

September 30, 2008

Monica Wallenfels, Regional Clerk
Region of Halton
1151 Bronte Road
Oakville, ON L6M 3L1

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CLERK'S OFFICE

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HALTON REGION
PLANNING AND
PUBLIC WORKS DEPT.

Dear Monica Wallenfels:

**SUBJECT: Approval of Update on the Various Growth Concepts contained in
the Sustainable Halton Plan Phase II
File: 150-09-1**

The Council of the Corporation of the City of Burlington, at its regular meeting held on Monday, September 29, 2008 approved the following recommendation, being Item No. CD-125-08-1:

THAT Planning Department report PL-66/08, dated August 15, 2008, be received and filed; and

THAT Burlington recommend to the Region of Halton that discussions with the Province are warranted on the need to provide additional employment lands within the Region beyond the 600 ha identified as needed to 2031; and

THAT Burlington identify its support for the proposed CN Rail inter-modal site in southwest Milton and the additional CN Rail land holdings in southwest Milton in the Region of Halton's considerations of employment land needs to 2031 and as a Special Study Area for long term rail-serviced employment use during the preparation of a preferred Growth Concept Plan; and

THAT the estimated number of Burlington residential intensification units to 2031 as contained in Planning Department report PL-66/08, dated August 15, 2008, which has been forwarded to Halton Region for use in Sustainable Halton, be reconfirmed as 9700 units; and

THAT a copy of Planning Department report PL-66/08, dated August 15, 2008 and Council Resolution be forwarded to Halton Region and the Towns of Oakville, Milton and Halton Hills.

In addition, the following item, having been given due consideration, was directed by Council to be received and filed:

- Enlarged colour maps received September 5, 2008, concerning the report providing an update on the various growth concepts contained in the Sustainable Halton Plan – Phase II exercise presented by the Region of Halton.

**Approval of Update on the Various Growth Concepts contained
in the Sustainable Halton Plan Phase II**

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- Correspondence dated September 12, 2008, from John O'Brian, O'Brian, Director of Cemeteries, Catholic Cemeteries of the Diocese of Hamilton, concerning the report providing an update on the various growth concepts contained in the Sustainable Halton Plan – Phase II exercise presented by the Region of Halton.
- PowerPoint presentation received September 12, 2008, from Michael Hannay, South Georgetown Landowners Group, concerning the report providing an update on the various growth concepts contained in the Sustainable Halton Plan – Phase II exercise presented by the Region of Halton.

If you have any questions with reference to the above, please do not hesitate to contact John Conn or Paul Smithson of the Planning Department at 905-335-7600, ext. 7641 and ext. 7477, respectively.

Yours truly,



Jennifer Shaw
COMMITTEE CLERK

/jr

- c. John Conn, Planning Department
Paul Smithson, Planning Department



DEVELOPMENT AND INFRASTRUCTURE DIVISION

Planning Department

TO: Chair and Members of the Community Development Committee

SUBJECT: Sustainable Halton Phase II – Growth Concept Plans

Report Number: PL-66/08 **Report Date:** August 15, 2008
Author(s): J. Conn / P. Smithson **Date to Committee:** September 15, 2008
Telephone: 335-7600 **Ext.** 7641 / 7477 **Date to Council:** September 29, 2008
Ward(s) Affected: 1 2 3 4 5 6 All **File Number(s):** 150-09-1

APPROVALS:

Department Head

General Manager

City Manager

To be completed by the Clerks Department

Committee
Disposition &
Comments

01 – Approved 02 – Not Approved 03 – As Amended 04 – Referred 05 – Deferred 06 – Received & Filed 07 – Withdrawn

Council
Disposition &
Comments

01 – Approved 02 – Not Approved 03 – As Amended 04 – Referred 05 – Deferred 06 – Received & Filed 07 – Withdrawn

1.0 RECOMMENDATION:

That this report be received and filed; and

That Burlington recommend to the Region of Halton that discussions with the Province are warranted on the need to provide additional employment lands within the Region beyond the 600 ha identified as needed to 2031; and

That Burlington identify its support for the consideration by Halton Region of identifying the proposed CN Rail inter-modal site in southwest Milton and the additional CN Rail land holdings in southwest Milton in their considerations of employment land needs to 2031 and as a Special

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Study Area for long term rail-serviced employment use during the preparation of a preferred Growth Concept Plan; and

That the estimated number of Burlington residential intensification units to 2031 as contained in Planning Report PL-01/08, which has been forwarded to Halton Region for use in Sustainable Halton, be reconfirmed as 9700 units;

AND THAT a copy of PL-66/08 and Council Resolution be forwarded to Halton Region and the Towns of Oakville, Milton and Halton Hills.

2.0 PURPOSE:

To present an update on the various growth concepts contained in the Sustainable Halton Plan exercise presented by the Region of Halton.

3.0 BACKGROUND AND RELATIONSHIP TO STRATEGIC PLAN:

Background:

In 2007 the Region began the Sustainable Halton Planning exercise in order to meet the obligations contained in the Minutes of Settlement for Regional Official Plan Amendment 25 (R.O.P.A. 25) and to achieve conformity with the Provincial Growth Plan. Phase I of this exercise involved the preparation of a series of background reports, covering topics such as land supply, demographic change, natural heritage system options, and agricultural countryside vision. This series of 19 background reports was prepared by various consultants and co-ordinated by the firm of Meridian Planning Consultants. These various background papers were used to help define the issues and goals to be considered in the preparation of the Sustainable Halton Plan.

In 2008 Phase II of the Sustainable Halton Plan commenced with assistance from the consulting firm of Urban Strategies and associated firms. This phase involves the development of growth concepts as well as preparation of a framework to evaluate the various land use concepts. It should be pointed out that the primary study area is that portion of the Region outside of existing defined urban areas and outside of the Provincial Greenbelt. There are no lands within Burlington located within the Sustainable Halton 'Primary Study Area'.

Initially 9 urban structure concepts were prepared, which were evaluated based on input from the public and stakeholder groups. The result of this exercise is the 5 concepts summarized in Appendix No. 1 and illustrated in Appendix No. 2 of this report.

The image quality of the five concepts shown in Appendix 2 is poor. For greater clarity, better quality versions of the five concepts will be circulated under separate cover and copies made available to the public at the Community Development Committee meeting when this report is considered.

It is the Region's intention to further reduce the number of concepts, based on the input received, in order to allow a thorough and comprehensive evaluation prior to bringing forward a final preferred option. The target date for completion of the Sustainable Halton Plan is June 2009, in keeping with the deadline for conformity with the Provincial Growth Plan and the requirements of the R.O.P.A. No. 25 Minutes of Settlement. The Region has requested the submission of comments on the five Growth Concept Plans by September 30, 2008.

The Evaluation Framework for the growth options is contained in Appendix No. 3. This framework is organized around the following four key themes:

- Protect what is valuable
- Foster complete, healthy, sustainable communities throughout the Region
- Ensure stable infrastructure to support growth
- Promote health for all

4.0 PROVINCIAL GROWTH PLAN AND PLANNING DISCUSSION:

4.1 Provincial Growth Plan:

The Provincial Growth Plan establishes a target for the Region of Halton of 780,000 population and 390,000 jobs by 2031. After 2015, at least 40 percent of the new residential units within the Region must occur within the "built up area", which is commonly referred to as "infill, intensification, redevelopment or 'in-city' development". The Growth Plan also requires that on a Regional scale, all development in "greenfield" areas (lands outside the built-up area) must achieve a gross density of at least 50 people and jobs per hectare.

4.2 Planning Discussion:

4.2.1 Employment Lands

All of the five concepts discussed and illustrated in Appendix No. 1 and 2 of this report focus future population and employment growth on Halton Hills and/or Milton, given these are the areas having lands outside of the existing urban boundary and the Provincial Greenbelt Plan. As such, there are no direct land use impacts on Burlington.

The Sustainable Halton exercise has identified that the Provincial Growth Plan target for jobs, coupled with the prescribed 'greenfield' employment density results in an identified need for 600 hectares of additional employment land within Halton to 2031. Recent employment development trends in Halton identify the growth of logistics and distribution centres, which have a much lower employment density than that experienced in previous decades due to automation and a focus on goods storage rather than production/assembly. The most recent estimate of employment density in Halton employment areas is an average of 37 employees/hectare. As a result, the target of 50 jobs per hectare for 'greenfield' employment lands on a Halton wide basis is felt to present a significant challenge. To achieve the prescribed Greenfield employment density a mix including major office developments and traditional manufacturing oriented uses would be needed.

In addition, within some parts of Halton, the traditional supply and demand model may not function, since some landowners are prepared to hold properties for extended periods for various reasons. As a result it is anticipated that a greater reserve of additional Greenfield employment

lands throughout the Region may be required to facilitate the Growth Plan employment target for Halton.

Canadian National Railways have acquired approximately 350 hectares of land along their tracks in southwest Milton, near the Burlington Tremaine Road boundary, to accommodate an inter-modal facility as well as additional rail-serviced employment lands. The inter-modal facility itself would require only a small portion of this holding. While a CN inter-modal facility does not require local approvals as it is a federally regulated company, the adjacent development of land for non inter-modal related development would require local and Regional planning approvals.

The timing of the railway facility to accommodate inter-modal traffic would be determined by economic conditions and the CN business plan. Given that the inter-modal facility represents a potentially significant piece of transportation infrastructure for the GTA which could develop based on need for such facilities, it would be appropriate to identify the CN location on the Halton Growth Concepts. In a presentation to Halton Council in June 2008, CN identified that while there is no immediate timing for establishment of the inter-modal facility, they would like consideration of their approximately 350 hectare holding for employment use as part of Sustainable Halton.

Development of these lands on the east side of Tremaine Road, north of Highway 407, has not been provided for in the allocation of employment lands in any of the five Growth Concepts. Development of significant employment opportunities in this area would provide additional employment opportunities for Burlington residents, without the need for extensive commuting. As a result, staff believe that allocation of some long-term employment to the area around the potential CN inter-modal facility both to 2031 and in the long term would be reasonable. This is especially true if the Province recognizes that some additional employment lands to 2031 over the 600 hectare target would be reasonable towards achieving employment sustainability for the Region. The CN Rail lands would provide rail-serviced employment which the other employment land locations identified in the five Concepts could not provide.

As a result, it is the opinion of staff that the Region should discuss with the Province whether the Sustainable Halton identification of 600 hectares of new employment land should be reconsidered. Halton should also give consideration of the role which the CN Rail lands should play in the provision of employment growth to 2031 and beyond. To facilitate these further discussions and analysis, it would be appropriate to identify the CN Rail lands as a Special Study Area for long-term employment needs as well as consider this location in the new employment lands to be identified as needed to 2031.

4.2.2 Burlington Residential Growth to 2031

The Provincial Growth Plan requires that 40 percent of residential growth after 2015 within Halton be in the form of 'In-City' development: infill, intensification, redevelopment. Phase I of the Burlington Intensification Study identifies the potential to create approximately 9700 residential units in various infill, intensification and redevelopment forms between 2006 and 2031. It is anticipated that up to 40 percent of this projected 'In-City' development could occur in Burlington prior to 2015, when this particular Provincial policy comes into place. Given the lack of credit given by the Province for early efforts to encourage 'In-City' development, this creates a potential problem for the Region in achieving the 40 percent target after 2015. The other local municipalities

face challenges in achieving significant 'In-City' development, due to servicing and environmental constraints.

Planning staff is of the opinion that allocation of additional 'In-City' development units to Burlington, over the projected 9700 units identified in PL-1/08, is not reasonable for consideration at this time. Staff believe that this type of development within Burlington should be monitored in order to identify potential issues, e.g. infrastructure needs, compatibility and impact on the community, before any consideration is given to having the City's targets increased. In addition, the provision of infill, intensification and redevelopment related studies and information from the Province which was identified in the Growth Plan, e.g., Sub-area assessments, have not yet been made available to the City and Halton Region. Finally, as identified in Appendix 3, Sustainable Halton is also dealing with other policy directions pertaining to natural heritage, aggregate policies and rural areas policies. These will be reported on separately.

5.0 FINANCIAL MATTERS:

Once a preferred Regional Growth concept is chosen it will be possible to undertake a comprehensive evaluation of the costs, e.g. infrastructure along with the other identified evaluation criteria (environmental, health and social services, etc.). At this time the Region is preparing a general evaluation of the magnitude of potential costs associated with five concepts.

6.0 ENVIRONMENTAL MATTERS:

All of the concepts are based on an enhanced natural area system which will provide a high level of natural area protection and connections to both existing Urban Areas and lands within the Provincial Greenbelt.

7.0 COMMUNICATION MATTERS:

Throughout the process to date there has been extensive public consultation by the Region in terms of public information centres, stakeholder workshops and numerous print and web based information packages.

8.0 CONCLUSION:

Staff conclude that the various Growth Concept options do not have a significant direct impact on Burlington's urban area, based on the information currently available. The allocation of additional employment lands over the 600 hectares identified to date as needed to 2031 and land needs beyond 2031 would seem reasonable, and if this is the case, the development of rail-serviced employment lands in southwest Milton would be beneficial to Burlington residents. It would be appropriate to identify the CN Rail holding in southwest Milton on the Halton Growth Concepts and to give consideration of this location as a Special Study Area for rail-oriented employment opportunities.

Staff also conclude that it would not be reasonable for Burlington at this time to accept additional infill development to help achieve the Regional 2031 target for intensification. It is the opinion

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of staff that additional assessment should occur before commitment to an increased level of infill activity from the 9700 units identified earlier this year is determined.

Respectfully submitted,

Paul Smithson
Manager – Policy

John Conn
Planner, Policy

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Appendices:

Appendix No. 1 - Summary of Key Elements of the Five Growth Concept Plans Appendix No. 2 - Growth Concept Plans Appendix No. 3 – Sustainable Halton Evaluation Framework

Staff / Others Consulted:

Name	Telephone

Notifications:

Name	Mailing or E-mail Address
Mary Lou Tanner	Region of Halton
Mel Iovio	Town of Milton
Bruce MacLean	Town of Halton Hills
Dana Anderson	Town of Oakville

- HALTON HILLS COUNCIL RESOLUTION

4. REPORTS FROM OFFICIALS

A. Report No. PDS-2008-0065, dated September 16, 2008, regarding Sustainable Halton Growth Concepts.

* (i) Resolution No. 2008-0189

THAT the presentation by Sheridan Nurseries be received and forwarded to the Region of Halton for consideration as part of determining the start list of options;

AND FURTHER THAT staff report back on the long-term strategy for identifying employment lands for the Town of Halton Hills.

* (ii) Resolution No. 2008-0190

THAT whereas areas in Georgetown are essentially built out , that the Town staff and the Region include in an assessment of growth options the need to designate an employment area as part of the Georgetown Urban Expansion Plan in order to meet the goal of creating complete communities in addition to employment areas designated in the 401 corridor.

* (iii) Resolution No. 2008-0191

THAT Recommendation 11 be eliminated and replaced with:

AND FURTHER THAT endorsement of the Sustainable Halton Plan by the Town of Halton Hills is contingent upon a commitment from the Province to invest in the infrastructure and social programs necessary to serve the growing needs of Halton residents and businesses.

* (iv) Resolution No. 2008-0192

THAT the Region be requested to respond back to the municipalities on the timeframe of the Sustainable Halton process.

* (v) Resolution No. 2008-0193

THAT Report No. PDS-2008-0065 dated September 19, 2008, regarding the Sustainable Halton Growth Concepts be received;

AND FURTHER THAT the public and other stakeholders be thanked for their comments, participation and submissions to the

Town in its process to formulate a response to the Region on the Sustainable Halton Growth Concepts and the seven questions set out in Report No. PPW 42-08;

AND FURTHER THAT the Region of Halton be advised that the Town of Halton Hills is supportive of the provision of additional employment lands on the Highway 401/407 Employment Corridor in Halton Hills as set out in all of the Sustainable Halton Growth Concepts as a means to improve the local non-residential to residential assessment ratio and the local activity rate (ratio of jobs to population) to 2031;

AND FURTHER THAT the Region consider the provision of additional serviced employment lands in the Mansewood area of Halton Hills as shown on Figure 8, and as identified in Report PDS-2008-0065;

AND FURTHER THAT in keeping with the Joint Submission from the Halton Area Planning Directors regarding the Province's Background Paper entitled *Planning For Employment in the Greater Golden Horseshoe* and Report No. PDS-2008-0055, the Region advance opportunities:

- i) to increase the additional supply of employment land for the 2021-2031 period to better match land needs with supply while ensuring choice, competition and flexibility in the land market;
- ii) to identify and protect strategically located employment lands beyond the 2031 planning horizon.

AND FURTHER THAT in keeping with the complete communities provisions of the Growth Plan for the Greater Golden Horseshoe Area (GGHA), as well as the general direction set out in the Town's Strategic Plan and the Halton Hills Official Plan, the Region of Halton be advised that the Town is supportive of an expansion to the Georgetown Urban Area to accommodate new residential mixed use development;

AND FURTHER THAT Council advise the Region of Halton that a preferred scale of expansion for mixed use residential development to the Georgetown Urban area during the period of 2021-2031 be not greater than the magnitude of 20,000 estimated persons and that this amount of growth be included as part of a short list of growth options released later this year by the Region, in accordance with the following parameters:

- a) The Region confirming the financial and servicing feasibility, and the sustainability of the residential mixed use expansion;
- b) The expanded urban envelope be assessed on the basis of minimizing its impacts to the agricultural lands adjacent to the existing Georgetown Urban Area;
- c) The expanded urban envelope take into account the Strategy for Aggregate Resources developed by the Region, particularly as it pertains to the shale deposits previously identified by the Province;
- d) The expanded urban envelope be assessed on the basis of a greater level of detail being provided with respect to the Enhanced Natural Heritage System;
- e) The Region of Halton servicing investigations include options for connecting to the Region of Peel system as a means to provide the necessary servicing to the Georgetown Urban Area; and
- f) That any further submissions by the public and other stakeholders be evaluated in the context of confirming a preferred growth option.

AND FURTHER THAT the Region of Halton be requested to respond to landowner concerns regarding the Enhanced Natural Heritage System and more specifically the spatial extent of the proposed centre of regional biodiversity located in the concession block bounded by Steeles Avenue, Hornby Road, Trafalgar Road, Five Side Road, and Eighth Line;

AND FURTHER THAT the Region consider the development of an Agricultural Strategy that complements the land use planning framework set out in the Greenbelt Plan, the Growth Plan for the Greater Golden Horseshoe and the Regional and local Official Plans in order to support the continuing role of the agricultural industry in Halton;

AND FURTHER THAT the Region formally consult with the local municipalities, the public and other stakeholders on the short list of growth options;

AND FURTHER THAT a copy of this report be forwarded to the Region of Halton, the City of Burlington, and the Towns of Milton

and Oakville, and the Minister of Municipal Affairs and Housing and the Minister of Energy and Infrastructure of the Province of Ontario, and the Region of Peel, M.P.P.'s, Leaders of the Opposition, and the Premier.



REPORT

REPORT TO: Mayor R. Bonnette & Members of Council

REPORT FROM: Bruce D. MacLean, Director of Planning, Development & Sustainability

DATE: September 19, 2008

REPORT NO.: PDS-2008-0065

RE: Sustainable Halton Growth Concepts

RECOMMENDATION:

THAT Report No. PDS-2008-0065 dated September 19, 2008, regarding the Sustainable Halton Growth Concepts be received;

AND FURTHER THAT the public and other stakeholders be thanked for their comments, participation and submissions to the Town in its process to formulate a response to the Region on the Sustainable Halton Growth Concepts and the seven questions set out in Report No. PPW 42-08;

AND FURTHER THAT the Region of Halton be advised that the Town of Halton Hills is supportive of the provision of additional employment lands on the Highway 401/407 Employment Corridor in Halton Hills as set out in all of the Sustainable Halton Growth Concepts as a means to improve the local non-residential to residential assessment ratio and the local activity rate (ratio of jobs to population) to 2031;

AND FURTHER THAT the Region consider the provision of additional serviced employment lands in the Mansewood area of Halton Hills as shown on Figure 8, and as identified in Report PDS-2008-0065;

AND FURTHER THAT in keeping with the Joint Submission from the Halton Area Planning Directors regarding the Province's Background Paper entitled *Planning For Employment in the Greater Golden Horseshoe* and Report No. PDS-2008-0055, the Region advance opportunities:

- i) to increase the additional supply of employment land for the 2021-2031 period to better match land needs with supply while ensuring choice, competition and flexibility in the land market;
- ii) to identify and protect strategically located employment lands beyond the 2031 planning horizon.

AND FURTHER THAT in keeping with the complete communities provisions of the Growth Plan for the Greater Golden Horseshoe Area (GGHA), as well as the general direction set out in the Town's Strategic Plan and the Halton Hills Official Plan, the Region of Halton be advised that the Town is supportive of an expansion to the Georgetown Urban Area to accommodate new residential mixed use development;

AND FURTHER THAT Council advise the Region of Halton that a preferred scale of expansion for mixed use residential development to the Georgetown Urban area during the period of 2021-2031 be not greater than the magnitude of 20,000 estimated persons and that this amount of growth be included as part of a short list of growth options released later this year by the Region, in accordance with the following parameters:

- a) The Region confirming the financial and servicing feasibility, and the sustainability of the residential mixed use expansion;
- b) The expanded urban envelope be assessed on the basis of minimizing its impacts to the agricultural lands adjacent to the existing Georgetown Urban Area;
- c) The expanded urban envelope take into account the Strategy for Aggregate Resources developed by the Region, particularly as it pertains to the shale deposits previously identified by the Province;
- d) The expanded urban envelope be assessed on the basis of a greater level of detail being provided with respect to the Enhanced Natural Heritage System;
- e) The Region of Halton servicing investigations include options for connecting to the Region of Peel system as a means to provide the necessary servicing to the Georgetown Urban Area; and
- f) That any further submissions by the public and other stakeholders be evaluated in the context of confirming a preferred growth option.

AND FURTHER THAT the Region of Halton be requested to respond to landowner concerns regarding the Enhanced Natural Heritage System and more

specifically the spatial extent of the proposed centre of regional biodiversity located in the concession block bounded by Steeles Avenue, Hornby Road, Trafalgar Road, Five Side Road, and Eighth Line;

AND FURTHER THAT the Region consider the development of an Agricultural Strategy that complements the land use planning framework set out in the Greenbelt Plan, the Growth Plan for the Greater Golden Horseshoe and the Regional and local Official Plans in order to support the continuing role of the agricultural industry in Halton;

AND FURTHER THAT the Region formally consult with the local municipalities, the public and other stakeholders on the short list of growth options;

AND FURTHER THAT the Province of Ontario be requested to provide necessary infrastructure and financial support in a timely manner, to the Region and the Area Municipalities, to address community infrastructure and services impacts relating to a proposed 2031 preferred growth option in a manner consistent with the intent of the Place to Grow Plan;

AND FURTHER THAT a copy of this report be forwarded to the Region of Halton, the City of Burlington, and the Towns of Milton and Oakville, and the Minister of Municipal Affairs and Housing and the Minister of Energy and Infrastructure of the Province of Ontario, and the Region of Peel.

REPORT PURPOSE:

The purpose of this report is fourfold:

- To briefly characterize the five regional growth concepts;
- To summarize the results of the Town's Facilitated Workshop held on September 8, 2008 at the Gellert Centre;
- To summarize any other written submissions received by the Town as of the writing of this report;
- To provide the Region with comments and observations on the five regional growth concepts.

BACKGROUND:

The Region of Halton in consultation with the local municipalities of Burlington, Halton Hills, Milton and Oakville are in the midst of a planning exercise known as the Sustainable Halton Plan. The Sustainable Halton Plan is intended to respond

to the myriad of Provincial land use policy initiatives that have emerged over the last three years such as the Provincial Policy Statement (2005), the Greenbelt Plan (2005) and the Growth Plan for the Greater Golden Horseshoe (2006). The end product of the Sustainable Halton Plan exercise will be an updated Regional Official Plan, which is to be adopted by 2009. All four local municipalities will also have to update their Official Plans to reflect the outcome of the Sustainable Halton Plan.

The Sustainable Halton process, which is primarily a review of the Region's Urban and Rural Structure, is a complex undertaking, involving matters such as provincial and regional policy, urban land supply, intensification, servicing, transportation, natural heritage, agriculture, mineral aggregate resources, municipal finance, local aspirations, and public, agency and landowner input. Given that decisions have already been made regarding the spatial distribution of urban lands in Halton to 2021, this process is primarily focused on the 2021-2031 planning period.

Sustainable Halton is divided into four phases as set out below:

- Phase 1: Building Blocks - Background Papers
- Phase 2: Regional Growth Management Options & Scenarios
- Phase 3: Preferred Growth Management Option
- Phase 4: Regional Official Plan Review

As part of Phase 2, the Region released five growth concepts and a final Evaluation Framework through Report PPW42-08 in June 2008. The Region has requested comments on the five growth concepts in general and more specifically in the context of seven questions by the end of September in order to assist in establishing a short list of two or three options for more detailed analysis. Ultimately, the intent is to arrive at a preferred growth option in early 2009 as the basis for an updated Regional Official Plan.

At the July 14, 2008 Council meeting, the Mayor announced that the Town would be holding a Public Information Centre and Facilitated Workshop in order that the public could discuss and provide submissions on the five growth concepts. It was also noted that a Special Council meeting would be held on September 24, 2008 to consider a staff report setting out a recommended position on the growth concepts.

The August 11, 2008 Council meeting saw the release of the Sustainable Halton Growth Concepts Discussion Paper and covering staff report PDS-2008-0059. The purpose of the Discussion Paper was to provide Council and the public with appropriate background information regarding Sustainable Halton as well as

preliminary observations on the five growth concepts in the context of the seven questions posed by the Region as well as the broad framework provided by the Town's Strategic Plan, prior to the facilitated public workshop.

The Public Information Centre and Facilitated Workshop was subsequently held at the Gellert Centre on September 8, 2008. A separate Public Information Centre was conducted by the Region on September 16, 2008 at the Georgetown District High School.

The Growth Concepts

As Council may recall, the five growth concepts are premised on the following assumptions:

- 40% of all new residential units will be located inside the built boundary as of 2015 in accordance with the Growth Plan;
- The amount of new urban land required is approximately 3,000 hectares (7,413 acres) which comprises 19% of the lands within the Primary Study Area¹ or 28% of the lands that are considered to have development capability;
- Lands on both sides of Highway 401 in Halton Hills and Milton have been prioritized for accommodating additional employment lands;
- New residential/mixed use lands should be an extension of existing communities;
- The major focus for new greenfield growth between 2021 and 2031 will be the Town of Milton with Halton Hills share ranging from 0% to 38% of new residential and population related employment growth;
- A substantial amount of the Primary Study Area will continue to be designated for agricultural purposes, particularly in the Town of Halton Hills; and;
- An Enhanced Natural Heritage System intended to protect and link natural heritage features such as wetlands, woodlands and watercourses will be provided.

A brief summary of the concepts is provided below.

¹ The **Primary Study Area** refers to lands in the Town of Halton Hills and the Town of Milton that are outside of approved urban areas and the Greenbelt Plan Area, with the exception of certain linear extensions of the Greenbelt Plan Area.

- **Concept 1: Milton Centred**

The Milton Centred Concept entails locating all of the residential and mixed use land in the Town of Milton (see Figure 1). Under this concept most of the Primary Study Area within Milton would be urbanized. More specifically, the Milton Urban Area would be expanded:

- southerly between two branches of the Sixteen Mile Creek towards the Town of Oakville;
- to the east of Sixteen Mile Creek to the Ninth Line Corridor adjacent to the City of Mississauga.

Lands west of Tremaine Road and north of Britannia Road would also be included in the expanded Milton Urban Area.

Summary information related to Concept 1 is contained in Table 1.

- **Concepts 2A and 2B: Milton and Georgetown (Low)**

Two concepts have been prepared that allocate approximately 20,000 new residents adjacent to the Georgetown Urban Boundary in different spatial configurations. Concept 2A (South Georgetown) would locate growth south of Ten Side Road between the Eighth Line and Levi Creek being a component of the proposed Natural Heritage System, to the east of the Tenth Line (see Figure 2).

Concept 2B (Southwest Georgetown) generally locates growth within the concession block bounded by the 15 Side Road, the Eighth Line, 10 Side Road and Trafalgar Road (see Figure 3).

In both concepts, the balance of the residential and mixed use lands would be located in the Town of Milton with a reduced amount of land designated east of Sixteen Mile Creek to generally maintain the overall Regional urban land budget of 3,000 hectares.

Summary information related to Concepts 2A and 2B is contained in Table 1.

- **Concepts 3A and 3B: Milton and Georgetown (High)**

Two concepts have also been prepared that allocate approximately 40,000 new residents adjacent to the Georgetown Urban Boundary in different spatial configurations. Concept 3A (ROPA No. 25 Deferral 1 and Deferral 2 Areas) would distribute growth over three concession blocks. The Deferral 1 lands (South Georgetown) are bounded by 10 Side Road, Trafalgar Road, 5 Side Road

and the Ninth Line. The Deferral 2 (Southwest Georgetown) lands are bounded by 15 Side Road, Trafalgar Road, 10 Side Road and the Eighth Line (see Figure 4).

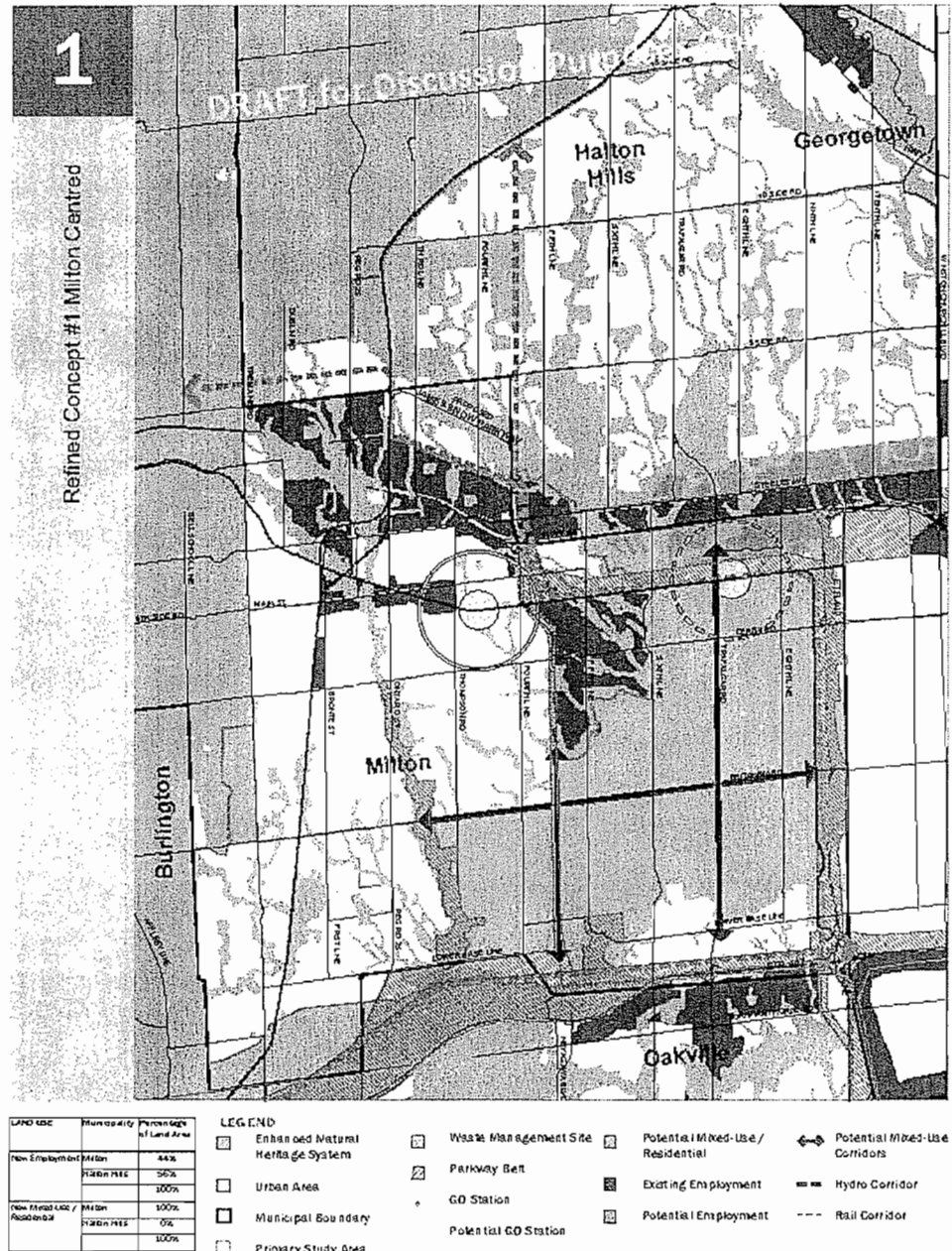
Concept 3B (Southwest/South Georgetown), which is largely a combination of Concepts 2A and 2B, would “wrap” growth around the existing western and southern Georgetown Urban Boundary and where possible utilize the Enhanced Natural Heritage System to define the edges of the expanded urban boundary (see Figure 5).

In both concepts the balance of the residential and mixed use lands would be located in the Town of Milton. In order to maintain the overall Regional land budget of 3,000 hectares, there are no lands designated for urban purposes east of Sixteen Mile Creek.

Summary information related to Concepts 3A and 3B is contained in Table 1.

In all five concepts, new employment lands are distributed on both sides of Highway 401 in Halton Hills and Milton. Concept Five does entail a conversion of a portion of Milton's Derry Green Corporate Business Park to residential/mixed use and the identification of replacement employment lands near James Snow Parkway in the Town of Milton.

FIGURE 1: Refined Concept 1- Milton Centred



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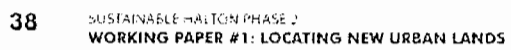


FIGURE 3: Refined Concept 2B – Milton and Southwest Georgetown

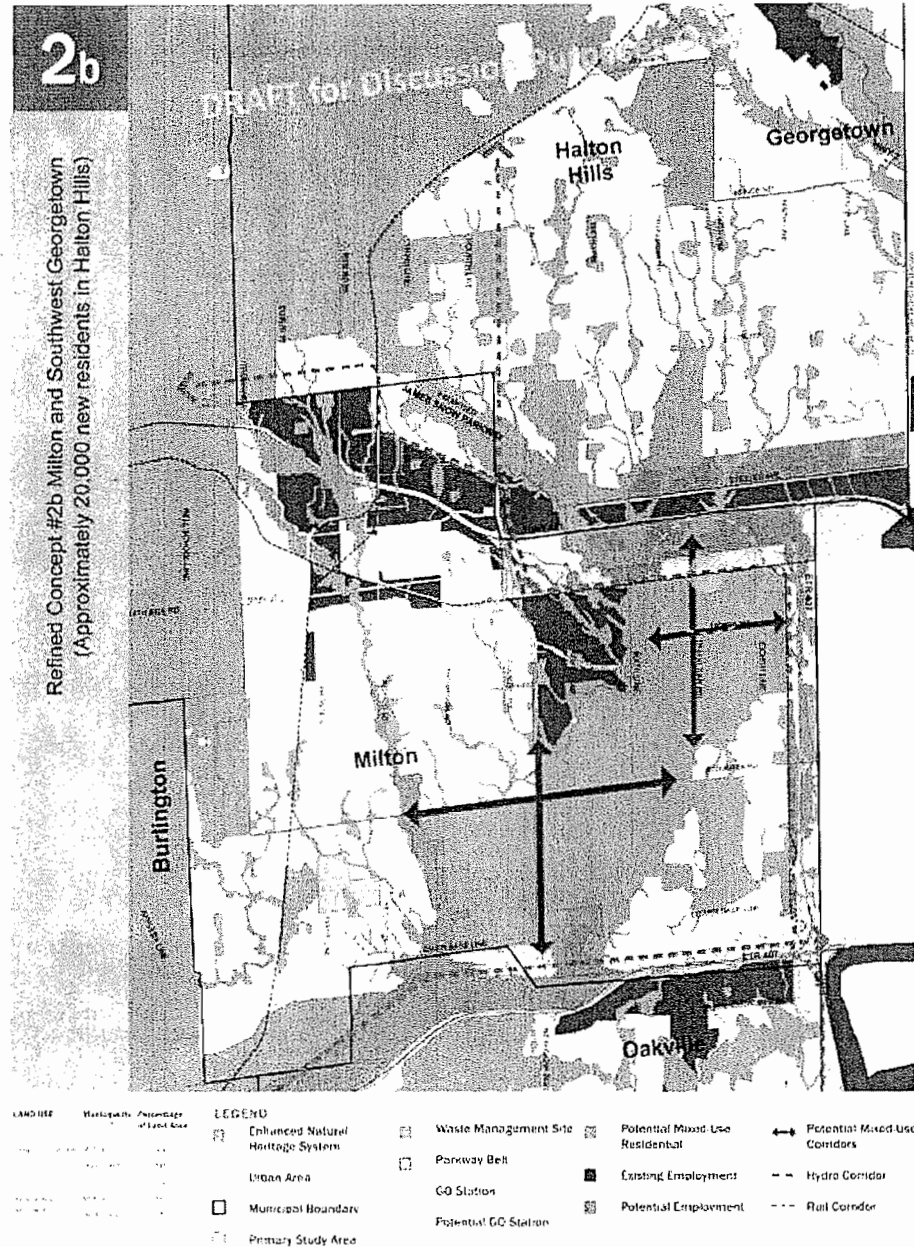


FIGURE 4: Refined Concept 3A – Milton and ROPA 25 Settlement Area

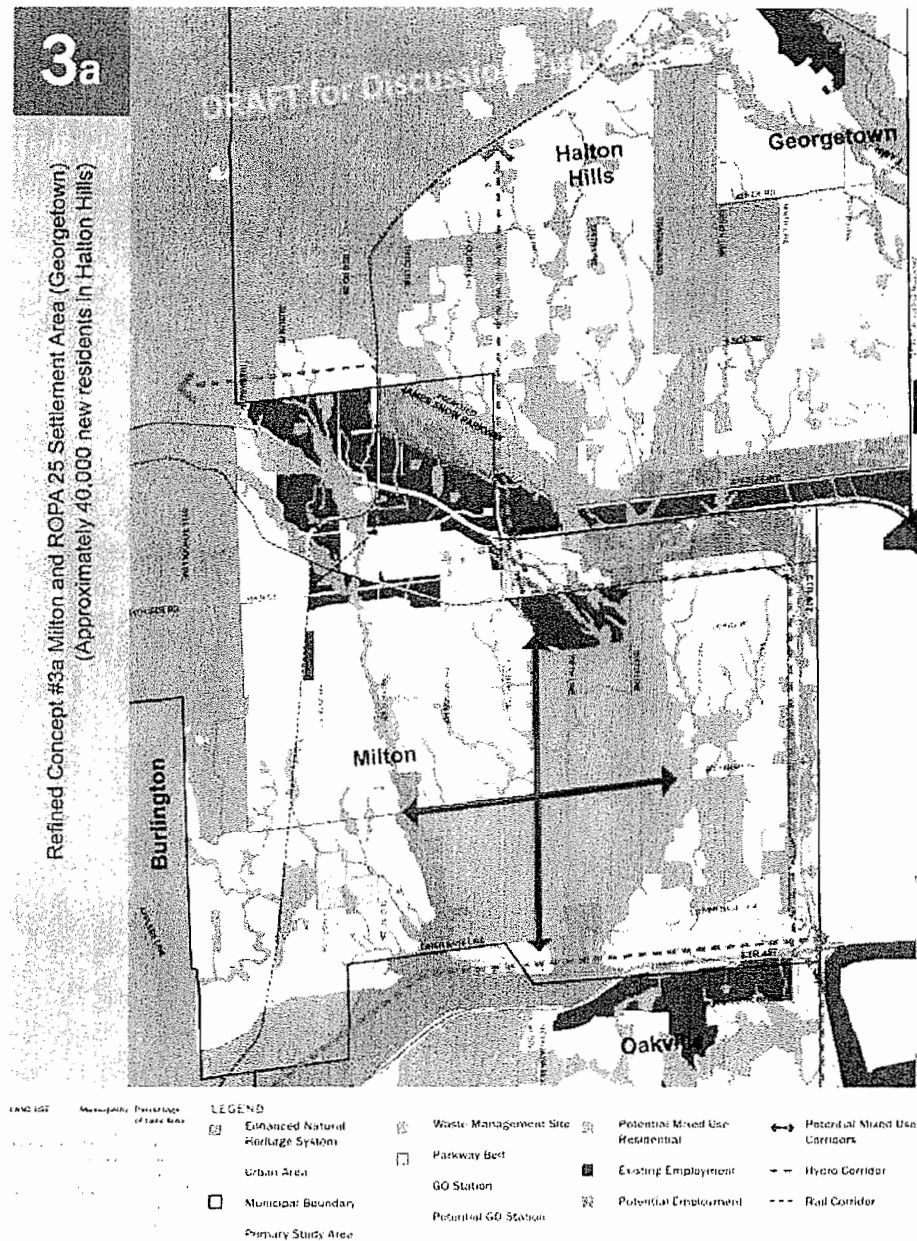


FIGURE 5: Refined Concept 3B – Milton and South/Southwest Georgetown

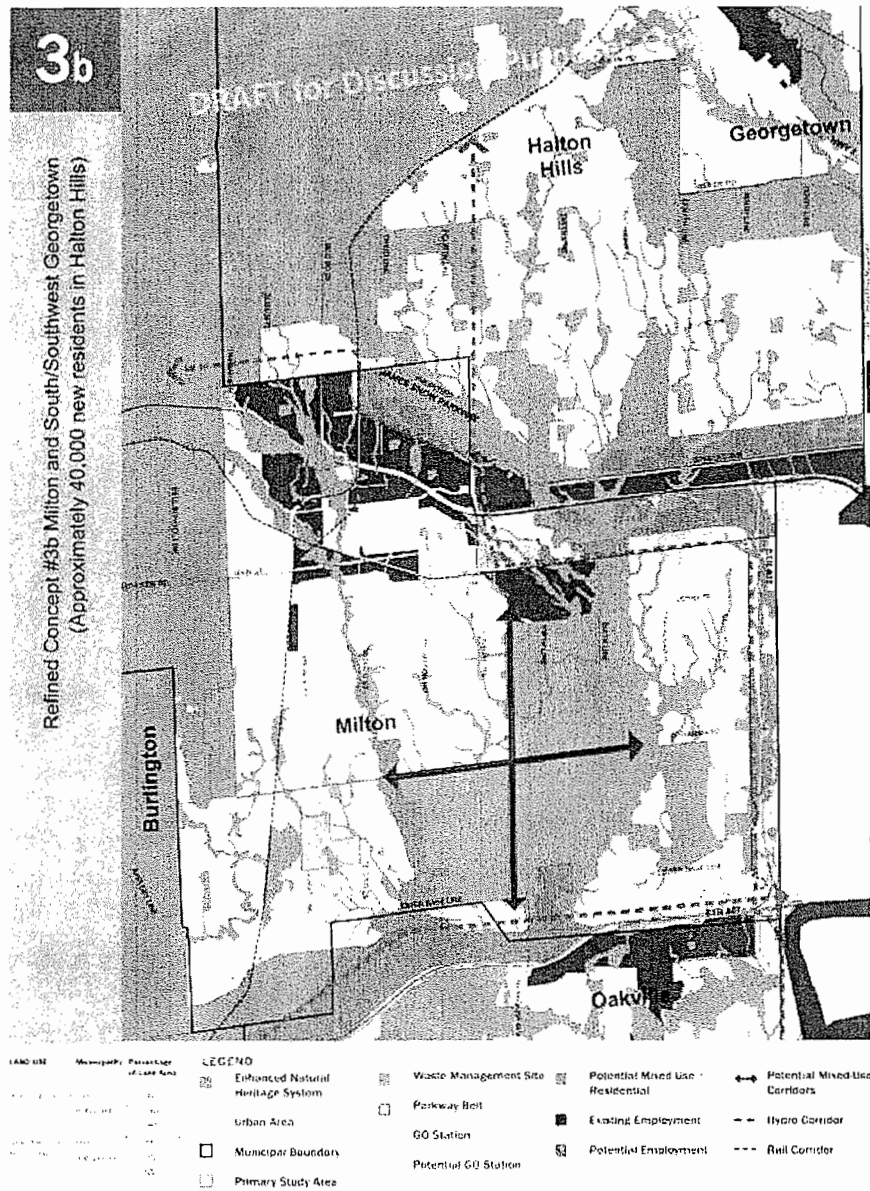


TABLE 1: Comparison of Physical Structure Concepts

SUSTAINABLE HALTON: COMPARISON OF PHYSICAL STRUCTURE CONCEPTS

		Concept 1: Milton Centred	Concept 2A Milton and South Georgetown	Concept 2B: Milton and Southwest Georgetown	Concept 3A: Milton and ROPA 25 Settlement Area (Georgetown)	Concept 3B: Milton and South/Southwest Georgetown
Residential and Mixed Use* Land Area Requirements (ha)	Halton Hills	0	380	360	960	840
	Milton	2,440	2,040	2,040	1,580	1,580
New Residential Growth** (population)	Halton Hills	0	17,900	17,700	46,800	41,200
	Milton	119,200	99,800	99,800	77,200	77,200
Employment Land Area Requirements (ha)	Halton Hills	340	340	340	340	340
	Milton	270	270	270	270	270
New Employment Growth (jobs)	Halton Hills	11,000	11,000	11,000	11,000	11,000
	Milton	8,600	8,600	8,600	8,600	8,600
Amount of Natural Heritage System in the Primary Study Area based on current Regional Official Plan designations (ha)	Halton Hills	1,800	1,800	1,800	1,800	1,800
	Milton	2,270	2,270	2,270	2,270	2,270
Amount of enhanced Natural Heritage System in the Primary Study Area based on NHS3 (ha)	Halton Hills	2,700	2,700	2,700	2,700	2,700
	Milton	2,900	2,900	2,900	2,900	2,900

Source: Region of Halton. Numbers have been rounded and are subject to further refinement.

* Mixed Use includes things like hospitals, community centres and commercial

** Includes population-related employment and mixed use residential areas

COMMENTS:

1. Halton Hills Public Information Centre and Town Facilitated Workshop

The Halton Hills Public Information Centre and Town Facilitated Workshop was held at the Gellert Centre on September 8, 2008. The workshop presented an opportunity for facilitators to lead workshop participants distributed over 12 tables to randomly examine a minimum of all of the five regional growth concepts in the context of the seven questions posed by the Region. Where time permitted, participants also examined all of the other concepts. All of the input was written down on flip charts by a recorder. Participants included local residents from Georgetown and the rural area including those interested in sustainability and the environment, representatives from the Chamber of Commerce and the Georgetown Business Improvement Association, and landowner/developer interests. Members of Council monitored the proceedings but did not directly participate in the group discussion. Planning staff acted as resource to clarify any questions that participants had over the course of the evening.

a) Workshop Record

The Workshop Record has been prepared in tabular form and is attached to this report as Schedule One. Some of the key themes gleaned from participants at the workshop with respect to the growth concepts are listed below in section a), as well as returned written comment sheets in section b):

Concept 1 Milton Centred

- Halton Hills should accept some growth for such reasons as:
 - Growth should be balanced between Milton and Halton Hills;
 - Acceptance of some population growth is necessary to ensure Halton Hills is allocated some employment growth.
- Concept 1 does not address all aspects of a complete, healthy, sustainable community, and in particular the provision of an affordable supply and mix of housing (e.g. seniors housing).
- Concept 1 maintains good urban separators between Halton Hills, Milton and Brampton, except in the area of the 401 Corridor, because growth is limited to employment lands adjacent to the 401 Corridor.
- The 401 corridor is the best location for employment lands, but Concept 1 does not encourage economic prosperity, as it does not provide any residential growth and not enough employment growth.
- Concept 1 adequately addresses the need for new residential and employment lands in the Region as a whole, but not in Halton Hills. Halton Hills needs some residential lands, and according to some, more employment lands.

Concept 2A Milton and South Georgetown

- This concept protects permanent landforms by situating the proposed urban expansion area adjacent to Georgetown.
- This concept has the potential to meet the goals of sustainable development, if required infrastructure is planned for first, and appropriate design measures are utilized.
- This concept provides adequate housing, but would need to have commercial development and community infrastructure linked to serve pedestrians in order to create a complete community.
- The 401 corridor is the best location for employment lands, and Concept 2A does encourage economic prosperity, but would rank better if additional employment lands could be provided.
- Concept 2A adequately addresses the need for new residential lands and additional population (i.e. 20,000) in Halton Hills, but more employment land is needed to correct imbalance of population to employment.

Concept 2B Milton and Southwest Georgetown

- This concept generally protects permanent landforms.
- This concept maintains good urban separators between Georgetown and Milton.

Concept 3A Milton and ROPA 25 Settlement Area

- This concept protects permanent landforms, but does involve greater loss of farmland and encroaches more into the natural heritage system, than Concepts 1, 2A and 2B.
- This concept maintains urban separators between Halton Hills and Milton and Brampton.
- The 401 corridor is the best location for employment lands, but this concept does not contain enough employment lands.
- This concept contains too much residential land relative to employment land, thereby exacerbating the imbalance between residential and employment.

Concept 3B Milton and South/Southwest Georgetown

- This concept involves greater loss of farmland and encroaches more into the natural heritage system than Concepts 1, 2A and 2B.
- The rate or amount of growth is too much to achieve a healthy society.
- With respect to the creation of complete, healthy, sustainable community, the amount of employment land is not sufficient to support the large amount of residential land.
- The urban separator with Brampton is removed in this concept.
- The concept does encourage economic prosperity.

b) Public Comment Sheet Responses

In addition, eight public and stakeholder attendees filled out the Comment Sheet, which asked stakeholders to comment on the relative merits of the five concepts. Two of the submissions only responded to one of the five concepts. One submission focused on increasing the amount of employment lands in the Town to improve the tax base along with concerns regarding the spatial extent of the natural heritage lands to be protected. Another submission was primarily focused on Milton and noted that additional employment was required in that municipality to better balance the residential growth in that municipality.

Six of the submissions expressed a preference for a particular concept with Concept 2B (Milton and Southwest Georgetown) being selected by four; and Concepts 1 (Milton Centred) and 3A (Milton and ROPA No. 25 Settlement Area) by one each. The detailed comments are contained in a matrix attached to this report as Schedule Two.

2. Written Submissions

Aside from the Facilitated Workshop and the comment sheets referenced above, a number of written submissions have been received on the five growth concepts. The various submissions are highlighted below.

a) Chamber of Commerce Submission

The Chamber of Commerce has indicated that it is supportive of concepts that entail a growth increment in the 20,000 range in conjunction with additional employment lands along the north side of Steeles Avenue. The Chamber has not expressed a preference between the two concepts that would allocate this magnitude of growth to the Town but has provided some comparative observations. With respect to Concept 2A, the Chamber has advised that *"residents gaining employment in Halton Hills in the new employment lands would have a shorter private automobile commute and perhaps contribute to mitigating environmental impacts of new development and the carbon*

footprint brought on by urban growth. There may be energy cost savings associated with short commutes by automobile”.

With respect to Concept 2b, the Chamber advises that *“there may be a greater positive impact on the use of potential employment lands around the Georgetown GO Station, and stimulation of the Georgetown historical town centre in the context of a GO extension to Guelph and Kitchener. In addition, Concept 2b may enhance the redevelopment of the GO Station lands and public transportation in light of rising energy costs and improved public transit. This is not to say that Concept 2a would contribute any less to the success of the downtown core and the GO Station lands, only that close proximity of large population areas to such facilities, generally increase use”.*

The Chamber has also indicated support for intensification in existing urban areas, while recognizing that the Town cannot accommodate all of the growth needs in Sustainable Halton.

With respect to employment lands, the Chamber is supportive of *“the location of new employment lands along the north side of Steeles Avenue from Hornby to Winston Churchill Boulevard, and would strongly endorse additional employment lands in relation to the employment lands of the Bram West Secondary Plan and the Bram West Parkway. It would also support new employment opportunities in the new plazas of both concepts, and recognizes that approval of either of the concepts could benefit existing businesses in Halton Hills”.*

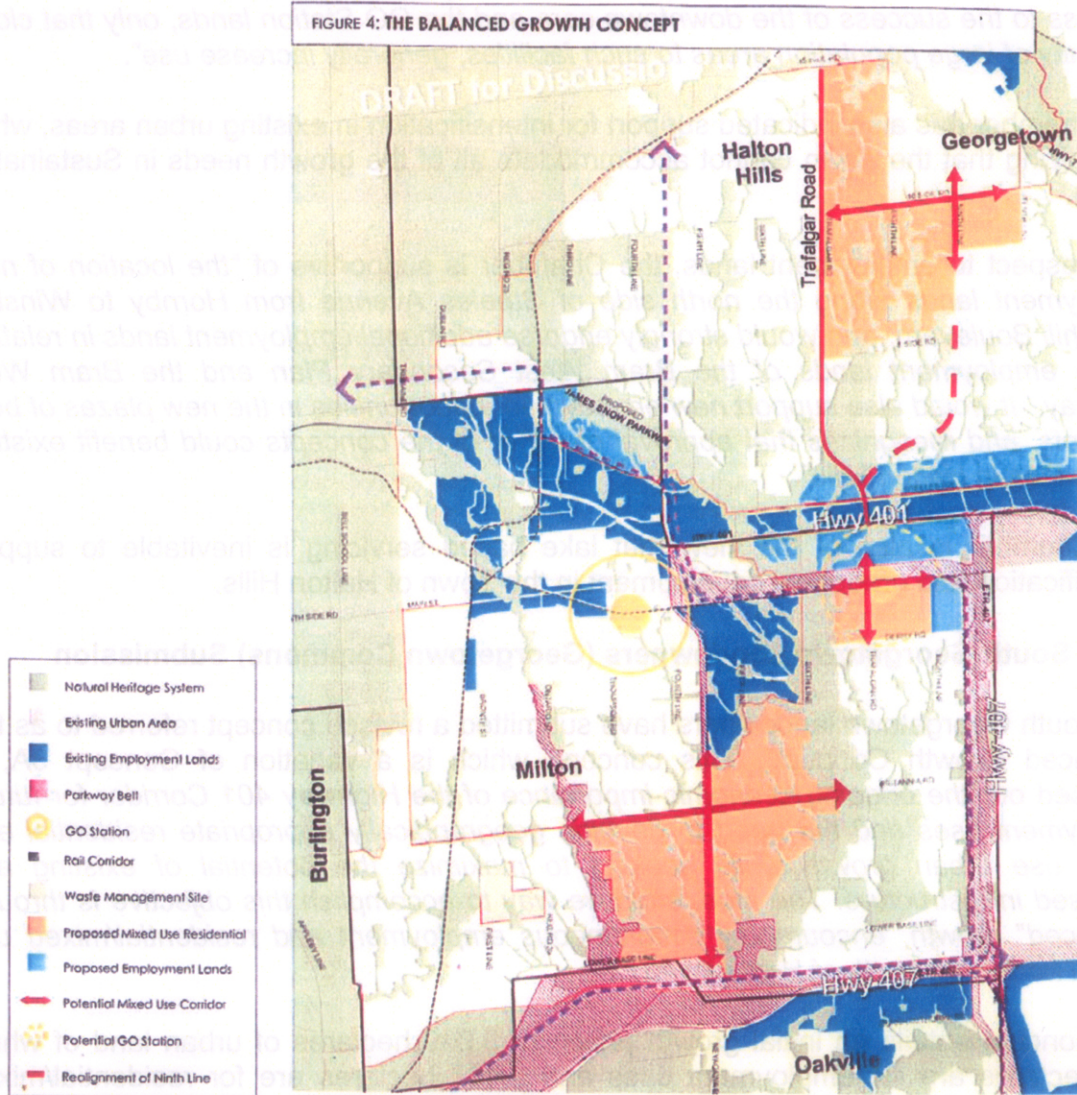
The Chamber is also of the view that lake based servicing is inevitable to support intensification and greenfield development in the Town of Halton Hills.

b) South Georgetown Landowners (Georgetown Commons) Submission

The South Georgetown landowners have submitted a revised concept referred to as the “Balanced Growth Concept”. This concept, which is a variation of Concept 3A, is premised on *“the ongoing economic importance of the Highway 401 Corridor for future employment uses and the need to develop geographically appropriate residential and mixed use urban growth while seeking to maximize the potential of existing and proposed infrastructure. The most effective way to accomplish this objective is through “balanced” growth, encouraging simultaneous employment and residential/mixed use growth north and south of Highway 401”.*

The Concept entails an initial growth phase of 3,239 hectares of urban land of which 772 hectares are for employment uses and 2,467 hectares are for residential/mixed uses. For new employment, the Concept shows a distribution of 340 hectares to Halton Hills accommodating 17,000 jobs and 432 hectares to Milton accommodating 21,600 jobs. For residential/mixed use growth the Concept adds 984 hectares to Halton Hills accommodating an additional population of approximately 49,200 and 1,483 hectares to Milton accommodating an additional population of approximately 74,150 (see Figure 6).

FIGURE 6: Georgetown Commons Balanced Growth Concept



MAP SOURCE: Sustainable Halton Working Paper #1: Locating New Urban Land (modified)

The submission also advises that *"the Balanced Growth Concept responds most appropriately to the Sustainable Halton Evaluation Framework as well as the objectives embodied in the Province's guidelines in its Places to Grow policy and its Provincial Policy Statement (2005)"*.

c) Smart Centres Submission

Smart Centres is the agent for Georgetown Shopping Centres limited (GSCL), the owner of a 20 hectare parcel of land located at the southeast corner of the intersection of 10 Side Road and the Ninth Line immediately south of the Georgetown Urban Boundary (see Figure 7). In a submission dated September 10, 2008, Smart Centres has indicated that *"the GSCL site is within an area that should be identified for future urban growth"*. The submission further advises that *"the existing population (residents of Georgetown and the Town of Halton Hills) is underserved in terms of retail and service commercial space. It is therefore Smart Centres' opinion that the GSCL Site should be brought into the Urban Area to provide additional retail and service uses to existing Georgetown and the Town of Halton Hills residents, regardless of the growth concept recommended"*. The submission also notes that Georgetown is lacking vacant designated lands within the existing urban boundary which could accommodate this type of commercial use.

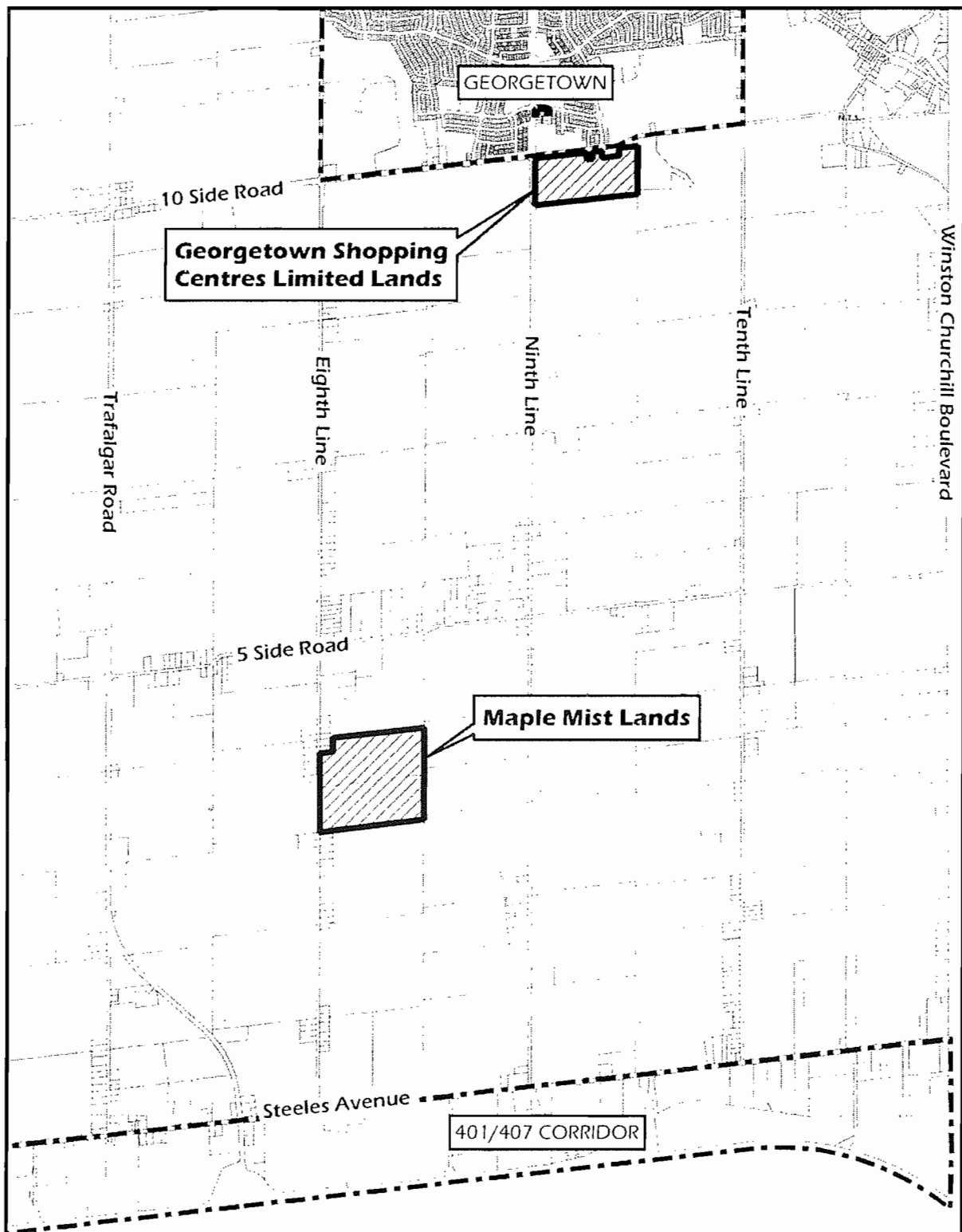
d) Maple Mist Development Corporation Submission

Maple Mist Development Corporation owns approximately 41 hectares (102 acres) of land located east of the Eighth Line between 5 Side Road and Steeles Avenue (see Figure 7). On behalf of Maple Mist, Wellings Planning Consultants Inc. has submitted a letter dated September 3, 2008 that expresses concerns with:

- The conclusion *"that the Maple Mist lands remain Agricultural in the long term in conjunction with a "Continuous Farmland Connection to the Greenbelt overlay"; and*
- *Lack of recognition for future urban lands that will be required by longer-term growth and the potential for an insufficient amount of urban land necessary to accommodate growth as part of the current Sustainable Halton exercise"*.

The submission advises that 3,000 or even 4,200 gross hectares of urban land may not be sufficient *"given the uncertainty with respect to net developable areas, ability to achieve projected growth targets and the extent of natural heritage features/enhanced natural heritage system."* The submission also advises that consideration should be given to the provision and protection of up to 4,200 hectares *"either through the enlargement of urban land within the refined concepts under discussion or alternatively through a policy framework and the identification of lands outside the refined concepts as "Future Urban"*. It is further suggested that the Maple Mist lands be identified as Future Urban.

FIGURE 7: Location Map of Written Submissions



Street Index Source: Teranet Inc.

Produced by:
TOWN OF HALTON HILLS
2008

e) Georgetown Business Improvement Association (BIA)

The Georgetown BIA has provided the Town with the following preliminary submission, after a meeting of some of its members, with information on Sustainable Halton and the five concepts provided by Town planning staff:

- A minimal expansion of population growth of an additional 20,000 people in order to ensure a financially balanced community is recommended;
- It was preferred that the expansion of the current boundaries be made in an east/west fashion rather than to the south towards the 401 and Milton. It was felt that east/west would provide more centricity and connection with the existing town and in particular the downtown Georgetown area;
- While it was not mandatory that a single growth concept be selected, the preference was for Concept 2B.

f) Other Written Submissions

Three other written submissions have been filed with the Planning, Development and Sustainability Department.

One submission prefers Concept One – no growth - to keep the small Town feel which the resident has enjoyed for the last 40 years.

Another submission is concerned with the damage associated with excessive growth vis a vis crime, gangs, traffic and depressed housing prices, citing Brampton as an example. The submission also suggested that an urban expansion will have an adverse impact on housing prices in Georgetown.

The third submission suggested that Concept One would be the most preferable, however, there were questions raised regarding Milton's ability to accommodate all of the growth. As such, Concepts 2a or 2b are seen as the best alternative with a plan for slower, steadier growth being seen as ideal. The submission also suggested that if the Town decides for faster growth rates, Oakville and Mississauga are models to consider rather than Milton.

3. The Regional Questions

The Region has requested that local municipalities comment on the growth concepts in the context of the following questions.

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 noted in the Discussion Paper, the regional questions are broad in scope and perhaps can only be answered in a more fulsome manner once the results of on-going studies pertaining to such as the Land Evaluation and Area Review (LEAR) and the Aggregate Strategy, particularly as it relates to the shale drilling program on lands between Georgetown and the 401 Corridor, are available. Information regarding servicing feasibility is also desirable.

The key points previously made by staff in the discussion paper of August 2008 regarding the seven questions can be summarized as follows:

a) Landform Permanence

All concepts entail essentially the same amount of urban land with the majority of the Primary Study Area being intended to remain in the Rural system therein capturing the principle in various degrees. The preciseness of the area involved will emerge through the short list and the preferred options stage.

b) Sustainable Development

All of the five concepts are predicated on minimizing the amount of additional greenfield lands, achieving the minimum intensification target established by the Province and providing for additional employment opportunities along the 401 Corridor. In addition, all of the concepts are based on an Enhanced Natural Heritage System. These principles can be seen as key elements of sustainability.

Where the concepts differ is the distribution of growth between Milton and Halton Hills. Concept One, which essentially entails no additional residential growth in Halton Hills, raises issues regarding community and economic vitality as well as the directions that underpin the Town's Strategic Plan.

c) Urban Separators

All of the concepts provide, to varying degrees, urban separators between Milton and Georgetown which would be recognizable on the landscape. Concept 1 would extend mixed-use/residential lands in Milton easterly to about the Ninth Line Corridor which may be seen as connecting Milton and the Mississauga. This interface is also present to a lesser extent on Concept 2A and 2B. This connection may, however, be mitigated by the limited development capability within the Ninth Line Corridor.

Concept 3B does not provide an urban separator along the interface of the Georgetown Expansion Area and the City of Brampton although one is maintained further to the south.

No urban separators per se are provided between the 401-407 Employment Corridor (existing designated lands and proposed expansion) and the City of Brampton. As part of the 401 Integrated Planning Project it was concluded that the provision of an urban separator would have resulted in increased servicing costs with impacts on the financial viability and competitiveness of the Corridor. Accordingly, it was determined that the major tributary systems of Sixteen Mile Creek as well as the protection and enhancement of other natural and cultural heritage features, in conjunction with development setbacks would be utilized to distinguish the 401 Corridor from Milton and Brampton². Whether this approach should be carried forward and applied to a northerly expansion of the Corridor should be further considered as the process continues to unfold.

d) Employment Lands and Economic Prosperity

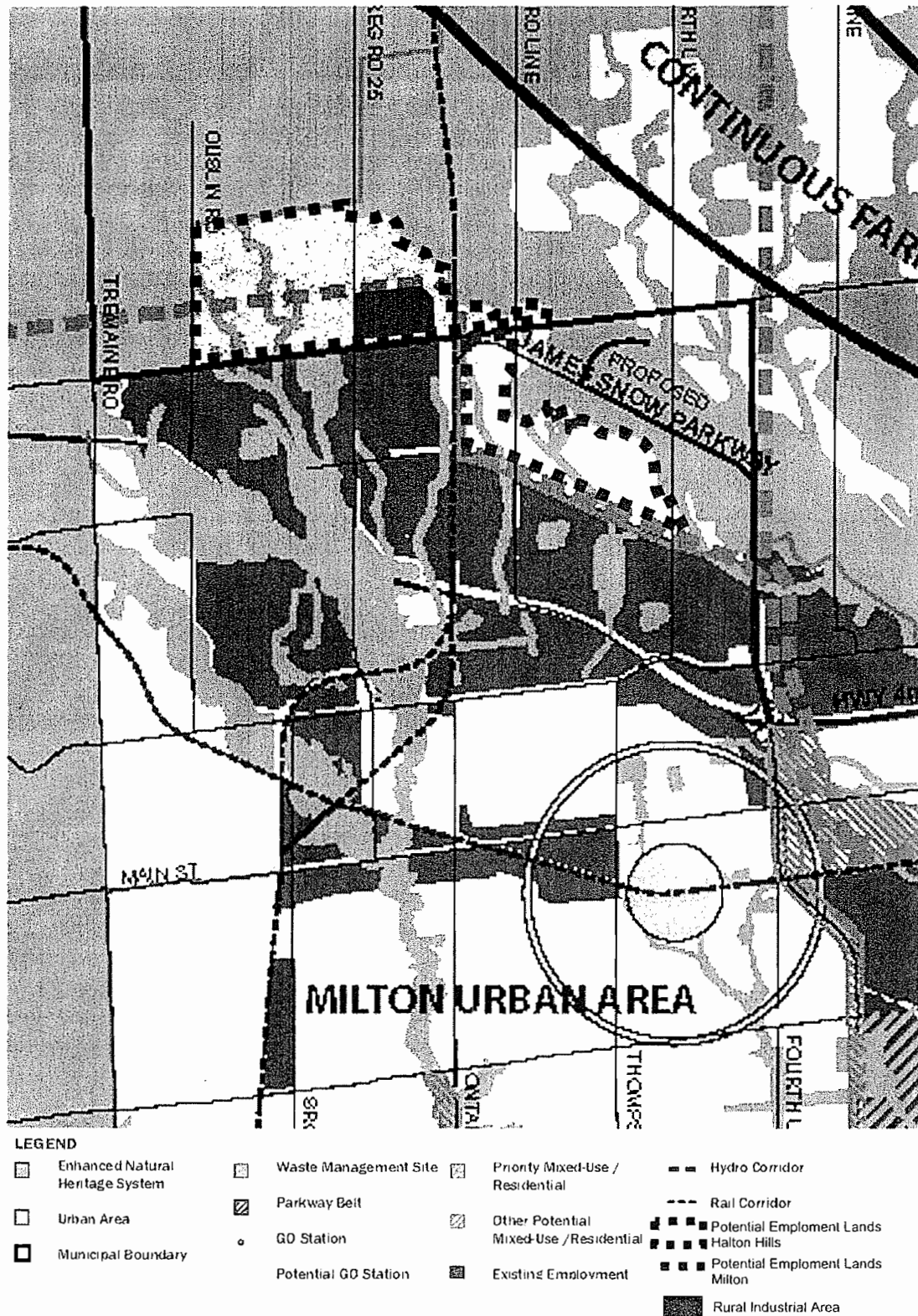
Opportunities for new employment have been identified on either side of Highway 401 in both Halton Hills and Milton. This could build on the momentum created to date along this strategically located corridor in Halton and Peel Regions and is considered to be appropriate.

Another location that has merit in the context of close proximity to Highway 401 is the Mansewood area located on the north side of Campbellville Road in Halton Hills, bordering on Milton (see Figure 8). The Region should also consider the merits of including these lands for employment purposes when developing a short list of growth options.

In addition to the foregoing and as set out in the Joint Submission from the Halton Area Planning Directors regarding the Province's Background Paper entitled *Planning For Employment in the Greater Golden Horseshoe* and Report No. PDS-2008-0055, concerns have been expressed whether 600 hectares of additional employment land between 2021-2031 is adequate vis a vis optimal live work relationships, the low density nature of employment uses in Halton and the nature of some of the residual employment land supply. In this regard, most Halton municipalities including the Town, have employment lands which are faced with a host of challenges such as small or irregular shaped parcels associated with mature industrial areas, landowner disinterest or land banking, parcel fragmentation that can hinder front end financing and/or viable development opportunities and/or severe servicing constraints.

² Dillon Consulting, N. Barry Lyon Consultants Limited, Joseph Bogdan Associates Inc., *401 Corridor Integrated Planning Project Background Planning Study*, March 2000.

FIGURE 8: Mansewood Potential Employment Area



Source: Sustainable Halton Phase 2 - Working Paper #1: Locating New Urban Lands, Conclusions

By way of example, the Town's employment land supply has to be considered in the context of location and servicing issues. It is uncertain whether the vacant employment lands in Acton can be serviced or whether only low intensity dry industrial uses will be permitted. Given the foregoing and taking into account Acton's geographic location within the Greenbelt Plan Area and the distance from the Provincial expressway system, Acton is not anticipated to play a major role for accommodating future employment opportunities. The Georgetown Industrial Area is a mature employment area with limited opportunities for additional development. The Rural (Mansewood Area) does not have access to full municipal services. As previously noted only the western part of the 401-407 Employment Corridor is serviced with further servicing extensions contingent upon an acceptable Environmental Assessment and financial plan.

Based on the foregoing, the Region should explore opportunities to increase the additional supply of employment land for the 2021-2031 period to better match land needs with supply while ensuring choice, competition and flexibility in the land market. Opportunities to identify and protect strategically located employment lands beyond the 2031 planning horizon should also be considered.

e) Residential Land Needs

The total quantum of additional residential units required to 2031 inside the built boundary through infill and intensification and in designated Greenfield areas was canvassed as part of Phase 1 of Sustainable Halton. As noted in PPW42-08, the intensification numbers established by the Province are challenging and it will be difficult to achieve the 40 percent intensification target. On a comparative basis it is anticipated that Burlington and Oakville will be the focus for intensification relative to a variety of factors such as location, size of the urban envelope and the depletion of greenfield lands supply after 2021. The Town of Halton Hills' smaller urban envelopes, character, geographic location and servicing constraints are limiting factors when compared against a number of other municipalities within the Greater Toronto Area and suggest a more minor role for accommodating intensification.

The Town is currently in the midst of a GO Station Land Use Study and an Intensification Opportunities Study both of which will further inform the intensification component of Sustainable Halton.

f) Sustainable Infrastructure

The major issue raised under this question by staff was the need for certainty with respect to servicing. Both the Communities of Acton and Georgetown have a long history with servicing constraints which has proven at times to be an impediment to the Town's planned growth, vibrancy and prosperity. Although well and stream based servicing investigations are underway in both communities, there is no certainty with respect to outcome. With respect to well based water supply, for example, it is noted that the Ontario Water Resources Act and regulations governing water taking have evolved over time. Investigations to support applications to take water have evolved from simple well capacity and interference with other groundwater users, to multi-

disciplinary studies that include ground water science, surface water assessment, wetland ecology and fish habitat.

Recognizing the foregoing, all of the growth concepts are premised on lake based services unless other information and proven options are available and confirmed by the regulatory approval agencies. To the extent that growth is directed to the Town, the provision of lake based services may have the potential to be joined with the Town's interest in having a municipal water system that provides security to existing and planned growth in Georgetown and which serves the existing community for emergency purposes. This position is outlined in greater detail in the Sustainable Halton Growth Concepts Discussion Paper (August 2008) and has led the Town to position itself to ensure that "vitality" and "community security" to support the choices and needs of the Town and the Community of Georgetown are paramount. The Town's prosperity should not be undermined by sole reliance on a well and stream based system should it not come to fruition to meet growth expectations of the Town for 2031.

To this end, staff has included a recommendation in the report highlighting that servicing connections to Peel should be investigated as an option to consider in conjunction with other alternatives, including Halton exhausting its investigation of the possibility of utilizing the well and stream based systems in Georgetown for both approved intensification and expanded urban boundary growth. The proximity of the Peel municipal servicing system to Halton Hills, lends itself to an investigation to evaluate it as an option.

Staff also note that the GO Transit – Georgetown to Kitchener Rail Corridor Environmental Assessment, including the potential for all day service is a further consideration vis a vis the growth concepts.

Staff has included a recommendation which proposes that the Province of Ontario be a participant in providing needed infrastructure and services as part of a partnership effort in community building. This point is emphasized by virtue of the Provinces Growth Plan to build complete communities. The example Town staff would use to illustrate this point would be additional impacts that growth would create on the hospital and other human service delivery sectors.

g) Complete Communities and Adequate Supply of Housing

The Growth Plan defines a complete community as follows:

Complete Communities meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided.

From a local perspective, Concept One is not in keeping with the foregoing definition. Typically, municipal planning exercises seek to provide for a complete mix and range of land uses.

One of the cornerstones of the Town's new Strategic Plan is the Strategic Direction of "Ensure Sustainable Growth" and, this strategic direction is further defined, in part, by a series of strategic objectives. From a community structure perspective, the following strategic objectives are of particular note:

- *To provide for a moderate scale of growth that is in keeping with the Town's urban and rural character.*
- *To ensure that all new urban areas are appropriately sized and phased relative to planned growth to 2031 and in conjunction with required infrastructure improvements.*
- *To ensure that the pace of growth is in keeping with the Town's ability to accommodate community infrastructure.*
- *To ensure that sufficient fully serviced employment lands are designated to 2031 to provide new and expanded business activities that provide employment opportunities for local residents and a greater balance between residential and non-residential assessment.*
- *To provide opportunities for intensification and affordable housing in appropriate locations within the Town.*
- *To recognize and promote the role agricultural lands play in managing growth and defining structure.*

The aforementioned objectives suggest that additional employment and population envisaged in the Town after 2021 to 2031 with the latter being accommodated through intensification and new Greenfield lands. Although the exact magnitude of growth could not be defined in context of the Town Strategic Plan, the Plan's direction has suggested that growth should be of a moderate scale and reflective of the Town's character.

4. General Observations on the Growth Concepts

The Discussion Paper provided some preliminary observations on the growth concepts in the form of a matrix in the context of the Town's Strategic Plan. These observations are attached to this submission as Schedule Three.

In addition to the foregoing, staff provides the following comments on the Growth Concepts from a local perspective.

a) Concept One – Milton Centred

This concept entails the least amount of agricultural land lands being converted for urban purposes in the Town, maintains the current Town structure and provides substantial urban separators between Georgetown and the 401 Corridor, Milton and the City of Brampton. A high activity rate in the range of 70% may be targeted and the long-term fiscal impacts are considered to be positive, however the activity rate may not be achievable.

However, the concept would see limited residential growth after 2016 with some degree of population decline anticipated post 2021 due to declining household size as the community begins to age in place. Housing supply would be limited to that which can be achieved through infill and intensification inside the existing built boundaries. Infill and intensification opportunities may be further limited by servicing constraints. In a local context, there would be limited housing choices with the potential for price increases and related affordability issues to emerge.

Further expansions to the commercial inventory will be limited due to the absence of large vacant parcels designated for commercial development as well as overall growth, land supply and servicing constraints.

Council should be aware that the Town of Milton has indicated that additional employment lands are necessary within that municipality to balance anticipated residential growth and maintain at least a 50% activity rate. Three locations for additional employment lands within Milton have been identified by their staff³, being adjacent to the north-south and east-west sections of Highway 407 and near the CN Rail line in southwest Milton. The latter location is also supported by the City of Burlington staff⁴. Given the foregoing, without an increase to the regional employment land budget which could support these additional areas, the securing of a standalone employment land option in Halton Hills may face significant challenges.

b) Residential/Mixed Use & Employment Concepts (2A, 2B, 3A and 3B)

The Regional concepts entail approximately 20,000 and 40,000 residents being allocated to the Town around the Community of Georgetown. The difference between the magnitude of growth associated with the concepts is one of scale and pace. Concepts 2A and 2B entail the Town being allocated approximately 15 % of the region wide population growth to be accommodated in new greenfield areas. Residential growth would be in keeping with the historical absorption rates observed in the Town over the last ten years; the compounded annual growth rate of 2 % would be lower than the 1991-2006 period.

Concepts 3A and 3B entail the Town being allocated approximately 35-38 % of the region wide population growth to be accommodated in new greenfield areas. Both

³ Milton Report PD-076-08, dated September 22, 2008.

⁴ Burlington Report PL-66/08, dated August 15, 2008.

concepts entail increased absorption rates and a higher rate of growth relative to historic performance.

In general terms and in keeping with intent of the Strategic Plan, staff is suggesting that Council advise the Region that an urban expansion to Georgetown for Residential/Mixed use purposes can be supported. Staff has provided a recommendation to this effect.

In addition, staff is of the opinion that the scale of growth associated with Concepts 2A and 2B is consistent with the past and existing growth trends within the Town and therefore would provide the Town with a plan that allows this trend to be advanced to 2031. Staff would suggest that this can be viewed as a “best fit” with community expectations about the character of the Town, the community aspirations, with the Town’s respective network of communities and the directions referenced in the Town Strategic Plan.

In contrast, staff observe that the scale of growth associated with Concepts 3A and 3B will require the Town and the community to alter their expectations about the character of the Town in a manner that to many may prove challenging.

With the foregoing in mind as a next step in clarifying its position to the Region, Council now has an opportunity to outline a framework of expectation for growth which will allow the Region to partner with the Town.

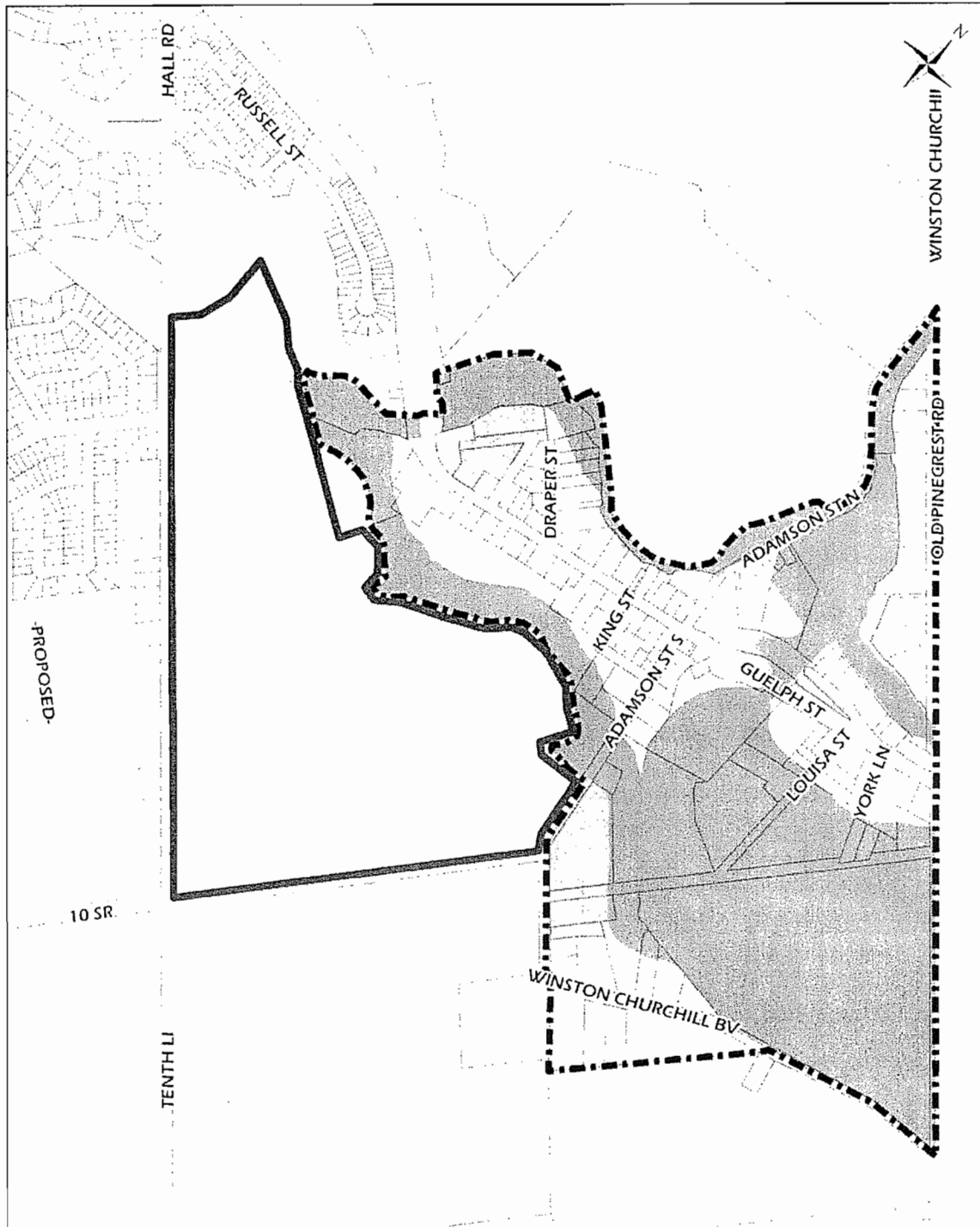
To this end staff recommend that Council advise the Region of the Town’s preference for an urban expansion to Georgetown of residential/mixed use area at a scale that has a magnitude of growth not greater than 20,000 estimated persons as a basis in which to formulate a short list of growth options. This proposed direction is qualified with six requirements that are intended to address a range of issues wherein more detailed responses from the Region are required. These requirements include minimizing impacts on agricultural lands, the identification and potential refinement of the natural heritage system, continuing to evaluate public and stakeholder submissions, and information needs with respect to financial and servicing implications.

5. Tenth Line/10 Side Road Lands – Georgetown/Norval Area

None of the five concepts include lands located on the north side of 10 Side Road located between the current Georgetown Urban Boundary and the Hamlet of Norval. The location of these lands, which form part of Deferral 3 (D3) in both the Regional and Halton Hills Official Plan, are shown on Figure 9. The lands have previously been identified as potential site for a component of the Georgetown/Norval By-pass, specifically the connecting link between Highway 7 and a realigned 10 Side Road.

The subject lands are of a small scale and could be further considered in the context of all of the Georgetown expansion concepts. Concepts 2A and 3B, for example, propose new residential mixed use lands in close proximity to these lands on the opposite side

FIGURE 9: Tenth Line/10 Side Road Lands – Georgetown/Norval Area



Legend

- Hamlet Boundary
- Georgetown Urban Boundary
- Subject Lands
- Greenlands
- Open Space

of 10 Side Road. Although more geographically more remote from the lands subject to Concepts 2B and 3A, the inclusion of this area may be seen as part of a logical rounding of the Georgetown Urban Boundary. These lands could be further considered as this process continues to unfold in the context of any implications for the Georgetown/Norval By-pass as well as measures that may be necessary to ensure that the character of the Hamlet of Norval is maintained.

6. Hamlet of Stewarttown

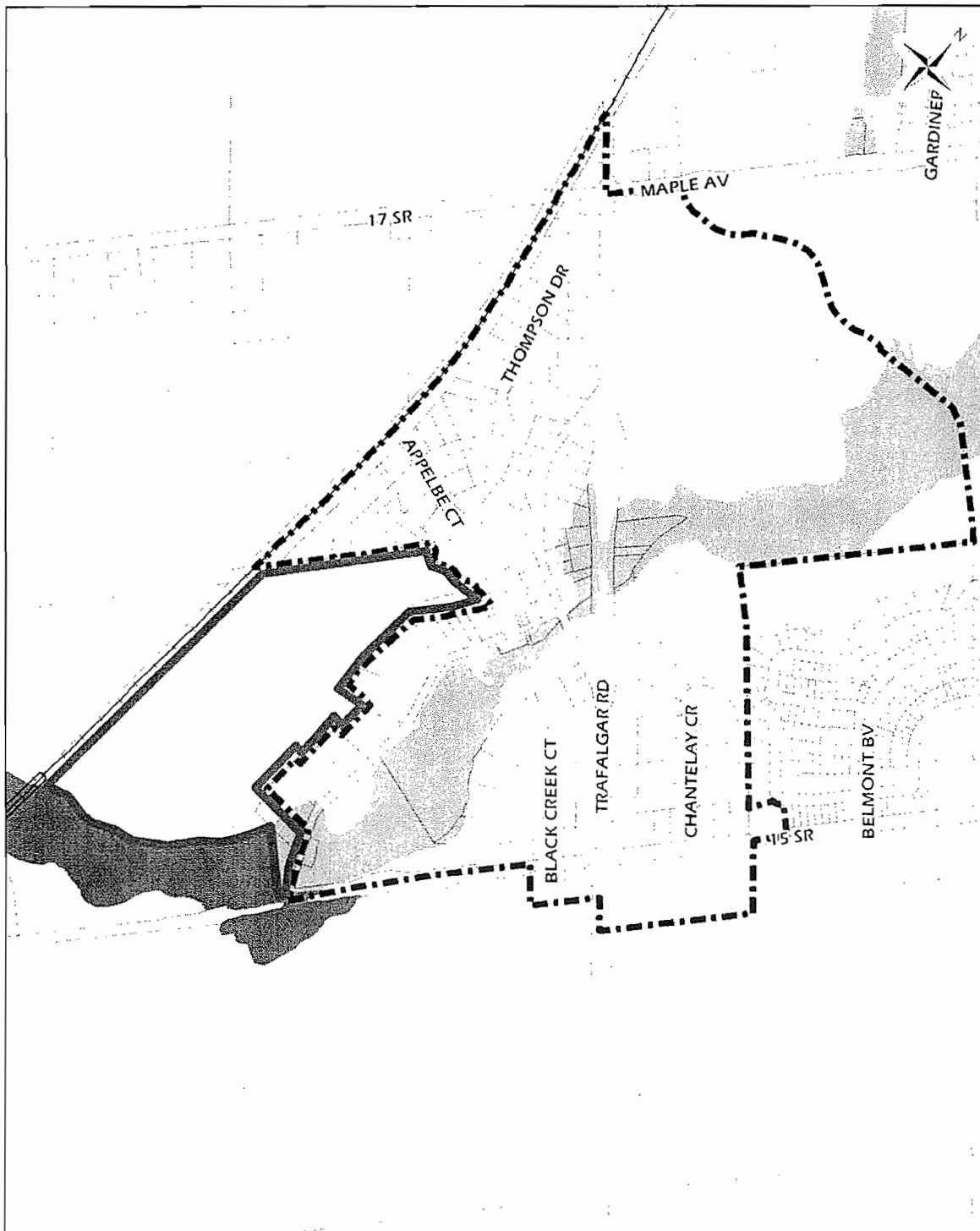
The Region and the Town have received correspondence from Glen Schnarr and Associates regarding the Atkinson/DePaoli properties that are immediately adjacent to the Hamlet of Stewarttown and further bounded by the CN Railway line and 15 Side Road. These lands are included within Deferral 3 to the Regional Official Plan and the Halton Hills Official Plan. The submission notes that the subject lands constitute approximately 50 acres of developable table land which should be included as part of the existing Hamlet of Stewarttown or considered as a minor rounding out of the Georgetown Urban Area. Figure 10 shows the location of the subject lands in relation to the Hamlet of Stewarttown.

The Hamlet of Stewarttown, along with Glen Williams and Norval are unique in a Halton Region context by virtue of their spatial location immediately adjacent to the Georgetown Urban Area and a policy framework that permits full municipal services when the Region, in consultation with the Town, considers it prudent and feasible to extend such services. Although Stewarttown is confined in part by the Greenbelt Plan, the southern boundary is adjacent to areas where development pressures are particularly acute. As such, one option would be to incorporate Stewarttown, including the Atkinson/DePaoli lands within the Georgetown Urban Boundary, with further detailed land use planning to be undertaken at the local level.

The second option would be to consider the request in the context of the Hamlet expansion policies set out in the Regional and Halton Hills Official Plan. In this regard, the preparation of a new Secondary Plan for the Hamlet of Stewarttown, supported by appropriate studies including the Black Creek Subwatershed Study is identified in the Halton Hills Official Plan, the Town's Capital Forecast and through detailed Strategic Actions associated with the Strategic Plan. Factors such as location, the limited development capability and the character of the surrounding area may suggest that the request be further considered as part of this exercise. This has to be weighed against previous Provincial comments that any expansion to Stewarttown has to be considered in the context of the Growth Plan.

Staff recommends that the Town engage the Region in further discussions regarding the most appropriate course of action for addressing the Atkinson/DePaoli submission in keeping with the options presented above.

FIGURE 10: Hamlet of Stewarttown



Legend

- Hamlet Boundary
- Stewarttown Expansion Request
- Greenbelt Greenlands
- Greenlands A

7. Enhanced Natural Heritage System

As previously noted, all of the growth concepts are predicated on the provision of an Enhanced Natural Heritage System. Aside from lands already included within the Greenlands System and Candidate Significant Woodlands, the Enhanced Natural Heritage System includes *“successional communities and agricultural lands intended for ecological restoration in order to identify sufficiently large core areas and functional ecological connections intended to achieve long term protection and enhancement of biodiversity and the ecological functions necessary for ecological integrity”*. The Enhanced Natural Heritage System includes the *“creation of large regional centres of biodiversity, the incorporation of alternative connections and the recommendation for substantial wildlife crossings at major barriers”*. These elements are seen as *“necessary to provide the present and future residents of Halton with representative examples of the Region’s natural heritage”*⁵.

At the September 8, 2008 Public Information Centre/Facilitated Workshop, concerns were expressed by some landholders regarding the spatial extent of the Enhanced Natural Heritage System, particularly the proposed centre of regional biodiversity located in the concession block bounded by Steeles Avenue, Hornby Road, Trafalgar Road, Five Side Road, and Eighth Line relative to the natural features present within this area. Staff recommends that the Region be requested to formally respond to these concerns.

8. Agricultural Lands

As previously noted, all concepts entail the inclusion of approximately 28% of the Primary Study Area in Halton within an expanded urban envelope. The obvious corollary is that a substantial amount of lands will continue to be designated for agricultural purposes to 2031 regardless of which growth option is ultimately selected. These lands are augmented by lands within the Greenbelt Plan which are permanently protected from urbanization.

Aside from Agricultural/Countryside Vision developed as part of Phase One of Sustainable Halton, the Region is undertaking a Land Evaluation and Area Review (LEAR) to further characterize the agricultural land base in both the Primary Study Area and the Greenbelt Plan Area. The protection of the land base, however, is only a component of a viable agricultural sector and should be complemented by other non-land use planning initiatives. The GTA Agricultural Action Plan represents a starting point as it deals with matters such as economic development, education and marketing. In order to complement the land use planning framework and the GTA Agricultural Action Plan, the development of an overall “Made in Halton Agricultural Strategy” should be further considered by the Region.

⁵ North-South Environmental Inc., *Sustainable Halton – Options for a Natural Heritage System in Halton*, May 2007

RELATIONSHIP TO STRATEGIC PLAN:

The Strategic Plan sets out a broad vision for the community contained in eight strategic directions. This report relates extensively to the following Strategic Directions:

- Foster A Healthy Community
- Preserve, Protect and Enhance our Environment
- Foster a Prosperous Economy
- Preserve, Protect and Promote our Distinctive History
- Preserve, Protect and Enhance our Countryside
- Achieve Sustainable Growth
- Provide Sustainable Infrastructure & Services
- Provide Responsive, Effective Municipal Government

FINANCIAL IMPACT:

There is no financial impact associated with the preparation of this report.

COMMUNICATIONS IMPACT:

A copy of this report should be forwarded to the Region of Halton, the City of Burlington and the Towns of Milton and Oakville, the Ministry of Municipal Housing and Affairs, the Ministry of Energy and Infrastructure of the Province and the Region of Peel.

ENVIRONMENTAL IMPACT:

Environmental considerations are extensively referenced in the Sustainable Halton Evaluation Framework, including but not limited to the protection and enhancement of a Natural Heritage System (NHS).

CONSULTATION:

The Town held a Public Information Centre and a Facilitated Workshop to obtain public and other stakeholder input on the five growth concepts. The record of the facilitated workshop is attached to this report as Schedule One, and a record of the public comments from the Town comments sheets are attached as Schedule 2.

The contents of this report have been discussed with the CAO, Department Heads, and the Town Solicitor.

CONCLUSION:

This report has:

- characterized the five regional growth concepts;
- summarized the results of the Public Information Centre/Facilitated Workshop held on September 8, 2008 at the Gellert Centre;
- summarized the other written submissions received by the Town as of the writing of this report;
- provided comments and observations on the five regional growth concepts in the context of the seven regional questions and within the broad framework provided by the Town's Strategic Plan.

Among other matters, it is staff's view that the Town should advise the Region that it is supportive of:

- i) the provision of additional employment lands along the 401 Corridor in both the Towns of Halton Hills and Milton, as set out in all of the growth concepts, as well as the Mansewood Area;
- ii) the potential identification and protection of strategically located employment lands in Halton beyond 2031; and,
- iii) a preference for an expansion to the Georgetown Urban Area to accommodate residential/mixed use development to a population of a magnitude no greater than 20,000 estimated persons, with the appropriate location to be further considered as part of the evaluation of the short list of growth options, to be released later this year by the Region, and with the benefit of additional information pertaining to servicing, agriculture, aggregate resources (shale), and the financial implications of growth.

Respectfully submitted,

Bruce MacLean, BA, MCIP, RPP
Director of Planning, Development &
Sustainability

D.Y. Perlin
Chief Administrative Officer

Concept 1:

Table 2	Table 1	Table 8	Table 5	Table 11	Table 4	Table 10
Question 1: Does the Concept capture Halton's Planning Vision of landform permanence?						
<ul style="list-style-type: none"> Yes, for the most part it meets the (objective of) landform permanence Only concern is loss of agricultural lands (e.g. farms, countryside, forested areas) 	<ul style="list-style-type: none"> No, wants growth in Halton Hills (minority view) Somewhat captures (landform permanence); has north-south corridor Yes, (but there are) no benefits for Halton Hills (no growth) 	<ul style="list-style-type: none"> Maintains permanent landforms Agreed that the concerns about the selling value of farmland as designated in [the] greatlands system] is low Concern that there will be further restrictions on use of farmland 	<ul style="list-style-type: none"> The lifestyle of residents will not change [if there is] no growth (minority view) Concentrated development in Milton is not a balanced approach 	<ul style="list-style-type: none"> Are the right farmland areas preserved? Services in Georgetown area are already overtaxed (minority view) If we are going to preserve our farmland, we need to preserve larger chunks of it (minority view) 	<ul style="list-style-type: none"> Concerned (Halton Hills) will not get employment lands, if we don't take housing There should be no change to environmental areas; no new areas should be added Milton gets everything - (Halton Hills) should get everything as well Population will drop Want kids to be able to buy a house, but homes will not be affordable There will be no new blood Negative infrastructure implications 	<p>CONCEPT 1</p> <ul style="list-style-type: none"> Yes, because no residential growth in Concept 1 However, what about countryside in Milton? If you consider the "white belt" (Primary Study Area) as being permanently protected, planning and services will be very short-sighted (minority view) Public transportation is needed All concepts have same base plan for natural heritage system What about the lands that aren't "significant"? Who will pay for the loss of opportunity to develop land, through the addition of 900 ha to natural heritage? The enhanced natural heritage system is the permanent part, the "white belt" is not necessarily permanent (minority view)

Question 2: Does the Concept meet Halton's definition of sustainable development?					CONCEPT 1	
<ul style="list-style-type: none"> Yes, essentially meets the objectives 	<ul style="list-style-type: none"> No, need some growth for Halton Hills Yes, from Regional view No more or less than Concepts 3A and 3B 	<ul style="list-style-type: none"> Concern about economic vitality and will this concept offer enough? Concern that if (Halton Hills) doesn't take some residential growth, then (Halton Hills) will lose all employment funds to Milton (to balance their employment/residential ratio) Not enough people to ensure/enhance economic competitiveness Not having "big box" stores is not a bad thing If growth comes, build the infrastructure first It does protect the natural environment Some growth is necessary Also need to maintain infrastructure 	<ul style="list-style-type: none"> No, does not satisfy all 3 elements of sustainability Milton gets all the development [From a] social perspective there is no change in Georgetown and change in Milton Social impact [would be] negative in both Milton and Halton Hills (minority view) [From an] economic development perspective, [there will be] less money in Georgetown Tourism potential in Georgetown [The concept is] negative [and results in] eroding infrastructure, no tax base or higher taxes Does not promote work and live in same area (minority view) Georgetown remains a bedroom community 	<ul style="list-style-type: none"> No - no tax base; no economic balance No - without population growth in Halton Hills there will be reduced industrial growth (3 residents) Yes - this concept helps to balance the need for employment growth and increased industrial tax base (minority view) 	<ul style="list-style-type: none"> [There is] deficit in community infrastructure 	<ul style="list-style-type: none"> No - need to reduce travel from home to work; want jobs around residential areas; [concept] doesn't do that because residential [development] is in Milton not Halton Hills (minority view) Yes - 15 minutes isn't that bad for a commute; the road system should be upgraded and maybe bus service (minority view) Yes - [concept results in] increased jobs in Halton Hills Yes - pre-existing infrastructure No - not balanced between Milton and Halton Hills; growth needed to pay for social services and other fiscal reasons (minority view) By saying "no" to growth, Halton Hills is missing out; maybe the growth should go up to 5th Side Road (minority view)

Question 3: Does the Concept promote complete, healthy and sustainable communities and the adequate provision of housing?						
CONCEPT 1						
<ul style="list-style-type: none">Does not meet all of the challenges associated with developing a healthy and sustainable Halton (e.g. seniors housing)	<ul style="list-style-type: none">No, no growth of residential for future generations	<ul style="list-style-type: none">Depends on how we build, more compact, higher density [development needed]Not enough condos or subsidized housing for seniors, [so they] are forced to leave the communityDoesn't support a mix of housing (e.g. affordable); not much choice for people starting outWhat about existing need for new schools?	<ul style="list-style-type: none">Milton will pay higher infrastructure costs because of the increase in residential [development]Halton Hills benefits fiscally because of no increase in residential growthDoesn't satisfy complete communities	<ul style="list-style-type: none">No, it is unfair – One area (Milton) is taking the lion's share of growth and the other (Halton Hills) has none (minority view)Makes sense to put all population in one area to promote feasible public transportationIncreased stress on transportation system with all the growth in one areaNo, it does not provide complete and healthy, sustainable growth – some growth should be directed to other areasNo – it is not healthy, poor planning (minority view)	<ul style="list-style-type: none">NoWill not be able to afford infrastructureWill not be able to afford housing	<ul style="list-style-type: none">Very important to maximize employmentWhy is the Wilfrid Laurier [Education Village] isolated in Milton?[The Education Village] is not close to transit, neighbourhoods or downtownNo – bare minimum of 3000 ha [for residential/mixed use development] – may not be enough for housing in the futureNo – more housing options needed (e.g. bungalows, seniors housing) not too close to neighboursNo – need to replace employment lands in Georgetown South lost at the Ontario Municipal BoardYes – Georgetown is a successful, healthy community – Why change it? (minority view)No – there is no residential [growth] assigned to Halton Hills; communities are organic – they growIt is possible to grow in a controlled way; the groundwater issue should not be used to stifle growth (minority view)

Question 4: Does the Concept adequately capture the concept of urban separators?					
<ul style="list-style-type: none"> Yes, with the exception of the urban boundary at Winston Churchill Boulevard 	<ul style="list-style-type: none"> No, Milton has no buffer to Mississauga, but it is okay for Halton Hills 	<ul style="list-style-type: none"> Lots of urban separation Very important to have natural features 	<ul style="list-style-type: none"> Yes, satisfies separator around Georgetown Milton lacks separation from "next door" (Mississauga) to the east Sixteen Mile Creek and Ninth Line (corridor) suggested as urban separator for Milton 	<ul style="list-style-type: none"> (For Halton Hills) nothing has changed; the urban separators [still] exist 	<ul style="list-style-type: none"> Same comments as for Concepts 3A and 2B - Do not want urban separators Yes - there is a separator between (Halton Hills) urban areas, 401 corridor and Milton There is no separator for Milton (minority view)
Question 5: Does the Concept encourage economic prosperity and is the Highway 401 corridor the best location for employment?					
<ul style="list-style-type: none"> Yes, but the rail system should be included, but with less residential development planned around the rail system; Try to have more people use the rail system to commute to and from Halton Hills The rail system should be used to more effectively move cargo/goods 	<ul style="list-style-type: none"> No, needs mixed use (development) in Halton Hills Yes, 401 (corridor) is the right place for employment lands 	<ul style="list-style-type: none"> No, doesn't support economic prosperity Yes, employment lands well positioned along 401 corridor 	<ul style="list-style-type: none"> Yes; accessible, benefits Georgetown area Less industrial to sustain a residential base in Milton 	<ul style="list-style-type: none"> The 401 is the best area for employment [land] Winston Churchl Blvd. and Trafalgar Rd. could be corridors for industrial growth for a short distance north of 401 It puts incredible stress on the roads to take employment from Georgetown down to Steeles and the 401 (minority view) 	<ul style="list-style-type: none"> Would correct imbalance (population/employment ratio); want to see more industrial [land] [401 is] good location, but employment lands should go up to 5 Slide Road (minority view) Employment [should be located] along 401 instead of residential
Question 6: Does the Concept promote sustainable infrastructure?					
<ul style="list-style-type: none"> Yes - for employment lands No - for parks, community centres, fire stations, libraries 	<ul style="list-style-type: none"> Yes, servicing is in place or is already planned in the Milton area [No]. Does not address Halton Hills future needs 	<ul style="list-style-type: none"> No, because any additional infrastructure would be a burden on the existing taxpayer 	<ul style="list-style-type: none"> Cost of infrastructure in Milton, not Georgetown, will benefit (Halton Hills) ratepayers 	<ul style="list-style-type: none"> In Milton it would promote sustainable infrastructure, but not in Halton Hills 	<ul style="list-style-type: none"> Only if there is no growth (minority view) But, we need to plan for long-term growth (i.e. lake-based water system (minority view) If all growth goes to Milton it will be difficult to build the lake-based servicing through the built-up area (minority view) Need development to pay for infrastructure Will lead to an aging population

							<ul style="list-style-type: none"> Build pipe (based on) ultimate growth, but do not allow growth without a referendum (minority view) What happens when there is a shortage of water in the lake? Need money from development to invest in roads; if there is no development in Halton Hills, the government will not invest in new infrastructure (minority view)
Question 7: Does the Concept adequately address the need for new residential and employment lands?							
<ul style="list-style-type: none"> Yes – for employment lands No – for residential lands 	<ul style="list-style-type: none"> Yes for Region No for Halton Hills 	<ul style="list-style-type: none"> No – new residential (lands) Yes – new employment lands 	<ul style="list-style-type: none"> Yes, but not in a balanced manner Other areas of employment can occur; it doesn't have to be along major roadways to benefit the community; growth along 401 is not the only answer for industrial development (minority view) 	<ul style="list-style-type: none"> Yes, residential and employment lands are sufficient, (but this is) without getting into fairness (comparing Milton and Halton Hills) 	<ul style="list-style-type: none"> Not enough residential growth 	<ul style="list-style-type: none"> No – need more employment land (minority view) No – need more housing options (i.e. bungalows on larger lots (not too close to neighbours); larger lots that are typical in Georgetown South (minority view) Limited opportunities for intensification in Georgetown and Acton – servicing constraints Greater variety of housing needed – won't get that without residential growth But, [variety] will be provided at Regional level (minority view) 	<p>CONCEPT 1</p>

Concept 2A:

Table 10	Table 12	Table 7	Table 8	Table 11	Table 3	CONCEPT 2A
Question 1: Does the Concept capture Halton's Planning Vision of landform permanence?						
<ul style="list-style-type: none"> Agreement that the concept captures the first class of landform permanence Agreement that the concept captures the second class of landform permanence 	<ul style="list-style-type: none"> At a high level, the concept appears to capture landform permanence 	<ul style="list-style-type: none"> Concern around small, oddly shaped areas that need to be protected; especially Trafalgar Road areas that are not defined by any natural feature [This applies in particular to the west end of the 401 corridor. In terms of the expansion of the employment lands around the Hornby area] 	<ul style="list-style-type: none"> Yes, protects land(form) permanence Concern about natural features preservation within residential developments 	<ul style="list-style-type: none"> If there is a hot summer, water is in peril. (An issue of water quantity and quality) (minority view) Water is safe provided there is no growth in Georgetown (minority view) More growth requires lake-based water This is not sustainable – we are using the water now and future generations will not have any (minority view) (Landform) permanence is looked after – the growth area in Georgetown will not affect significant landforms If someone brings the pipe up to Georgetown it will be hard to control growth 	<ul style="list-style-type: none"> Yes – (the growth area) is contiguous to Georgetown 	CONCEPT 2A
Question 2: Does the Concept meet Halton's definition of sustainable development? ?						
<ul style="list-style-type: none"> The concept has the potential to meet the goal of sustainable development, if appropriate design measures are utilized 	<ul style="list-style-type: none"> As identified in the Halton Urban Structure Plan, employment lands in Halton Hills should be expanded to provide a better (CI) [employment] tax base It does not appear to be sustainable at the municipal level 	<ul style="list-style-type: none"> Is servicing economical? Overburden well system What is the impact on Brampton? Concern over accessing lake water How viable is a buffer? Insufficient information in the concept itself to provide an answer; need to refer to Regional Official Plan to see list of uses; more clarification needed on 	<ul style="list-style-type: none"> Sustainable if infrastructure is planned for first Georgetown South is a good example (same pace and appropriate to growth) 	<ul style="list-style-type: none"> Yes, it is a better concept – more fair compared to Concept 1 This concept places too much strain on Eighth, Ninth, and Tenth Lines – they all dead end at Steeles Avenue creating congestion 	<ul style="list-style-type: none"> Yes - Growth area is removed from downtown, but is closer/in good proximity to the 401 corridor, and the current and future employment lands Has regard for key strategic transportation linkages to employment area Yes - Respects environmental features 	CONCEPT 2A

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Question 5: Does the Concept encourage economic prosperity and is the Highway 401 corridor the best location for employment?						CONCEPT 2A
<ul style="list-style-type: none"> Yes, the concept encourages economic prosperity Location on 401 corridor is good, but additional employment lands closer to residential and rail system should also be considered Opportunity for more employment within urban area (e.g. Winston Churchill?) 	<ul style="list-style-type: none"> Yes, subject to expansion of employment lands as previously noted 	<ul style="list-style-type: none"> Concern about existing landfill site; a required expansion to the landfill site is shown in the concept maps 	<ul style="list-style-type: none"> If Concept 2B (?) will allow (Hilton Hills) to retain our employment lands then it is a positive concept economically With employment lands will address imbalance of tax ratio 	<ul style="list-style-type: none"> It provides economic prosperity 	<ul style="list-style-type: none"> Georgetown is almost built out in terms of employment Yes - the 401 (corridor) is a major transportation hub 	
Question 6: Does the Concept promote sustainable infrastructure?						
<ul style="list-style-type: none"> Promotes use of existing infrastructure since it is adjacent to existing Georgetown urban area Concern that there may not be enough funding to provide all infrastructure required 	<ul style="list-style-type: none"> It can if engineering follows the planning process with adequate thought into future growth beyond the planning horizon Cost will be a factor with the limited urban residential expansion 	<ul style="list-style-type: none"> The land (base) would have to accommodate needs of residents, schools Road widening is an issue (in order to ensure that new residential and employment lands are well served) - need cycling lanes etc. Requires lake-based water to be viable - an option may be [connection] to Puget Region [services] 	<ul style="list-style-type: none"> Additional revenues for community infrastructure not possible European-style communities - everything within walking distance 	<ul style="list-style-type: none"> Yes, already have an A&P etc There is already infrastructure in place to support the growth 	<ul style="list-style-type: none"> Generally yes 	
Question 7: Does the Concept adequately address the need for new residential and employment lands?						
<ul style="list-style-type: none"> Yes, for residential lands No, for employment lands Need to correct current imbalance 	<ul style="list-style-type: none"> Half the group agreed that it adequately met the needs Half the group said that it did not, more employment land required 	<ul style="list-style-type: none"> Is there a true need for residential (growth) or is this just a way to meet [provincial] targets? [The concepts] provide [proposed expansion] lands, but little indication of potential to meet all Official Plan policies, such as new urbanism - need more information to evaluate 	<ul style="list-style-type: none"> Yes to residential lands in order to keep employment lands in Hilton Hills 	<ul style="list-style-type: none"> Yes - the answer to this question is a summary of Questions 5 & 6) 	<ul style="list-style-type: none"> [The] 20,000 population increment is preferred and deemed to meet need Growth brings in development changes to improve infrastructure and Town services Need to preserve 	

			<p>concepts</p> <ul style="list-style-type: none"> Development lands [in Concepts 2A and 2B] are too small to viable [from a development perspective] (i.e. larger contiguous areas are easier to develop – should go big or not at all) 			agricultural lands for local consumption	
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Concept 2B:

Table 5	Table 9	Table 4	Table 7	Table 8	CONCEPT 2B
Question 1: Does the Concept capture Halton's Planning Vision of landform permanence? ?					
<ul style="list-style-type: none"> Balance is not fair More desirable than Concept 1 but not balanced enough Is 20,000 [population] enough for Halton Hills? Is [20,000 population] feasible if using a lake-based system? 	<ul style="list-style-type: none"> Factors need to be put in place to ensure water supply would not impact streams and other landforms Of the [landform] in category 2 [of Regional Official Plan], this concept appears to have the smallest footprint Ensure natural features maintain a buffer zone 	<ul style="list-style-type: none"> Farmland is being unfairly designated as enhanced natural heritage system [NHS 3] without explanation [This results in] negative impacts for farmers – loss of property value, no future development potential Land should be left as agricultural, with no new environmental designation Would like to see linkages established between environmental areas (minority view) Support for agriculture is lacking, lack of support services (e.g. tractor dealerships) Do not want land to be "frozen" – it should be left as agricultural land with review in future for possible development 	<ul style="list-style-type: none"> Concern around small oddly shaped areas that need to be protected, especially Trafalgar Road areas that are not defined by any natural feature [This applies in particular to] the west end of the 401 corridor. [In terms of the expansion of the employment lands around the Hobby area] 	<ul style="list-style-type: none"> Yes 	
Question 2: Does the Concept meet Halton's definition of sustainable development?					
<ul style="list-style-type: none"> Is better than Concept 1, but is unbalanced [as Milton will have] higher taxes Will provide some relief on increase in taxes for residents of Georgetown Force new development to pay for itself Why does [the new residential area] go beyond Trafalgar Road? - This facilitates sprawl How much community benefit will come from 20,000 population; will social and economic [situation] improve? 	<ul style="list-style-type: none"> [Regarding] environment see above [Q #1] [Regarding] economic competitiveness, additional jobs would add/increase activity rate [Regarding] healthy, equitable community, currently lacking infrastructure, social programs, community services, community connectivity 	<ul style="list-style-type: none"> Farming community is already constrained from traffic, development, etc. The land should be available for development if farming is not viable 	<ul style="list-style-type: none"> Is servicing economical? Overburdened well system What is the impact on Brampton? Concern over accessing lake water How viable is a buffer? Insufficient information in the concept itself to provide an answer; need to refer to Regional Official Plan to see list of uses; more clarification needed on [meaning of] "mixed use" in designated areas Area too small to support tax base Derry Road and Trafalgar Rd in Milton – Why [is it] residential instead of industrial? 	<ul style="list-style-type: none"> Yes, rate would be reasonable 	

Question 3: Does the Concept promote complete, healthy and sustainable communities and the adequate provision of housing?					CONCEPT 2B	
<ul style="list-style-type: none"> Similar to Question 2 Disproportionate tax base Need both live-work and commercial areas (minority view) Increment of 20,000 population will potentially bring Halton Hills (Georgetown) to a healthy community (minority view) What level of service will 20,000 people provide the community? Is there enough land to provide for a diversity of housing? What does the "built form" look like (relative to Provincial definition)? Will it be compatible with surrounding development, or is additional land required Preference of higher density [in the] downtown on existing lots instead of new lots: use the area that we [already] have [designated] (minority view) [Question – What about servicing capacity for in-fill development? 	<ul style="list-style-type: none"> Provision required of funding for infrastructure and services Provide services for all of Halton Hills, not just additional population [Need] prestige and other specified industrial uses to attract high skilled, educated population/ employees [Need] affordable and full range of housing 	<ul style="list-style-type: none"> By placing employment [lands] only in 401 area, Georgetown will continue to be a "bedroom community" Location of employment lands makes sense as transportation is available Infrastructure needs to keep pace with growth [the concept] does not show how roads/ infrastructure will be provided [The concept] does not show enough industrial land for development 	<ul style="list-style-type: none"> More detail is needed on maps [Concepts 2A and 2B] lands are equal in scale; similar [assumptions regarding land needed for] schools and parks, etc. To reach the [Growth Plan] density target you need the buildings [that can] accommodate it A concern that the present [density] standard [in Georgetown] be maintained 	<ul style="list-style-type: none"> Retains sense of "small town" feel and sense of control and ability to influence 		
Question 4: Does the Concept adequately capture the concept of urban separators?						
<ul style="list-style-type: none"> North Milton [has] no separator Alternatively, Mississauga-Milton connection may be an effective use of land For Georgetown, similar answer to Concept 1 – it will remain a bedroom community 	<ul style="list-style-type: none"> Halton Hills appears well separated from Milton by industrial lands, however postal code, school, phone number differs [within Halton Hills] Separated by farmland, [but concern with] compatibility of rural farm and urban traffic Concerned about separation with Peel Region 	<ul style="list-style-type: none"> Should there be urban separators? Land is being frozen adjacent to urban areas Property owners do not want to be [in] an urban separator Urban separators and the Greenbelt are the same thing [Urban separators] create longer commutes 	<ul style="list-style-type: none"> Concern about abutting farmland No strong relation between Halton and Peel Regions regarding appropriate linkages and urban boundaries [i.e. Halton Hills has a relationship to Peel] 	<ul style="list-style-type: none"> Keeps the largest possible buffer Rounds out Georgetown – looks like a town 		

Question 5: Does the Concept encourage economic prosperity and is the Highway 401 corridor the best location for employment?				CONCEPT 2B	
<ul style="list-style-type: none"> Same answer as [given] for Concept 1 	<ul style="list-style-type: none"> No public transportation to 401. [and so Halton Hills commuters must] drive Good location for truck traffic Available pipe Employees must drive through rural area 	<ul style="list-style-type: none"> 401 corridor [location] makes sense. [due to] transportation and servicing available Not enough [employment lands] in Halton Hills – more should be in Georgetown Georgetown is being perpetuated as a 'bedroom community' 	<ul style="list-style-type: none"> Concern about existing landfill site; a required expansion to the landfill site is shown in the concept maps 		
Question 6: Does the Concept promote sustainable infrastructure?					
<ul style="list-style-type: none"> Can a 20,000 population [increase] pay for lake-based services? Same comments as [for] Concept 2B Neighbourhood design: built form; land supply Low density [with] pockets of high density, high community infrastructure (i.e. North Carolina, Meadows in the Glen?) Corridors of high density infill development But, challenge is question of housing mix (e.g. more apartments for seniors) 	<ul style="list-style-type: none"> Due to proximity to Georgetown, it can access some existing infrastructure Provincial and community groups must work together to provide funding and services Take advantage of opportunities to link existing natural features (e.g. trails, planning, rehabilitation of Limehouse Kline) 	<ul style="list-style-type: none"> Infrastructure development has been slow in the past – How will it be improved/ brought forward? Development should pay for itself Not enough information to determine if infrastructure is promoted [The concept] may not support sustainable infrastructure if lake-based water services needed If there is going to be development, there should be enough development to make lake-based services affordable 	<ul style="list-style-type: none"> The land [base] would have to accommodate needs of residents, [such as] hospitals and schools Road widening is an issue [in order] to ensure that new residential and employment lands are well served – need cycling lanes etc. Requires lake-based water to be viable – an option may be [connection] to Peel Region [services] 		
Question 7: Does the Concept adequately address the need for new residential and employment lands?					
<ul style="list-style-type: none"> Is 20,000 population enough for 20 years? There is a question of the economic feasibility of paying for servicing Lack of distribution of employment throughout the Region – it should not be concentrated along the 401 corridor only (minority view) 	<ul style="list-style-type: none"> If growth is inevitable, this is one of the preferred options [It is] expected that additional growth would lead to enhanced infrastructure programs, social and community services, balanced with larger development in Milton Crossed development to existing community, but still on outskirts 		<ul style="list-style-type: none"> Is there a true need for residential [growth] or is this just a way to meet [provincial] targets? [The concept] provide [proposed] expansion lands, but little indication of potential to meet all Official Plan policies, such as new urbanism – need more information to evaluate concepts Development lands [in Concepts 2A and 2B] are too small to viable [from a development perspective] (i.e. larger contiguous areas are easier to develop – should go big or not at all) 		

Concept 3A:

Table 1	Table 12	Table 4	Table 10	Table 8	Table 3	CONCEPT 3A
<p>Question 1: Does the Concept capture Halton's Planning Vision of landform permanence? ?</p> <ul style="list-style-type: none"> • [Question] How (do you) protect natural features when they are surrounded by development? • No (minority view) • Identify natural features when planning for development • No consensus on farmland preservation 	<ul style="list-style-type: none"> • Yes, at a very high level, but not ideal layout for the residential component 	<ul style="list-style-type: none"> • Farmland is being unfairly designated as enhanced natural heritage system (NHS 3) without explanation • [This results in] negative impacts for farmers – loss of property value; no future development potential • Land should be left as agricultural, with no new environmental designation • Would like to see linkages established between environmental areas (minority view) • Support for agriculture is lacking; lack of support services (e.g. tractor dealerships) • Do not want land to be "frozen" – it should be left as agricultural land with review in future for possible development 	<ul style="list-style-type: none"> • Yes – reflects provincial and Regional policies • No – breaks up continuity of farmland and goes right through the natural heritage system – but no more than Concept 1 in Millon • There appear to be inaccuracies in the Natural Heritage System (i.e. a golf course as part of the NHS) • The NHS breaks up the continuous farmland 	<ul style="list-style-type: none"> • Not as much consumes greenspace 	<ul style="list-style-type: none"> • This [concept] does encroach more into agricultural lands/farms, and has greater impact on Natural Heritage System • Significant chunk of this [concept] overlaps and borders aggregate lands 	

CONCEPT 3A					
Question 2: Does the Concept meet Halton's definition of sustainable development?					
<ul style="list-style-type: none"> No, not enough flexibility for growth Trying to preserve concepts that don't work Yes, from development point of view 	<ul style="list-style-type: none"> Definitely not on employment development area, [which is] inadequate as previously noted No on proposed residential boundaries, leaving too much rural/urban edge on proposed and existing urban boundaries 	<ul style="list-style-type: none"> Provides more opportunities for farmers to sell the land (than Concept 2A) with additional residential land 	<ul style="list-style-type: none"> Yes – balanced growth between Milton and Halton Hills, but not enough employment land in Halton Hills (minority view) Lake-based servicing will provide some security, growth can be controlled through Bill 51 (minority view) (Concept contains) residential, employment, recreational and social – a complete community (minority view) No – too many new people to be sustainable – it will be like Brampton, 11,000 is not enough jobs (minority view) Yes – Hemson study says that this amount of growth will be beneficial (minority view) No – Concepts 2A and 2B are more sustainable; a lot of people and not enough facilities (minority view) No – potential of negative fiscal impacts No – what about lifestyle and quality of life? 	<ul style="list-style-type: none"> Unlikely to relate as strongly to older Georgetown Encourages commuting 	<ul style="list-style-type: none"> 40,000 population growth will increase residential growth, but not corresponding employment lands Less sustainable – need to be able to [address] growth consequences [Halton Hills has] lost remaining agricultural lands in Halton Region – compromises the agricultural lands in light of future food producing security (minority view)
Question 3: Does the Concept promote complete, healthy and sustainable communities and the adequate provision of housing?					
<ul style="list-style-type: none"> Concept 3A offers a balance as compared to Concept 3B 	<ul style="list-style-type: none"> Same as Concept 2A, does not address public transportation to the existing centre of the community, due to the expansion south 	<ul style="list-style-type: none"> Provides adequate housing, additional availability of housing Would allow farmers to sell land if they wanted to 	<ul style="list-style-type: none"> No – can't double the population, and only add 11,000 new jobs and expect to keep quality of life (minority view) Yes – employers need employees [so] residential is needed too, employment lands 	<ul style="list-style-type: none"> Amount of employment lands may not be sufficient – funneling of traffic to 401 corridor May mean public transit Transportation – how to avoid congestion and ensure people get to their 	<ul style="list-style-type: none"> No – increase in housing needs to be offset by employment growth Increased vehicular traffic is undesirable This [concept] more than doubles the

				should extend up to 5 th Side Road (minority view)	workplace in a reasonable time	current population of Georgetown • Too much stress on environment and infrastructure in too short a time	CONCEPT 3A
Question 4: Does the Concept adequately capture the concept of urban separators?							
<ul style="list-style-type: none"> Do not need urban separators (minority view) Most residents like urban separators Do not need farmland (minority view) Chamber of Commerce took no position Yes, addresses concerns 	<ul style="list-style-type: none"> No, because the growth is extending closer to Milton further south 	<ul style="list-style-type: none"> Do not want urban separators [Urban separators are] not fair to property owners who are captured in them Does show a separation from Brampton and Milton 	<ul style="list-style-type: none"> Yes – doesn't cross current separators – leaves countryside between Georgetown and [401] corridor, and between Mississauga and Milton However, we will have tractors on busy roads, and isolated farmland along Trafalgar Road (minority view) 	<ul style="list-style-type: none"> Looks like it's inviting a [future] extension Doesn't look like a 'town' 	<ul style="list-style-type: none"> Yes, but less than Concept 2A 		
Question 5: Does the Concept encourage economic prosperity and is the Highway 401 corridor the best location for employment?							
<ul style="list-style-type: none"> Yes 	<ul style="list-style-type: none"> Yes, but not enough [employment land] 	<ul style="list-style-type: none"> 401 corridor [location] makes sense, [due to] transportation and servicing available Not enough [employment lands] in Halton Hills – more should be in Georgetown Georgetown is being perpetuated as a bedroom community/ industrial lands should be extended west 	<ul style="list-style-type: none"> No – too much residential, not enough jobs (minority view) Yes – good balance of residents and jobs, but need more employment (i.e. along 401 corridor in Milton) (minority view) 		<ul style="list-style-type: none"> No – results in more people and less jobs [than Concept 2A] After build-out, the Town [will] need to maintain all the additional infrastructure Yes – 401 is the best location for employment [lands] 		

CONCEPT 3A					
Question 6: Does the Concept promote sustainable infrastructure?					
<ul style="list-style-type: none"> Not enough information to answer 	<ul style="list-style-type: none"> Yes, at a high level, more so than the other concepts 	<ul style="list-style-type: none"> Soft infrastructure is not being brought along 	<ul style="list-style-type: none"> Yes – need to look at the costs to extend the services to the new community; it is only sustainable if the costs are covered by the new residents No – what about costs of new hospitals, doctors, etc. No – would decrease quality of life (minority view) 	<ul style="list-style-type: none"> No – [creates] demand for residential infrastructure, but employment does not balance it 	
Question 7: Does the Concept adequately address the need for new residential and employment lands?					
<ul style="list-style-type: none"> Cannot answer, because do not know what infrastructure is needed (minority view) Chamber of Commerce took no position, except to indicate that Concept 3A is better than 3B Extends to far south Yes, but amount of land needed could be less if density was higher 	<ul style="list-style-type: none"> No, for employment lands, because they aren't increased in proportion to the residential lands Yes, for urban residential lands; rural residential isn't addressed 	<ul style="list-style-type: none"> [Needs] more employment [lands] [The concept] further increases imbalance between residential and industrial 	<ul style="list-style-type: none"> No – not enough employment (minority view) Yes – this [concept] gives more options for residential growth – the employment the employment Staff reports recommend moderate growth (minority view) 	<ul style="list-style-type: none"> No – [because] there is too much new residential [lands] 	

Concept 3B:

Table 2	Table 6	Table 1	Table 9	Table 8	CONCEPT 3B
Question 1: Does the Concept capture Halton's Planning Vision of landform permanence?					
<ul style="list-style-type: none"> • Yes, the same as Concept 1 but with more loss of agricultural lands 	<ul style="list-style-type: none"> • Meets the vision to a lesser degree than Concept 2A • More farmland taken (than Concept 2A) 	<ul style="list-style-type: none"> • Trailgar Road should be used as the boundary • How does urban growth happen after 2031? What direction? • Most natural flow for growth • Chamber of Commerce took no position • Does not capture permanence 	<ul style="list-style-type: none"> • Possible impact on streams • Larger environmental footprint (compared to Concept 2B) • Requirement for lake-based services • Impact on farms, forested areas (animals/wildlife), countryside, and future generations 	<ul style="list-style-type: none"> • Somewhat 	
Question 2: Does the Concept meet Halton's definition of sustainable development?					
<ul style="list-style-type: none"> • Yes, it protects natural environment • It potentially enhances economic competitiveness and equitable society 	<ul style="list-style-type: none"> • Employment lands not large enough to support population increase • Loss favourable employment/ population ratio (activity rate), with absence of additional employment lands 	<ul style="list-style-type: none"> • Does not meet sustainable development (definition) 	<ul style="list-style-type: none"> • Will not protect environment • No balance between natural environment and people • Larger portion of commuters • Too aggressive to foster a healthy society • Loss of community identification • Quality of life is a concern 	<ul style="list-style-type: none"> • Rate of growth would work against a healthy society 	

Question 3: Does the Concept promote complete, healthy and sustainable communities and the adequate provision of housing?					CONCEPT 3B
• More employment close to home, which makes communities more self-sufficient	• Employment lands not large enough to support population increase	• Yes, has the potential (to do so)	• Halton Hills becomes Georgetown (large) and smaller communities	• Amount of employment lands may not be sufficient – funneling of traffic to 401 corridor	
• [Meets?] long-term needs of seniors	• Less favourable employment/ population ratio (activity rate), with absence of additional employment lands	• Better than Concept 3A, but not sufficient in needed development in Halton Hills	• Increases amount of stress from daily living – commuting and congestion	• Concept 3B may offer a better mix	
		• Not enough details to make a firm judgement	• Rural areas lose control of decision-making	• Seniors have access to downtown core and Georgetown South style housing	
			• Will focus only on new development, rather than existing (residents) – no community connectedness	• May mean public transit	
				• Transportation – how to ensure people get to their workplace in a reasonable time	
Question 4: Does the Concept adequately capture the concept of urban separators?					
• No urban separator on the eastern boundary	• No urban separator on east as it encroaches on Peel Region at Winston Churchill Blvd.	• Do not need urban separators (minority view)	• Concept is connected to Peel (Region) – affects community identity	• No longer a separator with Brampton	
		• Most residents like urban separators			
		• Do not need farmland (minority view)			
		• Chamber of Commerce look no position			
		• Yes, addresses concerns			
Question 5: Does the Concept encourage economic prosperity and is the Highway 401 corridor the best location for employment?					
• Yes	• Yes, economic prosperity is enhanced, but increased employment mixed with residential would make it even better	• Yes	• [Results in] more commuters		
		• [What is the] impact of state?	• [Results in] reduction in rate of industrial to residential tax base		
			• [Results in] more expectations [for] services		

CONCEPT 3B					
Question 6: Does the Concept promote sustainable infrastructure?					
<ul style="list-style-type: none"> • Yes – fulfills all the needs for infrastructure, public services, education and recreation, etc. 	<ul style="list-style-type: none"> • Additional infrastructure would definitely be required to support population increase 	<ul style="list-style-type: none"> • Not enough information to answer 	<ul style="list-style-type: none"> • Revenue from industrial taxes does not support infrastructure • More expectations on systems/services because it is a far larger community 		
Question 7: Does the Concept adequately address the need for new residential and employment lands?					
<ul style="list-style-type: none"> • There is a need for new residential growth 	<ul style="list-style-type: none"> • Doesn't do enough to address current and projected employment to residential imbalance • More employment [land] required 	<ul style="list-style-type: none"> • Due to road locations is not adequate • Public transit is needed to link across Concepts 3A and 3B do not reflect this 	<ul style="list-style-type: none"> • Not balanced between new residential and new employment lands • New residential [land] is too much 		

GENERAL COMMENTS:

Table 2	Table 1	Table 11
<ul style="list-style-type: none"> • Important to maintain urban separators • If we are required to take more growth, 20,000 population would be preferred over 40,000 • Rounding out of existing boundaries should be a first priority and use Concept 2B as an example 	<ul style="list-style-type: none"> • Halton Hills needs some growth • Growth should be locally planned; no Ontario Municipal Board • Natural infrastructure has a value • [Consider] British system of farming credits • Need to understand density 	<ul style="list-style-type: none"> • Regarding the enhanced Natural Heritage System, [areas where there is] no drainage corridor, there is no need for lands to be set aside • For preserving natural heritage lands, the areas need to be larger (minority view) • Concept 2B - provides better traffic flow to 401 than Concept 2A • Concept 3A - it does not make sense to run a city on wells - bring in lake-based water and give wells [groundwater] to farmers • Reasonable, controlled growth should take into consideration existing infrastructure • Trafalgar Road should be utilized to carry traffic to the 401 • Growth should capitalize on Trafalgar Road's access to 401 • Concept 3B - following the roads [for boundaries] is probably more cost effective use of taxpayer's money

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Submission	Concept 1	Concept 2A	Concept 2B	Concept 3A	Concept 3B
1	<ul style="list-style-type: none">• Employment lands north of Steeles should be extended to the second lot line and should be extended from Winston Churchill Boulevard to the Milton Town line• Halton Hills needs more industrial lands due to poor tax base	<ul style="list-style-type: none">• Employment lands north of Steeles should be extended to the second lot line and should be extended from Winston Churchill Boulevard to the Milton Town line• Halton Hills needs more industrial lands due to poor tax base	<ul style="list-style-type: none">• Employment lands north of Steeles should be extended to the second lot line and should be extended from Winston Churchill Boulevard to the Milton Town line• Halton Hills needs more industrial lands due to poor tax base	<ul style="list-style-type: none">• Employment lands north of Steeles should be extended to the second lot line and should be extended from Winston Churchill Boulevard to the Milton Town line• Halton Hills needs more industrial lands due to poor tax base	<ul style="list-style-type: none">• Employment lands north of Steeles should be extended to the second lot line and should be extended from Winston Churchill Boulevard to the Milton Town line• Halton Hills needs more industrial lands due to poor tax base• Heritage lands identified on the maps do not represent true lands to be protected
2	<ul style="list-style-type: none">• Concentration of population affords larger base for public transportation• Only concept that make sense in terms of water availability – as soon as the pipe goes north of Highway 401 all lands will be developed post 2031 and the Great Lakes basin will be damaged more water is taken out than goes in• Is the best farmland preserved• Are green (heritage) areas large enough and connected enough to be preserved past 2031	<ul style="list-style-type: none">• No comments provided	<ul style="list-style-type: none">• No comments provided	<ul style="list-style-type: none">• No comments provided	<ul style="list-style-type: none">• No comments provided

Submission	Concept 1	Concept 2A	Concept 2B	Concept 3A	Concept 3B
3	<ul style="list-style-type: none"> Supports potential employment along Steeles Avenue – may provide quality jobs close to home which is important environmentally and for quality of life of Georgtown residents (this statement applies to all of the concepts) Do not support the absence of residential growth in this concept To maintain a healthy economy in Georgtown some consistent, predictable and manageable population and residential growth is necessary 	<ul style="list-style-type: none"> Support the moderate growth that Concept 2A offers – conducive to sustained economic growth in Georgtown Level of growth in this concept appears to be reasonable in meeting the notion of sustainable development Do not support the geographic location – proposed location creates a barrier for current residents to access the 401 Corridor Location may promote a disproportionate level of commuting due to its proximity to the 401 Corridor – may reduce the integration of residents in this area into existing Georgtown and may reduce the economic benefits of new residents to existing businesses 	<ul style="list-style-type: none"> 1st Choice Overall – supports all aspects of this concept Supports the concept with respect to landform permanence, sustainable development, its potential to develop healthy communities with a range of housing, access of new residents to existing Georgtown services and infrastructure, the natural appearance of its urban separators Geographic location of the proposed residential land is well placed to take advantage of Trafalgar Road as a major access route to the 401 Concepts 2A, 3A and 3B all have land placements which create a barrier to current residents 	<ul style="list-style-type: none"> Only supports the presence of potential employment lands, common to all concepts Do not support other aspects of this concept Volume and rate of population growth would be unhealthy and overwhelming for current and future residents. The amount of growth would likely alter the current sense of community and small town within Georgtown Urban separators are poorly separated Immense barriers to north-south travel would exist Large quality of life reduction for all residents and potentially low economic benefit to local existing businesses in this concept Notion of sustainable development is not met in this concept 	<ul style="list-style-type: none"> Only supports the presence of potential employment lands, common to all concepts Do not support other aspects of this concept Concept places Georgtown at risk of losing its identity as a distinct community Proposed residential land which about Winston Churchill Boulevard (and therefore Peel Region) essentially eliminates an extremely important urban separator Volume and rate of population growth would be unhealthy and overwhelming for current and future residents. The amount of growth would likely alter the current sense of community and small town within Georgtown Urban separators are poorly constructed Immense barriers to north-south travel would exist Large quality of life reduction for all residents and potentially low economic benefit to local existing businesses in this concept Notion of sustainable development is not met in this concept

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Submission	Concept 1	Concept 2A	Concept 2B	Concept 3A	Concept 3B
4	<ul style="list-style-type: none"> Not in favour – there is a need for Halton Hills to grow otherwise limited ability to expand services i.e. no development fees 	<ul style="list-style-type: none"> Supports level of population growth similar to current growth Location south of 10 Side Road spreads out the Town too much New residents would go to Mississauga for shopping and not support existing Halton Hills Congestion on 9th Line and Winston Churchill Inefficient for services leading to extra cost for infrastructure 	<ul style="list-style-type: none"> Fits well into existing Town, more compact Closer to Trafalgar – traffic flow is better than focus of 2A on the Ninth Line/Winston Churchill Boulevard Agricultural corridor is wider and better chance it can continue as agriculture use More efficient for use of existing services Support 2B – no issues 	<ul style="list-style-type: none"> Does not support the concept Growth in Milton is more efficient than higher growth in Halton Hills Rapid growth in Halton Hills will put pressure on services which are stretched already Too much growth south of 10 Side Road Same issues as 2A on Traffic Congestion 	<ul style="list-style-type: none"> Does not support the concept Growth in Milton is more efficient than higher growth in Halton Hills Rapid growth in Halton Hills will put pressure on services which are stretched already Too much growth south of 10 Side Road Same issues as 2A on Traffic Congestion
5	<ul style="list-style-type: none"> Preserves permanent landforms – no displacement or encroachment on the sensitive areas or on farms countryside, forested areas Enhances economic competitiveness (Industrial lands at 401) Urban separators would remain in place Does not address necessary growth which is healthy for infrastructure, community resources, programs or provision of adequate 	<ul style="list-style-type: none"> Minimal impact on landforms, farms, countryside, forested areas, environmentally sensitive areas Enhances economic competitiveness (401 Corridor) Addresses sustainable development and if done in accordance with the definition of complete communities in the GGH Growth Plan and carefully, thoughtfully developed could promote complete 	<ul style="list-style-type: none"> Supports this concept above other options presented Minimal impact on the environment Enhances economic competitiveness Addresses sustainable development, sustainable infrastructure and healthy communities Provides urban separators Adequately addresses the need for new residential and employment lands 	<ul style="list-style-type: none"> Very passionately opposed to this concept (except use of 401 Corridor for employment purposes) This would decimate our landscape – environmental impact would be enormous and irretrievable – it would be affect our streams and valley systems, environmentally sensitive areas, farms, countryside, forested areas This would not meet present needs or future needs of the community if you look at the social determinants of health (physical and mental) for a healthy community It would compromise community sustainability by offering no balance 	<ul style="list-style-type: none"> Very passionately opposed to this concept (except use of 401 Corridor to increase economic prosperity) This would decimate our landscape – environmental impact would be enormous and irretrievable – it would be affect our streams and valley systems, environmentally sensitive areas, farms, countryside, forested areas This would not meet present needs or future needs of the community if you look at the social determinants of health (physical and mental) for a healthy community It would compromise community sustainability by offering no balance

<p>housing</p>	<p>healthy, sustainable communities and adequate housing and sustainable infrastructure</p> <ul style="list-style-type: none"> • Addresses need for new residential and employment land • Does not provide urban separator from Brampton and will not maintain a distinct identifiable community • The new development is further away from the core of Georgetown further away from existing infrastructure and would increase density of traffic use on the 8th and 9th Lines 	<p>healthy community</p> <ul style="list-style-type: none"> • It would compromise community sustainability by offering no balance of social, economic and environment spheres • This would severely negatively impact the state of physical, mental, social and economic well being of residents, there would be a feeling of no control over decisions that affect them, would increase the stress of daily living • There would be insufficient urban separators • This would not support sustainable infrastructure because of the dramatic increase in residential – quality of life would be diminished • Does not adequately address new residential and employment lands 	<p>of social, economic and environment spheres</p> <ul style="list-style-type: none"> • This would severely negatively impact the state of physical, mental, social and economic well being of residents, there would be a feeling of no control over decisions that affect them, would increase the stress of daily living • There would be insufficient urban separators – Halton Hills would be indistinguishable from Brampton (Peel) • This would not support sustainable infrastructure because of the dramatic increase in residential – quality of life would be diminished • Does not adequately address new residential and employment lands
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Submission	Concept 1	Concept 2A	Concept 2B	Concept 3A	Concept 3B
6	<ul style="list-style-type: none"> • Better than all growth concepts which would be serviced by the big pipes • Georgetown should have slow well based growth 	<ul style="list-style-type: none"> • Supports that this concept entails less growth to Georgetown than some of the other concepts • Would not support any growth south of Georgetown before 9th Line is upgraded to 4 lanes • This would create pressure to keep growing south to the 401 	<ul style="list-style-type: none"> • This is the preferred option • Should be done with well based and creek servicing • Seems like the natural direction to expand and fits in with existing infrastructure • This can be done with an upgraded Trafalgar Road for access to the 401 • This is the best option for controlled growth • Urban boundary should be Trafalgar Road and 10 Side Road • The natural separator used on the west side don't really exist • Trafalgar Road is a much better separator between agriculture and urban 	<ul style="list-style-type: none"> • Too much too fast for Georgetown • Don't support at all 	<ul style="list-style-type: none"> • Too much too fast • No separator to Peel

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Submission	Concept 1	Concept 2A	Concept 2B	Concept 3A	Concept 3B
7	<ul style="list-style-type: none"> Public transit and development corridor oriented urban expansion Logical expansion from existing urban area Second GO Transit station proposed to accommodate and sustain future development and transit needs All residential growth in one municipality, too much residential growth burden on Milton Lack of employment lands to balance the amount of residential growth in Milton North of Derry Road would be better suited for employment development than residential 	<ul style="list-style-type: none"> Logical expansion of residential in Milton is south of Britannia Road – continuous expansion from the existing urban area More employment lands needed to balance residential land in Milton Lands north of Derry Road more suited for employment lands 	<ul style="list-style-type: none"> Logical expansion of residential in Milton is south of Britannia Road – continuous expansion from the existing urban area More employment lands needed to balance residential land in Milton Lands north of Derry Road more suited for employment lands Growth option did not consider potential rounding out of small expansion/infill areas 	<ul style="list-style-type: none"> Support confirming the continued protection of viable employment lands by proposing employment lands south of Derry Road in Milton Logical extension of Britannia Road as a contiguous extension of existing urban area 2nd Go Transit Station Employment lands along Highway 401 Corridor and other Highway Corridors (i.e. Highway 407) Questions the need for the amount of residential land in Halton Hills Lack of consideration for small expansion of infill boundary expansions Lands north of Derry Road need to be considered for employment development Not enough employment land protected in Milton given the amount of residential urban expansion Employment land needs in Halton Region ought to recognize continued growing distribution, warehousing and logistics sector 	<ul style="list-style-type: none"> Support confirming the continued protection of viable employment lands by proposing employment lands south of Derry Road in Milton Logical extension of Britannia Road as a contiguous extension of existing urban area 2nd Go Transit Station Employment lands along Highway 401 Corridor and other Highway Corridors (i.e. Highway 407) Questions the need for the amount of residential land in Halton Hills Lack of consideration for small expansion of infill boundary expansions Lands north of Derry Road need to be considered for employment development Not enough employment land protected in Milton given the amount of residential urban expansion Employment land needs in Halton Region ought to recognize continued growing distribution, warehousing and logistics sector

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Submission	Concept 1	Concept 2A	Concept 2B	Concept 3A	Concept 3B
8	<ul style="list-style-type: none"> No comments provided 	<ul style="list-style-type: none"> No comments provided 	<ul style="list-style-type: none"> No comments provided 	<ul style="list-style-type: none"> Support this Plan Equal growth for both Milton and Halton Hills Lake base system can be supported for lands to Halton Hills 	<ul style="list-style-type: none"> No comments provided

Schedule Three to PDS-2008-0065
Growth Concepts – Preliminary Observations

Planning Criteria		Growth Concepts			
	Concept 1: Milton Centred	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3A: Milton & Georgetown ROPA 25 Settlement Area	Concept 3B: Milton & South/Southwest Georgetown
Natural Heritage System Protection	<ul style="list-style-type: none">Concept is predicated on Enhanced Natural Heritage System				
Moderato Scale and Pace of Growth	<ul style="list-style-type: none">340 hectares of additional employment land provided, which accounts for 57% of the proposed additional Regional employment land supply				
	<ul style="list-style-type: none">Residential growth is limited in nature after 2016	<ul style="list-style-type: none">Residential growth would be in keeping with historical absorption rates observed in the Town of Halton Hills	<ul style="list-style-type: none">Residential growth would be higher than historical absorption rates observed in the Town of Halton Hills although less than what has been observed in other Halton municipalities		
	<ul style="list-style-type: none">2006-2031 compounded annual growth rate of approximately 0.83%	<ul style="list-style-type: none">2006-2031 compounded annual growth rate of 2%	<ul style="list-style-type: none">approximately 2%	<ul style="list-style-type: none">2006-2031 compounded annual growth rate of 2.8%	<ul style="list-style-type: none">approximately 2.8%
			<ul style="list-style-type: none">Scale of the expansion as measured by population increase is somewhat smaller than the growth associated with Georgetown South and Georgetown West		
		<ul style="list-style-type: none">Spatially the new expansion area encompasses 380 ha (939 acres) excluding the Natural Heritage System which is smaller than the Georgetown South and West Secondary Plan Areas	<ul style="list-style-type: none">Spatially the new expansion area encompasses 360 (890 acres) excluding the Natural Heritage System which is smaller than the Georgetown South and West Secondary Plan Areas	<ul style="list-style-type: none">Spatially the new expansion area encompasses 960 ha (2,372 acres) excluding the Natural Heritage System as compared against 551 ha (1,362 acres) in Georgetown South and West, excluding environmental lands	<ul style="list-style-type: none">Spatially the new expansion area encompasses 840 ha (2,075 acres) excluding the Natural Heritage System as compared against 551 ha (1,362 acres) in Georgetown South and West, excluding environmental lands
		<ul style="list-style-type: none">Accommodates 15% of the Region-wide population to be accommodated in new Greenfield areas	<ul style="list-style-type: none">Accommodates 38% of the Region-wide population to be accommodated in new greenfield areas and approximately doubles the population of Georgetown/Hamlets	<ul style="list-style-type: none">Accommodates 35% of the Region-wide population to be accommodated in new greenfield areas and approximately doubles the population of Georgetown/Hamlets	

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Growth Concepts – Preliminary Observations

Planning Criteria	Growth Concepts			
	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3A: Milton & Georgetown ROPA 25 Settlement Area	Concept 3B: Milton & South/Southwest Georgetown
Urban Separators	<p>Concept 1: Milton Centred</p> <ul style="list-style-type: none"> Some degree of population decline anticipated post 2021 due to declining household size (persons per unit) as the community begins to age in place 	<ul style="list-style-type: none"> Approximate Town-wide 2031 population in the range of 82,000-87,000 	<ul style="list-style-type: none"> Approximate Town-wide 2031 population in the 110,000-115,000 range 	<ul style="list-style-type: none"> Approximate Town-wide 2031 population in the 105,000-110,000 range
	<ul style="list-style-type: none"> Additional urban lands designated on the north side of Steeles Avenue 	<ul style="list-style-type: none"> Additional urban lands designated on the north side of Steeles Avenue, and on the Southwest Georgetown lands north of 10 Side Road 	<ul style="list-style-type: none"> Additional urban lands designated on the north side of Steeles Avenue, and on the Southwest Georgetown lands (D2) north of 10 Side Road and South Georgetown lands (D1) south of 10 Side Road 	<ul style="list-style-type: none"> Additional urban lands designated on the north side of Steeles Avenue, and 'wrapping around' Georgetown
	<ul style="list-style-type: none"> Maintains a substantial urban separator between Georgetown and the 401 Corridor and Milton 	<ul style="list-style-type: none"> Maintains a substantial urban separator between Georgetown and the 401 Corridor and Milton although less than Concept 1 between Eighth Line and Levi Creek 	<ul style="list-style-type: none"> Maintains a substantial urban separator between Georgetown and the 401 Corridor and Milton, although less than all other concepts 	<ul style="list-style-type: none"> Maintains a substantial urban separator between Georgetown and the 401 Corridor and Milton in a similar manner as Concept 2A, although slightly less than Concepts 1 and 2B
	<ul style="list-style-type: none"> Maintains a substantial urban separator between Georgetown and the City of Brampton 	<ul style="list-style-type: none"> Maintains a substantial urban separator between Georgetown and the City of Brampton 	<ul style="list-style-type: none"> Maintains a substantial urban separator between Georgetown and the City of Brampton 	<ul style="list-style-type: none"> No urban separator provided along the interface of the Georgetown expansion area and the City of Brampton
		<ul style="list-style-type: none"> Reinforces 10 Side Road as the Georgetown Urban Boundary 		

Schedule Three to PDS-2008-0065
Growth Concepts – Preliminary Observations

Planning Criteria	Growth Concepts			
	Concept 1: Milton Centred	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3A: Milton & Georgetown ROPA 25 Settlement Area
	<ul style="list-style-type: none"> • Concept 1B: Milton & South/Southwest Georgetown 			
	<ul style="list-style-type: none"> • No urban separator provided between the 401 Employment Corridor (existing designated lands and proposed expansion) and the City of Brampton 			
Proposed Urban Boundary/Spatial Configuration	<ul style="list-style-type: none"> • Expansion of the 401 Corridor would be confined by a combination of the Enhanced Natural Heritage System, lot lines and the municipal boundary with Brampton • Hornby would be integrated into an expanded employment corridor and would no longer be classified as a Rural Cluster • Georgetown's current 'inverted-L-shape' remains unchanged as part of this Official Plan review 	<ul style="list-style-type: none"> • Western and eastern edge of the expanded Georgetown Urban Boundary would be defined by an arterial road (Elgin Line) and the Enhanced Natural Heritage System (Levi Creek) respectively • Southern urban boundary would be defined by a combination of the Enhanced Natural Heritage System and lot lines, with potential longer term implications for lands to the south during a subsequent Official Plan review • Extends Georgetown's current 'inverted-L-shape' southerly and results in new Greenfield lands that are adjacent to existing and planned development along one arterial road 	<ul style="list-style-type: none"> • Proposed Georgetown Urban Expansion is largely confined by arterial roads, although there is some reliance on the Enhanced Natural Heritage System to the west of Trafalgar Road • Preferable to utilize a realigned Trafalgar Road (Stewarttown Bypass) as the urban boundary should development be considered in the concession block to the west of Trafalgar Road • Incorporation of the Ashgrove Rural Cluster into the proposed Expansion Area should be considered to allow for future servicing connections if warranted • Spatially would 'regularize' or 'square' off the Georgetown Urban Area and result in new Greenfield lands that are adjacent to existing and planned development along two arterial roads 	<ul style="list-style-type: none"> • Proposed Georgetown expansion area is bounded on all sides by arterial roads and results in new Greenfield lands that are adjacent to existing and planned development along two arterial roads and a third arterial road in part • Ashgrove Rural Cluster would be integrated into the Georgetown Urban Area • Large jog in the southern urban boundary with potential longer term implications for the adjacent concession block during a subsequent Official Plan Review. • May also be appropriate to consider lands bounded by 10 Side Road, Tenth Line and the Hamlet of Norval as part of this concept • Potential to use arterial roads and the Enhanced Natural Heritage System to define western and eastern boundaries; would have to utilize lot lines and elements of the Enhanced Natural Heritage System to

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Growth Concepts – Preliminary Observations

						define southern boundary with potential longer term implications for lands to the south after during a subsequent Official Plan Review.
Growth Concepts						
Planning Criteria	Concept 1: Milton Centred	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3A: Milton & Georgetown ROPA 25 Settlement Area	Concept 3B: Milton & South/Southwest Georgetown	
Local Fiscal Impacts	<ul style="list-style-type: none"> Positive over the long-term as set out in the findings of the Fiscal Impacts of Growth Alternatives prepared by Homson Consulting Ltd. 	<ul style="list-style-type: none"> Of the concepts that provide for a mix of land uses, concepts 2A and 2B provide the largest positive fiscal benefit 	<ul style="list-style-type: none"> Positive over the long-term as set out in the findings of the Fiscal Impacts of Growth Alternatives prepared by Homson Consulting Ltd. although to a lesser degree than Concepts 1, 2A and 2B 			
	<ul style="list-style-type: none"> Largest positive fiscal benefits to the Town 					
	<ul style="list-style-type: none"> Short to medium term fiscal challenges associated with infrastructure financing and the need for additional planned non-residential assessment (benefits to emerge beyond 2016) 					
Housing Choice and Affordability (i.e. adequate housing supply)	<ul style="list-style-type: none"> Limited supply of grade related housing available in the local market as Designated Greenfield lands will be built out 	<ul style="list-style-type: none"> Additional Greenfield lands brought on stream as existing supply is exhausted would provide additional grade related housing in the local market 	<ul style="list-style-type: none"> Additional Greenfield lands of greater magnitude brought on stream as existing supply is exhausted would provide additional grade related housing in the local market 			
	<ul style="list-style-type: none"> Housing supply limited to that which can be achieved through infill and intensification inside existing built boundaries (to be further defined by the GO Station Land Use, and Intensification Studies) 	<ul style="list-style-type: none"> Infill and intensification opportunities inside existing built boundaries (to be further defined by the GO Station Land Use and Intensification Studies) 				

Schedule Three to PDS-2008-0065
Growth Concepts – Preliminary Observations

Planning Criteria		Growth Concepts			
	Concept 1: Milton Centred	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3A: Milton & Georgetown ROPA 25 Settlement Area	Concept 3B: Milton & South/Southwest Georgetown
	<ul style="list-style-type: none"> In a local context, more limited housing choices and potential for price increases and related affordability issues to emerge 	<ul style="list-style-type: none"> In a local context, provides for more housing choices 			<ul style="list-style-type: none"> In a local context, provides for more housing choices than Concepts 1, 2A and 2B, and somewhat less than Concept 3A.
Live/Work: (i.e. Activity Rate – ratio of jobs to population in the Town)	<ul style="list-style-type: none"> Activity Rate of approximately 70%, which would exceed that of the Region as a whole 	<ul style="list-style-type: none"> Activity Rate in the 56 – 60% range 		<ul style="list-style-type: none"> Activity Rate in the 47 – 49% range 	<ul style="list-style-type: none"> Activity Rate of approximately 49 – 50%
				<ul style="list-style-type: none"> Spatially locates new residential/mixed use lands closest to the 401 Corridor 	
Agricultural/Rural Character	<ul style="list-style-type: none"> According to Hemson, an activity rate of approximately 52% is reflective of a balanced community with rates between 45 and 60% considered reasonable 				
	<ul style="list-style-type: none"> The entire Primary Study Area in Milton and Halton Hills is considered to be a Prime Agricultural Area 				
	<ul style="list-style-type: none"> Loss of approximately 340 ha of agricultural lands in the Town for urban purposes 	<ul style="list-style-type: none"> Loss of approximately 720 ha of agricultural lands in the Town for urban purposes 	<ul style="list-style-type: none"> Loss of approximately 700 ha of agricultural lands in the Town for urban purposes 	<ul style="list-style-type: none"> Loss of approximately 1,300 ha of agricultural lands in the Town for urban purposes 	<ul style="list-style-type: none"> Loss of approximately 1,180 ha of agricultural lands in the Town for urban purposes
	<ul style="list-style-type: none"> Represents approximately 4% of the Primary Study Area within the Town 	<ul style="list-style-type: none"> Represents approximately 9% of the Primary Study Area within the Town 	<ul style="list-style-type: none"> Represents approximately 9% of the Primary Study Area within the Town 	<ul style="list-style-type: none"> Represents approximately 16% of the Primary Study Area within the Town 	<ul style="list-style-type: none"> Represents approximately 14% of the Primary Study Area within the Town
	<ul style="list-style-type: none"> Agricultural considerations are to be further informed by the Land Evaluation and Area Review being undertaken by the Region 				

Schedule Three to PDS-2008-0065
Growth Concepts – Preliminary Observations

Planning Criteria	Growth Concepts			
	Concept 1: Milton Centred	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3B: Milton & South/Southwest Georgetown
Community Infrastructure	<ul style="list-style-type: none"> Limited community infrastructure required beyond that currently contemplated 	<ul style="list-style-type: none"> Additional community infrastructure beyond that which is currently contemplated will be required 		
	<ul style="list-style-type: none"> May be some under utilization of existing and planned community infrastructure if the community ages in place; Infrastructure planning may need to be repositioned to respond to changing demographics 	<ul style="list-style-type: none"> Exact magnitude and location of community infrastructure would be determined through subsequent processes, including Secondary and Block Planning processes 		
	<ul style="list-style-type: none"> Existing Urban Area may not have adequate lands to accommodate planned infrastructure (e.g. arenas) 	<ul style="list-style-type: none"> Existing residents and businesses may derive some benefit from new community infrastructure 		
	<ul style="list-style-type: none"> Currently under review 	<ul style="list-style-type: none"> Innovative financing mechanisms may be appropriate to offset any statutory Development Charges discounts 		
Water/Wastewater Services	<ul style="list-style-type: none"> Expanded 401 Corridor would be serviced with lake-based services 			
	<ul style="list-style-type: none"> Uncertainty (from a technical and regulatory perspective) to what degree well and stream-based servicing can accommodate the Town's inflit and intensification and Community Improvement Plan Program objectives 			
		<ul style="list-style-type: none"> Uncertain (from a technical and regulatory perspective) whether well and stream-based servicing can accommodate a Georgetown Urban Expansion or whether the scale of development is financially viable on the basis of lake-based servicing 	<ul style="list-style-type: none"> Uncertainty whether the scale of development is financially viable on the basis of lake-based servicing 	

Schedule Three to PDS-2008-0065
Growth Concepts – Preliminary Observations

Planning Criteria	Growth Concepts				
	Concept 1: Milton Centred	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3A: Milton & Georgetown ROPA 25 Settlement Area	Concept 3B: Milton & South/Southwest Georgetown
Transportation Infrastructure	<ul style="list-style-type: none">To be further considered in the context of the GTA West Corridor Individual EA, the Halton Peel Boundary Area Transportation Study (HPBATS) and the Region's Transportation Master Plan				
	<ul style="list-style-type: none">Higher level infrastructure such as the proposed GTA West Corridor and the North-South connecting link to Highways 401/407 would enhance the attractiveness of the 401 Corridor				
	<ul style="list-style-type: none">GO Transit – Georgetown to Kitchener Rail Corridor Environmental Assessment and the potential for all day service is a further consideration				
Employment Lands	<ul style="list-style-type: none">Provides 340 ha (840 acres) of additional employment lands in keeping with the intent of the Strategic Plan				
Commercial Services	<ul style="list-style-type: none">Need for additional supply in the Region and the protection of long-term strategic employment lands should be further considered				
	<ul style="list-style-type: none">Further expansions to the commercial inventory will be limited due to the absence of large vacant parcels designated for commercial development as well as overall growth, land supply and servicing constraints.	<ul style="list-style-type: none">Additional commercial floorspace would be warranted			
		<ul style="list-style-type: none">Exact magnitude of floorspace warranted in the market without having a negative impact on the planned function of the existing commercial hierarchy as well as locational considerations would be determined through Secondary and Block Planning processes			
Mineral Aggregate Resources	<ul style="list-style-type: none">According to updated mapping (2007) prepared by the Province, much of the area south of Georgetown and between the Ninth Line and Winston Churchill Boulevard is the site of a potential primary resource area (shale deposits)				
	<ul style="list-style-type: none">Approximately 2,030 ha of land that have a drift thickness of 8 m or less have been identified north of Highway 401				
	<ul style="list-style-type: none">Appears to have negligible impacts as only a very small portion of the Potential Primary Mineral Resource Area adjacent to	<ul style="list-style-type: none">With respect to the expansion of the 401 Corridor, appears to have negligible impacts as only a very small portion of the Potential Primary Mineral Resource Area adjacent to Hornby would be directly impacted			

Schedule Three to PDS-2008-0065
Growth Concepts – Preliminary Observations

Planning Criteria	directly impacted	Growth Concepts			
		Concept 1: Milton Centred	Concept 2A: Milton & South Georgetown	Concept 2B: Milton & Southwest Georgetown	Concept 3A: Milton & Georgetown ROPA 25 Settlement Area
					Concept 3B: Milton & South/Southwest Georgetown
			<ul style="list-style-type: none"> Area affected constitutes a small portion of the identified Potential Primary Resource Area 	<ul style="list-style-type: none"> With respect to the Georgetown component of the concept, a small portion (approximately 20%) of the Southwest Georgetown (D2); a very small amount of the westerly South Georgetown (D2) concession block; and approximately 50% of the easterly South Georgetown (D1) concession block are part of the Potential Primary Mineral Resource Area 	<ul style="list-style-type: none"> With respect to the Georgetown component of the concept, a small portion (approximately 20%) of the Southwest Georgetown (D2) lands and lands to just west of Ninth Line extending easterly to Tenth Line are part of the Potential Primary Mineral Resource Area
			<ul style="list-style-type: none"> With respect to the Georgetown component of the concept, lands just west of Ninth Line extending easterly to the Tenth Line are part of the Potential Primary Mineral Resource Area 	<ul style="list-style-type: none"> A small portion (approximately 20%) of the Southwest Georgetown lands is part of the Potential Primary Mineral Resource Area 	<ul style="list-style-type: none"> With respect to the Georgetown component of the concept, a small portion (approximately 20%) of the Southwest Georgetown (D2); a very small amount of the westerly South Georgetown (D2) concession block; and approximately 50% of the easterly South Georgetown (D1) concession block are part of the Potential Primary Mineral Resource Area
					<ul style="list-style-type: none"> This matter is being further considered as part of the Aggregate Strategy, which includes a drilling program to further characterize the shale deposits as well as policy options for shale in the Primary Study Area

THE COUNCIL OF THE
CORPORATION OF THE TOWN OF MILTON

Resolution

Date: August 18, 2008

Number: 323-08

Moved by: Councillor

Colin Best

Seconded by: Councillor

J. Murray

BE IT RESOLVED:

THAT Milton Council endorse the following First Principles, as they relate to the Region of Halton's Sustainable Halton Plan process:

- a) Balanced residential/employment growth based upon a minimum 0.5 employee to resident ratio;
- b) Broadest range of employment opportunities and consideration for employment opportunities beyond 2031;
- c) Justification and potential refinement of Natural Heritage System (NHS);
- d) Extended areas for intensification beyond Built Boundary including to-be-identified nodes and corridors;
- e) Increased financial support from Region relating to regional capital projects;
- f) ~~On-going encouragement of increased financial assistance from the Province;~~ *THAT the Province of Ontario be requested to file with affected municipalities a provincial infrastructure and financing plan before the adoption of the sustainable Halton Plan.*
- g) Continued and respected input into Region of Halton's assessment/evaluation of refined land use concepts;
- h) Identification and designation of Milton Education Village Area as a Special Policy Area;
- i) Cost of providing lake-based servicing to Halton Hills must be borne by Halton Hills landowners/developers and that Halton Hills development does not impede Milton's ability to manage its growth; and,
- j) That a comprehensive financial impact analysis be completed and presented to Town of Milton Council that incorporates all capital and operating budget impacts at both the regional and the local municipality level and includes options for mitigation of the impacts of growth on the taxpayer.

To
Amend

AND THAT the Town Clerk be directed to inform the Region of Halton that the Town of Milton is unable to endorse the Sustainable Halton Growth Management Strategy Evaluation Framework, attached as Appendix 'A' to Report No. PD-070-08, until such time that the background assessment and justification work has been provided with respect to the proposed Natural Heritage System in accordance with Themes 1.1. and 1.2 of the Evaluation Framework;

AND FURTHER THAT the Region of Halton and Local Municipalities' Joint Submission to the Province of Ontario's Planning Document – "Planning for Employment in the Greater Golden Horseshoe, Background Paper, May 2008", attached as Appendix 'B' to Report No. PD-070-08, be endorsed by Milton Council, in that it supports Milton's First Principles as they relate to the Region of Halton Sustainable Halton Plan process;

AND FURTHER THAT Milton Council endorse Schedule 1, attached as Appendix 'C' to Report No. PD-070-08, in that the schedule highlights those areas of potential employment land use within the Town of Milton to the year 2031 that need to be considered in the context of Milton's First Principles, as they relate to the Region of Halton's Sustainable Halton Plan process;

AND FURTHER THAT the Town Clerk be directed to forward Report No. PD-070-08 and its endorsed recommendations, to the Region of Halton, Town of Oakville, City of Burlington, and Town of Halton Hills, Halton School Boards, Conservation Halton and the Niagara Escarpment Commission, local M.P.P.'s and the Ontario Ministry of Energy and Infrastructure with the acknowledgement that the Town of Milton continues to support the Region of Halton's Sustainable Halton Plan (SHP) process, all the while acknowledging that the Town of Milton has endorsed a set of First Principles upon which the Town of Milton will be assessing the SHP's Five Refined Concepts.


MAYOR G. A. KRANTZ



The Corporation of the TOWN OF MILTON

Report to: Mayor G. A. Krantz and Members of Council

From: E. Iovio, M.C.I.P., R.P.P., Director of Planning & Development

Date: August 18, 2008

Report No. PD-070-08

Subject: Region of Halton
Sustainable Halton Plan
Town of Milton – First Principles

RECOMMENDATION: THAT Milton Council endorse the following First Principles, as they relate to the Region of Halton's Sustainable Halton Plan process:

- a) Balanced residential/employment growth based upon a minimum 0.5 employee to resident ratio;
- b) Broadest range of employment opportunities and consideration for employment opportunities beyond 2031;
- c) Justification and potential refinement of Natural Heritage System (NHS);
- d) Extended areas for intensification beyond Built Boundary including to-be-identified nodes and corridors;
- e) Increased financial support from Region relating to regional capital projects ;
- f) On-going encouragement of increased financial assistance from the Province;
- g) Continued and respected input into Region of Halton's assessment/evaluation of refined land use concepts;
- h) Identification and designation of Milton Education Village Area as a Special Policy Area;
- i) Cost of providing lake-based servicing to Halton Hills must be borne by Halton Hills landowners/developers and that Halton Hills development does not impede Milton's ability to manage its growth; and,
- j) That a comprehensive financial impact analysis be completed and presented to Town of Milton Council



The Corporation of the TOWN OF MILTON

Council Report No. PD-070-08
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that incorporates all capital and operating budget impacts at both the regional and the local municipality level and includes options for mitigation of the impacts of growth on the taxpayer.

AND THAT the Town Clerk be directed to inform the Region of Halton that the Town of Milton is unable to endorse the Sustainable Halton Growth Management Strategy Evaluation Framework, attached as Appendix 'A' to Report No. PD-070-08, until such time that the background assessment and justification work has been provided with respect to the proposed Natural Heritage System in accordance with Themes 1.1. and 1.2 of the Evaluation Framework;

AND FURTHER THAT the Region of Halton and Local Municipalities' Joint Submission to the Province of Ontario's Planning Document – "Planning for Employment in the Greater Golden Horseshoe, Background Paper, May 2008", attached as Appendix 'B' to Report No. PD-070-08, be endorsed by Milton Council, in that it supports Milton's First Principles as they relate to the Region of Halton Sustainable Halton Plan process;

AND FURTHER THAT Milton Council endorse Schedule 1, attached as Appendix 'C' to Report No. PD-070-08, in that the schedule highlights those areas of potential employment land use within the Town of Milton to the year 2031 that need to be considered in the context of Milton's First Principles, as they relate to the Region of Halton's Sustainable Halton Plan process;

AND FURTHER THAT the Town Clerk be directed to forward Report No. PD-070-08 and its endorsed recommendations, to the Region of Halton, Town of Oakville, City of Burlington, and Town of Halton Hills,



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Halton School Boards, Conservation Halton and the Niagara Escarpment Commission, local M.P.P.'s and the Ontario Ministry of Energy and Infrastructure with the acknowledgement that the Town of Milton continues to support the Region of Halton's Sustainable Halton Plan (SHP) process, all the while acknowledging that the Town of Milton has endorsed a set of First Principles upon which the Town of Milton will be assessing the SHP's Five Refined Concepts.

REPORT

Background

On July 7, 2008, at a Special Council Meeting, Milton staff presented a discussion of the Region of Halton's Sustainable Halton Plan process. The "Council Workshop" style presentation was in response to the Region of Halton identifying Five Refined (Land Use) Concepts through Regional Report PPW42-08 (Phase II of Sustainable Halton – The Physical Structure Concepts 2021 – 2031 and the Final Evaluation Framework), which was received by Region of Halton Council on Wednesday, June 18, 2008. A copy of Town of Milton staff's July 7th power point presentation may be found on the Town's website at www.milton.ca.

The recommendations resulting from that Regional Council meeting are as follows:

1. THAT Regional Council receive 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



The Corporation of the TOWN OF MILTON

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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, the Town of Oakville, the 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.

The purpose of the Region's Report was 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 contained a discussion on the approach utilized to develop the Nine Initial Concepts, and 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. The Five Refined Concepts were presented as representing viable 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 Plan process.

The Region's report notes that it is imperative to continue to promote a discussion with 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 are 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,



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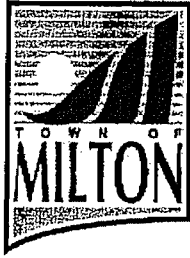
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healthy and sustainable communities; and, do they encourage economic prosperity? Regional staff have requested that responses to these questions and any other comments from Local Municipalities and other interested agencies be provided by September 30, 2008, to provide Regional Council with an update on the results of this local consultation in October 2008.

The second purpose of Regional Report PPW42-08 was to seek Regional Council endorsement of the Final Evaluation Framework, although the final recommendation of Regional Council was to only receive the Framework. The Region's 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 Growth Plan. The report also highlights 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.

A copy of the Region of Halton's Sustainable Halton Working Paper #1: Locating New Urban Land, attached as Attachment #2 to the Regional Report PPW42-08, was provided to Milton Council under separate cover prior to the July 7th Council Workshop. The working paper is described as one in a series of studies that guide Halton Region in preparing a new growth management strategy with the focus being on determining potential locations for new urban lands.

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. It has continuously been noted that 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.



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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 Regional Report PPW162-07. This first phase was deemed 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, and 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.

With respect to the Natural Heritage System (NHS), in particular, it must be noted that Regional Council endorsed the principles of the enhanced NHS in March of this year by Council resolution. Presently, Regional staff is preparing a discussion paper on the NHS that will be released in September of this year. That paper will describe how the NHS was developed; what options there are (what is fixed vs. what is discretionary); and, tools for implementing the NHS. It must be noted that it has clearly been stated by Regional staff that balancing development and other objectives such as those found within the NHS at the secondary plan level is definitely a key to the overall success of the Sustainable Halton Plan.

As indicated previously, Phase II of Sustainable Halton results 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.



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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 are to be based upon:

- 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.

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 Regional Report PPW76-07 and includes:

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 needs for complete communities, protection of employment lands, recognizing transit as a priority and the need for firm urban boundaries. Intrinsic



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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.

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 the final short list of 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.

The purpose of releasing the Nine Initial Concepts and the Five Refined Concepts through Regional Report PPW42-08 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. Regional Report PPW42-08 indicated that they illustrate general patterns of urban development in the Region which



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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 of Regional Report PPW42-08, 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 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 final Sustainable Halton Evaluation Framework. 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, as well as additional refinements as provided throughout the public and municipal consultation. 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 final 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 by the Region of Halton.

Discussion

Working Paper #1 of Sustainable Halton recognizes that Halton Region is working towards a new Regional Growth Management Strategy that will provide a long-term plan for the Region to the year 2031. It is stated that the plan will ensure that Halton continues to be a place of high quality living and working for people today and future generations. It is also acknowledged that the Growth Management Strategy will define a framework for future population and employment growth that fosters complete and



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health communities and is compatible with the Region's enhanced natural heritage system, green space and agricultural lands. The strategy will also link long-term land use planning with transportation, water and wastewater infrastructure planning.

Of course, the Region of Halton is a great place to live and work, and continues to attract more people and jobs. The Province has set targets that would see the Region's population reach 780,000 people and 390,000 jobs by 2031. Both the public and private sector agree that well-managed growth can strengthen the Region's economic competitiveness, enhance community well-being, while preserving ecological assets. The overall objective of Sustainable Halton therefore is to develop a Growth Management Strategy that promotes a vision for the Region of reducing urban sprawl, ensuring greater protection of farmland, making best use of infrastructure and promoting more healthy, liveable communities.

Halton Region in conjunction with its four local municipalities has a strong history of comprehensive growth management. The Halton Urban Structure Plan (HUSP), approved by Regional Council in 1994, is the Region's existing growth strategy. The Region's new Growth Management Strategy will now respond to contemporary issues such as climate change, a growing and aging population, traffic congestion, and housing affordability. It will ensure that the strategy is consistent with the Region's Official Plan, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan and regional transportation strategies, as well as the strategic plans of the four local municipalities. As part of developing Halton's Growth Management Strategy, the study will test the implications of new Provincial policies set out in the Growth Plan for the Greater Golden Horseshoe, which came into effect on June 16, 2006. The study will also provide Regional Council with the information it requires to decide how much and where growth can be accommodated.

The challenge in bringing forward Halton's Growth Management Strategy is to find the best ways of accommodating growth, while making the most efficient use of land, utilities, transportation and social infrastructure and protecting natural, cultural and heritage assets; all the while balancing the needs of the four local municipalities. Promoting more liveable communities will require a new understanding of how regional growth management can support communities that are transit oriented, pedestrian friendly and well connected to schools, jobs, and services.



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Halton's Growth Management Strategy will also need to respond to the interrelationship between local level development and regional and global systems. For instance, the location of housing, jobs, services, and shops affects traffic flow and transit needs locally and regionally. Conversely, inter-regional transportation decisions will affect local land use patterns. Pollution of one stream can affect the ecological health of an entire watershed. Air pollution generated by major transportation infrastructure can affect the health of people living around it; and at the same time, the efficiency of moving people and goods has an impact on local, regional and national economies.

Regional Report PPW42-08, with its Working Paper #1: Locating New Urban Land, and its associated Evaluation Framework marks a big step in developing Halton's Growth Management Strategy and addressing the challenge of where growth should go. As noted, one of the primary challenges is to address the local municipalities concerns, all the while achieving a balance of residential and employment greenfield growth, along with an equitable infill/intensification distribution to ensure an approach to growth management that reflects the values of the people of Halton.

In the case of Milton, the Town has the experience of having to accommodate unprecedented growth over the past eight years, since the approval of HUSP and introduction of lake-based servicing. The general reaction to the major growth has mostly been of a positive nature and the belief is that Milton has managed quite well from a physical land use and financial viability perspective. However, with the release of the Five Refined Concepts, it is obvious that the growth and financial management pressures that the Town has experienced and will experience until 2021 will also continue within the 2021 to 2031 period.

What has become obvious through the Sustainable Halton Plan process is that the local municipalities must be given the opportunity through the selected land use concept to balance its growth. For the Town of Milton, the major concern is the balance between residential and employment growth, between greenfield and infill/intensification growth, and between developable land and non-developable land, which is normally included within the extended Natural Heritage System.

This leads to the major concern that has been expressed by the Town of Milton from the outset of the Sustainable Halton Plan process. Milton has been successful in moving forward with growth because it has maintained a healthy employee to resident ratio, well



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above a 0.5 to 1 ratio. Unfortunately, the Five Refined Concepts presented by the Region of Halton do not maintain this important ratio and from Milton's economic development perspective, this principle of balance is imperative.

From another perspective, Milton realistically looks to achieve that delicate balance of environmental integrity with developability. Unfortunately, the Evaluation Framework, attached as Appendix 'A' to Report No. PD-070-08, through its elaboration of Theme #1 – Protecting What is Valuable, highlights the important theme of "identifying and protecting centres of regional diversity of sufficient area to allow for permanent protection of regional diversity but has not provided the necessary background justification as to why certain strategic areas of developability within Milton (i.e. the Trafalgar Road/Britannia Road node) have been identified as "discretionary centres of biodiversity". It is for this reason that Milton staff must recommend that Milton Council not endorse the Evaluation Framework at this time.

Instead, in order to acknowledge that the Town of Milton supports the Sustainable Halton Plan process, all the while acknowledging that Milton has a number of outstanding issues that need to be addressed, Milton staff have developed a set of First Principles of Growth that needs to be addressed prior to Milton being able to support the identification of a preferred SHP land use concept. These First Principles speak to Milton's acceptance of continued growth beyond 2021 but speaks to Milton's need to balance growth and to physically manage the required infrastructure and to financially manage the growth.

It is Milton's hope and desire that these principles will be respected and applied during the Region's refinement of the SHP Concepts. Milton has made the commitment to work with the Region and its Local Area Municipalities and it is Milton's desire that the Region and all four Local Municipalities will be able to collectively support the preferred land use concept that will have evolved from a transparent, all encompassing, reasonable and comprehensive process and are committed to be part of this process.

In this manner, Milton staff will continue to be as involved in the SHP process as much as possible and will work with the Region and Local Area Municipalities to continue discussions with the Province, whereby the issue of the balancing of local, regional and provincial requirements is resolved to everyone's satisfaction. Milton staff consider the highlighted recommendations of Report No. PD-070-08 to represent an opportunity to



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move forward in a comprehensive and collective manner, all the while assuring that the Town of Milton's Strategic Plan, Goals and Objectives are met.

Conclusions

In summary, although the Town of Milton supports the Region of Halton's Sustainable Halton Plan process to the fullest extent possible, at this time there are several areas of concern that have been articulated during Milton Council's Workshop that was held on July 7, 2008. These concerns have previously been articulated to an extensive degree and have resulted in Milton identifying a set of First Principles for Growth, which are highlighted through the recommendations of Report N. PD-070-08 in order to allow the Town of Milton to control its own destiny.

As such, Milton staff consider there to be four major issues that are outstanding and, therefore, must be resolved prior to the further refinement of the Five Refined Concepts. These outstanding issues are:

- a) **Range and Extent of Employment Lands** – The Town of Milton strongly believes that there is an absolute need to expand the range and extent of available employment lands within both the local Municipalities and the Region of Halton as a whole. As indicated within the July 2008 Region of Halton and Local Area Municipalities Joint Submission to the Province of Ontario's Planning Document – "Planning for Employment in the Greater Golden Horseshoe Background Paper, May 2008", the Region of Halton has already taken a strong position to make available the wider range of employment opportunities possible within the Region of Halton in order to increase its economic development potential and competitiveness. It is for this reason that Milton staff is recommending the endorsement of the Joint Submission, as attached as Appendix 'B' to the Report No. PD-070-08 and also recommending the formal identification of areas of employment land uses within the Town of Milton and are asking that the Region of Halton give serious consideration to the inclusion of all development lands within a preferred SHP land use concept.



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- b) **Natural Heritage System** – Milton staff are concerned that appropriate justification has not been provided with respect to the "discretionary centres for biodiversity" that have been identified as essential components of the Natural Heritage System, which provides the "environmental framework" to the Five Refined Concepts. As a result, Milton staff cannot at this time recommend that Milton Council endorse the Sustainable Halton Growth Management Strategy – Evaluation Framework, as attached as Appendix 'A' to Report No. PD-070-08.
- c) **Financial Viability** – A key First Principle that is necessary in order to maintain and enhance Milton's ability to control and manage the future growth, that is reflected through any of the Region's Five Refined Concepts, involves the increased participation by both the Region of Halton and Province of Ontario from a financial viability perspective. It is therefore essential that, before a preferred land use concept is approved, a comprehensive financial impact study is completed that incorporates capital and operating expenditures and revenues and resulting tax rate impact.
- d) **Intensification** – The outstanding issue of infill/intensification is important in that it is an essential element to the Region of Halton's SHP growth management strategy, as well as being an essential element of the Province's Places to Grow Plan. To date, all of the Five Refined Concepts are based on a 60 percent Greenfield and 40 percent intensification split, even though all four local Municipalities have concerns with respect to the intensification target. To date, the Region of Halton's Land Supply Analysis Technical Background report identified that between 2021 and 2031, 81,000 new households are required. When multiplied by a 40 percent intensification factor, this equates to 32,400 intensification households, with the remaining 48,600 households being greenfield households. Although 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, Milton staff are concerned that 32,400 intensification households is a far greater number than can physically be accommodated within the four local municipalities.
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Relationship to the Strategic Plan

Report No. PD-070-08 and its recommendations relate to the Town of Milton's Strategic Plan (Destiny Milton 2: Shaping our Future) goals and objectives, specifically:

GOAL - A responsible cost effective and accountable local government

- Participate fully in Region led exercises that are intended to maintain and enhance quality of life.
- Ensure that Milton's interests and needs are known at the Regional level.

GOAL – Well-managed growth, well planned spaces

- Encourage the provision of healthy supply of employment and commercial lands to serve local needs at all times.
- Encourage the siting of employment areas in locations that are easily accessed by 400 series highways.
- Ensure that the Town demonstrates leadership in any future urban expansion to ensure that new development is as cost effective as possible.

GOAL – A diverse and sustainable economy

- Encourage the development of regional-scale retail uses in appropriate locations to ensure that all consumer needs can be met in the Town.
- Work with other levels of government to encourage additional investment in Milton.

GOAL – A thriving natural environment that is a valued community asset to be protected, maintained and enjoyed.

- Encourage the decision-making process to be supported by an understanding of the natural environment including values, opportunities, limits and constraints.
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Financial Impact

Report No. PD-070-08 has no direct financial impact on the Town of Milton. However, if the First Principles that the Town of Milton endorses with respect to the Region of Halton's Sustainable Halton Plan process are not respected, specifically during the identification of a preferred Land Use Concept, then the outcome may very well have a negative financial impact on the Town of Milton's ability to manage the anticipated future growth within Milton from 2021 to 2031.

Respectfully submitted,

E. Iovio, M.C.I.P., R.P.P.
Director of Planning & Development

WFM

If you have any questions on the content of this report: Bill Mann, 905-878-7252 x2304

- Attachments:
- Appendix A – Sustainable Halton Growth Management Strategy – Evaluation Framework – Attachment #1 to Region of Halton Report PPW42-08.
 - Appendix B - July 2008 Region of Halton and Local Municipalities' Joint Submission to the Province or Ontario's Planning Document – "Planning for Employment in the Greater Golden Horseshoe, Background Paper, May 2008."
 - Appendix C – Schedule 1 – Future Employment Land Areas of interest to the Town of Milton.

CAO Approval: _____

THE COUNCIL OF THE
CORPORATION OF THE TOWN OF MILTON

Resolution

Date: September 22, 2008

Number: 339-08

Moved by: Councillor

Bin Pan

Seconded by: Councillor

J. Mawbray

BE IT RESOLVED:

THAT the motion be amended by inserting the following between "PD-076-08" and "as" in the first paragraph:

- save and except Area "D" to remain as employment as designated in the current official plan.

G. A. Krantz

MAYOR G. A. KRANTZ

29TH SESSION

THE COUNCIL OF THE
CORPORATION OF THE TOWN OF MILTON

Resolution

Date: September 22, 2008

Number: 340-08

Moved by: Councillor

Eric Perre

Seconded by: Councillor

J. Mowbray

BE IT RESOLVED:

To Be Enacted re: Area D

THAT the Town of Milton endorse Appendix A to Report PD-076-08 as the Town of Milton's Sustainable Halton Plan Preferred Land Use Concept, in accordance with Milton's First Principles of Growth, which were previously endorsed by Milton Council through Report No. PD-070-08 on August 18, 2008, with the specific acknowledgment that the Town of Milton has no objection to the Town of Halton Hills' receiving a portion of the required greenfield residential development, subject to the cost of providing lake-based servicing to Halton Hills being borne entirely by the affected Halton Hills landowners/developers and that any proposed Halton Hills development does not impede Milton's ability to manage its own future growth in accordance with established HUSP principles;

AND THAT the Town Clerk be directed to forward Report No. PD-076-08 and its endorsed recommendations, to the Region of Halton, Town of Oakville, City of Burlington and Town of Halton Hills, Halton School Boards, Conservation Halton and the Niagara Escarpment Commission, local M.P.P.s and the Ontario Ministry of Energy and Infrastructure;

AND FURTHER THAT the Town Clerk be directed to reinforce to the Region of Halton's Director of Planning that the Town of Milton continues to be unable to endorse the Sustainable Halton Growth Management Strategy Evaluation Framework until such time that the Natural Heritage System (NHS) justification work has been provided to the Town of Milton for its review and comment.

G. A. Krantz

MAYOR G. A. KRANTZ



The Corporation of the TOWN OF MILTON

Report to: Mayor G. A. Krantz and Members of Council

From: E. Iovio, M.C.I.P., R.P.P., Director of Planning & Development

Date: September 22, 2008

Report No. PD-076-08

Subject: Region of Halton Sustainable Halton Plan (SHP)
Town of Milton's Response to Five Refined Growth Concepts

RECOMMENDATION: THAT the Town of Milton endorse Appendix A to Report PD-076-08 as the Town of Milton's Sustainable Halton Plan Preferred Land Use Concept, in accordance with Milton's First Principles of Growth, which were previously endorsed by Milton Council through Report No. PD-070-08 on August 18, 2008, with the specific acknowledgment that the Town of Milton has no objection to the Town of Halton Hills' receiving a portion of the required greenfield residential development, subject to the cost of providing lake-based servicing to Halton Hills being borne entirely by the affected Halton Hills landowners/developers and that any proposed Halton Hills development does not impede Milton's ability to manage its own future growth in accordance with established HUSP principles;

AND THAT the Town Clerk be directed to forward Report No. PD-076-08 and its endorsed recommendations, to the Region of Halton, Town of Oakville, City of Burlington and Town of Halton Hills, Halton School Boards, Conservation Halton and the Niagara Escarpment Commission, local M.P.P.s and the Ontario Ministry of Energy and Infrastructure;

AND FURTHER THAT the Town Clerk be directed to reinforce to the Region of Halton's Director of Planning that the Town of Milton continues to be unable to endorse the Sustainable Halton Growth Management Strategy Evaluation Framework until such time that the Natural Heritage System (NHS) justification work has been provided to the Town of Milton for its review and comment.



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EXECUTIVE SUMMARY

On July 7, 2008, at a Special Council Meeting, Milton staff presented a discussion of the Region of Halton's Sustainable Halton Plan process. The "Council Workshop" style presentation was in response to the Region of Halton identifying Five Refined (Land Use) Concepts through Regional Report PPW42-08 (Phase II of Sustainable Halton – The Physical Structure Concepts 2021 – 2031 and the Final Evaluation Framework), which was received by Region of Halton Council on Wednesday, June 18, 2008. A copy of Town of Milton staff's July 7th power point presentation may be found on the Town's website at www.milton.ca.

Subsequent to the July 7th Special Council Meeting, Milton staff formalized Council's direction through Report No. PD-070-08, during its August 8, 2008 Council Meeting. The result was that a set of First Principles of Growth were endorsed, which were to provide the framework to the Town of Milton's response to the Five Refined Concepts presently circulated by the Region of Halton for comment. A copy of Town of Milton Report No. PD-070-08 is also available through the Town's website.

Milton's response is intended to be provided through Report No. PD-076-08 by way of a Preferred Land Use Concept, which has been developed by staff in consultation with both the public and private sector and in accordance with Milton's First Principles of Growth.

Milton staff strongly believes that once the various Refined Concepts are distilled and further refined concepts/ options are evaluated in accordance with the to-be-approved Region of Halton Final Evaluation Framework, then the preferred concept will be centred on Milton. As such, Milton staff believes that the most effective and responsible manner in which the projected growth can be both physically and fiscally managed is to acknowledge the local, regional and provincial policies on those lands that are directly adjacent to the Mississauga, Oakville, Burlington and Milton Urban Areas, which are located primarily within the Town of Milton boundaries.

An acknowledgement of this nature by the Town of Milton is obviously subject to the First Principles of Growth already endorsed by Milton Council and is not exclusive of Halton Hills receiving a portion of residential or employment growth. However, the Town of Milton cannot support growth extending north of the Highway 401 Corridor until



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such time that the Region of Halton has demonstrated through an extensive financial analysis that growth within the Town of Halton Hills will not have an adverse or negative financial impact on the Town of Milton; and, will not impede in any manner Milton's ability to continue to manage the lake-based growth that resulted from the Halton Urban Structure Plan.

REPORT

Background

The June 18, 2008, recommendations that resulted from Region of Halton Council's consideration of Regional Report No. PPW42-08, as they pertain to Sustainable Halton Plan process, are as follows:

1. THAT Regional Council receive 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, the Town of Oakville, the Town of Milton, Town of Halton Hills, members of the Sustainable Halton Inter-Municipal Technical Committee, the



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Halton District School Board, the Halton Catholic District School Board, the Conservation Authorities and the Region of Peel for their information.

The purpose of the Report PPW42-08 was 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 contained 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. The Five Refined Concepts were presented as representing viable 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 Plan process.

The stated purpose of releasing the Nine Initial Concepts and the Five Refined Concepts through Regional Report PPW42-08 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. Regional Report PPW42-08 indicated that 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 of Regional Report PPW42-08, Regional staff are currently consulting 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 around whether the Five Refined concepts address the questions and desired outcomes that are inherent to Sustainable Halton. On September 9th, the Region of Halton held a SHP workshop at the Milton Sports Centre where approximately 75 people attended, and similar meetings were held in the other Local Area Municipalities. 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.



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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 final Sustainable Halton Evaluation Framework. It has been noted that 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, as well as additional refinements as provided throughout the public and municipal consultation. 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 final 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 by the Region of Halton.

In response to the invitation by the Region of Halton for local municipal comment, the Town of Milton has considered the issue of growth within Milton between 2021 and 2031 during its last two Council Meetings. On July 7, 2008 preliminary reaction and discussion occurred during a presentation of the Five Refined Concepts by Town staff. This resulted, on August 18th, with Council endorsing a series of recommendations through Staff Report No. PD-070-08, which established the basis upon which the Town of Milton would assess and respond to the Five Refined Concepts. The endorsed recommendations of Report No. PD-070-08 are as follows:

THAT Milton Council endorse the following First Principles, as they relate to the Region of Halton's Sustainable Halton Plan process:

- (a) Balanced residential/employment growth based upon a minimum 0.5 employee to resident ratio;
- (b) Broadest range of employment opportunities and consideration for employment opportunities beyond 2031;
- (c) Justification and potential refinement of Natural Heritage System (NHS);



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- (d) Extended areas for intensification beyond Built Boundary including to-be-identified nodes and corridors;
- (e) Increased financial support from Region relating to Regional capital projects;
- (f) That the Province of Ontario be requested to file with affected municipalities a provincial infrastructure and financing plan before the adoption of the Sustainable Halton Plan;
- (g) Continued and respected input into Region of Halton's assessment/evaluation of refined land use concepts;
- (h) Identification and designation of Milton Education Village Area as a Special Policy Area;
- (i) Cost of providing lake-based servicing to Halton Hills must be borne by Halton Hills landowners/developers and that Halton Hills development does not impeded Milton's ability to manage its growth; and,
- (j) THAT a comprehensive financial impact analysis be completed and presented to Town of Milton Council that incorporates all capital and operating budget impacts at both the regional and the local municipality level and includes options for mitigation of the impacts of growth on the taxpayer.

AND THAT the Town Clerk be directed to inform the Region of Halton that the Town of Milton is unable to endorse the Sustainable Halton Growth Management Strategy Evaluation Framework, attached as Appendix 'A' to Report No. PD-070-08, until such time that the background assessment and justification work has been provided with respect to the proposed Natural Heritage System in accordance with Themes 1.1 and 1.2 of the Evaluation Framework;



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AND FURTHER THAT the Region of Halton and Local Municipalities' Joint Submission to the Province of Ontario's Planning Document – "Planning for Employment in the Greater Golden Horseshoe, Background Paper, May 2008", attached as Appendix 'B' to Report No. PD-070-08, be endorsed by Milton Council, in that it supports Milton's First Principles as they relate to the Region of Halton Sustainable Halton Plan process;

AND FURTHER THAT Milton Council endorse Schedule 1, attached as Appendix 'C' to Report No. PD-070-08, in that the schedule highlights those areas of potential employment land use within the Town of Milton to the year 2031 that need to be considered in the context of Milton's First Principles, as they relate to the Region of Halton's Sustainable Halton Plan process;

AND FURTHER THAT the Town Clerk be directed to forward Report No. PD-070-08 and its endorsed recommendations, to the Region of Halton, Town of Oakville, City of Burlington, and Town of Halton Hills, Halton School Boards, Conservation Halton and the Niagara Escarpment Commission, local M.P.P.s and the Ontario Ministry of Energy and Infrastructure with the acknowledgement that the Town of Milton continues to support the Region of Halton's Sustainable Halton Plan (SHP) process, all the while acknowledging that the Town of Milton has endorsed a set of First Principles upon which the Town of Milton will be assessing the SHP's Five Refined Concepts.

Report No. PD-070-08 also identified four major issues that are outstanding with respect to the current stage of the Sustainable Halton Plan process and concludes that these issues must be resolved prior to the further refinement of the Five Refined Concepts.

These outstanding issues continue to be:

- (a) **Range and Extent of Employment Lands** – The Town of Milton strongly believes that there is an absolute need to expand the range and extent of available employment lands within both the Local Municipalities and the Region of Halton as a whole. As indicated within the July 2008 Region of Halton and Local Area Municipalities Joint Submission to the Province of Ontario's Planning



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Document – “Planning for Employment in the Greater Golden Horseshoe Background Paper, May 2008”, the Region of Halton has already taken a strong position to make available the wider range of employment opportunities possible within the Region of Halton in order to increase its economic development potential and competitiveness. It is for this reason that Milton staff recommended the endorsement of the Joint Submission, as attached as Appendix ‘B’ to Report No. PD-070-08, and also recommended that the extended designation of areas of employment land uses within the Town of Milton and have also asked that the Region of Halton give serious consideration to the inclusion of all development lands within a preferred SHP land use concept.

- (b) **Natural Heritage System** – Milton staff are also concerned that appropriate justification has not yet been provided with respect to the “discretionary centres for biological diversity” that have been identified as essential components of the Natural Heritage System, which provides the “environmental framework” to the Five Refined Concepts. As a result, Milton staff still cannot at this time recommend that Milton Council endorse the Sustainable Halton Growth Management Strategy – Evaluation Framework, as attached as Appendix ‘A’ to Report No. PD-070-08.
- (c) **Financial Viability** – A key First Principle that is necessary in order to maintain and enhance Milton’s ability to control and manage the future growth, which is reflected through any of the Region’s Five Refined Concepts, involves the increased participation by both the Region of Halton and Province of Ontario from a financial viability perspective. It is therefore essential that, before a preferred land use concept is approved, a comprehensive financial impact study is completed that incorporates capital and operating expenditures and revenues and the resulting tax rate impact on both the Region of Halton and Local Area Municipalities.
- (d) **Intensification** – The outstanding issue of infill/intensification continues to be important in that it is an essential element to the Region of Halton’s SHP Growth Management Strategy, as well as being an essential element of the Province’s Places to Grow Plan. To date, all of the Five Refined Concepts are based on a 60 percent greenfield, and 40 percent intensification split, even though all four Local Area Municipalities have concerns with respect to the intensification target.



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To date, the Region of Halton's Land Supply Analysis Technical Background report identified that between 2021 and 2031, 81,000 new households are required. When multiplied by a 40 percent intensification factor, this equates to 32,400 intensification households, with the remaining 48,600 households being greenfield households. Although 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 Area Municipalities in addition to the greenfield lands needed, Milton staff remains concerned that 32,400 intensification households is a far greater number than can physically be accommodated within the four Local Area Municipalities.

Discussion

As part of the Sustainable Halton September PIC held in Milton on September 9, 2008, a SHP workbook was distributed. Within that workbook, the Region of Halton states that when planning for new urban areas, Halton Region's decisions are based on the following principles:

- Protecting farmland;
- Protecting and enhancing natural features – streams, creeks, forests, valleys;
- More liveable communities,
- Reducing sprawl,
- Making better use of infrastructure.

The workbook also notes that the Five Refined Growth Concepts currently being considered through the Sustainable Halton Plan process reflect Halton's planning vision and the priorities identified through previous work and technical studies and that a number of common themes are found within each Growth Concept. These themes are as stated:

- A natural heritage system that includes features like woodlots, valleys, streams, creeks;
- New mixed-uses*/residential lands are located so that they are an extension of existing urban areas;

* mixed use includes things like shopping and stores, hospitals, schools and community centres



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- Keeping farmland in the southern portion of Halton Hills to support established farming activities in the area;
- Keeping southwest Milton as rural to preserve connections with farmland in the Greenbelt and Niagara Escarpment area and to limit the potential for land use conflicts with the Halton Waste Management Facility and the CN rail corridor;
- The opportunity to locate mixed-use/residential development around the potential GO Transit Station in east Milton in order to support and encourage transit use; and
- New employment lands are located along the Highway 401 in both Milton and Halton Hills because this location is a preferred trucking route with good highway access and has strong connections to existing employment areas.

For the most part, Milton staff can support the principles and common themes as presented and have prepared a Preferred Land Use Concept for Milton Council's consideration and endorsement, which staff believe best represents and interprets Milton's First Principles of Growth. The Town of Milton – SHP Preferred Land Use Concept, attached as Appendix A to Report No. PD-076-08, maximizes a balanced residential/employment growth in Milton, all the while providing for the protection of farmland, the protection and enhancement of natural features, more liveable communities, reduced sprawl and a better use of infrastructure, within the Region of Halton.

The Town of Milton – SHP Preferred Land Use Concept, as provided for through Report No. PD-076-08, adds an initial growth phase of approximately 3600 hectares of urban land to Halton Region, of which approximately 1,200 hectares are for employment use, 2173 hectares are for residential/mixed uses, and 227 hectares have been identified as a Major Mixed-Use/Retail Transit Node. It must be noted that within the Town of Milton – SHP Preferred Land Use Concept, all calculated areas do not include the lands identified as the Natural Heritage System, which occupies approximately 1300 hectares, as well as the Parkway Belt Lands. The Preferred Land Use Concept also identifies 1,089 hectares of land contained within what has come to be known as the CN Planning District which Milton staff believe should be considered as a Special Study Area in its entirety but with a phase 1 development of approximately 150 hectares, given the importance of these specific lands in relation to the Provincial and Federal initiatives relating to goods movement. Milton staff also believes that the 160 hectare Special



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Policy Area, which is targeted for the Milton Education Village, must be considered as a separate land use entity, outside of the employment or residential growth areas, in that it also provides a land use function beyond the context of the Local Area Municipalities and Region of Halton. The identification of the Milton Education Village as a Special Policy Area is also supported by the Town's intent to promote the readiness of the area through a comprehensive land use plan that includes a research park for new technologies component, which directly relates to the proposed university programming.

In accordance with Appendix A, the specific area breakdown and justification for its consideration within the Preferred Land Use Concept is as follows:

Area A – Highway 401 Employment – 700 acres (279 hectares)

Area A is a potential employment area located south of Highway 401 to Derry Road, extending from the Parkway Belt West lands, which are located along the City of Mississauga boundary to the east branch of the 16-mile Creek to the west. This area has the highest importance among all employment lands within the Town of Milton – SHP Preferred Land Use Concept, as the lands front onto both Highway 401 and Derry Road and are centred on the CPR railway line and proposed GO Transit Station. Given their high profile location, these lands are contemplated for prime office, research and development, office/manufacturing and logistic opportunities.

Area B – Highway 407 Employment – 764 acres (309 hectares)

Area B consists of potential employment lands that front onto Highway 407. Industrial/warehousing and related uses, as well as low-rise office campuses, are envisioned within this area, in order to take advantage of the direct exposure to Highway 407 and relative access to the same. Employment Areas A and B also provide a type of distinctive buffer and separation to the City of Mississauga/Ninth Line Corridor and North Oakville. In the latter case, the potential employment uses compliment the designated employment area located just to the south of Highway 407 within the approved North Oakville Secondary Plan Area.

Area C – Elimination of "Discretionary Centre of Biological Diversity" from the Natural Heritage System and conversion to Potential Mixed Use/Residential 450 acres (182 hectares)



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In keeping with one of the Region of Halton's overriding principles, in conjunction with the Town of Milton's First Principles for Growth, Milton staff believe that the placement of a "discretionary centre for biological diversity" is inappropriate within Area C and, given that Trafalgar Road is identified as a major infrastructure and transportation corridor, that Area C must be considered instead as a potential Mixed-Use/Residential Area. The addition of Area C also provides the acreage necessary to define the potential Mixed-Use/Residential Planning District east of the East Branch of the Sixteen Mile Creek. In terms of the suggested elimination of the "discretionary centre for biological diversity" along Trafalgar Road, Milton staff believe that a more appropriate addition to the Natural Heritage System would be those environment lands which encompass the Rattlesnake Point Golf Course, excepting a small portion of lands that front onto Regional Road 25, which are appropriate for hotel, tourism, time-shared condominium residences. As well, Milton staff believes that the very southeast corner of Milton should also be considered in lieu of the elimination of Area C from the Natural heritage System. These areas are identified as Area G on the Town of Milton – SHP Preferred Land Use Concept.

Area D- Employment Area South/East of Derry and James Snow Parkway- 437 acres (177 ha)

This area is currently designated employment in the Town's official plan. This is the preferred land use. However, through further analysis and refinement in the Sustainable Halton process, if it can be demonstrated that an equal or greater amount of new, serviced employment land can be made available for development, in a timeframe and location that is satisfactory to the Town, the area may be considered for Mixed Use/Residential land use.

Area E – James Snow Parkway Employment – 302 acres (122 hectares)

As noted above, Area E is appropriately positioned as potential employment land in that it is perfectly located adjacent to the James Snow Parkway frontage and is a natural extension of the existing Highway 401 Industrial Business Park.



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Area F – CN Planning District Employment Area – 600 acres (250 hectares), Special Study Area - 2,090 acres (845 hectares)

The CN Planning District, as it has come to be known, has been identified for potential employment uses which have been the subject of considerable debate for the past five years since CN first announced their intention to develop some 1,200 acres as an intermodal and related industrial site. Since that time, CN has indicated that due to efficiencies gained at other locations, the intent to develop the intermodal component of the site is no longer a priority. Given this commitment, the identification of a small portion (250 hectares) of the total planning district for potential employment uses at this time supports local, provincial and federal policies relating to goods movement taking advantage of the rail spur access to the main north/south rail line. As the construction of the newly-aligned Tremaine Road between Highway 407 and Highway 401 is critical for the increased development on the west side of Urban Milton, including the proposed Milton Education Village, staff are advocating that a first phase, which is centred on Tremaine Road, be designated through the Sustainable Halton Plan and that the remaining lands also be considered through a Special Study Area designation, in order to examine more fully the range and extent of employment uses that could be accommodated from an economic development perspective, in light of Milton's desire to capture the fullest range and extent of employment opportunities possible.

Area G – Extension to Natural Heritage System 750 acres (300 hectares)

As noted earlier, Milton staff is of the opinion that the two additional areas identified as Area G are more appropriately suited to be included within the overall Natural Heritage System and, therefore, are requesting that Areas G be examined during the refinement and justification of the Natural Heritage System by the Region of Halton's Environmental Consultants.

Area H – Potential Major Mixed Use Retail Transit Node – 560 acres (227 hectares)

Although intended to be considered as part of the 2,400 hectares of potential Mixed-Use/Residential Lands contemplated through the Sustainable Halton Plan process, Milton staff strongly believe that Area H should be designated as a separate component, in that as it is to be centred on the proposed GO Station there exists a great potential in this area to develop a spectacular, truly mixed-use retail/transit node. In this



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manner, Milton staff's initial calculations have determined that upwards of 200,000 square metres or 2 million square feet of provincial or GTA-level retail activity is available and desirable in this area. What is intended is that strict urban design guideline control would be required a mixed use community that is based upon mixed-use buildings combining retail, employment, office, institutional, and residential opportunities at an ultimate density of at least 100 employees/residents per hectare.

Area I – Potential Mixed-Use/Residential Area – 5,370 acres (2,173 hectares)

The three quadrants that make up the potential Mixed-Use/Residential Area I provide the basic fabric to three residential secondary plan areas of approximately 40,000 people each at an overall density of 50 employees/residents per hectare, in accordance with the Provincial Places to Grow Plan for greenfield development. The positioning of these areas lend themselves to the build-out of the Milton Urban Area as a complete community and is supportive of the planned extension of the local and regional transportation and servicing infrastructure framework, in accordance with the Region of Halton's Transportation and Water/Wastewater Master Servicing Plans. The areas contained within Area I take full advantage of the contiguous natural heritage system, allowing for extensive parks and open space and trails opportunities. All in all, Area I is the focus to a balanced, complete community.

As such, the Town of Milton – SHP Preferred Land Use Concept area summary is as follows:

Total Employment Area Added	- 1,200 hectares
Halton Hills	- 240 hectares
Milton (Areas A, B, E, part of F)	- 960 hectares
 Total Mixed Use/Residential Added	 - 2,400 hectares
Town of Milton	
Mixed-Use/Residential (Areas D and I)	- 2,173 hectares
Major Mixed-Use Retail Transit Node (Area H)	- 227 hectares
 Total Developable Land Added	 - 3,600 hectares



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Based upon the assumptions that the 2021 – 2031 greenfield development targets are approximately 120,000 people and 60,000 employees (assuming a 0.5 employee to resident ratio), both the residential and employment density targets work out to be 50 employees/residents per hectare, which again meets the Provincial Places to Grow Plan density targets. With respect to the issue of Employment absorption, staff has calculated that approximately 1200 to 1300 hectares of ICI lands will be required to accommodate 60,000 employees to the year 2031 in accordance with the following chart:

Required Land area to Maintain Employment ratio of .5					
	Employees by Sector	# of Jobs	Sq. Feet Required	Lot Size* (Sq. Ft)	Hectares Required
Industrial	59.00%	35,400	31,860,000	102,473,684	952.36
Commercial	20.90%	12,540	5,016,000	24,788,372	230.38
Institutional	14.50%	8,700	3,480,000	14,704,225	136.66
Subtotal		56,640	40,356,000	141,966,282	1,319.39
Work at Home	5.60%	3,360	-	-	-
Totals		60,000	40,356,000	141,966,282	1,319.39
* Based on average lot coverage attained over last 2 years					

Conclusion

The position presented through Report No. PD-076-08 is not only strategic from both a local and regional perspective, but Milton staff believe is also one that demonstrates consistency and fairness, in that it builds upon the principles that were first established through the initial Halton Urban Structure Plan process, builds upon the identified principles and common themes that are evolving through the Sustainable Halton Plan process and lastly, builds upon the First Principles of Growth that have recently been endorsed by Town of Milton Council.



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"Balance" is one of the key goals of Milton's Strategic Plan (DM2: Shaping Our Future), whether it relates to a balance between residential and non-residential growth or the balance between developable and non-developable land. It therefore bears repeating that "as a balanced community, we see a Milton that is":

- In harmony – different aspects of the Town pleasingly combined to create an enriched whole that is greater than the sum of its parts;
- Well planned and provides for an appropriate mix of land uses that contribute to a clearly defined sense of place;
- Characterized by a willingness and ability to exhibit good judgement and prudence – with decisions made in the collective interest of residents and that respect a bigger picture, Town-wide view;
- Meeting the needs of residents of all life-cycle stages and that offers a range of activities to address diverse interests;
- Tradition-based, but not tradition-bound.

Milton staff strongly believe that the SHP Preferred Land Use Concept, which is attached to Report No. PD-076-08 as Appendix A, meets the goals and objectives of Milton's Strategic Plan as well as Milton's First Principles of Growth, in that it allows Milton, in conjunction with the Region of Halton, to control the balance of growth through the necessary phasing and timing, and; thereby, the identified development allows the Town of Milton to control its own destiny, from both a land use and financial management perspective.

In conclusion, in accordance with the justification presented within Report No. PD-076-08, Milton staff are recommending that Milton Council endorse Appendix A – the Town of Milton - SHP Preferred Land Use Concept, noting that the Region of Halton will identify two or three refined options for detailed evaluation, including a detailed financing analysis and comparison, and that the Sustainable Halton Plan process will continue to invite Local Area Municipality participation over the next year.

Relationship to the Strategic Plan

Report No. PD-076-08 and its recommendations relate to the Town of Milton's Strategic Plan (Destiny Milton 2: Shaping our Future) goals and objectives, specifically:



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GOAL – A responsible cost effective and accountable local government

- Participate fully in Region led exercises that are intended to maintain and enhance quality of life.
- Ensure that Milton's interests and needs are known at the Regional level.
- Engage other levels of government to ensure that the interests of Milton residents and business owners are known.

GOAL – Well-managed growth, well-planned spaces

- Encourage the provision and maintenance of an appropriate mix of residential, commercial, industrial and institutional areas.
- Encourage the provision of a healthy supply of employment and commercial lands to serve local needs at all times.
- Encourage the siting of employment areas in locations that are easily accessed by 400 series highways.
- Ensure that the Town demonstrates leadership in any future urban expansion to ensure that new development is as cost effective as possible.
- Ensure that the Town demonstrates leadership in any future urban expansion to ensure that new development is as cost effective as possible.

GOAL – A safe, liveable and healthy community

- Encourage the establishment of a healthy community that is made up of an interconnected system of open spaces, walking trails, bicycle routes and natural heritage features.

GOAL – A diverse and sustainable economy

- Encourage the development of regional-scale retail uses in appropriate locations to ensure that all consumer needs can be met in the Town.
 - Work with other levels of government to encourage additional investment in Milton.
 - Support a post-secondary educational presence in the Town.
-



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GOAL – A thriving natural environment that is a valued community asset to be protected, maintained and enjoyed.

- Encourage the decision-making process to be supported by an understanding of the natural environment, including values, opportunities, limits and constraints.

Financial Impact

The recommendations contained within Report No. PD-076-08 have no immediate impact on the Town of Milton. However, if the First Principles that the Town of Milton has previously endorsed with respect to the Region of Halton's Sustainable Halton Plan process are not respected, specifically during the identification of a Preferred Land Use Concept, then the outcome may very well have a negative financial impact on the Town of Milton's ability to manage the anticipated future growth within Milton from 2021 to 2031.

Respectfully submitted,

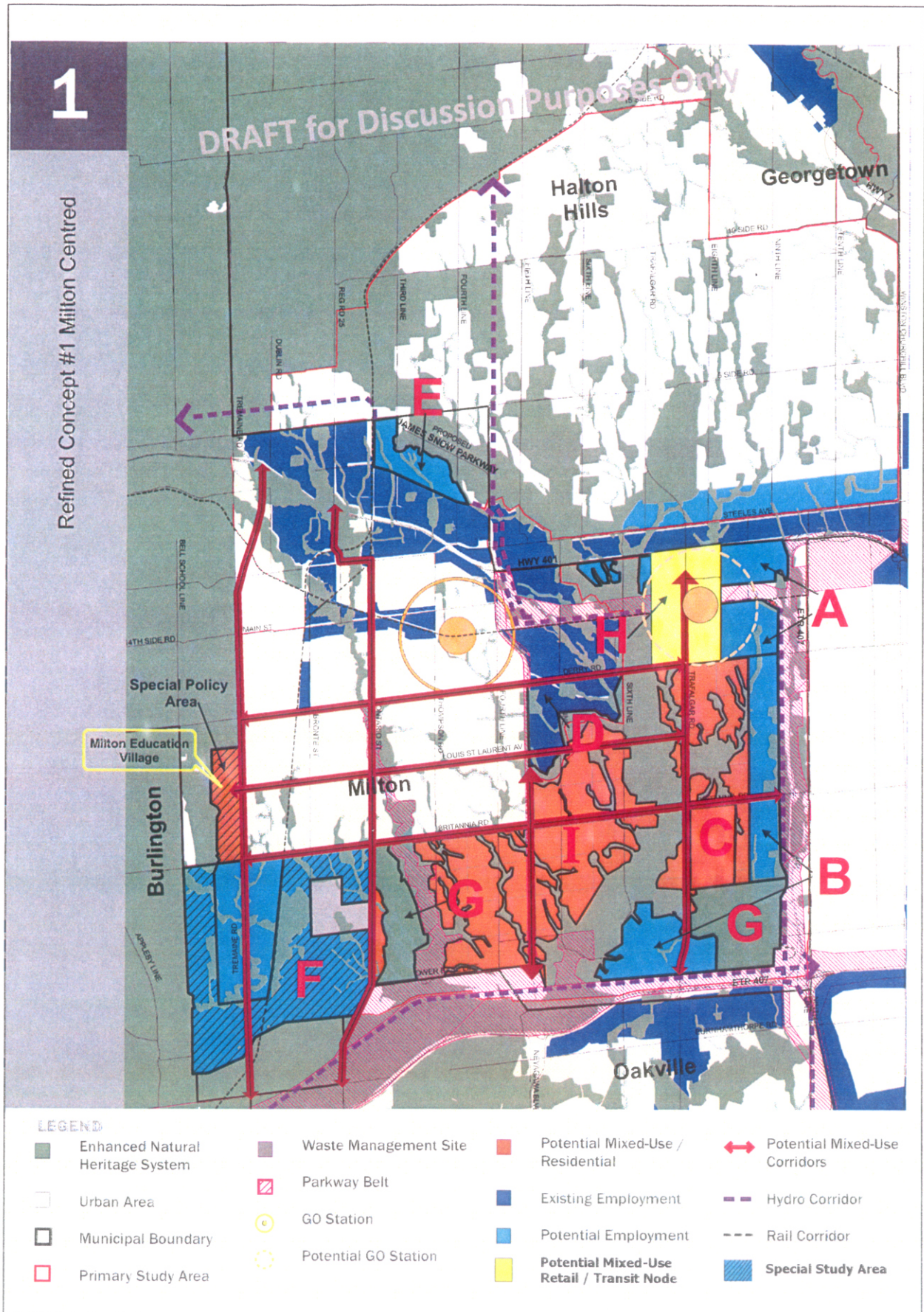
E. Iovio, M.C.I.P., R.P.P.
Director of Planning & Development

If you have any questions on the content of this report: Bill Mann, 905-878-7252, ext. 2304.

Attachments: Appendix A – Town of Milton – SHP Preferred Land Use Concept

CAO Approval: _____

TOWN OF MILTON - SHP Preferred Land Use Concept



Approved by Milton Council on September 22, 2008

8. **293 Church Street and 296 Randall Street Request to Demolish buildings listed on properties listed in the Heritage Register of Properties of Cultural Heritage Value or Interest & Proposed Designation**
- Report from Planning Services Department, August 18, 2008

Moved by Councillor Duddeck

That the notice of intention to designate be given under Section 29, Part IV of the *Ontario Heritage Act*, for the properties located at 293 Church Street and 296 Randall Street.

CARRIED

Moved by Councillor Duddeck

That Item 8 - 293 Church Street and 296 Randall Street Request to Demolish buildings listed on properties listed in the Heritage Register of Properties of Cultural Heritage Value or Interest & Proposed Designation, be reconsidered to allow delegations to speak to the item.

CARRIED

Moved by Councillor Duddeck

That the notice of intention to designate be given under Section 29, Part IV of the *Ontario Heritage Act*, for the properties located at 293 Church Street and 296 Randall Street.

CARRIED

9. **237 Dundas Street West "The Kaitting House" Notice of Intention to Designate Under, Section 29, Part IV of the Ontario Heritage Act**
- Report from Planning Services Department, August 18, 2008

Moved by Councillor Knoll

The the notice of intention to designate be given under Section 29, Part IV of the *Ontario Heritage Act*, for the Kaitting House located at 237 Dundas Street West with the only heritage attribute being the Kaitting House in its current and any future location on the property.

CARRIED



10. **Sustainable Halton – Comments on Phase 2 and Evaluation Framework**
- Report from Planning Services Department, September 12, 2008

Moved by Councillor Elgar

1. That the report on Sustainable Halton – Comments on Phase 2 and Evaluation Framework dated September 12, 2008, be received and forwarded to the Region and the local area municipalities;
2. That Regional staff consider the concerns and issues raised by Town staff in the report on Sustainable Halton – Comments on Phase 2 and Evaluation Framework and incorporate changes to the Sustainable Halton process to ensure the issues are addressed;

(continued)

Item #10 - Sustainable Halton – Comments on Phase 2 and Evaluation Framework – continued

3. That a fiscal analysis of the Refined Options with respect to servicing infrastructure be completed by the Region before any decision is made by Regional Council on the Refined Options;
4. That the process to determine the capacity for intensification continue to be a bottom-up exercise where the local municipalities provide the capacities to the Region and that this information be evaluated by the Region prior to any decision relating to greenfield development and consideration of a preferred growth option; and
5. That Regional staff provide a qualitative scale for the evaluation criteria to enable measured evaluation of the options to be completed.
6. That a cumulative environmental analysis, a cumulative air quality impact analysis and a traffic congestion impact analysis of the Refined Options be prepared by the Region before any decision is made by Regional Council on the Refined Options.

CARRIED

11. Proposed Zoning By-law Amendment and Plan of Condominium Nexus (Lakeshore Oakville) Holdings Inc., File Nos. Z.1719.08 and 24CDM-07010
- Report from Planning Services Department, August 18, 2008

Moved by Councillor Duddeck

1. That staff be authorized to appear before the Ontario Municipal Board for the purpose of advising the Board that the Town does not oppose the granting of the appeals, provided that:
 - a. the proposed Zoning By-law be amended to require a minimum separation of 3.6 metres as measured from wall to wall of the buildings to be constructed on the subject lands;
 - b. the conditions of draft approval of the condominium be amended to
 - i. include requirements for tree preservation and the planting of mature coniferous trees along the eastern lot line at the owner's expense, substantially in accordance with the preliminary planting concept plan dated September 22, 2008, to the satisfaction of the Director of Planning Services, or designate;
 - ii. delete conditions 14 and 15 of the draft conditions attached as Appendix B to the report from the Planning Services Department (PD 108-08)
2. That the Town Solicitor or designate, be authorized to prepare and execute Minutes of Settlement and any other necessary documentation required to implement the terms of this Resolution.

CARRIED

REPORT

PLANNING AND DEVELOPMENT COUNCIL

MEETING DATE: SEPTEMBER 22, 2008

Previously Listed
Discussion Item

Planning & Development

SEP 22 2008

Council Meeting

Re: Item #10

FROM: Planning Services Department **PD: 122-08**

DATE: September 12, 2008

SUBJECT: Sustainable Halton – Comments on Phase 2 and Evaluation Framework

LOCATION: Town Wide

WARD: All

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RECOMMENDATION

1. That the report on *Sustainable Halton – Comments on Phase 2 and Evaluation Framework* dated September 12, 2008 be received and forwarded to the Region and the local area municipalities;
2. That Regional staff consider the concerns and issues raised by Town staff in the report on *Sustainable Halton – Comments on Phase 2 and Evaluation Framework* and incorporate changes to the Sustainable Halton process to ensure the issues are addressed;
3. That a fiscal analysis of the Refined Options with respect to servicing infrastructure be completed by the Region before any decision is made by Regional Council on the Refined Options;
4. That the process to determine the capacity for intensification continue to be a bottom-up exercise where the local municipalities provide the capacities to the Region and that this information be evaluated by the Region prior to any decision relating to greenfield development and consideration of a preferred growth option; and
5. That Regional staff provide a qualitative scale for the evaluation criteria to enable measured evaluation of the options to be completed.

EXECUTIVE SUMMARY

The Region of Halton through the Sustainable Halton review has recently completed *"Phase II of Sustainable Halton – The Physical Structure Concepts 2021 – 2031 and the Final Evaluation Framework"* and have requested comments from the local municipalities on the Five Refined Options and the Evaluation Criteria. The Region has also asked for a response to seven specific questions relating to the Five Refined Options for new growth areas.

A review of the Five Refined Concepts as well as the evaluation criteria has been completed by staff as part of this report in response to the Region's request. This report outlines staff concerns, which have been raised throughout the process. Staff's main concerns are raised in the context of Oakville's growth requirements and objectives. The concerns can be summarized as the lack of an intensification analysis as part of the process and the need for balanced growth, the importance of the Trafalgar Road Corridor, support for the enhanced natural heritage system being proposed in all concepts; the importance of employment lands; and the need for a fiscal analysis of the alternative growth options. The report responds to the seven questions in the context of the issues and concerns raised.

The five growth options are to be ranked against the goals and objectives contained in the Evaluation Criteria. The one that best achieves the Region's planning vision will be the recommended option. Each prevailing theme has identified approximately 15 – 20 specific criteria, as well as a defined means of how that particular criterion is to be measured against the 5 growth scenarios. Staff is concerned that as there is no weight being given to the criteria and there is an assumption that all criteria are to be considered equal.

The Region of Halton is seeking comments from the local municipalities and other interested agencies on the Five Refined Concepts as well as the Evaluation Framework by September 30, 2008.

PURPOSE OF THIS REPORT

The purpose of this report is to provide Planning and Development Council with staff's comments on Sustainable Halton in response to the Region's request. Specifically, staff is responding to the Region's request to provide comments on the Evaluation Framework and the Five Refined Concepts for future growth in the Region, as well as the seven questions posed under the consultation on the Five Refined Concepts for consideration as part of the Region of Halton's Sustainable Halton planning process.

The report is structured to provide a summary of the background work completed on Sustainable Halton to date with the key reference documents attached. The report provides general comments on the Evaluation Framework, provides

specific comments on the Town's concerns and issues with the Sustainable Halton process and the Five Refined Concepts and, a response to the seven questions posed in relation to the Five Refined Options.

BACKGROUND

On June 18, 2008 the Region of Halton considered Report No. PPW42-08 – *Phase II of Sustainable Halton – The Physical Structure Concepts 2021 -2031 and the Final Evaluation Framework* requested that all local municipalities provide comments on the Five Refined Concepts and the seven questions posed under the Consultation on the Five Revised Concepts, as well as the Evaluation Framework. A copy of Report No. PPW42-08 and the Regional Council resolution are attached hereto as Appendix A.

To date staff and Regional Councillors have been involved in the Region's Inter-Municipal Technical Committee (IMTC) and the Inter-Municipal Political Committee (IMPC) for the Sustainable Halton Project and have been provided with regular reports to Regional Council on the status of Sustainable Halton. The Livable Oakville Sub-Committee have also been provided with updates on the Sustainable Halton work as it has proceeded and were recently provided with an overview of the Five Refined Concepts and the Evaluation Criteria (July 2008).

Halton's Growth Management Strategy and the supporting Resource Management Strategies that make up the Sustainable Halton Plan are scheduled for completion by June 2009. The work program consists of four phases: Building Blocks, Strategic Planning, Decision Making, and the Official Plan Review. Phase 1, Building Blocks produced 22 technical background papers and assisted the Region in the development of alternative policy approaches for growth and resource management, the definition of structural elements for growth and the formulation of key principles for complete communities.

Phase 2, Strategic Planning, is currently underway and has followed a consultative process involving the public, the Technical Advisory Committee, an Inter-Municipal Liaison Committee (in which the Town participated) as well as various agencies, municipal, regional and provincial staff. The Strategic Planning phase has involved the development of structural elements of growth to be used as a framework for the Region's Growth Management Strategy. The structural elements include enhancing the Greenlands System, protecting the Rural System, applying wise management of mineral resources extraction areas, maintaining and improving urban systems – transit first, extending the pattern of mixed-use nodes and corridors, protecting lands for employment uses, making the most of existing infrastructure and protecting critical infrastructure. The second phase also involved a series of consultations on the *Principles of the Evaluation Framework*. The consultation sessions were held in the fall of 2007 and there was additional consultation in 2008.

One of the focuses of Phase 2 was to translate the principles for complete and healthy communities from Phase 1 into an Evaluation Framework which would help to identify important elements to be incorporated into the long-list of growth scenarios. The Evaluation Framework was then used as a tool to appraise the long-list of scenarios and to cull the list to the refined scenarios. The framework will then be used to test the refined scenarios to recommend a preferred growth scenario.

The Evaluation Framework is organized into a hierarchy of themes, goals and objectives. The themes are broad overarching key directions that structure the Evaluation Framework. The four key themes are:

1. Protecting What is Valuable;
2. Fostering Complete, Healthy and Sustainable Communities;
3. Ensuring Sustainable Infrastructure to Support Growth; and,
4. Promoting Health for All.

A complete copy of the Evaluation Framework is as Appendix B.

The nine initial growth concepts were developed during Phase 2. The discussion and analysis around the nine concepts led to a set of directions and refinements to establish the most appropriate locations for new mixed-use/residential and employment lands within the Primary Study Area. As a result of the directions, a refined set of concepts was developed and released in June of this year. The three refined concepts (referred to as the Five Growth Concepts), attached as Appendix C, include:

1. Milton-Centered – in which all of the new mixed-use/residential development is located in Milton;
2. a. and b. Milton-Georgetown (Low) in which population of approximately 20,000 people are allocated around Georgetown in two potential configurations with the remaining mixed/use residential land in Milton; and,
3. a. and b. Milton-Georgetown (High) in which a population of 40,000 people is accommodated in Georgetown, again in two potential configurations, with a smaller amount of remaining mixed-use/residential land in Milton.

The three refined concepts provide for approximately 3,000 hectares of new urban land; 2,400 hectares for mixed-use/residential and 600 hectares for employment.

A series of public open houses have been held to obtain public input on the Five Refined Concepts. The public open house for the Town of Oakville was held on Wednesday, September 10, 2008.

The seven questions posed by the Region in conjunction with the consideration of the refined concepts are as follows:

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 separations?
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 land?

DISCUSSION

The Evaluation Framework

The Evaluation Criteria is organized into a hierarchy of themes goals and objectives. The themes are broad overarching key directions that structure the evaluation framework. The four themes are:

1. Protecting What is Valuable;
2. Fostering Complete, Healthy and Sustainable Communities.
3. Ensuring Sustainable Infrastructure to Support Growth; and,
4. Promoting Health for All.

The five identified growth scenarios are to be ranked against the goals and objectives contained in the Evaluation Criteria. The one that best achieves the Region's planning vision will be the recommended option. Each prevailing theme has identified approximately 15 – 20 specific criteria, as well as a defined means of how that particular criterion is to be measured against the five growth scenarios. The Evaluation Criteria acknowledge that goals and objectives of the various themes are complex and at times inter-related, and states that such redundancies will be accounted for in the final assessment of the options. Further, it states that the measures of the goals and objectives will not be weighted but the overarching determination in arriving at the preferred option will be based on the "degree of adherence" to the Region's planning vision.

The concern with the approach to the Evaluation Criteria and their application to determine a preferred option is two-fold. First, by not weighting any of the criteria there is an assumption that all criteria are to be considered equal. This takes away from the need for a qualitative analysis using measures for each of the criteria to provide for a true ranking of the options. There is also no indication of

whether some criteria will be more important than others. There are also criteria that cannot be assessed in evaluating the options such as "intensification" as they are unknown.

There is also a concern regarding the timing relating to when the evaluation will be measured. In the case of many of the specific criteria, the stated means of measurement is intended to be determined at the local level, through a planning process of an Official Plan, Secondary Plan or subdivision process. The Region would simply undertake an on-going monitoring function to ensure that the intent of the stated criteria is in fact being achieved. Many of the affected criteria are concerned with land use, transportation, environmental and sustainability matters. Does this mean that the "degree of adherence" of the criteria can only actually be assessed after the municipal planning exercises are complete, and after the decision has been made on a preferred option? The concern is that, although the intent of the goals and objectives of the individual themes are well-intentioned, they cannot be properly measured as the determination will be made as to the preferred option before the planning exercises have even commenced.

The Refined Growth Concepts

In reviewing the Five Refined Concepts it is important to consider the directions for growth in relation to the vision and objectives of the Town of Oakville and how the refined concepts for Regional growth affect the Town's direction for growth (Interim Growth Policies in OPA 275) and emerging policies from the six major studies for Livable Oakville.

The following summary provides general comments on what staff believes are some of the key issues relating to the Five Refined Concepts.

1. Balance of Growth – Greenfields and Intensification

In order to achieve balanced growth in the Region there must be consideration given to the capacity for intensification in order to determine the actual need for new urban areas. The Town's main concern in relation to ensuring balanced growth is the process by which decisions in relation to new growth areas are being considered. There is an absence of an intensification analysis to determine whether the capacity for intensification at the minimum levels identified in Places to Grow is achievable in the existing urban areas. Any formal decision on the addition of greenfield development lands should be completed in concert with the intensification capacity analysis, not in the absence of such work.

The area municipalities are in the process of completing intensification work to provide the Region with the projected number of units that can be provided through intensification. The Region has requested that this information be provided by traffic zones in order to determine servicing infrastructure requirements. It is important that a co-operative, bottom up approach to determining the intensification capacity for the Region continue. Until the capacity

for intensification has been established, a decision relating to the extent of new growth areas and the selection of a refined growth option is premature.

2. Trafalgar Road Corridor

The Trafalgar Road Corridor between Milton and Oakville links the QEW to the 401 and is clearly the most important corridor for integrating land uses and supporting new and existing employment uses along the corridor for the Town.

The North Oakville East Secondary Plan was created in a holistic manner to develop an urban mixed use community (residential, employment and commercial uses). Urban Core Areas, particularly the Trafalgar Urban Core Area, are intended to ultimately provide for primarily mixed use development which will be the densest in North Oakville. The Trafalgar Road is an important historical route that provides a major physical link from a transportation perspective from the Trafalgar Urban Core Area to other urban centres in the Town, including the Uptown Core, Midtown Core and the Old Oakville Downtown area.

A Regional transportation system focusing on Neyagawa or RR 25 (Bronte Road) is not reflective of the Town's development pattern and transportation capacity given the lower density development within the West Oak Trails.

The Milton-Centered growth option identifies Trafalgar Road as a primary future corridor for growth (option #1). This option, similar to the North Oakville East Secondary Plan identifies Trafalgar Road as a "Potential Mixed-Use Corridor".

3. Enhanced Natural Heritage System

Consistent with the North Oakville East Secondary Plan an enhanced greenland system is considered in all five of the Refined Growth Concepts and is strongly supported. The Natural Heritage System option adopted by Regional Council (Enhanced Ecological Integrity) represents the most robust option and is the baseline for identifying new urban lands to 2031.

The proposed enhanced Natural Heritage System with the centre for biodiversity, while a positive concept to consider as part of the refined options, is voluntary. Its location is questionable and may present problems for long term viability with proposed surrounding development. An alternative location could reduce constraints on the protection of the centre and reduce the constraints on the development of employment and higher density lands along the Trafalgar corridor.

4. Employment Land

With respect to employment uses, staff supports the importance of employment uses along 400 series highways such as Hwy. No. 401 and Hwy. No. 407. Employment uses focused along Hwy. No. 401 building on the existing based are

expected. Staff would expect that as more employment land is required Hwy. No. 407 frontage would be considered. The North Oakville East Secondary Plan envisions a business park located along Highway 407 (south side) that provides a range of employment opportunities, including prestige employment and office development at Trafalgar Road and Highway 407. These areas should definitely be considered if further employment uses are necessary.

It also appears from the Five Refined Options that the CN Rail inter-modal site in Milton and the additional CN Rail land holdings have not been considered as part of the employment lands for 2031 and are not shown in the Five Refined Options. The Region has indicated that CN Rail does not intend to pursue the inter-modal site at this time but will provide rail to industry service. Confirmation of this position from CN Rail should be provided and noted as part of the Sustainable Halton process.

5. Fiscal Impact

The most important analysis that needs to be undertaken in relation to the Five Refined Concepts is the fiscal impact analysis for each. The analysis associated with the servicing requirements and costs associated with each option must be completed in order to ensure the selected option provides for the most efficient and cost-effective servicing option. This is reinforced by one of the main principles of the Provincial Policy Statement which is to manage and direct land use to achieve efficient development and land use patterns. Section 1.1.1.a of the PPS notes that "healthy, livable and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and the municipalities over the long term".

The Five Refined Concepts must be evaluated on the basis of the required public investment in needed infrastructure to both service and maintain any new growth areas before any decision is made. The fiscal impact must be one of, if not the most important consideration in the review of the options. No decision can be made until this analysis is undertaken.

Seven Questions

From the Town's perspective, the refined concepts should be reflective of the process that refined the initial growth concepts and should have been developed on the basis of applying the Evaluation Framework. As such, each of the refined growth concepts should address the seven questions posed in a positive manner.

1. Do they capture Halton's Planning Vision of landform permanence?

Each of the refined concepts provides for the preservation of the enhanced Natural Heritage System. In relation to the extent that growth will impact landform performance, it is unclear which of the refined concepts will have more or less

impact on landform performance. The Milton Centered Concept (1) will impact the enhanced Natural Heritage System in south Milton to the greatest extent whereas the Milton and South Georgetown 3a. and 3b. concepts would appear to have the greatest impact on the enhanced Natural Heritage System in Halton Hills. Concepts 2a and 2b would appear to both provide some level of impact on the enhanced Natural Heritage System in both Halton Hills and Milton.

As was noted earlier in this report, while the location of a biodiversity centre is a good concept, the location has not been justified and there is concern about the location in the refined options which would provide significant constraints on the ability to develop employment uses along the Trafalgar corridor.

2. Do they meet Halton's definition of Sustainable development?

The Sustainable Halton process is guided by the definition of sustainable development that is found in the Regional Official Plan. The Regional Official Plan defines sustainable development as development which "meets the needs of the present without compromising the ability of future generations to meet their own needs".

In order to respond to this question in relation to the Five Refined Options, a fiscal analysis would have to be completed to determine which option can be developed the most efficiently and maintained the most effectively.

3. Do they promote complete, healthy and sustainable communities and the adequate provision of housing?

For Halton Region a complete community is one that promotes and celebrates diversity, livability, physical health and well-being, and accessibility. Given the evolution of the refined concepts, there have clearly been elements of the Evaluation Framework which have stressed the importance of complete, healthy and sustainable communities. The degree to which the refined concepts address the ability to provide for complete, healthy and sustainable communities will depend on the ability to provide for good land use connectivity, extended mixed-use nodes and corridors, transit and efficient infrastructure.

In relation to potential mixed-use/residential areas the Milton Centered Concept (1) would have the ability to have residential areas be serviced by an extension to existing services in Milton. The question of whether the concepts provide for the adequate provision of housing will depend on the forms of housing provided through the local Official Plans and the market response.

4. Do they adequately capture the concept of urban separations?

The concept of urban separators evolved through the ROPA 8 process at a time when the intention was to provide distinct communities. While there is some merit

to providing distinct separation between rural and urban uses to reduce conflicts, there is has also been a strong shift in planning policy towards ensuring connected communities.

Where such separators provide for the reduction in land use conflicts and protect natural systems they should be considered. Where they create disconnection between communities and increase the cost of efficient servicing expansions, they should not be considered as a positive factor in evaluating the growth options.

5. Do they encourage economic prosperity and is the Highway 401 corridor the best location for new employment?

New employment lands are illustrated along the Highway 401 corridor in a similar way in all of the concepts. The only variation in terms of employment lands is where Milton's Derry Green Corporate Business Park is relocated elsewhere in the Town and replaced by mixed-use/residential lands. It is recognized that the 407 corridor lands will provide for employment opportunities and need to be considered as further employment land becomes necessary. The 401 corridor lands are certainly a key element to be considered in the growth options.

6. Do they promote sustainable infrastructure?

Without a detailed assessment of the phasing of the Regional infrastructure and a fiscal impact analysis, it is difficult to assess the extent to which the refined options promote sustainable infrastructure. Given the limitations on servicing in Halton Hills, it would appear that the refined concepts with mixed-use/residential development in Halton Hills may not have the same level of sustainable infrastructure as those with potential areas in Milton.

7. Do they adequately address the need for new residential and employment land?

Again, on the basis that the refined concepts have evolved from the evaluation of the nine initial concepts using the Evaluation Framework and based on the land supply requirements from the Hemson study and the information from the Phase 1 process, it would appear that the options do provide for adequate land for new residential and employment needs.

The ability to develop new lands for employment and residential uses at a density that is sustainable is a critical component of the growth management exercise. To assume that the same level of urban form and density can be achieved in Halton Hills as it can in Milton raises some questions given the current urban structure in south Georgetown.

The larger question that must be addressed as part of the Sustainable Halton process is whether the refined concepts should be addressed in more detail, including a financial assessment, once the levels of intensification in all four municipalities have been better assessed and established. The Region's ability to meet the growth requirements of the Province will be a combination of the new growth areas and the capacity for intensification. Any decisions relating to the Five Refined Concepts should be made after the capacity for intensification has been established and with the understating of the financial impacts of each option.

CONCLUSIONS AND RECOMMENDATIONS

This report provides Planning and Development Council with an overview of the key issues and concerns staff has with the Five Refined Options and the Evaluation Framework as well as the Sustainable Halton process. Based on the concerns raised, it is recommended that Planning and Development Council receive the report from staff and recommend that Regional staff consider the concerns raised by Town staff and incorporate changes to the Sustainable Halton process to ensure a fiscal analysis of the Refined Options is completed with respect to servicing infrastructure before any decision is made by Regional Council and that the capacity for intensification as provided by the local municipalities is evaluated in the context of the needed land for greenfield development.

Regional staff were directed to consult with the local municipalities, the Conservation Authorities and the School Boards on the Five Refined Concepts and the seven questions posed around whether the Five Refined Concepts address the questions and desired outcomes that are inherent to Sustainable Halton as well as the Evaluation Criteria. A regional staff report on the results of the consultation in relation to the Five Refined Concepts and criteria is scheduled to be presented to the Planning and Public Works Committee on October 22, 2008.

Halton process and the Five Refined Concepts and, a response to the seven questions posed in relation to the Five Refined Options.

CONSIDERATIONS

A) PUBLIC

No public notice is required. However, the Region of Halton held a Public Information Centre workshop in each of the four local municipalities to

receive feedback on Phase II of the Sustainable Halton exercise. The Oakville PIC was held on Wednesday September 10, 2008 at the River Oaks Community Centre.

B) FINANCIAL

Financial implications are not known at this time.

C) IMPACT ON OTHER DEPARTMENTS AND USERS

The impacts of the Sustainable Halton exercise on other departments, is not known at this time.

D) CORPORATE AND/OR DEPARTMENT STRATEGIC PRIORITIES

Not applicable.

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APPENDICES:

Appendix A: Region of Halton Report PPW42-08
Appendix B: Evaluation Framework
Appendix C: Five Growth Concepts