

Working Paper #3: Options Under the Preferred Concept



URBAN
STRATEGIES
INC

April 13, 2009

Phase 3
Sustainable Halton Report 3.10



Prepared for Halton Region

This report is the third in a series that explores approaches for locating new urban lands in Halton Region, as part of Sustainable Halton.

The purpose of this report is to present the options being considered as potential locations for new mixed-use/residential areas and new employment lands outside the Region's current urban boundary. It follows on the recommendations of Report 3.09 Summary of Evaluation of Growth Concepts (Urban Strategies Inc, April 13, 2009).

1. Context: The Region is Growing

Halton Region is working towards a new Regional Growth Management Strategy that will provide a long-term plan for the Region to the year 2031.

The strategy will ensure that Halton continues to be a place of high quality living and working for people today and future generations. It will define a framework for future population and employment growth that fosters healthy, complete and sustainable communities, and is compatible with the protection of the Region's distinctive landforms including the natural heritage system and agricultural lands. The strategy will also link long-term land use planning with transportation, water and wastewater infrastructure planning.

The Region of Halton is a great place to live and work, and continues to attract more people and jobs. The Province of Ontario, through Places to Grow: The Growth Plan for the Greater Golden Horseshoe ("Places to Grow"), has set targets that would see the Region's population reach 780,000 people and 390,000 jobs by 2031. This means that annual population growth of 2.2% is anticipated over the next 25 years, slightly less than the 2.3% rate of growth over the previous 25 years.

The Sustainable Halton process is designed to ensure that the Region has a comprehensive plan for managing the growth anticipated by the *Places to Grow* plan (Figure 1). Well-managed growth means that the Region's economic competitiveness

and community well-being are promoted with an emphasis on intensification, compact development, protection of cultural heritage sites and protection of valuable rural, agricultural and natural areas.

The Sustainable Halton Growth Management Strategy is a critical element of the Region's sustainable development approach. The objective is to develop a strategy that promotes a vision for the Region of reducing urban sprawl, ensuring greater protection of farmland, making best use of infrastructure and promoting healthy, livable communities. Similarly, *Places to Grow* speaks to the notion of "complete communities", which meet people's daily needs throughout their lifetime by providing convenient access to jobs, local services, a full range of housing and community infrastructure (schools, recreation and open space).

The Sustainable Halton process is working to ensure that growth management in Halton continues to progress toward the development of *complete communities*.



Figure 1: The Sustainable Halton Growth Management Strategy is one of Halton Region's many initiatives to promote sustainable development.

2. Approach and Work to Date

The multi-year work plan for Sustainable Halton was initially laid out in a report to Regional Council in 2006 (PPW15-06), and was updated in 2007 (PPW01-07) and 2009 (LPS27-09). The reports outlined the steps toward achieving conformity with *Places to Grow* and developing the Region's Growth Management Strategy.

The steps in the process include: the Building Blocks (Phase I), Strategic Planning (Phase II), Decision-Making (Phases III) and Actions (Phase IV). The planning process has been evolving to meet the requirements of *Places to Grow*, and in response to public input. (Figure 2)

This report forms part of Phase III, the decision-making stage.

Phase I – The Building Blocks

Phase I of Sustainable Halton was completed in 2007 with a series of 22 background reports, which formed the “Building Blocks” for the planning process. This first phase was essential in identifying the issues and goals of the Sustainable Halton Growth Management Strategy, and laying the foundation for strategic planning and future decision-making. Among the many issues reviewed during this phase were: land supply analysis, demographic change, air quality, human services, the natural heritage system and an agricultural countryside vision.

Phase II – Strategic Planning

Phase II is the analysis and design stage of the process, building on the work completed as part of Phase I. This phase of work established the Sustainable Halton Evaluation Framework, as well as a set of principles and concepts for managing growth. It included a variety of stakeholder and public workshops on the Evaluation Framework and potential directions for locating new urban lands in the Region.

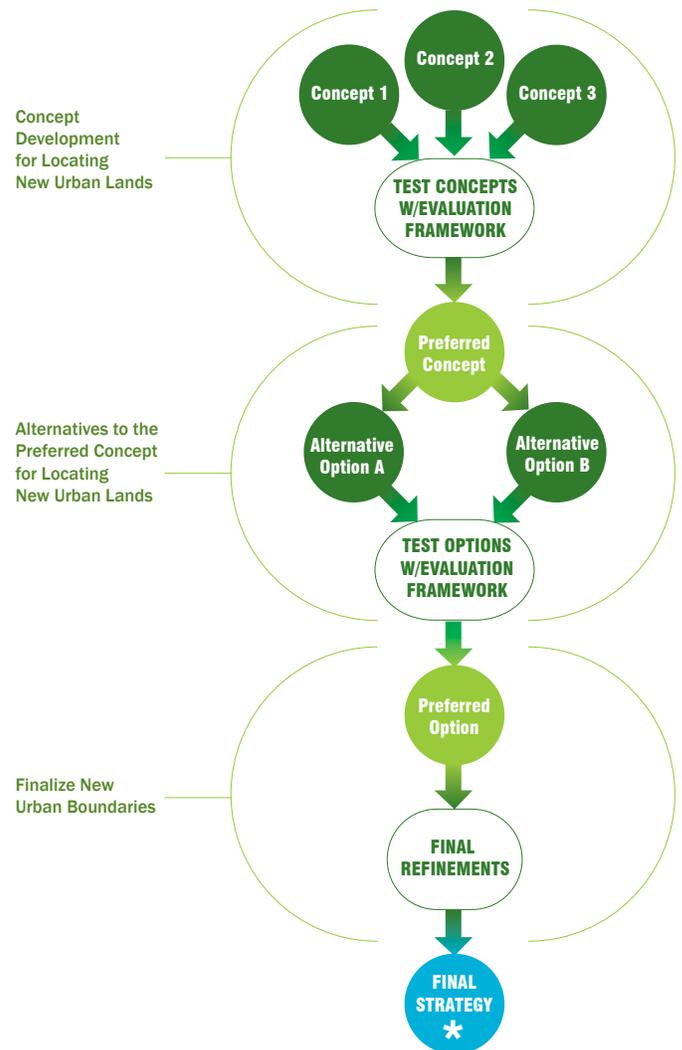


Figure 2: Sustainable Halton approach to evaluating concepts and options for new urban land (outside the existing urban boundary).

Phase III – Decision-Making

The Region is currently in Phase III of Sustainable Halton. Phase III is the selection and refinement of a preferred growth strategy for the Region. This phase will result in a preferred concept that best meets Halton’s planning vision as set out in the Regional Official Plan, and fosters the Region’s goals for building healthy, complete and sustainable communities.

One of the key outcomes of the Phase III work to date is a set of three growth concepts that the Region is considering as potential approaches for locating new urban lands to accommodate its population and employment needs to the year 2031. These concepts are described in Report 3.08 - Working Paper #2: Concepts for Addressing the Region’s Land Needs to 2031 (Urban Strategies Inc, April 13, 2009). The three concepts include:

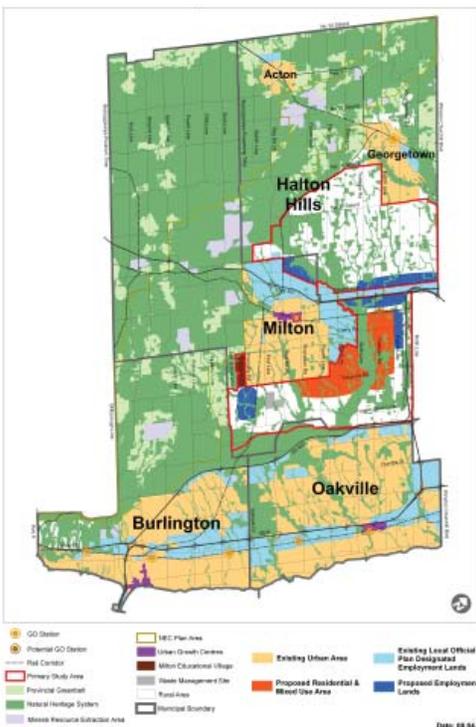
Concept 1: Milton Centred plus Employment Lands in Halton Hills - in which all of the new mixed-use/residential development area is located in Milton.

Concept 2: Milton Centred plus 20,000 New Population in Georgetown - in which lands to accommodate a population of approximately 20,000 people are located around Georgetown, with the remaining mixed-use/residential lands in Milton.

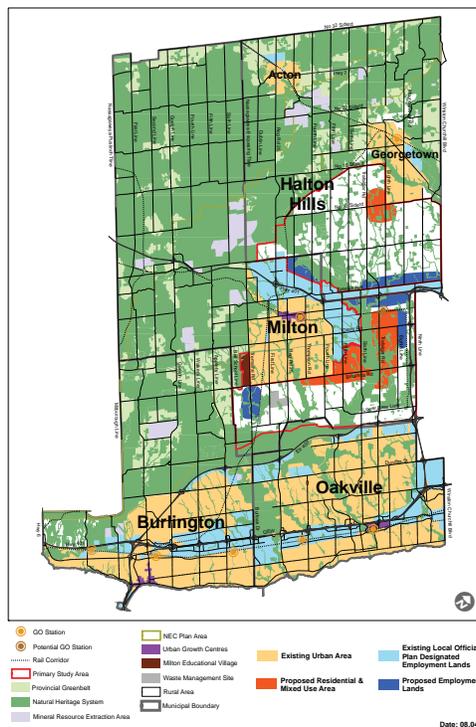
Concept 3: Milton Centred plus 40,000 New Population in Georgetown - in which lands to accommodate a population of approximately 40,000 people are located around Georgetown, with a smaller amount of the remaining mixed-use/residential lands in Milton.

In all of concepts the boundaries of the proposed new employment lands are the same. New employment lands are located along the 401 and 407 highway corridors, along the northern portion of the future James Snow Parkway, and around Tremaine Road, adjacent to the rail corridor in south Milton.

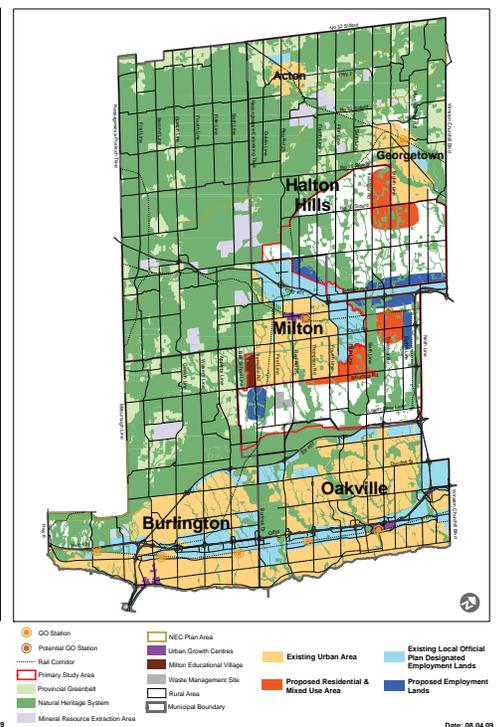
The concepts are intended to be schematic and illustrative of potential locations for new urban areas outside the Region’s currently designated urban boundary (as set out by the Region of Halton Official Plan, 2006). They are representative of the 2,780 gross hectares of new land that the Region requires to meet the targets set out in the provincial growth plan (1,680 gross hectares of new mixed-use/residential land and 1,100 gross hectares of new employment land). Additional information on the Region’s growth forecast and land needs is provided in Report 3.07 - Sustainable Halton: Accommodating Growth to 2031 (Hemson Consulting April 13, 2009).



Concept 1 - Milton-Centred



Concept 2 - Milton-Georgetown 20,000



Concept 3 - Milton-Georgetown 40,000

Most recently, the Region has completed its preliminary evaluation of the three concepts as a starting point for discussion. The preliminary evaluation is a qualitative assessment of the three concepts based on the Themes, Goals and Objectives of the Sustainable Halton Evaluation Framework (Urban Strategies Inc, released June 2008). A summary of the preliminary evaluation is provided in Report 3.09 - Summary of Evaluation of Growth Concepts, (Urban Strategies Inc, April 13, 2009).

Once the preferred concept is selected, the Region will continue with Phase III work and develop its growth management strategy based on one or more alternative options to the preferred concept. Options are more detailed than concepts, with more definitive boundaries. The options will be subject of more detailed technical analysis, and additional consultation with the local municipalities, stakeholders and the public, before arriving at the final locations for new urban areas.

Phase IV – Action

Phase IV is currently underway and is proceeding in parallel with Phase III. As part of the five-year statutory review of the Region’s Official Plan, Phase IV of Sustainable Halton will include an official plan amendment containing the policies and actions for implementation of the preferred option, including strategies to encourage intensification and excellence in community design in accordance with local goals and provincial policies. Strategies will also be developed for ensuring effective implementation and ongoing monitoring.

3. Options Under the Preferred Concept

The preliminary evaluation of the concepts, Report 3.09 - Summary of Evaluation of Growth Concepts, recommended **Concept #2: Milton Centred plus 20,000 Population in Georgetown as the preferred concept**. On the basis that Concept #2 is the recommended concept, the Region has prepared two alternative options (Options 2a and 2b) under the recommended concept.

Options 2a and 2b illustrate approximately 1,680 gross hectares of new mixed-use/residential land and 1,100 gross hectares of new employment land, and are anticipated to accommodate 97,600 people and 46,900 jobs. Table 3.1 provides a general break down of the land areas and population illustrated in each option.

The options illustrate two potential configurations for new mixed-use/residential lands in Halton Hills and Milton. These options are not mutually exclusive, and the preferred option could be a combination or variation of the two. The approach to proposed new employment lands is the same in both options.

Both the concepts and options will be subject of public consultation in the spring of 2009. Selection of the preferred concept and option is anticipated in June 2009.

Table 3.1: Summary Statistics Options 2a and 2b

	Additional Population at Full Build Out	Total New Urban Land (gross ha)	New Employment Land (gross ha)	New Mixed-use/ Res. Land (gross ha)
Halton Hills	20,000	2a - 730 2b - 710	340	2a - 390 2b - 370
Milton	77,600	2a - 2,050 2b - 2,070	760	2a - 1,290 2b - 1,310

Source Data: Urban Strategies Inc, April 2 2009. Totals may not add due to rounding

Proposed New Mixed-Use/Residential Areas in Halton Hills

In Halton Hills, both options include the north-east quadrant of 10 Sideroad and Tenth Line as a logical rounding out of the current Georgetown urban boundary.

In Option 2a, the remainder of proposed new mixed-use/residential area extends the existing Georgetown urban area to the south along 10 Sideroad between Eighth Line and Winston Churchill Boulevard. The mixed use land extends to the southerly boundary of Lot 9.

In Option 2b, the remainder of proposed new mixed-use/residential area in Halton Hills is contained within the concession block west of the Georgetown urban boundary, between 10 Sideroad and 15 Sideroad, and Trafalgar Road and Eighth Line.

It should be noted that the Region of Halton and the Town of Halton Hills have received requests for expansion of Stewarttown to include lands immediately outside of the hamlet boundary. These lands form part of Deferral 3 (D3) of the Halton Region and Halton Hills Official Plans. Though not included within the Primary Study Area, any expansion to Stewarttown must be considered in the context of *Places to Grow* and the Sustainable Halton comprehensive review. The Region has requested that the Town of Halton Hills provide any requested changes to the proposed Options (Staff Report LPS46-09) following the release of this report.

Proposed New Mixed-Use/Residential Areas in Milton

In Milton, the options are generally defined by the existing Milton urban boundary to the west, the rail corridor to the north, and Eighth Line to the east. The southern boundaries of the proposed new mixed use/residential areas in Milton are less easily defined by Natural Heritage System or concession boundaries.

The options illustrate two potential approaches to locating new mixed-use/residential lands in south Milton. Both options include significant new mixed-use/residential areas around the proposed new Go Transit station in east Milton, and along the Trafalgar Road corridor to Britannia Road. Both options also illustrate the lands referred to as the Milton Education Village (west of Tremaine Road, north of Britannia Road), which is proposed for future post-secondary education uses.

In addition to the lands proposed around Trafalgar Road and the proposed new Go Transit station, new mixed-use/residential areas in Option 2a are oriented around the future extension of James Snow Parkway and the current Milton urban boundary. The proposed new mixed-use/residential area is defined by Fourth

Line to the west, the existing urban boundary to the north and the Natural Heritage System boundaries to the north-east. The southerly boundary of the new mixed-use/residential areas below Britannia Road in this option is the southern edge of Lot 1 in the area between Fourth Line and Fifth Line, and the southerly limit of Lot 5 in the area east of Fifth Line.

In Option 2b, the proposed new mixed-use/residential areas in Milton are oriented around Britannia Road and Trafalgar Road. Along Trafalgar Road, the proposed Sustainable Halton Natural Heritage System forms the boundaries of proposed new mixed-use/residential areas to the south, with Eighth Line as the eastern limit. The current Milton urban boundary forms the limit of new mixed-use/residential areas to the north and north-west. The southern boundaries of the new mixed-use/residential areas are the southern edge of Lot 5 in the areas west of Fourth Line and east of Fifth Line, and the southern edge of Lot 4 in the area between Fourth Line and Fifth Line.

Proposed New Employment Lands

In both options, new employment lands are located along the 401 and 407 highway corridors, along the northern portion of James Snow Parkway, and around Tremaine Road, adjacent to the rail corridor in south Milton.

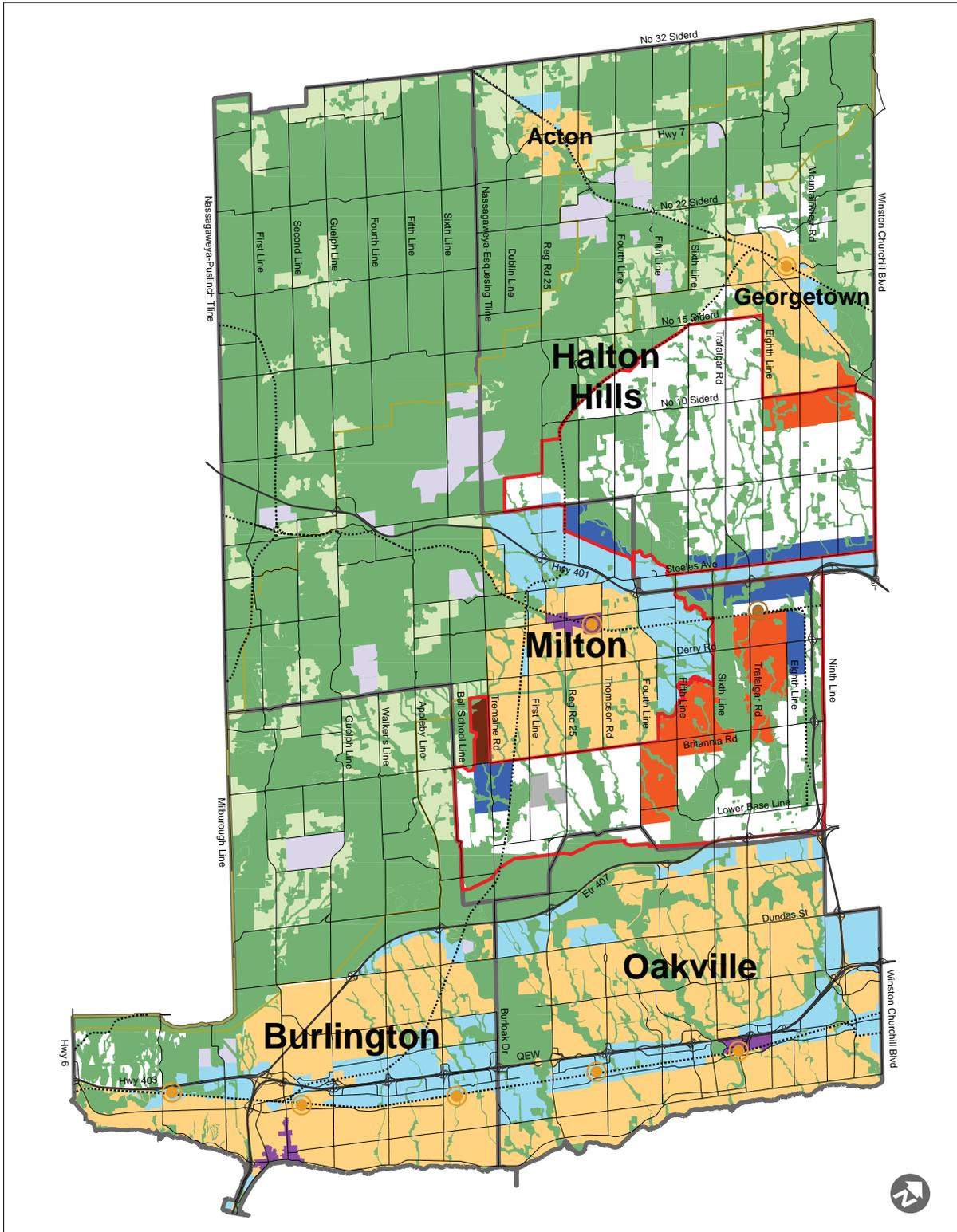
In Halton Hills, approximately 340 hectares of new employment lands are proposed north of Steeles Avenue between Winston Churchill Boulevard to the east and the stream corridor west of Trafalgar Road. The northern limit of this area is the northern edge of Lot 1.

In Milton, approximately 270 hectares of new employment lands are proposed south of Highway 401 to the Parkway Belt/Milton rail corridor, between Highway 407 to the east and the Natural Heritage System boundary east of Fifth Line. About 140 hectares of new employment lands are also proposed west of Highway 407 to Eighth Line, from the Milton Rail corridor south to the southern edge of Lot 9.

North of Highway 401 in Milton, approximately 150 hectares of new employment lands are proposed, north of the future James Snow Parkway to the Milton town line/Natural Heritage System boundary.

In south Milton, approximately 200 hectares of new employment land are proposed along Tremaine Road south of the currently Milton urban boundary to the southern boundary of Lot 3, and west of the rail corridor to include the east half of Lots 3, 4 and 5, Concession VII (Between Tremaine Road and Bell School Line).

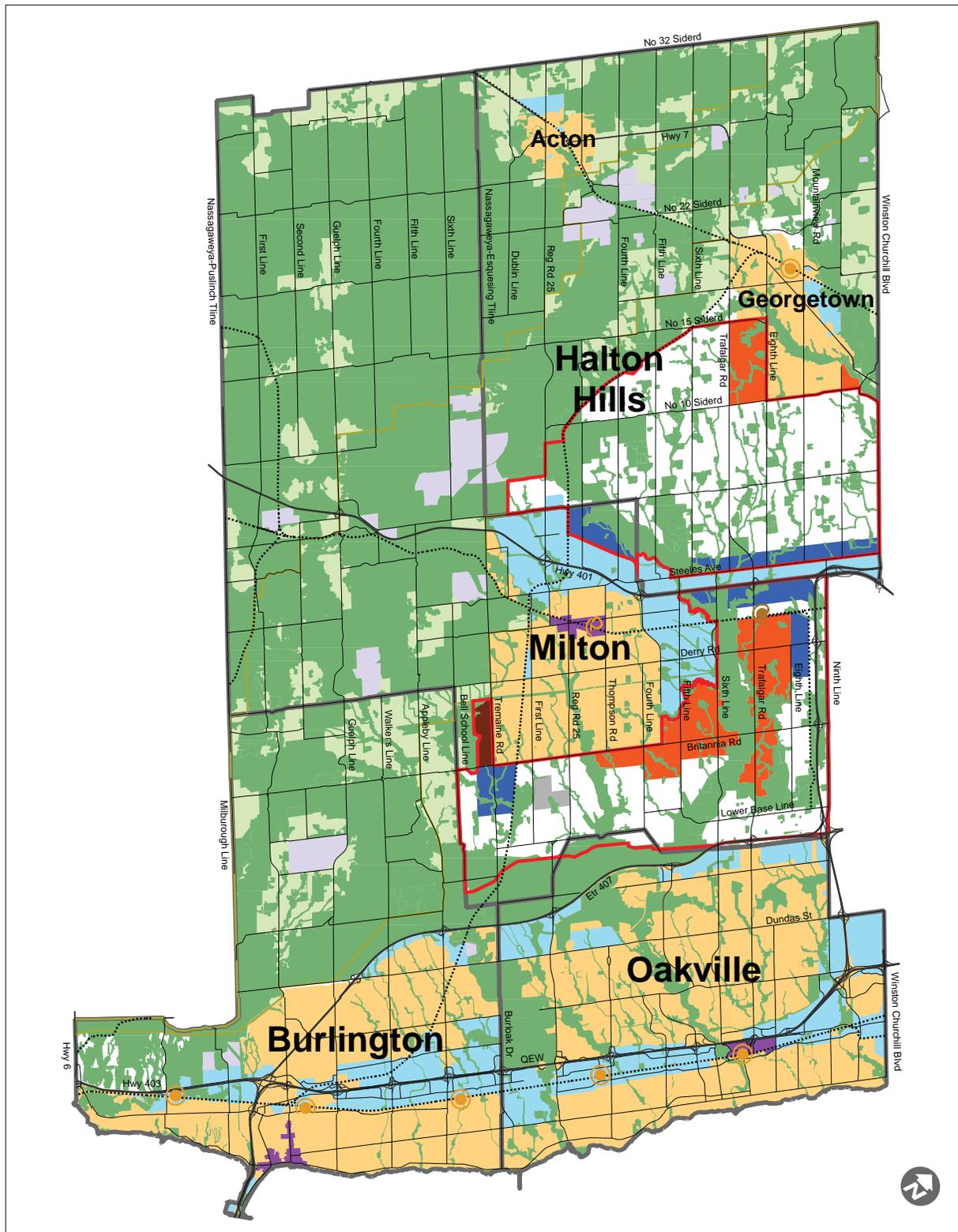
Option # 2a - Milton Centred plus 20,000 Population in Georgetown



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

Date: 08.04.09

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



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

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