



urban
Metrics

Land Needs Assessment

9094 Regional Road 25

Halton Hills, Ontario

Prepared for Halton Hills One Limited Partnership

December 8, 2025



Halton Hills One Limited Partnership

This document is available in alternative formats upon request by contacting:
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December 8, 2025

Halton Hills One Limited Partnership
C/O Mr. Michael Mendes
Vice President, Development
Rice Group
75 Tiverton Court,
Markham, Ontario
L3R 4M8

Dear Mr. Mendes

RE: Land Needs Assessment – 9094 Regional Road 25 (Halton Hills, Ontario)

urbanMetrics inc. is pleased to submit this Land Needs Assessment that evaluates the impacts of bringing your property, known as 9094 Regional Road 25, into the urban boundary to permit a mixed-use industrial and commercial development. This development could generate 965 jobs in Halton Hills by extending the Mansewood Industrial Area and Milton 401 Industrial/Business Parks that currently abut the property.

It is challenging to evaluate the relationship between employment land demand and supply amidst major policy and economic shifts. However, this report identifies that there are few locations where a similar development could be located until the Highway 413 interchange is sufficiently advanced. As a result, the Town could struggle to meet its employment targets without expanding the availability of large, shovel-ready parcels with development potential before the completion of the highway interchange.

It has been our pleasure to complete this report on your behalf. Please contact us if you have any questions or concerns.

Respectfully Submitted,



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1 Executive Summary

- The Town of Halton Hills, the Region of Halton, and the Town of Milton have all concluded that the existing designated employment lands are insufficient to meet future needs. Halton Hills was identified as requiring 270 net ha by 2041, and Halton Region required 857 net ha between 2041 and 2051.
- Additional employment areas were added to the Official Plan in the Premier Gateway and adjacent Future Strategic Employment Areas (FSEA), where more than 180 hectares have been identified as sterilized from development until the interchange and highway are sufficiently advanced.
- In addition, the highway and interchange construction are likely to fragment large parcels and reshape frontages and alignments, potentially reducing the already identified need for large contiguous parcels that would attract goods movement and specialized manufacturing uses.
- Since the Town and Region LNA's were completed, macroeconomic fluctuations have led to land absorption rates below expectations, meaning that, to meet its 2031 employment targets, the Town will have to realize much of its current non-residential development pipeline at a time of economic uncertainty.
- The Subject Site at 9094 Regional Road 25 represents 26.87 net hectares of contiguous, owner-controlled land already identified as a Future Strategic Employment Area in the Town's Official Plan.
- The proponent is advancing an employment development program consisting of 568,000 square feet of industrial GLA and 218,985 square feet of employment-supportive commercial GLA, including a large-format warehouse membership club plus several smaller commercial units.
- This development would generate approximately 948 new jobs, which, at more than 34 jobs per hectare, significantly exceeds the Town's overall target and the Premier Gateway benchmark of 25 jobs per net hectare.

Bringing these lands into the urban boundary would:

1. Capture near-term market demand for large-format industrial and employment supportive commercial uses that will materialize before the Highway 413 interchange is constructed.

2. Provide shovel-ready employment-generating lands while portions of the Premier Gateway Secondary Plan Area remain frozen for development by the GTA West Corridor Protection Area to permit the planning and construction of Highway 413.
3. Support the regional economy, ensuring that Halton Hills participates in goods-movement-oriented investment that will be attracted by the future interchange.
4. Deliver significant employment and taxes to the Town as identified in the Fiscal & Economic Benefits Study submitted separately as part of this application.

2 Introduction

2.1 Purpose

Considering a changing context including a shifting policy environment, challenging macroeconomic conditions, new local official plans, and a need to bring employment land use designations into conformity with the PPS, this memorandum has evaluated the land economics rationale for advancing the timing of introducing 26.87 net hectares of Future Strategic Employment Area (FSEA) lands at 9094 Regional Road 25, Halton Hills, into the urban boundary.

The memorandum demonstrates that:

- The Town of Halton Hills, Town of Milton and Region of Halton have all acknowledged the need for additional employment lands;
- A significant portion of the planned employment land supply in Halton Hills is temporarily unavailable due to Highway 413 (GTA West Corridor) protection;
- The Town is unlikely to achieve its employment targets unless the entirety of its development pipeline develops, particularly in light of the challenging macroeconomic climate;
- The subject lands are uniquely positioned to meet demand during the gap period (2025–2041) while delivering an employment density significantly above the targets for Prestige Industrial lands;
- This is not a conversion. These lands are already intended for future employment through the FSEA overlay.
- There is a need to reevaluate the supply and demand dynamics impacting employment land development in the context of the PPS, 2024 definition of employment areas and the macroeconomic changes that have occurred since previous Land Needs Assessments were completed.

2.2 Policy Context

In the Town of Halton Hills Official Plan (“OP”) 9094 Regional Road 25 is identified as outside the Urban Area and designated *Agricultural Area* and subsequently identified as *Future Strategic Employment Areas* (“FSEA”). This is not a land use designation, but is intended to protect lands adjacent to existing employment areas that are suited for employment uses beyond the 2041 planning horizon used to develop the current OP. The OP also identifies the property as subject to a Special Policy Area (E1.6.2) that permits a day-use activity centre, a commercial driving range, and a second non-farm residence.

Section D7.3.3 in the OP requires that, to bring lands identified as Future Strategic Employment Areas into the urban area, the proponent should demonstrate that the Region and the Town will not be able to meet their 2031 employment targets through development within the Urban Area. The 2031 employment target used in the Official Plan is 43,000 employees.

However, the Provincial Planning Statement, 2024 (“PPS”), both changed the permitted uses within designated *Employment Areas* and allows individual applicants to advance this type of application outside the MCR process.

A significant change to the employment land use designations in both the Town of Halton Hills and the Town of Milton’s Official Plans will be required to bring employment land use designations into conformity with the definition of Employment Areas in the Provincial Planning Statement, 2024.

As a result, the amount of employment land designated within each municipality, and the ability of currently designated land to accommodate employment uses that conform to the PPS definition, is potentially subject to change during the ongoing Official Plan Review processes in both municipalities. This significantly complicates a thorough analysis of the Town’s ability to achieve its employment targets, with limited ability to make assumptions as to what type of development will occur where and when different types of employment-generating uses will be realized.

2.3 Location

The applicants are advancing a proposal for an industrial and commercial development on the approximately 26.87-hectare property known municipally as 9094 Regional Road 25 in the Town of Halton Hills (“the Subject Site”).

As shown in Figure 1, the Subject Site is located at the northwest corner of Regional Road 25 and 5 Side Road, directly west of the Mansewood Employment Area and directly north of the municipal boundary and the Milton 401 Industrial/Business Park.

Figure 1: Subject Site & Area



SOURCE: urbanMetrics from Town of Halton Hills Official Plan. For Illustration Purposes Only.

2.4 Development Proposal

The proposed development consists of 11 single-storey buildings: 8 commercial buildings, totalling 218,985 square feet of gross leasable area (“GLA”), and 3 industrial buildings, totalling 568,000 square feet of GLA.

The proposed development concentrates the majority of the commercial space in a single larger building, totalling approximately 167,135 square feet. This building is intended to function as a large-format General Merchandise (“GM”) store. The

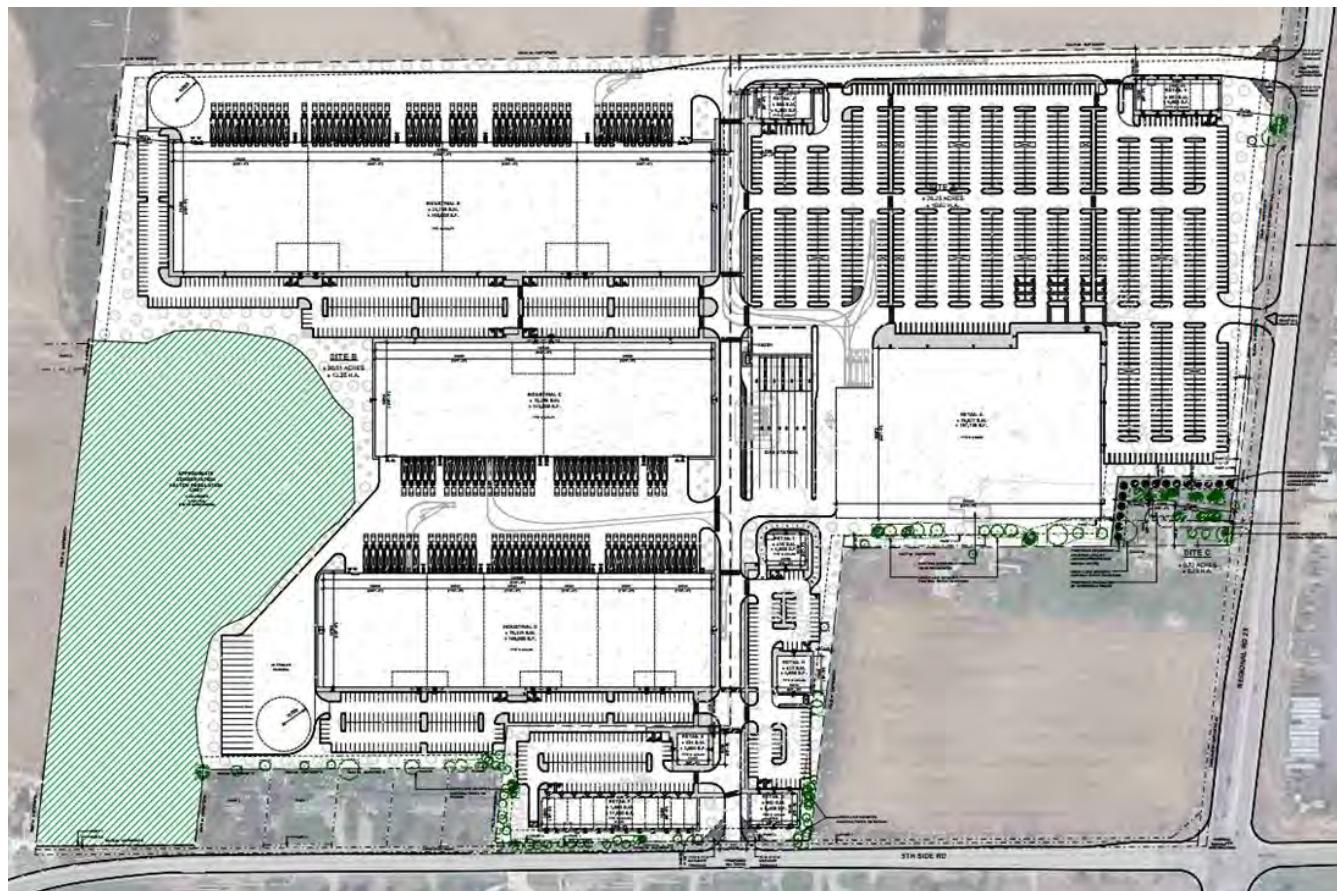
remaining smaller commercial units, ranging in size from 3,600 to 17,900 square feet, will likely be tenanted by a variety of employment-supportive retail and service uses.

Figure 2: Proposed Site Statistics

Retail/Service Commercial	Industrial
A: 167,135 ft ² (15,527 m ²)	B: 260,000 ft ² (24,155 m ²)
E: 3,600 ft ² . (334 m ²)	C: 143,000 ft ² (13,285 m ²)
F: 17,900 ft ² (1,663 m ²)	D: 165,000 ft ² (15,329 m ²)
G: 5,400 ft ² (502 m ²)	
H: 4,550 ft ² (423 m ²)	
I: 4,500 ft ² (418 m ²)	
J: 6,300 ft ² (585 m ²)	
K: 9,600 ft ² (892 m ²)	
218,985 ft² (20,344 m²)	568,000 ft² (52,769 m²)

SOURCE: Turner & Fleischer Architects

Figure 3: Proposed Site Plan



SOURCE: Turner Fleischer Architects

3 Employment Land Demand

There are two relevant Land Needs Assessments that factor into an evaluation of the Town of Halton Hills' ability to meet its employment forecasts and accommodate industrial and commercial employment over the planning horizon.

In 2019 (delivered in 2020) the Town retained Watson & Associates Economists Ltd. to undertake a Halton Hills Land Needs Assessment (“Town LNA”). In 2022, the Region of Halton retained Hemson Consulting to undertake a regional Land Needs Assessment as part of its Regional Growth Management Strategy (“Region LNA”).

It is important to note that updates to both LNAs are required to reevaluate the need for employment lands in conformity with the PPS 2024, determine how areas with non-conforming uses will factor into the land supply, and identify where uses previously planned for within employment areas will now be located. As such, it is challenging to draw relevant conclusions from either document in 2025. However, these two have been evaluated in this report as the most recent assessments of the supply-and-demand dynamics impacting employment land in the Town and Region.

3.1 Town of Halton Hills LNA

The Town LNA forecasts that Halton Hills will grow to 53,000 total jobs by 2041, representing approximately 27,500 new jobs from 2019. The Town's employment activity rate (jobs-to-population ratio) is projected to increase significantly—from 33% in 2006 to a projected 44% by 2031. With many Town residents currently commuting out of the municipality for work, developing more employment uses within Halton Hills is a priority.

Employment growth in Halton Hills is expected to be primarily industrial and accommodated within Employment Areas. Some 13,850 of these 27,500 jobs are assumed to occur on employment lands (employment land employment, or “ELE”), representing 95% of growth in industrial employment and 22% of commercial and

major office employment, totalling 10,070 industrial jobs, 1,295 major office jobs, and 2,483 commercial jobs.

Industrial activity is anchored by:

- The Georgetown Industrial Area, which accommodates 84% of all manufacturing employment, and
- A large and growing Goods Movement sector, that already represents approximately 18% of the Town's employment base.

This confirms that industrial and other ELE are not only dominant today but are expected to form the core of future job growth.

Complicating the ability to plan for long-term employment on employment lands, the Town LNA also identified several macroeconomic trends that have led to declining average density on employment lands, as domestic manufacturers focus on increased efficiency and competitiveness through automation, coupled with growing demand for land-intensive warehousing and logistics facilities.

The Town LNA forecasts that 88% of the Town's demand forecast will likely be accommodated in the Premier Gateway Employment Area, with 4% in the Mansewood Industrial Area. Given the implications of accommodating Highway 413's construction, it is reasonable to expect that a larger share of short-term demand will be in areas outside the Premier Gateway area.

The Town LNA also estimated that there will be 44 net hectares of land demand within the Mansewood Industrial Area, significantly exceeding the current local vacant land supply of 5 hectares. This results in a localized need for approximately 39 hectares of additional employment land.

In addition to this employment land evaluation, the need for additional supportive commercial uses on or adjacent to employment lands was identified by Supportive Commercial Land Needs Studies completed as part of the planning process for the Premier Gateway Secondary Plan.

The Supportive Commercial Land Needs Studies concluded that supportive uses, such as accommodation, food, and commercial services, are essential amenities for attracting businesses and employment in the industrial and office sectors. This initiative aligns with the proposed development's approach to providing supportive commercial uses to complement the industrial component, alongside the major retail component located on the Subject Site, given its locational characteristics.

3.2 Halton Region LNA

The Region LNA illustrates that:

- Halton Region is forecast to reach 196,600 employment land jobs by 2051.
- Within that, Halton Hills grows from 10,100 employment land jobs in 2021 to 25,400 by 2041. This is approximately 2,100 fewer jobs requiring employment land than the Town LNA projected.

The Region LNA identifies the need for 1,070 gross ha of new employment area land post-2041 to meet regional job allocations—an explicit acknowledgement that existing supplies will be exhausted.

The work conducted by the Town and the Region's consultants collectively demonstrates:

1. Halton Hills' employment growth is industrial-focused; 53,000 jobs by 2041, with between 73-86% of employment area jobs being industrial.
2. The Town and Region will need to rely on large-format industrial land to meet this growth, with an expected growth in goods movement and manufacturing.
3. There is a need for more employment land post-2041, even with intensification and conversions elsewhere in the Region.

In this context, retaining and enabling the development of extensive, unfragmented employment lands is aligned with both the Town's economic profile and regional employment allocations.

3.3 Projected Land Needs

The Town LNA concluded that employment growth would require 646 net hectares of employment land. After accounting for existing designated employment lands of 376 net hectares, there is a shortfall of 270 net hectares by 2041. This deficit was intended to be addressed by expansions to the Primary Gateway Area.

At a more local level, the Town LNA also identified a shortfall of 40 net hectares of employment land within the Mansewood Industrial Area, which abuts the Subject Site and this shortfall has not been addressed since it was determined.

The Region LNA identified that Halton Region required 1,070 gross hectares, or approximately 857 net hectares, of new employment lands between 2041 and 2051, beyond the estimated build-out of existing employment lands by 2041.

3.4 Impact of GTA West Corridor

The GTA West Corridor Protection Area, a protected area required to enable the planning and construction of Highway 413 in the eastern part of Halton Hills, will strengthen long-term demand for industrial, logistics, and goods movement uses. As Highway 413 advances, regional accessibility will expand further, creating a unique two-highway interchange condition that will allow future logistics users to serve a significantly larger labour and consumer catchment area.

Major industrial users, including warehouse, fulfillment, and last-mile distribution operators, typically seek to secure sites before full interchange construction is completed, driven by long development lead times, internal capital planning cycles, and competition for the large and best-located parcels. As a result, demand is expected to accelerate before construction concludes, attracting tenants who anticipate increased efficiency, improved goods-movement routing, and expanded access to regional markets. The subject location is already well-positioned for this land use today, and Highway 413 will increase that competitive advantage.

Figure 4: Highway 413 Mapping



SOURCE: <https://experience.arcgis.com/experience/db76d6b5387140dab22f07c17c1ac346/page/Interactive-Map/>

4 Employment Land Supply

4.1 Town of Halton Hills LNA

After accounting for approximately 75 net hectares of employment land added to the urban area through OPA 31B, the Town LNA calculated the total vacant employment land supply at 376 net hectares. As a result, the LNA calculated that the Town required an additional 270 net hectares of employment land to accommodate the projected demand of 646 net hectares.

There was also an identified 40-hectare land need within the Mansewood employment area adjacent to the Subject Site. No lands have since been added to the urban boundary to meet this localized need.

Certain lands are protected from development to allow the delivery of the Highway 413 interchange, reducing the overall supply by approximately 180 gross hectares, or 144 net hectares. In addition, between 4 and 10 hectares of land will be required for supportive commercial uses within the Premier Gateway Area. Schedule A8 of the Official Plan: the Premier Gateway Employment Area Land Use Plan is attached as an appendix.

4.2 Region of Halton LNA

In March 2022, the Region of Halton accepted the Modified Preferred Growth Concept Land Needs Assessment prepared by Hemson (“Hemson LNA”). This LNA identified a vacant employment land supply of 2,250.6 net hectares in Halton Region, with 579.7 hectares in Halton Hills and 868.1 in Milton, with the remainder of the Region’s supply in Burlington and Oakville.

The Hemson LNA concluded that Halton Region requires some 1,070 gross hectares of additional urban employment land by 2051, equating to approximately 857 net hectares. This was assumed to be needed post-2041, once existing vacant employment lands have been built out.

It is unclear how the approximately 180 gross hectares set aside for corridor development are factored into this supply-and-demand calculation.

4.3 Impact of GTA West Corridor

While this highway project will improve long-term market positioning, it also materially restricts the short- and medium-term employment land supply as portions of the Premier Gateway and adjacent FSEA lands fall within the Corridor Protection Area, where Town staff have confirmed that land “will be protected from development to accommodate the future highway” (PD-2023-049). Based on the Town’s LNA, this will conservatively impact 180 hectares of land.

Until final interchange alignments and supporting infrastructure are advanced, these lands cannot be developed, effectively sterilizing large blocks of designated employment land.

The corridor will also fragment the parcel fabric: with continuous development blocks potentially becoming smaller, irregular, or bisected by stormwater, highway right-of-way, or utility corridors, reducing the number of unconstrained large parcels suitable for a single industrial user or multi-building campus.

While demand from industrial users will increase due to Highway 413, much of the land originally intended to meet this demand is unlikely to be developed over the 2025-2041 period, creating a temporary but significant supply shortfall of large, development-ready industrial parcels.

5 Major Commercial Needs

In addition to industrial space, the proposed development includes a major commercial use—a large-format warehouse membership club—and industrial-supportive commercial uses for food and commercial services.

Large-format warehouse membership clubs require specific site characteristics that limit their ability to locate within existing urban areas or on many designated employment lands. These facilities typically require:

- A single large development block, capable of accommodating a building footprint of more than 150,000 square feet plus extensive surface parking and truck circulation;
- Arterial or highway access to a regional customer base and goods-movement logistics; and
- Separation from sensitive land uses due to traffic, loading, and peak trip generation patterns.

The proposal for the subject site identifies a total commercial footprint of 218,985 square feet. The smaller units take the form of employment-supportive commercial uses, serving workers and passing trade associated with industrial and logistics activity. This directly aligns with the Town's efforts to develop a better serviced array of employment lands.

Many of the remaining designated employment lands within Premier Gateway are fragmented or constrained by corridor protection, stormwater/utility blocks, or multiple ownerships, limiting their suitability for a major commercial anchor that requires a large contiguous site.

Intensification areas or remaining vacant employment land parcels in Georgetown and Acton are not appropriate locations for a commercial use with these characteristics. These areas are evolving with mixed-use, pedestrian-oriented formats and lack parcels of sufficient scale to support the proposed warehouse use. As a result, even where larger employment land exists, parcel configuration and built-form expectations render it unfeasible for accommodating a membership warehouse club.

The Subject Site represents one of the few locations in Halton Hills or Milton with the short-term ability to accommodate a large industrial development and a large-format major commercial use.

6 Future Development

6.1 Development Since 2020

The Town LNA calculated that Halton Region was absorbing approximately 42 hectares of employment land per year, of which approximately 12 hectares occurred in the Town of Halton Hills. A review of recently completed major commercial, industrial, and flex developments in Halton Hills and Milton identified 11 developments totalling some 4.37 million square feet of industrial space (Figure 5) that have been completed between January 2020 and the fourth quarter of 2025. All the identified developments are industrial.

As shown in Figure 5, approximately 1.1 million square feet of space has been developed in Halton Hills and 3.3 million square feet in Milton. This development has absorbed 55.1 hectares of land in Halton Hills and 127.8 hectares in Milton.

Figure 5: Non-Residential Development 2020-2025

Property Address	City	Type	GFA	Land Area (Ha)
52 Futura Dr	Halton Hills	Industrial	141,000	2.6
8115 Trafalgar Rd	Halton Hills	Industrial	474,946	24.4
8119 Trafalgar Rd	Halton Hills	Industrial	496,192	28.1
10725 Louis St. Laurent Av	Milton	Industrial	1,092,629	21.9
6750 5th Line	Milton	Industrial	139,737	6.5
6500 Campbellville Rd	Milton	Industrial	680,374	23.1
6750 Campbellville Rd	Milton	Industrial	295,746	23.1
11319 Derry Rd	Milton	Industrial	152,828	20.1
6670 Fifth Line	Milton	Industrial	328,958	22.1
2100 Labrador Av	Milton	Industrial	265,802	5.1
6440 Fifth Line	Milton	Industrial	305,475	6.0
Halton Hills Total			1,112,138	55.1
Milton Total			3,261,549	127.8

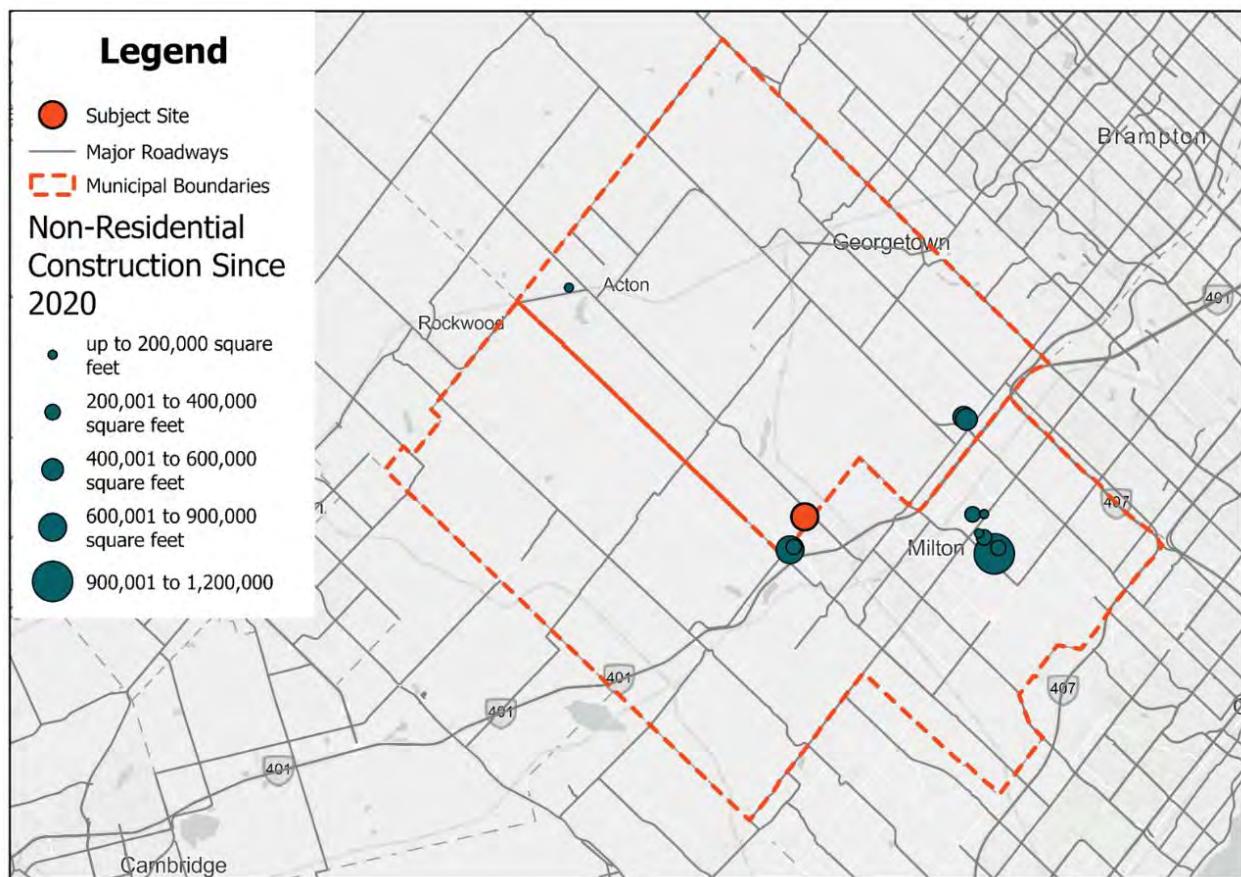
SOURCE: CoStar Realty Group.

The amount of land developed in the 2020 to 2025 period has been much lower than the projections made in the Town LNA, which expected some 28 hectares of land absorption per year. The 1,100,000 square feet of industrial space identified

over that period occupies some 55 hectares, equating to an average of 11 hectares per year, far below projected absorption.

The geographic distribution of development in the last five years is shown in Figure 6. There have been no identified major commercial developments in Halton Hills or Milton between 2020 and Q4 2025, with industrial development concentrating in three main areas, the Milton 401 Industrial/Business Park adjacent to the Subject Site, the Derry Green Corporate Business Park east of the James Snow Parkway and south of Highway 401, and the Premier Gateway Employment Area north of the 401 east of Trafalgar Road.

Figure 6: Map of Non-Residential Development 2020-2025



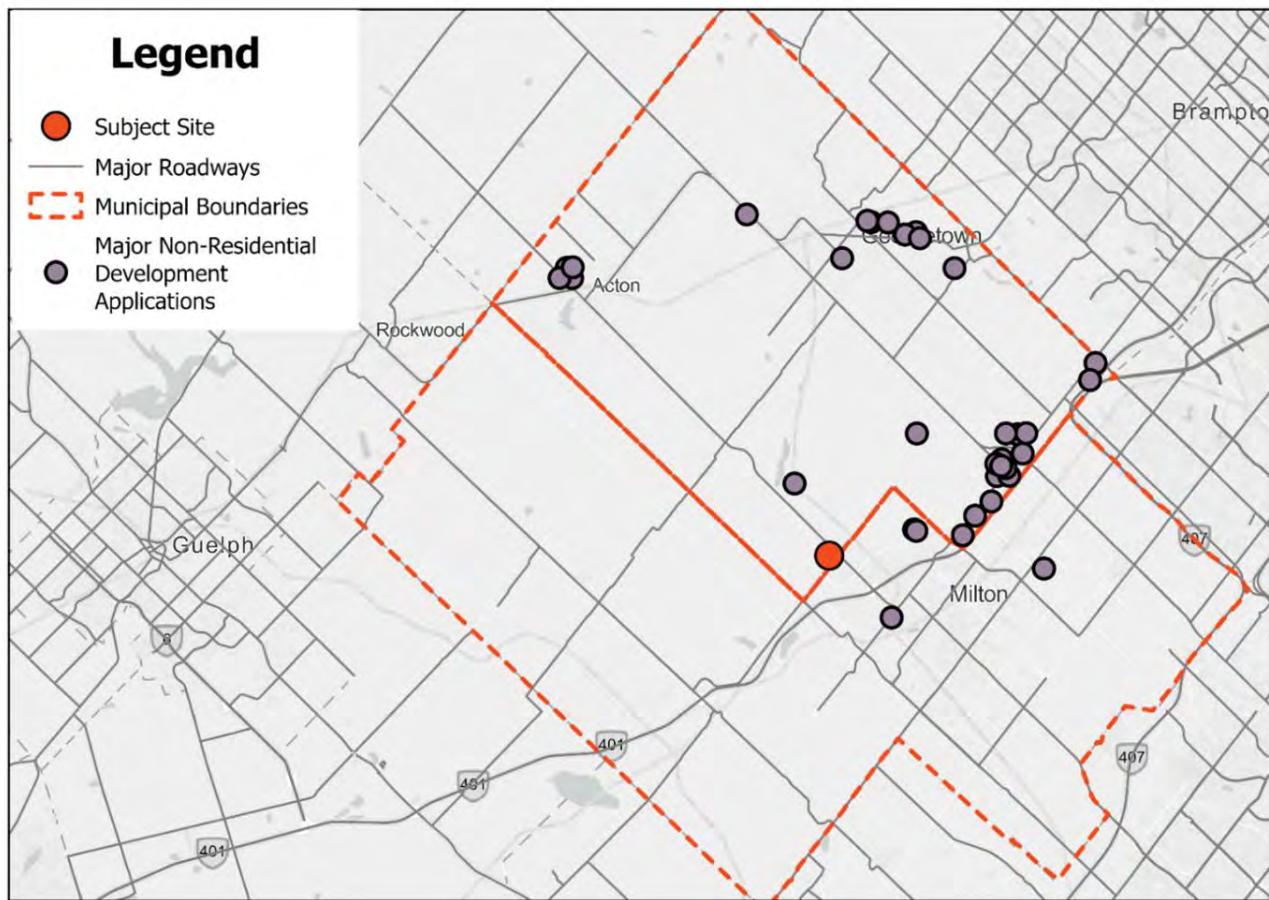
SOURCE: CoStar Realty Group.

This development is estimated to have generated 786 jobs using the 2022 DCBS, or 1,415 square feet per industrial employee, less than 5% of the Town's 2041 target, more than 5 years into the planning period.

6.2 Development Pipeline

In addition to the development that has occurred since the last Land Needs Assessment, we have reviewed the non-residential development pipeline by examining development applications in Halton Hills and Milton. This review identified 33 proposals at various stages of the construction and approval process. As shown in Figure 7, these proposals are characterized by greenfield development located along Highway 401 in the Premier Gateway area and by infill or expansion development, along with minimal build-out of residual vacant employment lands, in the Acton and Georgetown urban areas.

Figure 7: Major Non-Residential Development Applications



SOURCE: Town of Halton Hills and Town of Milton Development Applications Websites

Together, the 29 applications in the Town of Halton Hills account for an estimated 260 hectares of land in 24 applications, with 5 involving infill or intensification rather than absorbing vacant land. In total, these 24 applications account for an estimated 4,616 employees¹.

Despite a robust development pipeline, the Town has not achieved the absorption rates forecasted in its Land Needs Assessment. Adding the 786 jobs estimated to have already been generated by development since 2020, this totals 5,402 jobs, excluding infill and intensification developments.

At the recently observed employment land absorption rate of 11 hectares per year, these 260 hectares would take almost 24 years to develop into employment-generating uses. At the absorption rate of 28 hectares per year used in the Town LNA, this equates to more than 9 years of employment land development.

Regardless, if the entirety of Halton Hills' current non-residential development pipeline is built out, the Town will have achieved only 5,402 of the anticipated 13,850 jobs by 2041.

This highlights the need to accelerate employment land development and unlock short- and medium-term development opportunities to continue advancing economic growth and diversification in Halton Hills and Milton, helping achieve the projected employment targets.

¹ Based on applying the expected 20 jobs per net hectare used in the Watson LNA to developments with only the land area known, and the 1,415 square feet per industrial worker used in the 2022 Town of Halton Hills DCBS to developments with a confirmed gross floor area

7 Conclusions

The Town and Region have both identified a need for additional employment lands to support long-term job growth. While gross employment land inventories appear sufficient on paper, much of Halton Hills' planned supply cannot be developed in the short- to medium-term.

The medium-term development potential of a significant share of the Premier Gateway and adjacent FSEA lands, conservatively estimated at more than 180 hectares, is constrained by the Highway 413/GTA West corridor protection area, which will likely delay development until there is a higher degree of certainty regarding interchange alignments and highway engineering.

In addition, constraints that fragment large blocks into smaller parcels reduce the availability of unencumbered employment land and prevent the Town from realizing development that was expected to meet most of the demand in the 2025-2041 period.

Bringing the Subject Site into the urban boundary directly addresses this timing gap. The site offers 26.87 net hectares of contiguous land under single ownership and is not impacted by ongoing highway development, while being adjacent to an existing cluster of industrial/logistics development along Highway 401, which provides access to multiple 401 entrances, including the new access on Tremaine Road/Dublin Line.

Approval of the proposed development allows the site to respond to near-term market demand from large industrial users and employment-supportive commercial tenants that typically secure locations before a highway interchange is completed. While Highway 413 will ultimately strengthen the Town's competitiveness in goods movement and logistics, its delay temporarily reduces the area's developable employment supply, creating a mismatch where demand increases while supply decreases.

In addition, the proposed development program would accommodate approximately 948 new jobs, achieving an employment density of more than 34 jobs per net hectare, significantly exceeding both the Premier Gateway benchmark of 25 jobs/net ha and typical industrial employment yields in the Town.

This level of employment efficiency demonstrates strong land-use productivity and supports the Town's ability to meet its employment targets. Advancing this site enables Halton Hills to capture economic activity while other designated lands

remain undevelopable. This approach aligns with the intent of the Future Strategic Employment Area overlay, and ensures that Halton Hills participates in logistics and major-employment investment alongside Milton rather than deferring those opportunities to neighbouring municipalities.

In summary, the Subject Site provides the right land, at the appropriate scale, and at the right time to support the Town and Region's employment objectives. It is already planned for employment through the FSEA overlay, is unconstrained by Highway 413's phasing, and delivers high employment density on a parcel that is market-ready. Moving this site within the urban boundary allows the Town to capitalize on short-term economic opportunities, maintain competitiveness, and help achieve the industrial and employment growth assumed in previous Land Needs Assessments.

A1 Development Pipeline

ID	Municipality	Street	Lat	Long	Parcel Size, ha	Description	URL
1	Milton	150 Steeles Avenue East	43.51851	-79.83704	0.00000	Redevelopment/renovation Phase 1 of this industrial development. Another phase will require an additional application.	LOPA-02/25, Z-1125 and 24T-2500/M
2	Milton	6505 Fifth Line, and Part of 9, Concession 6 NS	43.53467	-79.82446	0.5	Harmoni Investments Inc applied for a plan of subdivision for a business park. Term file: LOPA-05, Z-1125 and 24T-2500/M	LOPA-05/25, Z-1125 and 24T-2500/M
3	Milton	8129 Esquiring Line	43.54843	-79.80574	0.00000	Redevelopment/renovation Application for zoning amendment to allow transportation terminal. Change zoning from Future Development to General Industrial.	Z-11724
4	Milton	8128 Esquiring Line	43.54859	-79.80475	0.00000	Redevelopment/renovation Application to re-zone portion of land from Future Development to Business Park (M1) for light industrial warehouse use.	D115941105.RV1
5	Halton Hills	49 Commerce Crescent	43.64093	-80.04933	0.00000	Addition to existing industrial building.	D115941005
6	Halton Hills	9198 Sixth Line	43.58212	-79.83389	0.00000	Redevelopment/renovation	D115941005
7	Halton Hills	10621 Steeles Ave East	43.54651	-79.86265	14.465	Automotive Recycling	D115941005
8	Halton Hills	10 Armstrong Ave	43.65548	-79.80458	1.9802	Industrial Draft Plan of Subdivision as the means for Land Division into 5 Blocks	D115941011
9	Halton Hills	0 Main St	43.6593402	-79.9183924	2.018	Proposed 2-Storey transport terminal and associated truck parking	D115941010
10	Halton Hills	205 Victoria St	43.657102	-79.9073446	2.3952	Transport Terminal	D115942001.RV1
11	Halton Hills	303 Armstrong Ave	43.6518712	-79.983	0.601	Truck Maintenance Facility and above ground parking area	D115942003
12	Halton Hills	12144 Steeles Ave	43.5581615	-79.94841	5.3025	A 2-storey, 7,845 sq m industrial manufacturing and office facility for Toronto Industries LTD. With accessory outdoor storage	D050942004 and D142942001.3
13	Halton Hills	13939 Highway 7	43.65974	-79.95854	0.00000	Expansion of self-service facility	D050942004 and D142942001.3
14	Halton Hills	305 Main Street North	43.657148	-80.05331	0.00000	Redevelopment/renovation	D115942002
15	Halton Hills	8178 Eighth Line	43.68365	-79.83935	28.5751	Truck transport terminal with a 2-storey building containing offices and other facilities	D115942002
16	Halton Hills	12035 Steeles Ave	43.56952	-79.84599	51.065	Proposed 2-storey industrial use, 3-metres above ground level	D115941005, D142942011.3
17	Halton Hills	1150 Steeles Ave	43.55328	-79.85559	3.8285	Proposed construction of new industrial Food Grade Facility	D142942011.3
18	Halton Hills	3115 Guelph Street	43.65126	-79.88815	0.00000	Proposed construction of new industrial Food Grade Facility	D142942011.3
19	Halton Hills	381 Guelph Street	43.64965	-79.88137	0.00000	Proposed expansion - new retail space, retail storage space, service centre space, garden centre compound space	D1159421008.RV1
20	Halton Hills	10065 Tenth Line	43.65946	-79.94565	0.00000	Proposed expansion - new retail space, retail storage space, service centre space, garden centre compound space	D1159421008.RV1
21	Halton Hills	23 Armstrong Ave	43.65539	-79.90566	2.3846	Proposed expansion - new retail space, retail storage space, service centre space, garden centre compound space	D1159421008.RV1
22	Halton Hills	5079 9th Line	43.59198	-79.93862	18.9042	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
23	Halton Hills	18824 Steeles Ave	43.65257	-79.9819	3.8203	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
24	Halton Hills	7860 Tenth Line South	43.59978	-79.90087	15.9993	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
25	Halton Hills	54 Armstrong Avenue	43.65539	-79.86532	1.1337	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
26	Halton Hills	8150 Eighth Line	43.58171	-79.84134	41.8154	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
27	Halton Hills	8049 10th Line	43.56999	-79.84257	0.0473	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
28	Halton Hills	7075 Trillium Road	43.57563	-79.83154	0.5342	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
29	Halton Hills	6114 10th Line	43.57177	-79.84359	9.0586	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
30	Halton Hills	8156 10th Line	43.57159	-79.84509	0.5059	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
31	Halton Hills	24 Commerce Crescent	43.64114	-80.04667	0.7829	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
32	Halton Hills	8133 10th Line	43.57044	-79.84354	9.0546	Proposed 2-storey industrial building with a 2-storey office, 3-metres above ground level.	D1159421008.RV1
33	Halton Hills	8350 Eighth Line	43.58174	-79.84341	41.8154	1st Phase of the Bentall GreenOak development of two industrial buildings totalling 33,047 sq m of combined GFA.	D1159421008.RV1

A2 Construction Since 2020

Property Address	City	Type	GFA	Land Area (Ha)
52 Futura Dr	Halton Hills	Industrial	141,000	2.6
8115 Trafalgar Rd	Halton Hills	Industrial	474,946	24.4
8119 Trafalgar Rd	Halton Hills	Industrial	496,192	28.1
10725 Louis St. Laurent Av	Milton	Industrial	1,092,629	21.9
6750 5th Line	Milton	Industrial	139,737	6.5
6500 Campbellville Rd	Milton	Industrial	680,374	23.1
6750 Campbellville Rd	Milton	Industrial	295,746	23.1
11319 Derry Rd	Milton	Industrial	152,828	20.1
6670 Fifth Line	Milton	Industrial	328,958	22.1
2100 Labrador Av	Milton	Industrial	265,802	5.1
6440 Fifth Line	Milton	Industrial	305,475	6.0
Halton Hills Total			1,112,138	55.1
Milton Total			3,261,549	127.8

A3 Schedule A8 Halton Hills Official Plan

