

Summary of Evaluation of Growth Concepts



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Prepared for Halton Region

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SUMMARY OF EVALUATION OF GROWTH CONCEPTS

Sustainable Halton Growth Management Strategy

INTRODUCTION

The following report is a summary of results of the evaluation of the Sustainable Halton growth management Concepts based on the evaluation criteria set out in **Sustainable Halton Evaluation Framework, March 1, 2008**

The Evaluation Framework and criteria were developed early in 2008 through the collaboration of the Sustainable Halton team, and staff of various Regional departments and local municipalities. Draft evaluation principles and criteria were the subject of public consultations in September 2007 and January 2008, in each of the municipalities in the Region. During this consultation comments were received from local residents, diverse stakeholder groups, and Councils of the local municipalities, whose comments were incorporated as appropriate into the Evaluation Framework of March 2008. Further comments on the Evaluation Framework were received through Public Information Centres in September 2008.

For the three Concepts, the evaluation was conducted at a qualitative high level, and without scoring or explicit weighting of each goal or measure. The review was undertaken in a collaborative, Interdisciplinary fashion, in which experts in the respective fields¹ undertook a **high-level** analysis of the criteria and measures within their expertise and based on the results of the technical studies conducted through Sustainable Halton. Evaluations from the consultant team were reviewed and refined based on consultations with Regional Staff, local municipal staff, provincial agencies, conservation authorities, and the Sustainable Halton Core Technical and Intermunicipal Technical Committees.

The comments contained in this Evaluation Summary reflect recent Halton Region studies on: the Natural Heritage System; agricultural system (LEAR analysis); the regional population and employment forecasts; the location of mineral aggregates; as well as further refinement of land needs and distribution for the period 2021-2031. As a result of this more detailed work, there have been minor wording changes to some of the goals, objectives and/or measures since the March 2008 document, in order to provide greater clarity to some measures. The themes, goals and overall principles reflected in the original framework remain unchanged and continue to reflect Halton Region's vision for its future.

¹ North South Inc (natural heritage); Plandscape (agriculture);AECOM (Infrastructure Planning) GHD/Dillon (Transportation) Hemson (employment and population projections); Urban Strategies Inc. (land requirement, regional structure, community design objectives); Amos Environment + Planning (strategic planning); Meridian Planning Consultants Inc. (mineral resources); Archaeological Services Inc. (archaeology and cultural heritage).

The assessment of the three Growth Management Concepts contained in this report has been undertaken to evaluate the relative strengths and merits of each land use concept in providing a framework for future population and employment growth that: fosters complete and healthy communities; is compatible with the protection of the Region's enhanced natural heritage system, green space and agricultural lands; and also links long-term land use planning with transportation, water and wastewater infrastructure planning. In effect, the evaluation process seeks to ensure that Halton Region continues to provide the opportunity for high quality living, working and playing for existing and future generations of residents.

ELEMENTS OF THE EVALUATION FRAMEWORK

The Evaluation Framework is a consolidation of the Provincial objectives as set out in the Provincial Policy Statement and Places To Grow Plan and Halton Region's own objectives as set forward in the summary Sustainable Halton Plan Phase 1 Report (PPW76-07). This report sets out themes upon which Halton Region decided to consider the next phases of the Region's development. These themes have been carried forward in the Evaluation Framework. The Themes are:

Theme 1: Protect what is Valuable, protecting and managing Halton's natural environment to preserve the Region's unique natural heritage and its agricultural lands; to maintain a healthy environment, and to allow for the wise use of natural resources.

Theme 2: Foster Complete, Healthy and Sustainable Communities throughout the Region, maintaining and enhancing the Region's quality of life, community values and neighbourhood character, while responding to the imperatives of the Provincial Growth Plan regarding the creation of complete, compact and distinct communities, protection of employment lands, addressing transit as a priority, and establishing firm distinct urban boundaries.

Theme 3: Ensure Sustainable Infrastructure to Support Growth: achieving environmental benefits, economic optimization and societal responsibility. As stated in the March 2008 report, achieving the targets and conformity with the Growth Plan translates into financial commitments, legislative changes and changes in the Provincial funding program to ensure that the Region does not register a deficit in the urban infrastructure required for complete communities (i.e. roads, transit, water and wastewater facilities, hospitals, schools and community facilities).

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Theme 4: Promote Health for all by ensuring that community development promotes a healthy population and environment, and attractive sustainable communities. The theme encompasses objectives of air, energy and water conservation and waste reduction; provision of human services to support a healthy population; the creation of complete, attractive communities with a diversity of housing and mix of uses; an emphasis on increased transit use and providing opportunities to reduce the use of the private automobile.

For the first three themes, a series of Goals, Objectives and Measures were used to assess the Concepts and determine which Concepts would most positively respond to the overriding principles and objectives of the Sustainable Halton Growth Management Strategy.

Theme 4: Promote Health for All deals with many goals and objectives which cannot be addressed at the high level of the comparison of Regional growth Concepts. Many of the objectives require local implementation, or the creation of policy or implementation strategies not relating to land use. Therefore, the goals and objectives of Theme 4 are carried forward within the Evaluation Framework to the appropriate implementing body and/or mechanism identified. As a result, analysis of the alternative land use Concepts was not undertaken for Theme 4.

THE THREE GROWTH CONCEPTS

There are three growth Concepts which have been developed as illustrated in the Urban Strategies' report [No. 3.08 Concepts for Addressing Halton Region's Land Needs to 2031](#). The diagrams associated with each concept are intended to be schematic and illustrative. Each potential new urban areas shown here are representative of the 2,780 gross hectares identified in the report cited above.

The Concepts include:

Concept 1: Milton-Centred, in which all potential new mixed-use residential areas are located within the Town of Milton, as well as the majority of the proposed new employment lands. In the Town of Halton Hills, approximately 340 hectares of new employment lands are proposed north of Steeles Avenue, in the Highway 401 employment corridor area. The remainder of the total 1100 hectares of employment land are located in Milton.

Concept 2: Milton-Centred plus Georgetown 20,000 Population: In this concept, 20,000 population is allocated to Georgetown, with the remaining population remaining in Milton. The distribution of employment lands remains the same as in Concept 1.

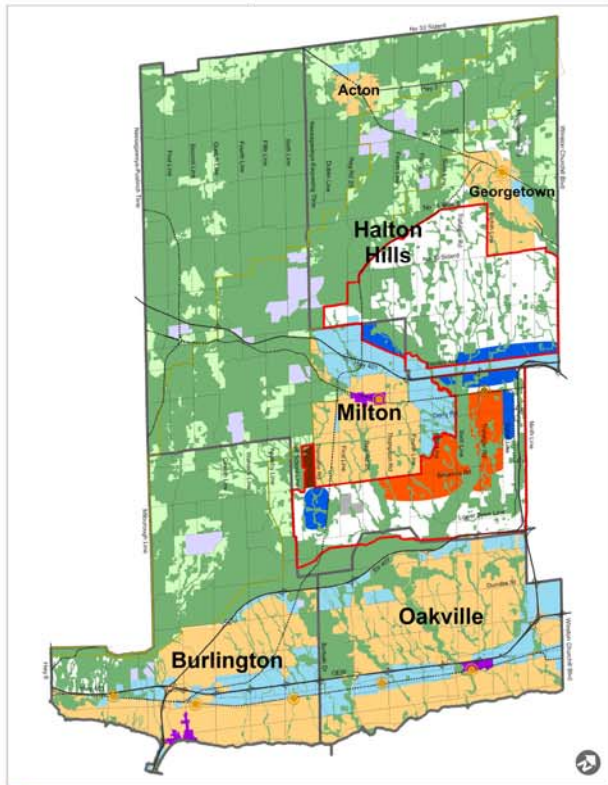
Concept 3: Milton-Centred plus Georgetown 40,000 Population. In this concept, 40,000 future residents are allocated to Georgetown, further reducing the population in Milton from Concept 2. Again, the distribution of employment lands remains the same as in Concept 1.

The assumptions associated with all three Concepts are based on: the achievement of population and employment targets for the Region set out in the Places to Grow Plan; beginning in 2015 and for every year after, achievement of at least 40% of new residential units within the built boundary (with the remaining 60% in greenfield areas); planning of designated *Urban Growth Centres* to a minimum gross density of 200 people and jobs per hectare; and the achievement of a gross density of at least 50 people and jobs per gross hectare on greenfield lands outside the built boundary.

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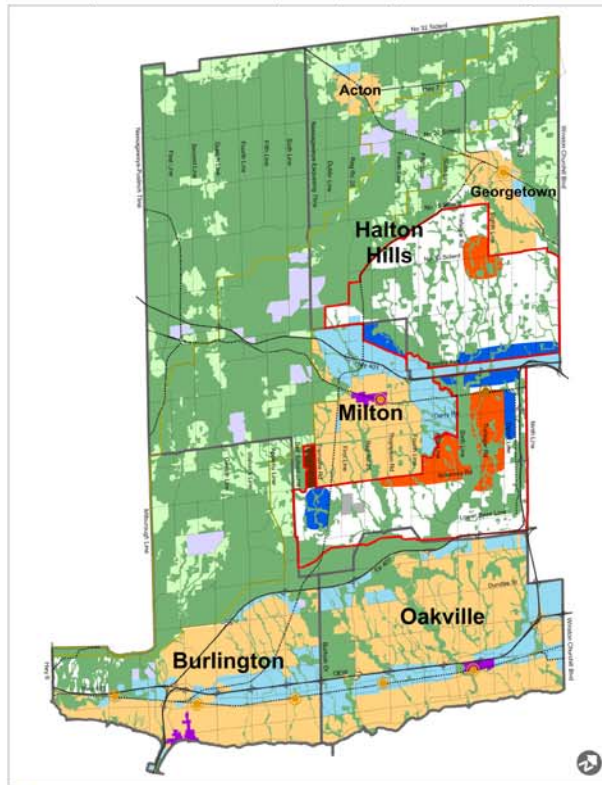
Sustainable Halton Growth Management Strategy

Concept # 1 - Milton Centred



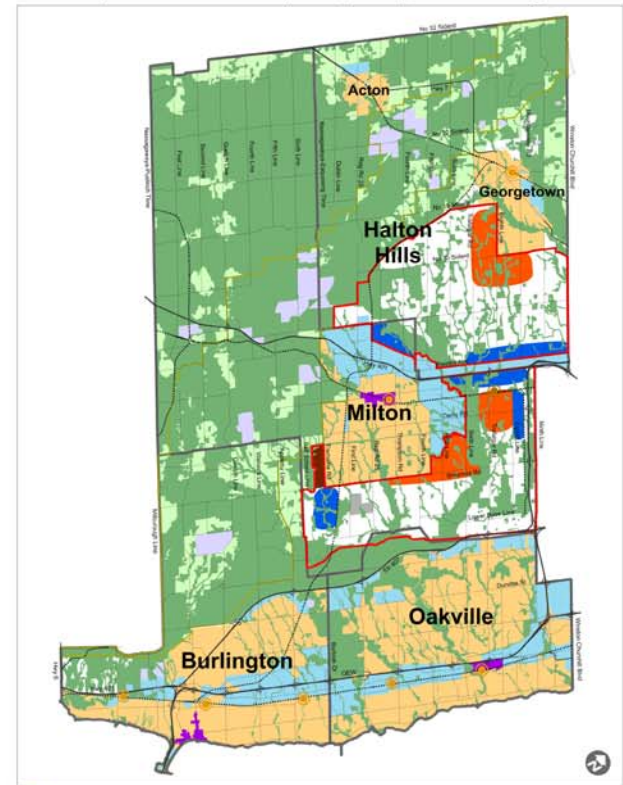
- | | | | |
|----------------------------------|----------------------------|---------------------------------------|--|
| GO Station | NEC Plan Area | Existing Urban Area | Existing Local Official Plan Designated Employment Lands |
| Potential GO Station | Urban Growth Centres | Proposed Residential & Mixed Use Area | Proposed Employment Lands |
| Rail Corridor | Milton Educational Village | Rural Area | Municipal Boundary |
| Primary Study Area | Waste Management Site | Provincial Greenbelt | Natural Heritage System |
| Mineral Resource Extraction Area | Municipal Boundary | | |
- Date: 08.04.09

Concept # 2 - Milton Centred plus 20,000 Population in Georgetown



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|----------------------------------|----------------------------|---------------------------------------|--|
| GO Station | NEC Plan Area | Existing Urban Area | Existing Local Official Plan Designated Employment Lands |
| Potential GO Station | Urban Growth Centres | Proposed Residential & Mixed Use Area | Proposed Employment Lands |
| Rail Corridor | Milton Educational Village | Rural Area | Municipal Boundary |
| Primary Study Area | Waste Management Site | Provincial Greenbelt | Natural Heritage System |
| Mineral Resource Extraction Area | Municipal Boundary | | |
- Date: 08.04.09

Concept # 3 - Milton Centred plus 40,000 Population in Georgetown



- | | | | |
|----------------------------------|----------------------------|---------------------------------------|--|
| GO Station | NEC Plan Area | Existing Urban Area | Existing Local Official Plan Designated Employment Lands |
| Potential GO Station | Urban Growth Centres | Proposed Residential & Mixed Use Area | Proposed Employment Lands |
| Rail Corridor | Milton Educational Village | Rural Area | Municipal Boundary |
| Primary Study Area | Waste Management Site | Provincial Greenbelt | Natural Heritage System |
| Mineral Resource Extraction Area | Municipal Boundary | | |
- Date: 08.04.09

SUMMARY OF EVALUATION OF GROWTH CONCEPTS

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Summary of Findings

The three Concepts were created to meet the objectives for the Sustainable Halton Growth Management Strategy. In many cases, differences between each Concept in how well it meets a specific objective were marginal.

The three Concepts have certain important elements in common, including: the extent and location of the Natural Heritage System; the determination of the amount of total amount of new lands to be included in the proposed new urban area(s) for development; the amount of land to remain in agricultural production; the location and amount of land to be designated for employment. The evaluation analysis indicates which of the three Concepts most effectively addresses the goals and objectives and where the three Concepts are equally effective in meeting those objectives.

In this evaluation exercise, it became clear that cost implications do not vary significantly among the three Concepts. The decisions that Halton Region is making in this Growth Management Strategy initiative, will have implications on the Region's physical, social and economic structure for over 20 years. Halton's challenge will be one of achieving balance between the multiple objectives of ensuring sustainability for the Region, its communities and its residents. In the debate as to where growth should occur in the Region and which communities will accommodate new residential and employment growth, it is important to take into account such issues as the enhancement and protection of the current and future viability of the existing communities of Milton and Halton Hills. How much growth is too much? How much is too little? Where is it best accommodated?

In Concept 1, the concentration of all residential and the majority of employment growth in Milton, provides benefits associated with a compact community with existing and proposed transit service and the potential to enhance live/work relationships. However, inherent in this Milton-centred concept is the absence of the extension of Lake Ontario-based water and wastewater servicing to Halton Hills. This lack of new servicing infrastructure has implications on the security of water supply for expanding needs in Georgetown, and its ability to accommodate growth and intensification. The adoption of Concept 1 would limit Georgetown's ability to continue to evolve, to intensify, to provide new community and healthy infrastructure services, and to balance employment and population growth – all elements of a sustainable, complete

community, as envisaged by the Province and the Region. Concepts 2 and 3, which entail the extensions of water and wastewater services, would open these opportunities to Georgetown.

Concept 2, would allow for 20,000 new residents in Georgetown. In addition to adding new population on greenfield land, new servicing infrastructure would also provide Georgetown the opportunity to accommodate redevelopment and infill (intensification), facilitating alternate forms of housing and the provision of additional community services within the existing urban area. By reducing only slightly the urban area in Milton from that shown in Concept 1, Concept 2 would continue to provide enough critical mass of population within Milton, to continue to foster the advantages of stronger live/work relationships; transit oriented development along nodes and corridors and the associated reduction in private automobile usage.

The reallocation of double the number of persons (and the associated land area) from Milton to Georgetown in Concept 3, would lessen the viability of achieving the objectives set out above and likely alter Georgetown's distinctive rural/urban character. As well, the new land area required to accommodate this population would cause a greater incursion into the adjacent agricultural area. Therefore Concept 3 was determined to be less effective at meeting the objectives and measures than Concept 2.

As a result of evaluation outlined in this report, it is the recommendation of the Sustainable Halton consulting team that Concept 2 is the preferred concept. Concept 2 strikes a balance between the land use and transit efficiencies inherent in the Milton-Centred Concept and offers an opportunity for the preservation of Georgetown as an evolving, thriving community. Concept 2 provides an emphasis on overall sustainability in economic, social and environmental terms. This emphasis applies not only to the Region as a whole, but equally importantly for all of the municipalities within it.

SUMMARY OF EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

Goals	Summary
THEME 1	PROTECT WHAT IS VALUABLE
1.1 Protect a resilient and self-sustaining Natural Heritage System (NHS) integrating an ‘ecosystem-based’ approach that encompasses a connected system of cores of sufficient size to maintain or improve biological diversity and ecological function	All Concepts integrate an ‘ecosystem-based’ approach that encompasses a connected system of cores of sufficient size to maintain or improve biological diversity and ecological function. Concept 3 is marginally preferred to Concept 1 and 2 because it may result in less pressure from adjacent land development and on the Natural Heritage System.
1.2 Enhance the NHS to strengthen habitat areas and reduce the impact of new development	All Concepts are equally effective at strengthening habitat areas and reducing the impact of new development.
1.3 Maximize opportunities to protect agricultural land and promote agricultural local food production	Concept 2 is preferred because it preserves a larger amount of the highly ranked agricultural land in Milton and Halton Hills.
1.4 Ensure compatibility with surrounding uses through management of mineral resource areas	All Concepts are compatible with surrounding uses and can effectively maintain areas of mineral resource areas. There are more than sufficient resources remaining to provide a potentially readily accessible supply for the very long term.
1.5 Ensure protection of significant cultural heritage resources	All Concepts are equally capable of protecting significant cultural heritage resources through the provisions of the Planning and Heritage Acts. Concept 3 is marginally more effective at avoiding known Archaeological sites.
	Concepts 1 and 2 would be most effective to increase transit use and reduce private vehicle trips, thereby generating fewer vehicle-kilometres, which impact on air quality.
THEME 2	FOSTER COMPLETE, HEALTHY, SUSTAINABLE COMMUNITIES THROUGHOUT THE REGION
2.1 Promote appropriate intensification to meet the full range of current and future needs within the existing urban boundary	As they introduce lake-based servicing to Georgetown, Concepts 2 and 3 each ensure that both Milton and Halton Hills are provided with the opportunity to grow, meet intensification objectives and provide community facilities within their existing urban boundaries. Therefore Concepts 2 and 3 are preferred.
2.2 Locate new development to enhance access to employment areas, transit corridors, and commercial and community services	Concepts 1 and 2 are most effective at locating urban land uses to enhance access to employment areas, transit corridors, and commercial and community services
2.3 Promote access to green space system	Concepts 1 and 2 are most effective at providing opportunities to enjoy green space within the Urban Area.
2.4 Protect for employment needs to 2031 and beyond	All Concepts are effective at planning for new and future employment lands near existing or proposed transit facilities, rail and highway corridors beyond 2031.
2.5 Protect and strengthen the Regional Structure	Concept 2 is preferred as it permits communities in both Milton and Halton Hills to thrive as complete communities while retaining their distinct character.

SUMMARY OF EVALUATION OF GROWTH CONCEPTS
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Goals	Summary
THEME 3	ENSURE SUSTAINABLE INFRASTRUCTURE TO SUPPORT GROWTH
3.1 Make best use of existing water and waste water infrastructure and minimize the need for major new infrastructure.	Regional higher order water, wastewater and transportation capital costs do not vary considerably among the three Concepts.
3.2 Make best use of existing human services infrastructure to minimize the need for major new infrastructure	Concepts 2 and 3 ensure that all communities have the opportunity to plan for and provide locally delivered and responsive human services.
3.3 Ensure the long-term reliability and security of essential systems	Concepts 2 and 3 most effectively meet the goal of providing long-term reliability and security of essential systems in all local municipalities because these Concepts introduce a secure, long term Lake Ontario based water supply for Georgetown.
3.4 Financial Sustainability.	Regional higher order water, wastewater and transportation capital costs do not vary considerably among the three Concepts.
3.5 Financial Viability	Regional higher order water, wastewater and transportation capital costs do not vary considerably among the three Concepts.
3.6 Plan for a sustainable mature state	For water and wastewater infrastructure, Concepts 2 and 3 will most effectively meet the goal of planning water and wastewater needs for a mature state beyond 2031. For transportation, all Concepts are able to effectively meet the goal of planning for transportation beyond 2031.
3.7 Plan for an integrated transportation network	Based on the transportation model used, Concepts 1 and 2 will most effectively plan for an integrated transportation network.
THEME 4	PROMOTE HEALTH FOR ALL
4.1 Promote a culture of conservation (Air, Energy, Water, Waste)	Measures not applicable at this time
4.2 Ensure provision of human services to support a healthy population	Measures not applicable at this time
4.3 Foster a variety of uses in downtowns, corridors and other key intensification areas	Measures not applicable at this time
4.4 Promote complete communities through excellence in community design	Measures not applicable at this time

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 1: Protect What is Valuable

1.1 Protect a resilient and self-sustaining Natural Heritage System (NHS) integrating an 'ecosystem-based' approach that encompasses a connected system of cores of sufficient size to maintain or improve biological diversity and ecological function	a. Identify and protect core natural areas.	1. Concepts that have the greatest amount of contiguous natural habitat and best protect habitat for area demanding species will be ranked the highest.	<p>All Concepts comprise the same Natural Heritage System area which is intended to achieve Goal 1.1 .</p> <p>The enhanced Natural Heritage System, including core areas, core area enhancements, Centres for Biological Diversity, are protected in each of the Concepts. The Natural Heritage System is robust, and is intended to achieve the overall goal of protecting biodiversity.</p> <p>The evaluation is therefore based on potential impacts to the Natural Heritage System from proposed adjacent land use changes associated with each Concept.</p> <p>Concepts 1 and 2 result in somewhat more adjacent land use pressures on the Natural Heritage System, due to proposed residential/mixed use areas located on both sides of a regional Natural Heritage System linkage along Sixteen Mile Creek as well as adjacent to Natural Heritage System enhanced core areas east of Trafalgar Road.</p> <p>Concept 3 has less proposed residential and mixed use areas in southeast Milton. This serves to protect important Natural Heritage System features such as: a regional ecological corridor along Sixteen Mile Creek, a core area enhancement east of Trafalgar Road and north of Britannia Road, a Centre for Biodiversity east of Trafalgar Road and south of Britannia Road and an ecological linkage between Sixteen Mile Creek and the Centre for Biodiversity.</p> <p>Concept 3 is marginally preferred to Concept 1 and 2 because it may result in less pressure from adjacent land development on the Natural Heritage System.</p>
	b. Identify and protect Centres of Biodiversity of sufficient area to allow the permanent protection of regional biodiversity.	2. Concepts that provide for the greatest number of Centres of Biodiversity will be ranked highest. (Centres of Biological Diversity: large core areas (>200ha) that provide greater confidence in creating the conditions necessary to support native plant and communities and wildlife populations indefinitely)	
	c. Identify and protect Centres of Biodiversity that represent the two main landscapes in Halton "below" the escarpment. (e.g. Peel Plain)	3. Concepts that best protect Centres of Biodiversity in each of the two main landscape types, (irrespective of whether one has more centres overall) will be ranked highest.	
	d. Provide ecologically functional connections between Halton's NHS and the greater landscape in which the Region is situated.	4. Concepts with the greatest number of ecologically functional, regional connections between Halton's Natural Heritage System and natural features in adjacent municipalities will be ranked highest.	
	e. Protect existing designated natural heritage.	5. Concepts that avoid existing designated natural heritage features will be ranked highest.	
1.2 Enhance the NHS to strengthen habitat areas and reduce the impact of new development	a. Promote existing natural heritage features within a connected system of cores, linkages and watercourses.	1. Concepts that incorporate a larger overall area of natural heritage lands will be ranked highest.	<p>All Concepts incorporate the same enhanced Natural Heritage System which includes enhancement areas intended to protect habitat and reduce the impact of new development on adjacent lands. At this time it is envisaged that there will be no new Regional road crossings of the Natural Heritage System, but that some existing roads may be widened to accommodate added traffic and new transit capacity. Wherever possible, existing road rights of way will be used to carry infrastructure across the Natural Heritage System.</p> <p>Concepts 1, 2 and 3 will require new local roads at the subdivision level, some of which may cross the Natural Heritage System. All Concepts will be required to conform to the same level of mitigation in local road design to reduce the impact of new roads on the Natural Heritage System.</p> <p>All Concepts are equal.</p>
	b. Promote existing natural heritage features within a connected system of cores, linkages and watercourses.	2. Concepts that have the fewest number of roads crossing the Natural Heritage System will be ranked highest.	
	c. Provide alternate connections among natural heritage features.	3. Concepts that provide more connections among natural heritage features will be ranked highest.	

DETAILED EVALUATION OF GROWTH CONCEPTS
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THEME 1: Protect What is Valuable

1.3 Maximize opportunities to protect agricultural land and promote agricultural local food production	a. Protect a contiguous agricultural land base to ensure critical mass.	1. Concepts that retain the largest amount of contiguous agricultural land will be ranked highest.	<p>All Concepts result in the urbanization of the same number of hectares of agricultural land.</p> <p>Concept 1 would result in the most loss of contiguous agricultural lands in Milton in areas which scored well in the agricultural (LEAR) analysis but retains the largest amount of contiguous agricultural area in Halton Hills.</p> <p>Concept 2 is most effective at protecting prime agricultural land because it maximizes the amount of contiguous agricultural land that is preserved in Milton and Halton Hills in the areas that scored highest in the LEAR evaluation. In both areas it will be important to integrate the area for expansion into the existing urban area and minimize the interface between agriculture and urban development.</p> <p>Concept 3 meets the objectives least effectively as it would result in significant expansion of the urban boundary into the agricultural area in Halton Hills and maximize the interface between urban development and agricultural uses.</p> <p>Concept 2 is preferred because it preserves a larger amount of the highly ranked agricultural land in Milton and Halton Hills., which the Lear Study ranked as more important. However urban intrusion into the area south of Georgetown should be minimized.</p>
	b. Ensure suitable infrastructure to support a variety of agricultural activities.	2. Concepts that maximize opportunities to provide the most appropriate infrastructure for flexibility in agricultural activities will be ranked the highest.	
	c. Avoid development on lands most suitable for agricultural purposes.	3. Concepts that maximize protection of prime agricultural land and maximize separation from incompatible uses will be ranked highest.	
	d. Prioritize lands used for those agricultural uses that have conditions to support it.	4. Concepts that have greatest flexibility for production and promote access to agricultural goods and services to support an agricultural sector will be ranked the highest.	
	e. Minimize impacts of expanding development areas on existing agricultural operations.	5. Concepts in which the impacts of new expanding development areas on adjacent agricultural lands can be mitigated will be ranked highest.	
1.4 Ensure compatibility with surrounding uses through management of mineral resource areas	a. Minimize encroachment of development onto mineral resource areas.	1. Concepts that have the least amount of development on mineral resource areas will be ranked highest.	<p>Halton Region has between 12,000 - 15,000 hectares of shale resources, amounting to 1,800 year supply. South Halton Hills is a focal area for shale resources, with 5200 hectares (amounting to a 780 year supply). The relatively small amount of land being considered for urban development in all three Concepts would allow Halton Region to retain a long-term supply of accessible shale resources.</p> <p>All three Concepts are similar in this regard, with marginal differences between them, depending on the location and extent of land being proposed for urban growth in Halton Hills.</p> <p>All Concepts are equal in that more than sufficient resources remain to provide a potentially accessible supply for the very long term.</p>
	b. Prioritize protection of agricultural areas that support aggregate extraction as an interim use.	2. Concepts that retain areas for mineral extraction, which can be rehabilitated to high value agricultural areas, will be ranked highest.	
	c. Minimize impacts of mineral extraction on new development.	3. Concepts that have the greatest setback from mineral aggregate operations will be ranked highest.	
1.5 Ensure protection of significant cultural heritage resources	a. Conserve cultural heritage landscapes and	1. Concepts that conserve significant cultural heritage land will be ranked highest.	<p>A summary of the known archaeological sites and sites of potential cultural heritage interest including settlements and Euro-Canadian homesteads indicated that there are small differences between the Concepts. Concept 3 is marginally preferred over Concepts 1 and 2 in regard to the number of known Archaeological sites.</p>

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 1: Protect What is Valuable

	b. Conserve and archaeological resources	2. Concepts that conserve the most archaeological resources will be ranked highest.	<p>Both the Heritage Act and the Planning Act contain provisions regarding the protection of archaeological resources. An archaeological assessment is required to be undertaken prior to any development at the Class EA Study (Master Plan) and also at the plan of subdivision stage. The Ministry of Culture requires that archaeological finds are reported promptly to the Ministry, inventoried and recorded.</p> <p>Concept 3 is marginally more effective at avoiding known Archaeological sites.</p>
1.6 Improve Halton Region's air quality and reduce impact on the climate	a. Minimize emissions of air pollutants and greenhouse gases associated with transportation.	1. Concepts that have the greatest potential to increase multi-modal opportunities will be ranked highest.	<p>With respect to the air quality goal and objectives, Halton Region is carrying out a study on air quality. This study should provide more information on the current air conditions and potential strategies for improvement in the future.</p> <p>Concepts 1, 2, and 3 are similar in the number of hectares to be developed and to be retained in the Agricultural Rural Area and to be considered as part of the Natural Heritage System.</p> <p>Concept 1 has greatest potential to increase multi-modal opportunities (transit, walking and biking) and reduce the use of the private automobile.</p> <p>Automobile usage is one of many contributors to the deterioration of air quality. Therefore, Concepts that discourage or reduce automobile travel would be preferred. Concept 3 generates the most vehicle-kilometres travelled out of the three Concepts assessed. Concept 1 and 2 had a negligible difference in vehicle-kilometres travelled and therefore generate fewer vehicle-kilometres travelled than Concept 3.</p> <p>Concepts 1 and 2 would be most effective in increasing transit use and reducing vehicle trips, because they generate fewer vehicle-kilometres, which impact on air quality.</p>
	b. Minimize emissions of air pollutants and greenhouse gases associated with energy uses in buildings.	2. Concepts that accommodate targeted residential and employment uses with the fewest number of hectares will be ranked highest.	
	c. Use open space, the natural heritage system and agricultural land to reduce emissions of air pollutants and the "urban heat island effect".	3. Concepts that preserve the greatest number of hectares of agricultural land and natural heritage system will be ranked highest.	
	d. Preserve agricultural land and the natural heritage system to reduce the impacts associated with extreme weather events.	4. Concepts that preserve the greatest number of hectares of agricultural land and natural heritage system will be ranked highest.	
	e. Preserve the natural heritage system as a carbon sink for greenhouse gases.	5. Concepts that preserve the greatest number of hectares of agricultural land and natural heritage system will be ranked highest.	

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 2: Foster Complete, Healthy and Sustainable Communities

Goals	Objectives	Measures	Concept 1	Concept 2	Concept 3
2.1 Promote appropriate intensification to meet the full range of current and future needs	a. Encourage redevelopment of underutilized urban land.	1. Concepts will be ranked according to their capacity to meet Places to Grow targets of 40% of new development within the built boundary.	<p>Concept 1 would not include the introduction of Lake Ontario based Water and Wastewater servicing to Georgetown. Lack of full servicing would significantly diminish the amount of intensification potential within the Town of Halton Hills. As a result, Oakville, Burlington and Milton would have to increase their intensification units to accommodate those not built in Georgetown. Concepts 2 and 3 would allow each of the four local municipalities to achieve the Places to Grow intensification targets.</p> <p>Concepts 2 and 3 on lake based servicing allow Georgetown to accommodate a range of housing types in that community. . This would be precluded in Concept 1, which does not provide for extension of services to Georgetown.</p> <p>Models used to assess future growth assumed higher densities in key nodes and corridors (from 75 to 165 persons and jobs per hectare). Concept 1 is best able to meet or exceed transit supportive densities.</p> <p>In the specified Urban Growth Centres (DowntownMilton, Downtown Burlington, Mid-Town Oakville) all Concepts meet the target of 200 persons and jobs per hectare as required by the Places to Grow Plan.</p> <p>Concepts 1, 2 and 3 achieve the Places to Grow Plan requirement of 50 people and jobs per hectare in the greenfield areas beyond the built boundary.</p> <p>Concept 1 best provides for an effective live/work relationship, as the new residential and employment areas are in close proximity to one another and there are more transit opportunities existing and proposed, than would be available in Concepts 2 and 3.</p> <p>However, Concepts 2 and 3 which assume lake based servicing to Georgetown, are able to ensure that both Milton and Halton Hills are provided with the opportunity to address their housing and community needs and respond to intensification and redevelopment opportunities within their existing urban area.</p> <p>Concepts 2 and 3 are most effective at ensuring that both Milton and Halton Hills are provided the opportunity to accommodate intensification.</p>		
	b. Plan for a full range of housing, taking into account affordable housing needs.	2. Concepts will be ranked according to their capacity to accommodate a range of low, medium and high density housing, while meeting Places to Grow targets of 40% of new development within the built boundary.			
	c. Development along nodes and corridors shall occur at densities that are transit supportive.	3. Concepts will be ranked according to their capacity to meet or exceed transit supportive densities (greater than 35UPH or 180 jobs per hectare) along key nodes and corridors.			
	d. Locate the most intensive development around the provincially designated Urban Growth Centres.	4. Concepts will be ranked according to their capacity to meet Places to Grow targets of 200 people and jobs per hectare in the Urban Growth Centres.			
	e. Reduce the amount of land required for development outside the urban area by increasing the density of new development.	5. Concepts will be ranked according to their capacity to meet Places to Grow targets of 50 people and jobs per hectare.			
	f. Provide for a balance in population and employment growth across Halton Region.	6. Concepts that facilitate a balance of jobs and housing, so as to reduce commuting and improve transit modal split, will be ranked highest.			

DETAILED EVALUATION OF GROWTH CONCEPTS
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THEME 2: Foster Complete, Healthy and Sustainable Communities

Goals	Objectives	Measures	Concept 1	Concept 2	Concept 3
2.2 Locate new development to enhance access to employment areas, transit corridors, and commercial and community services	a. Ensure new residential, employment and mixed use development is in close proximity to established communities.	1. Concepts that locate new development closest to existing communities will be ranked highest.	<p>All three Concepts are similar in locating new development in proximity to the existing communities.</p> <p>Concepts 1, 2 and 3 contain proposed land uses which are compatible with adjacent uses. Employment uses are located along the 400 series highways or the rail corridor providing an appropriate buffer for residential and/or mixed use development.</p> <p>Concepts 1, 2 and 3 require similar amounts of road construction and widenings to support proposed development. Concepts 2 and 3 require road crossings of larger areas of lands designated Agricultural Rural Area.</p> <p>Based on the transit service model used to evaluate the Concepts, Concepts 1 and 2 provide a better outcome over Concept 3. In both Concepts 2 and 3, development in Halton Hills would be slightly less transit-oriented and lower density. Based on the transit service model, Concepts 1 and 2 would locate new development most effectively to use transit nodes and corridors.</p> <p>Concepts 1 and 2 are most effective at locating urban land uses to enhance access to employment areas, transit corridors, and commercial and community services</p>		
	b. Ensure new residential, employment and mixed use development is compatible with existing uses.	2. Concepts that are most compatible with adjacent uses in terms of land use, built form, and density will be ranked highest.			
	c. Ensure new residential areas are supported by the Regional road system.	3. Concepts that make the best use of existing Regional roads and exhibit the greatest potential for people/goods movement capacity will be ranked highest.			
	d. Promote travel by transit as an alternative to the private automobile.	4. Concepts that locate new residential development closest to existing or potential transit nodes and corridors; and are supported by walking, cycling and related facilities will be ranked highest.			

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 2: Foster Complete, Healthy and Sustainable Communities

Goals	Objectives	Measures	Concept 1	Concept 2	Concept 3
2.3 Promote access to green space system within the urban area	a. Locate new residential areas where there is potential to enjoy an interconnected green space system.	1. Concepts that provide access to existing or potential urban green space systems will be ranked highest.	<p>The Natural Heritage System is embedded within all three Concepts.</p> <p>Concepts 1 and 2 have more greenspace (Natural Heritage System) embedded within the new urban areas.</p> <p>The location and design of new residential development is a local municipal planning matter to be addressed at a secondary plan level. For example, planning for urban uses near Natural Heritage System lands would increase their visibility and road, trail and other pathways could be planned to promote viewing opportunities.</p> <p>Concepts 1 and 2 are most effective at providing opportunities to enjoy green space within the Urban Area.</p>		
2.4 Protect for employment needs to 2031 and beyond	a. Locate new employment areas near primary transit networks to reduce travel to work by private automobile.	1. Concepts where employment areas are close to existing or planned transit facilities (GO Stations, local transit terminals and major bus routes) will be ranked highest.	<p>Proposed strategic employment areas have been located along 400 series highways or rail corridors in all Concepts.</p> <p>Future strategic employment areas will identified and protected in the Regional Official Plan.</p> <p>All Concepts are effective at planning for new and future employment lands near existing or proposed transit facilities, rail and highway corridors beyond 2031.</p>		
	b. Locate new employment areas with direct access to inter-regional and intra-regional transportation networks.	2. Concepts where employment areas have direct access to rail and highways will be ranked highest.			
	c. Avoid non-employment related development on those lands suitable for serving employment needs beyond 2031.	3. Concepts that preserve strategic employment areas around highway corridors, rail corridors and other employment related infrastructure for future employment needs will be ranked highest.			
	d. Locate new employment to ensure a viable, competitive and well-functioning land market.	4. Concepts that are accessible, strategically located and readily serviced will be ranked highest.			
	e. Locate appropriately sized employment areas.	5. Concepts that provide for employment areas that are greater than 60 hectares in size, and are not fragmented by natural features or other physical constraints will be ranked highest.			

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 2: Foster Complete, Healthy and Sustainable Communities

Goals	Objectives	Measures	Concept 1	Concept 2	Concept 3
2.5 Protect and strengthen the Regional Structure	a. Strengthen the Region's structure of urban and rural areas, nodes, corridors, open space and inter-regional connections.	1. Concepts that enhance the Region's structure of urban, agricultural rural and greenland areas, as well as its framework of regional and interregional transportation corridors will be ranked highest.	Concepts 1, 2 and 3 respect the Regional Official Plan structure of Agricultural Rural, Urban and Greenland areas. All the Concepts are also built around the extension of the current Regional framework of regional and interregional transportation corridors.	Concept 1 is less effective at enhancing the Regional structure as it weakens, rather than strengthens, Georgetown's flexibility to prosper as a distinct community by virtue of its lack of water and waster water servicing capacity.	
	b. Maintain and strengthen Halton Region's distinct communities.	2. Concepts that maintain Halton's traditions of distinct communities both within Halton Region and between adjoining municipalities will be ranked highest.	Concept 2 results in Georgetown obtaining Lake Ontario based water and wastewater servicing and thus provides the Town of Halton Hills with the flexibility to intensify in appropriate locations such as the GO station area and the Downtown area, provide expanded services to its existing population, accommodate a wide range of housing in new development areas, all of which are attributes of a complete community.	Concept 3 results in Georgetown obtaining Lake Ontario based Water and Wastewater servicing. However, Concept 3 would result in such a significant increase in Georgetown's population within the 2021-2031 timeframe, that the distinct character of the community would be altered. Moreover, the fact that significant population growth is re-allocated from Milton to Halton Hills in Concept 3, diminishes the ability to take advantage in Milton, of existing and proposed transit services, and the proximity of residential to employment areas.	Concept 2 is preferred as it permits urban communities in both Milton and Halton Hills to thrive as complete communities, while retaining their distinct character.

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 3: Ensure Sustainable Infrastructure to Support Growth

Goals	Objectives	Measures	Concept 1/Concept 2/Concept 3
3.1 Make best use of existing water and waste water infrastructure and minimize the need for major new infrastructure.	a. Make best use of existing infrastructure	1. Concepts that maximize the use of existing capacity prior to the upgrade or expansion of infrastructure will be ranked highest.	Based on the 2021-2031 total capital cost comparative analysis for Regional high order water, wastewater and transportation projects,, the capital costs related to the three Concepts are within a 7% range and therefore do not vary significantly among the three Concepts, all of which accommodate the same amount and type of growth. A complete fiscal impact analysis will be undertaken on the preferred concept in the Fall, as part of the OP update process, including impacts on taxes, rate, debt, development charges and financial risk at the Regional and local levels.
	b. Minimize the cost of new water and waste water infrastructure.	2. Concepts with the lowest capital cost for water / wastewater infrastructure, incorporating the greatest number of people and jobs serviced, will be ranked highest.	
	c. Maximize integration with existing or planned infrastructure	3. Concepts that provide the ability to coordinate infrastructure location with other existing or planned infrastructure will be ranked highest.	
	d. Maximize the use of existing and planned infrastructure.	4. Concepts with the shortest distances to existing and planned infrastructure, and corridors, and minimize property requirements will be ranked highest.	
	e. Ensure financial sustainability for the Region and Municipalities.	5. Concepts that have the lowest operating and maintenance costs will be ranked highest.	
3.2 Make best use of existing human services infrastructure to minimize the need for major new infrastructure	a. Ensure intensification growth is supported by human services infrastructure	1. Concepts that have the capacity to increase and improve the Region's existing human services delivery in established communities will be ranked highest	The provision of appropriate and adequate human services at the regional, community and neighbourhood level is critical to the achievement of healthy and complete communities. All three Concepts create the opportunity to plan for, and provide locally delivered and responsive human services in advance of growth. There are no significant differences, in terms of whether or not a Hub model can be accommodated within the three growth Concepts.
	b. Ensure new residential areas are supported by locally delivered, responsive human services infrastructure.	2. Concepts will be ranked according to their capacity to create new viable neighbourhoods that support "HUB" model for human services infrastructure.	

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 3: Ensure Sustainable Infrastructure to Support Growth

Goals	Objectives	Measures	Concept 1/Concept 2/Concept 3
	c. Ensure growth is supported by a locally delivered, responsive human services infrastructure.	3. Concepts that support a neighbourhood HUB model (optimal service radius of less than 2km accessible by means of active transport) that clusters and integrates responsive human services at the local level will be ranked highest.	<p>Concept 1 (Milton-centred) poses a constraint related to the provision of human services within Halton Hills, which will not have servicing capacity to expand human services to the town's population.</p> <p>40% of new growth is required to be accommodated in intensification areas which already have a shortfall of human services and human services infrastructure. Since the three growth Concepts do not portray how this Places to Grow requirement will be accommodated, intensification could increase the negative community impacts of this under servicing.</p> <p>The key challenges will relate to the adequacy of funding for human services and ensuring that the planning of such services occurs simultaneously with the development of housing and employment in existing and new development areas.</p>
		4. Concepts that identify and accommodate the land use requirements for human services delivery in relation to residential and employment areas and transit corridors will be ranked the highest.	<p>Concepts 2 and 3 ensure that all communities have the opportunity to plan for and provide locally delivered and responsive human services. The objectives and measures related to human services need to be carried forward to the secondary planning level, where they can be addressed by the local municipalities.</p>
3.3 Ensure the long-term reliability and security of essential systems	a. Locate new residential and employment uses where there is security of water supply.	1. Concepts that use confirmed and secure water supply will be ranked the highest.	<p>Concept 1 has confirmed and secure lake-based water supply through multiple feeds to Milton. Concept 1 would result in Georgetown not receiving Lake Ontario water supply. Georgetown would retain its existing groundwater system which is approaching capacity. Concept 1 is not sustainable for long term water supply to Georgetown in Halton Hills.</p>
	b. Provide opportunity to reduce infiltration and inflow.	2. Concepts that provide opportunities to implement measures that reduce infiltration and inflow by-pass and reduce risk of basement flooding will be ranked the highest.	<p>Concepts 2 and 3 require a new Lake Ontario water and wastewater extension which would result in an improved level of service and security of supply for Georgetown into the long term.</p>
	c. Ensure source water protection.	3. Concepts that provide the best protection for raw water sources in order to maintain water quality will be ranked highest.	<p>All Concepts will be built to current standards. New construction should contribute to the reduction of potential infiltration and inflow and basement flooding.</p>
	d. Protect critical infrastructure from adjacent incompatible uses.	4. Concepts that are supportive of critical infrastructure and adjacent land uses will be ranked the highest.	<p>Concepts 2 and 3 most effectively meet the goal of providing long-term reliability and security of essential systems in all local municipalities because these Concepts introduce a secure, long term Lake Ontario based water supply for Georgetown.</p>

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 3: Ensure Sustainable Infrastructure to Support Growth

Goals	Objectives	Measures	Concept 1/Concept 2/Concept 3
3.4 Financial Sustainability	a. Ensure financial sustainability for the Region and Local Municipalities.	1. Concepts that have the least impact on the financial capacity of the Region and its Local Municipalities and the least financial impact on existing taxpayers will be ranked the highest.	Based on the 2021-2031 total capital cost comparative analysis for Regional high order water, wastewater and transportation projects, the capital costs related to the three Concepts are within a 7% range and therefore do not vary significantly among the three Concepts, all of which accommodate the same amount and type of growth. A complete fiscal impact analysis will be undertaken on the preferred concept in the Fall, as part of the OP update process, including impacts on taxes, rate, debt, development charges and financial risk at the Regional and local levels.
3.5 Financial Viability	a. Ensure the Plan can be financially implemented.	Concepts that have the highest ability to implement the financial plan, which includes the ability of the development community to front end the growth related capital needs, will be ranked the highest.	Based on the 2021-2031 total capital cost comparative analysis for Regional high order water, wastewater and transportation project the capital costs related to the three Concepts are within a 7% range and therefore do not vary significantly among the three Concepts, all of which accommodate the same amount and type of growth. A complete fiscal impact analysis will be undertaken on the preferred concept in the Fall, as part of the OP update process, including impacts on taxes, rate, debt, development charges and financial risk at the Regional and local levels.
3.6 Plan for a sustainable mature state	a. Plan for a sustainable mature state by ensuring flexibility for infrastructure beyond 2031.	1. Concepts that provide the most flexible and cost efficient opportunities to develop infrastructure post 2031 will be ranked the highest.	Concept 1 provides additional water and wastewater servicing only in Milton. Concept 1 provides limited flexibility to provide for the mature state in Halton Hills in the long term given the infrastructure is located in Milton only. All Concepts have the ability to consider strategic Water and Wastewater oversizing to allow for mature state servicing beyond 2031.
	b. Implement plans to phase in the needed infrastructure to 2031 in a manner that integrates both transportation and water and wastewater infrastructure.	2. Concepts that enable the coordinated construction of transportation and servicing infrastructure to meet development demands will be ranked the highest.	Concept 1 allows Halton Region to better coordinate timing and phasing of water and wastewater infrastructure in Milton. Concepts 2 and 3 will require extensions to the water and wastewater infrastructure to Georgetown and provide the most flexible and cost efficient opportunities to develop infrastructure post 2031. For Water and Wastewater infrastructure, Concepts 2 and 3 will most effectively meet the goal of planning Water and Wastewater needs for a mature state beyond 2031. For transportation, all Concepts are able to effectively meet the goal of planning for transportation beyond 2031.

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 3: Ensure Sustainable Infrastructure to Support Growth

3.7 Plan for an integrated transportation network	a.Ensure suitable transportation infrastructure that accommodates the movement of goods and people both inter- and intra-regionally.	1. Concepts that are appropriate for the movement of goods and services both inter- and intra-regionally; and compatible with the adjacent land use will be ranked the highest.	<p>Concepts 1, 2 and 3 are appropriate for goods and services movement.</p> <p>Concept 1 is more effective at creating a walkable community in Milton with the highest ridership opportunities.</p> <p>Concepts 1 and 2 will most effectively meet the goal of planning for an integrated transportation network.</p>
	b. Promote active transportation and public transit as priority modes of transportation	2. Concepts that promote walkable communities and trails and transit ridership opportunities will be ranked the highest.	
	c. Maximize the use of existing and planned infrastructure.	3. Concepts with the lowest capital cost for transportation infrastructure, incorporating the greatest number of people and jobs serviced, will be ranked highest.	

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 4: Promote Health for All

Goals	Objectives	Implementation Measures	Action Items
4.1 Promote a culture of conservation (Air, Energy, Water, Waste)	a. Minimize regional air pollution.	1. Consideration included in the Regional Growth Strategy through: increasing neighbourhood, development and regional density; incorporating different land uses within a development or neighbourhood; locating transit near high-density locations by working with the local transit authorities; encouraging pedestrian-friendly designs; centralizing or clustering activities within the Region and incorporating transit development; and, maintaining/increasing vegetative and forest cover.	Implemented through Regional and Local Official Plans, Secondary Plans and Regional Guidelines.
	b. Encourage the preservation of built heritage inventory	2. Identify and protect cultural heritage and built heritage assets. Implemented through Local Official Plans and Secondary Plans.	Implemented through Regional and Local Official Plans, Secondary Plans and Regional Guidelines.
	c. Encourage the application of high energy efficiency standards and renewable energies to new buildings and whole communities.	3. Consideration included in the Regional Growth Strategy through: reference to LEED certification for new buildings; reference to LEED N.D. standards for new neighbourhood development; consideration of new servicing standards to reflect new energy conservation technology; and, encouragement of private home use of energy efficient water, waste, hydro consumption. Implemented through Regional and Local Official Plans, Secondary Plans and Regional Guidelines.	Implemented through Regional and Local Official Plans, Secondary Plans and Regional Guidelines.
	d. Optimize progressive rehabilitation of mineral resources areas and consideration for appropriate 'after' land use.	4. The Region will continue to enhance its on-going monitoring role of review/comment and approval of local planning implementation, respecting the achievement of the Sustainable Halton Growth Management Strategy. Implemented through Regional and Local Official Plans, Secondary Plans and Regional Guidelines.	Implemented through Regional and Local Official Plans, Secondary Plans and Regional Guidelines.
	e. Promote water conservation through community design.	5. Measures related to the Natural Heritage System are in Theme 2. Additional implementation carried out through the Secondary Plan and Subdivision Planning Stages.	The Conservation Authorities, and the Region will continue to enhance its on-going monitoring role of review/comment and approval of local planning implementation.

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 4: Promote Health for All

Goals	Objectives	Implementation Measures	Action Items
	f. Endeavor to protect and enhance the Lake Ontario and Hamilton Harbour Ecosystems.	6. To be further addressed through the Region's Water and Waste Water Master Plan and Regional Official Plan. Regional Official Plan policies are already in place to support managed shoreline development and the Hamilton Harbour Remedial Action Plan will be considered	To be further addressed through the Region's Water and Waste Water Master Plan and Regional Official Plan.
	g. Locate new development where it does not compromise the health of the watersheds or impede upon Natural Hazards.	7. To be determined by Conservation Authorities and supported in local official plans. The Ministry of Natural Resources, Conversation Authorities and the Region will continue to enhance its on-going monitoring role of review/comment and approval of local planning implementation.	To be determined by Conservation Authorities and supported in local official plans. The Ministry of Natural Resources, Conversation Authorities and the Region will continue to enhance its on-going monitoring role of review/comment and approval of local planning processes.
	h. Promote the implementation of storm water management best practices.	8. To be determined at the Secondary Plan and Subdivision Planning stages. The Region will continue to enhance its on-going monitoring role of review/comment and approval of local planning implementation, respecting the achievement of the Sustainable Halton Growth Management Strategy.	To be determined at the Secondary Plan and Subdivision Planning stages.
	i. Support an integrated waste management system that follows the waste hierarchy of reduce, reuse, recycle, recover, and infill.	9. The Region will undertake an integrated waste management strategy and to facilitate Halton's monitoring role including review/comment and approval of local planning implementation respecting waste strategy.	The Region will undertake an integrated waste management strategy to facilitate Halton's monitoring role including review/comment and approval of local planning implementation respecting waste strategy.
4.2 Ensure provision of human services to support a healthy population	a. Ensure the full range of human services and community services are strategically located throughout the community to increase and maximize public access.	1. To be determined by a Community Infrastructure Plan. The Region will undertake an on-going monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	The Region will undertake an on-going monitoring role including review/comment and approval of local implementation respecting the achievement of the Sustainable Halton growth management strategy.

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 4: Promote Health for All

Goals	Objectives	Implementation Measures	Action Items
4.3 Foster a variety of uses in downtowns, corridors and other key intensification areas	a. Designate urban lands to encourage a mix of compatible land uses in commercial, office and residential areas.	1. Mixed use node and corridor areas will be identified in all Regional growth Concepts. The detailed land use structures are to be determined at the local official plan stages. The Region will undertake an on-going monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	Detailed land use structures are to be determined at the Local Official and Secondary Plan stages.
	b. Encourage a mix of employment opportunities across the region.	2. To be determined at the Local Official Plan and Development Approval stages. The Region will undertake an on-going monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	
4.4 Promote complete communities through excellence in community design	a. Plan for neighbourhood layouts that are connected to the surrounding street network and support all modes of transportation.	1. To be determined at the Local Official Plan Secondary Plan and Subdivision Planning stages. The Region will undertake an ongoing monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	To be determined at the Local Official Plan Secondary Plan and Development Approval Stages. Regional scale transportation planning will be a critical element of the Sustainable Halton Plan.
	b. Plan for an interconnected urban green space system including parks, tree plantings, green roofs and community gardens.	2. To be determined at the Local Official Plan Secondary Plan and Subdivision Planning stages. The Region will undertake an ongoing monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	To be determined at the Local Official Plan Secondary Plan and Subdivision Planning stages.
	c. Create walkable communities with mixed land uses, open spaces and connected street networks.	3. To be determined at the Local Official Plan Secondary Plan and Subdivision Planning stages. The Region will undertake an ongoing monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	To be determined at the Local Official Plan Secondary Plan and Subdivision Planning stages.

DETAILED EVALUATION OF GROWTH CONCEPTS
Sustainable Halton Growth Management Strategy

THEME 4: Promote Health for All

Goals	Objectives	Implementation Measures	Action Items
	d. Ensure adequate range of housing tenure for all incomes, ages and family sizes.	4. To be determined by Provincial and local housing policy and programs. The Region will undertake an on-going monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	To be determined by Provincial and local housing policy and programs.
	e. Ensure that new development is compatible with or enhances local character and cultural landmarks.	5. To be determined at the Local Official Plan Secondary Plan and Development Approval Stages. The Region will undertake an ongoing monitoring role including review/comment and approval of local planning implementation respecting the achievement of the Sustainable Halton Growth Management Strategy.	To be determined at the Local Official Plan, Secondary Plan and development approval stages.
	f. Develop alternative modes of transportation such as public transit and bike paths that can be used within and between communities.	6. To be determined at the Local Official Plan Secondary Plan and Development Approval Stages. Regional scale transportation planning will be a critical element of the Sustainable Halton Plan.	To be determined at the Local Official Plan, Secondary Plan and development plan approval stages

ADDENDUM

Implications of the Potential Halton-Peel Boundary Area Transportation Corridor Study

Background

Halton Region is participating with Peel Region, the Town of Halton Hills, the City of Brampton, and the Town of Caledon on a joint study to identify the long-term (2021 and 2031) transportation network required to support provincial and inter-municipal planning goals and to serve future transportation demands within the Study Area which includes northwest Brampton to southeast Town of Halton Hills.

This joint study will be carried out through an open public process in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment. While a Notice Of Study Commencement was issued in 2007, the study has not yet been the subject of a Public Open House. The proposed Halton-Peel Boundary Area Transportation Study team is known to be considering at least one broad corridor in Halton Region. The proposed corridor is shown in Attachment #4 to LPS46-09.

The purpose of the Study will be to:

- Identify improvements that will serve inter-regional traffic including longer-distance, cross-boundary traffic from Halton Region (and areas west of Halton Region), travelling through west Brampton and southwest Caledon to destinations to the north and east in Peel Region, York Region, and Toronto.
- Review potential to improve connections with the existing Provincial 400-series highway network and possible future Provincial transportation facilities including the GTA West Corridor Planning and Environmental Assessment Study in support of the Province's growth objectives as set out in the Provincial Growth Plan for the Greater Golden Horseshoe.

Consulting Team Comments

The Sustainable Halton consulting team have reviewed the potential corridor for the Halton-Peel Boundary Area Transportation Study which would traverse the Sustainable Halton Primary Study Area for potential implications to the proposed Growth Concepts in either Town of Milton or Town of Halton Hills. Our comments follow:

Agriculture

The proposed road corridor crosses a large contiguous swath of agricultural land in Town of Halton Hills. This corridor would have the potential to bisect farmers from the agricultural

infrastructure found in Town of Halton Hills. The Halton-Peel Boundary Area Transportation Study affects each of the Concepts equally and would not affect the evaluation of the three Concepts.

Aggregates

The proposed road corridor could potentially intersect with the shale resource area south of the 5th Sideroad in Town of Halton Hills and may have an impact on the viability of some of parcels for extraction purposes from a physical perspective. In addition, the identification of a new major road in this area could increase land values and make it more expensive to purchase parcels for extraction purposes. The Halton-Peel Boundary Area Transportation Study affects each of the Concepts equally and would not affect the evaluation of the three Concepts.

Employment Areas

The identification of a new highway in the southeast area of Town of Halton Hills would require the loss of both existing and proposed employment areas in the three Growth Concepts where the new highway intersects with Steeles Avenue and Highway 407. It would be inappropriate to quantify this loss without further information from the Halton-Peel Boundary Area Transportation Study. The introduction of a new highway could spur the consideration of the areas in the immediate area of the roadway as an employment area. The Halton-Peel Boundary Area Transportation Study affects each of the Concepts equally and would not affect the evaluation of the three Concepts.

Natural Heritage System

A proposed new highway in southeast Town of Halton Hills would not have an influence on our evaluation of the enhanced Natural Heritage System. The Halton-Peel Boundary Area Transportation Study affects each of the Concepts equally and would not affect the evaluation of the three Concepts.

Residential/Mixed Use Areas

The identification of a new highway in the southeast area of Town of Halton Hills would not require the loss of existing or proposed residential/mixed use areas in the three Growth Concepts. It appears that the potential corridor avoids the south side of any proposed residential/mixed use area in Concept 3. The Halton-Peel Boundary Area Transportation Study affects each of the Concepts equally and would not affect the evaluation of the three Concepts.

ADDENDUM

Implications of the Potential Halton-Peel Boundary Area Transportation Corridor Study

Transportation

The Halton-Peel Boundary Area Transportation Study affects each of the Concepts equally and would not affect the evaluation of the three Concepts.

Water and Wastewater

The Halton-Peel Boundary Area Transportation Study affects each of the Concepts equally and would not affect the evaluation of the three Concepts.

Conclusions

The Halton-Peel Boundary Area Transportation Study is not at an advanced stage of planning. The potential broad corridor within which the Study team will locate a new highway alignment is conceptual only at this time. Based on our review, the potential corridor would affect all Growth Concepts equally and would not affect the evaluation of the three Concepts.