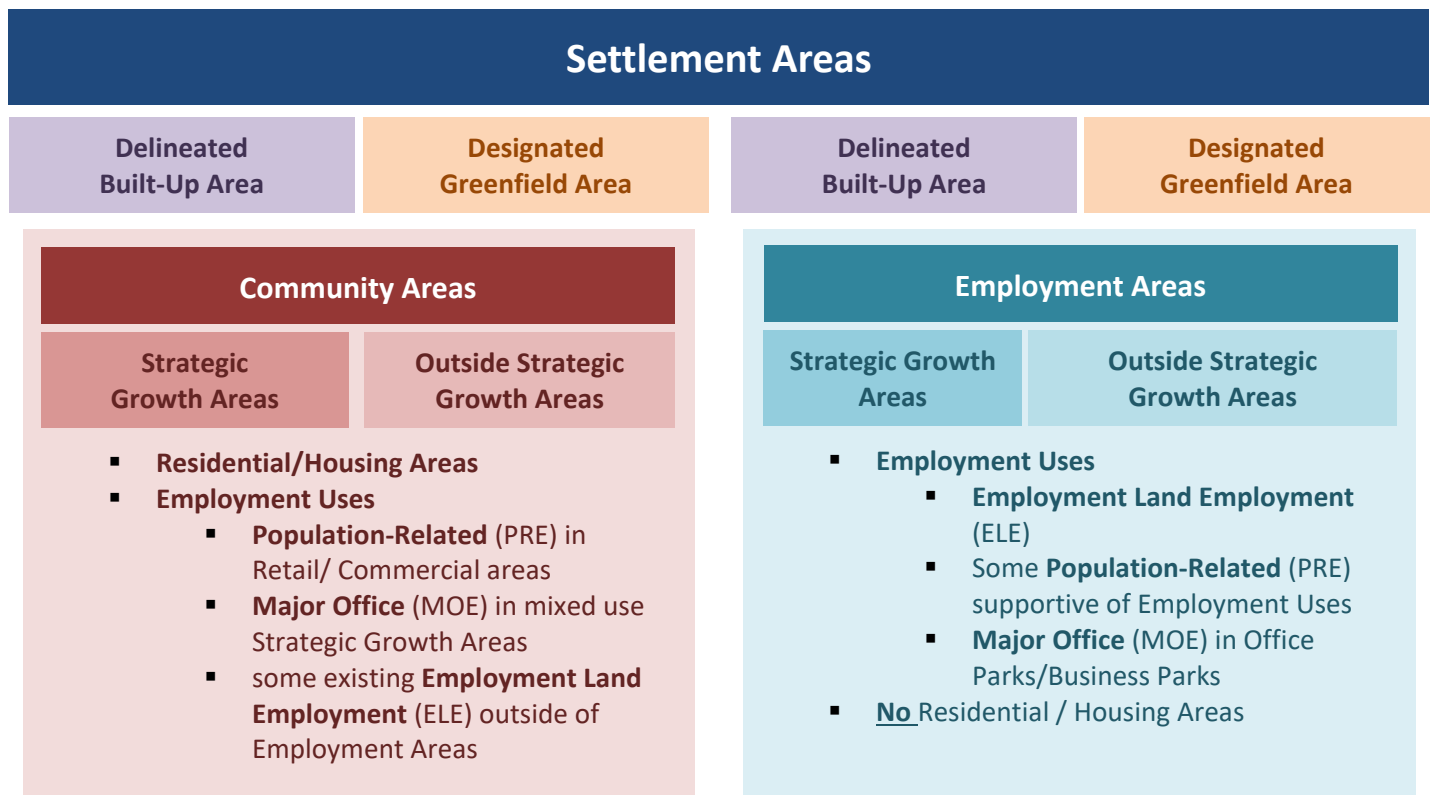
**Settlement Areas:** urban areas and rural settlements within municipalities where development is concentrated and which have been designated in an official plan for development, and comprised of Community Areas and Employment Areas.

**Community Areas:** Lands inside the urban area where the vast majority of housing, population-related jobs, most office jobs and some Employment Land Employment jobs are located to accommodate the forecasted population. Community areas include Delineated Built-up Areas and the Designated Greenfield Area (excluding Employment Areas).

**Employment Areas:** where most of the Employment Land Employment (employment in industrial-type buildings) jobs are, as well as office jobs and some population-related jobs, particularly those providing services to the Employment Area. Employment Areas may be located in both Delineated Built-up Areas and Designated Greenfield Areas.

Community Areas exclude Employment Areas but have a strong inter-relationship from a growth management perspective and the need to consider the impact of employment conversions on the lands within the Community Areas. These areas are further outlined in Figure 4.

**Figure 4: Community Areas versus Employment Areas**



The following sections of the Discussion Paper have been organized based on the Land Needs Assessment methodology and Growth Plan (2019) policy framework:

Section 3.0 – Community Areas;  
Section 4.0 – Employment Areas; and,  
Section 5.0 – Settlement Areas.

## 2.2 Planning Framework – Roles and Requirements

Growth planning in Halton is undertaken in the context of the Provincial policy framework for managing growth. The Growth Plan (2019) provides policy direction for where and how to accommodate urban growth and development. Halton Region and its Local Municipalities are required to conform to the Growth Plan when planning for residential and employment growth. This section of the Discussion Paper will outline the key roles and requirements of the upper-tier municipality (i.e. Halton Region) contained in the Growth Plan for implementing the policies of the Growth Plan through the completion of the IGMS (i.e. Municipal Comprehensive Review). Also outlined will be the integral role that the Local Municipalities play in the IGMS process.

### 2.2.1 The Requirements of the Growth Plan

Section 2.2, Policies of Where and How to Grow, of the Growth Plan (2019) provides specific policy direction to municipalities in the Greater Golden Horseshoe. The requirements begin with Schedule 3: Distribution of Population and Employment for the GGH to 2041, in which Halton must plan to accommodate 1 million people and 470,000 jobs by 2041. Halton Region must allocate the forecasted growth to 2041 to each local municipality, in consultation with the Local Municipalities, to support the achievement of the minimum intensification and density targets of the Growth Plan.

The vast majority of this growth must be directed to Settlement Areas that have a Delineated Built Boundary, existing or planned municipal water and wastewater systems, and can support the achievement of Complete Communities. Growth must be focused in Delineated Built-up Areas, Strategic Growth Areas, locations with existing or planned transit (with a priority on Higher Order Transit), and areas with existing or planned Public Service Facilities.

#### Integrated Growth Management:

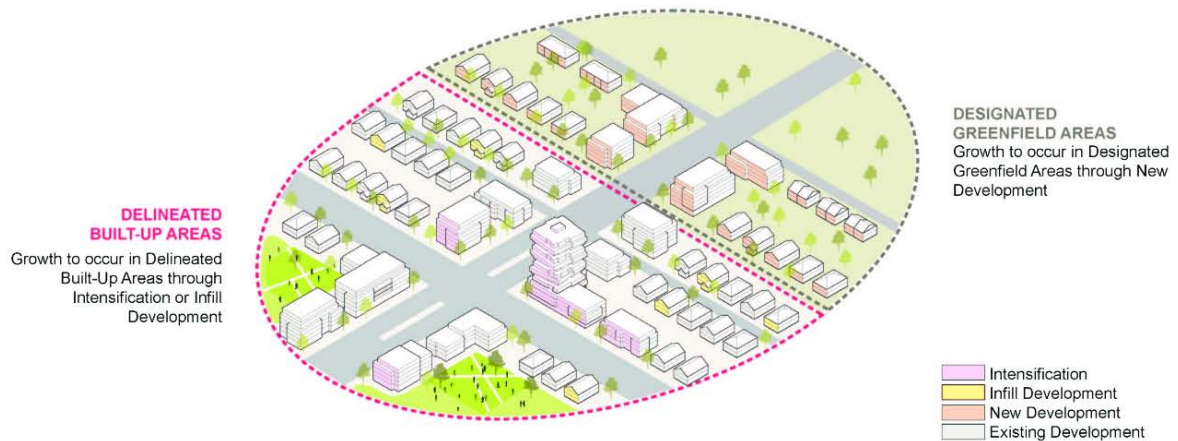
Section 2.2.1.3 of the Growth Plan directs that Halton Region must undertake integrated planning to manage growth, implemented through a Municipal Comprehensive Review (i.e. ROPR), which will:

- Establish a hierarchy of Settlement Areas and of areas within Settlement Areas in which to direct growth;
- Be supported by planning for infrastructure and Public Service Facilities;



- Provide direction for an urban form that optimizes infrastructure, particularly along transit and transportation corridors, to support the achievement of Complete Communities, through a more compact urban form.

**Figure 5: Delineated Built Up Areas vs. Designated Greenfield Areas**



The Growth Plan (2006) previously identified a Built-up Area (BUA) through the delineation of a built boundary for all Settlement Areas in the GGH, based on the limits of the developed urban area in June 2006. The built boundary was not changed in the Growth Plan (2019). The area within approved Settlement Area boundaries that is outside the Built-up Area is identified by the Growth Plan as Designated Greenfield Area (DGA).

### Downtown Oakville



### Land Needs Assessment:

The Growth Plan also specifies that the Province will establish a methodology for assessing land needs to implement the Growth Plan, which must be used by Halton Region to determine the quantity of land required to accommodate forecasted growth to the horizon of the Plan (i.e. 2041). In May 2018, the Province released the Land Needs Assessment (LNA) methodology, to assist in implementing the previous 2017 version of the Growth Plan. The LNA methodology is currently under review to address policy changes contained in the Growth Plan (2019). The LNA is discussed in Section 5.0.

### Intensification Target/Strategy:

The Growth Plan (2019) sets an intensification target that a minimum of 50 percent of all residential development occurring annually within Halton Region must be within the Delineated Built-up Area, between the time of the completion of the MCR until 2041 (i.e. the planning horizon of the Growth Plan). The Growth Plan also requires all municipalities (i.e. Halton Region and its Local Municipalities) to develop a strategy to achieve the minimum intensification target and intensification throughout the Delineated Built-up Area.

Halton Region can request an alternative target, where it has been demonstrated that the minimum target cannot be achieved given the size, location and capacity of the Delineated Built-up Area, which must be approved by the Province. Halton Region, in consultation with Local Municipalities, must also identify minimum intensification targets for each Local Municipality, based on the capacity of their Delineated Built-up Areas.

### Strategic Growth Areas:

The intensification strategy must identify Strategic Growth Areas and recognize them as a key focus for development, identify the appropriate type and scale of development in these areas, and transition of built form to adjacent areas. The Region must, in consultation with Local Municipalities, identify minimum density targets for Strategic Growth Areas, including any Urban Growth Centres or Major Transit Station Areas, in accordance with the Growth Plan (2019).

Urban Growth Centres (UGC)s must be planned as focal points for investment, high density major employment centres, and to accommodate and support the regional-scale transit network. The Urban Growth Centres in Halton must be planned to achieve a minimum density target expressed in the number of people and jobs per hectare. The UGCs are discussed in Section 3.0.

Priority Transit Corridors shown on Schedule 5 of the Growth Plan must be identified in official plans and planning prioritized for Major Transit Station Areas on Priority Transit Corridors. In Halton Region, the Lakeshore GO Transit rail line is a Priority Transit Corridor, although the Province may identify additional Priority Transit Corridors to support the optimization of transit investments. Corridors are discussed in Section 3.0.

Major Transit Station Area (MTSA) boundaries must be delineated by Halton Region in its official plan, in consultation with Local Municipalities, and in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. MTSA's on Priority Transit Corridors must be planned for a minimum density target, specified in the Growth Plan (2019), while minimum density targets appropriate given their intensification potential must be determined for other MTSA's delineated by Halton Region through the IGMS. The MTSA's are discussed in Section 3.0.

Under the Planning Act, the Region may also identify and delineate the boundaries of an area surrounding an existing or planned Higher Order Transit station as a Protected

Major Transit Station Area, assign a minimum density target expressed in the number of people and jobs per hectare for the area, and require a Local Municipality to identify minimum densities and land uses for buildings and structures. The implementing policies in the local official plan are then protected from an appeal to the Local Planning Appeal Tribunal.

#### Employment Areas:

The Growth Plan (2019) requires Halton Region, in consultation with Local Municipalities to designate all Employment Areas in official plans and protect them for appropriate employment uses over the long term. These designations may be incorporated into the Halton Region Official Plan at any time in advance of the next MCR.

Halton Region, in consultation with Local Municipalities, must establish minimum density targets for all Employment Areas, measured in jobs per hectare, reflecting the current and anticipated type and scale of employment of the area and reflecting opportunities for intensification, where appropriate.

Employment land conversions to non-employment uses (such as residential, major retail, or other mixed uses) may only be permitted in specific circumstances and subject to criteria. Generally, these criteria relate to assessing the impact on the supply of employment lands, the ability to meet intensification and density targets, the need for the conversion, and the impact on the viability of the remaining employment area, among other things. A conversion may be proposed to recognize an existing or evolving condition not appropriate within an Employment Area or to enable a wider range of employment and commercial uses, and potentially a greater number of jobs, in a mixed use context. As decisions on employment conversions can have a major impact on how growth is accommodated in Halton, it is important that they are considered comprehensively. Employment Areas are discussed in Section 4.0.

#### Designated Greenfield Areas:

The Growth Plan establishes a minimum density target for the Designated Greenfield Area (DGA) of each upper and single-tier municipality in the Growth Plan Area. The minimum density target for Halton Region is 50 residents and jobs combined per

**Business Park in Town of Milton**



**Premier Gateway Employment Area in Town of Halton Hills (2018)**





hectare. Halton Region, in consultation with Local Municipalities, must identify minimum density targets for the Designated Greenfield Areas of the Local Municipalities, to achieve the Region-wide minimum density target.

Halton Region may request an alternative target where it is demonstrated that the minimum density target cannot be achieved, provided that the alternative target will support the diversification of the range and mix of housing options and the achievement of a more compact built form in the DGA, in an appropriate manner given the characteristics and geographic context of the municipality. DGA density targets are discussed in Section 5.0.

#### Settlement Area Boundary Expansions:

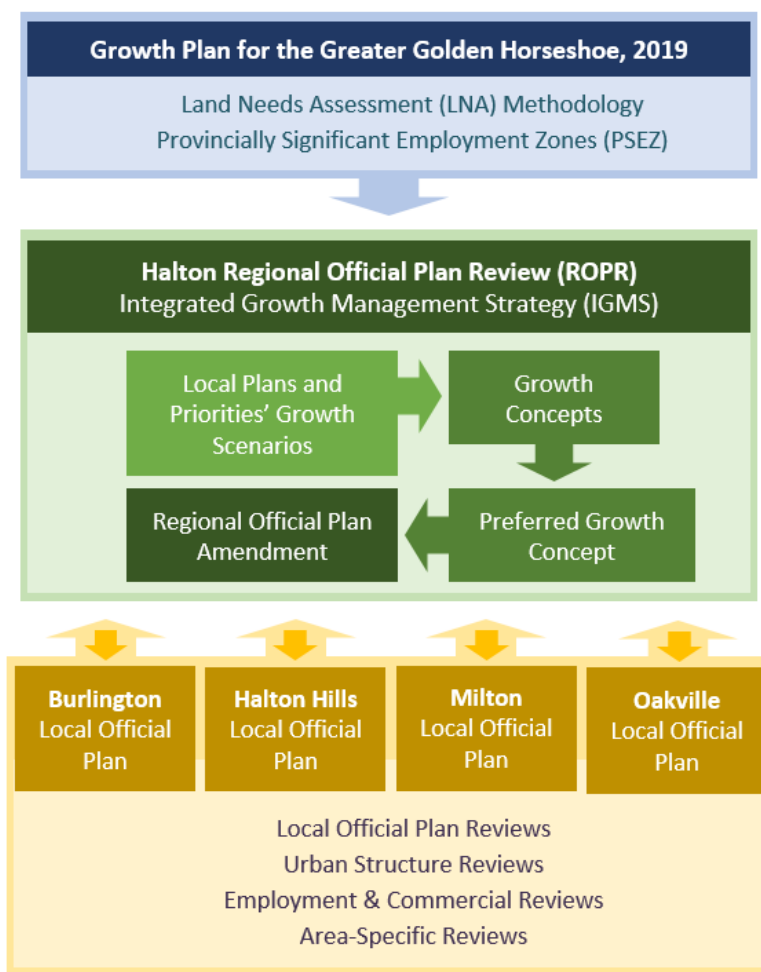
All municipalities are required to delineate a Settlement Area boundary in their official plans. Any expansion to the Settlement Area boundary may generally only occur through a Municipal Comprehensive Review (i.e. ROPR) based on a Land Needs Assessment (LNA), which determines that there are insufficient opportunities to accommodate the forecasted growth to 2041 through intensification of the Delineated Built-up Area or additional growth in the existing Designated Greenfield Area, amongst other matters. Where the need for a Settlement Area boundary expansion has been justified, the feasibility and most appropriate location of a proposed expansion must meet a set of policy tests contained in the Growth Plan. Settlement Area boundary expansions are discussed in Section 5.0.

### **2.2.2 The Role of the Local Municipalities**

The Local Municipalities which make up Halton Region; the City of Burlington and the Towns of Oakville, Milton and Halton Hills, have an integral role to play both in supporting, and implementing the results of, the IGMS. As outlined in Figure 6, each Local Municipality has completed or is completing background planning and policy studies that provide critical input into the IGMS, addressing their capacity to accommodate growth to 2041, in a manner consistent with their particular growth management and land use planning objectives. These studies include urban structure reviews, intensification studies, employment land studies, and area-specific planning exercises. The Local Municipalities have identified or are in the process of identifying their Local Urban Structures, which can inform the development of a Regional Urban Structure as presented in this Discussion Paper.

Therefore, the Local Municipalities have a key role to play in supporting the IGMS through local intensification strategies and area-specific plans for Urban Growth Centres, Major Transit Station Areas and other Strategic Growth Areas. Also, the local official plans, area-specific plans (i.e. secondary plans) and zoning by-laws are important Local Municipal planning instruments to implement the IGMS once incorporated into the Regional Official Plan.

**Figure 6: Growth Plan Conformity Roles**



## 2.3 Regional Structure – Overview

As outlined in the Region Official Plan, the Regional Structure organizes the use of land in the Region into the broad categories of:

- Settlement Areas, consisting of the Urban Area, Hamlets and Rural Clusters;
- Agricultural System, consisting of the Agricultural Area, and parts of the Natural Heritage System outside Key Features; and,
- Natural Heritage System, consisting of the Regional Natural Heritage System and the Greenbelt Natural Heritage System.

This Discussion Paper focuses on the Settlement Areas component of the Regional Structure and in particular the Urban Area designation.

In addition to the principal urban areas of Burlington, Oakville, Milton, Georgetown and Acton, the settlement areas of the Region include a number of historic rural settlements

(i.e. hamlets, rural clusters). As directed in the Growth Plan (2019) these rural settlements are not intended to be the focus of growth, and limited growth directed to them no longer contributes to the intensification target established by the Growth Plan.

## 2.4 Regional Urban Structure – Components

The Region's Urban Area will accommodate the majority of the Region's forecasted employment and population growth. The Urban Area is where urban services exist or are planned to accommodate existing and future urban development, an appropriate range and balance of employment uses is provided, and a network of transportation facilities and connections is located.

Within the broad Urban Area designation of the Regional Official Plan, the following areas are identified as overlays on top of the Urban Area designation, with the boundaries of these areas delineated on Map 1 of the ROP:

- Employment Areas (which are addressed in Section 4.0); and,
- Urban Growth Centres (which are addressed in Section 3.0).

The remainder of the Urban Area not within the Employment Area overlay comprises the Community Area, addressed in Section 3.0 of this Discussion Paper.

Also forming part of the Urban Area designation are Intensification Areas, which consist of:

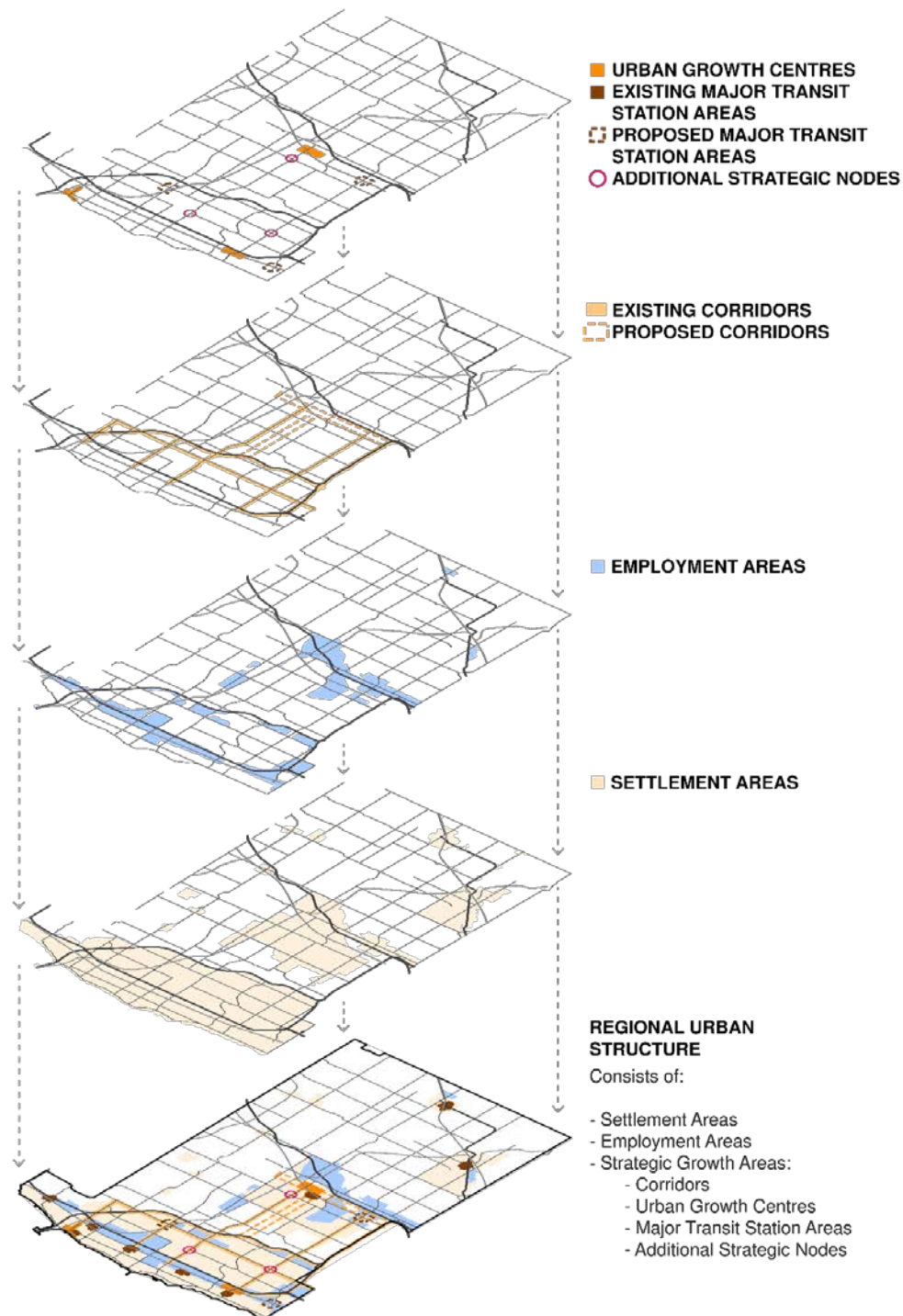
- Urban Growth Centres,
- Major Transit Station Areas,
- Intensification Corridors, and,
- Mixed Use Nodes.

Major Transit Station Areas consist of GO Train stations on the Lakeshore West, Milton and Kitchener GO lines, and are identified by a symbol on Map 1 of the ROP. Those MTSA's also identified as Mobility Hubs in the Metrolinx Regional Transportation Plan, are also identified by a symbol in the ROP.

Intensification Corridors are identified in Local Official Plans but are defined in the ROP as areas along Higher Order Transit Corridors as shown on Map 3 of the ROP. Mixed Use Nodes are identified in Local Official Plans, and are not currently shown in the ROP.

This Discussion Paper is intended to facilitate a discussion on the “road map” from the current Regional Structure contained in the ROP to a proposed Regional Urban Structure, as illustrated in Figure 7. The proposed Regional Urban Structure is a critical input to the development of Growth Concepts in the next stage of the IGMS and ultimately incorporation into the ROP as the Region's strategy for the management of growth to the 2041 planning horizon.

**Figure 7: Conceptual Elements of a Regional Urban Structure**



This figure is intended for illustrative purposes to highlight the varying components of a conceptual Regional Urban Structure.



# 3.0 Community Areas

## 3.1 Community Area Overview

The Land Needs Assessment Methodology for the Growth Plan (2019) identifies Community Areas as lands inside the Urban Area where the vast majority of housing, population-related jobs, and most office jobs and some existing employment Land Employment jobs are located to accommodate the forecasted population. Community areas include Delineated Built-up Areas and Designated Greenfield Areas.

Community Areas exclude Employment Areas but have a strong inter-relationship from a growth management perspective and the need to consider the impact of employment conversions on the lands within the community areas. The Region's methodology and assessment of employment land conversions are addressed in Section 4.0.

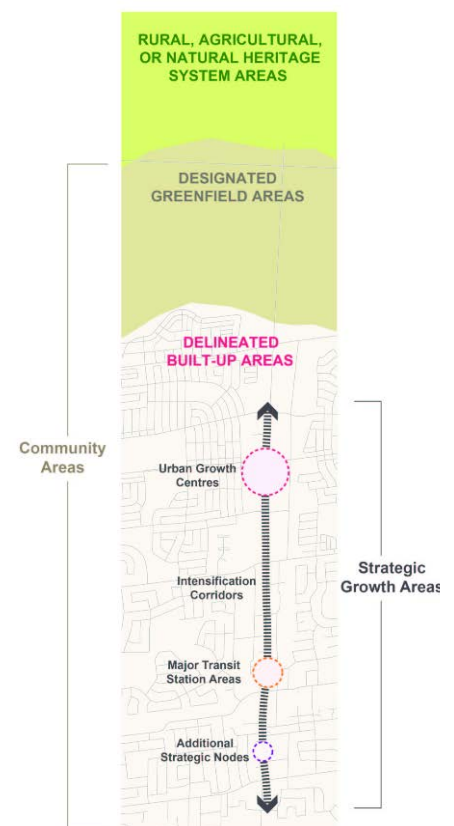
Within the Community Areas, growth takes place either through intensification or greenfield development.

Intensification is defined in the Growth Plan (2019) as the development of a property, site or area at a higher density than currently exists through the redevelopment of vacant and/or underused areas, the reuse of brownfield sites, infill development or through the expansion and conversion of existing buildings. The Growth Plan (2019) has established a minimum intensification target of 50% of annual residential development within the Delineated Built-up Area and generally directed to Strategic Growth Areas.

In contrast to intensification, greenfield development takes place on Designated Greenfield Areas which are defined in the Growth Plan (2019) as lands within Settlement Areas (not including rural settlements) but outside of Delineated Built-up Areas that have been designated in an official plan for development to accommodate forecasted growth. It is usually subject to planning processes such as secondary and master plans that create new communities and neighbourhoods and require new

**Figure 8: Growth Plan Policy Areas**

Community Areas vs. Strategic Growth Areas



infrastructure expansions. A discussion on Settlement Area expansions is addressed in Section 5.0.

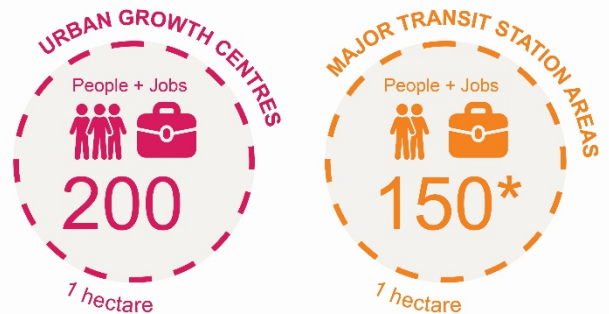
## 3.2 Strategic Growth Areas Overview

A Strategic Growth Area (SGA) includes nodes, corridors and other areas identified by municipalities or the Province to be the focus for the accommodation of intensification and higher-density mixed uses development in a more compact built form.

SGAs mainly include:

1. Urban Growth Centres (UGCs);
2. Major Transit Station Areas (MTSAs),
3. lands along existing or planned frequent transit service or Higher Order Transit corridors.

**Figure 9: Intensification Targets**



\*Minimum alternative density targets may be prescribed according to existing context.

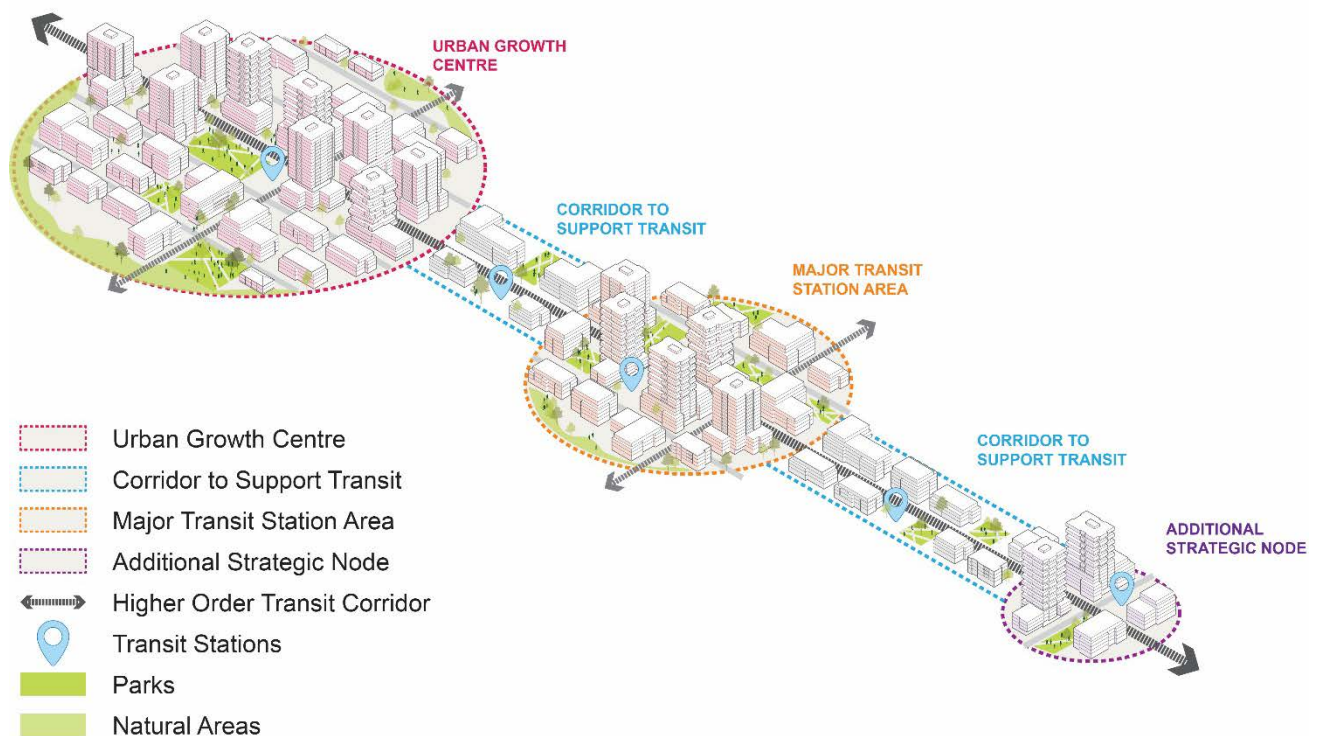
In the ROP, Halton's SGAs include the Urban Growth Centres of Midtown Oakville, Downtown Burlington, and Downtown Milton, as well as 11 existing and proposed MTSAs: 4 in Burlington; 3 in Milton; and 2 each in Oakville and Halton Hills.

The ROP identifies Intensification Corridors, as areas along Higher Order Transit corridors and select arterial roads. The opportunity exists through the ROPR to identify additional intensification corridors to direct growth and accommodate higher transit supportive densities.

Mixed Use Nodes are referenced in the ROP but identified in Local Official Plans, and have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit.

Identification of SGAs and future SGAs as part of the Regional Urban Structure is important to direct development to existing areas that are appropriate locations to encourage intensification and mixed use in a compact built form.

**Figure 10: Hierarchy of Strategic Growth Areas**



### 3.2.1 Strategic Growth Area Density Targets

The Growth Plan (2019) directs municipalities to plan for Complete Communities to provide a diverse range and mix of housing options, including additional residential units and affordable housing and a greater emphasis on the importance of transit and the need for growth to support investment in transit infrastructure. These policies included the assignment of minimum density targets to areas around major transit stations that are on the Schedule 5 Priority Transit Corridor of the Growth Plan (2019).

Assigning density targets to specific areas such as UGCs and MTSAs requires these areas to be delineated in the Regional Official Plan. Once delineated, these boundaries indicate lands subject to a specific population and employment density and policies ensuring development is supportive of transit.

Similarly, certain Regional transportation corridors may meet the Growth Plan definition of Strategic Growth Areas and might be considered for delineation and an assigned density target.

The policy framework in the Growth Plan has evolved since the last Regional Official Plan Review (ROPA 38). Recent changes to the Growth Plan (2019) have resulted in revisions to key minimum intensification and density targets that Halton must plan to achieve. Table 1 below summarizes the updated population forecasts from the Growth Plan (2006) to A Place to Grow, 2019. Policy changes since the 2006 Growth Plan that are not in the ROP include the requirement to delineate and assign targets to MTSAs.

<b>Table 1: Growth Plan Intensification and Strategic Growth Area Density Targets</b>		
	<b>Growth Plan (2006) by 2031</b>	<b>A Place to Grow, Growth Plan (2019) by 2041</b>
<b>Halton Population Forecast</b>	820,000 people	1,000,000 people
<b>Halton Employment Forecast</b>	390,000 jobs	470,000 jobs
<b>Minimum Intensification Target (All residential development annually)</b>	40% within the built up area	50% within the Delineated Built up Area
<b>Urban Growth Centres (UGC) Minimum Density Target</b>	200 residents and jobs combined per hectare	200 residents and jobs combined per hectare (by 2031)
<b>Major Transit Station Area (MTSA) on Priority Transit Corridor Minimum Density Target</b>	Not identified.	150 residents and jobs combined per hectare
<b>Other MTSAs or SGAs Minimum Density Target</b>	Not identified	To be determined through MCR (i.e. IGMS)
<b>Required Boundary Delineation</b>	Delineated Urban Growth Centres (UGCs) to permit assigning a density target	Delineated Urban Growth Centres (UGCs) and Major Transit Station Areas (MTSAs) to permit assigning a density target

### 3.2.2 Relationship to Provincial Transportation Plans

Provincial plans and policies contain significant direction related to planning matters to support the efficient use and management of land and infrastructure as well as planning Complete Communities with access to transit networks. The Metrolinx 2041 Regional Transportation Plan (RTP) supports the policies of the Growth Plan by identifying a 2041 Frequent Rapid Transit Network to implement enhanced transit service throughout the GGHA.

Other Provincial studies include the Ministry of Transportation (MTO) Greater Golden Horseshoe (GGH) Transportation Plan. MTO is developing a long-term transportation strategy for the GGH to 2051 to identify necessary actions and help MTO and the Province optimize investments to address mobility and congestion in the GGH. The

plan will support the Province's transportation investment decisions and coordinate strategic planning across the Region.

To capitalize on the transportation planning by the Province, the ROP policy framework should align Strategic Growth Areas with planned transit investment by the Province.

### 3.2.3 Local Municipal Role in Planning for Strategic Growth Areas

The Regional Urban Structure will complement the land use planning goals and objectives of the Local Urban Structures, consistent with the Growth Plan and ROP, established in local official plans. It is intended that the Regional Urban Structure and Local Urban Structures will work together to improve the integration of land use planning, transportation planning and infrastructure investment in keeping with the guiding principles of the Growth Plan (2019).

## 3.3 Urban Growth Centres (UGCs)

UGCs are existing or emerging downtown areas shown on Schedule 4 the Growth Plan (2019). The three Provincially designated UGCs in Halton are Midtown Oakville, Downtown Burlington and Downtown Milton. The current ROP includes an overlay of the boundaries of all three UGCs on Map 1 – Urban Structure and for which both intensification targets and specific policies apply. The locations of these UGCs are shown on Figure 14.

The Growth Plan (2019) provides strong policy direction for the development of these areas including a minimum density target of 200 residents and jobs combined per gross hectare to be met by 2031 or earlier. This target is to be implemented and monitored across the entire delineated UGC area.

UGCs are also reflected in all Local Municipal Official Plans with special policies ensuring they are planned as vibrant, transit-supportive, mixed-use urban communities.

### Urban Growth Centres (UGCs):

The objectives of the Urban Growth Centres, as shown on Map 1, are:

- To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.
- To accommodate and support major transit infrastructure.
- To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses.
- To accommodate a significant share of population and employment growth.

**ROP (Part III, 81.1)**



### **Downtown Burlington**

The UGC is currently focused around the traditional core of Downtown Burlington along Brant Street from Prospect Street to Lakeshore Road. The downtown extends westward to Northshore Blvd and Joseph Brant Hospital and eastward to Torrance Street. Burlington's downtown bus terminal on John Street (between James and Pine Streets) is located within the UGC, but Burlington GO Transit rail station, which is Burlington's Transit's primary transit hub, is not. Downtown Burlington is the only UGC in Halton that does not include the community's primary transit hub.

Burlington Council has asked Burlington Planning staff to prepare a report to consider changes to the UGC, and once received by the Region, this Local Municipal input will be considered as appropriate through the IGMS process.

### **Midtown Oakville**

The area between Cornwall Road and the QEW east and west of Trafalgar Road is the UGC for the Town of Oakville and includes the Oakville GO transit rail station on the western side of Trafalgar Road. Given its accessibility to major roads and inter and intra-regional transit, the Livable Oakville Plan includes Midtown Oakville Urban Growth Centre policies to accommodate population and employment growth in conformity with the Growth Plan. The Midtown Oakville UGC is also an MTSA on a Priority Transit Corridor in the Growth Plan, 2019.

### **Downtown Milton**

The Town of Milton's UGC extends westward along Main Street from the Milton GO station into Milton's historic downtown area, which includes a mix of medium-density retail and commercial and residential development. Opportunities for intensification of Milton's UGC west of Ontario Street are constrained by a Specific Policy Area for lands within a regulatory flood plain and have limited intensification potential. The UGC to the east of Ontario Street focused around the Milton GO Transit rail station and the surrounding area could accommodate both population and employment growth given its level of service on the GO rail network.

**Figure 11: Downtown Burlington UGC**



**Figure 12: Midtown Oakville UGC**



**Figure 13: Downtown Milton UGC**

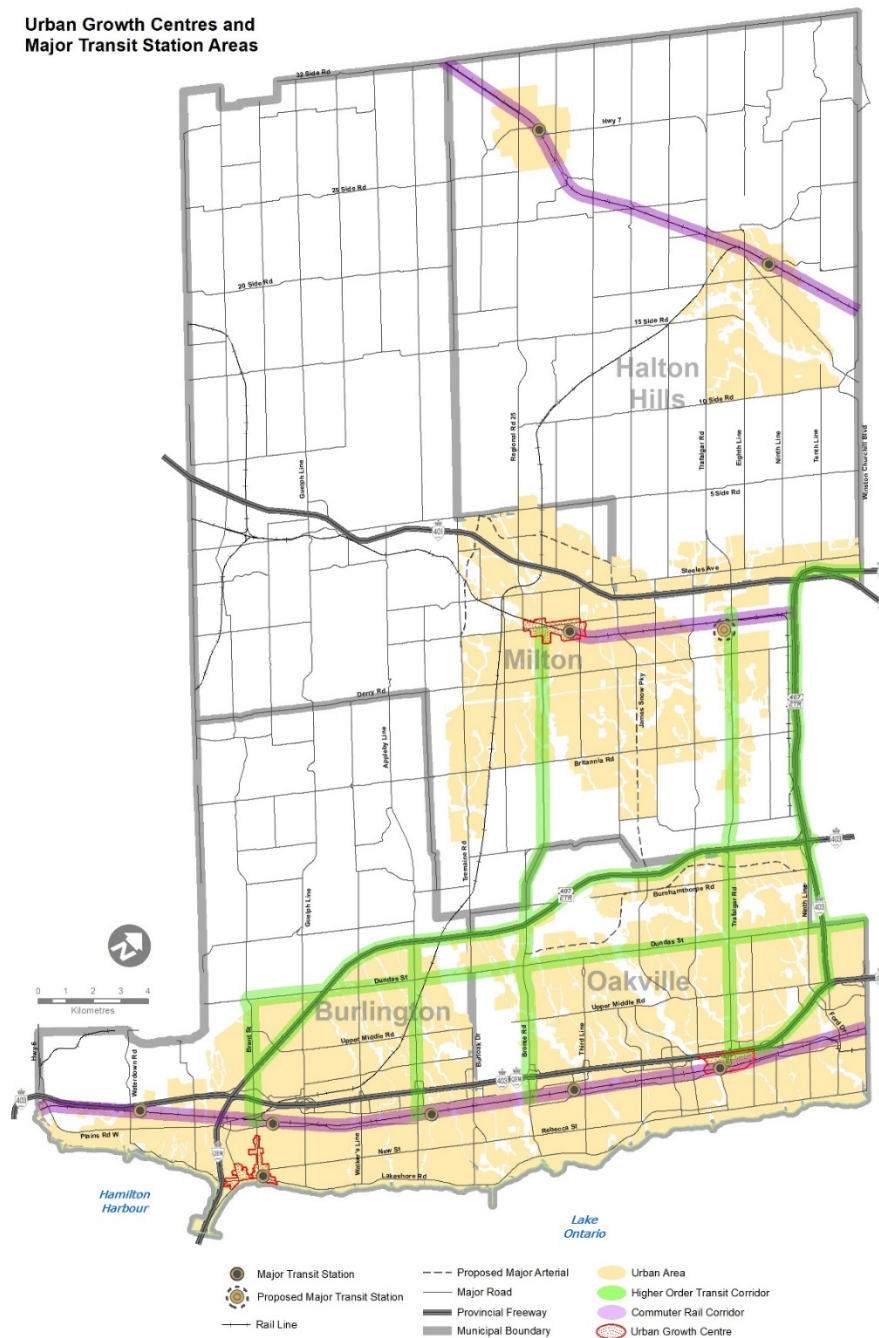


### Discussion Question 1:

How can the Regional Official Plan further support appropriate growth and intensification in the Urban Growth Centres?

**Figure 14: Locations of Urban Growth Centres and Major Transit Station Areas**

Urban Growth Centres and  
Major Transit Station Areas





### 3.4 Major Transit Station Areas

Major Transit Station Areas are defined by the Growth Plan as the area including and around any existing or planned Higher Order Transit station 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 a 500 to an 800-metre radius of a transit station, representing a 10-minute walk. The Growth Plan does not define the term “major bus depot”. In the ROP, Mobility Hubs and MTSAs were defined and identified but were not required to be delineated and assigned a target under the previous Growth Plan (2006). The locations of MTSAs and proposed MTSAs are shown in Figure 14.

In November 2008, Metrolinx established the Big Move, a Regional Transportation Plan (RTP) for a 25-year time horizon to guide transportation priorities, policies and programs for the GTHA. The Big Move established a system of connected mobility hubs and MTSAs. A Mobility Hub was identified at key intersections in the Metrolinx rapid transit network where transportation modes come together. The Big Move further classified Mobility Hubs into Anchor and Gateway Hubs and identified Downtown Burlington, Midtown Oakville and Downtown Milton as Anchor Hubs and Burlington GO as a Gateway Hub.

Through ROPA 38, the Province modified the Regional Official Plan to include the definition of Mobility Hubs which were MTSAs designated by Metrolinx as regionally significant given the level of transit service planned for them. The ROP continued to consider the three UGCs and Burlington GO as Mobility Hubs.

Through the 2018 update to the Metrolinx RTP and further Metrolinx studies, and in alignment with the Growth Plan (2019), the transit authority is moving away from the Mobility Hub terminology. An opportunity exists through this ROPR to review the definitions and terminology of ROPA 38 and identify these areas in policy and mapping as MTSAs (if appropriate).

In Halton, the Lakeshore West GO Transit rail line is identified as a Priority Transit Corridor in the Growth Plan (2019) Schedule 5 and includes the existing stations of Oakville GO, Bronte GO, Appleby GO, and Burlington GO. The Bronte GO, Appleby GO and Burlington GO MTSAs must be delineated and planned to achieve a minimum

**Mobility Hubs:** means Major Transit Station Areas (MTSAs) that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail come together. They have or are planned to have a concentration of mixed-use development around a major transit station. Given the high level of transit service at or forecasted for Mobility Hubs relative to other MTSAs, it is recommended that the Mobility Hub areas receive a commensurately higher level of development intensity and design considerations that supports transit and multi-modal travel than what may be applied in other MTSAs.

**Regional Official Plan Amendment 38**

density target of 150 residents and jobs combined per hectare, but the planning horizon can extend beyond 2041. As Midtown Oakville is also a UGC, the station needs to be planned to achieve a minimum target of 200 residents and jobs per gross hectare by 2031 per the Growth Plan (2019).

In addition to delineating and assigning minimum density targets to the above MTSAs, the Growth Plan (2019) permits Halton Region to identify, delineate and assign density targets to other Strategic Growth Areas such as additional MTSAs on Higher-Order Transit corridors. The Region is considering the delineation and assignment of minimum density targets to MTSAs beyond the Growth Plan required MTSAs, including Aldershot GO Station in Burlington, Milton GO and proposed Trafalgar GO in Milton, and Georgetown and Acton GO Stations in Halton Hills.

### 3.4.1 Planning Act Tools

To establish an appropriate range and mix of housing in the MTSAs, tools are available through the Planning Act. Provisions include the use of Inclusionary Zoning to achieve affordable housing and Protected MTSA (PMTSAs) to shelter the assigned densities from an appeal to the Local Planning Appeal Tribunal (LPAT).

The Inclusionary Zoning tool, when incorporated into an official plan, can allow a municipality to require a developer to include affordable housing units within a new residential development within a PMTSA.

Halton Region may include policies that identify the area around an existing or planned Higher Order Transit station or stop as a PMTSA and delineate the MTSA boundaries, and if it does so, must identify a minimum density target in numbers of residents and jobs per hectare. The ROP must also require the Local Municipalities to identify the authorized uses of land and buildings and structures in the MTSA, and minimum densities of buildings and structures to enable the MTSA to receive protection from appeals of those policies under the Planning Act. The Region may choose to protect both the stations on a Priority Transit Corridor and additional stations as PMTSAs.

#### **Discussion Question 2:**

Should the Region consider the use of Inclusionary Zoning in Protected Major Transit Station Areas (PMTSAs) to facilitate the provision of affordable housing?

#### **Discussion Question 3:**

Should the Region consider the use of the Protected Major Transit Station Areas tool under the Planning Act, to protect the Major Transit Station Areas policies in the ROP and local official plans from appeal? If so, should all Major Transit Station Areas be considered or only those Major Transit Station Areas on Priority Transit Corridors?

### 3.4.2 Major Transit Station Area Hierarchy

The ROP recognizes MTSA as designated Intensification Areas meant to achieve increased residential and employment densities to ensure the viability of existing and planned transit infrastructure and service.

The **Defining Major Transit Requirements (DMTR) Study** in Halton also evaluated the existing and proposed MTSA to identify a preliminary hierarchy of stations throughout the Region based on their overall regional function and inter-relationship to the transit network. The MTSA were grouped based on their Regional functionality, characteristics and opportunity to provide enhanced mobility and connectivity throughout the Region. Opportunities for new stations were considered as part of the DMTR analysis at Trafalgar/Derry (Milton), Tremaine Road (Milton) and Walker's Line (Burlington). Building upon the hierarchy established in the DMTR, the ROPR has an opportunity to develop a policy framework as part of the Regional Urban Structure to focus growth on an SGAs/MTSA hierarchy. This hierarchy would assist in leveraging investment for infrastructure to support growth and development from a regional perspective.

<b>Table 2: Proposed MTSA Hierarchy</b>			
<b>MTSA Type</b>	<b>Location</b>	<b>Proposed Delineation (Y/N)</b>	<b>Growth Plan Minimum Density Target</b>
MTSA on Growth Plan Schedule 5 Priority Transit Corridor and also a UGC	Midtown Oakville	Y	200 people/jobs per ha
MTSAs on Growth Plan Schedule 5 Priority Transit Corridors <b>or</b> also a UGC	Milton GO*	Y	200 people/jobs per ha**
	Burlington GO	Y	150 people/jobs per ha
	Bronte GO	Y	
MTSAs not on a Growth Plan Schedule 5 Priority Transit Corridor	Appleby GO	Y	To be determined through the IGMS
	Aldershot GO	Y	
	Georgetown GO	Y	
Other potential MTSA	Acton GO	Y	To be determined
	Trafalgar/Derry (Milton)	Y	
	Tremaine Road (Milton)	N	
MTSAs to be considered for removal	Walkers Line (Burlington)	N	N/A
	Downtown Burlington	N	N/A**

\* The Milton GO MTSA boundary overlaps with, but is not the same as the Downtown Milton UGC boundary, therefore the 200 p/j per ha target applies to the UGC, while an alternative target could apply to the portion of the MTSA outside of the UGC.

\*\* The UGC target of 200 people/jobs would still apply to the delineated UGC area.

A proposed hierarchy of MTSA in Halton Region, based upon the DMTR and revised for public consultation is outlined in Table 2. Further details on the proposed MTSA hierarchy are contained in **Appendix B** to this Discussion Paper.

### 3.4.3 Major Transit Station Area Density Targets and Mix

MTSAs are important Strategic Growth Areas designated to accommodate higher densities and a wide range of uses. These high densities are needed to generate the ridership that sustains transit and other multi-modal services accessed through the major transit station. MTSAs can then be assigned minimum density targets according to the area's growth potential, existing environmental constraints and overall planning vision. MTSAs not on a Growth Plan Priority Transit Corridor do not have a minimum density target as specified by the Growth Plan, but if delineated in the ROP, must have a minimum density target identified. Density targets will also depend on other planning exercises such as the conversion of existing employment lands to more mixed and residential uses which will be undertaken to maximize the MTSA's potential to accommodate a quantum of growth that fully supports the transit and multi-modal existing or planned infrastructure.

The Growth Plan (2019), Section 2.2.4.4 permits the identification of a lower density target provided that it can be demonstrated that the target cannot be achieved due to development being prohibited by provincial policy or there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.

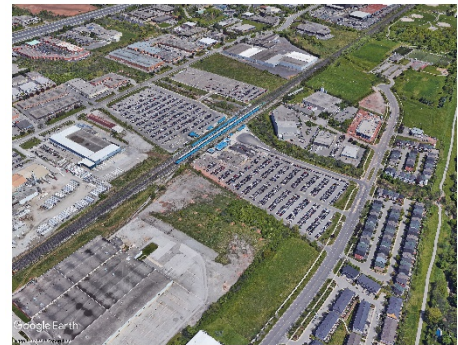
### 3.4.4 Major Transit Station Area Boundary Delineation

The ROP does not currently delineate the boundaries of MTSAs. The requirement to delineate the MTSAs was introduced in the Growth Plan (2019) allowing the Region to identify areas where growth can be directed to better support its transit priorities and those of its Local Municipalities.

The delineation methodology used for the proposed MTSA boundaries presented in **Appendix B** builds upon Provincial policy direction in the Growth Plan (2019) and takes into account Regional and Local Municipal studies and recommendations as to the basis for the proposed boundaries.

The Local Municipalities have completed studies to explore opportunities for intensification in the MTSAs. For the purposes of public consultation through this Discussion Paper, proposed MTSA boundaries have been established to facilitate the identification of minimum density targets, allocation of growth to 2041, and ensure infrastructure readiness. The proposed MTSA boundaries established by the Region may differ from the studies done by the Local Municipalities given the principles and methodology used to delineate. Upon completion of the IGMS and approval of an updated ROP, the Local Municipalities must delineate the MTSAs in their respective

**Figure 15: Appleby GO Station**



official plans and develop Area-Specific Plans with detailed land use planning policies for growth, transit supportive development and urban design.

Delineating MTSA within Halton Region follows a consistent approach based on a set of guidelines that have been developed in accordance with Growth Plan policies, MTO Transit-Supportive Guidelines, 2012, Metrolinx Mobility Hub Guidelines, 2011, and best practices put forward by Metrolinx. Areas planned for high densities, transit supportive uses and high development potential may be included in the MTSA boundary and could extend beyond the 800m radius from the transit station if both potential for future development through intensification, and connectivity or accessibility to the transit station can be demonstrated.

The Region is consulting with the Local Municipalities to delineate the MTSA boundaries. The MTSA delineation exercise identifying the proposed boundaries has taken into account the local plans and studies completed to date where appropriate. The basic guiding principles for the delineation of the MTSA in Halton that culminated in the proposed boundaries are presented in detail in **Appendix B**.

#### **Discussion Question 4:**

From the draft boundaries identified in **Appendix B** and the Major Transit Station Area (MTSA) boundary delineation methodology outlined, do you have any comments on the proposed boundaries? Is there anything else that should be considered when delineating the Major Transit Station Areas?

#### **Discussion Question 5:**

How important are Major Transit Station Areas as a component of Halton's Regional Urban Structure? What is your vision for these important transportation nodes?

### **3.5 Halton's Strategic Corridors**

The Region's current intensification policy framework in ROPA 38 establishes intensification areas to include UGCs, MTSA, Intensification Corridors and Mixed Use nodes. To meet the objectives of the Growth Plan (2019) and align with the Metrolinx RTP to further direct transit supportive development, the opportunity exists to enhance the planning framework through the ROPR. Enhancing the ROP to align growth to areas identified in Provincial plans provides an opportunity to secure investment in transit infrastructure. This section will establish the importance of Halton's corridors within the proposed Regional Urban Structure and identify potential opportunities where

**Figure 16: Functional Plan of Major Transportation Facilities**



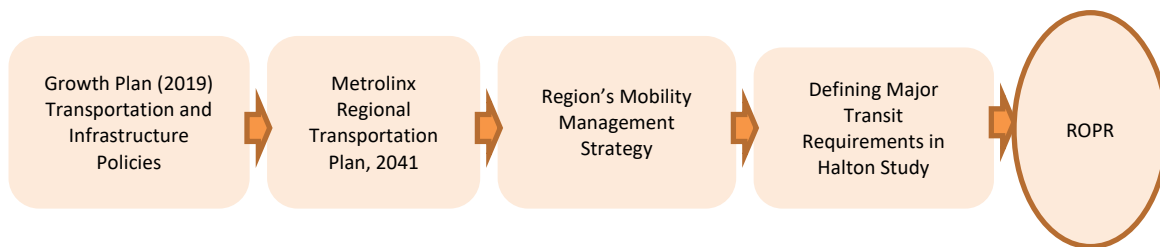


these Strategic Growth Areas can be enhanced through the ROPR to support future transit projects, and development through intensification, where appropriate.

Intensification corridors identified in the current ROP consist of areas along Higher Order Transit Corridors on select Arterial Roads within the Urban Area as shown on Map 3 of the ROP (Figure 16). They are intended to achieve increased residential and employment densities to ensure the viability of existing and planned transit infrastructure and service. Currently, ROP policies do not assign a density target for development along intensification corridors and the ability to accommodate intensification on corridors varies depending on the urban context.

To build on the objectives of the ROP and the Region's Transportation Master Plan, some studies have been completed to advance the Region's transportation network. The Mobility Management Strategy, 2016 (MMS) was a broad study intended to align with ROPA 38 policies, the Region's Transportation Master Plan, the Metrolinx Big Move (RTP), and to guide the evolution of a region-wide transportation system to 2041. Further study, culminating in the Defining Major Transit Requirements in Halton (DMTR), focused on identifying Regional infrastructure investment to support transit. The key transportation plans and studies completed by the Province and the Region are shown in Figure 17.

**Figure 17: Provincial and Regional Transportation Plans impacting Halton**



The MMS focused on mobility-as-a-service and increasing the modal share of public transit, as well as sustainable and active transportation modes while considering the unique characteristics of the Region's four Local Municipalities. The MMS established a region-wide Transit Priority Mobility Network as shown in Figure 18, which includes key Transit Priority Corridors and mobility links to provide opportunities to implement infrastructure, technology and operational improvements. The network was intended to form a grid on which to build and expand transit services as an impetus for the further integration of transit services among the local transit agencies within Halton, GO Transit/Metrolinx and its neighbouring municipalities.

In fulfilment of the MMS recommendations, the Region completed the DMTR study in 2019. The DMTR defined the type, form and function of the Transit Priority Corridor network addressing potential transit demand to enhance transportation mobility and connectivity between the MTSAs. A preliminary recommended network of transit infrastructure to 2041 was established to set the stage for the development of the upcoming Multi-Modal Transportation Master Plan (Figure 19).

Figure 18: Mobility Management Strategy Transit Priority Mobility Network



## Preliminary 2041 Recommended Transit Priority Corridor Network





The Growth Plan (2019) requires lands that are adjacent to or near existing and planned frequent transit should be planned to be transit-supportive including a range and mix of uses. The delineation of corridors as part of the Regional Urban Structure will be considered through the ROPR and could include a policy framework that would support the development of those areas and build key inter and intra-regional transportation connections. As part of the policy framework to direct the intensification of corridors, an opportunity exists to consider assigning density targets to these areas in consultation with the Local Municipalities. The delineation and assignment of targets will ensure that growth is focused on key corridors to support existing and future transit service. The identification of specific corridors is based on the MMS and DMTR, which established a network of east-west and north-south connections across the Region. The location of corridors may change based on local input and studies.

Multi-purpose and Minor Arterial roads in the Region have the potential to be considered as part of the Regional Urban Structure as a focus for growth and intensification (depending on the urban context) or for long term protection to support a high-frequency transit function. Directing growth and/or providing protection through policy could further support local planning and further support the development of an integrated transit network throughout Halton.

#### **Discussion Question 6:**

Building on the 2041 Preliminary Recommended Network from the Define Major Transit Requirements, should corridors be identified as Strategic Growth Areas in the Regional Official Plan? If so, should a specific minimum density target be assigned to them?

#### **Discussion Question 7:**

Should the Regional Official Plan identify additional multi-purpose and minor arterial roads in the Regional Urban Structure, not for the purposes of directing growth, but to support a higher order Regional transit network?

### **3.6 Additional Strategic Nodes**

In addition to the UGCs, MTSAs and corridors previously identified in this paper, there are several areas with a growing Regional significance that could be considered as strategic Regional growth nodes that are not currently identified in the ROP. These nodes could become important in accommodating future growth in the Region and provide a supporting transit function to the network of UGCs, MTSAs and corridors identified to date. Further, these additional nodes could enhance the Region's hierarchy

of Strategic Growth Areas, as part of an enhanced Regional Urban Structure and create a strong network of connections that supports a better integrated transit system.

Some of these additional nodes have already been identified in local planning initiatives as well as Regional studies. For example, the Region's Mobility Management Strategy identified the following additional Regional Transit Nodes in the Transit Priority Network to 2041 (Figure 19):

1. Palermo Transit Node (Dundas Street at Bronte Road; Oakville);
2. Premium Outlets Transit Node (Steeles Avenue at Trafalgar Road; Halton Hills);
3. Uptown Core Transit Node (Dundas Street and Trafalgar Road; Oakville);
4. Tremaine Road Future GO Station (Milton);
5. Walkers Line Future GO Station Transit Node (Burlington).

While the function of the additional nodes may not be the accommodation of significant growth, the opportunity exists to examine and identify the functionality of these nodes throughout the Region to further support an integrated transportation network.

Local municipal urban structure reviews and/or intensification strategies or studies have also identified or are in the process of identifying additional nodes or intensification areas (i.e. Uptown Core, Burlington; Downtown Georgetown/Guelph Street Corridor, Halton Hills), which are areas in which growth to the 2041 planning horizon can be directed, consistent with the Local Plans and Priorities Growth Scenarios outlined in the Growth Scenarios Report, and to be confirmed through the IGMS process, culminating in a Preferred Growth Concept to accommodate growth to 2041.

The ROPR addressing conformity to the Growth Plan (2019) provides an opportunity to consider, in consultation with the Local Municipalities, whether Local Mixed Use Nodes and Corridors should be specifically identified in the ROP and addressed in policy, as secondary growth areas that are supportive of transit, and are a focus for intensification, as appropriate.

**Discussion Question 8:**

Are there any other nodes in Halton that should be identified within the Regional Official Plan from a growth or mobility perspective (i.e. on Map 1)?

If so, what should the function of these nodes be and should a density target or unit yield be assigned in the Regional Official Plan?

# 4.0 Employment Area Elements

## 4.1 Employment Area Overview

Halton's Employment Areas are an important component of the current Regional Structure. They represent lands that have been identified and protected over the long-term to accommodate businesses and economic activities such as manufacturing, warehousing, offices and other associated uses. Halton's Employment Areas are shown as an overlay on Map 1 – Regional Structure of the ROP. In 2019, 46 percent of Halton's businesses and 54 percent of Halton's jobs were located within these Employment Areas.

Halton Region is required to plan to accommodate 470,000 jobs by 2041. While the Community Area, and in particular certain Strategic Growth Areas, will accommodate a large share of this growth, Employment Areas will continue to play a strong role in supporting Halton's economic growth and competitiveness.

The purpose of this section is to consider how the ROP can support the continued function of Halton's Employment Areas as a key component of the proposed Regional Urban Structure, to be defined through the IGMS. It provides information on the policy framework for employment planning in Halton and then considers:

- the lands within Halton Region that should be protected as Employment Areas in the ROP; and
- how the policy framework in the ROP can best support planning for employment in Halton to 2041.





## 4.2 Employment Areas and the Regional Urban Structure

To consider how areas where employment growth is directed can support the Regional Urban Structure, it is important to understand the employment planning policy framework that applies in Halton. This section begins with a summary of Provincial policies related to employment planning. Next, an overview of current Regional planning policies and the Local Municipal role in employment planning are described. This clarifies the role of Employment Areas in the Regional Urban Structure and informs how the existing framework can be refined and updated.

### 4.2.1 Provincial Policy Framework for Employment Planning

The Growth Plan, 2019 contains policies that direct how municipalities plan for employment growth and development through their official plans. In addition to planning to accommodate 1,000,000 people, Halton Region must also plan to accommodate 470,000 jobs by 2041. In this context, the Growth Plan seeks to promote economic development and competitiveness and contains policy directions to that end applicable to both Community Areas and Employment Areas.

As discussed elsewhere, regarding Community Areas, the Growth Plan directs Major Office Employment and appropriate major institutional development to Strategic Growth Areas such as Urban Growth Centres and Major Transit Station Areas. It also supports planning for commercial and retail activities in locations that support active transportation, transit, and the development of Complete Communities. Halton's Community Areas will continue to play an important role in accommodating jobs and economic activity.

In addition to planning for employment within Community Areas, the Growth Plan provides specific direction for Employment Areas, which the Growth Plan defines as:

“areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.”

Municipalities are directed to designate and preserve lands located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as Employment Areas – that is, as areas for manufacturing, warehousing, and associated retail, office, and ancillary facilities. In planning for these areas, municipalities are required to prohibit residential uses and to prohibit or limit other sensitive land uses that are not ancillary to a primary employment use. Municipalities may also prohibit major retail uses within Employment Areas or establish a size or scale threshold for such uses where they are permitted.

There are a number of specific Growth Plan policies related to Employment Areas that Halton Region, in consultation with the Local Municipalities, must implement through a Municipal Comprehensive Review process. These include:

- designating all Employment Areas in the official plan and protecting them for appropriate employment uses over the long-term (Section 2.2.5.6);
- assessing requests for the conversion of lands within Employment Areas to non-employment uses, subject to certain criteria (Section 2.2.5.9); and
- establishing minimum density targets for all Employment Areas, measured in jobs per hectare, that reflect the current and anticipated type and scale of employment that characterizes the Employment Area to which the target applies (Section 2.2.5.13).

The Growth Plan also directs municipalities to ensure the availability of sufficient land to accommodate forecasted employment growth – this will be a key focus of the IGMS which will consider the role of both Community Areas and Employment Areas in accommodating forecasted employment growth to 2041.

### **Provincially Significant Employment Zones (PSEZ)**

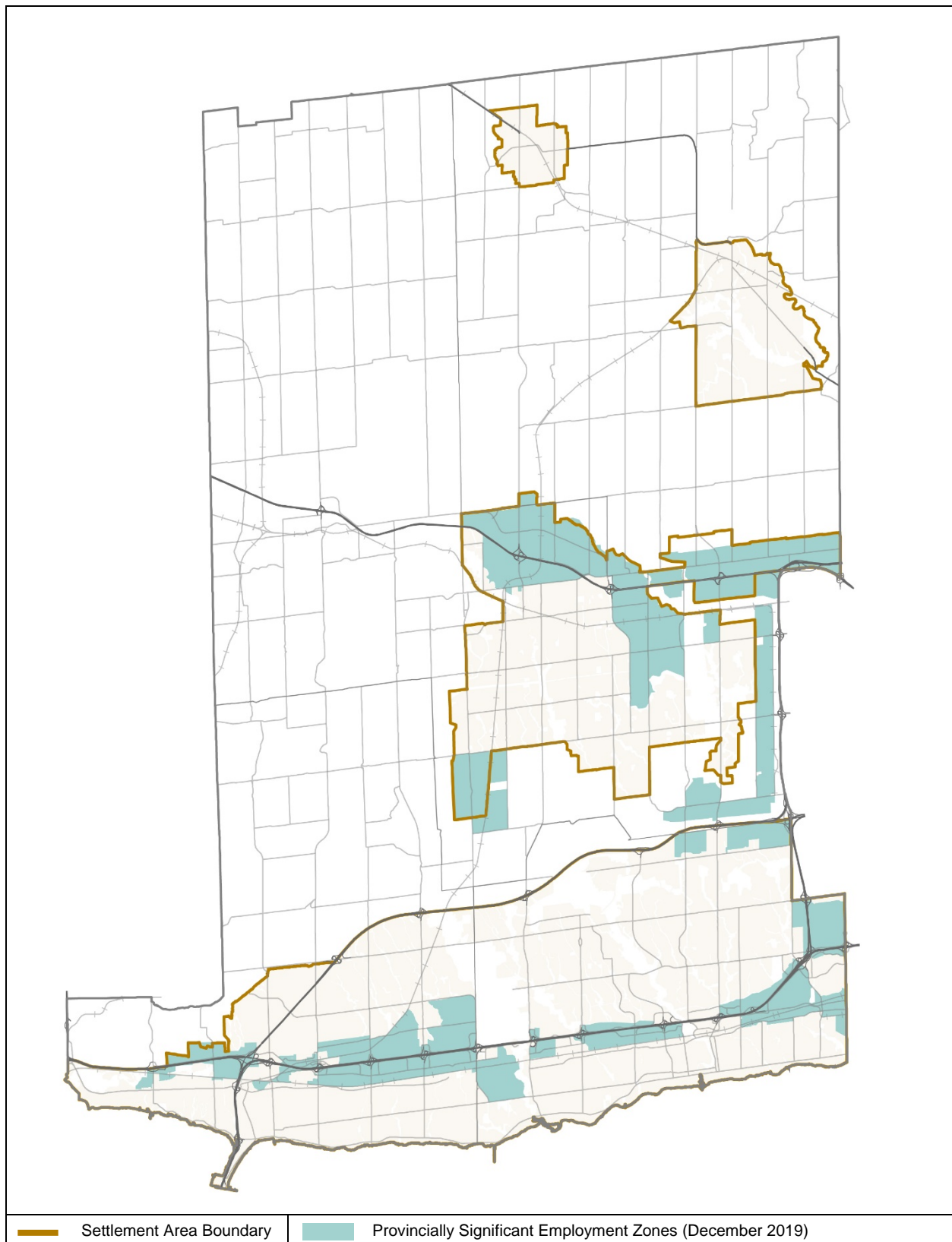
The Province has also identified a number of Provincially Significant Employment Zones (PSEZs) across the GGH in accordance with Section 2.2.5.12 of the Growth Plan. The location of the PSEZs within Halton Region is shown in Figure 20. The PSEZs are defined in the Growth Plan (2019) as:

“areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. PSEZs can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.”

The immediate purpose of the PSEZs is to implement Section 2.2.5.10 of the Growth Plan which enables the consideration of the conversion of lands within Employment Areas to non-employment uses outside of an MCR process, provided the lands are not within a PSEZ and subject to other criteria. Over the long-term, the Growth Plan notes that the Province may provide more specific direction for the planning of these areas. The Province continues to consult on the longer-term vision for the PSEZs and how they can be used as tools for guiding investment, planning for infrastructure, and supporting economic activity.

The Provincial policy framework will inform Halton’s approach to employment planning through the ROP. While Sustainable Halton produced a robust framework for protecting Employment Areas and supporting economic development, through the IGMS, the Region will review, refine, and update this framework to effectively plan for employment growth to 2041.

**Figure 20: Provincially Significant Employment Zones (PSEZs)**



#### 4.2.2 Regional Employment Planning and the Regional Urban Structure

The ROP currently contains a growth strategy that plans to accommodate 390,000 jobs by the year 2031. The ROP supports achieving this employment growth through policies that direct employment to both Halton's Community Areas and Employment Areas.

The ROP supports employment growth within Community Areas through policies that direct certain kinds of employment to Strategic Growth Areas. For example, Major Office Employment and appropriate major institutional development is directed to UGCs, MTSAs, and Intensification Corridors. The ROP also supports the development of Complete Communities and requires Area-Specific Plans to identify a proper balance between residential and employment uses as part of the planning for new growth areas.

The ROP also identifies and protects Employment Areas throughout Halton. These areas as shown on Map 1 – Regional Structure of the ROP and are depicted for reference on Figure 21. Many of the Employment Areas within the Region are located in the vicinity of existing or planned transportation and major goods movement facilities and corridors. They represent lands that have been identified and protected over the long-term to accommodate businesses and economic activities such as manufacturing, warehousing, and most of the Region's office buildings and other associated uses, including a few large retail and institutional concentrations.

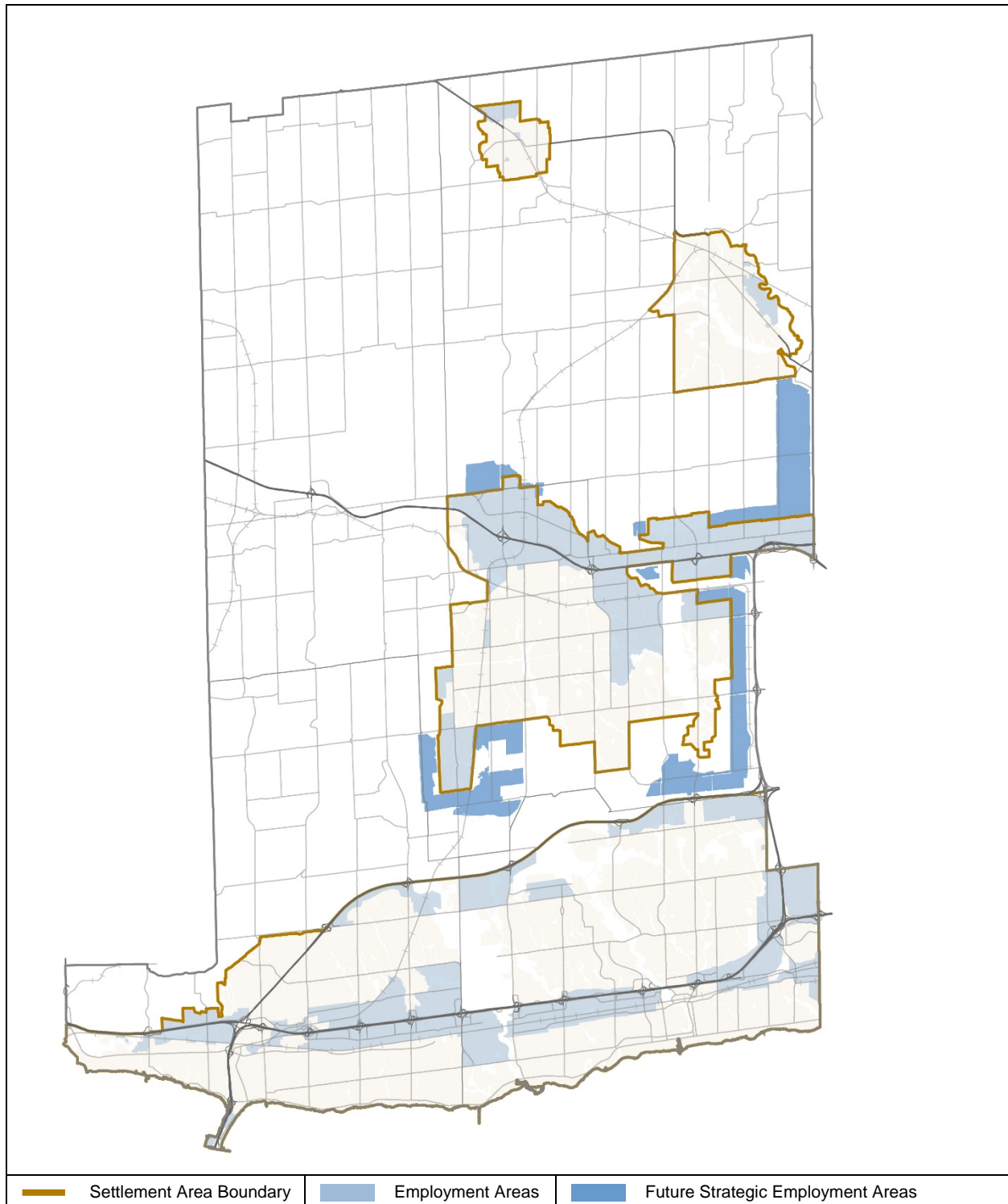
While these areas may appear to be occupied by traditional manufacturing and warehousing, much of the activity is in fact modern technology-driven advanced manufacturing and automated state-of-the art logistics. Further, behind the industrial facades in the older parts of the Region, much of this space is used as flex office space as well as hybrid workspaces housing technology, media, design and other creative economy uses. These lands play an important role in supporting existing and planned employment growth in Halton – in 2019, the Region's annual Employment Survey identified 5,913 businesses and 129,969 jobs within the Employment Areas.

In accordance with Provincial direction, the policies in the ROP protect these areas for employment uses over the long-term and prohibit residential and other non-employment uses, including major retail, from locating within these areas. The ROP restricts the conversion of lands within Employment Areas and promotes intensification and increased densities within these areas through facilitating compact, transit-supportive built form and minimizing surface parking.

The ROP also identifies Future Strategic Employment Areas (FSEAs). These are lands outside the current Settlement Areas, but strategically located with respect to major transportation facilities and existing Employment Areas. As a result, they are identified on Map 1C of the ROP and protected from uses that are incompatible with employment uses. If additional lands are required to support employment growth in Halton, the

FSEA will be considered as appropriate locations for accommodating this growth. The location of the lands within the FSEA are also shown for reference on Figure 21.

**Figure 21: Employment Areas and Future Strategic Employment Areas in the ROP**



### 4.2.3 Local Municipal Role in Planning for Employment

Local Municipalities play an important role in planning for employment growth and economic activity in Halton. This includes implementing the policy direction in the Growth Plan and ROP by undertaking comprehensive planning exercises for Employment Areas, such as employment land studies, developing detailed land use designations that enable a range of appropriate permitted uses within, and assessing site-specific development applications, among other things. In addition to undertaking more detailed ongoing planning work within Employment Areas, Local Municipalities also have a strong role in planning for employment within Community Areas, including by planning for and supporting employment within Strategic Growth Areas or other locally-identified employment lands.

### 4.2.4 Planning for Employment to 2041

Halton Region is required to plan to accommodate 470,000 jobs by the year 2041. Planning for an increase of approximately 207,000 jobs between 2016 and 2041 is a key component of the IGMS work being advanced as part of the ROPR. The Growth Scenarios Report provided initial information and analysis on employment growth and employment land need in Halton to 2041. A brief summary of this work is provided below.

The Growth Scenarios Report explored a range of options for accommodating population and employment growth in Halton Region to 2041. From an employment perspective, the Growth Scenarios were informed by a forecast of employment growth by type to the year 2041. This forecast, as well as a general consideration of the potential scale of Employment Area conversions, enabled an initial estimate of the range of new employment land that may be needed to accommodate employment growth to 2041. The key aspects of the employment forecast and preliminary land need are discussed below.

For the purposes of assessing how to plan for employment growth in Halton, the IGMS groups employment into the broad categories described below:

Table 3: Categories of Employment		
Type	Description	Location
Major Office Employment (MOE)	Jobs occurring in free-standing office buildings of 20,000 square feet (1,960m <sup>2</sup> ) or more or in the office portion of mixed use office and residential developments.	MOE jobs can be located within both Community Areas and Employment Areas.
Population-Related Employment (PRE)	Jobs that primarily serve a resident population. This category includes retail, education, health care, local government, and work-at-home employment.	PRE jobs represent all of the jobs that occur within the Community Areas with the exception of MOE jobs. A limited number of certain



Table 3: Categories of Employment		
Type	Description	Location
		PRE jobs are also found within Employment Areas.
Employment Land Employment (ELE)	Jobs accommodated primarily in low-rise industrial-type buildings, the majority of which are located within business parks and industrial areas. This includes jobs associated with traditional manufacturing and warehousing activities as well as modern technology-driven advanced manufacturing and logistics and knowledge-based jobs occurring in flex-office and hybrid work spaces.	ELE jobs are located within Employment Areas.
Rural-Based Employment (RBE)	Jobs associated with rural activities, particularly agriculture, extraction and forestry as well as some work-at-home employment in activities such as agriculture, construction, and small-scale rural manufacturing.	RBE jobs are located outside the Settlement Area boundary of the urban area.

The Growth Scenarios Report includes both historic (for 2001 and 2016) and forecast (for 2031 and 2041) job numbers within these employment categories. This is summarized in Table 4, which identifies the number of jobs within each category and the percentage share of the total jobs in Halton in each year.

Table 4: Historic and Forecast Employment by Categories				
	2001	2016	2031	2041
MOE Jobs	16,800 (9%)	26,800 (10%)	52,500 (14%)	69,900 (15%)
PRE Jobs	72,100 (38%)	110,100 (42%)	156,400 (40%)	186,900 (40%)
ELE Jobs	96,700 (51%)	122,200 (46%)	176,800 (45%)	208,800 (44%)
RBE Jobs	3,900 (2%)	4,200 (2%)	4,300 (1%)	4,400 (1%)
<b>Total</b>	<b>189,500</b>	<b>263,300</b>	<b>390,000</b>	<b>470,000</b>

Source: Table 28, Page 134, Growth Scenarios Report (June 2019)

The historic categorization is based on information from the Census as well as Halton's annual Employment Survey. The forecast employment growth was developed based on a review of previous trends as well as certain forward-looking assumptions, including: a rising share of Major Office Employment and office activities occurring in non-office

buildings; a steady ratio of Population-Related Employment to population; and, a declining but still substantial share of growth in Employment Land Employment jobs.

For the period between 2016 and 2041, Halton is planning to accommodate an additional 207,600 jobs. Based on the forecast, of this total growth, 43,100 jobs (21%) would be in the MOE category, indicating a shift and an increased share of this type of employment in Halton. The remaining forecast growth is split between 76,800 PRE jobs (37% of total growth) and 86,600 ELE jobs (42% of total growth). Understanding the general categorization of jobs Halton can expect to accommodate helps in assessing how much land may be required to accommodate these jobs. This is particularly true for ELE jobs, which are accommodated solely within Employment Areas.

The preliminary work in the Growth Scenarios Report considered the need for new Employment Area lands to accommodate forecasted growth to 2041. This included an assessment of the current supply of lands within Employment Areas, an analysis of Employment Area densities, and a determination of how much of the forecast growth could be accommodated within the current land supply. As part of this analysis, consideration was also given to the impact of potential Employment Area conversions on the supply of land available to accommodate growth. On the basis of this analysis, a need to accommodate between 14,200 and 22,700 jobs on new Designated Greenfield Area lands was identified. At an overall employment density of 33.5 jobs per hectare, this results in a need for new Employment Area land in the range of 560 to 890 hectares. For the purpose of the Growth Scenarios, the midpoint of 720 hectares of new employment land was used across all of the preliminary scenarios to enable financial and infrastructure modelling work.

The information above provides a starting point for considering how Halton can plan to accommodate employment growth to the year 2041. This work will continue to be updated and refined as additional analysis is advanced through the development of a series of Growth Concepts and ultimately the determination of a Preferred Growth Concept. In particular, the approach to accommodating employment growth and the amount of new greenfield land that may be required will be influenced by decisions on proposed Employment Area conversions and the review of the policy framework that applies to both Employment Areas and to accommodating employment growth in Strategic Growth Areas or other parts of the Community Area.

With this context, the following sections provide further information and pose specific questions related to the location of Employment Areas in Halton and the policies that should direct planning for employment in Halton in order to most effectively support the proposed Regional Urban Structure and planning for employment to 2041.

### 4.3 Employment Areas – Location

Section 2.2.5.6 of the Growth Plan (2019) requires Halton Region, in consultation with the Local Municipalities, to designate all Employment Areas in Halton in the ROP and to

protect them for appropriate employment uses over the long-term. As a result of Halton's forward-looking policy approach, the Region identified Employment Areas on Map 1 in the ROP through the Sustainable Halton process and ROPA 38 as adopted in 2009.

The ROPR provides an opportunity to assess the existing Employment Areas in the ROP and to confirm the location of lands that should be identified and protected as Employment Areas over the long-term. This includes 1) an initial review of the existing Employment Area boundaries from a technical perspective, 2) an assessment of whether any lands within existing Employment Areas are candidates for conversion (i.e. removal from the Employment Area), and 3) an assessment of whether any lands within the existing Urban Areas in the ROP, but outside the existing Employment Areas, are potential candidates for addition.

#### 4.3.1 Existing Employment Area Boundaries

A review of the existing Employment Area boundaries identified in the ROP was undertaken in consultation with Local Municipal staff to identify any appropriate technical changes that would increase the accuracy and appropriateness of the existing Employment Area boundaries. It was based on ensuring that the boundaries aligned with road and rail rights-of-ways, parcel fabric, or existing provincial, regional or local planning boundaries, where appropriate, and, that the boundaries of the Employment Areas are delineated in a clear, consistent, and logical manner.

The proposed revisions to the existing boundaries resulting from this review are documented in **Appendix C**, which includes a table describing the minor revisions and a map showing their location. The small-scale and technical nature of these proposed changes makes them minor revisions that do not require assessment as a conversion of lands within an Employment Area or the addition of lands to an Employment Area.

This initial review identified a number of proposed technical revisions to the boundaries of the Employment Areas currently identified in the ROP. From here, other changes to the location of Employment Areas in Halton will be considered, including conversions to non-employment uses as well as the addition of lands to the Employment Area.

#### 4.3.2 Employment Area Conversions

Given the importance of Employment Areas in accommodating certain types of employment and economic activity, strong policies support their protection over the long-term, including specific direction in the Growth Plan and ROP for how to consider Employment Area conversions. A conversion refers to the re-designation of lands within an Employment Area to permit non-employment uses such as residential, major retail, or mixed uses. In some instances, a conversion may be proposed to recognize an existing or evolving condition not appropriate within an Employment Area or to enable a wider range of employment and commercial uses, and potentially a greater number of jobs, in a mixed use context (i.e. residential). In these instances, there may

be an opportunity to accommodate other types of jobs and employment uses on the lands following a conversion.

Conversions can only be considered under specific circumstances and subject to criteria. Where lands are within both an Employment Area and a PSEZ, a conversion can only be considered through an MCR. For lands within an Employment Area but not within a PSEZ, a conversion can also be considered outside an MCR. The Discussion Paper focuses on considering requests in the context of the MCR being undertaken as part of the ROPR process. In all cases, a conversion may only be permitted subject to demonstrating how a number of criteria have been met.

The conversion criteria set out in the Growth Plan (2019) and ROP are identified for reference in Table 5 below. The ROP incorporates the Growth Plan criteria and adds consideration of cross-jurisdictional issues and other Regional policies and requirements.

<b>Table 5: Comparison of Growth Plan and ROP Employment Conversion Criteria</b>	
Growth Plan (2019) Criteria (Section 2.2.5.9)	ROP Criteria (Section 77.4(4))
a) there is a need for the conversion;	a) there is a need for the conversion;
b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;	e) the lands are not required for employment purposes over the long term;
c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;	b) the conversion will not compromise the Region's or Local Municipality's ability to meet the employment forecast in Table 1 and Table 2a;
d) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and	c) the conversion will not adversely affect the overall viability of the Employment Area, and achievement of the intensification and density targets of Table 2 and other policies of this Plan;
e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.	d) there is existing or planned infrastructure to accommodate the proposed conversion;
-	f) cross-jurisdictional issues have been considered; and
-	g) all Regional policies and requirements, financial or otherwise, have been met.

The ROPR provides an opportunity to consider requests to convert lands within the Employment Areas identified in the ROP. To date, 46 conversion requests have been received and are described in further detail below. The consideration of these requests is an important part of the IGMS process – decisions on employment conversions can have a major influence on how Halton plans to accommodate growth to 2041. In general, a decision to convert lands within an Employment Area and re-designate them for residential or mixed uses has the effect of:

- removing lands from an Employment Area, reducing the supply of available land that may be able to accommodate Employment Land Employment growth; and
- adding lands to the Community Area, creating new locations that may now accommodate population growth where it was not previously planned to occur.

These changes, depending on their scale, require consideration in terms of their impact on Halton's land budget and infrastructure planning. Further, conversions have the potential to impact the supply of lands within existing Employment Areas and their ability to remain viable and support certain types of employment growth and economic activity over the long-term. At the same time, conversions can serve a strategic purpose by enabling development that can support the Regional Urban Structure and Local Urban Structure and contribute to achieving strategic growth management objectives.

Conversion requests received by the Region as part of the IGMS and ROPR process will be assessed based on a clear and consistent process which is outlined in greater detail below. This includes the specific criteria for evaluating requests, and, the process for reviewing and making recommendations to Regional Council on the requests as part of the overall IGMS process.

#### 4.3.2.1 Employment Area Conversions Request Evaluation Criteria

To assist with applying the conversion policies in the Growth Plan and ROP, a set of evaluation criteria have been developed. Four general Principles related to Employment Land Supply, Demonstrated Need, Employment Area Viability, and General Considerations have been developed and are accompanied by detailed considerations which help to assess whether a request meets each Principle. These details provide the basis on which a recommendation to Regional Council on a conversion request will be made. A recommendation to support a conversion request will only be made if the request conforms to each of these four Principles, but not necessarily to each of the assessment considerations as they are intended to capture a range of possible conversion scenarios.

The criteria are based on Provincial and Regional policy direction and were developed based on a review of best practices in peer municipalities and input from the IGMS consulting team and Local Municipal planning staff. The Principles and their associated assessment considerations are presented below. This information, as well as the connection to relevant Provincial and Regional policy, is summarized in **Appendix D**.



## **A. Employment Land Supply**

*The supply of land required for employment purposes to the 2041 planning horizon and the ability to achieve Regional employment targets will not be adversely affected by the proposed conversion.*

The Employment Areas are an important part of the current Regional Structure, and will form an integral part of the Regional Urban Structure proposed through the IGMS. The lands within these areas are a vital resource for accommodating certain kinds of employment growth and economic development. It is important that these areas can continue to support existing uses and play a major role in accommodating the employment growth assigned to the Region through the Growth Plan. It is a policy of both the Growth Plan and the ROP to ensure the availability of sufficient land, in appropriate locations, to accommodate forecasted employment. Further, the analysis in the Growth Scenarios Report indicates that a significant proportion of Halton's employment growth will occur through jobs within the Employment Land Employment category and as a result, will continue to be accommodated within Employment Areas in Halton.

The assessment of whether a conversion request meets the Employment Land Supply Principle will be based on considerations such as the following:

- **Current Context**

Are there existing non-employment uses accommodated on the subject lands or specific constraints that hinder the lands from functioning as part of the supply of land required for employment purposes to the 2041 planning horizon?

- **Future Potential**

Is there a reasonable expectation that the subject lands could maintain or accommodate a significant number of jobs following a conversion which would contribute to accommodating employment growth and meeting growth management targets to the 2041 planning horizon?

- **Strategic Parcel Supply**

Could the proposed conversion adversely impact the supply of parcels adjacent to or near major goods movement facilities and corridors or the supply of a range of site sizes, including the supply of large parcels?

- **Land Budget Implications**

Would the proposed conversion have an overall adverse impact on the supply of employment lands and the ability of Halton Region and the Local Municipalities to meet the employment forecast and the intensification and density targets in the context of planning to 2041?

## **B. Demonstrated Need**

*There is a demonstrated need for the proposed conversion on the basis that it would enable a strategic opportunity for growth that supports the Regional Urban Structure and/or Local Urban Structure, or, on the basis that there are specific existing conditions or constraints associated with the subject lands that reduce or limit the opportunity for employment uses.*

Given the important role Employment Areas play as part of the current Regional Structure and proposed Regional Urban Structure, and in accommodating certain kinds of employment growth an economic activity, there must be a clear demonstration of why a proposed conversion of lands within an Employment Area is needed.

In some instances, it may be appropriate to consider the need for a proposed conversion in the context of larger strategic considerations. In some areas, the Employment Areas in the ROP coincide with intensification areas (now referred to as Strategic Growth Areas) identified as part of the Regional Urban Structure. In these situations, there may be an opportunity to enable planning and development that advances key growth management objectives. In other instances, it may be more appropriate to consider need on the basis of specific existing conditions or constraints that reduce or limit the potential for the subject lands to accommodate employment uses. There may be unique or specific circumstances in relation to a proposed conversion request which warrant consideration through the MCR process.

The assessment of whether a conversion request meets the Demonstrated Need Principle will be based on considerations such as the following:

- **Strategic Location**

Is the proposed conversion located within an area that forms part of the Regional Urban Structure and/or Local Urban Structure? In particular, is the proposed conversion located within a Strategic Growth area such as a Major Transit Station Area or other identified node or corridor?

- **Strategic Opportunity**

Would the proposed conversion enable development that supports the Regional Urban Structure and/or Local Urban Structure to the 2041 planning horizon by contributing to strategic growth management objectives such as accommodating significant population and employment growth; achieving density targets within Strategic Growth Areas; optimizing the use of infrastructure; and supporting opportunities for transit and affordable housing?

- **Specific Conditions & Constraints**

Is there an existing condition or site-specific constraint, such as size, access, configuration, existing adjacent uses, or other physical and natural characteristics which reduce or limit the opportunity for employment uses and demonstrate the need for the proposed conversion?

## C. Employment Area Viability

*The overall viability of an employment area will not be adversely affected by the proposed conversion.*

In order to ensure Employment Areas can support employment and economic growth, Provincial and Regional policies require that these areas be protected from incompatible land uses. Employment Areas will continue to play an important role as part of the Regional Urban Structure – it is important that any conversion that is considered would not have the effect of undermining the stability or viability of Halton's Employment Areas.

The assessment of whether a conversion request meets the Employment Area Viability Principle will be based on considerations such as the following:

- **Locational Impacts**

Does the location of the proposed conversion have the potential to produce adverse impacts on the viability of an Employment Area? For example, are the subject lands located on the periphery of an Employment Area and would the proposed conversion, if approved, result in an Employment Area boundary that is logical and does not undermine the continued viability of adjacent lands within an Employment Area?

- **Compatibility**

Would the proposed conversion be compatible with the existing land uses in the area?

- **Continued Function & Expansion**

Could the proposed conversion hinder the operation or expansion of existing or future businesses or hinder the ability to attract a broad range of employment opportunities in the remaining Employment Area?

## D. General Considerations

*The proposed conversion does not compromise any other relevant Regional or Local objective, policy or requirement, financial or otherwise, and can be supported by existing or planned infrastructure and public service facilities.*

In addition to considerations of supply, need, and long-term viability, there are other general considerations that will apply to the assessment of conversion requests. These include cross-jurisdictional issues, the availability of infrastructure and services, other Regional policies or requirements that may be applicable, and the position of the relevant Local Municipality.

The assessment of whether a conversion request meets the General Considerations Principle will be based on considerations such as the following:

- **Cross-Jurisdictional**

Are there any cross-jurisdictional issues to be considered?

- **Supporting Infrastructure & Facilities**

Is there existing or planned infrastructure and public service facilities to accommodate the proposed conversion?

- **Other Regional Requirements**

Are there any other Regional policies or requirements that require consideration in relation to the proposed conversion?

- **Local Support**

Is there support for the proposed conversion from the Local Municipality in which the request is located?

The Principles and assessment considerations will be used to evaluate and make recommendations to Regional Council on the conversion requests received through the ROPR. As discussed below, these recommendations will inform the development of a set of Growth Concepts and will ultimately be reflected in the Preferred Growth Concept developed through the IGMS.

**Discussion Question 9:**

Are there any other factors that should be considered when assessing Employment Area conversion requests in Halton Region?

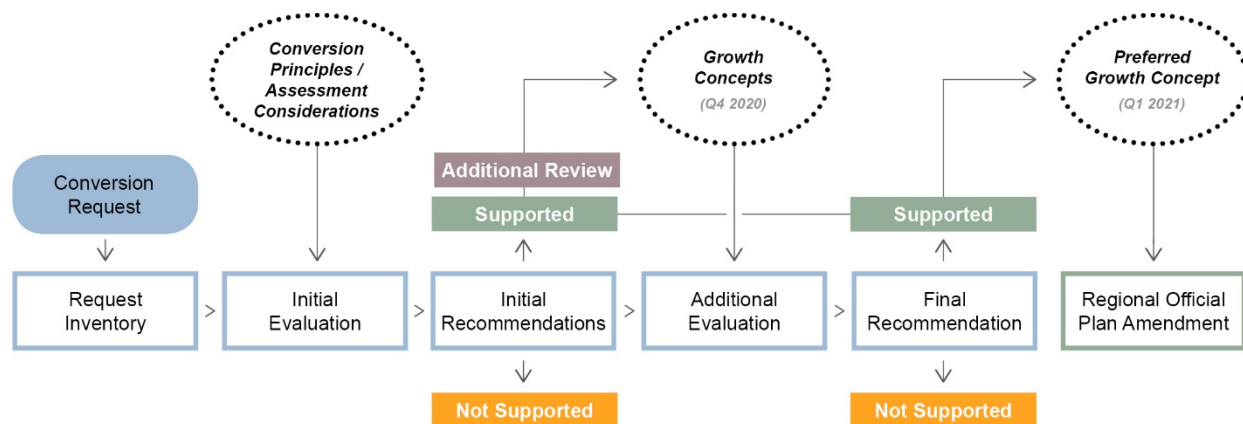
#### **4.3.2.2 Conversion Request Evaluation Process**

Figure 22 depicts the process for assessing conversion requests received through the ROPR process. Each step in the process is described in further detail below.

To summarize, conversion requests will be evaluated against the Principles informed by the assessment considerations set out above. An initial set of recommendations will inform a set of Growth Concepts developed at the next stage of the IGMS that incorporate conversions where the initial evaluation results in a recommendation to support the request and will provide an opportunity to undertake an additional review of other conversions that may have broader implications on how growth is accommodated in Halton to 2041.

Following this additional evaluation, all supported conversion requests will be reflected in the Preferred Growth Concept which will be implemented through an amendment to the ROP.

**Figure 22: Conversion Request Evaluation Process**



- **Request Inventory**

Conversion requests received will be compiled into a Request Inventory for review by Regional staff. Requests received by August 31, 2020, will be included in the Inventory and considered as part of the current Municipal Comprehensive Review (MCR) process. The Request Inventory provides summary information on each conversion request, including address, location, nature of request, and total areas in hectares.

- **Initial Evaluation**

Regional staff, in consultation with local municipal planning staff and the IGMS consulting team, will undertake an initial evaluation of each request to determine whether it conforms to the Principles discussed above. This evaluation will be guided by the assessment considerations associated with each Principle. A description of how the request addresses each Principle will be prepared and documented. Based on this evaluation, a determination will be made as to whether the request:

- conforms to the Principles (✓),
- does not conform to the Principles (✗), or
- requires further analysis to assess how it relates to one or more Principles (TBD).

- **Initial Recommendations**

The findings of the Initial Evaluation will enable recommendations as summarized in Table 6.



Table 6: Potential Initial Recommendations			
	Supported	Not Supported	Additional Review
Principle	A request meets all Principles.	A request does not meet one or more Principles.	More information required to assess how a request meets one or more Principles.
Employment Land Supply	✓	✗	TBD
Employment Area Viability	✓	✓	✓
Demonstrated Need	✓	✓	✓
General Considerations	✓	✗	✓

- **Additional Evaluation**

Additional Evaluation will be undertaken for conversion requests where the Initial Recommendation noted the need for further review. In particular, this may include developing an understanding of the broader impacts or implications on the approaches to accommodating growth in Halton to 2041 by considering these requests in the context of the Growth Concepts developed as part of the IGMS.

- **Final Recommendations**

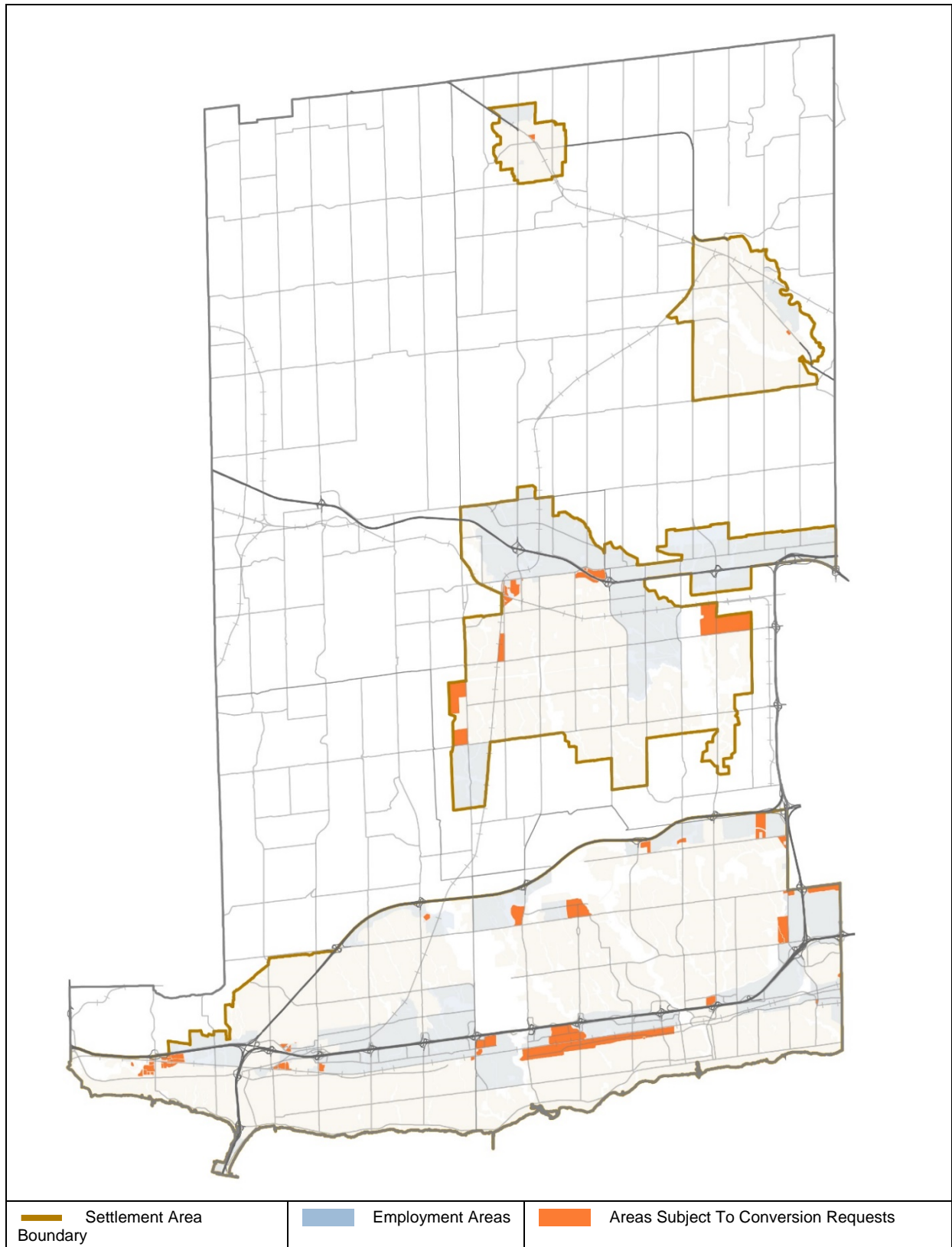
On the basis of the Additional Evaluation, recommendations will be made to support or not support the remaining conversion requests. The supported requests will be incorporated into the Preferred Growth Concept for consideration by Regional Council and ultimately reflected in an amendment to the ROP.

#### 4.3.2.3 Current Conversion Request Inventory

At the time of writing, 46 conversion requests have been received as part of the IGMS process. An inventory of these requests is provided as **Appendix E**. The inventory provides summary information on each conversion request – its address, location, nature, and total area in hectares. It also includes mapping which depicts the location of each request at a Regional-scale and within each Local Municipality.

The 46 conversion requests received to date represent a total of approximately 1,030 net hectares of land within Employment Areas in the ROP (Figure 23). Through the Growth Scenarios Report, 5,740 net hectares of total employment land within the Employment Areas were identified in the ROP. The current inventory of conversion requests then, represents approximately 18 per cent of the total supply of land within Halton's Employment Areas.

**Figure 23: Conversion Requests Received by March 31, 2020**



Note: Detailed mapping at the local municipal scale is provided in **Appendix E**.

The inventory provided as **Appendix E** includes requests received by Halton Region before March 31, 2020. In order to provide Regional staff with an opportunity to fully consider potential conversions, any other requests should be submitted to the Region at [ropr@halton.ca](mailto:ropr@halton.ca) by August 31, 2020. Conversion requests received by this date will be included in the inventory and considered as part of the current MCR process.

#### 4.3.3 Employment Area Additions

In addition to the technical revisions to the existing Employment Area boundaries and the process for assessing conversion requests discussed above, there is also a need to consider whether there are other lands within Halton's current Settlement Area that should be designated within an Employment Area in the ROP in accordance with Section 2.2.5.6 of the Growth Plan.

As noted above, Employment Areas were identified in the ROP through the Sustainable Halton process in 2009. As a result, significant additions to the Region's Employment Areas within the existing Urban Area are not anticipated through this ROPR. At the same time, it is important that a comprehensive assessment of potential areas for addition is undertaken in order to conform to the Growth Plan direction to designate all Employment Areas.

Not all lands that accommodate employment uses need to be identified within an Employment Area. There are many areas in Halton that play an important role in accommodating employment growth that are not within Employment Areas, such as certain Strategic Growth Areas or other employment lands identified in local official plans.

In order to determine whether there are any areas within Halton that should be added to the Employment Areas in the ROP, Regional staff, in consultation with Local Municipal planning staff, will undertake a process that includes identifying candidate areas (based on their location adjacent to an existing Employment Area or PSEZ as well as their current function) and assessing these candidate areas (based on their local designation and long-term planned function, among other things). On this basis, specific areas may be recommended as lands to be added to an Employment Area in the ROP.

The results of this review will be documented and presented at a later stage of the IGMS process. Areas to be added to the Employment Areas in the ROP will be identified in the Preferred Growth Concept recommended to Regional Council and the Regional Official Plan Amendment that is prepared to implement this direction.

#### **Discussion Question 10:**

Are there any areas within Halton Region that should be considered as a candidate for addition to an Employment Area in the Regional Official Plan?

## 4.4 Employment Areas – Policy Approaches

The previous section considered the location of Employment Areas in Halton Region. The focus of this section is considering the policies that the ROP should contain to guide planning for Employment Areas and for employment growth to 2041.

As described above, the current policy framework for Employment Areas in the ROP identifies these areas as an overlay on Map 1 – Regional Structure. Within these areas, residential, major retail, and other non-employment uses are prohibited. Within the Employment Areas, employment uses are permitted – generally read as those uses referenced in the definition of Employment Areas, being ‘manufacturing, warehousing, offices and associated retail and ancillary facilities’. Uses identified in a Local Official Plan prior to December 16, 2009 (the date ROPA 38 was adopted) are also permitted. The ROP also provides a framework for permitting institutional uses within the Employment Areas, subject to certain criteria.

In addition to the policies specific to Employment Areas, the ROP also recognizes the role of Community Areas in supporting employment growth by directing specific kinds of uses and economic activities to Strategic Growth Areas and ensuring the development of new communities includes an appropriate balance between places to live and work.

The ROPR process provides an opportunity to review the effectiveness of this policy framework, to consider changes required to conform to new or updated Provincial plans and policies, and to consider ways in which the Region can build on this framework to better support existing and future employment through forward-thinking policy approaches. To that end, this section considers the direction the ROP provides on:

- the types of uses permitted in Employment Areas; and
- planning for employment outside Employment Areas.

While this section focusses on the two considerations above, there may be other things that should be taken into account as the policies of the ROP regarding planning for employment are reviewed and updated. The discussion question below provides an opportunity to identify any other opportunities to improve the policy framework for employment planning in the ROP.

### **Discussion Question 11:**

How can the Regional Official Plan support employment growth and economic activity in Halton Region?

#### 4.4.1 Permitted Uses in Employment Areas

As indicated above, the Employment Areas identified in the ROP are primarily intended to protect land for Employment Land Employment uses such as manufacturing, warehousing and office use. At the same time, it is recognized that there are a number of other uses that may already exist within these areas (including but not limited to Major Retail or other commercial uses) or that may be appropriate within these areas due to their character, ancillary nature, or the function they serve by providing support to the primary uses within an Employment Area. It is important that Employment Areas can provide an appropriate mix of amenities and open space to serve those who work in the area. It is also important that the ROP enables appropriate opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses that take into account the needs of existing and future businesses.

The ROP currently provides limited direction on how existing uses and ancillary or supportive uses should be planned for within Employment Areas. There is an opportunity to review and refine this direction through the ROPR. This can help to ensure that the ROP provides clear direction on how to plan for these types of uses while ensuring they are appropriate, ancillary to, and supportive of the broader employment uses in Employment Areas.

##### **Discussion Question 12:**

What type of direction should the Regional Official Plan provide regarding planning for uses that already exist within Employment Areas (such as Major Retail or other uses) or that are ancillary to or supportive of the primary employment uses in Employment Areas? Is there a need to provide different policy direction or approaches in different Employment Areas, based on the existing or planned employment context?



#### 4.4.2 Planning for Employment Outside Employment Areas

As noted throughout this Discussion Paper, employment growth in Halton will be accommodated not only within Employment Areas, but throughout the Community Area. In particular, Strategic Growth Areas are generally directed to accommodate Major Office Employment and other Population-Related Employment, including appropriate major institutional uses.

A number of the Employment Area conversion requests received to date pertain to lands within an existing or proposed Strategic Growth Area. For example, to date, there are 13 requests that total approximately 575 hectares of land within proposed Major Transit Station Area boundaries. In many cases, these requests note that the conversion would not necessarily remove the capacity of the lands to accommodate employment growth, but instead, could create an opportunity to accommodate different kinds of employment growth at higher-densities and in concert with other types of uses, including residential. The conversion criteria discussed above address this through the considerations related to strategic locations and opportunities and the potential to accommodate employment growth on the subject lands following a conversion.

The Growth Plan (2019) provides some new policy direction in this regard. Where a conversion occurs outside of the MCR process, the Growth Plan requires that a significant number of jobs be maintained on the lands through the establishment of development criteria. Similarly, the Growth Plan requires that outside of Employment Areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on the site. The definition of Provincially Significant Employment Zones in the Growth Plan notes that these areas can consist of Employment Areas as well as mixed-use areas that contain a significant number of jobs – indicating another potential opportunity to plan for employment outside of Employment Areas.

The nature of a segment of the conversion requests received through the IGMS as well as changes to Provincial policy both indicate a need to consider how to continue planning for and supporting employment growth in areas that are undergoing change. This includes planning for lands outside of Employment Areas but within Strategic Growth Areas, particularly those that may have previously functioned as a part of an existing or planned Employment Area. There may be an opportunity for these lands to play a different role in accommodating growth if a conversion of the lands were to be recommended. For example, these lands may be planned to function as areas that retain a strong and primary focus on employment while permitting a range of other mixed uses.

Strategic Growth Areas will play an important role in accommodating growth to achieve assigned density targets and the Region's overall forecasted population and employment growth. It is important to consider how the ROP can best support the planning and development of employment uses in these areas – in particular, in areas

that have been converted from Employment Areas and lands that remain designated for employment purposes in local official plans outside of Employment Areas.

There are a range of potential policy approaches that could be implemented in the ROP to guide planning for employment growth in areas outside of Employment Areas, including within Strategic Growth Areas and for areas that previously formed part of an existing or planned Employment Area. These could range from specifically identifying these lands as distinct geographic areas in the ROP, establishing specific performance-based policy approaches, targets, and development criteria, and/or providing higher-level policy direction that can appropriately guide implementation locally, among other things.

**Discussion Question 13:**

How can the Regional Official Plan support planning for employment on lands outside Employment Areas, and in particular, within Strategic Growth Areas and on lands that have been converted? What policies tools or approaches can assist with ensuring employment growth and economic activity continues to occur and be planned for within these areas?

# 5.0 Settlement Area Elements

## 5.1 Settlement Areas

The Growth Plan (2019) defines Settlement Areas as:

Urban Areas and rural settlements within municipalities (such as cities, towns, villages and hamlets) that are:

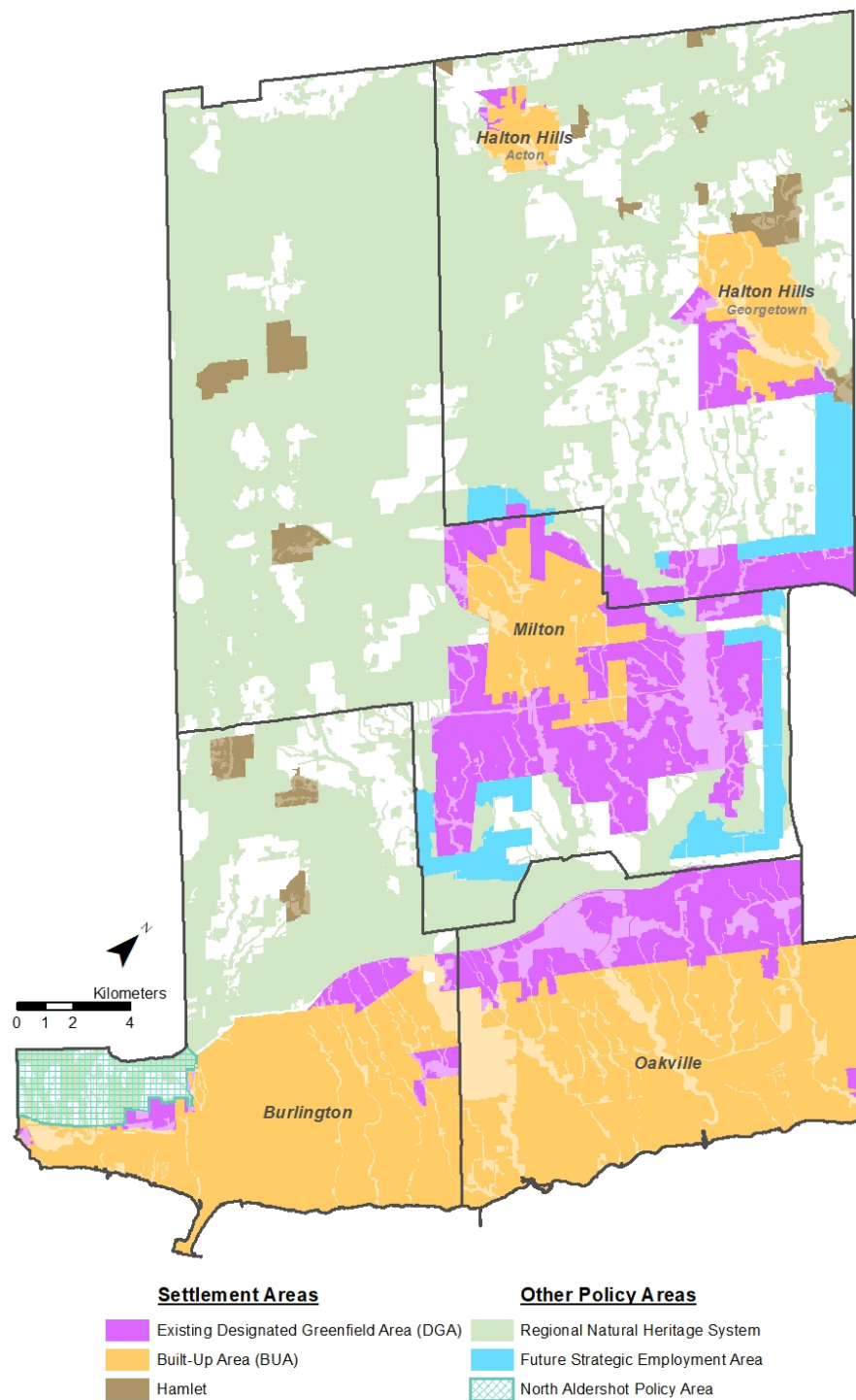
- a) Built up Areas where development is concentrated and which have a mix of land uses; and
- b) lands that have been designated in an official plan for development in accordance with the policies of this Plan. Where there are no lands that have been designated for development, the settlement area may be no larger than the area where development is concentrated.

Section 2.2.1, Managing Growth of the Growth Plan (2019) requires municipalities to plan for the population and employment forecasts to the 2041 planning horizon by directing the vast majority of growth to Settlement Areas, which have a Delineated Built-up Area, existing or planned municipal water and wastewater systems and can support the development of Complete Communities. Conversely, growth is to be limited in rural settlements, Settlement Areas not serviced by existing or planned municipal water/wastewater systems, or Settlement Areas located in the Greenbelt Area.

Halton Region is also directed by the Growth Plan (2019) to establish a hierarchy of Settlement Areas, and areas within Settlement Areas, as part of an overall integrated strategy to manage growth. This Discussion Paper addresses that policy direction through the focus on the development of a Regional Urban Structure in the ROP. Figure 24 shows the Growth Plan policy areas relevant to a discussion on Settlement Areas.

Directing growth to Settlement Areas also promotes more efficient development patterns, and can help protect agricultural lands and green spaces, facilitate cost-effective use of infrastructure and public service facilities, and minimize unnecessary public expenditures.

**Figure 24: Growth Plan Settlement Areas in Halton Region**



## 5.2 Delineating Settlement Areas in Halton

As part of the last comprehensive review of the Regional Official Plan (ROP), the Region established the Regional Structure and identified a set of mutually exclusive land use designations including Urban Areas, Hamlets and Rural Clusters that collectively represent the Settlement Areas in Halton, as shown on Maps 1 of the ROP. While the ROP identifies the Settlement Areas, the precise boundaries are not delineated. As set out in Section 2.2.8.1 of the Growth Plan (2019), municipalities are now required to delineate Settlement Area boundaries within their Official Plans.

Delineation of the Settlement Areas of Halton builds on existing lands designated for development through the previous MCR (i.e. Sustainable Halton), which includes the following areas: Built-up Areas (BUAs) defined by the Built Boundary that has been established by the Province where growth is planned through concentration of development and intensification; Designated Greenfield Areas (DGAs) that have been designated in an Official Plan for development outside of the built boundary; and rural settlements (hamlets) where existing communities serviced by individual private water and/or wastewater systems have limited growth potential, subject to Official Plan policies.

As part of the ROPR, the Region has undertaken a technical exercise to precisely delineate Settlement Area boundaries for all Urban Areas, Hamlets and Rural Clusters in Halton. Minor revisions to the geographic limits of the Settlement Areas shown on Map 1 of the ROP are necessary, to align with approved local official plan boundaries. The final boundaries will be confirmed through the development of the Preferred Growth Concept in the final stage of the IGMS, in consultation with Local Municipalities.

## 5.3 Settlement Area Expansions

Through the IGMS component of the ROPR, the Region must determine how and where population and employment growth will be accommodated to the planning horizon of 2041. Through the previous Halton Urban Structure Plan (HUSP) and Sustainable Halton growth management exercises, the Region completed planning to accommodate growth up to 2031 within the Region. The IGMS is intended to build on existing areas designated and planned for growth by largely focusing on how and where the growth will be accommodated between 2031 – the planning horizon of the current approved ROP – and 2041.

Section 2.2.8 of the Growth Plan (2019) directs that a Settlement Area boundary expansion may only occur through a Municipal Comprehensive Review (i.e. ROPR) based on a Land Needs Assessment (LNA) which determines that there are insufficient opportunities to accommodate forecasted growth to 2041 through intensification of the Built-up Area or additional growth in the existing Designated Greenfield Area (i.e. within approved Settlement Area boundaries in the ROP). In Halton Region, after developing a strategy to accommodate growth through intensification of the Built-up Area focused in Strategic Growth Areas as discussed in Section 3.0, and planning for Employment Areas



as discussed in Section 4.0, of this Discussion Paper, the IGMS process may result in a decision that a Settlement Area boundary expansion is required.

Within the Protected Countryside in the Greenbelt Area, the Growth Plan also contains policies permitting modest expansions to Settlement Areas identified as a Town/Village), provided that the proposed expansion represents a no more than 5 percent increase in the geographic size of the approved Settlement Area boundary as of July 1, 2017, to a maximum of 10 ha, and residential development is permitted on no more than 50 percent of the lands to be added to the Settlement Area.

The proposed expansion must also support the achievement of Complete Communities or the local agricultural economy; the proposed uses cannot be reasonably accommodated within the existing Settlement Area boundary; the proposed expansion must be serviced by existing municipal water and wastewater systems without impacting future intensification opportunities in the existing Settlement Area; and, expansion into the Natural Heritage System identified in the Greenbelt Plan is prohibited. The only Settlement Area within Halton Region to which these policies apply is the community of Acton in Halton Hills.

The Growth Plan (2019) also contains policies for municipalities to adjust Settlement Area boundaries outside of an MCR, provided that the location of any lands added satisfies the above Growth Plan requirements, are not in the Greenbelt Area or a rural settlement, will be serviced by municipal water and wastewater systems, and either result in no net increase in the land within Settlement Areas, or the additional lands will be fully accounted for in the land needs assessment for the MCR and are no larger than 40 hectares.

### **5.3.1 Land Needs Assessment**

Section 2.2.1.5 of the Growth Plan (2019) indicates that the Province will establish a methodology for land needs, and this methodology must be used by Halton Region to assess the quantity of land needed to accommodate the forecasted growth to 2041. Therefore, in order for the Region to determine its land needs to accommodate population and employment growth to 2041, a Land Needs Assessment (LNA) must be completed, using the standard LNA methodology developed by the Province to facilitate a consistent approach throughout the Greater Golden Horseshoe.

The LNA methodology released in 2018 by the Province (Note: the methodology is currently being updated to align with the 2019 changes to the Growth Plan), identifies the steps, the variables, data, assumptions and related studies to evaluate Strategic Growth Areas, Employment Areas and Designated Greenfield Areas. The previous Growth Scenarios Report contained preliminary Land Needs Assessment information, which will be further refined and analyzed through the development of Growth Concepts in the next stage of the IGMS. The discussion and analysis of the Community Areas (addressed in Section 3.0), and Employment Areas (addressed in Section 4.0) will inform the proposed Regional Urban Structure and required inputs to the LNA.

### 5.3.2 Assessment Criteria & Considerations

As specified in Section 2.2.8.3 of the Growth Plan (2019), where the need for a Settlement Area boundary expansion has been justified under the policies of the Growth Plan, the feasibility and the most appropriate location for the proposed expansion must be identified in a manner consistent with all the policies of the Growth Plan, and including the following criteria:

- Infrastructure:
  - there is sufficient capacity in existing or planned infrastructure and Public Service Facilities;
  - the infrastructure and Public Service Facilities are viable over their full life cycle;
  - the proposed expansion would be informed by applicable water and wastewater master plans or equivalent, and storm water master plans or equivalent, as appropriate;
- Natural Heritage/Water Resources Impact:
  - the proposed expansion, including the associated water, wastewater and storm water servicing, would be planned and demonstrated to avoid; or if avoidance is not possible, minimize and mitigate, any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;
  - key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;
- Agricultural Area/Network Impact:
  - prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the Region will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System;
  - the Settlement Area to be expanded complies with the minimum distance separation formulae;
  - any adverse impacts on the agri-food network, including agricultural operations, from expanding Settlement Areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;
- Alignment with other Provincial Plans/Policies:
  - the Wise Use and Management of Resources and Protecting Public Health and Safety policies of the Provincial Policy Statement are applied;

<b>Figure 25: IGMS Evaluation Framework: Themes and Objectives</b>	
<b>1</b>	<b>Regional Urban System and Local Urban Structure</b>
1.1	Support Regional Policy Directions
1.2	Protect Overall Employment Land Supply
1.3	Provide a Range of Identifiable, Inter-connected, Complete Communities
1.4	Provide the Opportunity for the Development of Healthy Communities
1.5	Provide a Range of Choice of Housing, Jobs and Leisure
<b>2</b>	<b>Infrastructure and Financing</b>
2.1	Optimize Current Infrastructure Capacity
2.2	Cost-effective Replacement and/or Expansion of Infrastructure
2.3	Sustainable Long-range Financial Planning and Asset Management
2.4	Support Regional Phasing
2.5	Sound and Sustainable Infrastructure Planning
<b>3</b>	<b>Agriculture, Environment and Climate Change</b>
3.1	Protect the Integrity and Minimize the Impact on the Agricultural Land Base and System
3.2	Enhance the Natural Heritage System to Strengthen Key Features and Areas and Reduce the Impact of New Development
3.3	Reduce Carbon Emissions and Address Air Quality
3.4	Maintain Resiliency to Impacts of Extreme Weather Events
3.5	Consider Impacts on the Regions' Mineral Resource Areas
<b>4</b>	<b>Growing the Economy and Moving People and Goods</b>
4.1	Promote Transit-Supportive Densities
4.2	Promote Multi-modal Transportation Network that supports all Modes of Transportation
4.3	Facilitate Goods Movement
4.4	Ensure the Availability of Sufficient Land to Accommodate Forecasted Employment Growth

- the proposed expansion meets applicable requirements of the Greenbelt Plan, Niagara Escarpment Plan, and applicable Source Protection Plans.

Similar criteria for Settlement Area boundary expansion are contained in the Region Official Plan, which conforms to the Growth Plan (2006). The ROP also contains additional policy guidance that the amount of land area and the appropriate location for expansion, must be based on the development of alternative development scenarios, and the evaluation of the scenarios against the ROP expansion criteria, as well as extensive public consultation, and the update of multi-year master plans for urban services and transportation. Areas of natural hazards, such as floodplains and storm water conveyance channels can also impact the area of land available for Settlement Area expansion, and should be taken into consideration, where appropriate.

### IGMS Evaluation Framework

Taking direction from the above ROP policy, the evaluation of the Growth Concepts to be developed in the next stage of the IGMS will be guided by an Evaluation Framework, endorsed by Regional Council in May 2020. The Evaluation Framework, shown in Figure 25, is based upon approved planning policies but organized into four broad themes, and including a climate change lens, to address Settlement Area boundary expansion versus growth through intensification.

Further details on the Evaluation Framework, including the specific evaluation criteria under each Theme and Objective, can be found [here](#).

#### **Discussion Question 14:**

Are there other factors, besides those required by the Growth Plan, Regional Official Plan or the Integrated Growth Management Strategy Evaluation Framework that Halton Region should consider when evaluating the appropriate location for potential Settlement Area expansions?

### **5.3.3 Setting a Density Target for Designated Greenfield Area – Community Area**

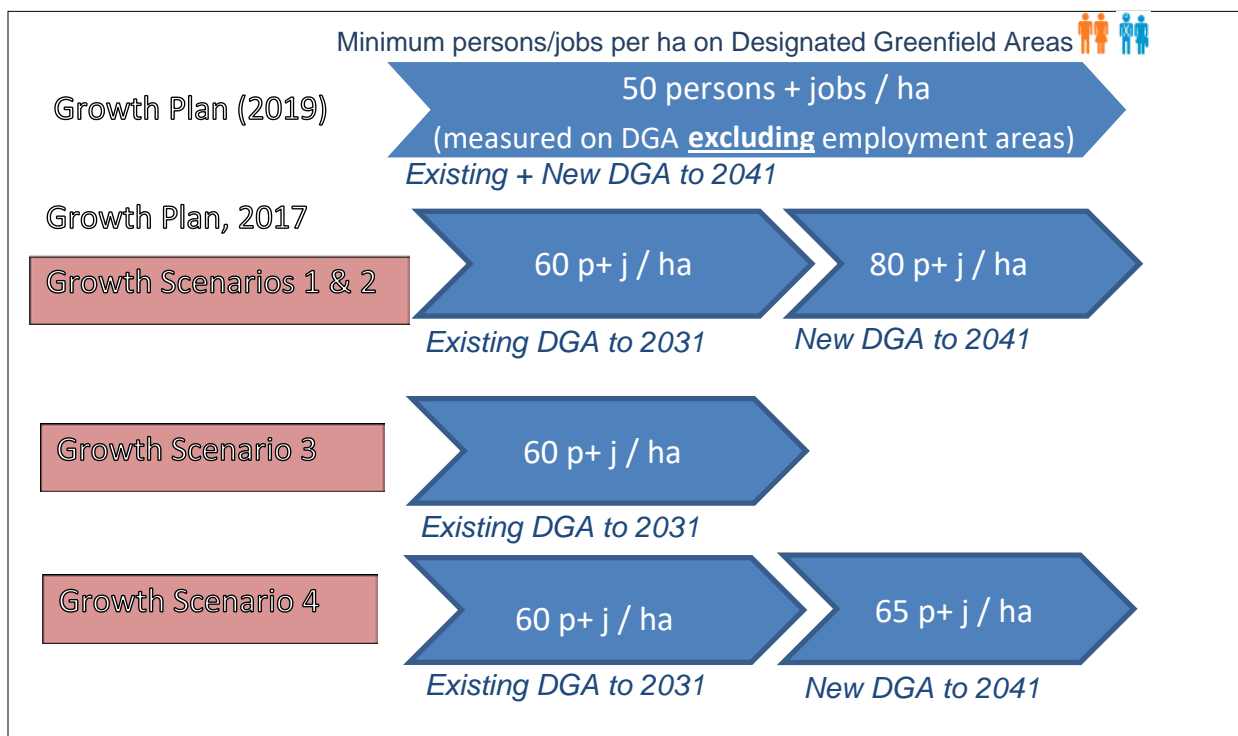
Section 2.2.7.2 of the Growth Plan (2019) establishes a minimum density target for the Designated Greenfield Area of Halton Region to the 2041 planning horizon of 50 persons and jobs combined per hectare. This target is measured over the entire Community Area (i.e. excluding Employment Areas) of the Designated Greenfield Area, excluding natural heritage systems, utility/ transportation corridors and cemeteries. As per Section 5.2.3.2 (d) of the Growth Plan, Halton Region, in consultation with Local Municipalities, must also identify minimum density targets for each Local Municipality.

Figure 26 illustrates the minimum DGA density target from the Growth Plan (2019), and the DGA minimum density targets used for the Growth Scenarios in the IGMS Growth Scenarios Report. The Growth Plan (2019) DGA minimum density target of 50 persons and jobs (p/j) per hectare for Halton applies to existing Designated Greenfield Areas

(shown on Figure 26), and any new Designated Greenfield Area, which may be added through the IGMS process.

It is important to note that the Growth Plan DGA density target is a minimum target, and the Region can choose to exceed the minimum target in planning for growth to implement the requirements of the Growth Plan. The previous 2017 version of the Growth Plan specified a DGA minimum density target of 60 p/j per ha for the existing DGA to 2031, and a DGA minimum density target of 80 p/j per ha for any new DGA that may be needed to accommodate growth to 2041.

**Figure 26: Growth Plan and IGMS Growth Scenario Density Targets**



The analysis conducted in the preparation of the Growth Scenarios Report, observes that recent development in the new Designated Greenfield Areas of Halton significantly exceeds 50 p/j per ha. The density on lands designated under ROPA 8 in the late 1990s is likely to exceed 60 p/j per ha (i.e. Milton and North Oakville). In Milton, initial development of these lands is at 60 p/j per hectare but is expected to exceed that density when fully developed. Development originally planned for North Oakville pre-dating the Growth Plan (i.e. Halton Urban Structure Plan) was not as dense, however, the development that has occurred, combined with recent changes to the North Oakville Secondary Plan, should achieve at least 60 p/j per ha.

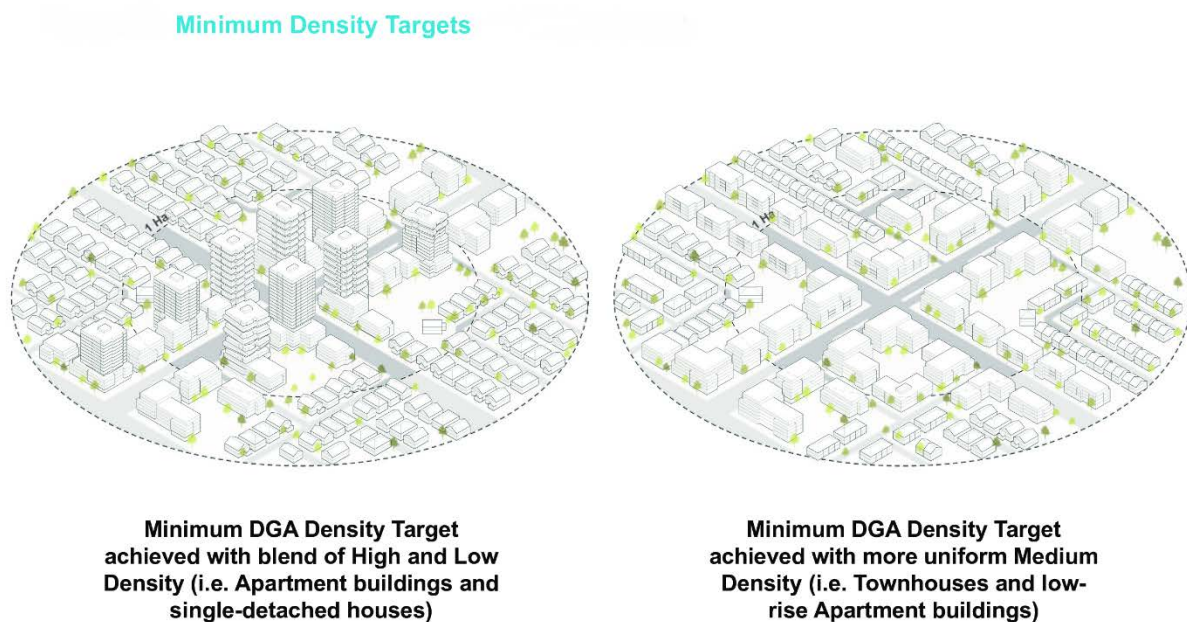
Somewhat lower densities in Georgetown South in Halton Hills and Alton in Burlington, reduce the Region-wide average density but will be offset by existing DGA to 2031 (i.e. Sustainable Halton) not yet developed, such as Southwest Georgetown in Halton Hills,



Britannia East and Trafalgar in Milton, and Tremaine in Burlington, which are all planned to meet or exceed 60 p/j per ha, averaging approximately 65 p/j per ha.

Based on this analysis, as shown on Figure 26, Growth Scenario 4 from the Growth Scenarios Report, assumes a minimum DGA density of 60 p/j per ha for existing DGA and 65 p/j per ha for new DGA, if required, since as noted these targets are known to be achievable in Halton Region. Growth Scenarios 1 and 2 are based on the 2017 Growth Plan minimum DGA density targets, to test the ability of the Region to achieve these targets through the IGMS analysis. Growth Scenario 3 is based on the 2017 Growth Plan minimum DGA density target to 2031 and does not include any new DGA (i.e. settlement boundary expansion) beyond 2031.

**Figure 27: Designated Greenfield Area Density Target**



The Growth Plan (2019) also allows Halton Region to request an alternative target where it is demonstrated that the minimum density target cannot be achieved, provided that the alternative target will support the diversification of the range and mix of housing options and the achievement of a more compact built form in the DGA, in an appropriate manner given the characteristics of the municipality and adjacent communities. Given the existing DGA densities achieved in recent developments, it would be difficult for Halton Region to demonstrate an inability to meet the 50 p/j per ha DGA minimum density target.

As per the Growth Plan, the Halton Region DGA minimum density target must be achieved Region-wide but is an average of minimum DGA density targets assigned to each Local Municipality. The Local Municipalities have completed or are completing planning analyses to assist them and the Region in understanding the densities that can

be achieved in their municipality. These analyses have been, and are being used, to inform the IGMS process.

The purpose of minimum DGA density targets in the Regional Official Plan is to implement Growth Plan and Regional Official Plan land use planning objectives focused on compact, transit-supportive urban form and efficient use of land while fostering the planning and development of Complete Communities. As shown on Figure 27, the Local Municipality can plan to achieve the minimum DGA density target of 50 p/j per ha, or a higher minimum target, through more detailed community land use plans (i.e. area-specific plans or secondary plans), which also address other Growth Plan, Regional Official Plan and Local Municipal community building and design objectives.

While the Growth Plan measures density of development by people and jobs per ha, municipal planning documents (i.e. official plans, zoning by-laws) typically measure density in residential units per ha. Figure 28 illustrates the range of unit densities applicable to single-detached houses, townhouses and other ground-related housing, compared to apartments and other multiplex forms of housing.

**Discussion Question 15:**

What factors are important for the Region to consider in setting a minimum Designated Greenfield Area (DGA) density target for Halton Region as whole, and for each of the Local Municipalities? Should the Region use a higher minimum Designated Greenfield Area density target than the 50 residents and jobs per hectare target in the Growth Plan?

**Figure 28: Low Density to High Density Built Form**





### 5.3.4 Location of New Designated Greenfield Area – Community Area

As outlined in the Growth Scenarios Report, only Milton and Halton Hills have remaining lands outside the Settlement Area, that are also outside the Niagara Escarpment Plan Area and the Protected Countryside of the Greenbelt Plan, and could therefore potentially accommodate urban expansion for new Community Area Designated Greenfield Area (except for North Aldershot in Burlington, as noted below). As indicated in the Growth Scenarios Report, the additional new Community Area DGA, which may be needed to accommodate growth to 2041, ranges from 250 ha in the Limited Greenfield Area scenario to 1,000 ha in the Growth Plan (2019) scenario.

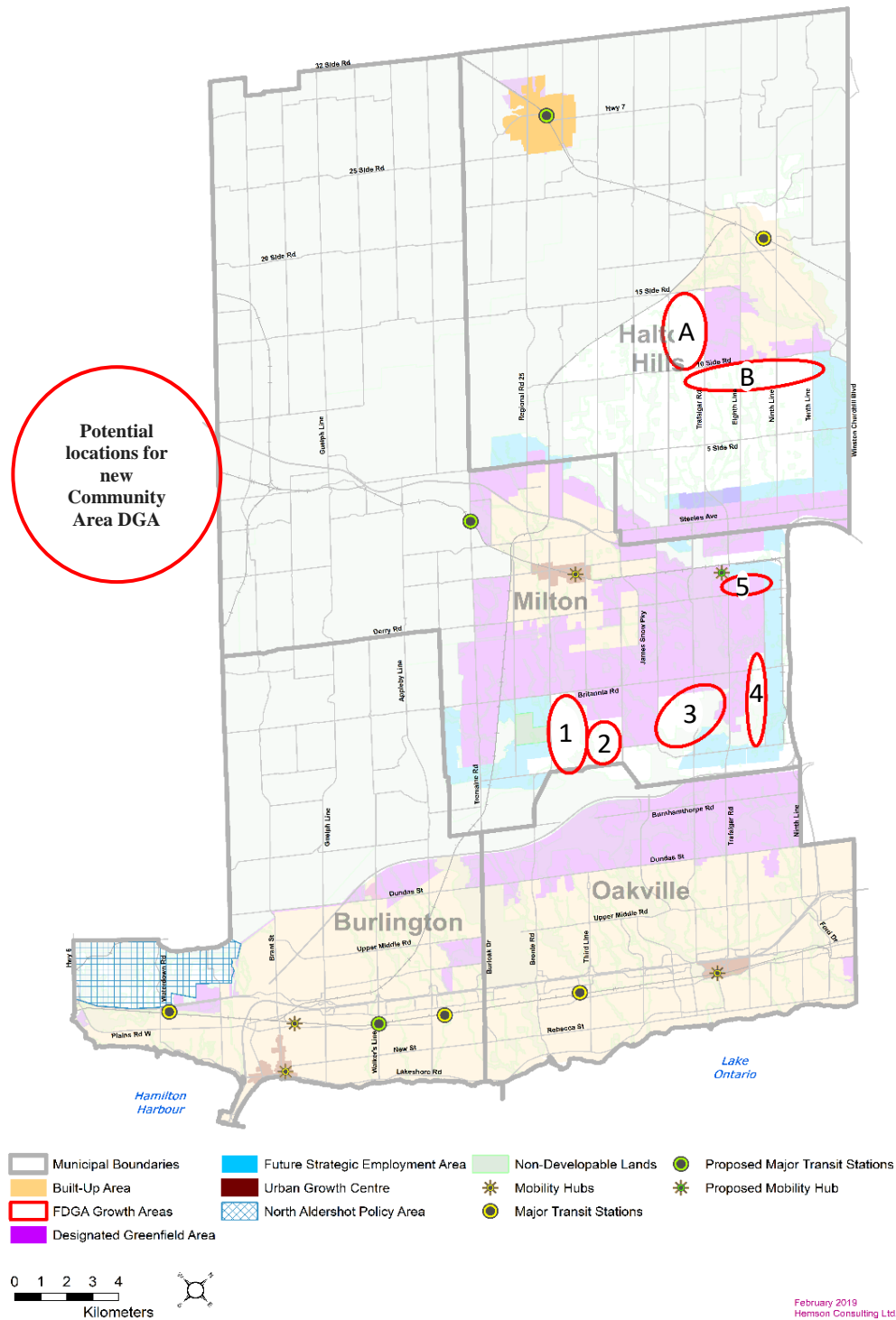
#### Medium Density Development in Milton



#### New Residential Development in Boyne, Milton



Figure 29: Potential locations for new Community Area DGA





As shown on Figure 29, potential locations for new Community Area DGA, which provide for the contiguous extension of the existing urban area, include a southerly and/or westerly expansion of the Georgetown Urban Area (Areas A and B), southerly expansions of the Milton Urban Area (Areas 1 to 4), and conversion of the South Agerton employment area in Milton to community area (Area 5).

The locations (and geographic size) of the areas proposed for new Community Area DGA, will be refined at the next stage of the IGMS process, in which more detailed Growth Concepts are developed, and the quantum of land finalized through the land needs assessment.

### **5.3.5 North Aldershot Planning Area – Settlement Area Expansion**

A separate theme of the ROPR is a review of the existing land use planning framework for the North Aldershot area, an area located between the Burlington community of Aldershot and the brow of the Niagara Escarpment. The ROP established a mutually exclusive land use designation for lands identified as North Aldershot Policy Area outside of the Urban Area designation, and subject to land use planning policies that pre-date the current Provincial planning and policy framework.

The purpose of the North Aldershot review component of the ROPR is to bring it up to date with the Growth Plan (2019); Provincial Policy Statement, 2020; Greenbelt Plan, 2017; and Niagara Escarpment Plan, 2017. Any consideration of a settlement boundary expansion to include all, or a portion of, lands within North Aldershot, must occur within the context of the current MCR and be based upon the Growth Plan (2019) policy tests for settlement boundary expansion, and the results of the Land Needs Assessment. As noted previously, the review of the North Aldershot area is the subject of a separate discussion paper.

### **5.3.6 Location of New Designated Greenfield Area – Employment Area**

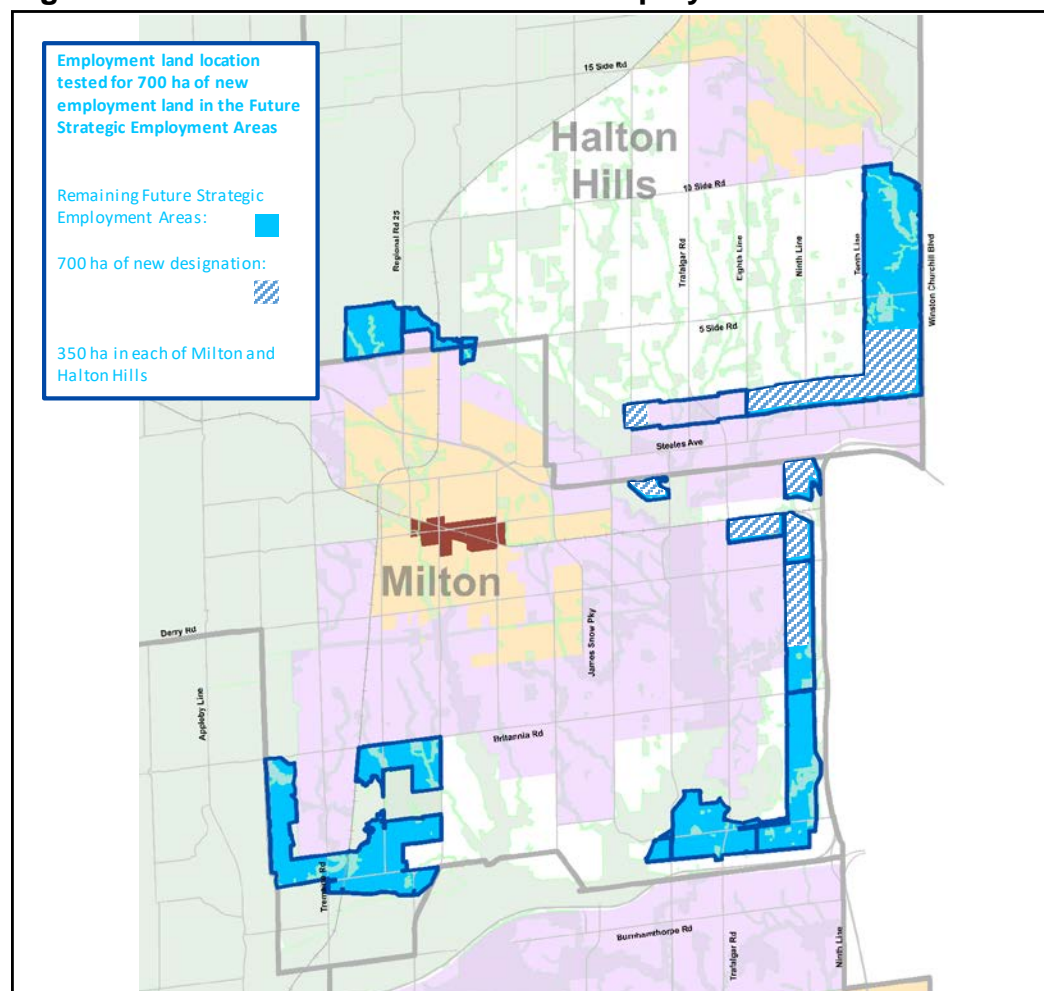
Locations in which to accommodate the approximately 560 to 890 (mid-range of 720 ha) hectares of additional Employment Area land to the 2041 planning horizon are also limited to Milton and Halton Hills. Figure 30 shows the areas identified through the Growth Scenarios Report.

These preliminary locations were chosen based on their location within the Future Strategic Employment Area of the Region, previously identified as being suitable for protection for potential employment land, as needed, due to proximity to existing or planned major transportation facilities (i.e. Highways 401, 407 and the GTA West planned corridor).

The locations (and geographic size) of the areas proposed for new Employment Area DGA, will be refined at the next stage of the IGMS process, in which more detailed

Growth Concepts are developed, and the quantum of land finalized through the land needs assessment.

**Figure 30: Potential locations for new Employment Area DGA**



It is important to note that while any new Employment Area DGA that may be required to 2041, as determined through the IGMS Land Needs Assessment, will be located within the FSEA, portions of this area may not be available as part of the Region's employment land supply to 2041 due to constraints to development other than those described above.

For example, in the Town of Halton Hills, both lands in the Premier Gateway Employment Area (Phase 2B), which form part of the Region's 2031 employment land supply, and lands within the FSEA, are impacted by Planned Corridor protection as required by the Province for the GTA West transportation corridor and other potential corridors.

Therefore, the Land Needs Assessment, and any analysis to determine the location of potential urban expansion to ensure an adequate supply of employment land in the Region and its' Local Municipalities to 2041, will need to take into consideration the impacts of protection for Planned Corridors, including the impact on employment land already forming part of the Region's 2031 employment land supply.

## 6.0 Next Steps

The purpose of the IGMS component of the ROPR is to develop an integrated growth management strategy to the 2041 planning horizon to implement the policy requirements of the Growth Plan (2019).

This Discussion Paper summarizes the relevant policy directions pertaining to growth management for Community Areas (Strategic Growth Areas), Employment Areas and Settlement Areas, and the related research and analysis completed through the IGMS to date.

The Discussion Paper will form the basis for consultation with Local Municipalities, conservation authorities and other public agencies, and the public as part of the ROPR.

# Acronym Glossary

DBUA	Delineated Built-Up Area
DGA	Designated Greenfield Area
DMTR	Defining Major Transit Requirements
ELE	Employment Land Employment
FRTN	Frequent Rapid Transit Network
GGH	Greater Golden Horseshoe
HUSP	Halton Urban Structure Plan
IGMS	Integrated Growth Management Strategy
LNA	Land Needs Assessment
MCR	Municipal Comprehensive Review
MMS	Mobility Management Strategy
MOE	Major Office Employment
MTSA	Major Transit Station Area
NEP	Niagara Escarpment Plan
NHS	Natural Heritage System
PPS	Provincial Policy Statement
PRE	Population-Related Employment
PSEZ	Provincially Significant Employment Zones
RNHS	Regional Natural Heritage System
ROP	Regional Official Plan
ROPR	Regional Official Plan Review
RTP	Regional Transportation Plan
SGA	Strategic Growth Area
UGC	Urban Growth Centre

# Glossary of Terms

## **Area-Specific Plans**

A local official plan amendment applying to a specific geographic area, such as a secondary plan or a Regional Official Plan Amendment applying to a specific geographic area (Regional Official Plan).

## **Community Area**

Means areas where the vast majority of housing required to accommodate the forecasted population will be located, as well as the majority of population-related jobs, most office jobs and some existing employment land employment jobs. Community areas include delineated built-up areas and the designated greenfield area (excluding employment areas) (As derived from the Land Needs Assessment of the Greater Golden Horseshoe, 2018).

## **Compact Built Form**

A land-use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation (Growth Plan 2019).

## **Complete Communities**

Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts (Growth Plan 2019).

## **Defining Major Transit Requirements (DMTR) Study**

A study commenced by Halton Region in September 2017, with two interrelated objectives:

- a) Evaluate the existing and proposed Major Transit Station Areas, higher-order transit stations and surrounding areas that are planned for intensification to identify infrastructure gaps, potential barriers to development and potential opportunities, and;



- b) Define the “Type”, “Form”, and “Function” of the Transit Priority Corridors as identified in the Mobility Management Strategy, in order to identify transit infrastructure investment opportunities for addressing potential transit demand to enhance transportation mobility and connectivity between existing and proposed Major Transit Station Areas.

### **Delineated Built Boundary**

The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in the Growth Plan (Growth Plan 2019).

### **Delineated Built-up Area (DBUA)**

All land within the Delineated Built Boundary (Growth Plan 2019).

### **Designated Greenfield Area (DGA)**

Lands within Settlement Areas (not including Rural Settlements) but outside of Delineated Built-up Areas that have been designated in an official plan for development and are required to accommodate forecasted growth to the horizon of this Plan (Growth Plan 2019).

### **Employment Area**

Areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities (Provincial Policy Statement, 2020).

### **Employment Land Employment (ELE)**

Jobs accommodated primarily in industrial-type buildings, the vast majority of which are located in business parks and industrial areas (Land Needs Methodology).

### **Greater Golden Horseshoe (GGH)**

The geographic area identified as the Greater Golden Horseshoe growth plan area in Ontario Regulation 416/05 under the Places to Grow Act, 2005 (Growth Plan 2019).

### **Growth Scenarios Report**

The first report (dated June 2019), in a series of four IGMS reports, which provides background information and analysis on the management of growth to 2041, and presents a set of 8 preliminary population and population related employment Growth Scenarios, as well as an employment growth scenario, with a recommendation to carry forward four Growth Scenarios into the development of four detailed Growth Concepts, leading to a Preferred Growth Concept.

### **Higher-Order Transit**

Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher-order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in a dedicated right-of-way (Growth Plan 2019).

### **Inclusionary Zoning**

A planning tool available to municipalities for developments within Major Transit Station Areas, which can require that a certain percentage of units within a new residential development be set aside as affordable housing units, and maintained as affordable for a set period of time.

### **Integrated Growth Management Strategy (IGMS)**

A strategy in preparation by Halton Region during its current Municipal Comprehensive Review (MCR) to establish a vision and implementation plan to guide growth and development in Halton and its Local Municipalities to 2041.

### **Intensification**

Means the development of a property, site or area at a higher density than currently exists through:

- a) Redevelopment, including the reuse of brownfield sites;
- b) The development of vacant and/or underutilized lots within previously developed areas;
- c) Infill development; and
- d) The expansion or conversion of existing buildings (Provincial Policy Statement, 2020).

### **Land Needs Assessment (LNA)**

A standard methodology providing direction on how to determine the quantity of land needed to accommodate forecasted population and employment growth to the Growth Plan horizon in a manner that supports Growth Plan policy objectives. Upper-tier (i.e. Halton Region) and single-tier municipalities are required to use this methodology.

### **Local Municipality**

The lower-tier municipalities comprising the upper-tier Halton Region: The City of Burlington and the Towns of Oakville, Milton and Halton Hills. The local municipalities each have local official plans setting out their individual land use planning objectives and policies, which must conform with all applicable Provincial plans and policies, as well as the Regional Official Plan.

### **Local Urban Structure**

An urban structure defined by a Local Municipality in the Halton Region, which furthers the growth management and community building objectives of the Local Municipality, and is intended to complement the Regional Urban Structure, in conformity to the Regional Official Plan. The Local Urban Structure consists of: Strategic Growth Areas, Employment Areas, stable residential areas, other locally-identified areas, and the transportation and growth corridors that connect these areas.

### **Major Office Employment (MOE)**

Office jobs contained within free-standing buildings more than 20,000 net square feet (Land Needs Assessment Methodology) or more than 4,000 square metres (Growth Plan).

### **Major Retail**

Large-scale or large-format stand-alone retail stores or retail centres that have the primary purpose of commercial activities.

### **Major Transit Station Area (MTSA)**

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 to 800-metre radius of a transit station, representing about a 10-minute walk (Growth Plan 2019).

### **Mobility Hubs**

Major Transit Station Areas (MTSA's) that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together. They have or are planned to have a concentration of mixed-use development around a major transit station. Given the high level of transit service at or forecasted for Mobility Hubs relative to other MTSA's, it is recommended that the Mobility Hub areas receive a commensurately higher level of development intensity and design consideration that supports transit and multi-modal travel than what may be applied in other MTSA's.

### **Mobility Management Strategy (MMS)**

A strategy that has been developed to guide the evolution of a region-wide inter and intra transportation network over the next 25 years to 2041. The strategy is based on the principle of "Mobility-as-a-Service", recognizing that mobility options are no longer clearly divided between automobile and transit, but rather focus on a menu of travel options including sustainable and active transportation mode. (Mobility Management Strategy; Halton Region, 2016).

### **Municipal Comprehensive Review (MCR)**

A new official plan, or an official plan amendment, initiated by an upper- or single-tier municipality (i.e. Halton Region) under Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan (Growth Plan 2019).

### **Natural Heritage System (NHS)**

Means system made up of natural heritage features and areas, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. The system can include natural

heritage features and areas, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, associated areas that support hydrologic functions, and working landscapes that enable ecological functions to continue (Growth Plan 2019).

### **Planned Corridor**

Corridors or future corridors which are required to meet projected needs, and are identified through the Growth Plan, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ministry of Transportation, Ministry of Energy, Northern Development and Mines, Metrolinx or Independent Electricity System Operator (IESO) or any successor to those Ministries or entities, is actively pursuing the identification of a corridor (PPS, 2020).

### **Population-Related Employment (PRE)**

Jobs that primarily serve a resident population, including retail, education, health care, local government and work-at-home employment, generally located in Community Areas.

### **Priority Transit Corridor**

Transit corridors are shown in Schedule 5 of the Growth Plan, or as further identified by the Province to implement the Growth Plan (Growth Plan 2019).

### **Protected Major Transit Station Area (MTSA)**

A municipal tool used to support Higher Order Transit infrastructure around Major Transit Station Areas. The tool restricts appeals of Protected MTSA when a municipality establishes the required official plan policies (i.e. transit-supportive densities and uses).

### **Provincial Policy Statement (PPS)**

A policy statement issued under the authority of Section 3 of the Planning Act, which provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

### **Provincially Significant Employment Zones (PSEZ)**

Areas defined by the Minister in consultation with affected municipalities for the purpose of long-term planning for job creation and economic development. Provincially significant employment zones can consist of employment areas as well as mixed-use areas that contain a significant number of jobs.

### **Public Service Facilities**

Lands, buildings and structures for the provision of programs and services provided or subsidized by a government or other bodies, such as social assistance, recreation, police and fire protection, health and educational programs, long term care services, and cultural services. Public service facilities do not include infrastructure (Provincial Policy Statement, 2020).

## **Regional Official Plan (ROP)**

An official plan prepared under the authority of the Planning Act, approved as amended and consolidated on September 28, 2015, and that outlines a long term planning vision for Halton Region to the 2031 planning horizon.

## **Regional Urban Structure**

A Region-wide urban structure that builds upon key components of the Regional Structure contained in the approved Regional Official Plan and complements the Local Urban Structures of each Local Municipality. The Regional Urban Structure must address conformity with the Growth Plan (2019), and will be developed through the IGMS and incorporated into the Regional Official Plan.

## **Rural Settlement**

Existing hamlets or similar existing small settlement areas that are long-established and identified in official plans. These communities are serviced by individual private on-site water and/or private wastewater systems, contain a limited amount of undeveloped lands that are designated for development and are subject to official plan policies that limit growth (Growth Plan 2019).

## **Settlement Areas**

Urban areas and Rural Settlements within municipalities (such as cities, towns, villages and hamlets) that are:

- a) Built-Up Areas where development is concentrated and which have a mix of land uses; and
- b) Lands which have been designated in an official plan for development in accordance with the policies of the Growth Plan.

Where there are no lands that have been designated for development, the settlement area may be no larger than the area where development is concentrated (Growth Plan 2019).

## **Strategic Growth Area (SGA)**

Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating Intensification and higher-density mixed uses in a more Compact Built Form. Strategic growth areas include Urban Growth Centres, Major Transit Station Areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or Higher-Order Transit corridors may also be identified as Strategic Growth Areas (Growth Plan 2019).



### **Transit Priority Corridor**

Region-wide connections that link existing and anticipated regional destinations and attractions that are Regional Transit Nodes including Urban Growth Centres, intensification areas, employment nodes, and Regional Transit Nodes such as GO stations (Major Transit Stations). Regional Transit Nodes include significant nodes in the Region that do not have a rail station, but nonetheless play a key role in inter- and intra-regional connectivity. (DMTR; Halton Region, 2019)

### **Urban Growth Centre (UGC)**

Existing or emerging downtown areas shown in Schedule 4 of the Growth Plan (2019) and as further identified by the Minister on April 2, 2008 (Growth Plan 2019). UGCs in Halton Region are Downtown Burlington, Midtown Oakville, and Downtown Milton.

# References

[A Place to Grow: Growth Plan for the Greater Golden Horseshoe](#)

[Defining Major Transit Requirements Study](#)

[Greenbelt Plan](#)

[Halton Regional Official Plan](#)

[Halton Region Transportation Master Plan \(2031\) - \*The Road to Change\*](#)

[IGMS Evaluation Framework](#)

[IGMS Growth Scenarios Report](#)

[Land Needs Assessment Methodology for the Greater Golden Horseshow](#)

[Metrolinx 2041 Regional Transportation Plan](#)

[Metrolinx Mobility Hub Guidelines](#)

[Mobility Management Strategy](#)

[MTO Greater Golden Horseshoe Transportation Plan](#)

[MTO Transit-Supportive Guidelines](#)

[Planning Act](#)

# Appendices

## Appendix A: Discussion Section

We welcome your feedback on this and other areas important to the Regional Urban Structure and Integrated Growth Management Strategy. Below is a summary of the questions posed throughout the Discussion Paper. Please take a moment to answer these questions and provide your valuable insight into these issues:

1. How can the Regional Official Plan further support the development of Urban Growth Centres?

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2. Should the Region consider the use of Inclusionary Zoning in Protected Major Transit Station Areas to facilitate the provision of affordable housing?

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3. Should the Region consider the use of the Protected Major Transit Station Areas tool under the Planning Act, to protect the Major Transit Station Areas policies in the Regional Official Plan and local official plans from appeal? If so, should all Major Transit Station Areas be considered or only those Major Transit Station Areas on Priority Transit Corridors?

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4. From the draft boundaries identified in Appendix B and the Major Transit Station Area boundary delineation methodology outlined, do you have any comments on the proposed boundaries? Is there anything else that should be considered when delineating the Major Transit Station Areas?

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5. How important are Major Transit Station Areas as a component of Halton's Regional Urban Structure? What is your vision for these important transportation nodes?

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6. Building on the 2041 Preliminary Recommended Network from the Determining Major Transit Requirement, should corridors be identified as Strategic Growth Areas in the Regional Official Plan? Is so, should a specific minimum density target be assigned to them?

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7. Should the Regional Official Plan identify additional multi-purpose and minor arterial roads in the Regional Urban Structure, not for the purposes of directing growth, but to support a higher order Regional transit network?

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8. Are there any other nodes in Halton that should be identified within the Regional Official Plan from a growth or mobility perspective (i.e. on Map 1)? If so, what should the function of these nodes be and should a density target or unit yield be assigned in the Regional Official Plan?

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9. Are there any other factors that should be considered when assessing Employment Area conversion requests in Halton Region?

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10. Are there any areas within Halton Region that should be considered as a candidate for addition to an Employment Area in the Regional Official Plan?

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11. How can the Regional Official Plan support employment growth and economic activity in Halton Region?

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12. What type of direction should the Regional Official Plan provide regarding planning for uses that are ancillary to or supportive of the primary employment uses in employment areas? Is there a need to provide different policy direction or approaches in different Employment Areas, based on the existing or planned employment context?

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13. How can the Regional Official Plan support planning for employment on lands outside Employment Areas, and in particular, within Strategic Growth Areas and on lands that have been converted? What policies tools or approaches can assist with ensuring employment growth and economic activity continues to occur and be planned for within these areas?

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14. Are there other factors, besides those required by the Growth Plan, Regional Official Plan or Integrated Growth Management Strategy Evaluation Framework that Halton Region should consider when evaluating the appropriate location for potential settlement area expansions?

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15. What factors are important for the Region to consider in setting a minimum Designated Greenfield Area (DGA) density target for Halton Region as whole, and for each of the Local Municipalities? Should the Region use a higher minimum Designated Greenfield Area density target than the 50 residents and jobs per hectare target in the Growth Plan?

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16. Are there any additional considerations or trends that Halton Region should review in terms of the Regional Urban Structure component of the Regional Official Plan Review?

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## Appendix B: MTSA Proposed Boundary Delineations

### 1- MTSA Evaluation Process

The evaluation of MTSA's through the Regional Official Plan Review (ROPR) builds on the Growth Plan (2019), Metrolinx RTP to 2041, and local plans and studies to closely examine areas around existing and future transit stations from transit supportive growth and connectivity perspectives. The evaluation of MTSA's highlights the potential of an area to accommodate growth and support the overall Regional structure as well as promote intra- and inter-regional connectivity.

The evaluation of Regional MTSA's is done through two lenses, the land use policy lens which examines the potential of areas around transit stations to support growth and the overall urban structure of the Region, while the transportation lens examines the importance of the station as a node on the planned and existing Higher Order Transit network of corridors.

#### a- Evaluation of MTSA's within the Land Use Planning Context

The Growth Plan (2019) provides direction to prioritize Intensification in Strategic Growth Areas to enable an integrated transportation network and ensure efficient use of land and infrastructure and to support transit viability. Within Halton, a regional structure would ensure that growth is directed to Strategic Growth Areas, such as MTSA's in order to support transit. In order to connect these MTSA's and other Strategic Growth Areas, the transportation network linkages provided by corridors allow for inter and intra-regional connectivity. MTSA's that are connected by existing and planned Higher Order Transit service are a key driver for increased Intensification and transit supportive development.

The ROP currently identifies Mobility Hubs, Major Transit Stations, and Proposed Major Transit Stations as part of the Region's Intensification Areas in policy and depicted conceptually on Map 1: Regional Structure and Map 3: Functional Plan of Major Transportation Facilities. Through the ROPR, and in conformity with the Growth Plan (2019), the Region is reviewing the existing ROP to update the transit station typology to support growth to existing and evolving Strategic Growth Areas in alignment with local plans and studies.

#### b- Evaluation of MTSA's within the Transportation Context

##### Metrolinx Regional Transportation Plan, 2041

The 2041 Regional Transportation Plan (RTP) identified the long-term vision for the Greater Toronto and Hamilton Area's (GTHA) rapid transit network and was approved by the Metrolinx Board of Directors in March 2018. The RTP identified a full range of transit projects needed to meet growth demands culminating in the 2041 Frequent Rapid Transit Network (FRTN). Metrolinx has developed a Prioritization Framework to evaluate and

build evidence for unfunded FRTN projects. The objective of the [Advancing Transit Priorities FRTN Prioritization Framework](#) was to evaluate and group unfunded FRTN projects to inform the sequencing of Metrolinx Business Case analysis. Projects that have been prioritized by the Metrolinx FRTN Prioritization Framework are grouped by Metrolinx for prioritization into a high scoring, medium scoring and third scoring to “refine and monitor” projects. The Metrolinx scoring is identified in the Proposed MTSA Delineation profiles below. The projects that Metrolinx has prioritized as high and medium scoring are advanced for a detailed strategic case and initial business case.

## **Regional Transportation Context**

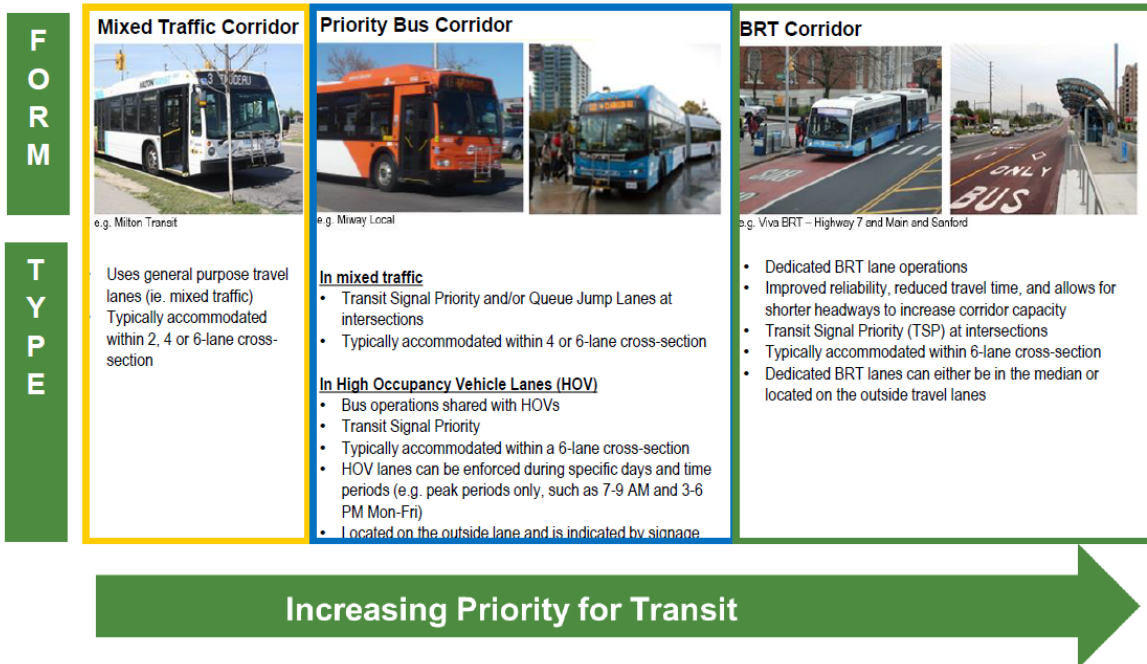
The Region’s Mobility Management Strategy (MMS), built on the ROP, identifies a Regional Transit Priority Corridor Network to 2041 which connects Regional Transit Nodes of Urban Growth Centres, MTSAs at key intersection points on the Transit Priority Corridor and proposed/future GO Rail stations identified in local studies. Following the MMS, the Defining Major Transit Requirements (DMTR) Study in Halton defined the type, form and function of the Region’s Transit Priority Corridors. The corridors identified in the DMTR are used for analysis to support the evaluation to delineate the stations. The study’s purpose was to identify infrastructure investment opportunities for addressing potential transit demand to enhance transportation mobility and connectivity between the existing and proposed MTSAs to 2041. The defined type refers to the level/type of priority being considered for transit in a corridor ranging from Mixed Traffic to Bus Rapid Transit (BRT). The defined form refers to the physical infrastructure required in a corridor ranging from mixed traffic general purpose lanes, Transit Signal Priority (TSP), queue jump lanes or High Occupancy Vehicle (HOV) lanes for Priority Bus Corridors and dedicated BRT lanes for Bus Rapid Transit Corridors. The image on the following page depicts the hierarchy of transit priority corridor type and form and its progression of increasing priority.

The DMTR also evaluated the existing and proposed MTSAs to identify infrastructure gaps, potential barriers to development and potential opportunities to support future Intensification and growth. The study established a hierarchy of stations throughout the Region based on their overall regional function and inter-relationship to the transit priority network. The MTSAs, which act as important nodes for the transportation network, were grouped based on their regional functionality, in some cases to support growth, and opportunity to provide enhanced mobility and connectivity throughout the Region.

## **Local Transit Context**

The evaluation of MTSAs for delineation also takes into consideration the level of service provided to the station by the local transit service providers. In some cases, inter-regional transit and planned transit service strategies are also considered.

## Hierarchy of Transit Priority Corridor Type & Form



### c- MTSA Delineation and Density Targets

As discussed in Section 3.4, the Growth Plan, 2019 requires the Region to delineate and assign density targets to the Major Transit Stations located on the Growth Plan Schedule 5 Transit Priority Corridor in consultation with the local municipalities. The Region may choose to delineate and assign density targets to other MTSAs. Building on the work completed by the Region through the DMTR, and supported by the Metrolinx RTP and the Metrolinx FRTN Prioritization Framework, an evaluation of the MTSAs has been undertaken to identify the stations to be considered for delineation through the ROPR. Given the importance of transit connectivity to MTSAs, an existing or proposed station is recommended to be delineated and would be assigned a density target, if it is serviced by existing or planned Higher Order regional transit service and local existing or planned service. The stations proposed to not be delineated, could be revaluated based on future transit service expansions, and could be identified conceptually in the Regional Official Plan.

The information below provides the details on the approach undertaken by Halton Region to evaluate and delineate the proposed boundaries for the purposes of public consultation of each of the identified MTSAs.



## 2- MTSA Evaluation Matrix

Building on the DMTR established hierarchy, the following table outlines a summary of each of the MTSA's being examined and considered for delineation as part of the ROPR based on the land use planning policy and transportation network connectivity context:

		Planning Land Use Context			Transportation Context							
Station	Municipality	Growth Plan, 2019 Designation	ROP Designation*	Local Plans and Studies for MTSA's	Existing Station	Local Existing /Planned Service	Inter-Regional Service	Planned Metrolinx 2041 RTP FRTN Service	RTP** Station	DMTR Recommended 2041 Network Type	DMTR Recommended 2041 Network Form	ROPR Delineation
Midtown Oakville	Oakville	UGC & MTSA on a Schedule 5 Priority Transit Corridor	UGC & Mobility Hub/MTSA	Official Plan	Yes	Oakville Transit	GO Transit/ Via Rail	15 minute all-day two-way Regional Express Rail	Yes	BRT Corridor	Bus Only Lanes and Transit Signal Priority	Yes
Bronte GO	Oakville	MTSA on a Schedule 5 Priority Transit Corridor	MTSA	Official Plan and Bronte GO MTSA Study	Yes	Oakville Transit	Go Transit	15 minute all-day two-way Regional Express Rail	Yes	Priority Bus Corridor	Mixed Traffic + Queue Jump + Transit Signal Priority	Yes
Appleby GO	Burlington	MTSA on a Schedule 5 Priority Transit Corridor	MTSA	Official Plan and Mobility Hub Study	Yes	Burlington Transit	GO Transit	15 minute all-day two-way Regional Express Rail	Yes	Priority Bus Corridor	Mixed Traffic + Queue Jump + Transit Signal Priority	Yes
Walkers Line	Burlington	None	None	None	No	None	None	None	No	Priority Bus Corridor	Mixed Traffic + Queue Jump + Transit Signal Priority	No***
Burlington GO	Burlington	MTSA on a Schedule 5 Priority Transit Corridor	Mobility Hub/MTSA	Official Plan, Mobility Hub Study and ICBL Land Use study	Yes	Burlington Transit	GO Transit	15 minute all-day two-way Regional Express Rail	Yes	Priority Bus Corridor	Mixed Traffic + Queue Jump + Transit Signal Priority	Yes
Downtown Burlington	Burlington	UGC	UGC/Mobility Hub/MTSA	Official Plan and ICBL Land Use study	Yes, served by bus only	Burlington Transit	None (Bus transfer with Hamilton Street Railway	Priority Bus	Yes	Mixed	Mixed Traffic	No***

							(HSR) only)					
Aldershot GO	Burlington	MTSA	MTSA	Official Plan and Mobility Hub Study	Yes	Burlington Transit	GO Transit Hamilton Street Railway (HSR)/ Via Rail	15 minute all-day two-way Regional Express Rail by 2041	Yes	Priority Bus Corridor	Mixed Traffic + Queue Jump + Transit Signal Priority	Yes
Milton GO	Milton	UGC	UGC/MTSA/ MH	Official Plan and Milton GO Mobility Hub Study	Yes	Milton Transit	GO Transit	15 minute all-day two-way Regional Express Rail	Yes	Priority Bus Corridor	HOV Lanes + Transit Signal Priority / Mixed Traffic + Queue Jump + Transit Signal Priority	Yes
Trafalgar	Milton	None	Proposed MTSA	Official Plan, Trafalgar and Agerton Secondary Plan	No	None	None	None	No	Priority Bus Corridor	HOV Lanes + Transit Signal Priority	Yes
Tremaine Road	Milton	None	None	None	No	None	None	None	No	None	None	No***
Georgetown GO	Halton Hills	MTSA	MTSA	Official Plan /GO Station Area Secondary Plan/ Employment and intensification Studies	Yes	Planned service through Town Transit Service Strategy	GO Transit	Two-way All-day	Yes	Priority Bus Corridor	Mixed Traffic + Queue Jump + Transit Signal Priority	Yes
Acton GO	Halton Hills	MTSA	MTSA	Official Plan/ Plan/ Employment and intensification Studies	Yes	Planned service through Town Transit Service Strategy	GO Transit	Two-way All-day	Yes	Mixed	Mixed Traffic	Yes

\*The current ROP identifies **Mobility Hubs** and **MTSAs**. The ROPR will review the definitions and terminology in policy and mapping.

\*\* Stations as identified in the Metrolinx Regional Transportation Plan 2041

\*\*\*These stations do not currently function as growth nodes but could be re-evaluated based on future transit expansions

3- Delineation Methodology

Major Transit Station Areas are defined in the Growth Plan (2019) as the area including and around any existing or planned higher order transit station or stop and are generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. Delineating MTSAs within Halton Region follows a consistent approach based on a set of guidelines that have been developed in accordance with Growth Plan (2019) policies, MTO Transit-Supportive Guidelines, 2012, Metrolinx Mobility Hub Guidelines, 2011, and best practices put forward by Metrolinx. Areas planned for high densities, transit supportive uses and high development potential maybe included and could extend beyond the 800m radius from the transit station.

Outlined below are the steps and guidelines used to delineate the proposed MTSA boundaries identified in Section 4:

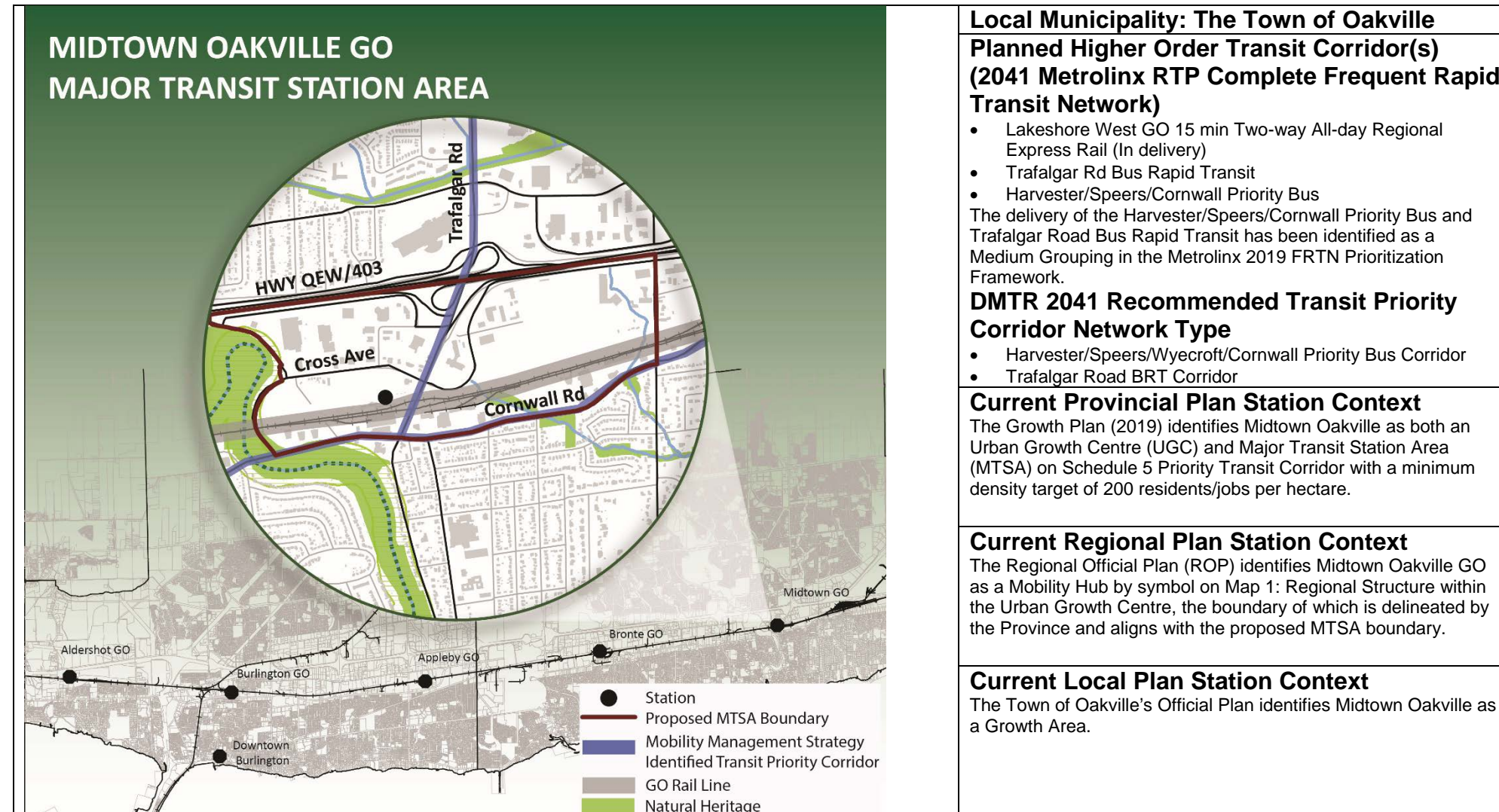
<b>Step 1</b>	<p><b>Establish the Preliminary 800m Radius around the Major Transit Station</b></p> <p>According to the Growth Plan (2019) areas candidate to be within a MTSA boundary should be within a 500m to 800m radius of the transit station. These catchment areas provide a preliminary zone that will be refined by eliminating lands that do not permit transit supportive development and/or facilitate connectivity. Later refinements to the boundary may also require the inclusion of areas outside of the 800m radius to maximize development potentials and improve connectivity.</p>	
<b>Step 2</b>	<p><b>Exclude Undevelopable Lands within the Major Transit Station Area</b></p> <p>Refine the MTSA boundary to exclude undevelopable lands. These may include the substantial Regional Natural Heritage System areas (including regulated watercourses and valleylands and Natural Hazards) or areas protected by Provincial plans such as the Greenbelt Plan (2017), The Niagara Escarpment Plan (2017), and the Parkway Belt West Plan (1978). They may also include lands which create physical barriers to development and connectivity, such as highways, and railways.</p>	
<b>Step 3</b>	<p><b>Exclude established areas, Where Possible</b></p> <p>Refine the MTSA boundary to exclude established uses such as parks, educational institutions (that have not currently been declared surplus by the school boards or are not located in areas designated for future higher density development by Local Municipalities) and low-density mature residential neighbourhoods, which are not anticipated to accommodate growth and intensification. These areas are also not anticipated to change in order to increase permeability, accessibility and connectivity, and are often constrained due to existing block patterns (e.g. long blocks with few connections) and built form conditions (e.g. rear lotting).</p>	

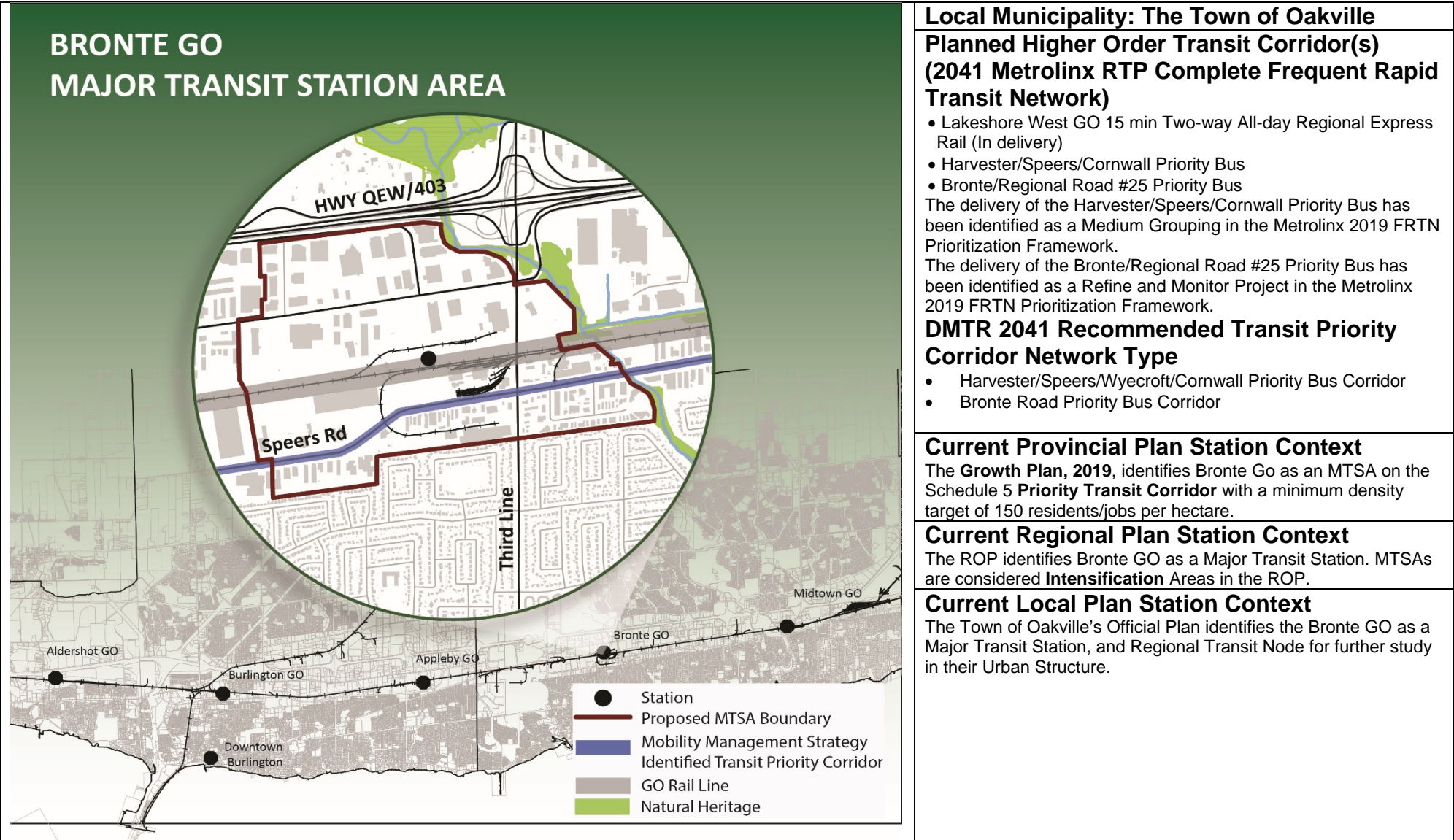
<b>Step 4</b>	<p><b>Include Whole Streets and Parcels, Where Possible</b></p> <p>Refine the MTSA boundary to include, whenever possible, properties which front onto both sides of a street to avoid potential land-use conflicts within properties and between adjacent areas, unless streets are used as boundaries between areas with different land use policy planning frameworks. Where possible, entire blocks should remain intact to facilitate the cohesive and comprehensive development of the MTSA.</p>	<p>● Major Transit Station --- Higher Order Transit Corridor □ MTSA Boundary ■ MTSA Boundary from Previous Step ■ Protected / Undevelopable Areas ■ Established Neighbourhoods</p>
<b>Step 5</b>	<p><b>Include Regional and Municipal Planning Boundaries, Where Possible</b></p> <p>Finally, whenever possible, refine the MTSA boundary to align with that of overlapping Regional and/or Municipal planning boundaries, with particular emphasis given to those which are designated for growth and Intensification (e.g. Urban Growth Centres). This will facilitate the complementary development of the MTSA and other Strategic Growth Areas.</p>	<p>● Major Transit Station --- Higher Order Transit Corridor □ MTSA Boundary ■ MTSA Boundary from Previous Step ■ Protected / Undevelopable Areas ■ Established Neighbourhoods ■ Urban Growth Centre</p>
<b>Step 6</b>	<p><b>Finalize the Major Transit Station Area Proposed Boundary</b></p> <p>Steps 1 through 5 will guide the establishment of proposed MTSA boundaries to be further refined through public consultation and local municipal input. Once refined, the Region will undertake a density evaluation for the purpose of establishing density targets and will develop an appropriate ROP policy framework to guide and support more detailed local municipal policy development and area-specific planning for these areas.</p>	<p>● Major Transit Station --- Higher Order Transit Corridor □ MTSA Boundary ■ Protected / Undevelopable Areas ■ Established Neighbourhoods ■ Urban Growth Centre --- Preliminary MTSA</p>



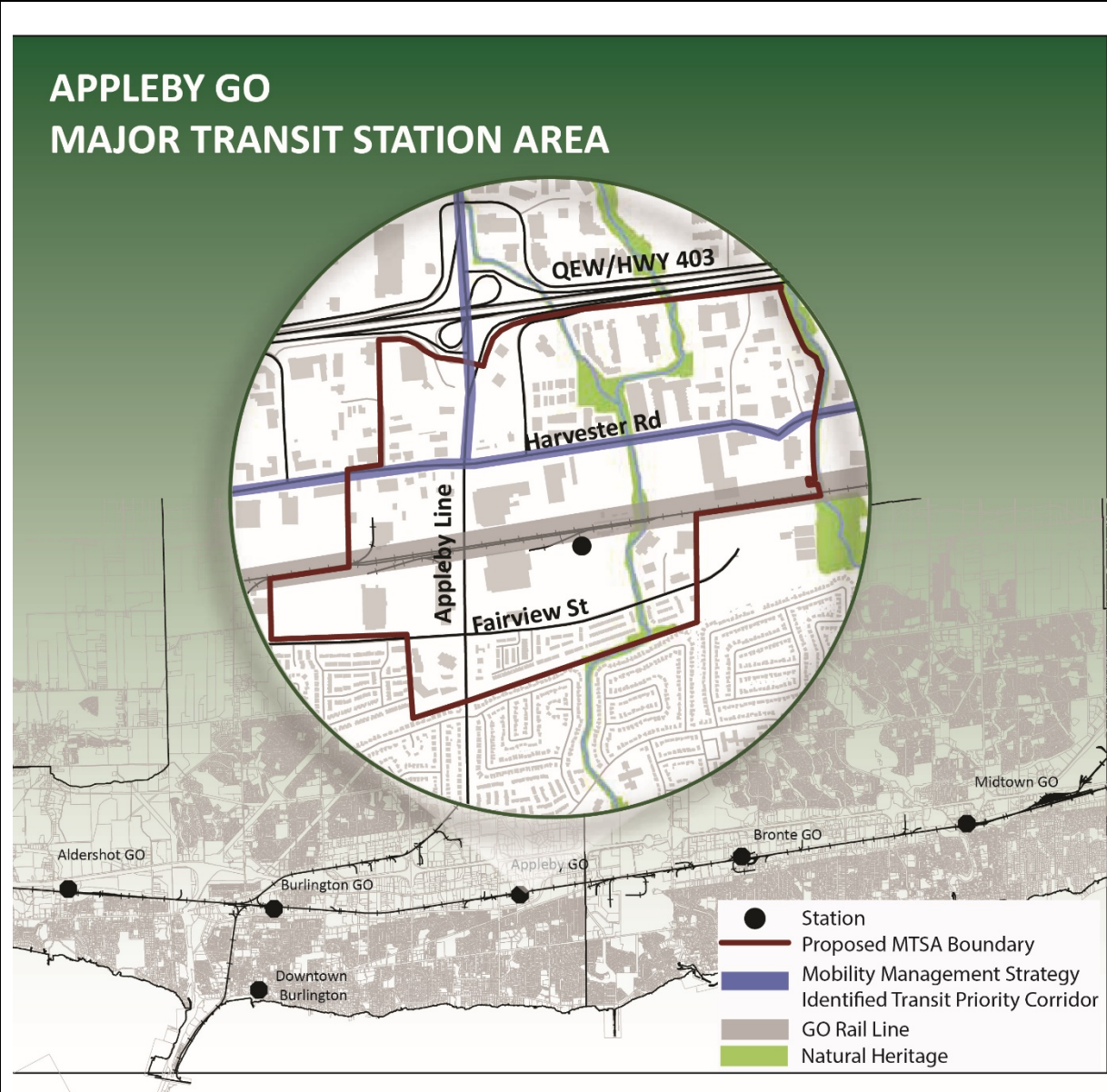
#### 4- Proposed MTSA Delineation

Following the above listed net outs as well as planning boundaries such as property lines and centrelines of roads, boundaries for the proposed MTSA's that have been identified for each station below. The following station profiles provides land use planning and transportation study context for each station.









**Local Municipality: The City of Burlington**

**Planned Higher Order Transit Corridor(s) (2041 Metrolinx RTP Complete Frequent Rapid Transit Network)**

- Lakeshore West GO 15 min Two-way All-day Regional Express Rail (In delivery)
- Harvester/Speers/Cornwall Priority Bus

The delivery of the Harvester/Speers/Cornwall Priority Bus has been identified as a Medium Grouping in the Metrolinx 2019 FRTN Prioritization Framework.

**DMTR 2041 Recommended Transit Priority Corridor Network Type**

- Harvester/Speers/Wyecroft/Cornwall Priority Bus Corridor
- Appleby Line Priority Bus Corridor

**Current Provincial Plan Station Context**

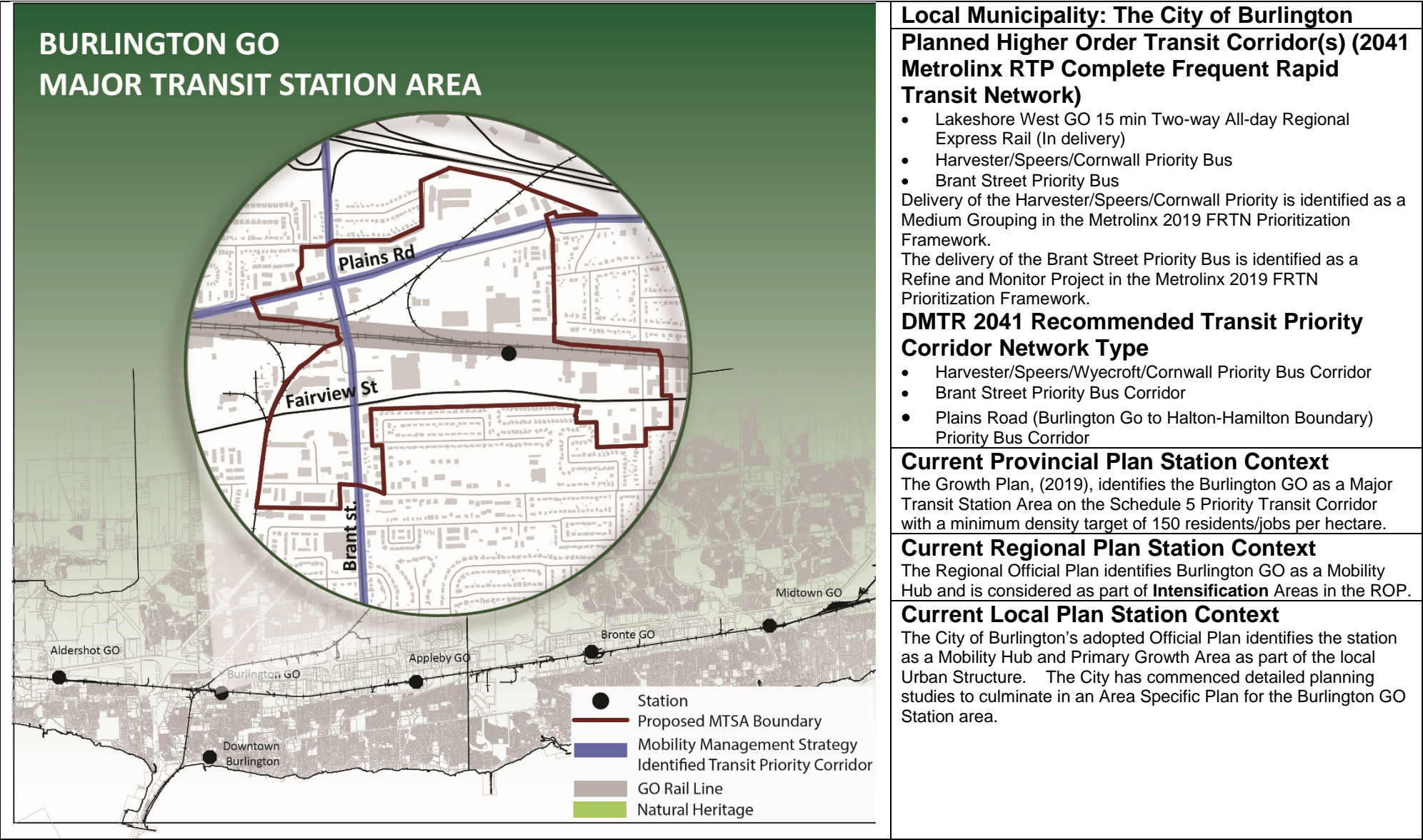
The Growth Plan (2019), identifies the Appleby GO as a Major Transit Station Area on the Schedule 5 Priority Transit Corridor with a minimum density target of 150 residents/jobs per hectare.

**Current Regional Plan Station Context**

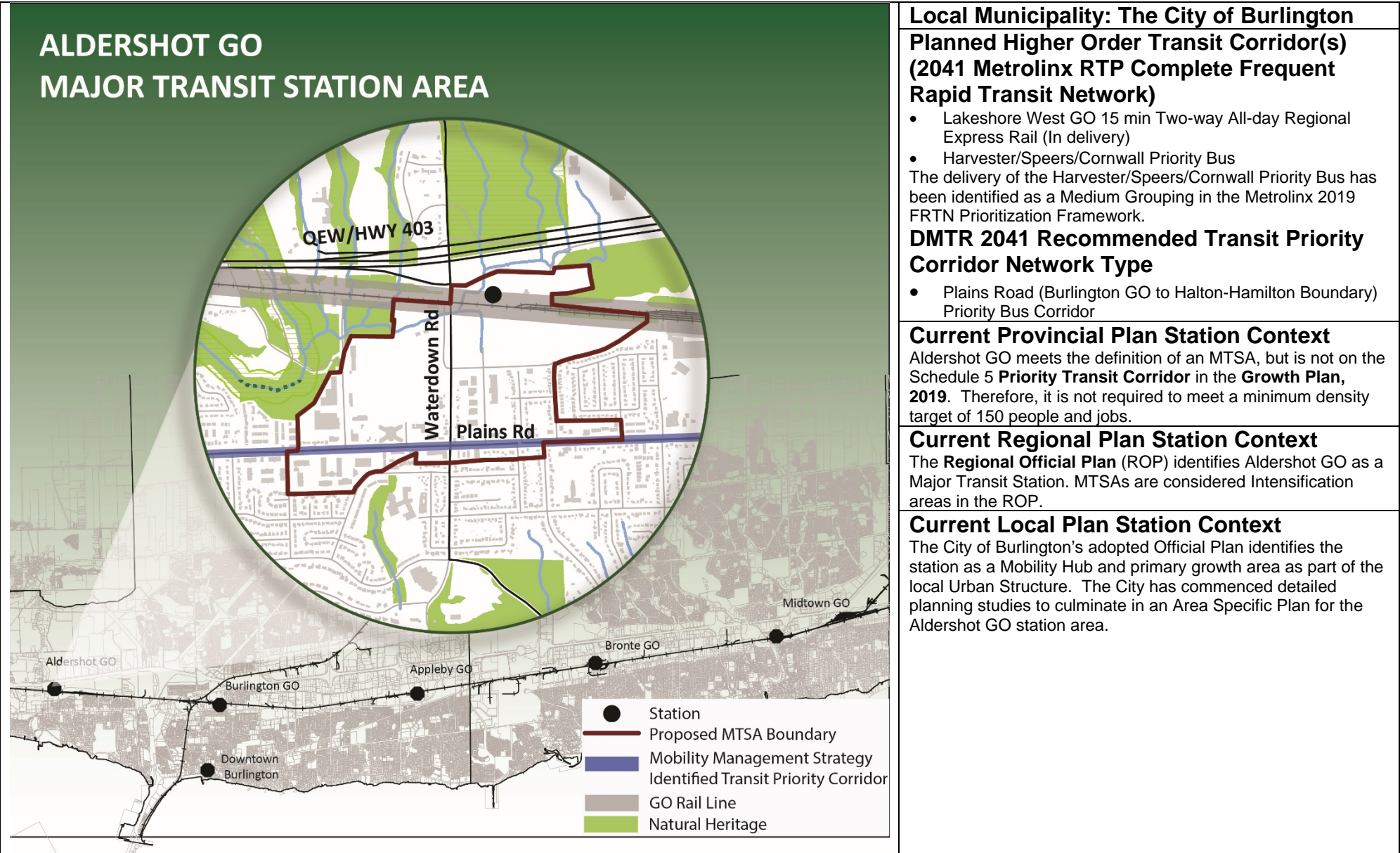
The Regional Official Plan identifies Appleby GO as a Major Transit Station Area by symbol on Map 1: Regional Structure. MTSAs are considered Intensification areas in the ROP.

**Current Local Plan Station Context**

The City of Burlington's adopted Official Plan identifies the station as a Mobility Hub and Primary Growth Area as part of the local Urban Structure. The City has commenced detailed planning studies to culminate in an Area Specific Plan for the Appleby GO station area.

















**Local Municipality: The Town of Halton Hills**

**Planned Higher Order Transit Corridor(s)  
(2041 Metrolinx RTP Complete Frequent  
Rapid Transit Network)**

- Kitchener GO Line Two-Way All-day

**DMTR 2041 Recommended Transit Priority  
Corridor Network Type**

- Trafalgar Road/Maple Avenue Priority Bus Corridor

**Current Provincial Plan Station Context**

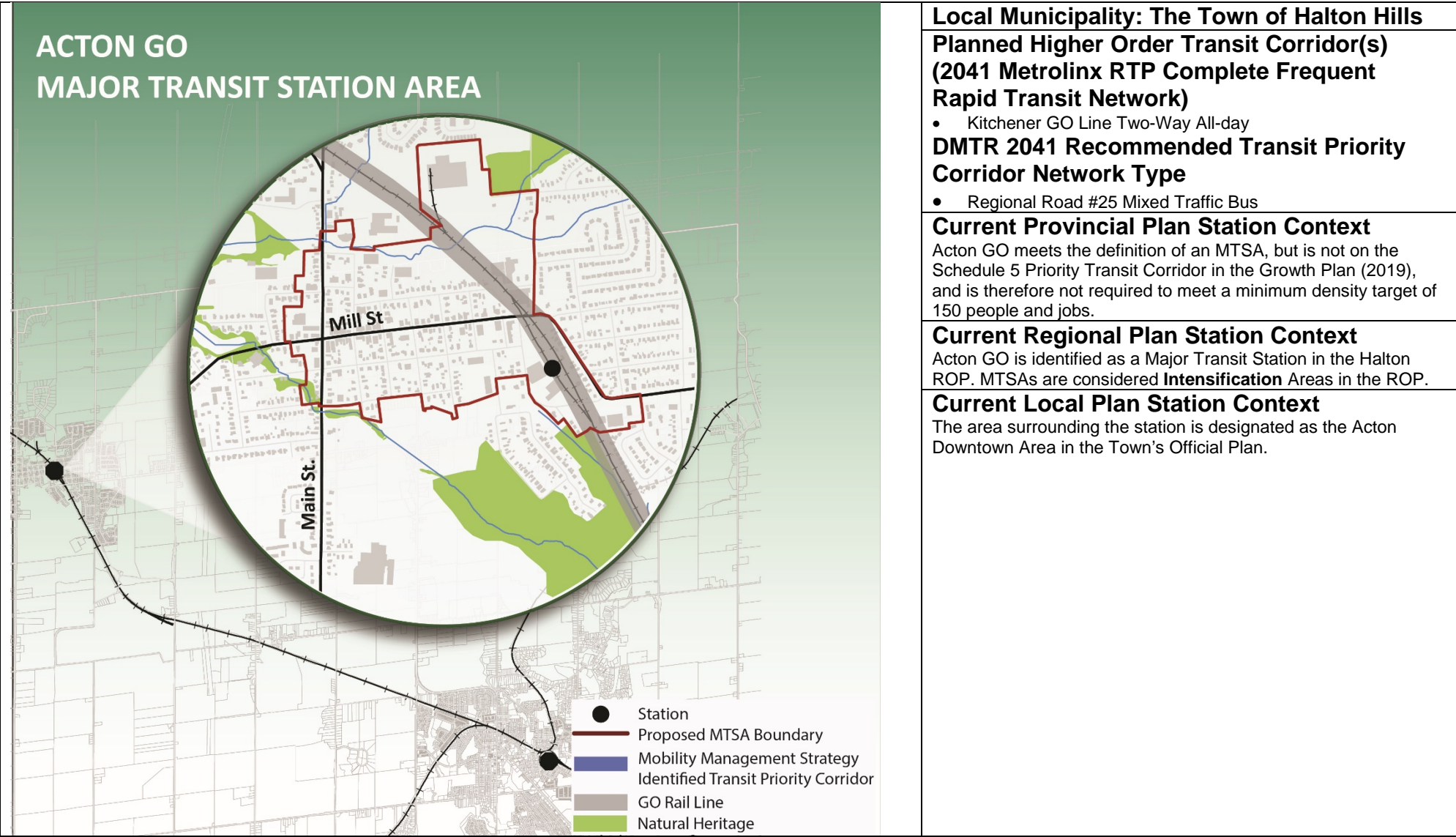
Georgetown GO meets the definition of an MTSA, but is not on the Schedule 5 Priority Transit Corridor in the Growth Plan (2019), and is therefore not required to meet a minimum density target of 150 people and jobs.

**Current Regional Plan Station Context**

The ROP identifies Georgetown GO as a Major Transit Station Area. MTSAs are considered Intensification areas in the ROP.

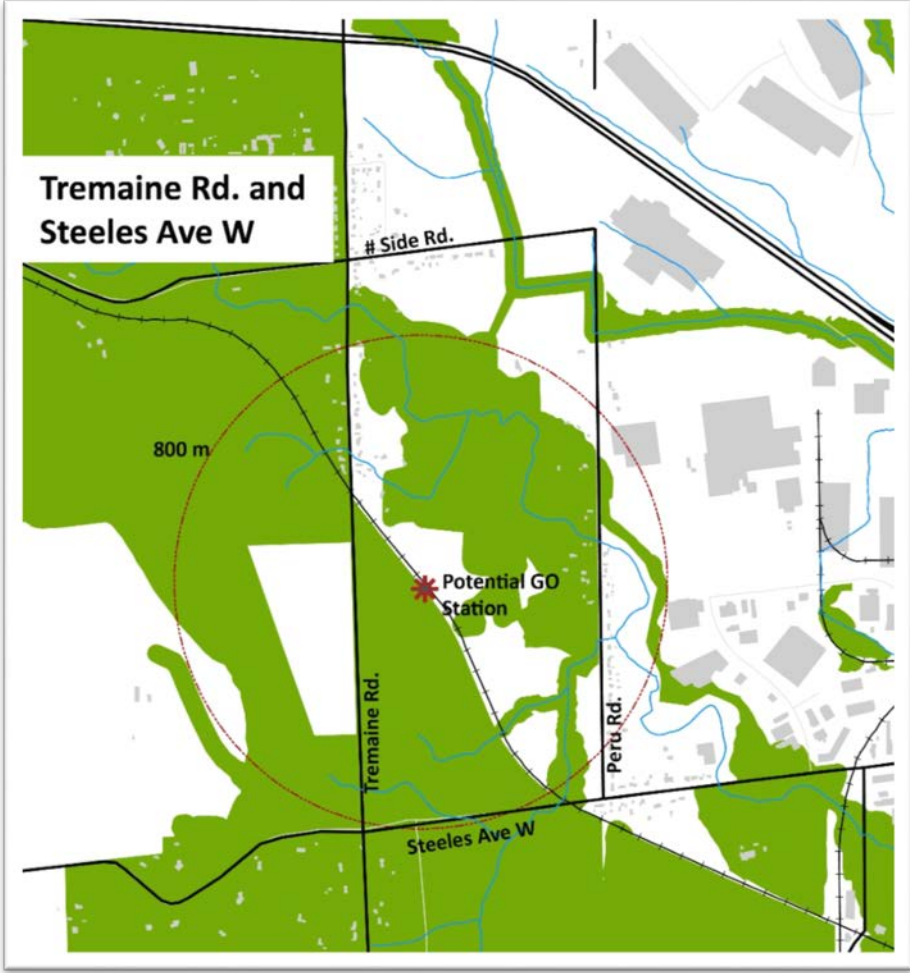
**Current Local Plan Station Context**

The Town of Halton Hills has completed a Secondary Plan for the Georgetown GO station and it is at the top of the Town's identified hierarchy of intensification areas. The lands have also been studied as part of the Town's Employment Land Needs Study and Intensification Opportunities Study update.



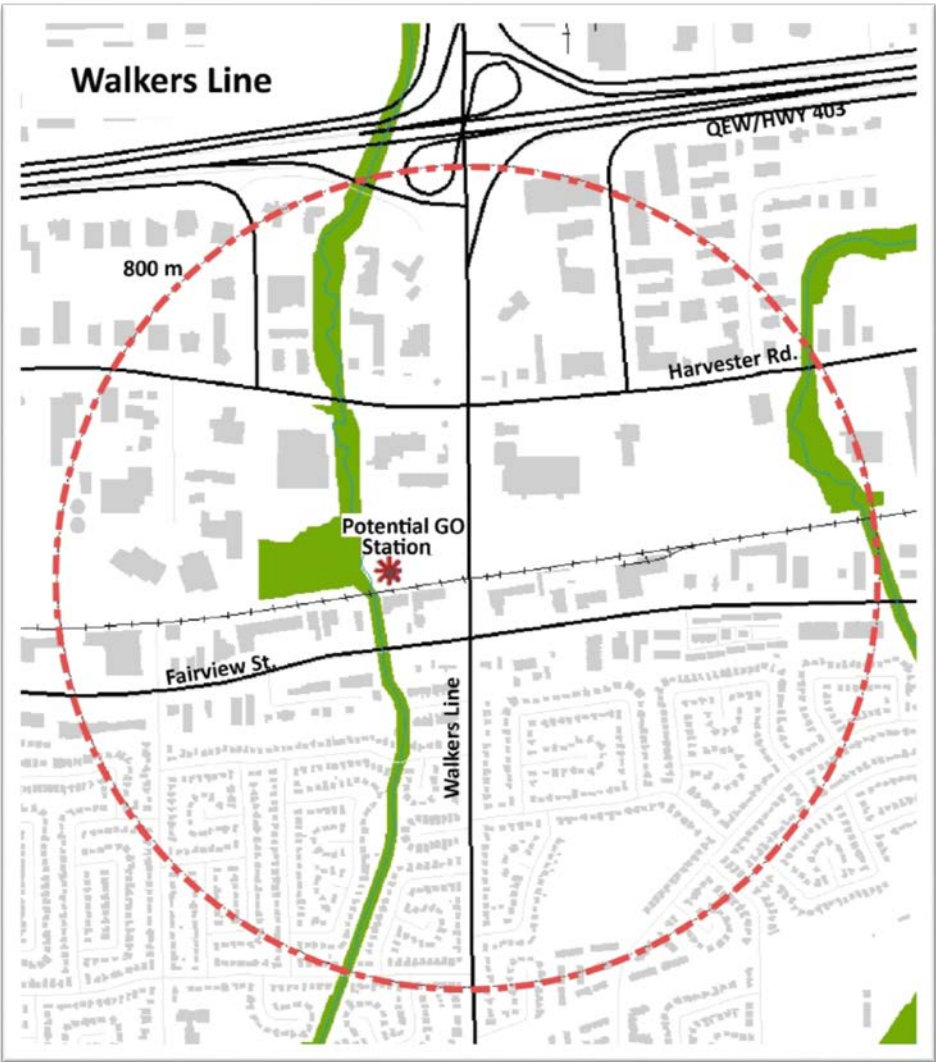
5- Stations with Opportunities for Future Delineation:

The following stations have been evaluated based on local and regional plans and studies, but are not currently functioning as MTSA growth nodes due to environmental and infrastructure constraints. These stations could be re-evaluated in future plans based on any identified transit expansions.

	<b>Local Municipality: The Town of Milton</b>
	<b>Planned Higher Order Transit Corridor(s) (2041 Metrolinx RTP Complete Frequent Rapid Transit Network)</b> <ul style="list-style-type: none"><li>• None</li></ul>
	<b>DMTR 2041 Recommended Transit Priority Corridor Network Type</b> <ul style="list-style-type: none"><li>• None</li></ul>
	<b>Current Provincial Plan Station Context</b> <p>No station exists and therefore there is no MTSA designation within the Growth Plan (2019). A proposed station has not been considered by Metrolinx as part of an initial business case analysis for future stations at this time. A proposed station would be constrained and surrounded by Escarpment Protection Area and Escarpment Natural Area of the Niagara Escarpment Plan (NEP). The Escarpment Protection Area west of Tremaine Road is intended for the protection and enhancement of natural and hydrologic features by NEP policy.</p>
	<b>Current Regional Plan Station Context</b> <p>There is no identification of an MTSA within the ROP.</p>
<b>Current Local Plan Station Context</b> <p>The Town's Official Plan does not contemplate a station a station at Tremaine Road.</p>	

\*Station location is conceptual.



 <p>*Station location is conceptual.</p>	<b>Local Municipality: The City of Burlington</b>
	<b>Planned Higher Order Transit Corridor(s) (2041 Metrolinx RTP Complete Frequent Rapid Transit Network)</b> <p>There is no station identified in the Metrolinx RTP and there is no initial business case for a new station at Walkers Line.</p> <p>If a station was planned at this location, it would be serviced by the following</p> <ul style="list-style-type: none"><li>• Lakeshore West GO 15 min Two-way All-day Regional Express Rail (In delivery)</li><li>• Harvester/Speers/Cornwall Priority Bus</li></ul> <p>The delivery of the Harvester/Speers/Cornwall Priority Bus has been identified as a Medium Grouping in the Metrolinx 2019 FRTN Prioritization Framework.</p>
	<b>DMTR 2041 Recommended Transit Priority Corridor Network Type</b> <ul style="list-style-type: none"><li>• Harvester/Speers/Wyecroft/Cornwall Priority Bus Corridor</li></ul>
	<b>Current Provincial Plan Station Context</b> <p>Currently there is no station in this area and therefore no MTSA in the context of the Growth Plan, 2019. If in the future a station was built, it would be located on the Growth Plan (2019) Schedule 5 Priority Transit Corridor.</p>
	<b>Current Regional Plan Station Context</b> <p>There is no identification of an MTSA within the ROP.</p>
	<b>Current Local Plan Station Context</b> <p>The City's adopted Official Plan does not identify a station at Walkers Line.</p>



<b>Local Municipality: The City of Burlington</b>
<b>Planned Higher Order Transit Corridor(s) (2041 Metrolinx RTP Complete Frequent Rapid Transit Network)</b> <ul style="list-style-type: none"><li>Proximity to Brant Street Priority Bus corridor.</li></ul> The delivery of the Brant Street Priority Bus has been identified as low priority, and put within the Refine and Monitor Project list in the Metrolinx 2019 FRTN Prioritization Framework.
<b>DMTR 2041 Recommended Transit Priority Corridor</b>
<b>Network Type</b> <ul style="list-style-type: none"><li>Proximity to Brant Street Priority Bus Corridor Mixed traffic.</li></ul>
<b>Current Provincial Plan Station Context</b> <p>The Growth Plan (2019) identifies Downtown Burlington as an Urban Growth Centre. The UGC is not located on a rail corridor and therefore not serviced by GO Rail Transit. On April 27, 2020 the City received a letter from the Province indicating that the John Street bus terminal does not constitute a mobility hub given that it is not at the intersection of multiple Frequent Rapid Transit network routes. The letter also confirmed that there is no provincial requirement for mobility hubs to be identified in municipal official plans given that the 2041 Metrolinx RTP focuses on MTSA's along priority transit corridors, as identified in the Growth Plan. Therefore, the Region has the ability to remove the identification of a mobility hub and MTSA in Downtown Burlington from its Official Plan.</p>
<b>Current Regional Plan Station Context</b> <p>The Regional Official Plan (ROP) identifies Downtown Burlington as an Urban Growth Centre and Mobility Hub. The Downtown is not located on a rail corridor, but consists of the John Street bus terminal that serves as a local service connection point to the Burlington GO station.</p>
<b>Current Local Plan Station Context</b> <p>The City of Burlington has completed an Interim Control By-law Land Use Study that examined the role and function of the downtown bus terminal. The findings of the study concluded that given the lower ridership compared to other stations, the lack of Higher Order Transit and lack of major bus depot function which is referenced in the Growth Plan (2019) definition of an MTSA, the downtown bus terminal is not functioning as an MTSA. Official Plan Amendment 119 implemented the findings of the ICBL study and established a typology of Major Transit Station Areas for the City. OPA 119 established that the Downtown MTSA is not expected to be a significant driver for Intensification beyond that which is required by the Downtown UGC. OPA 119 was approved by City Council in January 2020 and has been appealed to the Local Planning Appeal Tribunal.</p>



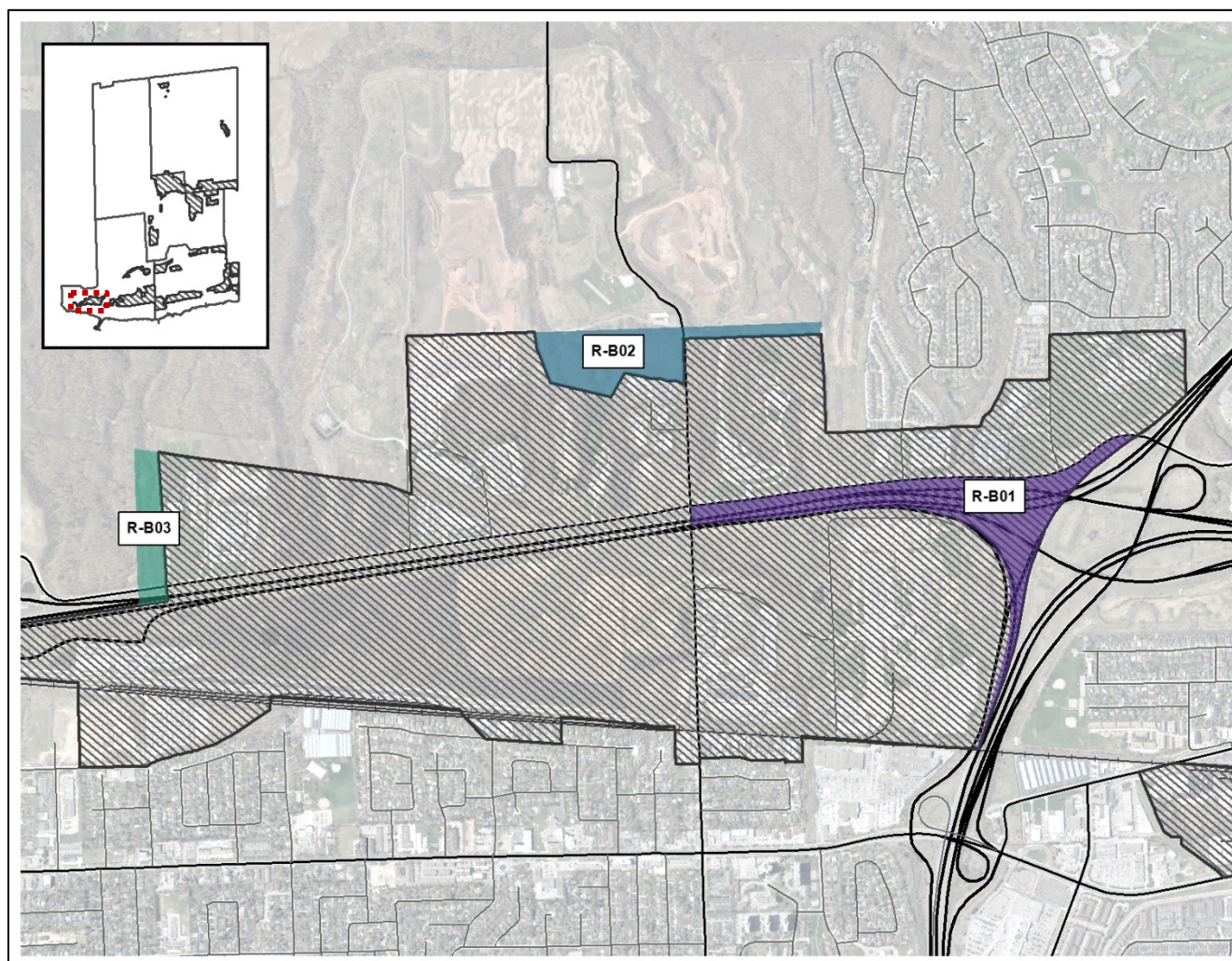
## Appendix C: Proposed Technical Revisions to Halton's Employment Areas

As part of the IGMS process, a review of the boundaries of the existing Employment Areas identified in the Regional Official Plan has been undertaken. This review focused on identifying changes of a technical nature required to ensure the existing boundaries align with road and rail rights-of-ways, parcel fabric, or existing provincial, regional or local planning boundaries, where appropriate, and, that the Employment Area boundaries are delineated in a clear, consistent, and logical manner.

A number minor technical changes have been identified as a result of this review. The majority of these are minor boundary realignments that do not represent a material or visible change – these have not been explicitly documented given their scale and nature. Other proposed changes, while still minor, are visible in terms of the change to the Employment Area boundary that they result in. These proposed changes are identified below.

As the IGMS process continues, other technical revisions to Employment Area boundaries may be identified as necessary, based on decisions on certain conversion requests or as a result of additional review or feedback.

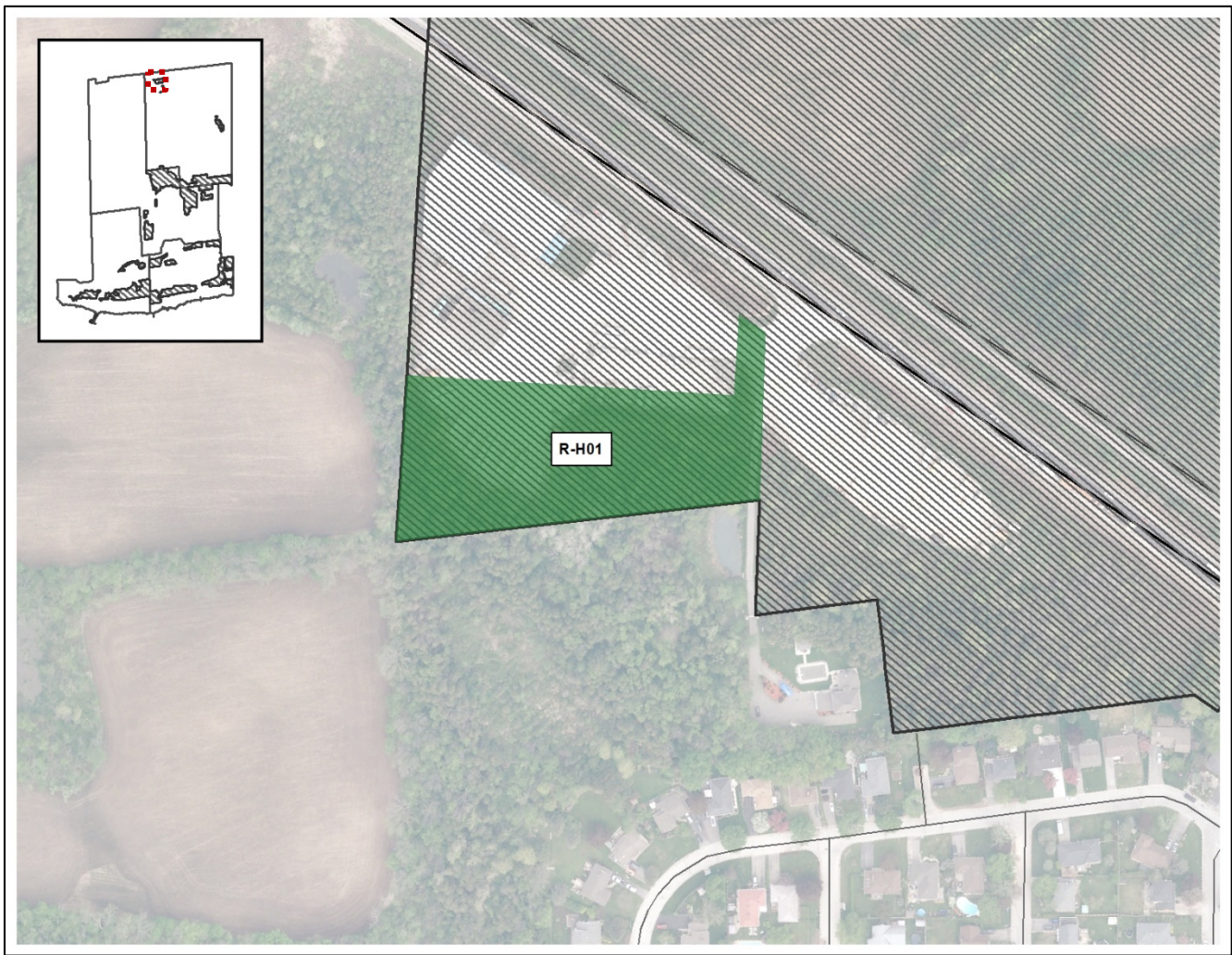
## A. Proposed Revisions to the Employment Areas in Burlington



Municipality	ID	Description of Proposed Revision
Burlington	<b>R-B01</b>	Refinement to identify a contiguous Employment Area and correct an irregular boundary delineation by including the portion of the QEW Highway corridor that was previously excluded. This proposed change is in keeping with a consistent approach for delineating Employment Area boundaries throughout the Region.
	<b>R-B02</b>	Refinement to align the Employment Area boundary with the existing North Aldershot Policy Area designation to the north of this Employment Area. This proposed change recognizes that the portion of lands in this area designated as North Aldershot Policy Area is not intended for employment uses.
	<b>R-B03</b>	Refinement to align the Employment Area boundary with the boundary of the Greenbelt Plan Protected Countryside as prescribed by the Province. This proposed change recognizes that lands located within the Greenbelt Plan Protected Countryside are subject to the Greenbelt Plan policies.



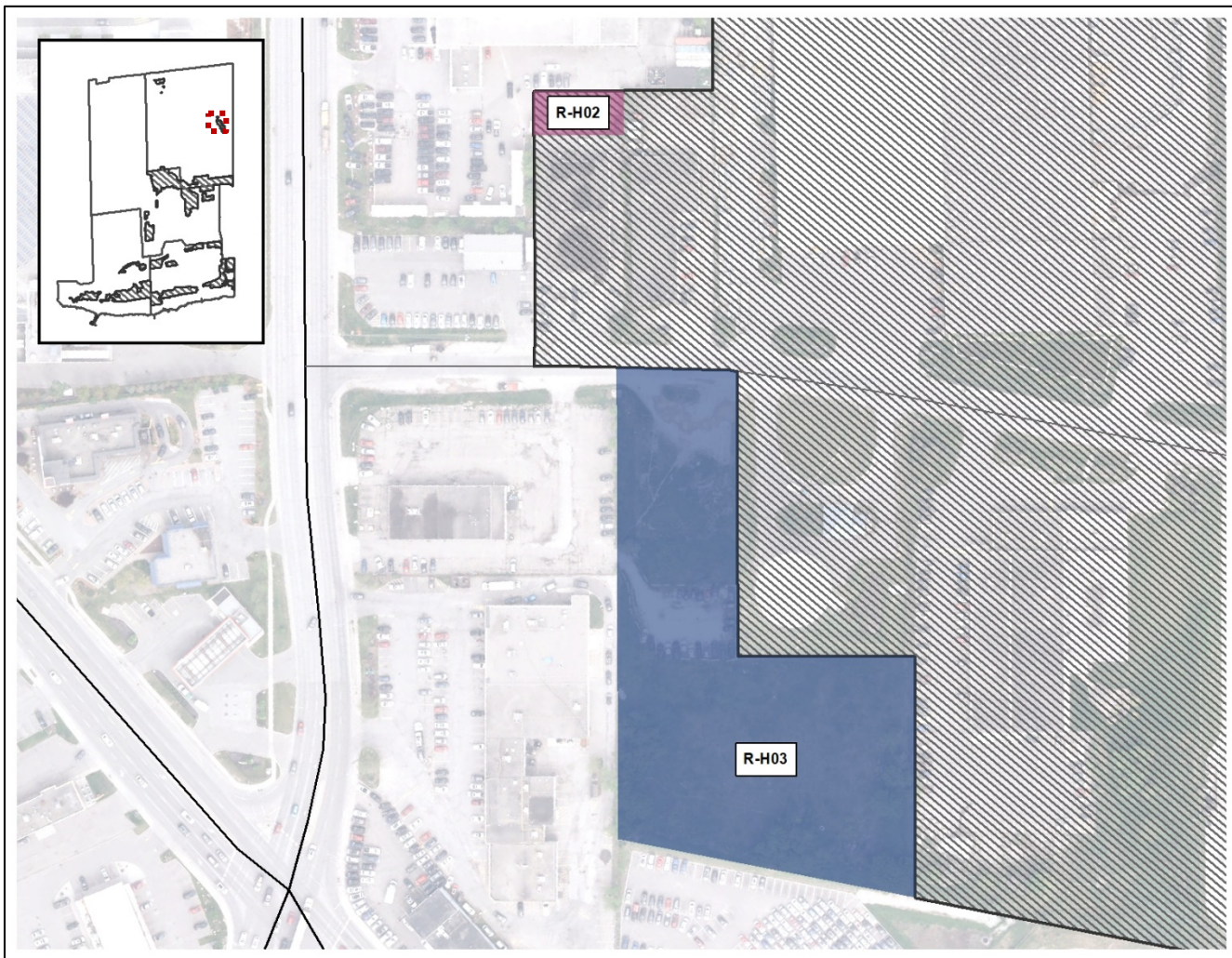
B1. Proposed Revisions to the Employment Areas in Halton Hills (Acton)



Municipality	ID	Description of Proposed Revision
Acton, Halton Hills	R-H01	<ul style="list-style-type: none"><li>Refinement to align the Employment Area boundary with the 'General Employment Area' land use designation identified in the Town of Halton Hills Official Plan and to rectify the irregular boundary currently applied to the lands in this area. This proposed change results in a more logical boundary and recognizes that the portion of the lands designated as 'General Employment Area' are intended and planned for employment uses.</li></ul>



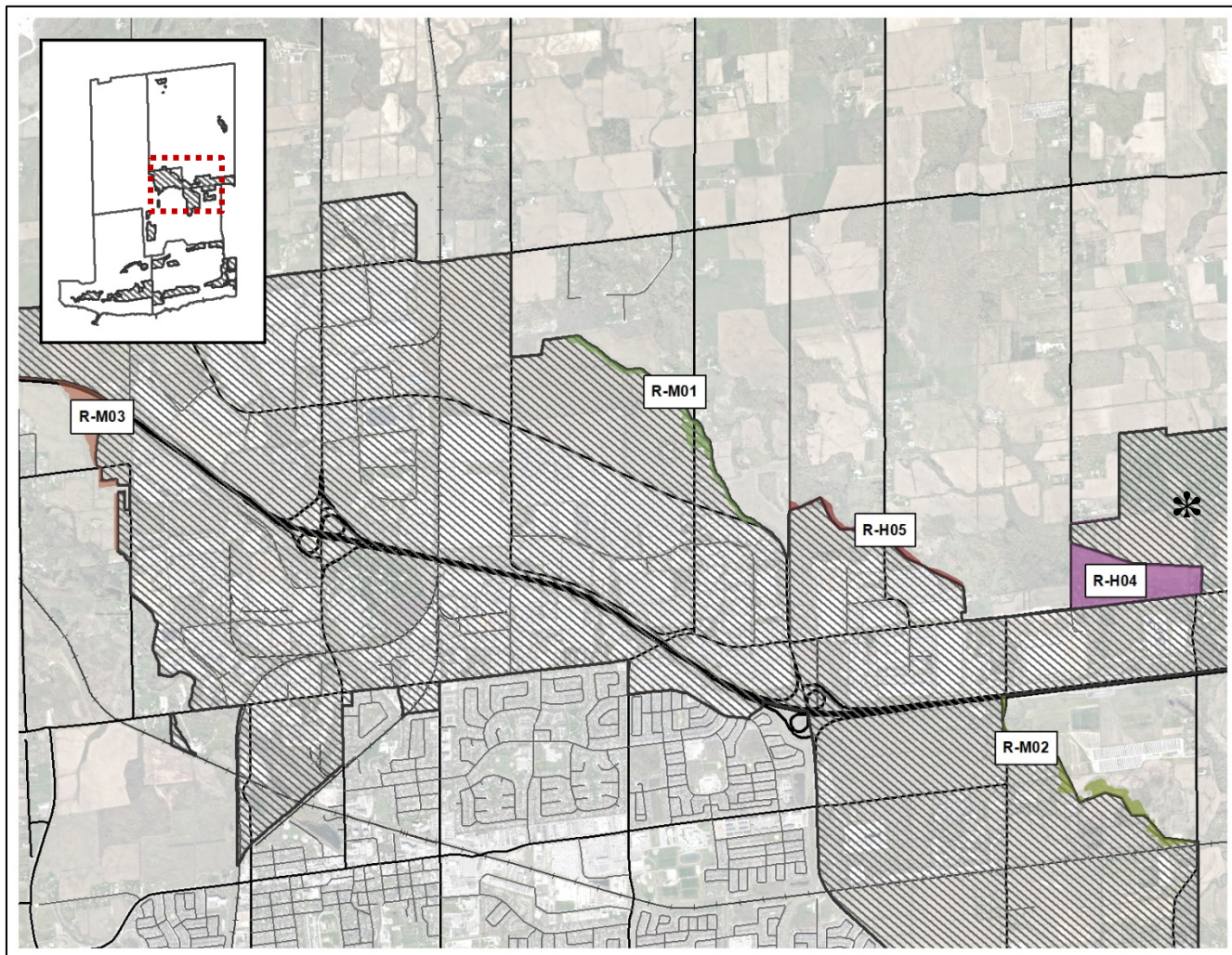
## B2. Proposed Revisions to the Employment Areas in Halton Hills (Georgetown)



Municipality	ID	Description of Proposed Revision
Georgetown, Halton Hills	<b>R-H02</b>	<ul style="list-style-type: none"> <li>Refinement to align the Employment Area boundary with the 'General Employment Area' land use designation identified in the Town of Halton Hills Official Plan. This proposed change results in a more logical boundary and recognizes that the portion of the lands designated as 'General Employment Area' are intended and planned for employment uses.</li> </ul>
Georgetown, Halton Hills	<b>R-H03</b>	<ul style="list-style-type: none"> <li>Refinement to align the Employment Area boundary to reflect the Town of Halton Hills Official Plan Amendment 11 (Re: Automotive Commercial Uses). This proposed change recognizes the results of Official Plan Amendment 11, adopted by the Town in 2012 and exempt from Regional approval.</li> </ul>



### C. Proposed Revisions to the Employment Areas in Halton Hills and Milton

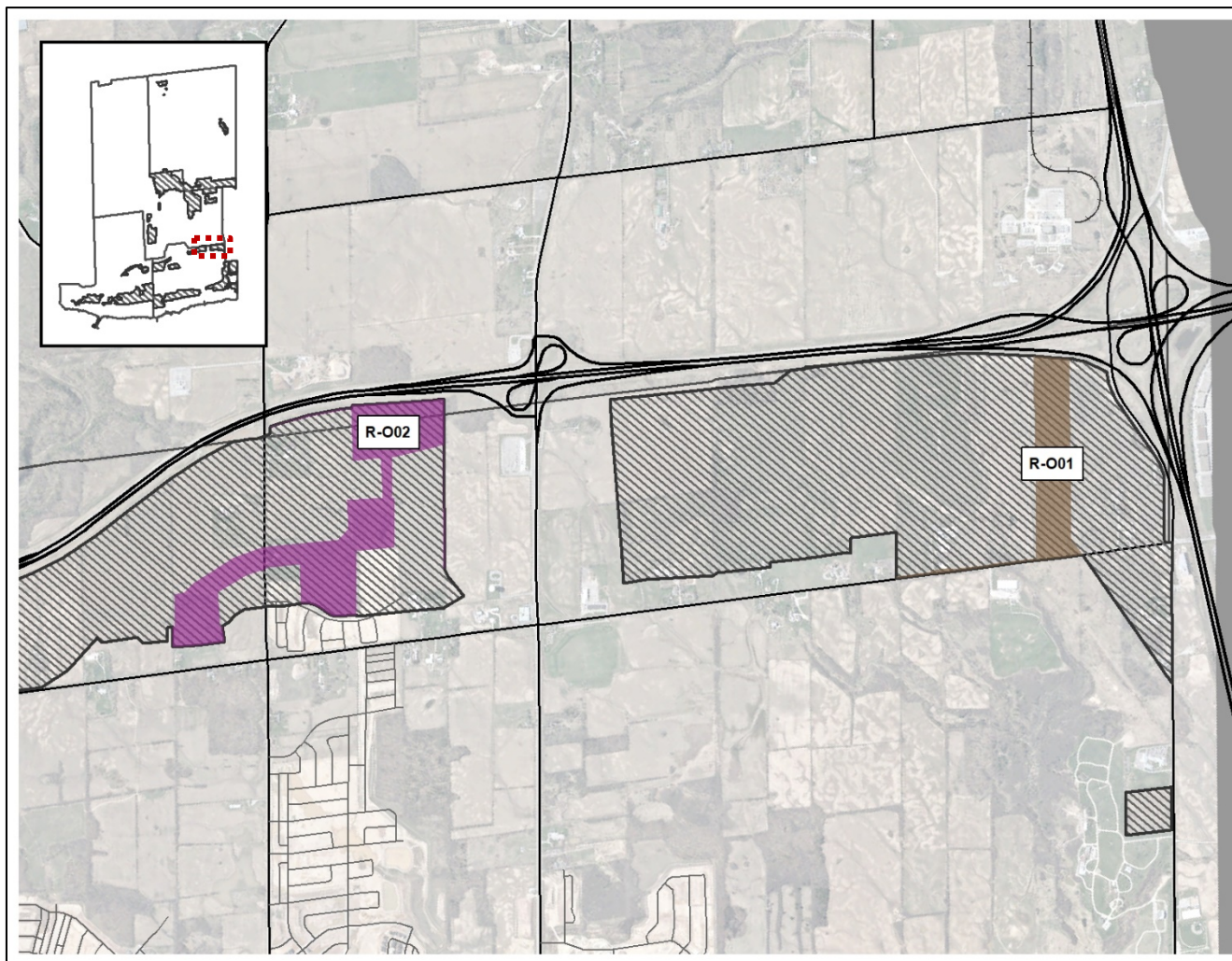


Municipality	ID	Description of Proposed Revision
Halton Hills	<b>R-H04</b>	Refinement to align the Employment Area boundary with the boundary of the Greenbelt Plan Protected Countryside as prescribed by the Province. This proposed change recognizes that lands located within the Greenbelt Plan Protected Countryside are subject to the Greenbelt Plan policies.
	<b>R-H05</b>	Refinement to align the Employment Area boundary with the boundary of the Greenbelt Plan Protected Countryside as prescribed by the Province along the northern part of this area. This proposed change recognizes that lands located within the Greenbelt Plan Protected Countryside are subject to the Greenbelt Plan policies.
	<b>Premier Gateway*</b>	This area is noted for reference only and to note the change to the Employment Area boundary adopted by Regional Council through ROPA 47.
Milton	<b>R-M01</b>	Refinement to align the Employment Area boundary with the natural water feature as identified by the Ministry of Natural Resources and Forestry located immediately to the northeast of the area. This proposed change results in a more logical and definitive boundary and is consistent with the proposed approach to delineate the Settlement Area boundary in this area.



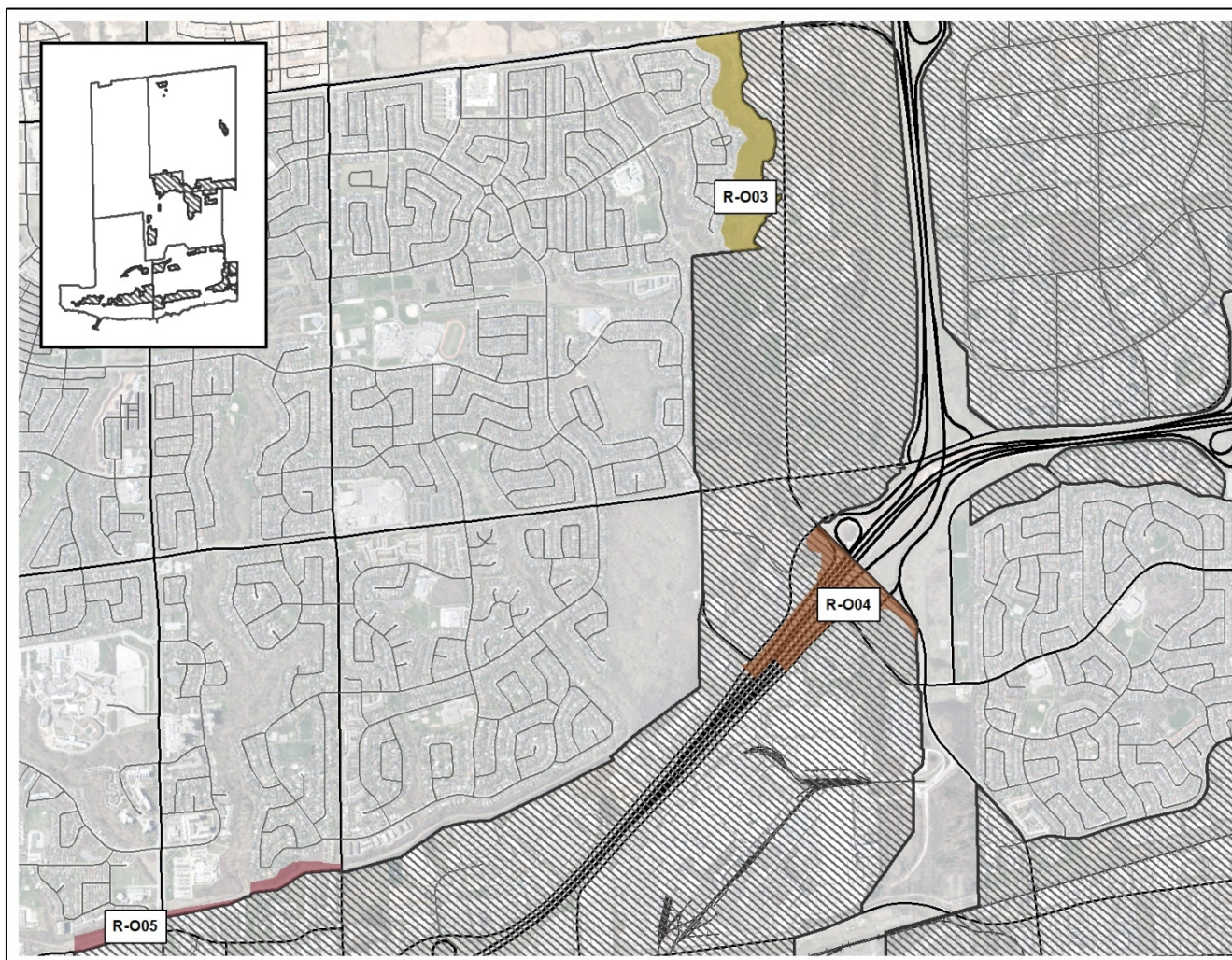
Municipality	ID	Description of Proposed Revision
	<b>R-M02</b>	Refinement to align the Employment Area boundary with the boundary of the Greenbelt Plan Protected Countryside as prescribed by the Province along the northeastern part of this area. This proposed change recognizes that lands located within the Greenbelt Plan Protected Countryside are subject to the Greenbelt Plan policies.
	<b>R-M03</b>	Refinement to reflect changes approved by the Ontario Municipal Board in relation to Town of Milton Official Plan Amendment 38 in the vicinity of Peru Road and No. 3 Side Road (re: OMB file numbers PL101316, PL101334, and PL101005). This proposed change recognizes that the lands are designated as Residential Areas in Milton's Official Plan.

## D. Proposed Revisions to the Employment Areas in Oakville



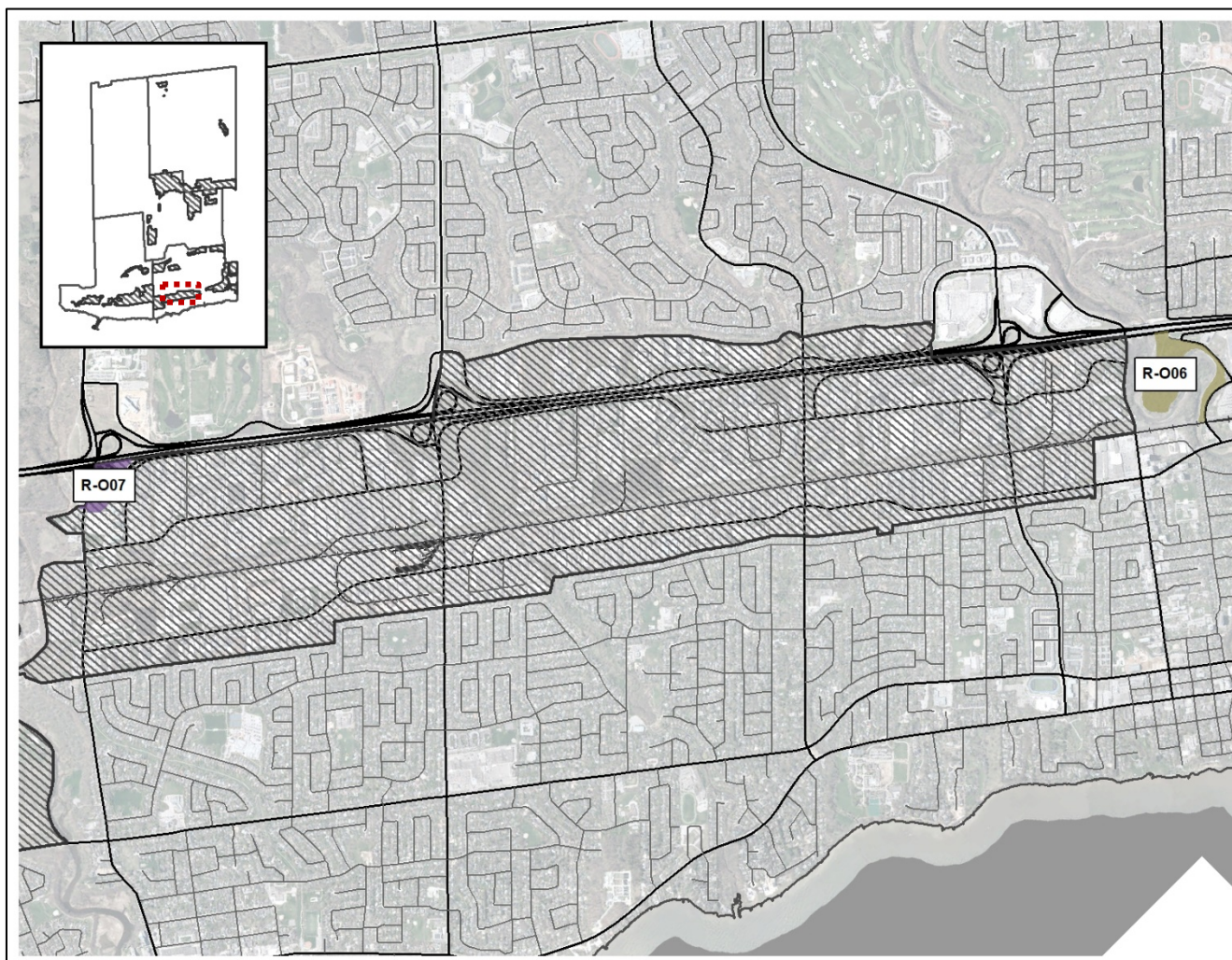
Municipality	ID	Description of Proposed Revision
Oakville	R-O01	Refinement to establish a contiguous Employment Area by including the lands located within the Parkway Belt West Plan that would otherwise create a gap that is internal to the established Employment Area. This proposed change is in keeping with a consistent approach for delineating the boundaries of Employment Areas throughout the Region.
	R-O02	Refinement to establish a contiguous Employment Area by including the lands located within the Regional Natural Heritage System that would otherwise create a gap that is internal to the established Employment Area. This proposed change results in a more logical boundary and is in keeping with a consistent approach for delineating the boundaries of Employment Areas throughout the Region.





Municipality	ID	Description of Proposed Revision
Oakville	R-O03	Refinement to align the Employment Area boundary with the eastern edge of the Regional Natural Heritage System and existing parcel fabric, where appropriate. This proposed change recognizes that the lands designated 'Natural Area' in the Town of Oakville's Official Plan and the existing parcel fabric provide a logical and consistent external boundary for this Employment Area.
	R-O04	Refinement to identify a contiguous Employment Area and correct an irregular boundary delineation by including the portion of the QEW Highway corridor that was previously excluded. This proposed change is in keeping with a consistent approach for delineating Employment Area boundaries through the Region.
	R-O05	Refinement to exclude lands occupied by the Morrison-Wedgewood Diversion Channel. This proposed change recognizes that these lands are external to the Employment Area, are not intended or planned for employment uses, and that the parcel fabric provides a more logical external boundary.





Municipality	ID	Description of Proposed Revision
Oakville	R-O06	Refinement to exclude the lands known as the Oakville St. Mary's Pioneer Cemetery located at 680 Lyons Lane. This proposed change recognizes that these lands are identified as 'Cemetery' / 'Natural Area' in the Town of Oakville's Official Plan, are not intended or planned for employment uses, and that the Kerr Street right-of-way provides a more logical external boundary.
	R-O07	Refinement to identify a contiguous Employment Area and remove an irregular boundary delineation by including the QEW Highway corridor and the on/off ramp that was previously excluded. This proposed change is in keeping with a consistent approach for delineating Employment Area boundaries throughout the Region.

## Appendix D: Employment Area Conversions Criteria

Requests to convert lands within an Employment Area received through the ROPR process will be evaluated in accordance with the Principles and assessment considerations below.

	Subject	Principle	Assessment Considerations	Policy
<b>A</b>	<b>Employment Land Supply</b>	The supply of land required for employment purposes to the 2041 planning horizon and the ability to achieve Regional employment targets will not be adversely affected by the proposed conversion.	<u>Current Context</u> Are there existing non-employment uses accommodated on the subject lands or specific constraints that hinder the lands from functioning as part of the supply of land required for employment purposes to the 2041 planning horizon?	This Principle responds to s. 2.2.5.9b) & c) of the Growth Plan and Sections 77.4(4)b) & c) of the Regional OP.
			<u>Future Potential</u> Is there a reasonable expectation that the subject lands could maintain or accommodate a significant number of jobs following a conversion which would contribute to accommodating employment growth and meeting growth management targets to the 2041 planning horizon?	
			<u>Strategic Parcel Supply</u> Could the proposed conversion adversely impact the supply of parcels adjacent to or near major goods movement facilities and corridors or the supply of a range of site sizes, including the supply of large parcels?	
			<u>Land Budget Implications</u> Would the proposed conversion have an overall adverse impact on the supply of employment lands and the ability of Halton Region and the local municipalities to meet the employment forecast and the intensification and density targets in the context of planning to 2041?	
<b>B</b>	<b>Demonstrated Need</b>	There is a demonstrated need for the proposed conversion on the basis that it would enable a strategic opportunity for growth that supports	<u>Strategic Location</u> Is the proposed conversion located within an area that forms part of the Regional Urban Structure and/or Local Urban Structure? In particular, is the proposed conversion located within a strategic growth area such as a Major Transit Station Area or other identified node or corridor?	This Principle responds to Section 2.2.5.9a) of the Growth Plan and Section 77.4(4)a) of the Regional OP.
			<u>Strategic Opportunity</u>	



	Subject	Principle	Assessment Considerations	Policy
		the Regional Urban Structure and/or Local Urban Structure, or, on the basis that there are specific existing conditions or constraints associated with the subject lands that reduce or limit the opportunity for employment uses.	<p>Would the proposed conversion enable development that supports the Regional Urban Structure and/or Local Urban Structure to the 2041 planning horizon by contributing to strategic growth management objectives such as accommodating significant population and employment growth; achieving density targets within strategic growth areas; optimizing the use of infrastructure; and supporting opportunities for transit and affordable housing?</p> <p><u>Specific Conditions &amp; Constraints</u></p> <p>Is there an existing condition or site-specific constraint such as size, access, configuration, existing adjacent uses, or other physical and natural characteristics, that reduce or limit the opportunity for employment uses and demonstrate the need for the proposed conversion?</p>	
<b>C</b>	<b>Employment Area Viability</b>	The overall viability of an employment area will not be adversely affected by the proposed conversion.	<p><u>Locational Impacts</u></p> <p>Does the location of the proposed conversion have the potential to produce adverse impacts on the viability of an employment area? For example, are the subject lands located on the periphery of an employment area and would the proposed conversion, if approved, result in an employment area boundary that is logical and does not undermine the continued viability of adjacent lands within an employment area?</p> <p><u>Compatibility</u></p> <p>Would the proposed conversion be compatible with the existing land uses in the area?</p> <p><u>Continued Function &amp; Expansion</u></p> <p>Could the proposed conversion hinder the operation or expansion of existing or future businesses or hinder the ability to attract a broad range of employment opportunities in the remaining employment area?</p>	This Principle responds to Sections 2.2.5.9d) of the Growth Plan and Sections 77.4(4)c) of the Regional OP.
<b>D</b>	<b>General Considerations</b>	The proposed conversion does not compromise any other relevant Regional or Local objective, policy or requirement, financial or otherwise, and can be supported by existing or planned	<p><u>Cross-Jurisdictional</u></p> <p>Are there any cross-jurisdictional issues to be considered?</p> <p><u>Supporting Infrastructure</u></p> <p>Is there existing or planned infrastructure and public service facilities to accommodate the proposed conversion?</p> <p><u>Other Regional Requirements</u></p> <p>Are there any other Regional policies or requirements that require consideration in relation to the proposed conversion?</p>	This Principle responds to Section 2.2.5.9e) of the Growth Plan and Sections 77.4(4)d) and 77.4(4)g) of the Regional OP.

	Subject	Principle	Assessment Considerations	Policy
		infrastructure and public service facilities.	<u>Local Support</u> Is there support for the proposed conversion from the local municipality in which the request is located?	

## Appendix E: Employment Area Conversion Request Inventory & Mapping

This document provides additional details on the conversion requests received by Halton Region as part of the Regional Official Plan Review process. The Conversion Request Inventory and Mapping includes requests received by Halton Region before March 31, 2020. In order to provide Regional staff with an opportunity to fully consider potential conversions, any other requests should be submitted to the Region at [ropr@halton.ca](mailto:ropr@halton.ca) by August 31, 2020.

### Conversion Request Inventory

ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
	<b>City of Burlington</b>				
<b>B-01</b>	238 Sumach Drive	The subject property is located on the south side of the intersection of Sumach Drive and Lemonville Road.	A request to remove lands from the Regional Employment Area Overlay to enable a residential designation.	City of Burlington PB-04-18 Appendix D – Item A	1.51
<b>B-02</b>	1077 Howard Road 1070 Waterdown Road	The subject properties are generally located on the west side of Waterdown Road, north of Plains Road West, south of the railway corridor, and east of Howard Road.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item B	10.26
<b>B-03</b>	1020 Emery Avenue	The subject property is generally located west of the northern terminus of Emery Avenue.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item C	1.46
<b>B-04</b>	1021 Emery Avenue	The subject property is generally located east of the northern terminus of Emery Avenue.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	PB-04-18 Appendix D – Item D	1.67
<b>B-05<sup>1</sup></b>	Part of 1200 King Road	The subject property is located on the west side of King Road, south of Highway 403 and north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item E	10.55
<b>B-06</b>	2070, 2078, 2082, 2090, 2120 Queensway Drive	The subject properties are located on the south side of Queensway Drive, generally east of Brant Street and north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item F	8.43

ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
<b>B-07</b>	2150, 2170, 2176, 2182, 2188, 2196, 2204 Queensway Drive	The subject properties are located on the south side of Queensway Drive, generally east of the Burlington GO parking lot, north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item G	4.95
<b>B-08</b>	2258 Mountainside Drive	The subject property is located on the southeast corner of Mountainside Drive and Pettit Road.	A request to remove lands from the Regional Employment Area Overlay to enable a mixed use or other non-employment designation.	City of Burlington PB-04-18 Appendix D – Item H	0.41
<b>B-09</b>	1515 North Service Road; 2202, 2203, 2208, Industrial Street	The subject properties are generally located on the north side of North Service Road on the north and south sides of Industrial Street.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	City of Burlington PB-04-18 Appendix D – Item I	6.87
<b>B-10</b>	101 Masonry Court	The subject property is located on the north side of Masonry Court, south of the railway corridor and east of Waterdown Road.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing mixed use designation.	City of Burlington PB-04-18 Appendix D – Item J	1.54
<b>B-11</b>	800 Burloak Drive	The subject property is located west of Burloak Drive, south of the railway corridor, east of open space and north of the hydro corridor.	A request to remove lands from the Regional Employment Area Overlay to enable a mixed use or other non-employment designation.	City of Burlington PB-04-18 Appendix D – Item K	2.02
<b>B-12</b>	1032, 1035, 1060 Howard Road	The subject properties are located on the east and west sides of Howard Road, north of Plains Road West.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item L	6.75
<b>B-13</b>	1140, 1160, 1199 Waterdown Road	The subject properties are located on the west side of Waterdown Road south of the railway corridor and on the east side of Waterdown Road north of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item M	8.27
<b>B-14</b>	121 Masonry Court	The subject property is located at the eastern terminus of Masonry Court, generally south of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	City of Burlington PB-04-18 Appendix D – Item N	9.18
<b>B-15</b>	Part of 1150 King Road	The subject property is located north and south of the railway corridor, south of	A request to remove lands from the Regional Employment Area Overlay to	City of Burlington PB-04-18	8.48



ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
		Highway 403, east of Waterdown Road, and west of King Road.	enable mixed use or other non-employment designations.	Appendix D – Item O	
<b>B-16</b>	3270 Harrison Crescent	The subject property is generally located east of Appleby Line, west of the railway corridor, north of the hydro corridor, and south of Highway 407.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	City of Burlington PB-04-18 Appendix D – Item P	5.32
<b>B-17</b>	901 Guelph Line	The subject property is located south of Harvester Road and east of Guelph Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Emshih Developments Inc. (Private Submission)	6.37
	<b>Town of Halton Hills</b>				
<b>HH-01</b>	153, 159, 165, 173 Perth Street	The subject properties are located northwest of the intersection of Perth Street and Wallace Street.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Halton Hills PD-2020-0006 Employment Needs Assessment – PC-2	3.84
<b>HH-02</b>	12 Wallace Street	The subject property is located northwest of the intersection of Main Street East and Wallace Street.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Halton Hills PD-2020-0006 Employment Needs Assessment – PC-3	0.35
<b>HH-03</b>	344 Guelph Street	The subject property is located on Guelph Street where it intersects with Armstrong Avenue.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Halton Hills PD-2020-0006 Employment Needs Assessment – PC-6	2.31
	<b>Town of Milton</b>				
<b>M-01</b>	Milton Education Village (Multiple Properties)	The subject properties are within the Milton Education Village area as identified by the Town, generally located north of Britannia Road, east of the Greenbelt Plan area, south of Derry Road, and west of Tremaine Road. The conversion request pertains to areas north and south of the MEV area.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton PD-042-18	102.05

ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
<b>M-02</b>	Agerton (Multiple Properties)	The subject properties are within the Agerton Employment Secondary Plan area as identified by the Town, and are generally located south of Highway 401, west of Eighth Line, south of the railway corridor, east of Sixth Line, and north of Derry Road.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton Draft Agerton Secondary Plan	167.76
<b>M-03</b>	Meritor Lands (Multiple Properties)	The subject property is the former Meritor Suspension Systems Company and is generally located southwest of the intersection of Martin Street and Steeles Avenue East.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton PD-011-19	20.28
<b>M-04</b>	Bronte Main Lands (Multiple Properties)	The subject properties are located on the south side of Steeles Avenue West, north of Main Street East, bisected by Bronte Street North.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton (Staff Comment via IGMS Consultation Process, 2019-04-17)	16.89
<b>M-05</b>	1003, 1013, 1079, 1100, 1195 Maple Avenue	The subject properties are located on the north side of Maple Avenue, generally south of Highway 401 and east of Thompson Road North.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	15.74
<b>M-06</b>	1180, 1200, 1210, 1280, 1600 Steeles Avenue East	The subject properties are located on the south side of Steeles Avenue East, generally north of Highway 401 and west of James Snow Parkway North.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	20.28
<b>M-07</b>	405 Martin Street	The subject property is located at the southeast intersection of Martin Street and Steeles Avenue East.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	0.48
<b>M-08</b>	330-420 Bronte Street South	The subject properties are located north of Derry Road, west of Bronte Street South, and west of the railway corridor.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Milton (Staff Comment via IGMS Consultation Process, 2020-01-29)	25.03

ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
	<b>Town of Oakville</b>				
O-01	677 Burloak Drive	The subject property is located southeast of the intersection of Burloak Drive and Wyecroft Road.	A request to remove the lands from the Regional Employment Area Overlay to enable a commercial designation.	Town of Oakville 2018-04-16 Report – Appendix F, Item 5	5.06
O-02	337, 353 Burnhamthorpe Road West	The subject properties are located east of Neyagawa Boulevard, north of Burnhamthorpe Road West, and south of Highway 407.	A request to remove lands from the Regional Employment Area Overlay to enable a mixed use designation.	Town of Oakville 2018-04-16 Report – Appendix F, Item 8	12.62
O-03	240 Leighland Avenue	The subject property is the shopping mall known as Oakville Place located west of Trafalgar Road and north of the Queen Elizabeth Way.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation. It is noted that while these lands were included in the Midtown Core Employment District of the Town's Official Plan, they were never designated locally for employment uses.	Town of Oakville 2018-04-16 Report – Appendix F, Item 19 - RioCan Oakville Place	11.72
O-04	Part of 2006 Ninth Line	The subject property is located north of Upper Middle Road and west of Ninth Line.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing private open space designation.	Town of Oakville 2018-04-16 Report – Appendix F, Item 20 - Infrastructure Ontario	10.29
O-05 <sup>2</sup>	Palermo Village Part of 3069 Dundas Street West	The subject property is located northwest of the intersection of Dundas Street West and Bronte Road.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	32.33
O-06	Bronte GO MTSA (Multiple Properties)	The subject properties are those within the boundary of the proposed Bronte GO MTSA.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	149.79
O-07	Hospital District (Multiple Properties)	The subject properties are located within part of the Hospital District as identified by the Town of Oakville, north of Dundas Street West, east of Hospital Gate, north and south of William Halton Parkway West, and bisected by Third Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	56.02

ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
O-08	Speers Road Corridor (Multiple Properties)	The subject properties are within the Speers Road Corridor area as identified by the Town, generally located south of the railway tracks and north of the residential areas between Bronte Creek and the Kerr Village Growth Area.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	217.22
O-09	Winston Park Core Commercial Area (Multiple Properties)	The subject properties are within the Winston Park Core Commercial Area as identified by the Town, generally located south of Dundas Street East, east of Highway 403, west of Winston Churchill Boulevard, and north of Bristol Court.	A request to remove lands from the Regional Employment Area Overlay to recognize existing commercial designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	29.78
O-10	Burloak Core Commercial Area (Multiple Properties)	The subject properties are within the Burloak Core Commercial Area as identified by the Town, generally located north of Wyecroft Road, east of Burloak Drive, and south of Red Oak Boulevard and South Service Road West.	A request to remove lands from the Regional Employment Area Overlay to recognize existing commercial designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	30.57
O-11	497-513 Pinegrove Road	The subject property is located on the north side of Pinegrove Road and is known generally as the Pinegrove Plaza.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	0.81
O-12	Winston Park West Open Space and Natural Area	The subject area is within the part of the Winston Park West area generally located north of Upper Middle Road East and west of Ninth Line.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing private open space designation.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	33.94
O-13	Winston Park West Core Commercial Area (Multiple Properties)	The subject properties are located on the southeast and southwest corners of Dundas Street East and Ninth Line within the Winston Park West Core Commercial Area as identified by the Town.	A request to remove lands from the Regional Employment Area Overlay to recognize existing commercial designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	7.66
O-14	584 Ford Drive	The subject property is located at the southwest corner of Cornwall Road and Ford Drive.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2019-04-12)	1.52

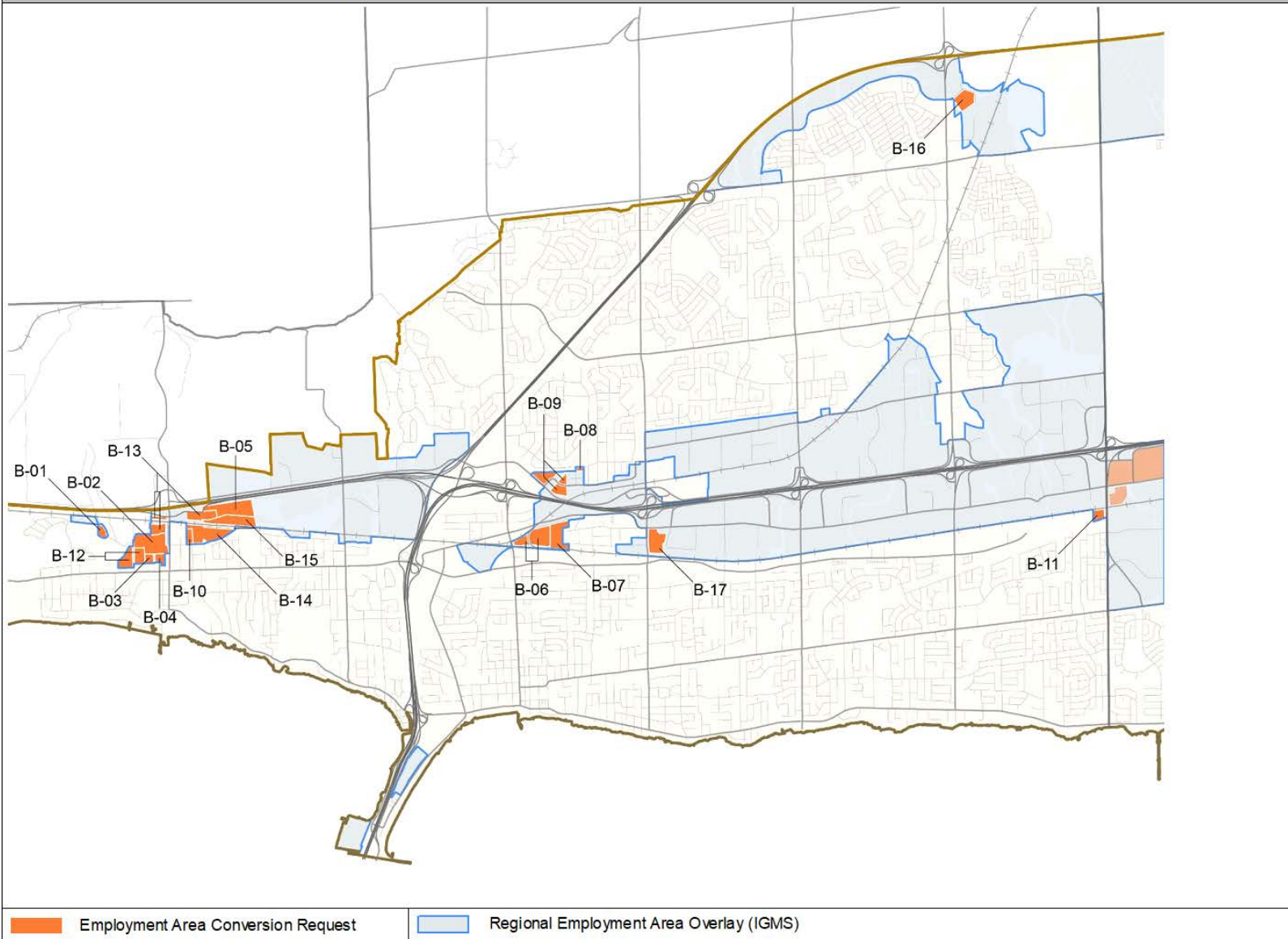


ID	Address / Reference	Location	Request Description	Request Source	Area (ha)
O-15	Part of Lot 8, Concession 2 N.D.S	The subject property is generally located north of Burnhamthorpe Road East, south of Highway 407, east of Trafalgar Road, and west of Ninth Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	T.L.M.T.T. Ontario Ltd. (Private Submission)	35.59
O-16	1140-1158 Winston Churchill Boulevard 2680 Sheridan Garden Drive	The subject properties are generally located south of Sheridan Garden Drive and west of Winston Churchill Boulevard.	A request to remove lands from the Regional Employment Area Overlay to recognize an existing commercial designation.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2020-01-29)	1.96
O-17	Part of 103 Burnhamthorpe Road West, Part of 4115 Sixth Line and Part of the parcel located northeast of Burnhamthorpe Road and Sixth Line.	The subject property is located north of Burnhamthorpe Road West and west of Sixth Line.	A request to remove lands from the Regional Employment Area Overlay to enable mixed use or other non-employment designations.	Town of Oakville (Staff Comment via IGMS Consultation Process, 2020-01-29)	6.10
O-18	Part of 3164 Ninth Line	The subject property is located south of Burnhamthorpe Road and west of Ninth Line.	A request to remove lands from the Regional Employment Overlay to enable the lands to be designated for use as a cemetery.	Arbor Memorial Inc. (Private Submission)	9.26

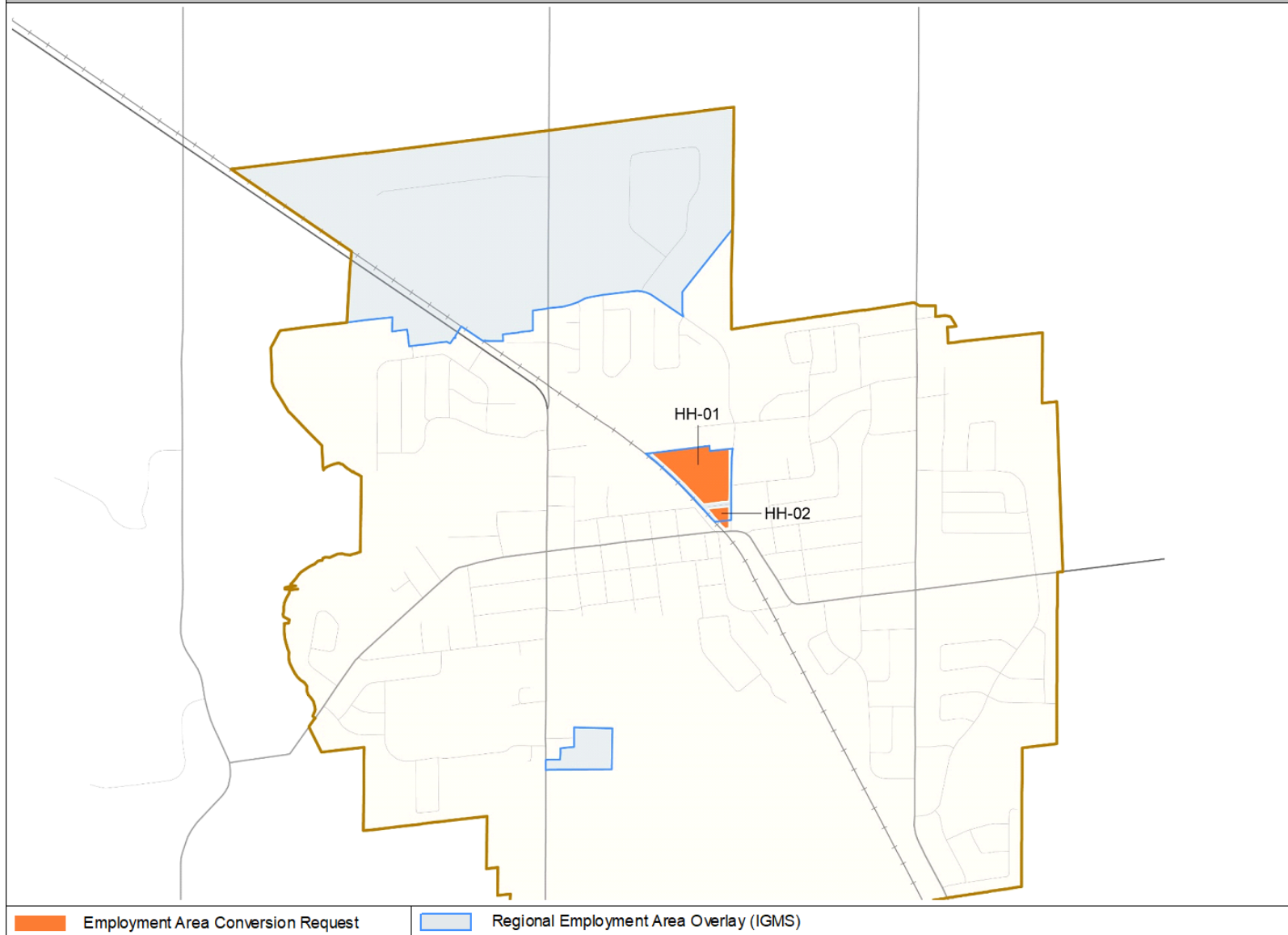
### Notes

<sup>1,2</sup> – Lands identified as Requests B-05 and O-05 remain subject to a site-specific appeals of Regional Official Plan Amendment No. 38, see LPAT Case No. PL 111358

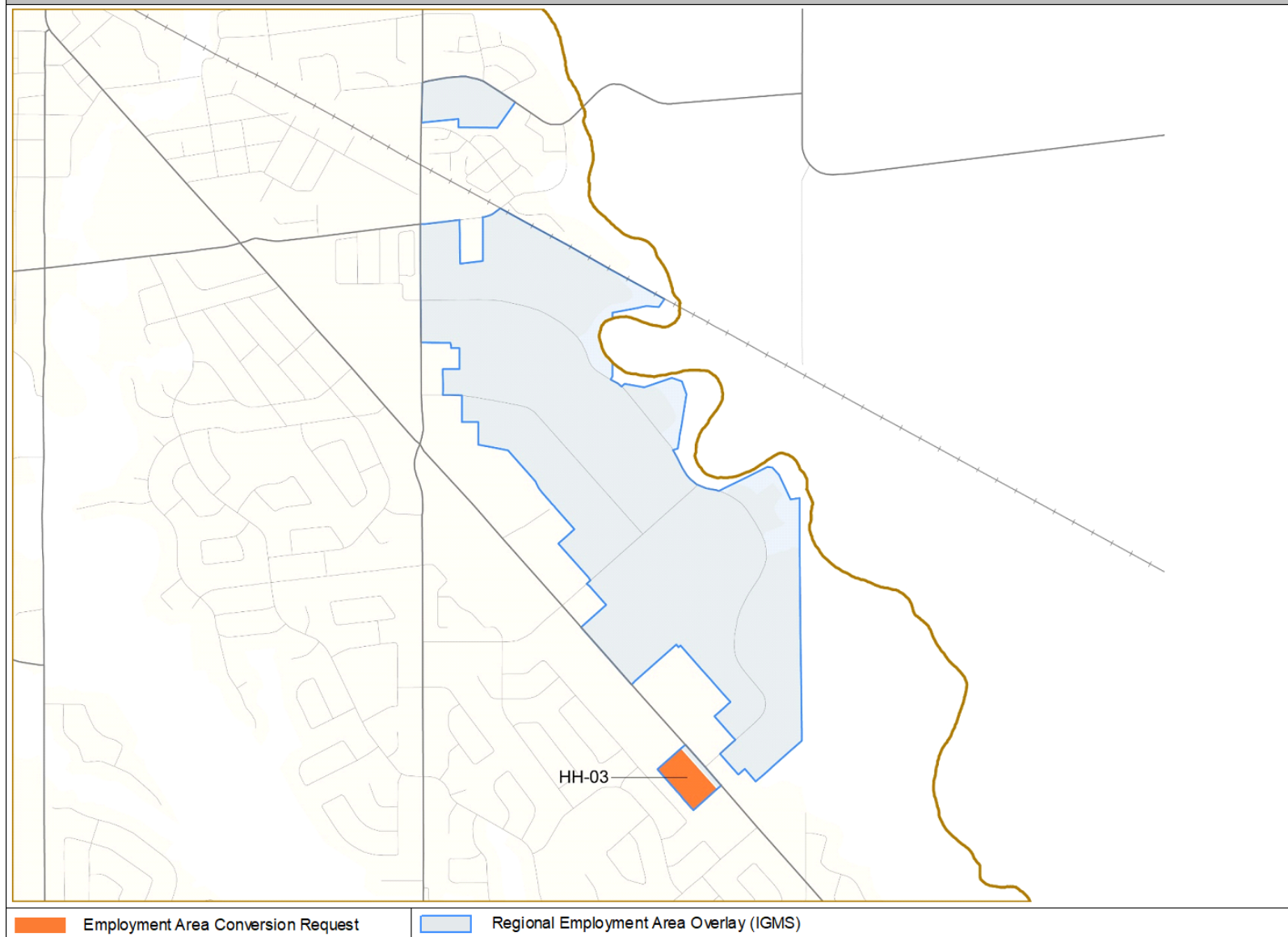
### Conversion Request Mapping – City of Burlington



## Conversion Request Mapping – Town of Halton Hills (Acton)

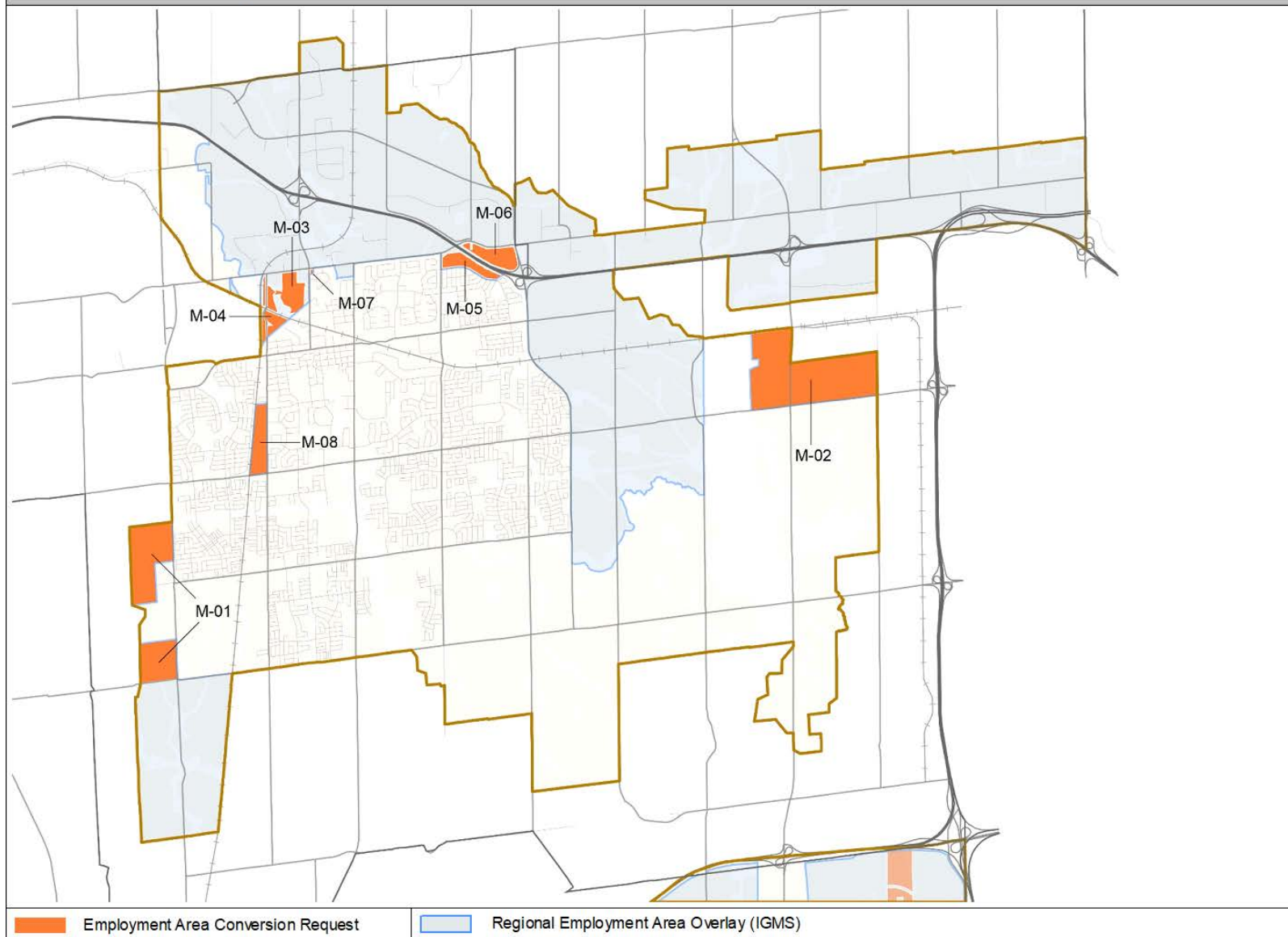


### Conversion Request Mapping – Town of Halton Hills (Georgetown)





## Conversion Request Mapping – Town of Milton



## Conversion Request Mapping – Town of Oakville

