GEORGETOWN
COMMONS

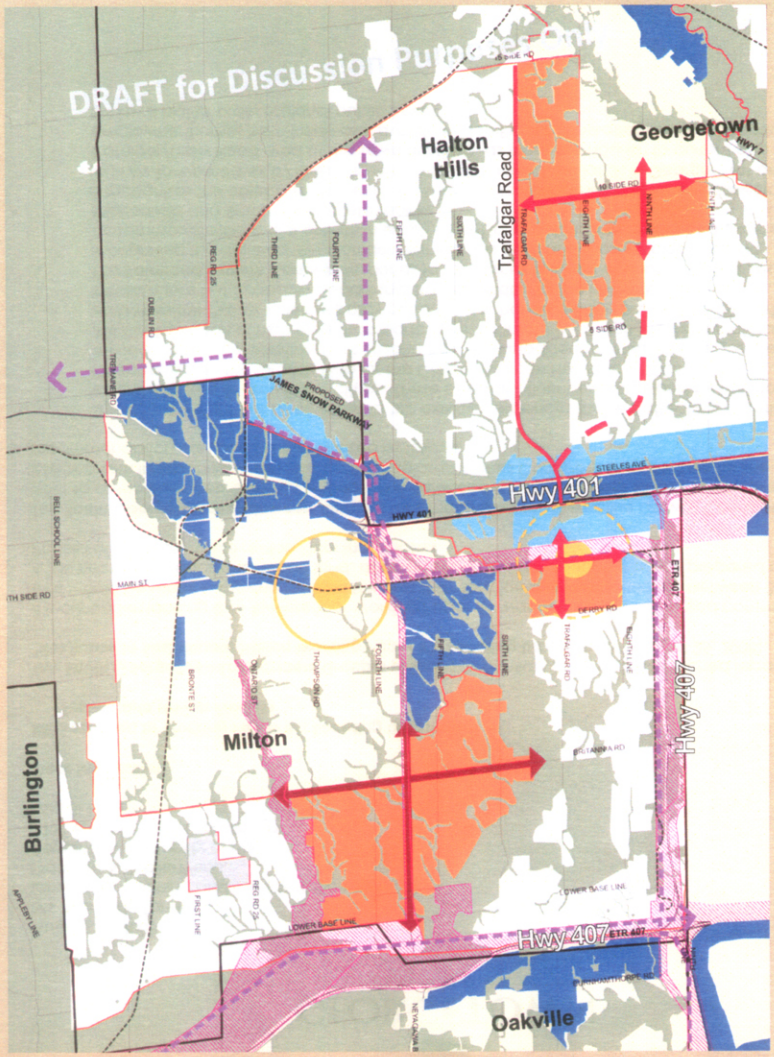
RESPONSE TO SUSTAINABLE HALTON WORKING PAPER #1: LOCATING NEW URBAN LAND

AUGUST 26, 2008

PREPARED FOR THE SOUTH GEORGETOWN LANDOWNERS GROUP

Guscon Enterprises · Lakeview Group of Companies · National Homes · Townwood · Tribute communities · The Vogue Development Group Inc

BALANCED GROWTH CONCEPT



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

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GEORGETOWN
COMMONS

August 26, 2008
Ms. Mary Lou Tanner
Director of Planning and Transportation Services
Planning & Public Works,
Regional Municipality of Halton
1151 Bronte Road, Oakville, ON
L6M 3L1

Dear Ms. Tanner

RE: Response to Working Paper #1: Locating Urban Land
Sustainable Halton Process

The **South Georgetown Landowners Group** is pleased to provide you with the attached report **"Response to Sustainable Halton Working Paper #1: Locating Urban Land"** (August 25, 2008).

It is our understanding that the intent of Working Paper #1 was to elicit discussion and commentary that would be useful in moving forward towards the selection and designation of between 3,000 and 4,200 hectares of additional urban land, as estimated in the Land Supply Analysis prepared as part of Phase I of the Sustainable Halton Planning Process.

The **South Georgetown Landowners Group** is recommending an alternative Growth Concept that we refer to as the **Balanced Growth Concept**. The **Balanced Growth Concept** takes the initiative of building with independent research on the Region's Refined Concepts. The rationale for the recommendation can best be summarized as follows:

- Significant weight has been given to the external influences that will affect the location, form, extent and rate of growth in Halton. These external influences are guided by the Province's Places to Grow, The Growth Plan for the Greater Golden Horseshoe (2006).
- The location of the additional urban land has been modified to reflect the ongoing effects of the configuration of high order transportation infrastructure through the Region of Halton. It embodies the Places to Grow policy not only to enhance existing provincial transportation infrastructure but to add two additional trade corridors to the network.
- The **Balanced Growth Concept** responds to the Places to Grow economic objectives by recognizing the Highway 401 Corridor as the prime area and most efficient area to accommodate the major growth in employment land as land inventories and choice in Mississauga and Brampton deplete rapidly.
- It recognizes the objective laid out in the Sustainable Halton Planning Process for efficient journey-to-work travel by selecting residential and mixed use lands in Georgetown and the Trafalgar/Derry Road area of the Town of Milton, as these are nearest to current and future employment areas both inside and outside Halton Region, and offer the best opportunity to improve higher order regional public transit.

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- By recommending aligned simultaneous urban expansion of Georgetown and the Trafalgar/Derry Road (South Hornby) area of the Town of Milton, the **Balanced Growth Concept** seeks to make possible the fiscally feasible expansion of the Regions water and wastewater services.
- The Concept is cognizant of the Halton Region objectives to enhance the Natural Heritage System and preserve agricultural integrity while also building community identity and promoting effective inter-community connectivity.
- Finally, recognizing that growth will continue in the longer term it seeks to assure flexibility in the ability to respond effectively to growth beyond the current planning period.

By building on the policy objectives and priorities contained within the Working Paper, we hope that this submission is of assistance to the Region in developing a sound approach to urban growth and land use management.

All of which is respectively submitted.

South Georgetown Landowners Group

c.c.

Mr. Gary Carr, Regional Chair of Halton Region
Mr. Pat Moyle, Chief Administrative Officer of Halton Region
Mr. Mark Meneray, Office of the CAO, Acting Commissioner of Planning and Public Works and Corporate Counsel of Halton Region
Ms. Anita Fabac, Acting Manager, Long Range Planning of Halton Region
Mayor Cam Jackson, City of Burlington
Councillor John Taylor, City of Burlington
Mr. Bruce Krushelnicki – Director, Planning Department, Burlington
Mr. Roman Martiuk - City Manager, Burlington
Mayor Rob Burton, Town of Oakville
Mr. Ray Green - Chief Administrative Officer, Oakville
Ms. Jane Clohecy - Commissioner of Planning & Development, Oakville
Mayor Gordon Krantz, Town of Milton
Mr. Mario Belvedere – Chief Administration Officer, Milton
Mr. Mel Iovio, Director of Planning, Milton
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GEORGETOWN COMMONS

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1.0 EXECUTIVE SUMMARY

This report has been prepared on behalf of the South Georgetown Landowners Group in response to the Refined Concepts presented by the Region of Halton in Working Paper #1: Locating New Urban Land. (Report PPW42-08) The South Georgetown Landowners Group own land located in the area east of Trafalgar Road, north of the 5th Side Road, south of the 10th Side Road and west of Ninth Line (Mountainview Road) all of which is located immediately south of and adjacent to Georgetown in the Town of Halton Hills. These lands are collectively referred to as "Georgetown Commons" and are shown on Figure 1. The Georgetown Commons lands are approximately 800 hectares in area.

FIGURE 1: GEORGETOWN COMMONS



MAP SOURCE: 2008 Google-Imagery (modified)

The targets set out in Places to Grow, the Growth Plan for the Greater Golden Horseshoe (2006) require Halton to plan for its 2001 population to double, from 390,000 to 780,000, and its employment to more than double, all by the year 2031. This presents a major challenge to the Region. Halton needs not only to accommodate this growth but manage it to its best advantage. Halton must accept significant additional greenfield growth to meet these targets.

Halton Region is uniquely positioned in the economic geography of the Greater Golden Horseshoe. Most of Ontario's main rail and expressway corridors interconnect in Halton and Peel. The close proximity of Lester B. Pearson International Airport greatly influences employment growth location and the Province's Places to Grow policy seeks to reinforce the economic importance of this Region by confirming the need for two additional transportation corridors, the Niagara-GTA Corridor (Mid-Peninsular Expressway) and the GTA West Corridor (North Halton-Peel Expressway). The need for extensive provincial investment in public transit throughout the Region is also confirmed in provincial policy.

The geographic relationship of Halton Region to Peel Region, and of the Towns of Halton Hills and Milton to the Cities of Brampton and Mississauga influences growth. For some decades, the Region of Peel has accommodated the bulk of growth in the western GTA. Mississauga is now largely developed and Brampton is rapidly moving towards its final build-out stages. Pressures for both employment and housing growth are increasingly shifting westward into Halton Region. Through all of this, the Highway 401 corridor in the GTA will continue to be the "economic main street" of Ontario.

Residential/mixed use growth while guided by policy will be influenced by a combination of:

- employment opportunities being within reasonable journey-to-work distances;
- proximity to commercial, social and cultural facilities;
- natural heritage features that provide attractive residential and recreational locations; and,
- infrastructure networks that can accommodate the expanded growth and development opportunities.

Lands located immediately south and west of Georgetown are well located relative to employment growth in both Halton and Peel Regions and would, as part of Georgetown, build upon the existing commercial, social and cultural facilities that make for a viable community. The Natural Heritage System in this area will help make for attractive, desirable and sustainable development. These lands should be designated for development.

1.0 EXECUTIVE SUMMARY (CONTINUED)

To accommodate growth, Halton Region needs to assess its current and future infrastructure needs. Of critical importance to this assessment is the ability of the Town of Halton Hills to sustain significant development in the absence of services from/to Lake Ontario. Currently the Georgetown urban area in the Town of Halton Hills is serviced by well water and local wastewater treatment facilities. Recent research by Dr. Ken Howard, set out in his report Georgetown Area Groundwater Assessment (June 2008), revealed that future growth in Georgetown should not rely on developing additional groundwater sources. To protect groundwater resources and safely accommodate growth, Halton Region must look to extending its lake-based water supply infrastructure to Georgetown. A lake-based water reservoir is already planned by the Region on lands located within Georgetown Commons and this facility can be designed to serve new development in south Georgetown.

Similarly, lake-based wastewater conveyance already extends north of Highway 401 to employment lands along Steeles Avenue in the Town of Halton Hills and the Town of Milton. These services will need to be extended further to accommodate expanding employment uses along the north side of the Highway 401 employment corridor. It would seem appropriate to also extend wastewater conveyance services into Georgetown Commons, only a few kilometres north.

This report concludes that in considering the location of additional land designations for urban growth in Halton Region, it is vital to recognize 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 **Balanced Growth Concept** presented in this report adds an initial growth phase of 3,239 hectares of urban land to Halton Region of which 772 hectares are for employment uses and 2,467 hectares are for residential/mixed uses.

- For new employment growth the **Balanced Growth Concept** shows a distribution of 340 hectares to the Town of Halton Hills, and 432 hectares to the Town of Milton; accommodating additional employment growth of 17,000 jobs in the Town of Halton Hills, and 21,600 jobs in the Town of Milton.

- For residential/mixed use growth the **Balanced Growth Concept** adds 984 hectares to the Town of Halton Hills and 1,483 hectares to the Town of Milton; accommodating an additional population of approximately 49,200 in Halton Hills (25,329 of which could be accommodated on the Georgetown Commons lands) and 74,150 in the Town of Milton.

The **Balanced Growth Concept** responds most appropriately to the goals of 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).

2.0 INTRODUCTION

The South Georgetown Landowners Group are property owners with land located in the area east of Trafalgar Road, north of the 5th Side Road, south of the 10th Side Road and west of Ninth Line (Mountainview Road) located immediately south of and adjacent to Georgetown in the Town of Halton Hills. These lands, approximately 800 hectares in area, are collectively referred to as "Georgetown Commons" and are shown on Figure 1.

The South Georgetown Landowners Group commissioned this report on urban growth in Halton Region in response to the Refined Concepts presented and discussed in Working Paper #1: Locating New Urban Land (Report PPW42-08), prepared by Urban Strategies for Halton Region as part of the Sustainable Halton Planning Process.

The recommendations in this report build on the work contained in Working Paper #1, utilize the policies contained in the Provincial Policy Statement (2005) and Places to Grow (2006), and draw on information from a wide range of studies and reports related to the Sustainable Halton Planning Process. This report also considers available information regarding planning and development in adjacent municipalities in order to better understand the internal and external pressures and opportunities that may influence the distribution of future urban growth within Halton Region.

The Province of Ontario has established targets for Halton Region to accommodate 780,000 persons and 390,000 jobs by 2031. That requires 390,000 additional population and 200,000 additional jobs over the 30 years from 2001 to 2031. The Hemson Consulting Limited studies undertaken for Sustainable Halton estimate that up to 4,200 hectares (600 hectares for employment and 3,600 hectares for residential mixed use) of additional land will be necessary for the Region to meet the minimum Places to Grow targets. As a result, major expansions to the urban areas of both Halton Hills and Milton will be necessary. In order for Halton Region to continue to offer a high quality of life to its residents and to remain economically prosperous, growth needs to provide opportunities for employment, distinctive communities and ample open space, all based upon a system of well planned and efficient infrastructure.

This report sets out a modified growth option, referred to as the **"Balanced Growth Concept"**, as an alternative to the five Refined Concepts released with Working Paper #1. In this case, **Balanced Growth** is defined as an equitable and proportionate sharing between the Towns of Milton and Halton Hills of the greenfield residential/mixed-use growth where that growth responds to the expansion of employment along the shared Highway 401 West corridor. This option better addresses the goals Halton Region has set for itself in the Sustainable Halton Evaluation Framework as well as those embedded in Places to Grow and the Provincial Policy Statements.

3.0 BALANCED GROWTH IN HALTON REGION

This review of the policy, geographic and economic contexts for growth in Halton Region demonstrates the importance of achieving balanced growth geographically within the Region. As the Sustainable Halton process has identified, the Towns of Milton and Halton Hills are best located and suited for urban expansion. **The Balanced Growth Concept**, described in detail later in this report, proposes to distribute growth between these municipalities in terms of location and scale to achieve the following goals:

- Economic development through the effective location of employment lands on both the north and south sides of the 401 Corridor. The development of employment uses along both sides of the 401 recognizes the continuing importance of the ongoing westward expansion of employment growth from Pearson International Airport.
- An effective distribution of new opportunities for economic growth that will benefit both the Towns of Milton and Halton Hills and Halton Region in general.
- Significant new Commercial/Industrial assessment shared by the Towns of Milton and Halton Hills
- The optimum use of the existing and planned transportation and transit networks both north and south of the 401 Corridor. Places to Grow illustrates future additions to the existing transportation networks and transit in the north-western edges of the Greater Golden Horseshoe. These new transportation corridors and enhanced public transit will provide additional opportunities for the movement of people and goods within and outside of Halton Region.
- The creation of new mixed use nodes and mixed use corridors based on existing roads and located as logical and complementary extensions to existing settlement areas. The new mixed use corridors proposed in the **Balanced Growth Concept** are intended to act as foci for future urban growth if required at a future time.
- A balance in future residential/mixed use development occurring simultaneously north and south of the Highway 401 West Corridor to take advantage of existing and proposed infrastructure and proximity to employment in both Halton and Peel Regions.
- Support for the Halton Enhanced Natural Heritage System by maintaining major open space areas and natural features by consolidating growth as a series of expanded nodes related to existing settlement areas.
- The cost effective extension of lake based services to the Highway 401 Corridor and the Georgetown Area providing reliable long term water and sewage capacity for existing and future residential and employment uses. The **Balanced Growth Concept** proposes to achieve cost effective lake-based services through the location and scale of the proposed urban expansions in the Town of Milton, the Highway 401 Corridor and the Georgetown Area.
- The preservation of the image and character of the distinct communities within Halton Region through the preservation of agricultural lands providing green separations between the Town of Milton and Georgetown, and by separating Georgetown from the City of Brampton.

4.0 ECONOMIC GEOGRAPHY CONTEXT

Halton Region, located to the west of Toronto and adjacent to Peel Region, occupies an increasingly vital location within the economic geography of the Greater Golden Horseshoe. Halton Region is adjacent to Canada's largest and most intensive area of economic production. The forces of economic geography exert strong external spatial influences on Halton Region's growth. Those influences along with the Province's regional growth policies to manage them, must be taken into account in distributing population and employment growth between the Towns of Milton and Halton Hills, and in undertaking the physical land use planning to accommodate it.

There are three main sources of external influence:

- The first is the high rate of population and employment growth seeking to settle in the Halton-Peel Region of the Greater Toronto Area, at the very time that development land resources in adjacent Peel Region are rapidly depleting.
- The second is the spatial influences of the current and proposed trade corridors with the United States that greatly influence the geographic settlement structure of Halton Region.
- The third is the continued westward expansion along Highway 401, west into Halton Region, of what is already the largest concentration of economic production in Canada, anchored by Pearson International Airport.

4.1 THE GREATER GOLDEN HORSESHOE AND PLACES TO GROW POLICY IN HALTON-PEEL

From 2001 to 2006, the GTA population increased by almost 100,000 annually. Halton-Peel found itself accommodating just over 50% of the GTA total or almost 50,000 new people per year. It has been estimated that more than 50% of the GTA employment growth during that period occurred in Halton-Peel. With Places to Grow, the Province of Ontario both: (a) constructed targets for population and employment growth to be accommodated in Halton Region, and (b) programmed the enhancement and expansion of the system of higher order transportation links that make up the vital trade corridors.

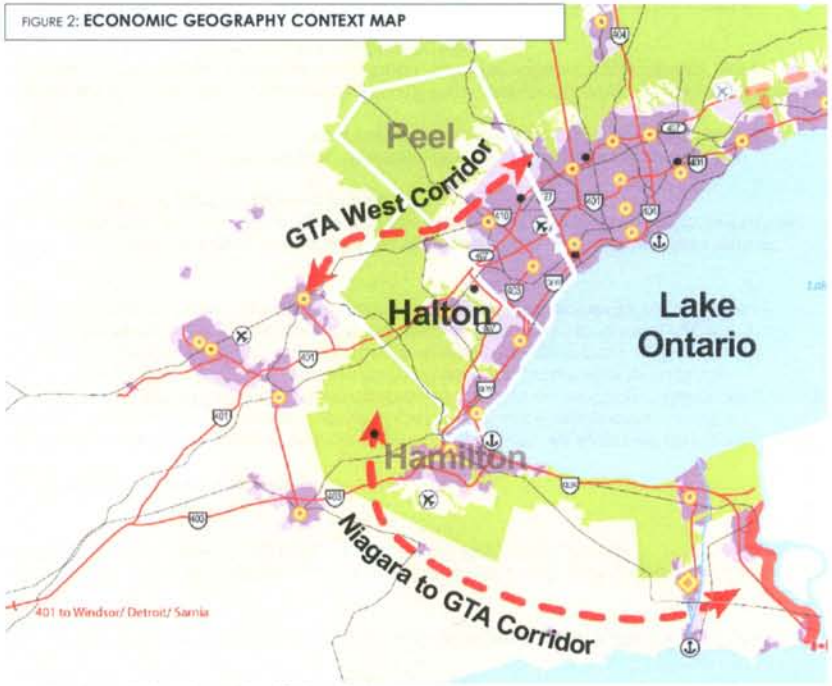
While Places to Grow policies scaled down the required growth share for Halton-Peel as a whole, it allocated to Halton Region a minimum rate of growth that will:

- double its 2001 population to 780,000 by 2031, accommodating an additional 390,000 persons,
- more than doubles its employment to 390,000 jobs by adding 200,000 jobs while,
- enhancing the current expressway and transit links running through Halton Region and,
- adding both a Mid-Peninsular expressway (Niagara to GTA Corridor) and new northern Halton-Peel expressway (GTA West Corridor) from Bolton to Guelph through northern Halton Region. (see Figure 2)

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4.0 ECONOMIC GEOGRAPHY CONTEXT (CONTINUED)

FIGURE 2: **ECONOMIC GEOGRAPHY CONTEXT MAP**



MAP SOURCE: Places To Grow Growth Plan, 2006 (modified)

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To meet the Places to Grow targets through the Sustainable Halton Planning Process, Hemson Consulting Limited developed estimates of additional designated land needs in the range of 3,000 to 4,200 hectares.

- An estimated 600 hectares are recommended for employment purposes, and from 2,400 to 3,600 hectares are recommended for residential and related urban purposes.

For reasons discussed elsewhere in this report, it is recommended that the scale of employment land be increased beyond the 600 hectares recommended in order to better achieve the Places to Grow and PPS (2005) policies.

4.2 LOCATING EMPLOYMENT LAND USES IN HALTON HILLS AND MILTON

Transportation infrastructure is the strongest force channelling economic growth momentum. As illustrated on Figure 3, Halton Region is an integral part of the west sector of the GTA, within which most of Ontario's major transportation corridors interconnect; including Highways 401, 403, 407, 409, 410 and 427. Running through and interconnecting in Halton Region are all of the rail lines critical to the economic prosperity of Ontario. Inter-modal facilities in Halton are vital to truck/rail transhipment. Three GO Transit lines provide superior regional transit services to all urban communities in Halton Region, offering great potential and expectation for expansions to public transit. The Lester B. Pearson International Airport, in immediate proximity to Halton Region, adds another layer of vital transportation capacity, especially for head office functions.

The employment land supply in Peel Region is already largely depleted. Only signature office development sites remain available along Highway 401 east of the Credit River. Only the Bramwest employment area of Brampton (adjacent to the Town of Halton Hills) has significant inventory of standard employment land.

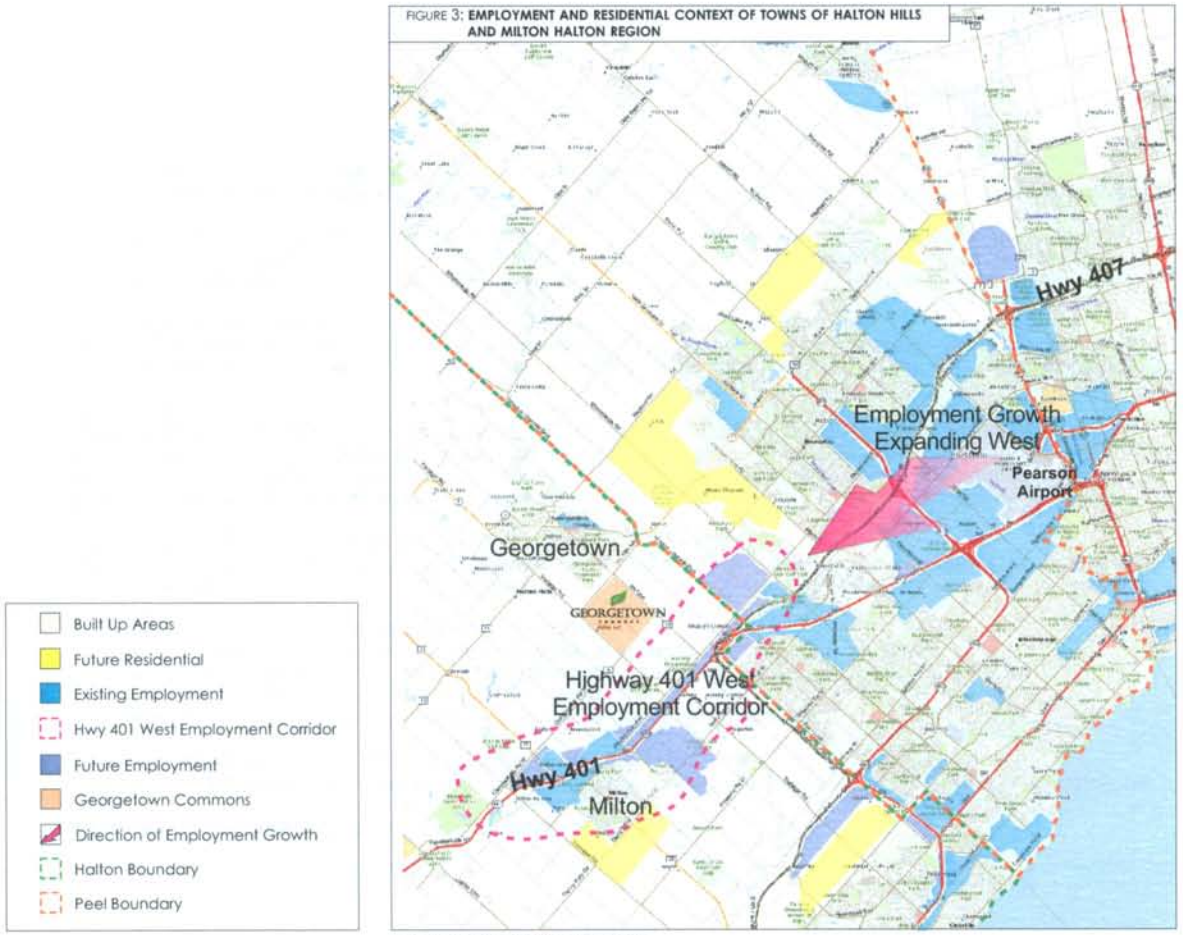
- The depletion of prime employment land stocks in Peel Region, together with the extraordinary transportation infrastructure advantages are accelerating the westward shift of demand into the Towns of Milton and Halton Hills.

For the foreseeable future, the Highway 401 Corridor with its expressway and rail lines, already carrying the enormous flows of exports and imports in convoys of trucks and rail cars, will combine its role as a major international trade corridor while becoming the economic "main street" shared by the Towns of Milton and Halton Hills.

These observations strongly support the Sustainable Halton and **Balanced Growth Concept** recognition of the need to allocate employment land along the Highway 401 West corridor as the major employment spine. They also support the Places to Grow policy.

4.0 ECONOMIC GEOGRAPHY CONTEXT (CONTINUED)

FIGURE 3: **EMPLOYMENT AND RESIDENTIAL CONTEXT OF TOWNS OF HALTON HILLS AND MILTON HALTON REGION**



MAP SOURCE: Stamm Research Associates

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4.3 LOCATION OF RESIDENTIAL AND MIXED LAND USE IN HALTON REGION

Location criteria for residential and mixed land uses are more flexible. While guided by Places to Grow and PPS policy, the demand locations will be influenced by a combination of:

- employment opportunities being within reasonable journey-to-work distances;
- proximity to commercial, social and cultural facilities;
- the attraction of natural heritage features that provide premiums for residential and recreational use;
- infrastructure networks that both enhance and constrain development opportunities; and,
- the status of competitive residential land inventories.

The rapid growth of Milton since the year 2000 is evidence of these influences at work, especially the residential demand response to employment growth patterns. By contrast, slow growth in the Georgetown area is entirely the consequence of limitations resulting from the lack of sufficient urban services.

As with employment land, the depletion of residential development land stocks in Peel Region is forcing development westward into Halton Region. The residential development land inventory in Mississauga is now almost totally depleted leaving only opportunities for higher density infill and redevelopment. The inventory of Brampton is depleting at an accelerated rate, having to accommodate growth shifted north from Mississauga. Its remaining capacity will soon be developed.

From an economic perspective, future residential development in Milton and Halton Hills will continue to be attracted by the expanding employment opportunities along the Highway 401 employment corridor, in adjacent Mississauga and Brampton, as well as in the Towns of Milton and Halton Hills themselves.

- For the planning of future residential and mixed land use growth in Milton and Halton Hills, the above noted major influences, particularly the location of future employment growth, suggest a priority on lands that are well-related to Highway 401 with a sound, balanced distribution to the north and south of that employment growth corridor.

- The **Balanced Growth Concept** presented in this report is the most appropriate response to the context of economic geography within which the development of Halton Region will continue.

5.0 THE BALANCED GROWTH CONCEPT

The **Balanced Growth Concept** recommended in this report adds an initial growth phase of 3,239 hectares of urban land to Halton Region of which 772 hectares are for employment uses and 2,467 hectares are for residential/mixed uses.

Balanced Growth Concept Land Use Summary:

Total Employment added	772 hectares (38,600 jobs)
Halton Hills Share	340 hectares (17,000 jobs)
Milton share	432 hectares (21,600 jobs)
Total Mixed Use added	2,467 hectares (123,350 persons)
Halton Hills Share	984 hectares (49,200 persons)*
Milton Share	1,438 hectares (74,150 persons)
Total Land added**	3,239 hectares

*25,329 of which could be accommodated on the Georgetown Commons lands
all numbers in the **Balanced Growth Concept are net of the lands identified as Halton Region Enhanced Natural Heritage System that occupies some 902 ha.

According to Sustainable Halton studies, the remaining 266,000 added population and 161,000 jobs would then settle onto existing designated greenfield lands and through infill development of existing developed urban land.

The designation of 770 hectares of employment land as shown in the **Balanced Growth Concept**, is somewhat greater than the 600 hectares recommended by Hemson Consultants Limited. The increase is based on a number of factors:

- Experience has shown that in dynamic, rapid growth areas such as Halton Region, successful attraction of employment-generating investment requires a much higher ratio of supply to demand. For a strong economy the market needs wide-ranging choices and flexibility to supply specialty employment land while maintaining competitive pricing. Places to Grow and the Provincial Policy Statement (2005) provide supporting policies.

- Recognizing that the Halton Region economy is integrated with that of Peel Region, the proportion of Halton Region employment growth on employment land and in industrial/warehousing and related uses, as well as low-rise office campuses is likely to be higher than projected. That significantly increases the quantity of employment land needed.

- Finally, location trends show a growing proportion of the population-related employment categories, such as retail development, prefer integration in employment lands. In Milton and Halton Hills for example the lands in the vicinity of the Steeles Avenue crossing of Highway 401 are being developed for retail and retail services. In our view the proportion of population-related employment that will accrue to employment land will be much higher than the 5% allowed for in the initial estimates by Hemson Consulting Limited.

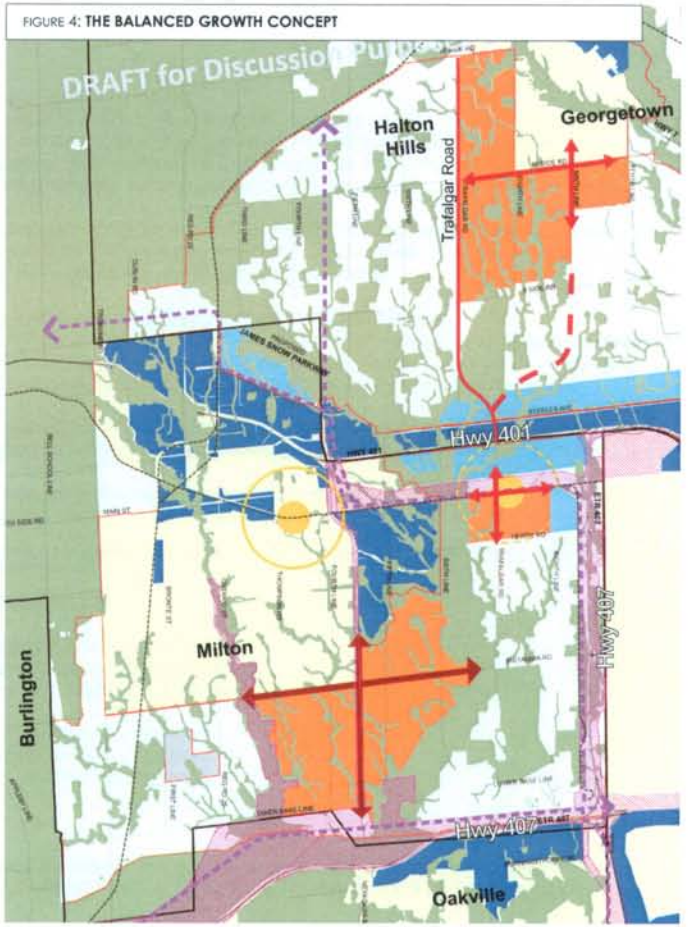
5.0 THE BALANCED GROWTH CONCEPT (CONTINUED)

In order to facilitate clear comparisons between the **Balanced Growth Concept** and the options presented in Working Paper # 1, the **Balanced Growth Concept** has been illustrated using the same base drawing and graphics utilized by the authors of Working Paper # 1. For ease of discussion and comparison, this alternative utilizes the same basic assumptions as identified in Working Paper # 1, adding additional information where appropriate as noted. This is not necessarily meant to infer agreement with these basic assumptions at this time.

The structure of the **Balanced Growth Concept** is outlined in the following sections:

- Land Use and Connectivity
- Maintaining Community Identity
- Agricultural and Rural Lands
- Mineral Aggregate Resources
- Accommodation for Future Transportation and Transit Infrastructure
- Water and Waste Water Management
- Future Urban Growth

FIGURE 4: **THE BALANCED GROWTH CONCEPT**



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

5.0 THE BALANCED GROWTH CONCEPT (CONTINUED)

5.1 LAND USE AND CONNECTIVITY

The **Balanced Growth Concept** has been structured to achieve its goals through the organization and distribution of its land uses. The plan proposes to direct new urban growth into three areas:

1) Southeast Milton directly west of Bronte Creek:
Urban Growth is proposed to be focused on a node formed at the intersection of Britannia Road and the southern extension of the James Snow Parkway and will be supported by the intersection of two resulting mixed use corridors (per Working Paper #1 options 2a and 2b).

2) The 401 corridor in northeast Milton (south Hornby) and southeast Halton Hills:
This node has been selected to support the western expansion of employment uses along Highway 401 from Lester B. Pearson International Airport located to the east in the City of Mississauga. The node contains opportunities for potential employment uses on both the north and south sides of Highway 401 and to start a potential pattern of employment uses running south along the western side of Highway 407. This node also contains opportunities for mixed use residential lands focused on the intersection of a mixed use corridor on Trafalgar Road and the potential for a new GO station that may evolve into a major transit interchange/gateway hub. The proposed employment uses in this area are further supported by the Canadian Pacific Railways intermodal transfer site located to the west of Trafalgar Road and south of Highway 401.

3) South and Southwest Georgetown in the Town of Halton Hills:
This node of potential mixed use residential lands is located as an extension of the western and southern urban boundary of the Georgetown settlement area, framed by Trafalgar Road on the west, Ninth Line (Mountainview Road) and Tenth Line on the east and by the 5th Side Road on the south. The **Balanced Growth Concept** proposes that this node be focused on the intersection of the 10th Side Road and Ninth Line (Mountainview Road). To strengthen the role and viability of this node, the southern end of Ninth Line (Mountainview Road) is proposed to be realigned, bending westward to connect to Trafalgar Road north of Highway 401. This realignment of Ninth Line (Mountainview Road) is intended to facilitate a direct link between the existing major commercial and employment areas of Georgetown, the new mixed use node, and the existing and proposed employment areas located along the Highway 401 corridor. The proposed realignment will help facilitate access to regional and international markets and also have the effect of improving the link between the Georgetown GO station, the planned future GO station on Trafalgar Road at Highway 401 and the existing Oakville GO station at Trafalgar Road and the Queen Elizabeth Way further to the south, thus promoting flexibility in transit opportunities across the region.

5.0 THE BALANCED GROWTH CONCEPT (CONTINUED)

5.2 MAINTAINING COMMUNITY IDENTITY

The locations selected for the expansions of existing urban areas shown in the **Balanced Growth Concept** have been chosen to achieve meaningful and efficient use of land while preserving the individual identities and characteristics of the municipalities within Halton Region. This **Balanced Growth Concept** maintains, for the immediate future, un-urbanized lands between Georgetown and the City of Brampton, between Georgetown and Highway 401, between the Town of Milton and the Town of Oakville, between the Town of Milton and the City of Mississauga, and between the Town of Milton and the City of Burlington. Urban areas are separated but strongly connected by a web of transit, transportation and infrastructure.

5.3 AGRICULTURAL AND RURAL LANDS

Within the **Balanced Growth Concept**, connections between rural lands have been maintained as discussed generally in Working Paper #1 and as presented in the refined concepts. Currently, the lands on the western side of Peel Region, bordering Halton, create an almost solid wall of General Industrial Land that makes any proposed interconnection to agricultural lands in this area pointless. Instead, future connectivity within viable agricultural areas should been maintained.

5.4 MINERAL AGGREGATE RESOURCES

Proposed mixed use residential lands adjacent to Georgetown have been selected to avoid incursion into areas of potential aggregate resources.

5.0 THE BALANCED GROWTH CONCEPT (CONTINUED)

5.5 ACCOMMODATION FOR FUTURE TRANSPORTATION and TRANSIT INFRASTRUCTURE

The **Balanced Growth Concept** provides opportunities for the extension of additional highway connections and transit improvements that would provide further opportunities for the movement of goods and services throughout the Greater Golden Horseshoe.

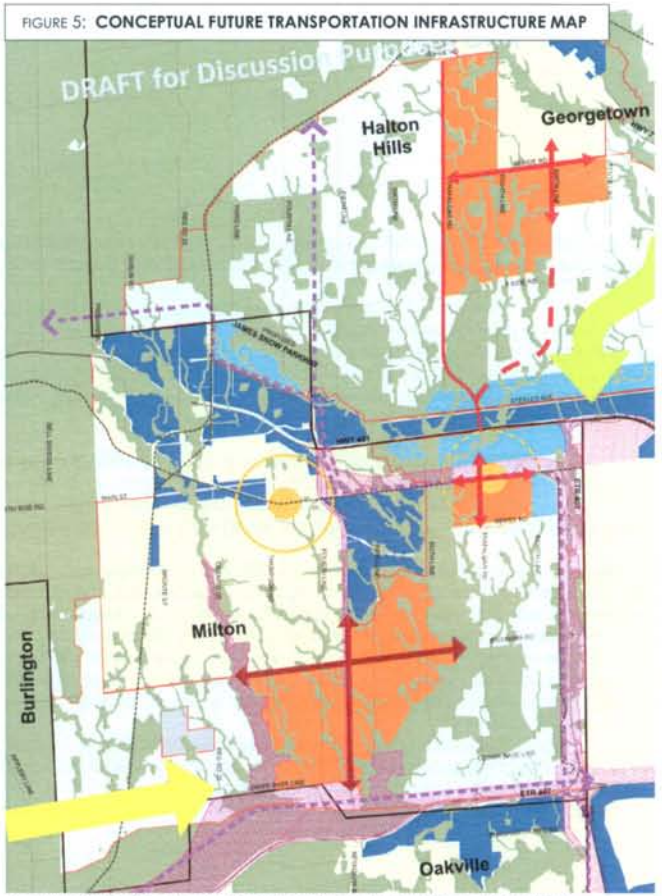
These possible transport connections include the:

- Southern extension of the James Snow Parkway
- Connection of the proposed Niagara-GTA Corridor (Mid-Peninsular expressway) through the southwest corner of the Town of Milton, as shown in Places to Grow, the Growth Pan for the Greater Golden Horseshoe (2006).
- Extension of the contemplated north/south major arterial road from the western edge of the City of Brampton through Halton Region south of Georgetown to Highway 401/407.

At this time, considerable flexibility remains to plan for and construct a Regional road system tailored to the ultimate land use plan.



FIGURE 5: **CONCEPTUAL FUTURE TRANSPORTATION INFRASTRUCTURE MAP**



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

5.6 WATER AND WASTE WATER MANAGEMENT

Water and wastewater servicing of the **Balanced Growth Concept** is based on the extension of the lake-based servicing infrastructure to new growth areas. This is consistent with the premise contained in the Working Paper #1 and is supported by the conclusions of a report prepared for the South Georgetown Landowners Group by Dr. Ken. W.F. Howard MSc, PhD, PHG, PGeo, CGeol FGS, (University Professor and Groundwater Consultant) "Georgetown Area Groundwater Assessment (2008)".

Dr. Howard assessed the availability of groundwater for the servicing of future development in the Georgetown area. This assessment concluded that groundwater has serviced the existing community of Georgetown well over the years and could, with adequate protection and sensible management continue to meet the needs of the existing community. However, these resources now show signs of stress and additional groundwater reserves are proving difficult to locate. Should additional water supply be found, Dr. Howard recommends that it be held in reserve for emergency use to serve the existing community and rural areas. Recognizing that local groundwater reserves are rapidly approaching limits of sustainability, Dr. Howard also concludes that a significantly more reliable lake-based water source is essential to support growth in the Georgetown area in the long term.

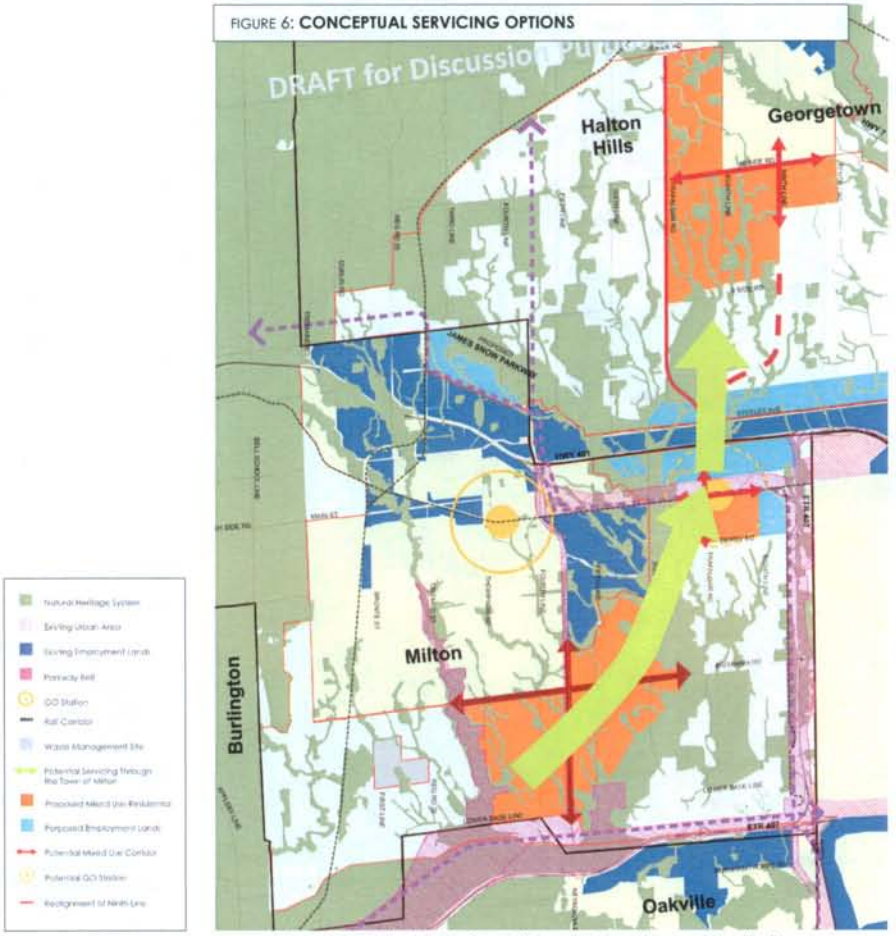
The Region of Halton's new South Halton Water and Wastewater Master Plan (2008) includes plans to construct a watermain up Trafalgar Road to feed a future reservoir located on lands within Georgetown Commons. Therefore, lake-based water infrastructure is currently planned to be constructed to the south boundary of development in Georgetown as proposed in the **Balanced Growth Concept**. Extension and expansion of this planned water infrastructure could service new growth in Georgetown and other areas.

All five Sustainable Halton Refined Concepts presented in the Working Paper #1 include new employment in areas north and south of Highway 401 in Milton and Halton Hills. Lake-based services are already available to the existing designated employment lands north of the 401 along Steeles Avenue. Extension of these Region of Halton lake-based services to the future Highway 401 employment corridor will bring wastewater infrastructure to within 2 km of the south boundary of development in Georgetown as proposed in the **Balanced Growth Concept** and could be reasonably enlarged and extended as necessary.

Growth in the Georgetown area can maximize the use of existing and planned infrastructure through the use, extension and where needed, the expansion of planned South Halton lake-based infrastructure. The scale of growth in the Georgetown area should be established to maximize the efficiency of delivery of lake-based services.

5.0 THE BALANCED GROWTH CONCEPT (CONTINUED)

FIGURE 6: **CONCEPTUAL SERVICING OPTIONS**

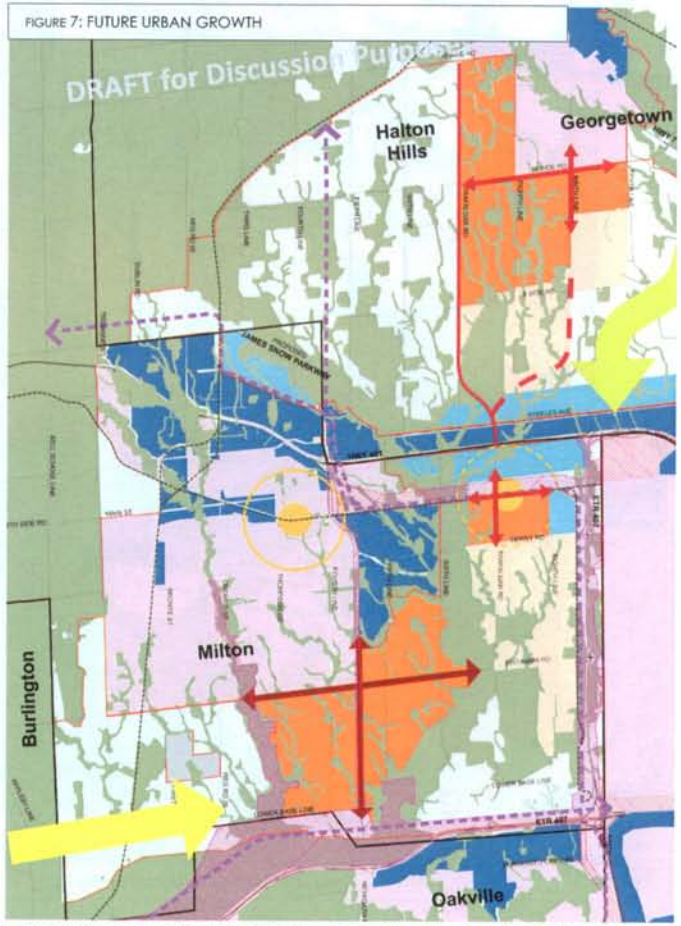


MAP SOURCE: Sustainable Halton Working Paper #1: Locating New Urban Land (modified)

6.0 FUTURE URBAN GROWTH

The structure proposed by the **Balanced Growth Concept** provides an efficient and equitable foundation for both current and future growth. Figure 7, the plan for Future Urban Growth provides a series of major nodes that are linked together by a clear transportation and servicing system. The Future Urban Growth Plan sets in place a pattern for the rational expansion of employment lands south along the west side of Highway 407 and west along the north side of the Highway 401 corridor while providing opportunities for flexibility in making future choices regarding further residential and employment expansion in many areas of Halton Region.

FIGURE 7: FUTURE URBAN GROWTH



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

SOUTH GEORGETOWN LANDOWNERS GROUP CONSULTING TEAM

- Urban Design/Planning – MBTW Group and Zelinka Priamo Ltd.
- Demographics/Economics – Stamm Research Associates
- Planning – Gagnon Law Bozzo Urban Planners Ltd.
- Environment and Servicing – Stonybrook Consulting Inc., and Stantec
- Transportation – MMM Group
- Environment – Bird and Hale Ltd
- Agriculture – AgPlan
- Soils – Terraprobe
- Mineral Aggregate – Trow Consulting Enginners Ltd. and AMEC
- Solicitor – Davis LLP
- Development Management and Communications – R.G. Richards and Associates