



Report To:	Chair and Members of the Planning and Public Works Committee
From:	Mark G. Meneray, Acting Commissioner of Planning and Public Works and Corporate Counsel
Date:	June 3, 2008
Report No. - Re:	PPW42-08 - Phase II of Sustainable Halton - The Physical Structure Concepts 2021 - 2031 and the Final Evaluation Framework

RECOMMENDATION

1. THAT Regional Council endorse Report No. PPW42-08 re: “Phase II of Sustainable Halton - The Physical Structure Concepts 2021 - 2031 and the Final Evaluation Framework” and direct that the Evaluation Framework be applied to Phases III and IV of the Sustainable Halton process, as set out in Attachment #1, under separate cover to this report.
2. THAT staff be directed to consult with the Local Municipalities, the Conservation Authorities and the School Boards on the Five Refined Concepts as set out in Attachment #2, under separate cover to Report No. PPW42-08, and that the Local Municipalities and the other interested agencies be requested to provide their comments on the Five Refined Concepts and the seven questions posed under Consultation on the Five Refined Concepts section of this report by September 30, 2008.
3. THAT staff report back to Regional Council on the results of the consultation in relation to the Five Refined Concepts at the October 22, 2008 Planning and Public Works Committee meeting.
4. THAT the Regional Clerk forward a copy of Report No. PPW42-08 to the City of Burlington, Town of Oakville, Town of Milton, Town of Halton Hills, members of the Sustainable Halton Inter-Municipal Technical Committee, the Halton District School Board, the Halton Catholic District School Board, the Conservation Authorities and the Region of Peel for their information.

REPORT

Purpose

The purpose of this report is to provide Regional Council with an overview of the work done to date in establishing potential new urban growth areas and to receive direction to consult with the Local Municipalities and other interested agencies on five Refined Concepts. The report contains a discussion on the approach utilized to develop the Nine Initial Concepts, an analysis of the Nine

Initial Concepts on a “good planning” basis, and a discussion of how the five Refined Concepts for potential new urban growth areas were finally developed (as outlined in Attachment #2, under separate cover). The five Refined Concepts represent alternatives for managing growth, which have been developed for the 2021 – 2031 timeframe and are intended to create a dialogue around “compare and contrast” scenarios and consideration of whether they adequately address concepts/questions inherent to the Sustainable Halton process. It is imperative to continue to promote a discussion with the Local Municipalities and other interested agencies on the five Refined Concepts and the complex issues that underlie the exercise of moving towards the establishment of new urban growth areas. In this regard the Local Municipalities and other interested agencies will be asked to consider whether the five Refined Concepts address questions that are inherent to the Sustainable Halton process, namely do they capture Halton’s Planning Vision, do they promote complete, healthy and sustainable communities and do they encourage economic prosperity? Regional staff are requesting that responses to these questions and any other comments from the Local Municipalities and other interested agencies be provided by September 30, 2008, to provide Regional Council with an update on the results of this local consultation in October 2008.

The second purpose of this report is to seek Regional Council endorsement of the Final Evaluation Framework. This report outlines the development and refinement of the recommended Final Evaluation Framework and describes how the Framework will be used to evaluate and measure the growth options as part of the Region’s conformity exercise with the Places to Grow Plan. The report will also highlight how the Framework was developed; how it implements the Region’s Planning Vision for healthy, complete and sustainable communities; how these principles have been translated into measurable evaluation criteria; and how an extensive consultation program was undertaken in the development of the Final Evaluation Framework. In addition, the report responds to Town of Halton Hills report PD-2007-0077 which provided the Region with the Town’s comments in relation to the January 2008 draft version of the Evaluation Framework.

The Approach to Sustainable Halton – Physical Structure Concepts

Halton’s Planning Vision

“...to preserve for this and future generations a landscape that is rich, diverse, balanced and sustainable, and a society that is economically strong, equitable and caring” (Regional Official Plan)

The Regional Official Plan outlines the long term vision for the Region’s physical form and community character. All planning decisions in the Region will be based on the concept of sustainable development which the Regional Official Plan defines as development that “meets the need of the present without compromising the ability of future generations to meet their own need”. Planning decisions in the Region will be based on protecting the natural environment, enhancing the Region’s economic competitiveness and fostering a healthy, equitable society. The overall goal of the Official Plan is to enhance the quality of life for all of the people of Halton.

The Official Plan also recognizes the strategic location of the Region within the Greater Toronto Area and the importance of population and employment growth to the social and economic life of

its residents. The Region developed its current Official Plan anticipating further urbanization and changes to its landscapes in the next decades. With this in mind, the Region has consistently indicated that it will undertake all necessary steps to ensure that growth is accommodated with sensitivity to Halton's natural environment, heritage and culture, and in an orderly and manageable way.

Council, through the adoption of the Regional Official Plan and again most recently through Report PPW18-08 (relating specifically to the Natural Heritage System), has endorsed the concept of landform permanence in the Region, which "represents Halton's fundamental value in land use planning and will guide its decisions and actions on proposed land use changes accordingly". The Regional Official Plan divides the permanent landforms into two classes; those that are meant to be maintained in their current form and extent with no or as little displacement as possible (the Natural Heritage System, Niagara Escarpment, Environmentally Sensitive Areas, Wetlands, Streams and Valley Systems and the Lake Ontario and Burlington Bay shoreline), and those that are to be preserved in large measure so that they will always form part of Halton's landscape (farms, countryside, forested areas and other open spaces).

Halton's Vision also includes the development of a Healthy Community which is one:

- That fosters among the residents, a state of physical, mental, social and economic well-being;
- Where residents take part in and have a sense of control over, decisions that affect them;
- That is physically so designed to minimize the stress of daily living and meets the life-long needs of its residents; and,
- Where employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community (Regional Official Plan).

The concept of complete and healthy communities is an integral component of both the Regional Official Plan and the Places to Grow Plan. For Halton Region, a complete community is one that promotes and celebrates diversity, livability, physical health and well-being and is inclusive. The livability of a place includes the natural environment, the built environment, the culture and the recreational offerings that contribute to attracting residents, visitors and investment. These elements of a complete community will be enhanced in the Regional Official Plan, through Regional initiatives like the development of a community sustainability plan.

Finally, Halton's Vision embraces the principle of a sustainable and prosperous economy, such that the Region will actively maintain, develop and expand its economic and assessment base.

Halton's Planning Vision and Sustainable Halton

Halton's Planning Vision is the foundation of the Sustainable Halton Plan with the fundamental underlying principle being the notion of inter-generational equity. Sustainable Halton is based on protecting the natural environment, enhancing economic competitiveness, fostering an equitable society and building complete and healthy communities. Essential to achieving this goal is the Region's objective of landform permanence, which has historically and will continue to be, a fundamental responsibility and directive of Halton Regional Council. The principles of landform permanence, sustainable development and healthy communities are the foundations of Sustainable

Halton; these in turn provide real direction for decision-making in relation to where new growth should occur.

Phase I of Sustainable Halton culminated in the finalization of twenty-two Technical Background Reports and this activity formed the basis for the “Year of the Building Blocks”, as detailed in Report PPW162-07. This first phase was essential in identifying the issues and goals of Sustainable Halton and ultimately served as the foundation for strategic planning and for future decision-making. The twenty-two papers laid the groundwork for Sustainable Halton and were essential to informing the process through detailed research and analysis of issues critical to the Region, as it endeavoured to develop its growth strategy. The issues reviewed in detail during this phase included a land supply analysis, demographic change, air quality, human services, options for a natural heritage system, aggregates and an agricultural countryside vision. As indicated, these papers helped to define the issues and goals of the Sustainable Halton Plan.

Phase II of Sustainable Halton, will upon approval of this report result in an Evaluation Framework, which will set the stage for the development of a sustainable and responsible planning policy context for future growth in the Region. It incorporates the work completed as part of Phase I of Sustainable Halton. Although the work completed in Phase I constitutes the “building blocks” of the Sustainable Halton Plan, this work will continue to be reflected in Phase II through the Evaluation Framework. Phase III of Sustainable Halton will see the selection and refinement of a preferred growth strategy for the Region while Phase IV includes the development of the Official Plan amendment embodying the strategies and actions for implementation of the preferred growth option.

As the Sustainable Halton Plan progresses through its four phases, culminating in a draft Official Plan amendment to implement the preferred growth option, all decisions will be based on:

- Alignment with Halton’s Planning Vision;
- The work completed as part of Phase I which established the foundations for strategic planning;
- The Themes, Goals and Objectives contained in the Evaluation Framework, and;
- The selection of a preferred growth option which incorporates the strategies, actions and implementation of this preferred growth option.

Additional strategies must be developed which are directed towards both the ongoing monitoring of the manner in which the preferred growth option is being implemented and how intensification and greenfield residential and employment targets are being met. Ongoing updates to Official Plan policies will also be necessary to ensure that the Official Plan is reflective of changing circumstances.

Structuring Elements of the Concepts

An important component of the approach to implementing the Sustainable Halton Plan has been to develop a process which ensures that Halton’s Planning Vision is achieved, while at the same time accommodating the population and employment targets established by the Places to Grow Plan.

Primary Study Area

Through the Places to Grow Plan, the Province identified the area where new growth could be accommodated. These lands are referred to in Sustainable Halton as the Primary Study Area and they encompass the portion of the Region that is located outside of the existing designated Urban Areas and the lands outside of the Greenbelt Area.

Land Requirements

As part of Phase I, the Region identified the amount of land that would be needed to accommodate the growth targets identified in the Places to Grow Plan. The Land Supply Analysis Technical Background Report considered the range of urban land that would be required to accommodate the growth between 2021 and 2031. The report identified a range of land areas needed to accommodate the growth, being from 3,000 to 4,200 gross hectares in size. All of the Concepts envision approximately 3,000 ha of land to accommodate growth. This equates to approximately 1,800 ha of new residential lands, 600 ha of new employment lands and 600 ha of land required for community infrastructure including schools and parks.

Halton staff first looked within the existing urban boundaries to see what could be accommodated through intensification. Meetings with staff at the Local Municipalities identified that they had concerns with respect to the intensification numbers identified by the Province and that achieving a 40 per cent intensification target would be difficult. Intensification studies are currently underway within the Local Municipalities and will be reported at a later date. As a result, all of the Concepts are based on a 60 per cent greenfield and 40 per cent intensification split.

The Land Supply Analysis Technical Background report identified that between 2016 and 2031, 81,000 new households are required. When multiplied by a 40 per cent intensification factor, this equates to 32,400 intensification households, with the remaining 48,600 households being greenfield households. The land supply scenario of approximately 3,000ha is based on the third alternative outlined in the Land Supply Technical Background report which contains a housing mix of 45.6 per cent singles/semis, 34.3 per cent rows and 20.1 per cent apartments. Based on various persons-per-unit data for Halton Region, this equates to an approximate population of 104,800. When the necessary local office and retail employment land requirements are also factored in, this equates to the requirement for a total population and employment figure of 110,913 which equates to approximately 1,800 ha and results in a density of 61.3 people and jobs per hectare. When the 600 ha of employment lands and 600ha of community infrastructure lands are then factored in, this equates to a total land requirement of approximately 3,000 ha.

The physical areas and the projected number of units and population that can be accommodated for intensification will be provided to the Region by the Local Municipalities in addition to the greenfield lands needed. All of the Concepts assume that 40 per cent intensification will be achieved.

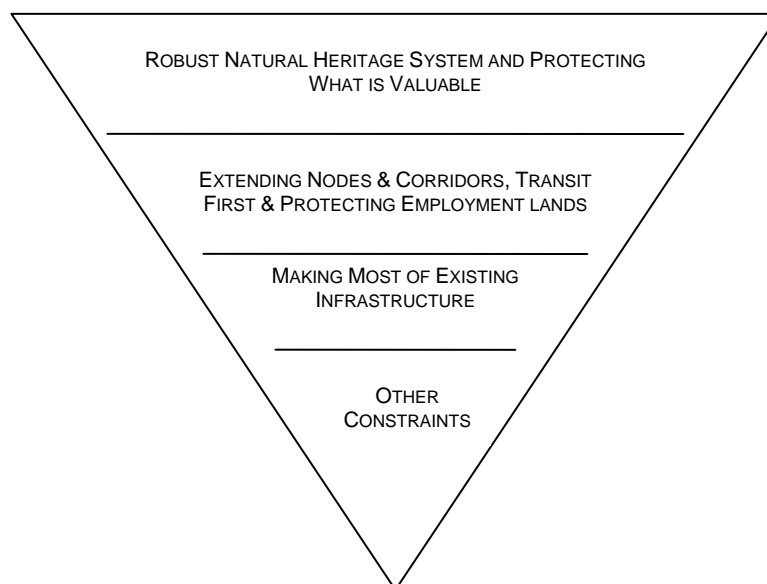
Creating Concepts

The development of both the Nine Initial Concepts and the five Refined Concepts required a holistic approach. The approach taken was to develop a structure reflecting Halton's Planning Vision while still accommodating the Provincially mandated population and employment targets. All of the Concepts provide the basis upon which to frame a discussion about the character and location of future healthy communities in the Region. This approach also reinforces the existing physical, transportation and land use structure of the Region, being one which looks beyond the Primary Study Area, in order to ensure that relationships with Halton's existing communities, the Greater Toronto Area and the Greater Golden Horseshoe are recognized.

All of the Concepts have been guided by the principles and policies set out in various Provincial documents, such as the Greenbelt Plan, the Provincial Policy Statement and the Places to Grow Plan. They build upon the current Regional structure, including the natural heritage system, highways and roads, the goals and objectives of the current Official Plan and the extensive technical analysis of Regional issues relating to the physical, social and economic state of the Region, which was carried out during Phase I of the Sustainable Halton Plan. They look at the Primary Study Area, as well to the alignment of greenfield development with existing development and places for intensification; they look at the Region and the intra-relationships that exist between the Local Municipalities; and they look beyond the Region to the alignment of growth within the structure of the GTA, both north to south and east to west.

In developing all of the Concepts, the different systems, connections, opportunities and constraints that exist within the Region were explored. The Concepts also strive to build upon the historical development experience of the Local Municipalities and those key elements of the Region that make it unique. The key elements of the Concepts include:

Figure 1: Key Elements of the Concepts



A Robust Natural Heritage System

The Region's existing natural heritage system is an interconnected network of protected land and water that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for Halton's residents. Through Report PPW18-08, Regional Council endorsed the adoption of an Enhanced Natural Heritage System which had been identified as the preferred option in the Phase I Technical Background report. This work was completed by North South Environmental and reviewed by the Conservation Authorities. The Enhanced Natural Heritage System builds on existing natural heritage policy standards by increasing the size of some existing natural heritage core areas in order to better represent the two main biophysical landscapes in the Region and to expand the links between natural features. All of the Concepts look to the creation of continuous open space environments and how to structure land use patterns to take full advantage of access to recreational and open space environments.

The first step in developing the basis for all of the Concepts was to apply the Enhanced Natural Heritage System option. All of the Concepts further tested the application of the Enhanced Natural Heritage System option and it was determined that compact urban areas could be well defined by and co-exist with the green system; it was not necessary to apply a different Natural Heritage System option.

Most of the Enhanced Natural Heritage System is comprised of a fixed location and is of known extent, having as its objective, the protection of watercourses, woodlots and other natural features and habitats. While the criteria for the protection of this habitat is critical and must be respected, the boundaries of the system should be taken as conceptual and must be further refined with deeper analysis. This further refinement will be explored in conjunction with the development of the preferred growth option ensuring that rational development patterns and the protection of the Natural Heritage System occur in a coordinated manner.

Protecting What is Valuable

Halton's Planning Vision is based in large measure, on landform permanence and the preservation of agricultural land. Within Halton Region, the preservation of agricultural lands as an economic entity and as a source of local food production are priorities. With the identification of the Primary Study Area as the area for future urban development, it became clear that decisions would have to be made with respect to which agricultural lands should be preserved. A LEAR Study (Land Evaluation Area Review) currently being conducted by the Region will provide further direction in identifying lands for designation as Prime Agricultural, not only in the Primary Study Area but within the entire Region.

When looking at areas for protection, all of the Concepts considered criteria such as critical mass, the most flexibility for farmers, separation from incompatible non-agricultural uses, the connectivity of lands to other agricultural areas outside of Halton Region and the role of farmland in helping to separate urban communities. These criteria were derived from the Phase I Technical Background reports, as well as from a review of the work completed as part of Phase II by the Sustainable Halton agricultural Sub-Consultant, including the Evaluation Framework.

Looking exclusively at potential urban development areas, two areas of focus in all of the Concepts include aggregate extraction areas and agricultural areas. Based on direction from the Provincial Policy Statement (2005), areas for aggregate extraction must be protected and in this regard, all of the Concepts serve to minimize encroachment of development onto mineral resource areas, prioritize protection of mineral resource areas that support agriculture as an interim use and minimize the impacts of mineral extraction on new development.

Extending a Pattern of Nodes and Corridors

Nodes and Corridors are a fundamental component of the Region's existing structure. Nodes and corridors are important since they provide opportunities for a variety of land uses and building types, to interact in a way that promotes vibrancy and enhances quality of life. Corridors often contain higher order infrastructure and are higher density spaces that support transit and pedestrian-level services. Nodes occur where the corridors meet, providing more opportunities to build upon the opportunities which are created by the intersection of these patterns of development.

The extension of nodes and corridors in a continuous and logical way is important when looking at providing services and accessibility. Corridors should connect places within the Region. There should also be a differentiation between goods movement corridors and mixed-use corridors as they fundamentally shape the potential for growth in different ways. All of the Concepts look to these existing mixed-use corridors within the Region and consider how mixed-use corridors connect inter-regionally and intra-regionally and where these mixed-use corridors could be extended.

Protecting Lands for Employment Uses

The Phase I Technical Background Study entitled "Urban Structure: Potential Long-Term Growth Areas" indicated that lands located along major infrastructure such as highways and rail lines, should be reserved for employment uses. This direction has also been clearly given by the Province, through policies in the Places to Grow Plan and the Provincial Policy Statement (2005). These areas provide accessibility and higher visibility which make employment uses more viable. All of the Concepts look at both potential highway and rail employment as elements of the structure. They identify lands along Highway 407, Highway 401 and Winston Churchill Boulevard as potential highway employment areas, as well as lands along the CN Rail corridor south of Milton as a potential rail employment area.

Transit First

Priority for transit is an important principle when looking at possible locations for new growth. Through the development of all of the Concepts, opportunities to enhance transit service and access and to increase ridership through new opportunities afforded by higher density development, mixed uses and a focus on nodes and corridors were examined. There are opportunities to reinforce existing higher-order GO Transit and there is planned investment in Bus Rapid Transit. In addition, a potential GO Station is being considered along the Milton Rail

Corridor east of the 16 Mile Creek. Capitalizing on these opportunities was a key consideration in developing all of the Concepts.

Making the Most of Existing Utility Infrastructure

Making the best use of existing and planned infrastructure is a fundamental objective when striving to direct growth in a sustainable and cost-effective manner. The location of new urban areas has significant implications on cost and servicing efficiency. The cost will be one of many factors used to evaluate and rank potential growth options. The work currently being undertaken to develop the new Transportation and Water and Wastewater Master Plans (2021-2031) will study upgrading and oversizing capacities to support future needs.

Protecting Other Critical Infrastructure within the Region

There are a number of other pieces of critical infrastructure existing within the Primary Study Area that are important to identify as part of this exercise. These include the Halton Waste Management Site and the existing hydro corridors. The Waste Management Site is a constraint because of land use compatibility concerns. In addition, there are two hydro corridors that cross the Primary Study Area. While these hydro corridors do not represent a constraint to development in and of themselves, they will nonetheless impact the location, pattern and character of new growth and play a role in the location of movement corridors. In addition, a number of future highway corridors have been proposed but are not fixed and their timing is undefined. As such, they have not been included within all of the Concepts.

The Nine Initial Concepts

The Nine Initial Concepts were developed as a discussion tool, consistent with the guidelines and objectives outlined above, with each of the Nine Initial Concepts contemplating approximately 3,000 hectares of new urban land; envisioning approximately 1,800 hectares for new residential uses, 600 hectares for new employment uses and 600 hectares for all other uses, including community facilities such as schools, community centres and parks (Attachment #2, under separate cover). At this stage of the process, the focus of the work was on establishing principles for determining where new growth might be located, and did not include assumptions around the form or density of development.

Consultation with members of the Core Technical Committee, the Inter-Municipal Technical Committee, the Inter-Municipal Liaison Committee, and the Sustainable Halton Consultant project team, helped to critically assess the scenarios illustrated in the Nine Initial Concepts. These Nine Initial Concepts were reviewed to identify ideas and issues and to assess the planning merits of each of the Nine Initial Concepts. It is from this process that the five Refined Concepts have been created (Attachment #2, under separate cover). The five Refined Concepts will be used as the basis for creating viable growth options in the next phase of Sustainable Halton.

The Nine Initial Concepts do not include the precise details nor the level of specificity that will be required to serve as a viable growth option. Rather, the purpose of the Nine Initial Concepts was to

begin to frame and promote discussion and provide a deeper understanding of the complex, inter-related issues that must be considered when looking at establishing new urban growth areas.

The following provides a brief summary of the key elements of each of the Nine Initial Concepts. More detailed written and visual descriptions of each the Nine Initial Concepts can be found in Attachment #2, under separate cover to this report.

*Concept #1
Trafalgar Road*

- A focus on Trafalgar Road as a key spine and a mixed-use corridor for growth.
- Creates a continuous link between Oakville and Georgetown along a transit spine.
- Significant amount of growth in Milton, east of the 16 Mile Creek.
- Creates both employment and residential uses adjacent to Highway 401 – impetus for a new GO Station in Milton.
- Trafalgar Road, Britannia Road and Derry Road reinforce existing and potential connections to urban areas within Halton and Peel Regions.
- Identifies employment areas along the Highway 407 and Highway 401 corridors in Milton.
- Large areas of Natural Heritage System (NHS) along Trafalgar Road reduce the potential for a higher intensity node at Britannia Road and Trafalgar Road.
- Large amounts of farmland are retained in the western portion of the Primary Study Area; however the linear corridor splits the largest area of continuous farmland into two pieces.
- Retains the market garden/greenhouse area along Eighth Line.
- Delivery of water services north of Highway 401 requires a major pipe extension while services for the lands south of Highway 401 can be integrated with currently planned infrastructure.
- New wastewater pipes required south of Highway 401 must cross the 16 Mile Creek.

*Concept #2
Trafalgar Road
and 10 Side
Road*

- A variation of Concept #1 with less growth proposed in Halton Hills.
- Focus shifts to 10 Side Road in Georgetown.
- Reinforces connections between south Georgetown and Peel Region.
- Potential GO Station in Milton would be supported by new mixed-use/residential and employment lands.
- West of 16 Mile Creek, growth is somewhat isolated from existing urban areas.
- New employment is concentrated in Milton along Highway 401 and Highway 407.
- New growth on both sides of the 16 Mile Creek may impact the NHS, as will additional road crossings.
- Retains a significant amount of farmland south of Georgetown with connections to the Greenbelt area in both Halton Hills and Milton.
- Impacts the market garden/greenhouse area along Eighth Line.
- Major pipe required to service Halton Hills, and the “gap” in the service area reduces the cost efficiency of the system.
- Wastewater pipes will have to cross 16 Mile Creek.
- The new service area illustrated is not integrated with the planned expansions of the wastewater system.

*Concept #3
South
Georgetown,
Highway 401
and Milton*

- New mixed-use corridors along 10 Side Road with a potential higher intensity node at Eighth Line and 10 Side Road.
- Potential GO Station in Milton would be supported by new mixed-use/residential and employment lands.
- Britannia Road is major transit spine and James Snow Parkway is potentially an intensified mixed-use corridor.
- Identifies employment north of Steeles Avenue in Halton Hills.
- Some new development areas in Milton are isolated and more costly to service.
- New development on both sides of 16 Mile Creek may impact the NHS and will likely require additional road crossings.
- Farmland in Halton Hills remains intact and well connected to the Greenbelt area and the retained farmland in southwest Milton also reinforces connections to the Greenbelt Area.
- Impacts the market garden/greenhouse area along Eighth Line.
- New major water pipe extension required to service new lands in Halton Hills and the gap between Georgetown and

Milton makes it less cost effective to service.

- Wastewater pipes will have to cross the 16 Mile Creek; however the area south of Highway 401 can be integrated with currently planned expansions of the wastewater system.

**Concept #4
Halton Hills
Focused Growth**

- All employment and residential growth in Halton Hills.
- Reduces physical separation with Peel Region.
- Ninth Line and 10 Side Road provide for potential mixed-use corridors and potential node at this intersection, as well as the intersection of 5 Side Road and Ninth Line.
- New urban areas are not located in areas with good access to existing and planned transit services.
- Employment along Winston Churchill Blvd and north side of Steeles Avenue.
- Concentration of development minimizes the impacts on the NHS and eliminates need for major road crossings.
- Retains western portion of Halton Hills and all of Milton for farmland, preserves links to the Greenbelt area and protects the market garden/greenhouse area along Eighth Line.
- Requires major extensions to water infrastructure, as well as significant oversizing of pipes south of Highway 401 and results in inefficient use of resources.
- New wastewater services would need to be extended north from Highway 401 and cross the 16 Mile Creek.

**Concept #5
Highway 401
Corridor**

- Focus on Highway 401 for growth.
- Focus on Trafalgar Road in both Milton and Halton Hills and Derry Road in Milton.
- In Milton, new growth is concentrated east of the 16 Mile Creek.
- Generally, growth is separated from Milton and Georgetown and results in the creation of new communities.
- Potential GO Station in Milton would be supported by new mixed-use/residential and employment lands.
- Potential node at Trafalgar Road and Derry Road is limited by its proximity to the 16 Mile Creek and the surrounding greenlands, potentially putting pressure on the NHS.
- Large amount of farmland is retained in Halton Hills with good connections to the Greenbelt area; however market garden/greenhouse area along Eighth Line is impacted.
- Water services south of Highway 401 can be integrated with currently planning infrastructure. The area north of Highway 401 will require extension of currently planned services. Significant oversizing will be required south of Highway 401 to provide capacity to the areas north of Highway 401.
- Wastewater pipes will have to cross the 16 Mile Creek.

**Concept #6
Milton Centered
Expansion**

- Growth centred around the Milton urban area with potential employment area adjacent to the Milton Rail Corridor and along Highway 401.
- The location of new urban uses adjacent to existing urban areas will allow for the extension of, and integration with, an expanded local transit service.
- New mixed-use/residential lands proposed adjacent to Regional Waste Management Site, introduces potential land use conflicts.
- New mixed-use/residential lands proposed for the Mansewood area which is isolated from existing communities and may be better suited to employment uses or retained as farmland.
- Employment along Highway 401 in Milton, however they are not sufficient to support a GO station.
- Potential employment along rail line and Tremaine Road west of the Waste Management Site, however, they are isolated from other urban development.
- Crossings of the 16 Mile Creek are limited whereas crossings of Bronte Creek are likely required.
- Farmland in Halton Hills remains largely intact and the market garden/greenhouse area along Eighth Line is preserved.
- Proximity of new urban lands to existing urban areas allows water and wastewater servicing from currently planned infrastructure.
- Wastewater servicing can be integrated with currently planned infrastructure and will minimize significant crossings of the 16 Mile Creek.

Concept #7

- Reinforces a system of nodes and corridors – Dundas Street and Trafalgar Road in Oakville and James Snow

Milton South

- Parkway, Britannia Road and Highway 25 in Milton.
- Parkway Belt and other greenlands provide a separation between Milton and Oakville.
 - Potential mixed-use/residential uses adjacent to the Regional Waste Management Site introduces potential land use conflicts.
 - The location of new urban lands supports the extension of, and integration with, local transit service and supports the new GO station.
 - Employment is proposed along the rail line and Highway 407.
 - Large greenland areas west of the 16 Mile Creek and north of Highway 401 are buffered from urban development; however crossings of the Bronte Creek are likely required.
 - Supports traditional farming in Halton Hills, maintains connections to the Greenbelt area and preserves the market garden/greenhouse area along Eighth Line.
 - Proximity of new urban lands to existing urban areas allows water service provision from currently planned infrastructure.
 - Wastewater service can be integrated with currently planned infrastructure and will minimize significant crossings of the 16 Mile Creek.

*Concept #8
Milton East*

- Trafalgar Road and James Snow Parkway are potential corridors and a major node.
- Locating new mixed-use/residential lands adjacent to the existing urban area allows for the extension of and integration with local transit service and supports the proposed GO Station.
- Looks at a portion of Milton Business Park Phase II as mixed-use/residential instead of employment, which are replaced along Highway 407. Additional employment lands are located along Highway 401.
- Growth along both sides of the 16 Mile Creek may impact the integrity of the NHS and will likely require additional crossings.
- Maintains the integrity of farming in Halton Hills and connectivity to the Greenbelt area. Some farmland in south Milton is preserved. Would impact the market garden/greenhouse area along Eighth Line.
- Water and wastewater services can be provided from, and integrated with, currently planned infrastructure however will require significant crossing of 16 Mile Creek.

*Concept #9
Milton West*

- New mixed-use/residential lands south of Georgetown are oriented along Ninth Line, reinforcing transportation connections to the south but lacks a strong connection to existing urban areas.
- New mixed-use/residential lands west of the 16 Mile Creek maintain connectivity to the existing urban area.
- Can be supported by transit and expanded to provide additional transit connections to Oakville, whereas Ninth Line could provide a new intra-regional connection for Halton Hills residents.
- Potential GO station is surrounded by employment uses but the lack of mixed-use/residential uses limits its potential.
- Employment is focused south of Highway 401 and along the rail corridor south of Milton.
- Crossings of the 16 Mile Creek are limited however new mixed-use/residential uses west of the creek may impact the system and crossings of the Bronte Creek are likely.
- Large area of farmland is maintained in Halton Hills; new mixed-use/residential uses split the area into two, isolating farmlands east of Ninth Line. Preserves the market garden/greenhouse area along Eighth Line.
- The area north of Highway 401 requires major pipe extensions and the area south of Highway 401 can be integrated with currently planned infrastructure.
- Wastewater services to areas north of Derry Road will require new trunk infrastructure and additional crossings of the 16 Mile Creek. Wastewater services west of the 16 Mile Creek can be integrated with currently planned infrastructure.

Moving to the Five Refined Concepts

On April 24, 2008, a half day Workshop was held with the Inter-Municipal Liaison Committee to engage in discussion on the Nine Initial Concepts and to test the planning principles and ideas on which the Nine Initial Concepts are based. An understanding of the elements of each of the Nine Initial Concepts was achieved, which provided staff with an important discussion and analysis to consider in moving towards a refined list of Concepts. The following is a summary of the issues raised at the Workshop:

- Urban Separators between communities is important.
- New employment and residential lands should be balanced across Municipalities.
- Are north-south corridors the logical focus for new urban growth areas?
- The creation of a separate community is not ideal – does not create a sense of community.
- Highway 401 is a logical place for employment.
- Residential uses adjacent to the Waste Management Facility and in the Mansewood area north of the Milton urban area is not ideal.
- The Potential GO station needs residential and employment uses to support it.
- Costs for servicing are a critical factor in the process.
- The western portion of Milton along Tremaine Road is necessary to facilitate the Milton Education Village.

Key Directions from the Workshop

The discussion around the Nine Initial Concepts at the Workshop resulted in a set of directions or conclusions around the most appropriate locations for new mixed-use/residential and employment lands. The following summarizes the key directions obtained from this exercise.

New Mixed-Use/Residential Lands

Milton

- Best located so that they are contiguous with the existing urban area to maximize the use of existing community infrastructure, reduce the cost of new community infrastructure and facilitate the expansion of existing local transit service.
- Locating growth south of the Milton urban area and west of the 16 Mile Creek facilitates water and wastewater servicing and reduces the need for major new creek crossings.
- Potential for growth between Bronte Creek and the Greenbelt Area/Niagara Escarpment is limited by existing infrastructure (Waste Management Site and CN rail corridor) and retaining the area as rural supports agriculture and preserves continuity with farmlands above the escarpment.
- There is potential to locate growth north of Britannia Road and east of the 16 Mile Creek to support a potential GO Station however, in the absence of new mixed-use/residential areas west of 16 Mile Creek, this area is isolated. Relocating a portion of Milton's Derry Green Corporate Business Park would assist in relating new mixed-use/residential development to the Milton Urban Area.

- Locating new growth east of the 16 Mile Creek and south of Britannia Road supports the potential expansion of planned Bus Rapid Transit along Trafalgar Road; however, an extensive NHS restricts the amount of contiguous land available for development, creating small pockets that are difficult to service.
- Development around Eighth Line will have impacts on the market gardens/greenhouse uses.

Halton Hills

- Best located so that they are contiguous with the existing Georgetown urban area; provides best access to the Georgetown GO Station and are well positioned to take advantage of proposed service enhancements to the Georgetown Rail Corridor.
- The amount of new mixed-use/residential land needs to respond to the scale and character of the community. Locating all, or a large proportion of new urban land would create a shift in the current development pattern.
- The amount of new urban land is constrained by the higher cost of servicing north of Steeles Avenue, with the information available that new growth may be serviced by a lake-based system should the groundwater work not establish a groundwater supply.
- Retaining much of the land in the southern portion of Halton Hills as rural/agricultural will support established farming activities, preserve Georgetown as a distinct community and reduce the risks of further fragmentation.
- Locating new mixed-use/residential communities in the southern portion of Halton Hills (Hornby area) results in good access to Highway 401 but at the same time isolates the area from established communities.
- Establishing Trafalgar Road, Eighth Line or Ninth Line as mixed-use corridors may support transit connections to the south, but has no relationship to the current pattern of development in Halton Hills.
- Locating new mixed-use residential areas in the Mansewood area would result in the creation of an isolated community; this area is better suited for employment uses or retained as rural lands.

New Employment Lands

- Locating in both Milton and Halton Hills fosters live-work relationships, ensures sustainable residential vs. employment ratios and supports the local tax base.
- New employment along Highway 401 takes advantage of this corridor as a preferred trucking route with great visibility. This area is well positioned to take advantage of synergies with established employment areas along Highway 401 within and outside of Halton Region and supports the proposed GO Station in Milton.
- New employment lands along Highway 407 have similar advantages to Highway 401 but are in some ways less attractive as tolls can be a disincentive to goods movement. In addition, undeveloped employment lands south of Highway 407 will absorb most of the demand in this area over the next 25 years.
- The CN Rail Corridor in southwest Milton has potential for goods movement related to employment uses and this potential needs to be recognized and considered in planning for new employment lands within the Region. These lands are less attractive than those on the Highway 401 area.

- In the development of the Growth Management Strategy, consideration should be given to avoiding residential development on lands that might be required for new employment uses beyond 2031.

Key Conclusions from the Workshop

As a result of the Inter-Municipal Liaison Committee Workshop, a number of key conclusions were reached around the most appropriate location for new urban growth areas. With respect to mixed-use/residential, the lands in south Milton between the 16 Mile Creek and Bronte Creek have strong potential as a new mixed-use/residential area. The lands west of Tremaine Road and north of Britannia Road should be identified as new mixed-use/residential lands, for the new post-secondary institution that will be developed, in all of the five Refined Concepts. Another key conclusion was that only the lands that are contiguous to the Georgetown urban area should be considered for new mixed-use/residential lands in Halton Hills. A large portion of southern Halton Hills should be retained for farmland as it has strong connections to the Greenbelt area.

All five Refined Concepts show new employment lands in both Milton and Halton Hills along both sides of Highway 401, as this was identified as a priority area. The area around the CN Rail Corridor in southwest Milton has been identified as a special location that needs to be considered at a future date.

The Five Refined Concepts

Based on the above conclusions five Refined Concepts emerged, which include:

- A: Milton-Centred;
- B1 and B2: Milton-Georgetown (Low); and,
- C1 and C2: Milton-Georgetown (High).

The five Refined Concepts can be found in Attachment #2, under separate cover to this Report. Each of the Refined Concepts envisions approximately 3,000 hectares of new urban land, 2,400 hectares of which is mixed-use/residential land and 600 hectares of which is for employment. In each of the five Refined Concepts, new employment areas are located along Highway 401. The only variation is the scenario whereby Milton's Derry Green Corporate Business Park is relocated elsewhere within Milton and replaced with mixed-use/residential lands. In addition, all of the five Refined Concepts share two mixed-use/residential areas in Milton, between the 16 Mile Creek and Bronte Creek in south Milton and the proposed post-secondary institutional lands west of Tremaine Road and north of Britannia Road. Finally, the lands around the potential GO Station have been prioritized for new mixed-use/residential uses to provide additional support for a high intensity node around the proposed new GO Station.

The following is a brief summary of key elements of the five Refined Concepts. Attachment #2, under separate cover to this report, contains a visual description of each the five Refined Concepts.

Concept #1
Milton-Centered

- All new mixed-use/residential lands are located in Milton along the east side of Bronte Creek and extending eastward to Highway 407.
- New mixed-use/residential lands are located on the west side of the Milton urban boundary along Tremaine Road.
- New employment lands are located along both sides of Highway 401 in Halton Hills and Milton.
- Britannia Road, James Snow Parkway and Trafalgar Road reinforce existing and potential connections to existing urban areas within Halton and Peel Regions.
- Potential GO Station is supported by new mixed-use/residential lands and employment lands.

Concept #2a
Milton and South
Georgetown

- New mixed-use/residential lands are located in Milton between Bronte Creek and the 16 Mile Creek and between the 16 Mile Creek and Highway 407, and south of Georgetown.
- Illustrates approximately 20,000 new residents in Halton Hills.
- New mixed-use residential lands are located on the west side of the Milton urban boundary along Tremaine Road.
- New employment lands are located along both sides of Highway 401 in Halton Hills and Milton.
- Trafalgar Road and James Snow Parkway are mixed-use corridors with potential nodes at James Snow Parkway and Britannia Road and Trafalgar Road and Derry Road
- Potential GO Station is supported by new mixed-use/residential lands and employment lands.

Concept #2b
Milton and
Southwest
Georgetown

- New mixed-use/residential lands are located in Milton between Bronte Creek and the 16 Mile Creek and between the 16 Mile Creek and Highway 407, and in southwest Georgetown.
- Illustrates approximately 20,000 new residents in Halton Hills.
- New mixed-use residential lands are located on the west side of the Milton urban boundary along Tremaine Road.
- New employment lands are located along both sides of Highway 401 in Halton Hills and Milton.
- Trafalgar Road and James Snow Parkway are mixed-use corridors with potential nodes at James Snow Parkway and Britannia Road and Trafalgar Road and Derry Road
- Potential GO Station is supported by new mixed-use/residential lands and employment lands.

Concept #3a
Milton and ROPA
25 Settlement
Area
(Georgetown)

- New mixed-use/residential lands are located in Milton between Bronte Creek and the 16 Mile Creek (a portion of Milton's Derry Green Corporate Business Park has been relocated and shown as potential mixed-use/residential lands) and south and southwest of Georgetown.
- Illustrates approximately 40,000 new residents in Halton Hills.
- New mixed-use residential lands are located on the west side of the Milton urban boundary along Tremaine Road.
- New employment lands are located along both sides of Highway 401 in Halton Hills and Milton and north of Highway 401, south of James Snow Parkway in Milton (a portion of Milton's Derry Green Corporate Business Park has been relocated to this location).
- Potential GO Station is only supported by new employment lands.

Concept #3b
Milton and
South/Southwest
Georgetown

- New mixed-use/residential lands are located in Milton between Bronte Creek and the 16 Mile Creek (a portion of Milton's Derry Green Corporate Business Park has been relocated and shown as potential mixed-use/residential lands) and wrapping around the Georgetown urban area.
- Illustrates approximately 40,000 new residents in Halton Hills.
- New mixed-use residential lands are located on the west side of the Milton urban boundary along Tremaine Road.
- New employment lands are located along both sides of Highway 401 in Halton Hills and Milton and north of Highway 401, south of James Snow Parkway in Milton (a portion of Milton's Derry Green Corporate Business Park has been relocated to this location).
- Potential GO Station is only supported by new employment lands.

Consultation on the Five Refined Concepts

The purpose of developing the five Refined Concepts is to frame and promote discussion and to provide a deeper understanding of the complex, inter-related issues that must be considered when looking at establishing new urban growth areas. The five Refined Concepts are intended to create a dialogue around “compare and contrast” and whether they address the following questions inherent to the Sustainable Halton process:

1. Do they capture Halton’s Planning Vision of landform permanence?
2. Do they meet Halton’s definition of sustainable development?
3. Do they promote complete, healthy and sustainable communities and the adequate provision of housing?
4. Do they adequately capture the concept of urban separators?
5. Do they encourage economic prosperity and is the Highway 401 corridor the best location for new employment?
6. Do they promote sustainable infrastructure?
7. Do they adequately address the need for new residential and employment lands?

As indicated in Recommendation #2 of this report, it is recommended that staff consult with the Local Municipalities, the Conservation Authorities and the School Boards on the five Refined Concepts, with a request that written comments be received from the Local Municipalities and the various agencies by September 30, 2008 on the five Refined Concepts and the questions identified above. As indicated in Recommendation #3 of this Report, staff will report back to Regional Council on the results of the consultation at the October 22, 2008, Planning and Public Works Committee.

Once this consultation is complete, a short list of options will be developed, based on the results of the consultation with the Local Municipalities and other agencies, along with an analysis of how well the options achieve the highest level goals and objectives of the Sustainable Halton Evaluation Framework (as set out in Attachment #1, under separate cover to this Report). The short list of options will not necessarily be two or three of the five Refined Concepts but could include a combination of the best elements of each of the five Refined Concepts. The short list of options will include detailed densities along corridors, at nodes and in the areas adjacent to these areas. The short list of options will then be evaluated using the goals, objectives and the specific measures contained within the Evaluation Framework and will be subject to a Fiscal Impact Study and a review of water, waste water and transportation servicing costs for each of the options. Once this review is complete a final preferred growth option will be selected for consultation involving Regional staff, Regional Council, the Local Municipalities, the various agencies and the public.

The Evaluation Framework

Development of the Evaluation Framework

The process of developing the Evaluation Framework has provided meaningful opportunities for capturing local perspectives, ideas, and insights in order to ensure—at each stage of its development—that the principles that inform the Evaluation Framework (themes, goals, and objectives) resonate with the community. Phase I of Sustainable Halton identified a series of principles, which formed the basis of the Evaluation Framework. These principles were derived from the Sustainable Halton Phase I Reports and incorporated best practices in growth management including Provincial, Regional, and Municipal Policy directions and were vetted through various rounds of stakeholder and community consultation.

The Evaluation Framework is based on four themes originating from Report PPW76-07 and include:

1. *Protect What is Valuable:* Permanently protect and manage Halton's natural environment to preserve the Region's unique natural heritage, maintain a healthy environment and allow for the wise use of natural resources. The first theme serves to ensure a rich, diverse, balanced and sustainable landscape.
2. *Foster Complete, Healthy, and Sustainable Communities:* Protect and enhance quality of life, community values and neighbourhood character. This second theme subscribes to the planning principles as espoused in the Growth Plan, including the need for complete communities, protection of employment lands, recognizing transit as a priority and the need for firm urban boundaries. Intrinsic to this theme is the recognition of the need to be sensitive to local circumstances.
3. *Ensure Sustainable Infrastructure to Support Growth:* Achieving environmental benefits, economic optimization and societal responsibility. The third theme recognizes that achieving the targets and conformity with the Growth Plan requires financial commitments and perhaps, legislative changes, and changes in the Provincial funding program to ensure that the Region does not incur a deficit in urban infrastructure (i.e. roads, transit, water and sewer facilities, hospitals, schools and community facilities).
4. *Promote Health for All:* Ensure community development promotes a healthy population and environment. The fourth theme commits to viewing the land use planning process through a health lens that is firmly rooted in healthy communities and sustainability principles.

One of the primary conclusions arising from the Sustainable Halton background studies completed in Phase I of the project is that a set of principles and priorities for a complete and healthy community are required to assist in directing growth and providing a balance between competing objectives present in the Region. The challenge has been to develop a framework which responds to and balances a full range of objectives. Since September 2007, the focus in Phase II has been

on translating the Phase I principles for creating a complete and healthy community into an Evaluation Framework.

The process of developing the Evaluation Framework spanned several months and involved numerous interviews and meetings including stakeholder workshops and public information centres in each of the Local Municipalities. The details on the development and refinement of the Sustainable Halton Evaluation Framework are as set out in Attachment #1, under separate cover and Attachment #3 to this Report). The recommended Evaluation Framework is a compilation of the vision and principles for a sustainable Halton Region and the translation into measures which will be used to inform and appraise various options for future growth in Halton. The elements of the framework were developed with reference to three conditions:

1. They highlight differences between potential growth options;
2. They can be measured appropriately and accurately; and,
3. The measures reflect the available sources of data.

An extensive consultation process was established to develop and refine the aforementioned set of principles and the corresponding Evaluation Framework. In this regard, the Region consistently engaged key stakeholders throughout the process of creating and refining the Evaluation Framework. Key stakeholders included:

- The general public;
- Local Municipalities (City of Burlington, Town of Oakville, Town of Milton and Town of Halton Hills);
- Council-appointed Advisory Committees (i.e. Ecological and Environmental Advisory Committee, the Halton Agricultural Advisory Committee, the Elder Services Advisory Committee, Halton's Developers Liaison Committee, and the Halton Housing Advisory Committee);
- Core Technical Committee comprised of staff from various Regional Departments;
- Inter-Municipal Technical Committee comprised of representatives from provincial ministries, Local Municipalities and other Agencies; and,
- Inter-Municipal Liaison Committee comprised of members of Regional Council and the Regional and Local CAOs.

General comments on Phase II of the Sustainable Halton process which were received from the public between August 2007 and February 2008 may be found in Attachment #4 to this Report

Identifying Priorities to Assist in the Creation of the Evaluation Framework, August 2007 – December 2007

During this period, Regional staff consulted with a range of groups, committees and agencies, engaging the participants in a discussion on priorities in the development of a growth strategy for the Region and to provide updates on the process. Meetings were conducted with the Local Municipalities and the Regional Advisory Groups, stakeholder and agency workshops (Conservation Authorities, Ministry of the Environment, Ministry of Natural Resources and the Ministry of Municipal Affairs and Housing) were held and presentations were given to assist in

the development of the Evaluation Framework. Information gathered included opportunities for new development, infrastructure issues, transportation and transit initiatives, potential development areas and intensification sites. The details of this consultation are included in Attachment #3 to this Report. In total, over twenty meetings were conducted during this period.

The Stakeholder Workshops held in September 2007, were a key component in the development of the Evaluation Framework. The participants were led through a mapping exercise and asked to allocate population and employment growth, meant to encourage discussion on local priorities and trade-offs. In all, approximately 55 people attended the stakeholder workshops. Some of the comments expressed included:

- Why grow, and how will the Region address the costs of growth?
- Intensify where appropriate and particularly within existing urban areas.
- Build transit supportive and connected communities.
- Conserve natural heritage resources.
- Ensure access to social infrastructure.
- Build infrastructure first.

In the fall of 2007, Regional staff continued to meet with the Core Technical Committee, the Inter-Municipal Technical Committee and the Inter-Municipal Liaison Committee. Urban Strategies Inc. was present at a number of the meetings to discuss and review key deliverables of the process. From October to December 2007, meetings were held to present the results of the stakeholder workshops, to provide an update on the revised technical background reports and to discuss and provide feedback on the draft Evaluation Framework.

Community Events

During this period, the Region also participated in a number of additional consultation events in an effort to reach out to additional stakeholders in the community including the Canadian Association of Certified Planning Technicians Conference in October 2007, and the Youth Environmental Conference on Climate Change hosted by POWER (Protect Our Water and Environmental Resources) that was held in Halton Hills in November 2007.

Presentation of Sustainable Halton and Draft Evaluation Framework: Jan. – Feb. 2008

During the first two months of 2008, staff were fully engaged in consultation through the presentation of the Evaluation Framework to various groups for comment. In January and February of 2008, Regional staff took part in another round of meetings with a number of the Region's Advisory Committees, this time to present the goals and objectives of the Evaluation Framework. In total, staff met with eight committees during this period. Committee members were asked if what they deem important had been reflected in the Framework and were encouraged to take time to consider the goals and objectives of the Evaluation Framework and respond to the Region with their comments. The input from these meetings fed directly into the process of finalizing the Evaluation Framework.

During January 2008, staff hosted a series of Public Information Centres (PICs) in each of the Local Municipalities, as well as an informal afternoon drop-in session at the Halton Regional

Centre that was attended by Regional staff and members of the public. The goals and objectives of the Sustainable Halton Evaluation Framework were presented. A key component of the PICs was a working session with the public. In addition to a formal presentation at the evening sessions and a series of display panels for public viewing, the PICs also provided the opportunity to break out into smaller groups led by a facilitator, to discuss and provide input into the Evaluation Framework. This format enabled Regional staff to obtain more detailed comments from participants and also provided an opportunity to exchange ideas and debate key issues.

Turnout exceeded expectations, with over 350 people attending the five PICs. The public were very engaged in the discussions that took place in the break-out groups and indicated their appreciation for the opportunity to participate and comment on the Evaluation Framework. Participants were encouraged to take home an Evaluation Framework Workbook so that they could prepare more detailed comments. There were common themes among the key issues raised at the PICs which included:

- How much growth is right for Halton?
- Focus on intensification.
- Need infrastructure to support growth.
- Implementation: we need to get it right.

Specific issues were also identified within each municipality the details of which may be found in Attachment #3 to the Report.

Burlington:

- Comments were made about the need to ensure the health of downtown areas through intensification and good design, the importance of enhancing transit service and access to GO Stations to support growth and the need to develop areas around GO Stations at higher densities.

Oakville:

- Comments included the need to promote a culture of conservation, the need to identify the Region's carrying capacity and the importance of ensuring affordable housing options for all residents.

Halton Hills:

- Much of the discussion concerned water availability and quality. Some participants questioned the capacity to grow, given the water supply issues. Another common sentiment was that investment in local infrastructure is required even without growth.

Milton:

- The comment was made that the current pattern of growth is not sustainable. It lacks a sufficient mix of uses and requires travel by car. Participants also expressed that every effort should be made to capture the benefits of growth. Several participants also noted that they did not want Milton to become an extension of Mississauga.

The Region received a considerable number of detailed responses from the public commenting on the Evaluation Framework. In addition to comments related to specific goals and objectives of the Evaluation Framework, general comments were also provided on the Framework and the Sustainable Halton process itself. Some the general themes that emerged from the comments received included:

- Why do we have to grow?
- Who pays for growth?
- Promote and strengthen policies preserving the natural environment.
- Preserve agricultural land to ensure opportunities for local food production.
- Intensification is preferred over urban expansion but intensification must be compatible with the surrounding area.
- Spending to improve and ensure adequate levels of infrastructure is critical.
- There is widespread support for an expanded and integrated public transit network.
- Preserve the character of existing communities.

A summary of comments received and responses are contained in Attachment #5 to this Report. This table will be made available to the participants of the January Public Information Centres who included contact information with their comments.

Sustainable Halton Communication Strategy

The Sustainable Halton Phase II Consultation Program has also employed various communication tools to engage the broader public. The third (September 2007) and fourth (Winter 2007/2008) Sustainable Halton newsletters were distributed to individuals on the Sustainable Halton mailing list and were also made available at all the consultation events that Regional staff hosted and attended. The newsletters are also available on the Sustainable Halton website. The newsletters represent one of the consultation tools employed to inform and update the public about Sustainable Halton and in particular about upcoming events.

Sustainable Halton's dedicated website was updated in the Fall of 2007 to provide a context for this growth management strategy and to reflect the current phase of the Sustainable Halton process. The website continues to be regularly updated as the process moves forward and new information and reports are made available. Tracking indicates that the Sustainable Halton website received 2,237 hits between April and December 2007. Web traffic will most likely increase in the coming months as the process moves forward towards the release of the growth options and the preferred options.

Further progress was made with the Youth Engagement Program. In addition to meeting with the Youth Advisory Committee, the Region engaged three high schools to obtain a youth perspective on growth and growth management. The three participating high schools completed documentaries on planning for and the impact of, growth in Halton Region. Staff is extremely impressed with the youth perspectives on growth and are now finalizing details on a plan to screen these documentaries.

The Final Evaluation Framework

As outlined above, an extensive consultation program took place, the objective of which was to engage the various stakeholders throughout the process of creating and refining the Evaluation Framework, in order to arrive at the Final recommended Framework. While there has been continuing debate over specific issues, there has generally been support for the major elements contained in the Evaluation Framework and their importance in creating complete and healthy communities.

The Evaluation Framework is organized into a hierarchy of themes, goals, and objectives:

- Themes are broad overarching key directions that structure the Evaluation Framework and are the result of the work done in Phase I of the Sustainable Halton process.
- Goals provide direction on the desired outcomes of development in Halton.
- Objectives provide measurable targets for the development and evaluation of regional growth scenarios.

The Evaluation Framework will be employed as a tool to evaluate growth options. The measures contained in the Evaluation Framework will be used to test each of the short-listed growth options that will be developed from the five Refined Concepts in order to recommend a preferred growth option. As indicated in Recommendation #1, it is recommended that Regional Council endorse this Evaluation Framework and direct that it be applied in all future phases of the Sustainable Halton process.

The goals contained in the Final Evaluation Framework are summarized in the following table:

Table 1: Final Evaluation Framework	
Theme	Goals
Theme 1: Protect What Is Valuable	Protect and enhance the Natural Heritage System.
	Protect and promote agricultural lands and local food production.
	Manage mineral resource areas to ensure compatibility.
	Protect significant cultural resources
	Improve Halton's air quality and reduce impact on the climate
Theme 2: Foster Complete, Healthy, Sustainable Communities Throughout the Region	Promote appropriate intensification to meet the full range of current and future needs.
	Locate new development to enhance access to employment areas, transit corridors, and commercial and community services.
	Promote access to green space system.
	Protect for employment needs to 2031 and beyond and strengthen the Regional Structure.
Theme 3: Ensure Sustainable Infrastructure to Support Growth	Make the best use of existing water and waste water infrastructure and minimize need for major new infrastructure.
	Make the best use of existing human services infrastructure to minimize the need for major new infrastructure.
	Ensure the long-term reliability and security of essential systems – water supply
	Ensure financial sustainability and viability.
	Plan for a sustainable mature state.

	Plan for an integrated transportation network.
Theme 4: Promote Health For All	Promote a culture of conservation.
	Provide human services to support a healthy population.
	Foster a variety of uses in downtowns, corridors and other key intensification areas and promote complete communities through excellence in design.

The final theme of the Evaluation Framework contains goals and objectives that are not strictly speaking, directly measurable at a regional growth management strategy level. As outlined in more detail in the Evaluation Framework itself, these objectives are addressed in other ways, including at the Local Official Plan and Secondary Plan stage and through Regional initiatives like the Community Infrastructure Plan. As the scope of the exercise narrows, items to be addressed through other processes include but are not limited to: community design, complete community and healthy community guidelines, energy efficiency initiatives and air quality guidelines. This in no way suggests that the goals and objectives contained in Theme 4 are of any lesser importance than the others. On the contrary, it illustrates that the first three themes of the Evaluation Framework ensure the development of complete and healthy communities and achievement of Halton’s Planning Vision. Theme 4 is a recognition of additional goals and objectives to be implemented through other Regional and Local Municipal initiatives.

Response to Town of Halton Hills Report PD-2007-0077

Through staff report PD-2007-0077, the Town of Halton Hills identified a number of growth scenarios developed as part of the “Fiscal Impact of Growth Alternatives” study prepared by Hemson Consulting on behalf of the Town, and determined that these scenarios should be evaluated during Phase II of Sustainable Halton to assist in the development of a preferred growth option. These scenarios were considered by Town of Halton Hills Council on October 20, 2007, at which time it was recommended that all the scenarios developed by Hemson Consulting be forwarded to the Region.

The Town of Halton Hills provided a set of Principles and Evaluation Framework Criteria to the Region in the Fall of 2007. These Principles and Criteria were based on the Town of Halton Hills Council’s recently adopted Town Strategic Plan. Staff at the Region reviewed these Principles and Criteria against the Evaluation Framework, which was at that time, in its early stages of development (as set out in Attachment #1 to this Report). The review showed that the Principles and Criteria developed by the Town of Halton Hills were being appropriately reflected in either the Sustainable Halton Plan Evaluation Framework or would be implemented through Regional Official Plan policies and the associated implementation plan for the Growth Management Strategy, through policies in the Local Official Plans and through Secondary Planning exercises.

Comments from the Town of Halton Hills

Town of Halton Hills report PD-2008-0013 “Sustainable Halton Plan Evaluation Framework” briefly summarizes and provides comments on the content of the draft Sustainable Halton Evaluation Framework which was distributed by Regional staff at the Public Information Centres held throughout the Region in January 2008. The purpose of the Public Information Centres was to receive input on the draft Evaluation Framework, in order to assist the Region in determining

whether all the goals and objectives important to the residents of the Region had been adequately captured. As a result of this public consultation there have been changes made to the Framework that Town of Halton Hills staff has not had the opportunity to review. However, the changes which they identified were also identified through the Public Information Centres and as such, have already been added to the Evaluation Framework for consideration by Regional Council.

Staff is appreciative of the contribution made of Town of Halton Hills Council and staff and for their interest in the Evaluation Framework, evidenced by the detailed review and comments provided to the Region for consideration. Town of Halton Hills staff have also been involved in the review of the Sustainable Halton Plan Evaluation Framework through the Inter-Municipal Technical Committee and had provided written comments on the Framework to Regional staff on December 7, 2007. Regional staff have stressed since the commencement of the project, that the involvement of the Local Municipalities is an integral part of the process.

The Town of Halton Hills report PD-2008-0013 commented that “in general terms, the evaluation framework appropriately captures the Town’s key factors to be considered in establishing the Region’s urban, natural heritage and rural structure to 2031 while recognizing that further detailed land use planning is within the purview of local municipalities once the overall Regional structure has been established”. The staff report also suggested some enhancements to the Sustainable Halton Plan Evaluation Framework that are in keeping with the Principles and Evaluation Criteria previously endorsed by Town of Halton Hills Council.

The Evaluation Framework has been modified to state “Foster Complete, Healthy and Sustainable Communities throughout the Region”. As well, an additional Objective and Measure has been added to Goal 2.1 Promote Appropriate Intensification, to meet the full range of current and future needs and to provide for a balance in population and employment growth to capture the concept of fostering complete, healthy and sustainable communities across the Region.

The Evaluation Framework Objective of “Strengthen the Region’s urban/rural structure of nodes, corridors, open space and inter-regional connections” has been further modified to state “Strengthen the Region’s urban/rural structure of existing communities including nodes and corridors, and urban separators, open space and inter-regional connections”. Regional staff agree that an objective and measure relating to Halton’s distinct communities and the notion of urban separators is an important principle to be included in the Sustainable Halton Plan Evaluation Framework. This comment was heard by Regional staff from many of the Public Information Centre participants. As such, the Sustainable Halton Plan Evaluation Framework has been amended to include the following objective and measure in Theme 2: Foster Complete, Healthy and Sustainable Communities under Goal 2.5 Protect and Strengthen the Regional Structure:

- Objective – Maintain and Strengthen Halton Region’s Distinct Communities
- Measure – Options that maintain Halton’s tradition of distinct communities both within Halton Region and between adjoining municipalities will be ranked highest.

Theme 3 – Ensure Sustainable Infrastructure to Support Growth has been modified to add fiscal sustainability and viability to the Sustainable Halton Plan Evaluation Framework. Regional staff agree that goals, objectives, and measures relating to fiscal sustainability are important principles

to be included as part of the evaluation of the growth options. As such, with assistance from the Region's finance staff, the Sustainable Halton Plan Evaluation Framework has been amended to include the following goals, objectives, and measures under Theme 3: Ensure Sustainable Infrastructure to Support Growth:

- Goal 3.4– Financial Sustainability
- Objective – Ensure Financial Sustainability for the Region and Local Municipalities
- Measure – Options that have the least impact on the financial capacity of the Region and its Local Municipalities and the least financial impact on existing taxpayers will be ranked the highest.

- Goal – Financial Viability
- Objective – Ensure the Plan can be financially implemented
- Measure – Options that have the highest ability to implement the financial plan, which includes the ability of the development community to front-end the growth related capital needs, will be ranked the highest.

Next Steps

As discussed in this report, the purpose of releasing the Nine Initial Concepts and the five Refined Concepts was to frame and promote discussion and provide a deeper understanding of the complex, inter-related issues that need to be considered when looking at establishing new urban growth areas. They illustrate general patterns of urban development in the Region which are based on the Nine Initial Concepts, an analysis of the Nine Initial Concepts on a “good planning” basis and the development of the five Refined Concepts.

In accordance with Recommendation #2, Regional staff will further consult with the Local Municipalities and various agencies on the five Refined Concepts to continue the dialogue around where growth should be located and the questions posed in this report around whether the five Refined Concepts address the questions and desired outcomes that are inherent to Sustainable Halton. Once this dialogue is completed, a short list of options will be developed, evaluated and then presented to Regional Council for consideration, following which the public will be asked to comment. It is anticipated that this Report will be presented to Planning and Public Works Committee on October 22, 2008.

The short list of options will be developed, based on the results of the consultation with the Local Municipalities and an analysis of how well the options achieve the goals and objectives of the Sustainable Halton Evaluation Framework (as set out in Attachment #1, under separate cover to this Report). The short list of options will not necessarily select two or three of the five Refined Concepts, but could be a compilation of the best elements of each of the five Refined Concepts. The short list of options will include detailed densities along corridors, at nodes and the adjacent areas and will be subject to a Fiscal Impact Study as well as a review of water, waste water and transportation servicing costs for each of the options. This, along with the application of the Evaluation Framework against the short list of options, will result in a preferred growth option. The preferred growth option will then be subject to a more detailed Fiscal Impact Study which will commence with the release of the preferred growth option in early 2009.

FINANCIAL/PROGRAM IMPLICATIONS

The cost of undertaking Phase II of Sustainable Halton is funded from the Sustainable Halton Capital Account (T8023A).

RELATIONSHIP TO THE STRATEGIC PLAN

This report addresses commitments reflected in the 2008 Planning & Public Works Committee Plan under Theme #1 - Control and Manage Growth for Sustainable Communities in the 2007-2010 Strategic Plan; Goal 1 - Develop and implement a Made in Halton Plan to control and manage growth; Goal 3 – Protect and promote the continued viability of existing agricultural lands and the rural community in Halton, and Theme #2 – Protect and Enhance our Natural Environment; Goal #2 – Implement an enhanced systems approach to natural heritage preservation.

Respectfully submitted,

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