

Integrated Growth Management – Local Municipal Council Reports – Response Document

Staff Analysis of Comments Received from Local Municipal Councils on the Integrated Growth Management Strategy, including Growth Concepts – Received February 17, 2021 to July 15, 2021.

Overview

This document provides responses to written submissions received by Halton Region on Integrated Growth Management (IGMS), including the IGMS Growth Concepts, from February 17, 2021 to July 15, 2021.

The document is organized into three columns: 'Source', 'Submission', and 'Response'.

The submissions are organized chronologically.

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Submissions & Responses

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| 1. | Town of Oakville (March 9, 2021) | <p>SUBJECT: Regional Official Plan Review - Growth Concepts Discussion Paper - Integrated Growth Management Strategy</p> <p>RECOMMENDATION:</p> <p>1. That the report titled Regional Official Plan Review – Growth Concepts Discussion Paper – Integrated Growth Management Strategy dated March 9, 2021, be received.</p> <p>2. That the report titled Regional Official Plan Review – Growth Concepts Discussion Paper – Integrated Growth Management Strategy dated March 9, 2021, be forwarded for information to Halton Region, the City of Burlington, the Town of Halton Hills, the Town of Milton, Credit Valley Conservation, Grand River Conservation Authority and Conservation Halton.</p> <p>KEY FACTS:</p> <p>The following are key points for consideration with respect to this report:</p> <ul style="list-style-type: none"> • Phase 2 of Halton’s Regional Official Plan Review is underway and involves research, technical analysis and community engagement around key themes. • The key theme of growth management is focused on directing required population and employment growth to achieve conformity with the province’s 2019, Growth Plan, as amended. • Halton Region is planned to 2031 as a result of the last Regional Official Plan Review from 2009. • The 2019 Growth Plan, as amended, now requires Halton to plan for an additional 20 years from 2031 to 2051 to accommodate a total population of 1.1 million and total jobs of 500,000. • Halton is exploring issues and opportunities related to growth management through the Integrated Growth Management Strategy. This is an integral component of the Regional Official Plan Review that will ultimately address where and how Halton grows to 2051. • As part of the Integrated Growth Management Strategy, Halton has released a series of reports, the latest of which is the Growth Concepts Discussion Paper. • The Growth Concepts Discussion Paper profiles four Growth Concepts based on ‘Local Plans and Priorities’ as well as an evaluation of the Concepts and supporting technical analysis. • This report presents an overview of the Growth Concepts Discussion Paper and provides comments from town staff. <p>BACKGROUND:</p> <p>The Regional Official Plan Review (ROPR) is underway in partnership with its local Municipalities of Oakville, Burlington, Halton Hills and Milton. The Growth Concepts Discussion Paper is a critical</p> | |

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| | | <p>component of the Integrated Growth Management Strategy (IGMS), which is a key element of Halton's ROPR.</p> <p>At present, the ROPR is finishing Phase 2 of the program and transitioning to Phase 3, which will see the development of a Preferred Growth Concept and a Policy Directions Report. Appendix A presents the ROPR Timeline and key milestones, including an ongoing reliance on public engagement.</p> <p>The IGMS is being undertaken within the context of the provincial policy framework for growth management. Central to this framework is the 2019 Growth Plan, as amended, which requires the accommodation of forecasted population and employment growth to the year 2051.</p> <p>The 2019 Growth Plan, as amended, also emphasizes the achievement of complete communities and involves the integration of climate change considerations into growth management and planning decisions.</p> <p>Halton Region is planned to 2031 as a result of the last ROPR. The 2019 Growth Plan, as amended, now requires that the region plan for an additional 20 years to 2051, which consists of accommodating a total population of 1.1 million and total employment of 500,000.</p> <p>Through the ROPR, the region has released a series of reports on the IGMS, including:</p> <p><u>Report No. LPS41-19, June 2019 – Growth Scenarios Report</u> The Growth Scenarios Report profiled eight growth scenarios that identified a preliminary range of choices with respect to population and employment growth. Regional staff were authorized to proceed with further analysis and refinement of the four 'Local Plans and Priorities' scenarios in order to produce Growth Concepts.</p> <p><u>Report No. LPS44-20, May 2020 – Evaluation Framework</u> The IGMS – Local Municipal Consultation on the Evaluation Framework and Status Update Report in conjunction with preceding Growth Scenarios Report released a framework for the evaluation of the Growth Concepts that is organized around four themes based on regional and provincial planning policies:</p> <ul style="list-style-type: none"> • Theme 1: Regional Urban System and Local Urban Structure • Theme 2: Infrastructure and Financing • Theme 3: Agriculture, Environment and Climate Change • Theme 4: Growing the Economy and Moving People and Goods <p><u>Report No. LPS56-20, July 2020 - Regional Urban Structure Discussion Paper</u> The Regional Urban Structure Discussion Paper was released for consultation and explored elements of a Regional Urban Structure for accommodating growth and intensification in Halton, aligned to local plans and priorities.</p> | |

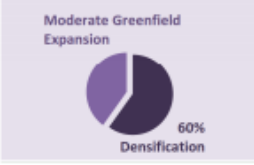
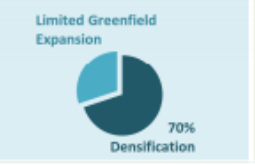

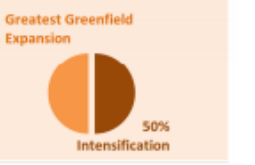
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| | | <p>The Discussion Paper also described requirements of the Growth Plan, 2019 to be addressed through the ROPR including implementing Urban Growth Centres (UGCs), Major Transit Station Areas (MTSAs), Corridors and other potential strategic growth areas that were identified through local urban structures, as well as consideration for employment areas and employment conversions.</p> <p>The Discussion Paper also recognized a hierarchy of strategic growth areas to accommodate intensification and transit supportive growth.</p> <p><u>Report No. LPS17-21, February 2021 – draft Regional Official Plan Amendment</u> Regional staff prepared a draft Regional Official Plan Amendment (ROPA) that identifies elements of a Regional Urban Structure to support strategic local municipal land use plans and priorities.</p> <p>Draft ROPA 48 proposes direction on implementing urban structure elements such as UGCs, MTSAs, Regional Nodes, and certain strategic employment conversions by removing lands from the Regional Employment Area.</p> <p>The Town of Oakville staff report on these matters is found elsewhere on tonight’s agenda and is titled Regional Official Plan Review - Draft Regional Plan Amendment 48 - An Amendment to Define a Regional Structure.</p> <p><u>Report No. LPS18-21, February 2021 - Growth Concepts Discussion Paper</u></p> <p>The IGMS – Growth Concepts Discussion Paper was received by Regional Council on February 17, 2021 and released as a basis for public engagement. The Discussion Paper describes the formation and evaluation of four Growth Concepts based on ‘Local Plans and Priorities’ and how elements of these concepts will be used to develop the Preferred Growth Concept to accommodate people and jobs to 2051.</p> <p>The IGMS – Growth Concepts Discussion Paper may be viewed as part of the Regional Council Meeting Agenda for February 17, 2021, as Attachment #5 to LPS18-21 at this link:</p> <p>https://edmweb.halton.ca/OnBaseAgendaOnline/Meetings/ViewMeeting?id=4196&d octype=1</p> <p>Report LPS18-21 was accompanied by several attachments, also found at the above link, and including and Executive Summary of the Growth Concepts Discussion Paper. This summary is attached as Appendix B to this report.</p> <p>In addition to adopting the recommendations of Report No. LPS18-21. Regional Council adopted additional motions that had the effect of:</p> <ul style="list-style-type: none"> • Requesting the province to allow the region to delay its final report on its Official Plan Review until proper, in person, informed consultation with the public has been conducted on the Growth Concepts and the Preferred Growth Concept; | |

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| | | <ul style="list-style-type: none"> • Requesting a suspension of the timetable for municipal conformity to the Growth Plan and the Provincial Policy Statement to ensure that the public can fully participate in the process of planning their communities for the growth planning period covering 2031 to 2051; and • Requesting the province to suspend the deadlines for conformity until the Land Needs Assessment can be revisited to adjust to the significant changes to the nature of work that are reducing office space and parking space needs. <p>While a response from the province is pending, the public engagement period on the Growth Concepts is set at 100 days concluding in May 2021. The engagement opportunities include virtual public meetings, website postings, online surveys, presentation to local Municipal Councils and virtual stakeholder meetings.</p> <p><u>Report No. LPS05-21, February 2021 - Phase 2 Initial Consultation Summary</u></p> <p>At their meeting of February 17, 2021, Regional Council received the Consultation Summary from Phase 2 of the ROPR. This is available at the link provided above.</p> <p>Town staff notes that the Consultation Summary Report (Attachment #1 to Report No. LPS05-21) contains a survey to collect feedback on the information shared, what was heard and to help inform next steps.</p> <p>The survey is open until April 18, 2021 and questions may be directed to regional staff at ropr@halton.ca or by calling 311.</p> <p><u>Town of Oakville Engagement in the Regional Official Plan Review</u></p> <p>Oakville Council has been engaging with town staff throughout the ROPR by receiving update reports and providing input to the region, including:</p> <ul style="list-style-type: none"> • Planning and Development Council, August 19, 2019 – report titled <i>Halton Integrated Growth Management Strategy (IGMS): an Oakville planning staff discussion paper</i>. For reference, this paper is attached in Appendix F and discussed later in this report. • Planning and Development Council, December 2, 2019 - <i>Halton Integrated Growth Management Strategy (IGMS): Results from the Community Engagement to determine Oakville's weighting of the Evaluation Framework for the Growth Scenarios</i>. • Planning and Development Council, September 8, 2020 - <i>Regional Official Plan Review - Regional Discussion Papers</i>. At this meeting, Oakville Council also heard an overview presentation on the ROPR by Curt Benson, Director of Planning Services and Chief Planning Official, Halton Region. | |

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| | | <p>COMMENT/OPTIONS: This purpose of this report is to introduce Oakville Council to the Growth Concepts Discussion Paper and to provide comments from a town staff perspective.</p> <p>Town staff notes that while this report is an update on the Region’s IGMS and an introduction to the Growth Concepts, there will be future opportunities for Oakville Council to engage in the region’s process. This will be through future town staff reports as well as directly with Regional staff who have committed to making presentations to the local Municipal Councils on the IGMS and the Growth Concepts Discussion Paper.</p> <p><u>Context for the Growth Concepts Discussion Paper</u></p> <p>As mentioned, Halton is required to plan for an additional 20 years from 2031-2051 in order to accommodate a total population of 1.1 million and total employment of 500,000. The figure in Appendix C illustrates population and employment growth in Halton beginning in 2001 and forecasted to 2051.</p> <p>Presently in 2021, there are 621,000 people and 281,000 jobs in Halton. Accommodating the 2051 forecast means finding room for nearly double the number of people and jobs found in Halton today.</p> <p>The Growth Concepts Discussion Paper describes four Growth Concepts that have been prepared to show where and how Halton will grow to 2051. The Discussion Paper also provides an evaluation of the concepts and identifies potential settlement area boundary expansions for accommodating different types of growth.</p> <p>This Discussion Paper and the feedback from public engagement and further analysis will be used to determine a Preferred Growth Concept that will be advanced as part of a future draft Regional Official Plan Amendment.</p> <p>It is important to note that the determination of a Preferred Growth Concept places Regional Council at the centre of a complex problem. Conformity with the 2019 Growth Plan, as amended, will require evaluating trade-offs, finding balance and making difficult decisions that will have a long lasting impacts on the landscape and on Halton’s communities.</p> <p>For example, will Halton grow in place on existing urban lands or convert prime agricultural lands to more urban area? Will Halton mitigate climate change by creating urban, mixed use, pedestrian friendly and transit-supportive complete communities? Alternatively, will Halton aggravate climate impacts by building outwards in suburban, single use, low density, and car dependent areas?</p> <p><u>Growth Concepts Discussion Paper – Overview and Key Concepts</u></p> | |

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| | | <p>The Discussion Paper begins with a history of planning in Halton and the province, and presents information on factors that influenced the Growth Concepts.</p> <p>The Paper then presents Halton's high-level <u>regional structure</u> elements, including the Regional Natural Heritage System, the Agricultural Area, the Urban Area etc.</p> <p>Building on that, the Paper reviews Halton's <u>urban structure</u> elements, including:</p> <ul style="list-style-type: none"> • Urban Growth Centres (e.g. Midtown Oakville) • Major Transit Station Areas (e.g. Bronte GO) • Nodes and Corridors (e.g. Hospital District, Palermo Village). These are defined as Strategic Growth Areas (SGAs) in accordance with the 2019 Growth Plan, as amended. <p>The Discussion Paper continues with chapters covering:</p> <ul style="list-style-type: none"> • An overview of growth concepts, employment conversions and allocation of growth to Strategic Growth Areas • Proposed settlement area boundary expansion areas by Growth Concept • Analysis and conclusions related to infrastructure and fiscal impact assessment • Summary of the evaluation of Growth Concepts • Considerations for draft Preferred Growth Concept <p>The Discussion Paper is accompanied by a series of Technical Appendices grouped by the type of technical study:</p> <ul style="list-style-type: none"> • Development of Growth Concepts • Growth Concepts Technical Assessment • Settlement Area Boundary Expansion • Evaluation of Growth Concepts <p>The Growth Concepts have been formulated using the province's updated Land Needs Assessment Methodology. Along with the policies of the 2019 Growth Plan, as amended, Halton is required to use the methodology to assess the quantity of land required to accommodate forecasted growth. A key consideration in the methodology is addressing market-based housing in relation to long-term growth.</p> <p>Recalling that the IGMS is an exercise in planning to accommodate population and employment growth from 2031-2051, the following terms are used to describe aspects of the Growth Concepts and helpful for understanding the similarities and differences between them.</p> <p>Intensification Generally means the development of a property, site or area at a higher density than currently exists. The definition implies that there is existing density in an area.</p> <p>For the 2019 Growth Plan, as amended, <i>intensification</i> is the amount of development occurring within the delineated built-up area. Refer to Appendix D for an illustration of this term.</p> | |

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| | | <p>The Growth Plan sets a minimum <i>intensification</i> target of 50% for all residential development to occur annually within the delineated built-up area</p> <p>Densification This is a term used in Halton’s IGMS and means the rate of residential units targeted for designated greenfield areas in the region, plus the <i>intensification</i> rate mentioned above. The amount of densification is a key difference between the Growth Concepts.</p> <p>As shown in Appendix D, settlement areas consist of the <i>designated greenfield area</i> and the delineated built-up area. The region refines these concepts further with the terms <i>Community Areas</i> and <i>Employment Areas</i>, illustrated in the figure below.</p> <div data-bbox="480 610 1495 1182" data-label="Diagram"> <p style="text-align: center;">Settlement Areas</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Delineated Built-Up Area</td> <td style="width: 50%; text-align: center;">Designated Greenfield Area</td> </tr> </table> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="width: 45%; border: 1px solid #ccc; padding: 5px;"> <p style="text-align: center; background-color: #800000; color: white; padding: 2px;">Community Areas</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center; background-color: #c0392b; color: white;">Strategic Growth Areas</td> <td style="width: 50%; text-align: center; background-color: #e67e22; color: white;">Outside Strategic Growth Areas</td> </tr> </table> <ul style="list-style-type: none"> ▪ Residential/Housing Areas ▪ Employment Uses <ul style="list-style-type: none"> ▪ Population-Related (PRE) in Retail/ Commercial areas ▪ Major Office (MOE) in mixed use Strategic Growth Areas ▪ some existing Employment Land </div> <div style="width: 45%; border: 1px solid #ccc; padding: 5px;"> <p style="text-align: center; background-color: #008080; color: white; padding: 2px;">Employment Areas</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center; background-color: #008080; color: white;">Strategic Growth Areas</td> <td style="width: 50%; text-align: center; background-color: #008080; color: white;">Outside Strategic Growth Areas</td> </tr> </table> <ul style="list-style-type: none"> ▪ Employment Uses <ul style="list-style-type: none"> ▪ Employment Land Employment (ELE) ▪ Some Population-Related (PRE) supportive of Employment Uses ▪ Major Office (MOE) in Office Parks/Business Parks ▪ No Residential / Housing Areas </div> </div> </div> <p><u>Growth Concepts Overview</u></p> <p>The Discussion Paper provides a full description of each concept including the provincial planning policy requirements and underpinning technical work. Appendix B presents a high-level view in the Executive Summary.</p> <p>Certain key characteristics of the Growth Concepts are highlighted in the following sections. The figure below names the concepts and identifies their relative densification and intensification rates.</p> | Delineated Built-Up Area | Designated Greenfield Area | Strategic Growth Areas | Outside Strategic Growth Areas | Strategic Growth Areas | Outside Strategic Growth Areas | |
| Delineated Built-Up Area | Designated Greenfield Area | | | | | | | | |
| Strategic Growth Areas | Outside Strategic Growth Areas | | | | | | | | |
| Strategic Growth Areas | Outside Strategic Growth Areas | | | | | | | | |

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| | | <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>Concept 1</p>  <p>Moderate Greenfield Expansion 60% Densification</p> </div> <div style="text-align: center;"> <p>Concept 2</p>  <p>Limited Greenfield Expansion 70% Densification</p> </div> <div style="text-align: center;"> <p>Concept 3</p>  <p>Employment Area Only Greenfield Expansion 80% Densification</p> </div> <div style="text-align: center;"> <p>Concept 4</p>  <p>Greatest Greenfield Expansion 50% Intensification</p> </div> </div> <p><u>Land Requirements by Concept</u></p> <p><u>Concept 1: 60% Densification/Moderate Greenfield Expansion</u></p> <p>New Community Area Land = 1,460 ha New Employment Area Land = 1,170 ha Total New Land Area (net) = 2,630 ha Total New Land Area (gross) = 3,430 ha</p> <p><u>Concept 2: 70% Densification/Limited Greenfield Expansion</u></p> <p>New Community Area Land = 730 ha New Employment Area Land = 1,100 ha Total New Land Area (net) = 1,830 ha Total New Land Area (gross) = 2,320 ha</p> <p><u>Concept 3: 80% Densification/Employment Only Greenfield Expansion</u></p> <p>New Community Area Land = 0 ha New Employment Area Land = 980 ha Total New Land Area (net) = 980 ha Total New Land Area (gross) = 1270 ha</p> <p><u>Concept 4: 50% Intensification/Greatest Greenfield Expansion</u></p> <p>New Community Area Land = 2,080 ha New Employment Area Land = 1,220 ha Total New Land Area = 3,300 ha Total New Land Area (gross) = 3,900 ha</p> <p><u>Similarities between Concepts</u></p> | |

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| | | <ul style="list-style-type: none"> • At least 50% of new residential units are planned to be built within the delineated built-up area. • New Community Areas in new Designated Greenfield Areas are planned for a minimum density of 65 persons and jobs per hectare. • The Total New Land Area (gross) includes agricultural lands outside the Key Features of the Natural Heritage System and Parkway Belt. <p><i>Differences between Concepts</i></p> <p>As shown, higher <i>densification</i> rates means that more residential units are accommodated within existing <i>settlement areas</i>. This reduces the area required to accommodate growth through potential settlement area boundary expansions.</p> <p>Higher <i>densification</i> rates also means that housing trends towards a greater proportion of apartments located in high density mixed use areas of the community.</p> <p>For each concept, the share of <i>densification</i> approximates the share of apartments in the mix of total housing growth from 2031-2051. Concepts 1, 2, 3 and 4 include 10%, 17%, 24% and 2.5% of apartments within designated greenfield area, strategic growth areas such as Trafalgar Road in north Oakville and Milton.</p> <p><i>Employment Considerations</i></p> <p>The regional Employment Forecast shows demand for Major Office remaining steady over the planning horizon and an increasing demand for Employment Land for the period 2021-2051.</p> <p>The Growth Concepts test various employment land conversion scenarios and their relative impacts on land available for residential and employment uses.</p> <p>For Oakville, Bronte GO MTSA, Hospital District and Palermo Village were tested in all four Growth Concepts while the Neyagawa Urban Core in North Oakville was tested in Concepts 2 and 3.</p> <p><i>Settlement Area Boundary Expansions</i></p> <p>As mentioned, the <u>amount</u> of land for settlement area boundary expansions to accommodate required growth varies by concept.</p> <p>While the <u>location</u> of the expansion lands in terms of Potential New Community Area and Potential New Employment Areas also varies by concept, they can generally be found around the southerly aspects of the existing urban areas of Milton and Halton Hills. For illustrative purposes, Appendix E shows the potential settlement area boundary expansions from Growth Concept 4.</p> <p><i>Additional Analysis of the Growth Concepts</i></p> | |

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| | | <p>The Discussion Paper presents technical analysis of the Growth Concepts in key areas including water and wastewater, transportation, and fiscal impact assessment. See Appendix B for a high-level view in the Executive Summary.</p> <p><u>Evaluation Framework</u></p> <p>The Discussion Paper uses an Evaluation Framework based around the following themes to evaluate the Growth Concepts:</p> <ul style="list-style-type: none"> • Theme 1: Regional Urban System and Local Urban Structure • Theme 2: Infrastructure and Financing • Theme 3: Agriculture, Environment and Climate Change • Theme 4: Growing the Economy and Moving People and Goods <p>Under each theme, there are a series of measures or criteria to provide an assessment of how each growth concept best achieves the measure, and how the concept performs relative to the other concepts related to each measure.</p> <p>It's important to note that the purpose of the Evaluation Framework is to explore the trade-offs related to the range of choices when allocating population and employment growth.</p> <p>The evaluation is also intended guide community discussion and public engagement. The evaluation is not intended to be an exercise where the concepts are ranked or scored without fully understanding what aspects of each concept impact the evaluation results.</p> <p>Refer to the Growth Concepts Discussion Paper, Chapter 9, for complete findings of the evaluation. See Appendix B for a review of key questions identified through the evaluation of the Growth Concepts that will be brought forward to help identify a draft Preferred Growth Concept.</p> <p><u>Key Factors to identify the Preferred Growth Concept through the IGMS</u></p> <p>As the ROPR progresses through the next round of public engagement and into Phase 3, a significant component of the IGMS will be to develop a Preferred Growth Concept. Discussion and refinement will focus on these key considerations:</p> <ul style="list-style-type: none"> • Growth Management • Infrastructure • Fiscal Impact • Agriculture • Mineral Aggregate Resources • Climate Change • Natural Heritage and Healthy Watershed • Multi-Modal Transportation, Transit-Supportive Densities, and Goods Movement | |

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| | | <p><u>Next Steps in the Integrated Growth Management Strategy</u> The Growth Concepts Discussion Paper was released from February to May 2021 for consultation. Following that, the IGMS will follow these next steps:</p> <ul style="list-style-type: none"> • Feedback on the Growth Concepts will be collected by online questionnaire. • Notifications will be sent to the public and stakeholders about upcoming Public Information Centers • Regional staff will have focused meetings with Local Municipal Councils and stakeholders • The draft Preferred Growth Concept will be developed based on feedback received and further analysis • Final Growth concept report and conclusion of the IGMS anticipated Fall 2021 <p><u>Town of Oakville Perspectives</u></p> <p>Through the ROPR process and the IGMS, town staff has maintained that a Preferred Growth Concept that supports existing local urban structure while minimizing greenfield expansions will best support efficient use of existing infrastructure, including transportation infrastructure, addressing the climate emergency and support for community energy planning.</p> <p><i>Climate Change, Land Use Planning and the Preferred Growth Concept</i> Climate change and its challenges continue to dominate discussions and influence policy making at all levels of government and in many aspects of society. Oakville Council has shown leadership in this area by declaring a Climate Emergency in June 2019 and adopting a Community Energy Plan in February 2020.</p> <p>In the context of the IGMS and the determination of a Preferred Growth Concept, the intersection of climate related challenges, growth management and land use planning seem as relevant as ever.</p> <p>The following is taken from Halton Integrated Growth Management Strategy (IGMS): an Oakville planning staff discussion paper attached in Appendix F. Please refer to that document for an expanded discussion of the issues and key messages.</p> <p>The 2019 Growth Plan, as amended, identifies numerous growth related challenges linked to the number of people coming to this region, including:</p> <ul style="list-style-type: none"> • climate change impacts, primarily due to increased carbon emissions and energy in the atmosphere leading to a greater frequency of intense storm events and a greater risk of flooding in our communities; • degradation of air quality, water, and natural resources that often occurs with urban sprawl; • an increased demand for municipalities to provide major infrastructure, driven directly by population growth; • increased traffic congestion, which will lead to costly delays in the movement of goods and people; | <p>The Draft Preferred Growth Concept presented in Report LPS81-21 ids based on Local Plans and Priorities in a Regional context, is supportive of local urban structures, and minimizes greenfield expansions.</p> <p>The Region's Integrated Growth Management Strategy includes a Climate Change Lens to ensure a focus on climate change in making growth management decisions.</p> |

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| | | <ul style="list-style-type: none"> • increased rates of obesity, diabetes and cardio-vascular illness, due in part to rising rates of inactivity linked to low-density, automobile-dependent development patterns; • an aging population, which will require age-friendly community design and transportation options for individuals with reduced mobility; and • a finite supply of quality agricultural lands under pressure for redevelopment as residential and/or employment uses as these are the lands that will be replaced by urban expansion. <p>In the context of the IGMS and the determination of a Preferred Growth Concept, what characteristics of a concept are best of Oakville when evaluated against the challenges identified above? These are summarized in the following key messages that should help interpret the Phase 3 of the IGMS:</p> <ul style="list-style-type: none"> • Building complete communities where people choose to live without a car is one of the most impactful and structurally sustainable ways to reduce carbon emissions and combat climate change. • Saying 'no to growth' will not save Oakville from the effects of growth – infrastructure cost payments, increased traffic congestion, diminished goods movement, isolation of seniors, decreased housing affordability and increased environmental impacts will all be experienced in Oakville if regional growth is directed elsewhere. • The way forward for Oakville requires a change from the status quo: <ul style="list-style-type: none"> ○ Higher-order transit must become the preferred method of transportation for a large number of people in Oakville in order to combat traffic congestion; ○ Oakville must fully embrace a shift to apartment-style housing from ground-oriented housing as the primary way to accommodate growth, particularly in the town's planned nodes and corridors; ○ Embracing the shift to apartment housing built in compact, walkable nodes and corridors oriented towards higher-order transit is the best way to address the identified deficiency in the existing transportation network to accommodate future growth; ○ Building apartment housing in compact, walkable nodes and corridors oriented towards higher-order transit is the best way to make housing more affordable; ○ Population growth in compact, transit-oriented developments in Oakville will translate to more employment jobs for Oakville; ○ Building communities where people choose to live without a car is also the best way to build communities that are ideal for an aging population; ○ Building communities where people choose to live without a car is also the best way to build communities that promote a healthy lifestyle and active transportation; and ○ No designated greenfield expansion is the best way to protect prime agricultural land and the natural heritage system. <p>The paper concludes with the following:</p> | <p>The Draft Preferred Growth Concept is based upon building complete communities and active/ public transit options to address the challenge of climate change.</p> <p>The Draft Preferred Growth Concept represents a move away from the status quo in: directing substantial growth to higher-order transit corridors and nodes; a significant shift towards apartment housing (50% of new housing units from 2031 to 2051); a significant shift towards office employment in mixed use nodes and corridors; and a measured urban boundary expansion, protecting prime agricultural land and the natural heritage system.</p> <p>The proposed new urban land outside Oakville in the Draft Preferred Growth Concept is provided to accommodate an</p> |

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| | | <p><i>“Expanding the existing designated greenfield within Halton does not make sense for Oakville. Redirecting growth that might otherwise occur in Oakville also does not make sense for Oakville.</i></p> <p><i>A growth scenario that does not include any new designated greenfield expansion is the best growth management strategy to address the challenges that Oakville will face because of future population and employment growth. Halton cannot afford to sprawl more than it already has and growth is needed in Oakville’s planned nodes and corridors in order to enable viable higher-order transit that will in turn enable a large number of people to prefer to walk, bike, roll or take mass transit rather than use a car.</i></p> <p><i>By choosing the growth scenario that does not propose any designated greenfield expansion, Oakville will be able to structurally reduce carbon emissions in order to combat the climate change crisis. It helps us prevent and/or avoid degradation of the environment and our natural heritage. It protects prime agricultural lands that support our food production networks. It gives us the best chance at alleviating the traffic congestion we already experience and avoiding future traffic congestion. It establishes a built environment that facilitates healthy and active lifestyles and embraces an aging population.”</i></p> <p>Mixed Use Nodes and Intensifying Employment Opportunities The Growth Concepts Discussion Paper forecasts increasing demand for Employment Land Employment in Halton for the period 2021-2051. Town staff supports protecting high quality Employment Areas for long-term employment growth as an important consideration for the ROPR. This is consistent with the recommendations from the town’s Employment Commercial Review, conducted as background work for the town’s ongoing Official Plan Review.</p> <p>However, town staff is of the opinion that for Oakville, there is an even stronger future for high quality and dense employment opportunities in mixed used developments and through intensification at strategic locations.</p> <p>In Oakville today, there are high quality and dense office developments resulting from the town’s mixed use designations from the Livable Oakville Plan. Examples of this are found in Palermo Village and Uptown Core strategic growth areas.</p> <p>Looking ahead, the Employment Commercial Review also concluded that:</p> <ul style="list-style-type: none"> • There is a sufficient supply of designated employment land to meet the Town’s long-term demand beyond 2041. • The town is an attractor for knowledge based employment sectors, including financial and professional services, digital media, information and communications technology, film, life science and advanced manufacturing. • Employment in Oakville has, and will continue to be, highly concentrated in the office sector. <p>Other key findings and recommendations from that study include:</p> | <p>adequate supply of single and semi-detached housing to address market demand, and land extensive logistics/ warehousing employment, which cannot be accommodated in Oakville.</p> <p>The Draft Preferred Growth Concept provides significant growth to Oakville’s nodes and corridors and supports the Oakville Local Urban Structure in its Official Plan.</p> <p>The Draft Preferred Growth Concept minimizes urban boundary expansion, thereby protecting and minimizing impact on prime agricultural land.</p> <p>The Draft Preferred Growth Concept shifts significant employment growth to Major Office Employment, supporting Oakville’s mixed use strategic growth areas and existing employment areas.</p> <p>Regional Official Plan Amendment No. 48 (Regional Urban Structure) and the Draft Preferred Growth Concept are based on focusing growth in mixed use strategic growth areas, including policies that</p> |

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| | | <ul style="list-style-type: none"> • There is a growing interest/demand for office space within mixed-use environments with proximity/access to labour, amenities and higher-order transit. • The financial viability of stand-alone urban office development within intensification nodes/corridors is generally less favourable than if part of a mixed-use development. • The intensification of employment and commercial uses in appropriate, existing areas that can support compact forms should be encouraged as the town approaches build-out of its greenfield lands. • Successful development of mixed use nodes in turn, will drive local population growth and the need for population-related employment including retail commercial, personal services and institutional uses. • The town should explore policy alternatives that provide the flexibility to consider non-employment uses where deemed appropriate, while maintaining the minimum target for people and jobs <p>Additional evidence in support of mixed use employment opportunities comes from the town's Hospital District Study, also part of the ongoing Official Plan review and a key study in the implementation of the town's urban structure:</p> <ul style="list-style-type: none"> • Establish a balance and a mix of land uses and ensure that intensification is of an appropriate scale and built form. Residential and/or retail strategies can ensure that desired targets are achieved. <p>Town staff is of the opinion that since there is only so much employment to be absorbed, it allows the opportunity for other uses to contribute to the function of the node and the concept of a complete community can be incorporated.</p> <p>Town staff is part of a network for information sharing and communicating on these issues and recently received a <i>National State of the Market</i> presentation by Altus Group, dated February 18, 2021. That presentation highlighted the following national employment and office trends, among other insights:</p> <ul style="list-style-type: none"> • Sustainable investing continues to grow (even though 2021 investment is down, year over year). • The nature of work continues to evolve; it is adapting to conditions and adopting new practices. • Office is here to stay, but changing a bit, downsizing is a trend because of work from home. • Office needs to be the connecting point for employers and their employees to foster collaboration and reinforce company culture. <p>The forgoing section suggests that high quality and dense employment is possible and is expected to be a strong future presence in Oakville's market. Policy flexibility is important, as is monitoring of</p> | <p>strive for an optimal balance of population and employment to create complete communities.</p> <p>The Draft Preferred Growth Concept is based on a significant shift in future employment from traditional employment areas to mixed use strategic growth areas, while continuing to plan to accommodate manufacturing and logistics/ warehousing employment.</p> <p>As per the direction from the Minister of Municipal Affairs and Housing dated April 27, 2021, the Region is required to</p> |

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| | | <p>trends and enabling sustainable opportunities through intensification and re-development within the existing urban area are important factors to consider in planning.</p> <p>2051 Planning Horizon</p> <p>As a general perspective, consistent with a chorus of voices in Halton Region, the extension of the planning horizon to 2051 in the 2019 Growth Plan, as amended, is putting unnecessary pressure for converting agricultural and other type lands to urban uses.</p> <p>At present in Halton and resulting from ROPA 38 in 2009, there remain substantial amounts of existing designated greenfield areas in North Oakville and around the Town of Milton. These lands should be used first to accommodate required growth.</p> <p>As these lands build out and as the local Municipalities in Halton intensify, the need for additional lands could be evaluated and potential settlement boundary area expansions considered at that time.</p> <p>In the context of existing, available urban lands to develop, designating land required to 2051 is premature. In addition to the uncertainty around the actual need for these lands, there is a concern that once designated, there will be no turning back. There is also the risk for leapfrog development with so much urban land designated so far out in the future.</p> <p>CONCLUSION AND NEXT STEPS:</p> <p>The Growth Concepts Discussion Paper described the process to develop and evaluate the four Growth Concepts. The appendices to the Discussion Paper provide considerable additional background information.</p> <p>Town staff is engaged in the ROPR process and continue to review and report on information provided by the region. As the ROPR progresses, staff will continue this approach with the goal of keeping Oakville Council informed and up to date.</p> <p>CONSIDERATIONS:</p> <p>(A) PUBLIC There are no public considerations and no notice requirements from this report.</p> <p>(B) FINANCIAL There are no financial considerations from this report.</p> <p>(C) IMPACT ON OTHER DEPARTMENTS & USERS Multiple town departments have had the opportunity to provide input into the town's responses to Halton's Regional Official Plan Review.</p> | <p>designate all land required to accommodate the population and employment forecasts in the Growth Plan to 2051 through the current municipal comprehensive review (I.e. Integrated Growth Management Strategy)</p> |

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| | | <p>(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS This report addresses the corporate strategic goal to:</p> <ul style="list-style-type: none"> • be the most livable town in Canada <p>(E) COMMUNITY SUSTAINABILITY Consideration of the sustainability goals and objectives of the Livable Oakville Plan are part of all town reviews of Regional initiatives.</p> <p>APPENDICES: Appendix A – Regional Official Plan Review TimeLine Appendix B – IGMS Growth Concepts - Executive Summary Appendix C – Halton Growth Overview Appendix D – Growth Plan Land Use Terminology Appendix E – Potential Settlement Area Boundary Expansions from Growth Concept 4 Appendix F – Halton IGMS – Town staff discussion paper</p> <p>Prepared by: Kirk Biggar, MCIP, RPP Senior Planner, Policy Planning</p> <p>Recommended by: Diane Childs, MCIP, RPP Manager, Policy Planning and Heritage</p> <p>Submitted by: Gabe Charles, MCIP, RPP Acting Director, Planning Services</p> | |
| 2. | Town of Milton (May 3, 2021) | <p>Report No: DS-028-21 Subject: Halton Region Official Plan Review – Milton’s Response to the Growth Concepts Discussion Paper</p> <p>Recommendation:</p> <p>THAT staff be directed to submit comments as outlined in Report DS-028-21 to Halton Region in response to the Growth Concepts Discussion Paper – Integrated Growth Management Strategy dated March 2021;</p> | |

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| | | <p>AND THAT Council express broad support for a balanced approach to growth, through both intensification and new designated greenfield development as illustrated in Growth Concept 4.</p> <p>EXECUTIVE SUMMARY</p> <ul style="list-style-type: none"> • The Province requires Halton Region to plan to accommodate one million people and nearly half a million jobs from 2031-2051. • Phase 2 of Halton’s Regional Official Plan Review is underway and involves research, technical analysis and community engagement. • The review will inform the update to Halton Region’s Official Plan, to bring it into conformity with the 2019 Growth Plan for the Greater Golden Horseshoe. • As part of the review, Halton has released a series of reports, the latest is the Growth Concepts Discussion Paper. • This report presents an overview of the Growth Concepts Discussion Paper and provides comments from town staff. • The growth concepts will inform the distribution of population and employment to Milton. <p>REPORT</p> <p>Background</p> <p>At present, the Regional Official Plan Review (ROPR) is finishing Phase 2 of the program and moving into Phase 3, where a Preferred Growth Concept and Policy Directions Report will be presented for Regional Council’s consideration. Attachment 1 presents the ROPR timeline and key milestones.</p> <p>Halton is required to plan for an additional 20 years from 2031-2051 to accommodate a total population of 1.1 million and total employment of 500,000. At present, there are 621,000 people and 281,000 jobs in Halton. The 2051 forecast is nearly double the number of people and jobs found in Halton today.</p> <p>To assess how this future can be accommodated, Halton has released The Growth Concepts Discussion Paper. The paper describes four Growth Concepts that have been prepared to show how and where Halton could grow to 2051. It also provides an analysis of the concepts and identifies potential urban boundary expansions for accommodating different types of growth.</p> <p>This purpose of this report is to introduce Milton Council to the Growth Concepts Discussion Paper and to provide comments from a “Milton Lens”.</p> <p>In support of the Town’s Strategic Initiatives and Future Urban Structure (see Attachment 2), it should be noted that Milton Council has previously provided input into the Region’s Official Plan Review through the following reports: ES-013-17, PD-023-18, ES-003-18, PD-003-20 and DS-035-20. Through these reports, Milton Council has consistently expressed broad support for a balanced approach to growth, through both intensification and new designated greenfield development</p> | |

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| | | <p>Discussion</p> <p><u>Growth Concepts Overview</u> The Discussion Paper provides a full description of each concept including the provincial planning policy requirements and related technical work. Attachment 3 to this Report contains an Executive Summary of the paper.</p> <p>The Discussion Paper and feedback from public engagement and further analysis will be used to determine a Preferred Growth Concept that will be advanced as part of the Growth Plan conformity exercise through a future draft Regional Official Plan Amendment.</p> <p>Outlined below are the concepts and their relative intensification and densification rates. The four concepts are distinguished by varying amounts of new designated greenfield area (i.e. urban boundary expansions), ranging from a scenario with no new designated greenfield area to a scenario with 3,300 net hectares of new designated greenfield.</p> <p><u>Land Requirements by Concept:</u></p> <p><u>Concept 1: 60% Densification/Moderate Greenfield (Urban Boundary) Expansion</u> <u>New Community Area Land = 1,460 hectares</u> <u>New Employment Area Land = 1,170 hectares</u> <u>Total New Land Area (net) = 2,630 hectares</u> <u>Total New Land Area (gross) = 3,430 hectares</u></p> <p><u>Concept 2: 70% Densification/Limited Greenfield (Urban Boundary) Expansion</u> <u>New Community Area Land = 730 hectares</u> <u>New Employment Area Land = 1,100 hectares</u> <u>Total New Land Area (net) = 1,830 hectares</u> <u>Total New Land Area (gross) = 2,320 hectares</u></p> <p><u>Concept 3: 80% Densification/Employment Only Greenfield (Urban Boundary) Expansion</u> <u>New Community Area Land = 0 hectares</u> <u>New Employment Area Land = 980 hectares</u> <u>Total New Land Area (net) = 980 hectares</u> <u>Total New Land Area (gross) = 1,270 hectares</u></p> <p><u>Concept 4: 50% Intensification/Greatest Greenfield (Urban Boundary) Expansion</u> <u>New Community Area Land = 2,080 hectares</u> <u>New Employment Area Land = 1,220 hectares</u> <u>Total New Land Area (net) = 3,300 hectares</u> <u>Total New Land Area (gross) = 3,900 hectares</u></p> | |

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| | | <p><u>Key Terms and Their Meanings:</u></p> <p>The Term <i>Delineated Built-Up Area</i> or “DBA” is a defined term in the Growth Plan. It means the limits of the developed urban area as defined by the Province. In Milton, this geography is contained by Bronte Street to the west, James Snow Parkway to the east, Louis St. Laurent Boulevard to the south and extends just north of Highway 401.</p> <p>The term <i>Designated Greenfield Area</i> or “DGA” is defined in the Growth Plan. It means lands located within the urban boundary, but outside of the DBA described above. The following Secondary Plan areas are considered <i>DGA</i> in Milton: Boyne, Trafalgar, Agerton, Milton Education Village and Britannia.</p> <p>The term <i>Intensification</i> is a defined term in the Growth Plan. It generally means the development of a property, site or area at a higher density than exists and would apply to Milton’s DBA described above. In Milton, this means key areas in our <i>DBA</i>, like the Mobility Hub (lands around existing GO Station) and “Old Milton”.</p> <p>The term <i>Densification</i> is not rooted in provincial policy and is not a defined term in the Growth Plan. It is a new term used in the Region’s Discussion Paper to describe additional density on lands that are outside of the <i>DBA</i> described above. In Milton, this would mean adding additional density/housing units to the already comprehensively planned areas like the Milton Education Village, Boyne Secondary Plan, Trafalgar Secondary Plan and the in-progress Britannia Secondary Plan. Staff has significant concerns with this approach/methodology as described later in this report.</p> <p>The term <i>Whitebelt</i> means land that is outside of the Niagara Escarpment, Greenbelt and Oak Ridges Moraine Plan areas. In Milton, this represents approximately 4,400 hectares of land, located in southeast Milton and along the edge of Highways 401 and 407 where future development may be permitted as <u>new DGA</u>.</p> <p><u>Evaluation Framework</u></p> <p>The Discussion Paper presents technical analysis of the Growth Concepts in key areas including water and wastewater, transportation, and fiscal impacts. See the Executive Summary contained in Attachment 3 for a high-level snapshot.</p> <p>The Discussion Paper uses an Evaluation Framework based around the following themes to evaluate the Growth Concepts:</p> <ul style="list-style-type: none"> • Theme 1: Regional Urban System and Local Urban Structure • Theme 2: Infrastructure and Financing • Theme 3: Agriculture, Environment and Climate Change • Theme 4: Growth the Economy and Moving People and Goods <p>Under each theme, there are a series of measures to provide an assessment on how each growth concept best achieves the measure, and how the concept performs relative to the other concepts related to each measure.</p> | <p>“Densification” in the Growth Concepts and the Draft Preferred Growth Concept refers to additional apartment units added to areas planned to accommodate high density residential development, and not the re-planning of areas already comprehensively planned to accommodate low or medium density housing or other community land uses.</p> |

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|--|------------------|--|------------|------------------|------------------|-----------------|--|----------------|---|---|---|---|---------------|--------|--------|--------|--------|--------------|--------|--------|--------|--------|---|-------|-------|--------|-------|---------|--------|-------|---|--------|-------|--------|--------|--------|--------|--|--|--|--|--|--|--|--|----------------|--|------------|--|------------------|--|-------|----------------|-------|----------------|-------|-----------------|-----------|--------|--------|--------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|--------|-----------|--------|--------|--------|--------|--------|--------|--|
| | | <p>What would this all mean for Milton?</p> <p>Where is growth proposed in Milton 2021-2051?</p> <table border="1"> <thead> <tr> <th></th> <th colspan="4">Household Growth</th> </tr> <tr> <th>Growth Concept</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> </tr> </thead> <tbody> <tr> <td>Built-up Area</td> <td>20,400</td> <td>21,000</td> <td>21,700</td> <td>20,400</td> </tr> <tr> <td>Existing DGA</td> <td>28,000</td> <td>30,200</td> <td>30,800</td> <td>27,900</td> </tr> <tr> <td>Additional High Density Units in Existing DGA</td> <td>4,700</td> <td>7,400</td> <td>12,900</td> <td>1,200</td> </tr> <tr> <td>New DGA</td> <td>12,100</td> <td>6,500</td> <td>0</td> <td>13,600</td> </tr> <tr> <td>Total</td> <td>65,200</td> <td>65,100</td> <td>65,400</td> <td>63,100</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th colspan="7">Town of Milton - Total Household Growth by Structure Type, 2031 - 2051</th> </tr> <tr> <th rowspan="2"></th> <th colspan="2">Ground Related</th> <th colspan="2">Apartments</th> <th colspan="2">Total Households</th> </tr> <tr> <th>Units</th> <th>Share of Total</th> <th>Units</th> <th>Share of Total</th> <th>Units</th> <th>Share of Region</th> </tr> </thead> <tbody> <tr> <td>Concept 1</td> <td>26,050</td> <td>57.18%</td> <td>19,510</td> <td>42.82%</td> <td>45,560</td> <td>38.10%</td> </tr> <tr> <td>Concept 2</td> <td>22,220</td> <td>48.80%</td> <td>23,310</td> <td>51.20%</td> <td>45,530</td> <td>38.10%</td> </tr> <tr> <td>Concept 3</td> <td>16,380</td> <td>35.78%</td> <td>29,400</td> <td>64.22%</td> <td>45,780</td> <td>38.30%</td> </tr> <tr> <td>Concept 4</td> <td>28,130</td> <td>64.73%</td> <td>15,330</td> <td>35.27%</td> <td>43,460</td> <td>36.40%</td> </tr> </tbody> </table> <p>The chart displays the composition of household growth for four concepts. Concept 1 has the highest ground-related growth (26,050 units) and a significant apartment component (19,510 units). Concept 2 shows a more balanced split between ground-related and apartment units. Concept 3 has the lowest ground-related growth but the highest apartment growth. Concept 4 has the highest ground-related growth among the four but the lowest apartment growth.</p> | | Household Growth | | | | Growth Concept | 1 | 2 | 3 | 4 | Built-up Area | 20,400 | 21,000 | 21,700 | 20,400 | Existing DGA | 28,000 | 30,200 | 30,800 | 27,900 | Additional High Density Units in Existing DGA | 4,700 | 7,400 | 12,900 | 1,200 | New DGA | 12,100 | 6,500 | 0 | 13,600 | Total | 65,200 | 65,100 | 65,400 | 63,100 | Town of Milton - Total Household Growth by Structure Type, 2031 - 2051 | | | | | | | | Ground Related | | Apartments | | Total Households | | Units | Share of Total | Units | Share of Total | Units | Share of Region | Concept 1 | 26,050 | 57.18% | 19,510 | 42.82% | 45,560 | 38.10% | Concept 2 | 22,220 | 48.80% | 23,310 | 51.20% | 45,530 | 38.10% | Concept 3 | 16,380 | 35.78% | 29,400 | 64.22% | 45,780 | 38.30% | Concept 4 | 28,130 | 64.73% | 15,330 | 35.27% | 43,460 | 36.40% | |
| | Household Growth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Growth Concept | 1 | 2 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Built-up Area | 20,400 | 21,000 | 21,700 | 20,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Existing DGA | 28,000 | 30,200 | 30,800 | 27,900 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Additional High Density Units in Existing DGA | 4,700 | 7,400 | 12,900 | 1,200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New DGA | 12,100 | 6,500 | 0 | 13,600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 65,200 | 65,100 | 65,400 | 63,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Town of Milton - Total Household Growth by Structure Type, 2031 - 2051 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Ground Related | | Apartments | | Total Households | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Units | Share of Total | Units | Share of Total | Units | Share of Region | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 1 | 26,050 | 57.18% | 19,510 | 42.82% | 45,560 | 38.10% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 2 | 22,220 | 48.80% | 23,310 | 51.20% | 45,530 | 38.10% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 3 | 16,380 | 35.78% | 29,400 | 64.22% | 45,780 | 38.30% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 4 | 28,130 | 64.73% | 15,330 | 35.27% | 43,460 | 36.40% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p><u>Methodology Behind the Growth Concepts</u></p> <p>The Growth Concepts have been formulated using the province’s updated Land Needs Assessment Methodology (LNA). Along with the policies of the 2019 Growth Plan, Halton is required to use the methodology to assess the quantity of land required to accommodate forecasted growth. A key consideration in the methodology is addressing market-based housing in relation to long-term growth.</p> <p>Recognizing that local needs are diverse, the LNA “provides the key components to be completed as municipalities plan to ensure that sufficient land is available to: accommodate all housing market segments; avoid housing shortages; consider market demand; accommodate all employment types including those that are evolving; and plan for all infrastructure that is needed to meet the complete communities objectives to the horizon of the Plan”.¹</p> <p>The following illustrates Halton’s market based housing demand. It is staff’s opinion that the growth concepts substantially underestimate the demand for ground related housing (singles, semis, towns) and overestimate the demand for apartments, to the point it can be considered unrealistic.</p> | <p>The Draft Preferred Growth Concept is informed by a Draft Land Needs Assessment, which estimates the demand for ground-related housing units, and provides for an adequate supply of such units, while also significantly shifting housing unit growth towards apartments (50% of units between 2031 and 2051).</p> |

| No. | Source | Submission | Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------|----------------|--|-----------|----------------|-----------|----------------|--|--|--|--------------|-----------|-----------|-----------|-----------|----------------|---------|--------|--------|--------|--------|------------|--------|--------|---------|---------|--------|-------|---------|---------|---------|---------|---------|----------|----------------|------------|---------------------|---------|--------|-----------|--------|--------|-----------|--------|---------|-----------|--------|---------|-----------|--------|--------|--|
| | | <p>Halton Region Market Based Housing Demand(1) and Projected Housing Growth by Unit Type(2), 2021 to 2051</p> <table border="1"> <thead> <tr> <th rowspan="2">Type</th> <th colspan="2">Demand</th> <th colspan="4">Housing Growth</th> </tr> <tr> <th>Market Based</th> <th>Concept 1</th> <th>Concept 2</th> <th>Concept 3</th> <th>Concept 4</th> </tr> </thead> <tbody> <tr> <td>Ground Related</td> <td>130,700</td> <td>78,300</td> <td>67,300</td> <td>55,800</td> <td>89,100</td> </tr> <tr> <td>Apartments</td> <td>42,800</td> <td>95,800</td> <td>106,700</td> <td>118,200</td> <td>84,900</td> </tr> <tr> <td>Total</td> <td>173,500</td> <td>174,100</td> <td>174,000</td> <td>174,000</td> <td>174,000</td> </tr> </tbody> </table> <p>(1) LNA Component 2, Table 6 (2) LNA Component 6, Tables 16, 17, 18 and 19</p> <table border="1"> <caption>Projected Housing Growth by Unit Type (from chart)</caption> <thead> <tr> <th>Category</th> <th>Ground Related</th> <th>Apartments</th> </tr> </thead> <tbody> <tr> <td>Market Based Demand</td> <td>130,700</td> <td>42,800</td> </tr> <tr> <td>Concept 1</td> <td>82,000</td> <td>92,000</td> </tr> <tr> <td>Concept 2</td> <td>72,000</td> <td>102,000</td> </tr> <tr> <td>Concept 3</td> <td>60,000</td> <td>114,000</td> </tr> <tr> <td>Concept 4</td> <td>95,000</td> <td>79,000</td> </tr> </tbody> </table> <p>¹ Land Needs Assessment Methodology for the Greater Golden Horseshoe - 2020</p> | Type | Demand | | Housing Growth | | | | Market Based | Concept 1 | Concept 2 | Concept 3 | Concept 4 | Ground Related | 130,700 | 78,300 | 67,300 | 55,800 | 89,100 | Apartments | 42,800 | 95,800 | 106,700 | 118,200 | 84,900 | Total | 173,500 | 174,100 | 174,000 | 174,000 | 174,000 | Category | Ground Related | Apartments | Market Based Demand | 130,700 | 42,800 | Concept 1 | 82,000 | 92,000 | Concept 2 | 72,000 | 102,000 | Concept 3 | 60,000 | 114,000 | Concept 4 | 95,000 | 79,000 | <p>A market-based mix has much less apartment housing and much more ground-related</p> |
| Type | Demand | | | Housing Growth | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Market Based | Concept 1 | Concept 2 | Concept 3 | Concept 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ground Related | 130,700 | 78,300 | 67,300 | 55,800 | 89,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apartments | 42,800 | 95,800 | 106,700 | 118,200 | 84,900 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 173,500 | 174,100 | 174,000 | 174,000 | 174,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Category | Ground Related | Apartments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Market Based Demand | 130,700 | 42,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 1 | 82,000 | 92,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 2 | 72,000 | 102,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 3 | 60,000 | 114,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Concept 4 | 95,000 | 79,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p>Staff has reviewed the LNA undertaken by Halton Region and flag the following inconsistencies that must be addressed prior to the consideration of a preferred option:</p> <ul style="list-style-type: none"> • Staff generally agrees with the Market Housing Type Forecast Housing Mix described in Tables 4 through 7. Should the Growth Concepts be revised to generally reflect the delivery of this housing mix in all cases? Or if not in all cases, with an analysis of the deviation from this mix that still reasonably meets the projected needs of current and future residents? In general, it appears that the market forecast has occurred after the primary analysis for the concepts – the two need to be reintegrated if not already accomplished? • How can the number of total housing units stay the same in all concepts? While the overall household demand would be the same in all forecast scenarios, the actual potential to occupy housing unit types will be impacted by the market trends and projected people per unit (PPU) assumptions that should remain relatively fixed. Contrary to this, we note that the PPU's have dramatic shifts (particularly in the apartments) from one concept to another. • Should the PPU's by unit type stay relatively fixed in all concepts to reflect the background population forecast? In concepts with more people assumed to occupy apartments to meet housing demand at a lower/fixed PPU then more units would be required given that these units house less people and are not generally family oriented. It appears that the concepts assume increasing (and likely unrealistic) people per unit in smaller units from one concept to another to make the higher intensification targets work with a greater proportion of apartments. This policy-led shift is not appropriate and would not comply with the policies and intent of the Provincial Policy Statement and the Growth Plan, particularly in meeting projected needs of residents. • It appears that the proportion of apartments in all scenarios is unrealistic in terms of what the market would demand, especially in Milton and Halton Hills. • Staff has significant concerns with the concept of Densification as defined in the Region's work to-date. Adding additional density to already comprehensively planned "new" areas like the Milton Education Village, Boyne Secondary Plan, Trafalgar Secondary Plan and the in-progress Britannia Secondary Plan would place unanticipated pressure on planned roads, servicing infrastructure and community services including parks and schools. Further, these Secondary Plan areas have been planned with significant community input. Any substantial change to the planned function of these communities as illustrated in Growth Concepts, 1, 2 and 3 is not appropriate and cannot be supported by Milton. • What are the units by type (single/semi, rows, and apartments/accessory apts.) for each of the concepts? While the concepts use assumptions "on a spectrum between market-based supply and policy factors" the only true way to understand the balance of these assumptions is to see the unit mix associated with each concept. While the concepts express a unit division between grade-related and apartments, the LNA requires the generation of land | <p>housing than is necessary to meet the Growth Plan intensification target. Because most intensification is in apartment housing, there is no possible scenario that is both a market-based housing mix and achieves the Growth Plan intensification target.</p> <p>The Land Needs Assessment Methodology developed by the Province directs that the population forecast must be converted into households by way of age-specific household formation rates. This provides the total number of households, the household population and the overall PPU, which are constant across all concepts.</p> <p>The number of persons per unit (PPU) does differ depending on the housing mix of each growth concept, with lower PPU's for apartments than for ground-related units. Most of the smallest households already occupy apartments; more apartments in the housing mix means more of the larger households will be in apartments and, as a result, an increase in the PPU. Part of this change to larger households could just be from more two person households overall, though in the higher intensification concepts, an increase in 3 or more person households in apartments would also be needed (also requiring an</p> |

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| | | <p>requirements by unit types – this should be shown in the analysis to understand the unit mix, and land requirements to 2051.</p> <ul style="list-style-type: none"> • Will the Region run another growth concept that delivers on the Market Housing Type Forecast to 2051? Staff is of the opinion that this additional evaluation should be completed to demonstrate land needs to accommodate market-based demand, which may require the consideration of alternative targets permitted in the Growth Plan. • Should the Region use higher employment forecasts to include all future strategic employment lands in the settlement area boundary to 2051? It is staff's opinion that Milton has some of the most strategically located employment lands in the GGH. These areas should be included to enable Milton and the Region to nimbly and quickly respond to employment opportunities, particularly in pandemic recovery mode in the early part of the forecast. • Should the Region calculate the need for employment lands using both the LNA employment lands type job forecast as well as a land extensive users (e.g. warehousing and logistics) land estimate? In the case of the latter, the determination of land requirements is not easily derived based solely on the employment forecast as opposed to estimated industry-specific growth forecasts to reflect increased demand in e-commerce and retailing which could have its own discrete requirement to ensure sufficient land is made available for these uses. • Should the Region carry contingency land amounts for both community and employment area assumptions? Staff is of the opinion that the Region should carry in the order of 5 to 10 per cent contingency for lands to be included in addition to the lands required for forecasted growth to allow flexibility, particularly due to the potential for property owners in community areas who do not participate in the allocation program. This would allow sufficient lands to be brought forward to meet growth in a timely fashion and accounts for lands that may not develop during the forecast period. • Will the Region acknowledge and build into all concepts the base assumption that supply includes all of Milton's Whitebelt to 2051? The urbanization of the remaining whitebelt lands reflects Milton Council's resolution and comments to the Region during this MCR. Further, it is clear that addressing some or all of the comments above will require the inclusion of the entire Milton Whitebelt into the settlement boundary to meet growth needs to 2051. The Region should confirm this as a base assumption going forward. | <p>increase in the size of apartment units).</p> <p>The preliminary LNA for the four growth concepts only provided housing unit types in two categories: ground-related and apartment housing. The Draft LNA for the Draft referred Growth Concept provides housing by the four types of single/semi, row, apartment (in an apartment building) and accessory apartment, as required by the LNA Methodology.</p> <p>Any additional land added to the settlement area must be based on the LNA Methodology and the specific policy tests of the Growth Plan. The Future Strategic Employment Areas overlay in the Regional Official Plan is intended to identify lands which are optimal for employment use, but they can only be added to the settlement area and designated for employment use if the need for the land has been demonstrated through a Land Needs Assessment to the satisfaction of the Province.</p> <p>The quantum of new employment land that can be rationalized is also impacted by the amount of existing employment land that is converted through the municipal comprehensive review (i.e. Agerton, Milton Education</p> |

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| | | <p><u>Additional Comments for Halton Region’s Consideration: Milton’s Role – Overall Growth in the Region</u></p> <p>Milton staff report DS-003-20 acknowledged that there are a number of challenges and opportunities directly related to the number of people who will be coming to the Region.</p> <p>To reiterate each local municipality has the potential to provide a certain role in the overall growth of the Region, based on:</p> <ul style="list-style-type: none"> • Each municipality’s local growth objectives (i.e., current/future urban structure); and • Each municipality’s current phase or stage of growth, maturity, and evolution. <p>Milton’s “growth maturity” is at an adolescent stage. Through detailed planning, Milton is establishing a vision for its ultimate maturity and long-term growth, beyond planning horizons through over-arching themes, goals and strategic policies to ensure the development of complete communities and the realization of our Council endorsed Future Urban Structure;</p> | <p>Village). The Draft LNA has not determined a need to add the entire Future Strategic Employment Area (in Milton or Halton Hills) to the settlement area.</p> <p>There is a factor for long-term land vacancy in both Employment Area and Community Area. The Region does not see the need, with a 30-year time frame, for a larger general contingency factor.</p> <p>The Draft Preferred Growth Concept is based on Local Plans and Priorities in a Region-wide context, and sets out a distinct role for Milton.</p> <p>The Draft Preferred Growth Concept is premised on a role for Milton in accommodating medium/high density housing by intensification of the Downtown Milton Urban Growth Centre and other nodes.</p> <p>The Draft Preferred Growth Concept is also premised on Milton fulfilling a key role in accommodated an adequate supply of single and semi-detached housing.</p> <p>The Draft Preferred Growth Concept is also premised on Milton accommodating employment growth in mixed-use strategic growth areas (i.e.</p> |

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| | | <ul style="list-style-type: none"> In terms of residential growth, similar to our neighbouring municipalities, Milton has capacity to respond to certain market demands by accommodating medium/high density forms of housing through future intensification (i.e., townhouses, apartments, etc.); However, unlike some of our neighbouring municipalities, Milton also has capacity to respond to other market demands by accommodating low and medium density forms of housing (i.e., singles, semis, townhouses); through new designated greenfield expansions; In terms of employment growth, Milton has undertaken significant planning work to support and attract new employment forms, which include transit supportive, mixed-use employment communities (i.e. Milton Education Village and the Agerton Secondary Plan); and Unlike some of our neighbouring municipalities, Milton can continue to accommodate large-scale stand-alone industrial buildings for wholesale trade, transportation/warehousing. <p>A balanced approach to future development best reflects Milton's growth trajectory:</p> <ul style="list-style-type: none"> careful management of and comprehensive planning for growth; efficient use of land and infrastructure; emphasis on intensification; protection of employment lands; increased densities in greenfield areas; and creation of mixed-use, compact, complete communities. <p>Balanced Approach – Building Complete Communities vs Urban Sprawl</p> <ul style="list-style-type: none"> Unlike urban sprawl, where there is little or no planning, greenfield development in Milton is about efficient urban planning that provides sustainable complete communities to accommodate our growing urban population. This is illustrated through the comprehensive planning exercises undertaken for the MEV and Trafalgar/Agerton Secondary Plan areas to ensure the development of complete communities with densities supportive of transit where homes, jobs, schools, community services, parks and recreation facilities are easily accessible. Growth needs in Milton include both infill development, as well as greenfield development. Given the relatively small size of Milton's DBA, while infill and intensification is planned in key locations, there is less capacity to accommodate a higher proportion of growth through intensification and as such balance is key. Our future and planned neighbourhoods are sustainable through more compact community design. It is important to Milton that an Urban Boundary expansion is contemplated. Current market demands project that the majority of the Derry Green employment lands will be developed by 2025/2026. To continue to support the creation of complete communities and ensure that employment growth is accommodated appropriately in specific areas, for example, in the MEV and near the transit hub, a boundary expansion is critical to accommodate larger-scale employment developments like warehousing and logistics. This will ensure that Milton is able to strategically manage anticipated growth pressures and to | <p>Milton Education Village, Agerton), as well as large scale industrial uses in employment areas.</p> <p>The Draft Preferred Growth Concept generally proposes to locate new urban land in Milton to the south and east of the existing approved Urban Area.</p> <p>The commentary provided in the Milton report has been addressed in the responses provided above.</p> |

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| | | <p>ensure sufficient land to accommodate both employment uses and job creation from now until 2051.</p> <ul style="list-style-type: none"> • Milton has room to grow into the Whitebelt for residential and a mix of other uses as a logical extension to the Britannia Secondary Plan in southeast Milton. • Milton is in an excellent position – we have the farmland protected throughout the west and north and urban development (current and planned) focused around the Region’s infrastructure program in the south and east. <p><u>Concluding Remarks:</u></p> <p>Milton Council has consistently expressed broad support for a balanced approach to growth, through both intensification and new designated greenfield development that is currently best illustrated through Growth Concept 4. To ensure Milton’s plan for growth is reflected, it is imperative that the commentary in this report be addressed prior to the selection of a preferred growth concept.</p> <p>Financial Impact</p> <p>There are no financial implications arising from this report. However, impacts of the implementation of the Region’s ultimate growth management strategy will be evaluated through subsequent fiscal impact studies, in conjunction with future secondary planning exercises.</p> <p>Respectfully submitted, Barbara Koopmans, MPA, MCIP, RPP, CMO Commissioner, Planning and Development</p> <p>For questions, please contact: Jill Hogan, MCIP, RPP</p> <p>Attachments Attachment 1 – Region Official Plan Review - Timeline Attachment 2 – Milton’s Future Urban Structure Attachment 3 – Executive Summary – Growth Concepts Discussion Paper</p> <p>CAO Approval Andrew M. Siltala Chief Administrative Officer</p> | |
| 3. | Town of Milton (May 3, 2021) | <p>Report No: DS-039-21 Subject: Supplementary Report to DS-028-21 regarding Halton Regional Official Plan Review – Milton’s Response to the Growth Concepts Discussion Paper</p> <p>Recommendation:</p> <p>THAT Staff Report DS-039-21 be received;</p> | |

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| | | <p>AND THAT, as a result of the extension to the comment period granted by the Region of Halton, Report DS-028-21 Halton Regional Official Plan Review – Milton’s Response to the Growth Concepts Discussion Paper, be received only for information at this time;</p> <p>AND THAT Halton Region staff be requested to provide responses to the questions raised in Report DS-028-21;</p> <p>AND THAT Staff complete a further supplementary report for Council’s consideration on June 21, 2021 addressing new Growth Concept 5</p> <p>EXECUTIVE SUMMARY</p> <ul style="list-style-type: none"> • On April 21, 2021, Halton Region Council directed that a Growth Concept 5 be included for contemplation as part of Halton Region’s Official Plan review. • Growth Concept 5 would not allow any urban boundary expansions, for both residential and employment uses. • Report DS-028-21 – Milton’s Response to Halton Region’s Growth Concept Discussion Paper was prepared prior to the inclusion of Growth Concept 5. • In recognition of the inclusion of an additional growth concept, the Region has extended the commenting period from May 28, 2021 to July 15, 2021. • In light of this, staff will prepare a supplementary report for Council’s consideration on June 21, 2021, which will include a discussion regarding new Growth Concept 5. <p>REPORT Background</p> <p>At the April 21, 2021 Halton Regional Council Meeting, Report LPS45-21 – “Additional Information relating to Growth Concepts with the Integrated Growth Management was received for information. Further, the following was resolved by Regional Council:</p> <p>THAT Halton Region be requested to develop and add to the public consultation work an analysis that builds on Concept 3 and proposes to accommodate growth to 2051 based on no expansion at all of the existing Halton settlement area boundary; and</p> <p>BE IT FURTHER RESOLVED THAT Halton Region be requested to provide an assessment of the relative impact on greenhouse gas emissions that would reasonably be expected to be associated with each of the Growth Concepts; and</p> <p>BE IT FURTHER RESOLVED THAT Halton Region communicate this Resolution to the public, City of Burlington, Town of Halton Hills, Town of Milton, Town of Oakville, Conservation Halton, Credit Valley Conservation, Grand River Conservation Authority, Halton</p> | <p>Responses to the questions in Report DS-028-21 have been provided in Section 2 above.</p> |

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| | | <p>MPPs and MPs, Federation of Canadian Municipalities, Association of Municipalities of Ontario and the Ministry of Municipal Affairs and Housing.</p> <p>In light of the above, Halton Region has extended the public consultation period to July 15, 2021.</p> <p>Discussion</p> <p>Report DS-28-21 – Milton’s Response to Halton Region’s Growth Concept Discussion Paper was prepared prior to the inclusion of Growth Concept 5. In recognition of the inclusion of an additional growth concept, the Region has extended the commenting period from May 28, 2021 to July 15, 2021. In light of this, staff will prepare a supplementary report for Council’s consideration on June 21, 2021, which will include a discussion regarding new Growth Concept 5. This extended time frame will also allow the Region to undertake the planned public consultation in May and June, prior to Milton Council tabling a report on the proposed growth concepts</p> <p>It is important to note, as articulated in staff report DS-28-21, staff has significant concerns with the methodology undertaken by the Region to assess the various concepts. It is critical that these questions be addressed by Halton Region prior to the consideration of a preferred growth concept.</p> <p>Financial Impact None arising from this Report.</p> <p>Respectfully submitted,</p> <p>Barbara Koopmans, MPA, MCIP, RPP, CMO Commissioner, Development Services</p> <p>For questions, please contact: Jill Hogan, MCIP, RPP, Director Policy Planning</p> <p>CAO Approval Andrew M. Siltala Chief Administrative Officer</p> | <p>Responses to the questions in Report DS-028-21 have been provided in Section 2 above.</p> |
| 4. | Town of Oakville (May 6, 2021) | <p>SUBJECT: Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021</p> <p>RECOMMENDATION:</p> <p>1. That the report titled Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021, be received.</p> <p>2. That the report titled Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021, be submitted to Halton Region as part of the statutory process for ROPA 48 and the Regional Official Plan Review.</p> | |

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| | | <p>3. That the report titled Regional Official Plan Review – Integrated Growth Management Strategy and Draft Regional Official Plan Amendment 48 – May 10, 2021, be forwarded for information to the City of Burlington, the Town of Halton Hills, the Town of Milton, Credit Valley Conservation, Grand River Conservation Authority and Conservation Halton.</p> <p>KEY FACTS: The following are key points for consideration with respect to this report:</p> <ul style="list-style-type: none"> • Phase 2 of Halton’s Regional Official Plan Review is underway and involves research, technical analysis and community engagement around key themes. • Halton is exploring issues and opportunities related to growth management through the Integrated Growth Management Strategy. This is a key component of the Regional Official Plan Review that addresses where and how Halton will grow to from 2031 to 2051. • Another component of the Regional Official Plan Review is Regional Official Plan Amendment 48 that intends to advance certain strategic local municipal plans and priorities related to urban structure. • Regional Official Plan Amendment 48 helps define a regional urban structure and provides direction on key elements including Urban Growth Centres, Major Transit Station Areas, Regional Nodes and employment areas. • Public engagement is an ongoing component of the Regional Official Plan Review and a range of opportunities has been provided to date. • Current opportunities for participation include taking an on-line survey, attending a virtual Public Information Centre and having a discussion with a regional planner through a virtual meeting. • This report presents an update on the Regional Official Plan Review and highlights comments from town staff. <p>BACKGROUND: The purpose of the Regional Official Plan Review (ROPR) is to update the Regional Official Plan (ROP) to meet the evolving needs of Halton Region. The ROPR will also update policies required by the 2019 Growth Plan, as amended, as well as other provincial plans and policies changes affecting the growth, development and protection of lands within the region.</p> <p>Halton Region is undertaking the ROPR in partnership with its local Municipalities of Oakville, Burlington, Halton Hills and Milton. A wide range of residents, businesses, stakeholder groups, governmental agencies and Indigenous Communities are also engaged.</p> <p>The ROPR is currently in Phase 2, which involves the following components:</p> <ul style="list-style-type: none"> • Integrated Growth Management Strategy • Draft Regional Official Plan Amendment 48 • Public Engagement | |

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| | | <p>Town staff has participated in the ROPR since it was initiated in 2014 and has provided regular updates to Oakville Council. The most recent update was March 22, 2021 where Oakville Council received the following Discussion Items and accompanying staff presentations:</p> <ul style="list-style-type: none"> • Item 3. Regional Official Plan Review - Growth Concepts Discussion Paper - Integrated Growth Management Strategy, March 11, 2021 • Item 4. Regional Official Plan Review - Draft Regional Plan Amendment 48 - An Amendment to Define a Regional Structure, March 11, 2021 <p><u>Note: content from the Oakville report related to ROPA 48 has been removed from this Submission as it was addressed in Report LPS 60-21.</u></p> <p>This is the link to the meeting agenda containing those items #3 and #4: https://securepwa.oakville.ca/sirepub/mtgviewer.aspx?meetid=4176&doctype=AGENDA</p> <p>The key messages from Item 3. Integrated Growth Management Strategy included:</p> <ul style="list-style-type: none"> • Livable Oakville is the town’s growth management strategy and Oakville’s ongoing official plan review is focused on implementing a town-wide urban structure. • For Oakville to maximize the benefits of accommodating required population and employment growth, the Preferred Growth Concept resulting from Halton Region’s Integrated Growth Management Strategy must: <ul style="list-style-type: none"> ○ Support existing local urban structure; ○ Minimize greenfield expansions to protect natural heritage and agricultural lands; and ○ Build complete communities in a compact urban form with sustainable transportation choices. <p>COMMENT/OPTIONS:</p> <p>This section of the report provides an update on the ROPR key components listed above and highlights comments and opinion from town staff including areas where further refinement to the region’s proposals would be appropriate.</p> <p>Town staff notes that collaborative discussions with regional staff are ongoing with the aim of reaching consensus on the outstanding matters and to see that this is reflected in the ROPR.</p> <p><u>Integrated Growth Management Strategy</u></p> | <p>Responses to Item 4 on ROPA 48 were addressed in Report LPS60-21</p> <p>The Draft Preferred Growth Concept is:</p> <ul style="list-style-type: none"> • based upon Local Plans and Priorities in a Region-wide context, and supports Oakville’s local urban structure, • minimizes greenfield expansion thereby protecting natural heritage and agricultural lands, and, • builds complete communities supporting sustainable transportation choices by directing significant |

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| | | <p>The Integrated Growth Management Strategy (IGMS) looking at how and where Halton Region will accommodate forecasted population and employment growth from 2031 to 2051, as required by the 2019 Growth Plan, as amended.</p> <p>As presented to Oakville Council on March 22, 2021, the regions IGMS Growth Concepts Discussion Paper containing four Growth Concepts and an evaluation of those growth concepts has been released for public consultation.</p> <p>Since then, through a series of reports and resolutions, regional staff has been directed by Regional Council to undertake:</p> <ul style="list-style-type: none"> • An analysis that builds on Concept 3 that accommodates employment growth to 2051 without a settlement area boundary expansion • An analysis on the creation of a permanent food belt/agricultural preserve • A comparative assessment of greenhouse gas emissions for each Growth Concept <p>Report No. LPS45-21 <i>Additional Information relating to Growth Concepts associated with the Integrated Growth Management Strategy – Regional Official Plan Review</i> received by Regional Council at their meeting of April 21, 2021, detailed this information and the directions to regional staff.</p> <p><u><i>Town Staff Opinion:</i></u> Town staff is supportive of a Growth Concept that accommodates employment growth to 2051 without a settlement area boundary expansion. Town staff is also of the opinion that for Oakville, there is a strong future for high quality and dense employment opportunities in mixed used developments and through employment intensification at strategic locations.</p> <p>A Growth Concept that does not expand the settlement area boundary will protect agricultural lands and help reduce overall greenhouse emissions across the region.</p> <p><u>Public Engagement in the Regional Official Pan Review</u></p> <p>Information about the Regional Official Plan Review can be found on-line at their main webpage for the project:</p> <p>https://www.halton.ca/The-Region/Regional-Planning/Regional-Official-Plan-(ROP)-(1)/Halton-s-Regional-Official-Plan-Review-(ROPR)?mc_cid=a40331bb63&mc_eid=d937cdb23a</p> <p>From that page, there are links to additional information, including:</p> <ul style="list-style-type: none"> • Learn about the Growth Concepts • Take a short questionnaire • Join a virtual Public Information Centre • Discuss the Growth Concepts with a regional planner • Read the initial consultation report | <p>growth to mixed use strategic growth areas.</p> <p>The Draft Preferred Growth Concept includes a measured settlement boundary expansion, while addressing the minimization of impacts to agricultural lands and reducing greenhouse gas emissions. The results of the Agricultural Impact Assessment and Greenhouse Gas Emissions Assessment will be provided with the final Draft Preferred Growth Concept Report.</p> |

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| | | <p>A virtual Public Information Centre (PIC) for the Town of Oakville is scheduled for Thursday, May 13 at 7:00 PM. Town staff will attend the Oakville PIC. The full schedule and instructions on how to join are in the table below:</p> <table border="1" data-bbox="478 370 1493 636"> <thead> <tr> <th data-bbox="478 370 984 418">Dates</th> <th data-bbox="984 370 1493 418">How to join</th> </tr> </thead> <tbody> <tr> <td data-bbox="478 418 984 636"> Halton Hills: Tues., May 4 at 7 p.m. Milton: Thurs., May 6 at 7 p.m. Burlington: Tues., May 11 at 7 p.m. Oakville: Thurs., May 13 at 7 p.m. North Aldershot: Mon., May 17 at 7 p.m. Region-wide: Tues., June 29 at 7 p.m. </td> <td data-bbox="984 418 1493 636"> Online: Visit halton.ca/ropr on the date of the PIC to join. By phone: Call 1-855-703-8985 (toll-free). <ul style="list-style-type: none"> • Meeting ID: 970 665 2261 • Passcode: 858099 (if requested) </td> </tr> </tbody> </table> <p>CONCLUSIONS:</p> <p>Town staff will continue to engage in Phase 2 of the Regional Official Plan Review process to improve alignment among the participants and to focus on reaching consensus. Town staff welcomes the opportunity to participate and will be providing information to Oakville Council as appropriate.</p> <p>Phase 3 of the Regional Official Plan Review will provide a Policy Directions Synthesis Report, draft official plan policies and further draft Regional Official Plan Amendment for consideration.</p> <p>Town staff anticipates that there will be a considerable amount of reviewing and commenting to undertake during Phase 3 of the Regional Official Plan Review in addition to the ongoing collaboration with staff from the Halton Region and the local Municipalities.</p> <p>Town staff will continue to provide Oakville Council with further updates, analysis and commentary through Phase 3 of the Regional Official Plan Review.</p> <p>CONSIDERATIONS:</p> <p>(A) PUBLIC There are no public considerations and no notice requirements from this report.</p> <p>(B) FINANCIAL There are no financial considerations from this report.</p> <p>(C) IMPACT ON OTHER DEPARTMENTS & USERS Multiple town departments have had the opportunity to provide input into the town's responses to Halton's Regional Official Plan Review.</p> <p>(D) CORPORATE STRATEGIC GOALS</p> | Dates | How to join | Halton Hills: Tues., May 4 at 7 p.m. Milton: Thurs., May 6 at 7 p.m. Burlington: Tues., May 11 at 7 p.m. Oakville: Thurs., May 13 at 7 p.m. North Aldershot: Mon., May 17 at 7 p.m. Region-wide: Tues., June 29 at 7 p.m. | Online: Visit halton.ca/ropr on the date of the PIC to join. By phone: Call 1-855-703-8985 (toll-free). <ul style="list-style-type: none"> • Meeting ID: 970 665 2261 • Passcode: 858099 (if requested) | |
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| | | <p>This report addresses the corporate strategic goal(s) to be the most livable town in Canada.</p> <p>(E) CLIMATE CHANGE/ACTION Managing and directing required population and employment growth to a defined urban structure is an action to mitigate Climate Change.</p> <p>Prepared by: Kirk Biggar, MCIP, RPP Senior Planner, Policy Planning and Heritage</p> <p>Recommended by: Diane Childs, MCIP, RPP Manager, Policy Planning and Heritage</p> <p>Submitted by: Gabe Charles, MCIP, RPP Acting Director, Planning Services</p> | |
| 5. | City of Burlington (June 8, 2021) | <p>SUBJECT: Submission on the Region of Halton’s Growth Concepts Discussion Paper</p> <p>Report Number: PL-21-21</p> <p>Recommendation:</p> <p>Direct the Director of Community Planning to submit community planning department report PL-21-21 and Appendix A as the City of Burlington’s submission on the Region of Halton’s Official Plan Growth Concept Discussion Paper by the comment submission deadline; and</p> <p>Direct the Director of Community Planning to provide any additional comments to the Region, if any, upon Council approval.</p> <p>PURPOSE:</p> <p>The purpose of this report is to introduce the Growth Concepts Discussion Paper and to provide comments from a Burlington perspective to inform the next stage of the Regional Municipal Comprehensive Review/Regional Official Plan Review.</p> <p>Vision to Focus Alignment:</p> <ul style="list-style-type: none"> • Increase economic prosperity and community responsive city growth • Improve integrated city mobility • Support sustainable infrastructure and a resilient environment <p>Executive Summary:</p> | |


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| | | <p>City of Burlington Staff have reviewed the Region of Halton's Integrated Growth Management Strategy (IGMS) Growth Concepts Discussion Paper and the Phase 2 Initial Consultation Summary. Staff have prepared a submission to inform subsequent work on the IGMS and ROPR processes including the identification of a preferred growth concept and subsequently the preparation and finalization of a Regional Official Plan Amendment(s) based on the preferred growth concept.</p> <p>Through review of the Growth Concepts Discussion Paper and the technical appendices, Staff find that Concepts 3A/3B most closely align with the objectives of the City of Burlington as outlined in the City's new Official Plan, Strategic Plan and Climate Action plan. Due to the City's firm urban boundary, the amount of land needed to accommodate growth in Burlington does not shift significantly and results in minimal variability across the growth concepts in terms of population and employment allocation. What is clear through the analysis of the growth concepts is that the allocation of growth to Strategic Growth Areas is critically important to meeting the objectives and requirements of the Growth Plan, Burlington's Official Plan and the Strategic Plan. It is imperative that development be directed to the SGAs and existing DGAs throughout the Region in advance of expanding the urban boundary.</p> <p>Staff are also supportive of the Region's conclusions that the North Aldershot Policy Area as a whole, does not merit consideration for settlement area boundary expansion through the current MCR and are supportive of developing a rural policy framework to update the existing policies and to achieve Provincial conformity. Staff do not recommend the consideration of individual, minor expansions to accommodate future urban development or to acknowledge existing quasi-serviced development. Appendix A to this report contains a series of both general and technical comments for the consideration of Halton Region to support the development of the preferred growth concept and the ROPA work.</p> <p>Background and Discussion: 1.0 Regional Official Plan Review The Regional Official Plan Review has been underway since 2014. For a detailed chronology of this work, please refer to Appendix B: Regional Official Plan Review Chronology, attached to this report.</p> <p>On February 17, Regional Council considered three reports on its agenda related to the Regional Official Plan Review:</p> <p>LPS05-21 – Regional Official Plan Review – Phase 2 Initial Consultation Summary</p> <p>LPS18-21 – Regional Official Plan Review – Integrated Growth Management Strategy – Growth Concepts Discussion Paper</p> <p>LPS17-21 - Draft Regional Official Plan Amendment 48 - An Amendment to Define a Regional Urban Structure.</p> | <p>The Draft Preferred Growth Concept directs over 80 percent of population growth and almost 80 percent of employment growth to the existing approved urban area, focused in Strategic Growth Areas (SGAs), while providing for a measured urban boundary expansion for population/housing and employment that cannot be accommodated in the existing approved urban area.</p> <p>The Draft Preferred Growth Concept does not include urban expansion for the North Aldershot Policy Area as a whole, or for minor site-specific urban expansions.</p> |

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| | | <p>At a subsequent Regional Council meeting on March 24, 2021, a motion which proposed amendments to report LPS18-21 was considered and deferred for discussion pending a report from Regional Staff on the matter. On April 21, 2021, Regional Council carried revised motions to amend LPS18-21 through information received in report LPS45-21: Additional Information Related to the growth concepts Associated with the IGMS - ROPR. The motions read:</p> <p style="padding-left: 40px;">THAT Halton Region be requested to develop and add to the public consultation work an analysis that builds on Concept 3 and proposes to accommodate growth to 2051 based on no expansion at all of the existing Halton settlement area boundary; and</p> <p style="padding-left: 40px;">BE IT FURTHER RESOLVED THAT Halton Region be requested to provide an assessment of the relative impact on greenhouse gas emissions that would reasonably be expected to be associated with each of the growth concepts; and</p> <p>As a result, Regional Staff have provided details regarding a 5th Growth Concept, now referred to as Concept 3B, for consideration through the public consultation process. Concept 3B builds on Growth Concept 3(A) to propose no expansion of the existing settlement area boundary in Halton. Further, the motion requests that an assessment of the relative impact of greenhouse gas emissions for each of the growth concepts be evaluated. Once completed this Greenhouse Gas Emissions Assessment Report will be made available on the Region of Halton’s website.</p> <p>These motions resulted in both the extension of the public consultation period by an additional 45 days and an increase in the number of Public information Centres (PICs) from 2 to 6 with a dedicated PIC for each local municipality. Other revisions to the format and function of the PICs and consultation process were made to ensure the needs of residents are met as engagement is undertaken during the COVID-19 pandemic.</p> <p>On May 3rd, Regional Staff provided details regarding Growth Concept 3B on their website. City Staff are including comments on all 5 growth concepts as part of the City of Burlington’s comments to the Region included in this report.</p> <p>2.0 Connections</p> <p><u>Note: Section 2.1 of this report has been removed from this submission as Regional Official Plan Amendment No. 48 was addressed through Report LPS60-21.</u></p> <p>2.2 City of Burlington Growth Analysis Study</p> <p>As the Region’s Official Plan Review shifted into Phase 2 and after the City’s new Official Plan was adopted in the fall of 2018, City Staff initiated a City-wide Growth Analysis Study to provide local context to Halton Region’s IGMS study work in support of their region-wide provincial conformity exercise. It is important to review the study findings at this time as they provide a local basis for City comments on the Growth Concepts Discussion Paper.</p> | |

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|------|------------|--|--------------------|---------------|--------------|--------------------|---------------|------|---------|---------|---------|---------|------|---------|---------|---------|---------|------|---------|---------|---------|---------|------|---------|---------|---------|---------|------|---------|---------|---------|---------|------|---|---------|---------|---------|------|---|---------|---------|---------|--|
| | | <p>The City retained Dillon Consulting with support from Watson and Associates to undertake analysis of the City's population and employment growth trends to better understand what an appropriate level of population and employment growth might look like for the City by 2041.</p> <p>Three population and employment forecasts to 2041 were developed including a low growth scenario, a reference growth scenario and a high growth scenario. The study findings were intended to inform and support the IGMS process being undertaken at the Region by providing a finer grain analysis of growth opportunities in the City and were not intended to supersede the Region's process. The City's Growth Analysis Study (the Study) took into consideration both supply and demand factors while addressing a number of key questions related to growth. The analysis in the Study relied on a number of different sources including the Growth Plan (2017), provincial guidelines, Halton Region's Official Plan, the City's adopted new Official Plan (April 2018) and City data.</p> <p>The study findings were shared with Council in September 2019 through staff report PB19-19. The findings identified a large supply of land in the City to accommodate growth with the majority of opportunities for growth identified within the City's built-up area, concentrated in the primary and secondary growth areas as identified in the (at that time) adopted new Official Plan. Based on an analysis of supply and market trends, the Growth Analysis Study identified that by 2041 the City could achieve a total population range of 214,600 to 254,400 people with the number of jobs ranging from 115,700 to 135,300. A comparison of the Growth Analysis Study with the Land Needs Assessment Methodology findings is provided in section 4.2 of this report.</p> <p>City of Burlington Population Forecast Scenarios (Excluding Undercount)</p> <table border="1" data-bbox="474 870 1537 1227"> <thead> <tr> <th>Year</th> <th>Halton BPE</th> <th>Low Forecast</th> <th>Reference Forecast</th> <th>High Forecast</th> </tr> </thead> <tbody> <tr> <td>2011</td> <td>173,800</td> <td>175,800</td> <td>175,800</td> <td>175,800</td> </tr> <tr> <td>2016</td> <td>175,400</td> <td>183,400</td> <td>183,400</td> <td>183,400</td> </tr> <tr> <td>2021</td> <td>178,800</td> <td>186,700</td> <td>189,200</td> <td>190,700</td> </tr> <tr> <td>2026</td> <td>182,000</td> <td>194,300</td> <td>198,000</td> <td>201,800</td> </tr> <tr> <td>2031</td> <td>186,200</td> <td>202,000</td> <td>208,000</td> <td>214,100</td> </tr> <tr> <td>2036</td> <td>-</td> <td>206,300</td> <td>218,500</td> <td>230,800</td> </tr> <tr> <td>2041</td> <td>-</td> <td>208,300</td> <td>227,200</td> <td>247,000</td> </tr> </tbody> </table> <p><i>Figure 6-7: City of Burlington, Population Forecast Tables (Reference, Low and High Growth Scenarios), 2011 to 2041</i></p> <p>2.3 Phase 2 Initial Consultation Summary Report As noted above at a Regional Council meeting on February 17, 2021, Regional Staff brought forward the Phase 2 Initial Consultation Summary Report, LPS05-21. The Region's What We Heard Initial</p> | Year | Halton BPE | Low Forecast | Reference Forecast | High Forecast | 2011 | 173,800 | 175,800 | 175,800 | 175,800 | 2016 | 175,400 | 183,400 | 183,400 | 183,400 | 2021 | 178,800 | 186,700 | 189,200 | 190,700 | 2026 | 182,000 | 194,300 | 198,000 | 201,800 | 2031 | 186,200 | 202,000 | 208,000 | 214,100 | 2036 | - | 206,300 | 218,500 | 230,800 | 2041 | - | 208,300 | 227,200 | 247,000 | |
| Year | Halton BPE | Low Forecast | Reference Forecast | High Forecast | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | 173,800 | 175,800 | 175,800 | 175,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | 175,400 | 183,400 | 183,400 | 183,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 178,800 | 186,700 | 189,200 | 190,700 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2026 | 182,000 | 194,300 | 198,000 | 201,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2031 | 186,200 | 202,000 | 208,000 | 214,100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2036 | - | 206,300 | 218,500 | 230,800 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2041 | - | 208,300 | 227,200 | 247,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p>Consultation Summary report provides a high-level overview of the comments received during the consultation period that ran from July to December 2020.</p> <p>City staff understand that the purpose of this initial consultation summary report is to provide information on the range of comments. The Region also provided an additional opportunity to confirm or validate initial comments on the ROPR Discussion Papers to date through a short online survey. This short online survey was open from mid-February to April 18th, 2021.</p> <p>City staff have no concerns with the Phase 2 Initial Consultation Summary and note that Regional staff will be preparing a comprehensive report outlining all detailed submissions, together with staff responses, to be shared with Regional Council for review in advance of determining recommended 'policy directions' at the end of Phase 2. City staff will assist Regional staff, where needed to provide responses as part of the forthcoming comprehensive report.</p> <p>3.0 Growth Concepts Discussion Paper Overview</p> <p>The Growth Concepts Discussion Paper (the Discussion Paper) builds on the matters discussed in the previous Discussion Papers, providing 5 varying options for how to grow to 1,100,000 people and 500,000 jobs by 2051 as required by the Provincial Growth Plan. The Discussion Paper is accompanied by a series of Technical Appendices grouped by type:</p> <ul style="list-style-type: none"> • Development of Growth Concepts, • Growth Concepts Technical Assessment, • Settlement Area Boundary Expansion and • Evaluation of Growth Concepts. The Growth Concepts Discussion Paper describes five growth concepts that have been prepared to show where and how Halton might grow to 2051. <p><u>3.1 Definitions</u></p> <p>The following terms are used to describe aspects of the growth concepts and are defined in the Growth Concepts Discussion Paper. They are provided here for the reader.</p> <table border="1" data-bbox="466 1127 1528 1377"> <thead> <tr> <th data-bbox="466 1127 827 1154">Term</th> <th data-bbox="827 1127 1528 1154">Definition</th> </tr> </thead> <tbody> <tr> <td data-bbox="466 1154 827 1377"><i>Intensification</i></td> <td data-bbox="827 1154 1528 1377">Intensification is the development of a property, site or area at a higher density than currently exists. The definition implies that there is existing density in an area. For the 2019 Growth Plan, as amended, intensification is the amount of development occurring within the delineated built-up area. The Growth Plan sets a minimum intensification target of 50% for all residential development to occur annually within the delineated built-up area.</td> </tr> </tbody> </table> | Term | Definition | <i>Intensification</i> | Intensification is the development of a property, site or area at a higher density than currently exists. The definition implies that there is existing density in an area. For the 2019 Growth Plan, as amended, intensification is the amount of development occurring within the delineated built-up area. The Growth Plan sets a minimum intensification target of 50% for all residential development to occur annually within the delineated built-up area. | |
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| <i>Intensification</i> | Intensification is the development of a property, site or area at a higher density than currently exists. The definition implies that there is existing density in an area. For the 2019 Growth Plan, as amended, intensification is the amount of development occurring within the delineated built-up area. The Growth Plan sets a minimum intensification target of 50% for all residential development to occur annually within the delineated built-up area. | | | | | | |

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| | | <i>Densification</i> | This is a term used in Halton's IGMS and means the rate of residential units targeted for designated greenfield areas in the region, plus the intensification rate mentioned above. The amount of densification is a key difference between the Growth Concepts. | |
| | | <i>SGA: Strategic Growth Areas</i> | Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. | |
| | | <i>BUA: Built Up Area</i> | Now properly known as Delineated Built-Up Area, this area is defined by the Minister through the Growth Plan for the purposes of setting minimum intensification targets and reflects the BUA as it was in 2006. | |
| | | <i>Community Areas</i> | Land for housing and the local employment, infrastructure, and services necessary to sustain residential areas; as well as the mixed-use areas that may be planned for significant amounts of both housing and employment development. | |
| | | <i>DGA: Designated Greenfield Area</i> | All other urban designated lands not in the BUA are in the DGA, which all approved urban Community Area or Employment Area lands. In Halton, these are the lands currently planned to accommodate development to 2031 in the Region's Official Plan. | |
| | | <p><u>3.2 Key Factors that Influenced the Development of the Growth Concepts</u></p> | | |
| | | <p>The Region identified the four key factors that influenced the development of the growth concepts. Staff look forward to further discussion about these key elements as they move towards a preferred concept.</p> <ol style="list-style-type: none"> 1. The Growth Plan: The Region must plan to accommodate the growth forecasted in Schedule 3 of the Growth Plan (2019). As noted earlier Halton is required to plan for an additional 20 years from 2031 to 2051 in order to accommodate a total population of 1.1 million people and 500,000 jobs. 2. Land Needs Assessment Methodology: The growth concepts have been formulated using the province's updated Land Needs Assessment Methodology. Along with the policies of the 2019 Growth Plan, Halton is required to use the methodology to assess the quantity of land | | |

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| | | <p>required to accommodate the forecasted growth. A key consideration in the methodology is to balance the policy-based shifts to higher density outlined in the Growth Plan with market based housing demand in relation to long-term growth.</p> <p>3. Phasing of Development: Phasing is central to the regional planning framework. Phasing is prescribed to ensure the logical and orderly development of urban areas and ensures that this growth proceeds in a sustainable and cost-effective manner. Policies also call for this phased growth to contribute to the creation of complete communities while ensuring that new urban expansion does not affect the achievement of intensification targets.</p> <p>4. The COVID-19 pandemic: The pandemic is having a dramatic impact on every aspect of life and has to be considered in relation to uncertainties regarding factors such as remote working, the work home relationship, and the increase in e-commerce.</p> <p><u>3.3 The Growth Concepts</u> The Growth Concepts Discussion Paper provides a detailed description of each of the 4 growth concepts and provide a description of the provincial planning requirements and the technical appendices that underpin the work. As mentioned above, an additional Growth Concept (3B) has been identified through a motion passed by Regional Council on April 21 to explore an additional Growth Concept. This 5th growth concept and its evaluation are published on the Region's webpage and in report LPS45-21.</p> <p>The growth concepts explore different scales of intensification and densification, housing market shift and greenfield expansion to accommodate the forecasted growth in the Region to 2051. All 5 concepts meet the base requirements of the Growth Plan with concept 4 meeting the minimum requirements and concept 3A and 3B exploring the greatest amount of densification for accommodating growth to 2051.</p>  <ul style="list-style-type: none"> • Concept 1: 60% Densification/Moderate Greenfield Expansion (2,630 ha) • Concept 2: 70% Densification/Limited Greenfield Expansion (1,830 ha) • Concept 3A: 80% Densification/Employment only Greenfield Expansion (980 ha) • Concept 3B: 80% Densification/No Greenfield Expansion (0ha) • Concept 4: 50% Intensification/Greatest Greenfield Expansion (3,300 ha) | |

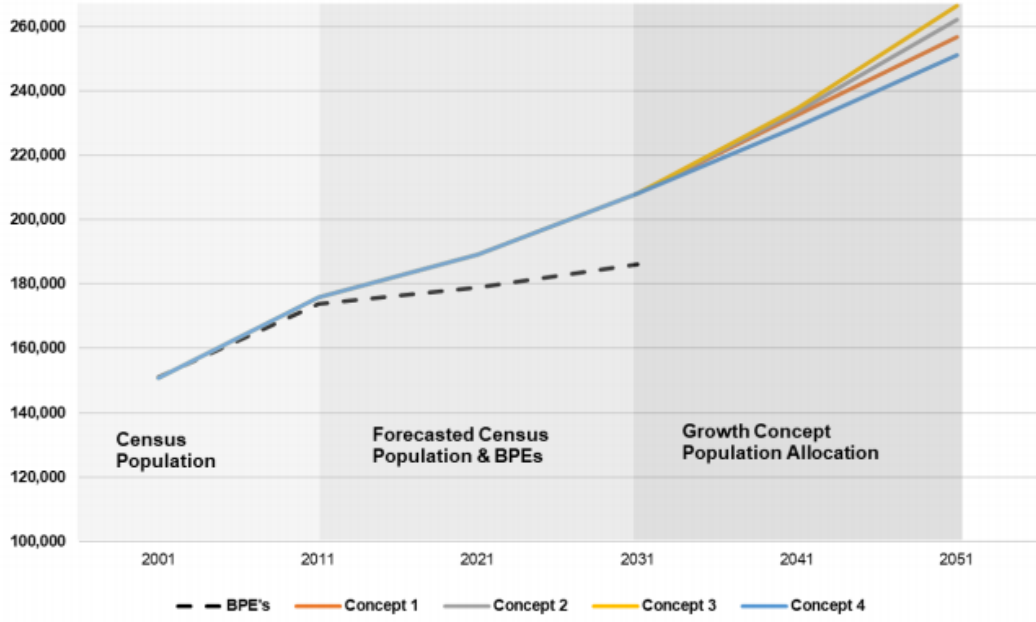
| No. | Source | Submission | Response | | | | | | | | | | | | | | | | | | | | |
|----------------|-------------------------|---|-------------------|-------------------------|------------------|-------------------|---|---------------|---------------|---------------|---|---------------|---------------|---------------|---|---------------|---------------|---------------|------|---------------|---------------|---------------|--|
| | | <p>Halton Region is currently planned to 2031 as a result of the last Regional Official Plan Review conducted in 2009. In the context of the growth concepts, population and employment growth does not vary by concept from 2021 to 2031. The work proposes new population and employment forecasts from 2021 to 2031. The 5 growth concepts explore population and employment allocation options from 2031 to 2051. The table below shows the share of population and employment growth allocation proposed for Burlington by each of the 5 growth concepts organized by least growth to most growth from a total population, household growth and employment growth perspective.</p> <p>Concepts 3A and 3B represent the concepts for Burlington which would see the accommodation of the greatest share of total Regional population growth from 2031 to 2051.</p> <p>Burlington's Population and Employment Growth by Concept and Share of Halton Region Growth, 2031-2051</p> <table border="1" data-bbox="478 646 1524 932"> <thead> <tr> <th>Growth Concept</th> <th>Total Population Growth</th> <th>Household Growth</th> <th>Employment Growth</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>45,190 14%</td> <td>20,140 17%</td> <td>16,500 11%</td> </tr> <tr> <td>1</td> <td>51,050 15%</td> <td>21,200 18%</td> <td>18,400 12%</td> </tr> <tr> <td>2</td> <td>56,400 17%</td> <td>22,620 19%</td> <td>20,200 14%</td> </tr> <tr> <td>3A/B</td> <td>61,050 18%</td> <td>22,740 19%</td> <td>21,700 14%</td> </tr> </tbody> </table> <p><u>3.3.1 Growth Concepts Similarities</u> As mentioned, all 5 of the growth concepts propose at least 50% of all new units be allocated to the Built Up Area (BUA) and all exceed the Growth Plan (2019) requirements in that new units allocated to the Designated Greenfield Areas (DGA) will be planned at a density of 65 jobs and people per hectare. In terms of employment, newly designated employment areas are planned at 26.8 jobs per hectare.</p> <p>It should be noted that since the City of Burlington has no lands available for urban boundary expansion, the 5 growth concepts have minimal variation within the Burlington context.</p> <p><u>3.3.2 Growth Concepts Differences</u> What differs between the growth concepts is the rate of densification from 2031 to 2051 and the amount of DGA required to accommodate the densification of growth associated with each growth concept. The higher the densification rate, the more residential units are allocated to the existing settlement area and this reduces the area required to accommodate growth in any new DGA added</p> | Growth Concept | Total Population Growth | Household Growth | Employment Growth | 4 | 45,190 14% | 20,140 17% | 16,500 11% | 1 | 51,050 15% | 21,200 18% | 18,400 12% | 2 | 56,400 17% | 22,620 19% | 20,200 14% | 3A/B | 61,050 18% | 22,740 19% | 21,700 14% | |
| Growth Concept | Total Population Growth | Household Growth | Employment Growth | | | | | | | | | | | | | | | | | | | | |
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| | | <p>through potential settlement boundary expansions. A higher densification rate also increases the proportion of apartment residential units.</p> <p>The Land Needs Assessment (LNA) considers market influences and is a key consideration as set out in the Growth Plan. Regardless of the growth concept, future population and employment will be directed first toward Strategic Growth Areas (SGAs) like Urban Growth Centres and Major Transit Station Areas, reflective of the Region's Intensification Strategy and Regional Urban Structure proposed in ROPA 48.</p> <p>4.0 City of Burlington Comments</p> <p>The following sections provide comments on the 5 growth concepts as well as the technical work that underpins the development and evaluation of the growth concepts. The technical work and its appendices are divided into the following broad categories:</p> <p>4.1 General Comments</p> <p>4.2 Development of Growth Concepts</p> <ul style="list-style-type: none"> A. Climate Change Lens B. Land Needs Assessment Methodology C. 1. Employment Area Conversion Request Inventory C. 2. Employment Areas Conversions Initial Assessment Summary <p>4.3 Evaluation of Growth Concepts & Growth Concepts Technical Assessment</p> <ul style="list-style-type: none"> D. Transportation Assessment E. Water & Wastewater Assessment F. Fiscal Impact Assessment J. Evaluation of Growth Concepts <p>4.4 Settlement Area Boundary Expansion Studies</p> <ul style="list-style-type: none"> G. Agricultural Area Assessment H. Natural Heritage System and Water Resources Assessment I. Mineral Aggregate Resources Assessment J. North Aldershot Area Urban Expansion Assessment J. 1. North Aldershot Water and Wastewater Constraints and Opportunities <p>4.1 General Comments</p> <p>Staff find that concepts 3A/3B best align with the high-level objectives of the City of Burlington as identified through the City's new Official Plan, Strategic Plan and Climate Action Plan.</p> <p>Since the City of Burlington is already built out and is subject to a firm urban boundary and given that the main variation discussed among the various growth concepts relates to whether potential urban boundary expansions are required, and if so how much, the concepts differ very little in terms of population and employment allocation to 2051 in the City of Burlington. Further, the Growth Analysis Study presented to Council in September 2019, indicates that there is sufficient supply to accommodate growth in the Primary and Secondary growth areas as identified in the adopted Official Plan (2018) now approved new Official Plan (under appeal) to full maturity beyond 2041. Based on</p> | |

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| | | <p>this analysis, Burlington has adequate land supply and market demand to accommodate any of the growth concepts currently under consideration. Concepts 3A/3B are recommended as they most closely align with the City's objectives as identified in local policy frameworks.</p> <p>In December 2020, the City of Burlington's new Official Plan was approved by the Region of Halton. Burlington's Official Plan sets out a clear vision for the City of Burlington and establishes strategic priorities for sustainable growth, complete communities, environment and sustainability, economic activity, infrastructure, design excellence, land uses and public participation. The plan was based on extensive public consultation and technical work at the local level and adheres to the four key strategic directions of the City's Strategic Plan: A City that Grows, A City that Moves, a Healthy and Greener City and An Engaging City. The Official Plan builds on the strategic directions in the context of a statutory land use plan.</p> <p>A City that Grows</p> <p><i>"The City of Burlington attracts talent, goods, jobs and economic opportunity while having achieved intensification and balanced targeted population growth for youth, families, newcomers and seniors."</i></p> <p>Since concepts 3A and 3B proposed the greatest amount of population growth (61,050 people) and employment growth (21,700 jobs) to Burlington by 2051, this concept best aligns with the direction "A City that Grows" by accommodating a greater variety of housing options for youth, families, seniors and newcomers.</p> <p>Further to this strategic direction, the City's Growth Analysis Report highlights the critical role that economic and employment growth plays in the long-term health and vitality of the City of Burlington:</p> <p><i>"Potential employment opportunities within the City of Burlington and surrounding commuter-shed represent the primary driver of net migration to the City of Burlington. In turn, net migration drives population growth within the City's working-age population and their dependents (i.e. children, spouses not in the labour force and other family members).</i></p> <p><i>Economic growth in the regional export-based economy generates wealth and economic opportunities which, in turn, stimulates community-based or population-related employment sectors, including retail trade, accommodation and food and other service sectors. As such, economic growth represents the key driver of net migration and, ultimately, the growth of the working age population and their dependents (i.e. children, spouses not in the labour force, others)."</i></p> <p>A City that Moves</p> <p><i>"People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are</i></p> | <p>While the Draft Preferred Growth Concept addresses population and employment growth from 2031 to 2051, and the new Burlington Official Plan has a 2031 planning horizon consistent with the approved Regional Official Plan, the Draft Preferred Growth Concept has taken into consideration Local Plans and Priorities and local urban structures.</p> <p>The Draft Preferred Growth Concept is based on population growth of 49,500 and employment growth of 17,200 for Burlington between 2031 and 2051, reflective of its role in accommodating population and employment in certain strategic growth areas, including the Downtown Burlington Urban Growth Centre and the Major Transit Station Areas.</p> |

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| | | <p><i>the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.”</i></p> <p>Since concepts 3A and 3B proposed the greatest densification of land, the evaluation framework found that this concept would best achieve compact built-form as it has the greatest amount of growth located in Strategic Growth Areas serviced by existing or planned transit, transportation and other infrastructure, making best use of those investments and supporting walkable neighbourhoods and improved connections between public transit and active transportation.</p> <p>A more compact built form and policy directions from ROPA 48 related to the development of area-specific plans to guide growth in Strategic Growth Areas would assist in attracting employment to mixed-use areas as well as major office uses while increasing the opportunity for those people who live in Burlington to also work in Burlington.</p> <p>A Healthy and Greener City <i>“The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles.”</i></p> <p>This key strategic direction is further enshrined by the City of Burlington’s declaration of a Climate Change Emergency in 2019 and Council’s approval of the City’s community based Climate Action Plan in April 2020. The city recognizes that climate change is a significant issue and is working with the community and all levels of government toward the goal of the Burlington community being net carbon neutral. Through the Climate Change Emissions Assessment undertaken by SGS in April 2021, concept 3A generated the least amount of emissions per capita. While Concept 3B was not tested, it is likely that concept 3B would perform similarly, if not better. Further, since Concepts 3A and 3B best achieve a compact built form they are best suited to the provision of active transit and pedestrian connectivity. The full Climate Change Emissions Assessment report by SGS will be published in the coming weeks.</p> <p>An Engaging City <i>“Community members are engaged, empowered, welcomed and well-served by their City. Culture and community activities thrive, creating a positive sense of place, inclusivity and community.”</i></p> <p>Engagement is a key mandate of the Region’s IGMS process and of the City of Burlington. More details about the Region and the City’s engagement process through the Regional Official Plan Review can be found in the “Engagement Matters” section of this report.</p> <p>4.2 Development of Growth Concepts 4.2.1 Land Needs Assessment Methodology (LNA) The purpose of the Land Needs Assessment (LNA) is to determine whether the Region has sufficient land to accommodate the Province’s forecasted population and employment growth to 2051 within the approved settlement boundary area of Halton Region.</p> | <p>The complete comparative Greenhouse Gas Emissions Assessment has been completed and is posted on the Region’s website under the Regional Official Plan Review.</p> |

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| | | <p>Halton Region is required to use the Provincial Land Needs Assessment Methodology (LNA). The structure of the LNA aligns with the policy structure of the Growth Plan and is organized into two broad land use categories: land for community needs (predominately housing) and land for employment uses. If the LNA analysis finds there is not enough land to accommodate the forecasted population and employment growth, then, the Region must consider other ways to accommodate that growth such as changes to density and intensification targets, conversion of Employment Areas or expansion of the settlement area boundary.</p> <p>In the Discussion Paper, each growth concept represents an alternative approach to accommodating the forecasted growth to 2051 with varying densifications and intensifications of growth. The LNA then tests each growth concept to determine the amount of land that each would require to accommodate the forecasted growth to 2051.</p> <p>Through this process, the LNA has identified that all but one concept (concept 3B) would require some expansion of the Region's settlement area in order to accommodate growth to 2051. The degree of urban boundary expansion ranges from 980 hectares to 3,300 hectares. For perspective, the entire urban area of the City of Burlington is 8,760 hectares. Concept 4 would propose an expansion equal to nearly 40% of Burlington's urban area.</p> <p>It should be noted that in Burlington, it is not possible to expand the urban boundary. The growth concepts propose that any expansion of the urban boundary would occur within the Towns of Milton and Halton Hills.</p> <p>Burlington Population and Employment 2021-2031 Halton Region is currently planned to 2031 as a result of the last Regional Official Plan Review conducted in 2009. Staff note that the census population estimate/forecast and the employment estimates have shifted since the Best Planning Estimates (BPEs) were revised in 2011. The population and employment growth does not vary by concept from 2021 to 2031. However, the population and employment growth identified through the LNA work does vary from the policy numbers in ROPA 38 and the supporting Best Planning Estimates, given that the BPE numbers are estimates this is not unexpected.</p> | |

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| | | <p data-bbox="478 264 1396 329">City of Burlington Population Forecast Scenarios, 2021-2031, Excluding Undercount²</p> <table border="1" data-bbox="478 341 1503 548"> <thead> <tr> <th></th> <th>Halton Region, 2011 Best Planning Estimates (BPE)</th> <th colspan="3">Growth Analysis Report, 2019</th> <th>LNAM, 2021 Census Population Estimate & forecast</th> </tr> <tr> <th></th> <th></th> <th>Low</th> <th>Reference</th> <th>High</th> <th></th> </tr> </thead> <tbody> <tr> <td>2021</td> <td>178,800</td> <td>186,700</td> <td>189,200</td> <td>190,700</td> <td>189,245</td> </tr> <tr> <td>2031</td> <td>186,200</td> <td>202,000</td> <td>208,000</td> <td>214,100</td> <td>208,100</td> </tr> </tbody> </table> <p data-bbox="464 581 1539 634">² It is assumed that the Region's Estimated and Census Population Excludes an undercount, please see comment in Appendix A on Page 7.</p> <p data-bbox="474 651 1352 716">Burlington's Population Growth to 2051 by Growth Concept, Excluding Undercount³</p>  | | Halton Region, 2011 Best Planning Estimates (BPE) | Growth Analysis Report, 2019 | | | LNAM, 2021 Census Population Estimate & forecast | | | Low | Reference | High | | 2021 | 178,800 | 186,700 | 189,200 | 190,700 | 189,245 | 2031 | 186,200 | 202,000 | 208,000 | 214,100 | 208,100 | |
| | Halton Region, 2011 Best Planning Estimates (BPE) | Growth Analysis Report, 2019 | | | LNAM, 2021 Census Population Estimate & forecast | | | | | | | | | | | | | | | | | | | | | | |
| | | Low | Reference | High | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 178,800 | 186,700 | 189,200 | 190,700 | 189,245 | | | | | | | | | | | | | | | | | | | | | | |
| 2031 | 186,200 | 202,000 | 208,000 | 214,100 | 208,100 | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p>2021 and 2031 Census Population Estimates/Forecasts⁴ In Part 2 of the LNA: Municipal Allocation for the Four Growth Concepts, the 2021 census population of the City of Burlington is estimated to be 189,245 people and 100,600 jobs and by 2031, the census population is forecasted to be 208,100 people and 106,300 jobs. This means that the population is expected to grow at a rate of 1% per year and for jobs, about 0.6% per year.</p> <p>In 2011, the population of the City of Burlington began to exceed its population Best Planning Estimates (BPEs). The Region as a whole in contrast is behind schedule in terms of the population and employment growth identified by the BPEs.</p> <p>³ Same note as above. ⁴ All population figures from the BPEs, Growth Analysis and Census Population Estimates and Forecast do not include the net census under count.</p> <p>The LNAM work indicates that Burlington’s 2031 forecasted census population is now 208,100 people and that the population of Burlington is expected to grow by 18,855 people between 2021 and 2031. To compare, the BPE’s generated in 2011 estimated that the population of Burlington would grow by 7,400 people between 2021 and 2031. Staff are of the opinion that this forecast is appropriate. These findings are supported by the Growth Analysis Study Report (2019) which indicated that in 2031, Burlington’s population could range from between 202,000 to 214,100 people in 2031. Developing a clear understanding of expected trends in this critical ten-year horizon is important for a range of local studies.</p> <p>In terms of household growth, the LNA estimates that this will require an addition of 9,890 new housing units to the City of Burlington or approximately an addition of 989 units per year. This is a significant increase from Burlington’s current rolling average over the last 10 years (2010-2020) of 692 units per year⁵.</p> <p>By comparison, in the City’s Growth Analysis Study report, the 2021 and 2031 population forecasts for the City under the Reference Scenario closely match the Region’s figures, with household growth slightly lower than the Region’s figure. In terms of employment, the 2021 employment forecast under the Reference Scenario is slightly lower than the Region’s figure, however the 2031 employment forecast under the Reference Scenario is significantly higher than the Region’s. For this time period, the City’s Growth Analysis Study forecasted a higher rate of employment growth.</p> <p>Due to its firm urban boundary, the amount of land needed to accommodate growth does not shift from a Burlington perspective and results in minimal variability between the growth concepts. However, the allocation of growth to Strategic Growth Areas is critically important to meeting the objectives and requirements of the Growth Plan, Burlington’s Official Plan and Burlington’s Strategic Plan. It is imperative that development be directed to the SGAs and existing DGAs throughout the Region in advance of expanding the urban boundary.</p> | <p>Underpinning the Draft Preferred Growth Concept, informed by the updated land budget work contained in the Draft LNA, Burlington accommodates growth between 2021 and 2031 of 23,000 people, resulting in a 2031 population of 218,000 people.</p> <p>The Draft Preferred Growth Concept directs significant growth to Burlington’s Strategic Growth Areas, addressing Burlington’s local planning priorities.</p> <p>As noted above, the Draft LNA supports the Draft Preferred Growth Concept and is attached to this report (LPS81-21) as Attachment #10.</p> |

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| | | <p>It should be noted that the LNA in the Growth Concepts Discussion Paper is not the formal Land Needs Assessment suitable for submission to the Province. The complete Land Needs Assessment will be prepared as part of the Preferred Growth Concept to support the allocation of growth to the local municipalities and any proposed settlement boundary expansion.</p> <p>⁵ CMHC, 2021</p> <p>Market Demand Assessment</p> <p>The market-based analysis work in the LNA forecasts future market demand related to housing mix by predicting housing occupancy patterns of the Region's future population. This work is based on historic market preferences where people seek to occupy ground related housing units. The LNA's assessment of market demand is based on past performance. City staff believe that this approach may not fully acknowledge the substantial shift in apartment unit construction over the last 10 years, a shift which is more pronounced in Burlington.</p> <p>Currently, in Halton Region, apartment units account for 20% of all residential units. In 2051, the share of apartment units would shift under concept 4 (the least intense concept) to 32% of all residential units. The more intensive concepts (2 and 3A/B) would result in shares ranging from 35% to 40% of all residential units.</p> <p>Burlington's Development Charges Background Study (2019) states that the share of apartment units in Burlington is already 24%, 4% greater than the regional average and is projected to increase its share of apartment units to 30% by 2031 (20 years before the 2051 planning horizon). This more pronounced shift in apartment unit construction in Burlington indicates that a shift in market demand for higher density residential units is already underway in Burlington and that the market is accommodating this increase in higher density apartment units.</p> <p>Concept 3A/3B would provide the most balanced mix of units when considering the existing built form in Burlington (predominantly ground related). A greater mix of residential unit types would provide a greater variety of housing options to meet the varied needs of Burlington's residents such as youth, newcomers, low income residents and seniors. Further, apartment units provide for more affordable units when compared to ground related units. The provision of affordable housing was identified as an implementation measure as set out in the City's Strategic Plan and new Official Plan, highlighting the need to identify opportunities to diversify housing choice through a housing strategy study.</p> <p>The growth concepts test different scales of housing market shift. Overall, the LNA concludes that Concept 4 best achieves market demand while concepts 3A/3B, the least, indicating that market demand is for low density, ground related housing. Conversely, the Discussion Paper notes that the Growth Plan sets out policies favouring intensification and more, higher-density mixed-use development and for the development of a hierarchy of areas within settlement areas where growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned, and in areas with existing or planned public service facilities.</p> | <p>The Draft Preferred Growth Concept is premised on a significant shift towards apartments in the overall housing mix from 2031 to 2051 (50% apartments).</p> <p>The Draft Preferred Growth Concept is supported by a Draft LNA that both considers a market-based supply of housing, and implements an "intensification first" approach with an ambitious proportion of growth directed to the existing urban area, and a significant shift towards apartments in the future housing mix, while providing for an adequate supply of low density (single and semi-detached) housing units.</p> |

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| | | <p>The Growth Plan requires the Region to plan for a shift in current housing patterns so that less land is required for housing over the 2051 time horizon and will require higher density housing types such as apartment buildings. It will be up to decision makers to determine how much weight should be given to the market demand lens when evaluating the growth concepts and when endorsing the preferred growth concept.</p> <p><u>4.2.2 Employment Area Conversions</u> As part of the development of the Growth Concepts Discussion Paper employment area conversions have been considered. Two appendices are included that deal with the employment area conversion requests:</p> <ul style="list-style-type: none"> - An inventory of the Employment Area Conversion Requests - An initial assessment summary of the Employment Area Conversion Requests which provides an assessment and indication of those conversions supported and how each is treated in the growth concepts. <p>The requested conversions were reviewed by Regional staff, Hemson against the following principles set out in the IGMS Regional Urban Structure Discussion Paper:</p> <ul style="list-style-type: none"> A: Land Supply B: Demonstrated Need C: Viability D: General Considerations <p>In the context of the Region-wide consideration of the employment area conversions a series of other employment land conversions will remain under consideration through the remainder of the ROPR process with the more significant conversion requests tested in the growth concepts. A significant number of employment area conversions have not been supported and are not carried forward through the assessment.</p> <p>The City as part of the adoption of the new Official Plan presented Appendix D to PB04-18 that included the range of employment conversions recommended by the City to be considered through the Region's municipal comprehensive review. With the exception of 1150 and 1200 King Road (see row E and O of Appendix D) discussed in Staff report PL-20- 21 and below, all City recommended employment conversions have been supported in the Growth Concepts Discussion Paper. Staff also note that of those supported only one area (see row I of Appendix D) has not been included in ROPA 48. Staff have requested through PL-20-21 that the area be brought forward into ROPA 48. Given the nature of the conversion it is appropriate as it has been highlighted in the Growth Concepts Discussion Paper that these decisions to convert do not have an impact on the consideration of the rest of the IGMS.</p> <p>Staff note that a wide range of small miscellaneous issues related to mapping issues with the Region's EA overlay are expected to be addressed as part of the Regional Official Plan Review. In the context of Burlington two areas were identified as requiring further analysis:</p> | <p>This proposed employment conversion was brought forward and adopted through Regional Official Plan Amendment No. 48.</p> |

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| | | <ul style="list-style-type: none"> - 4103 Palladium Way; and, - 1150 & 1200 King Road. <p><u>4103 Palladium Way</u> A conversion request was submitted to the Region of Halton to permit a retirement home in addition to the Long Term Care Home that recently received zoning approval. Through the adoption of the City's Official Plan (2018) staff received the following Council Motion: Direct the Director of City Building to amend the new OP (April 2018 version) to permit a long-term care facility at 4103 Palladium Way by adding the following policy, Subsection 3.2.3 c):</p> <p>4103 Palladium Way: Notwithstanding Subsection 3.3.2 e), Subsection 8.2.2 i) and Subsection 8.2.2 j) of this Plan, a <i>long term care facility</i> may be permitted on the site subject to a site specific Zoning By-law amendment which will be considered only following the completion of a land use compatibility assessment that addresses all relevant considerations such as noise, vibration, odor, and dust using Provincial Land Use Compatibility guidelines and the Region of Halton's Land Use Compatibility Guidelines, Air Quality Guidelines, the policies of Section 4.6, Land Use Compatibility, of this Plan and any other relevant considerations to ensure that the location and design of the use mitigates <i>adverse effects</i>.</p> <p>Council approved the motion, and it was noted that the motion was not recommended by staff. The modification as noted above to the Official Plan policy was made in accordance with Council's approved motion. The City's new Official Plan set out new criteria and policies to guide the consideration of public service facilities and institutional uses in the employment area.</p> <p>The addition of the retirement home on this site would constitute the addition of new non-employment uses. Staff do not recommend the addition of non-employment uses on this site. Staff are supportive of the consideration of employment area policy directions as part of the Regional Official Plan Review including the consideration of long term care facilities, institutional uses and related supportive uses.</p> <p><u>1150 & 1200 King Road</u> A portion of 1200 King Road was supported for employment conversion through the new Official Plan process given its inclusion in the Mobility Hub Study Area boundary as noted on Appendix D to PB-04-18. The Aldershot Mobility Hub Draft Precinct Plan identified that the same area was subject to further environmental review and determined it would be premature to prepare any draft precinct information for that portion of the study area.</p> <p>The City has recently been informed by the Province that a new Provincially Significant Wetland named Grindstone-Falcon Creeks Headwater Wetland Complex has been identified on a significant portion of the western half of 1200 King Road lands nearest the Aldershot GO station. Given this information staff believe that the natural heritage component of the work has been sufficiently completed. The findings confirm that significant natural heritage constraints exist on these lands. These constraints severely limit the potential of those lands of being able to accommodate</p> | <p>This employment conversion was not recommended as part of ROPA No. 48 and is also not included as one of the conversions being brought forward as part of the Draft Preferred Growth Concept.</p> |

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| | | <p>development contemplated within an MTSA. Accordingly, staff are supportive of the Region’s proposed Aldershot Major Transit Station Area boundary, consistent with the Region’s delineation methodology.</p> <p>Staff do not recommend the conversion of these sites.</p> <p>4.3 Evaluation of Growth Concepts & Growth Concepts Technical Assessment</p> <p>In May 2020, Regional Council endorsed an Evaluation Framework to assess four (now five) growth concepts as part of the IGMS process. The framework was developed in collaboration with local municipalities in Halton and is underpinned by technical reports. Through the evaluation framework, the growth concepts are not scored, and evaluation measures are not weighted but rather, each theme provides a series of criteria to assess how each growth concept best achieves the measure, and how the concept performs relative to the other concepts.</p> <p>Climate change is specifically included in the evaluation measures for the growth concepts. The effects and responses to climate change have been considered in establishing the measures for all four themes in the Evaluation Framework. Measures specific to climate change adaptation and mitigation of greenhouse gas emissions are included in Theme 3.</p> <p>The goal of the Evaluation Framework is to summarize the results of the background technical work. The results of the evaluation will assist in developing a “Preferred Growth Concept” for Regional Council’s consideration. The Evaluation Framework is not intended to identify which concept is “preferred” to accommodate growth to 2051. Rather, the Preferred Growth Concept will be generated using elements from a combination of growth concepts, as well as comments identified through the consultation process.</p> <p>The evaluation themes contextualize the background technical reports and will assist in developing a Preferred Growth Concept for Council’s consideration: Theme 1: Regional Urban Structure & Local Structure Theme 2: Infrastructure and Financing Theme 3: Agriculture, Environment & Climate Change Theme 4: Growing the Economy and Moving People and Goods</p> <p><u>4.3.1 Evaluation Framework Findings</u></p> <p>Overall, the Evaluation Framework’s key findings indicate that Growth Concepts 1 and 4 which propose the least <i>densification</i>, the least market shift and the most greenfield expansion better achieve:</p> <ul style="list-style-type: none"> • a more balanced mix of new residential units; • are more in line with market demand; • better protect existing employment uses; and | |

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| | | <ul style="list-style-type: none"> • would result in a slightly more favourable Regional financial impact. While Growth Concepts 2 and 3A which propose the most intensification, market shift and the least greenfield expansion exhibit: • lower water/wastewater costs; • retain the greatest amount of agricultural land; • best protect prime agricultural lands; • best achieve minimizing the fragmentation of the Natural Heritage System; • would best achieve compact built-form as it has the greatest amount of growth located in Strategic Growth Areas serviced by existing or planned transit infrastructure; and • lower tax revenue, however the assessment notes that over time, tax revenue generated by high density areas may increase as intensification would likely result in changes to the size of apartment units to accommodate the demographic profile of Halton Region. <p>Evaluation Framework Findings: Concept 3B Concept 3B was evaluated after the release of the Discussion Paper using the evaluation framework. The framework indicates that concept 3B performs identically to concept 3A with the exception that concept 3B performs <i>best</i> in terms of Water/Wastewater, Agricultural Land Base and Systems and Mineral Aggregates. However, the concept performs the least favourably in terms of Growing the Economy and Moving People and Goods as the concept does not meet the criterion for ensuring sufficient lands to accommodate the forecasted employment growth to 2051. The Region’s findings suggest that Concepts 3A and 3B would require a shift away from more traditional forms of employment land employment growth and/or unprecedented intensification of those lands and would rely on Major Office Employment growth as well as attraction of employment to the <i>strategic growth areas</i>.</p> <p><u>4.3.2 Evaluation Framework, City of Burlington Comments</u> Appendix K provides an evaluation of the growth concepts from a high level regional perspective and as such, the evaluation lacks local context especially in terms of transportation and finance considerations. The evaluation framework and the technical appendices that underpin them are built on high-level assumptions that may be subject to change over time and do not take into consideration the local context and impacts of the growth concepts.</p> <p>Climate Lens It is encouraging to see climate change embedded throughout the Evaluation Summary as a key theme in light of the current climate emergency. However, the lack of measurable data against which to evaluate each concept through a climate change lens results in an inability to effectively determine which concepts would perform better. This is especially striking in instances like the Transportation Analysis where the technical report finds that there is no measurable difference across concepts despite substantial differences in compactness and the identification of new <i>DGA</i> for future development.</p> | <p>The GHG Emissions Assessment prepared to assist in the comparative evaluation of the Growth Concepts, was for comparative analysis. The Draft Preferred Growth Concept brought forward by the Preferred Growth Concept Report in early 2022, will be supported by a detailed GHG Emissions Modelling Assessment. This analysis is nearing completion and preliminary results have informed the Draft Preferred Growth Concept.</p> |

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| | | <p>In the absence of a Regional strategy quantifying base greenhouse gas emissions and establishing a reduction target, it will be challenging to assess which scenario most effectively contributes to climate change mitigation and adaptation. Staff look forward to reviewing the Green House Gas Emissions Assessment Report.</p> <p>To better assess the climate-related impacts of growth in the future, the following would be helpful:</p> <ul style="list-style-type: none"> • Quantitative measures and financial valuations for ecosystem services provided by the natural heritage system, other natural assets and green infrastructure, as well as avoided costs (i.e. flood prevention, erosion control, water quality improvements); • Relative greenhouse gas emissions associated with each transportation mode share, applied to the travel patterns projected for each of the growth concepts, to assess the difference in both vehicle kilometers travelled and carbon intensity; and • Relative greenhouse gas emissions associated with servicing and other infrastructure requirements, linked to housing type. <p>Transportation</p> <p>The Transportation Assessment considers Regional infrastructure requirements and investments. It is for this reason that the transportation assessment shows little variability across the 5 concepts. Given this the Evaluation Framework finds that “No one Growth Concept is preferred from a transportation perspective” since all growth concepts use the existing capacity of the road network prior to the identification of any capacity expansion. The evaluation does identify that Concepts 3 and 4 do exhibit potential for marginally higher transportation capital costs depending on the transportation solution.</p> <p>From a transportation perspective, the analysis did not adequately acknowledge the relationship between mode share, travel patterns, infrastructure requirements and demand for aggregate resources. Particularly, growth concepts which reinforce the dominance and prioritization of travel by single-occupancy vehicle will likely result in more auto trips, thereby impacting the life cycle assumptions for transportation infrastructure which may also strain capacity of that same infrastructure, resulting in a decrease of the life cycle of critical transportation infrastructure required to support growth.</p> <p>The negative impacts of car-oriented development regarding proposed mode share targets for sustainable modes of transportation were not adequately discussed. Despite a climate lens being used throughout the development of the growth concepts, air quality and impacts to public health considerations are also absent from the analysis, and only mentioned at a very high level in the climate change memo.</p> <p>Fiscal Impact Assessment</p> <p>Overall, there is little variation in tax impacts between the concepts since expenditures and revenues in this assessment were driven by the development forecasts of each concept which due to the requirements of the growth plan, do not vary greatly. At this stage of the Fiscal Impact Assessment, the work does not consider the full nuances of each concept nor does it consider the nuances of the</p> | <p>The Draft Preferred Growth Concept has been informed by transportation infrastructure analysis, but the final Draft Preferred Growth Concept Report to be brought forward in early 2022, will be supported by a more detailed Transportation Assessment.</p> <p>The Draft Preferred Growth Concept has been informed by financial impact analysis, but the final Draft Preferred Growth Concept Report to be brought forward in early 2022, will be supported by a more detailed Fiscal Impact Assessment.</p> |

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| | | <p>local context. The Fiscal Impact Assessment considers the cost of transit expansion related to population and employment growth but does not build in assumptions about increased fare box revenues that might result in a shift in mode of transit.</p> <p>The Average Annual Tax Increases 2021- 2051 found in table 3 of Appendix F shows an annual tax increase between 3.90% and 3.79% per annum across the concepts. This is similar to the Tax increase found in the City of Burlington’s 10 year Financial Plan. Through this work, the evaluation framework finds that there is some variation between the concepts from a regional perspective and that concepts 1 and 4 result in a “slightly more favourable financial impact”. However, as noted above, the tax revenue potential of high-density development may improve over time. The higher rates of intensification in concepts 2 and 3A/B would likely result in changes to sizes and configuration of apartment units (larger, more bedrooms) resulting in increased revenue potential. This is of particular note for the City of Burlington where a shift toward a greater proportion of higher density residential units has already begun.</p> <p>The City of Burlington looks forward to the forthcoming detailed Financial Impact Analysis associated with the preferred growth concept and welcomes working with the Region on the nuances of the Burlington context. Technical comments from the City of Burlington perspective on supporting appendices can be found in Appendix A of this report.</p> <p>4.4 Settlement Area Boundary Expansion Studies 4.4.1 Agricultural Areas Assessment, Natural Heritage System & Water Resources Assessment and Mineral Aggregate Resources Assessment With respect to natural heritage, agriculture and aggregate resources, the general approach (as dictated by Provincial policy) is that all three must be protected for the long-term, with no guidance as to the relative ranking/priority of each component. Yet, on the ground, the natural order implementation generally places natural heritage as the top priority, followed by aggregate resources, followed by agricultural lands. Staff note that, although dependable agricultural land or prime agricultural land is characterized as a “non-renewable, finite resource that is essential for the existence of a healthy agriculture and food system” (Halton Region Rural Agricultural Strategy Background Report, pg. 2.1) the current policy framework lacks:</p> <ul style="list-style-type: none"> • a base line for the minimum amount of land required for a viable system; • quantifiable goals for farmland preservation; • requirements for cumulative impact assessment, and • provisions for investment in the restoration and enhancement of remaining lands. <p>As a result, there is risk that the incremental removal of small portions of prime agricultural land may be characterized as inconsequential on an individual basis and that the potential long-term, cumulative impacts of multiple removals may be overlooked. Additionally, the removal of prime agricultural lands is sometimes further rationalized as a means to preserve components of the natural heritage. Further, traditional mitigation measures are focused on avoiding and minimizing negative impacts, rather than</p> | <p>The Draft Preferred Growth Concept has been informed by agricultural impact analysis, but the final Draft Preferred Growth Concept Report to be brought forward in early 2022, will be supported by a more detailed Agricultural Impact Assessment, with recommendations regarding the mitigation of impacts to agricultural land from urban development</p> |

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| | | <p>a no negative impact or no net negative impact test, leaving the broader system at risk of perpetual incremental decline.</p> <p>It would be beneficial to acknowledge these limitations to protecting the agricultural system, as a means to garner additional support for investment in the preservation, restoration and enhancement of remaining agricultural lands. For example:</p> <ul style="list-style-type: none"> • commit to edge-planning measures for any agricultural areas impacted by urban expansion, with buffers accommodated within the urban boundary, rather than the rural area, where appropriate; • partner with local municipalities and economic development agencies to implement additional components of the Halton Rural Agricultural Strategy; • partner with conservation authorities and other relevant agencies to ensure natural heritage stewardship programs contain flexible, agriculture-friendly options; • consider the feasibility of an agricultural stewardship program, in alignment with Ontario's Agricultural Soil Health and Conservation Strategy, focused on opportunities for farmland restoration and enhancement; and • consider the feasibility of an agricultural land securement program, similar to the Region's Greenlands Securement program. <p><u>4.4.2 North Aldershot Policy Area Urban Boundary Assessment</u></p> <p>The current North Aldershot Planning Area framework was developed in the mid 1990's and characterizes North Aldershot as neither urban nor rural. However, the current Provincial policy framework requires that all lands be recognized as one of three categories: urban, rural or prime agricultural. As North Aldershot is not within any existing settlement area boundaries and does not contain any prime agricultural lands, it is considered rural. The Growth Plan, 2019 (section 2.2.9.6) does provide for some level of transition to recognize site-specific locations in rural areas with approved zoning or designation in an official plan that permitted new multiple lots or units for residential development as of June 16, 2006.</p> <p>However, there remains a broader need to ensure conformity with the full spectrum of Provincial and Regional policies, which have changed significantly since the North Aldershot Planning Area was last studied in the 1990's. A comprehensive review of the North Aldershot Planning Area framework was not undertaken during the development of the new Burlington Official Plan, as it was recognized that this work would occur through the Region's Municipal Comprehensive Review (MCR) and Regional Official Plan Review. One sub-area of North Aldershot identified by City Council during the official plan review for specific consideration through the Region's MCR was the Bridgeview community within the West Sector (for more discussion please see details on page 18 of Appendix A to this report).</p> <p>Halton Region's study of the North Aldershot Planning Area has now advanced to the point that policy analysis and preliminary technical studies have been completed. Based on the conclusions of the "North Aldershot Planning Area Discussion Paper" (June 2020), the "North Aldershot Policy Area Urban Expansion Assessment" (Feb 2021) and the "North Aldershot Water and Wastewater</p> | <p>The conformity of the Regional Official Plan to Provincial policy for the North Aldershot Policy Area is a component of the Regional Official Plan Review and will be addressed by the pending Policy Directions Report in early 2022.</p> <p>The Draft Preferred Growth Concept does not include an urban boundary expansion for any portion of the North Aldershot Policy Area.</p> |

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| | | <p>Constraints and Opportunities” (Feb 2021) technical studies, the Region has determined that there are significant constraints to urban development in North Aldershot.</p> <p>The studies generally conclude that the developable area has been significantly reduced through refinements to the Regional Natural Heritage System, including the recent addition of the Growth Plan Natural Heritage System, and that due to factors such as topography, proximity to environmental features and the general sparse and uneven distribution of each pocket of potential development, extending servicing can be costly, inefficient and technically challenging compared to other potential growth areas in the Region which are more contiguous to existing service areas.</p> <p>On this basis, with the exception of the City’s existing obligations under the Minutes of Settlement for the Eagle Heights community, staff are supportive of the Region’s conclusions that the North Aldershot Policy Area as a whole does not merit consideration for settlement area boundary expansion through the current MCR, when compared to the areas identified for potential settlement boundary expansion in the growth concepts, and are supportive of developing a rural policy framework to update the existing policies and achieve Provincial conformity. Further, given the study conclusions, that indicate that the remaining policy area pockets throughout North Aldershot each pose various technical, environmental and financial challenges, staff do not recommend the consideration of individual, minor expansions to accommodate urban development.</p> <p>Strategy/process The City of Burlington is providing the City’s submission on the Region’s Integrated Growth Management Strategy Growth Concepts Discussion Paper through staff report PL-21-21 as the City’s input on this stage of Phase 2 of the Regional Official Plan Review (ROPR).</p> <p>The ROPR project is currently moving to Phase 3 of the Regional Official Plan review. This phase will involve the preparation and finalization of a Regional Official Plan Amendment(s) based on the preferred growth concept report.</p> <p>There will be additional opportunities for public engagement throughout the Regional Official Plan Amendment process in Phase 3 of the Regional Official Plan Review. In accordance with the requirements of provincial policy, a final ROPA will be brought forward for Council approval July 2022.</p> <p>Options Considered Not Applicable</p> <p>Financial Matters: Not Applicable</p> <p>Total Financial Impact Not Applicable</p> | <p>Comments noted. Climate Change is an important component of the Regional Official Plan Review that will be further addressed in the pending Policy Directions Report in early 2022.</p> |

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| | | <p>Source of Funding Not Applicable</p> <p>Other Resource Impacts Not Applicable</p> <p>Climate Implications Burlington City Council declared a climate emergency in April 2019 in response to the concerns about the impact that a changing climate is having on the City and communities around the globe. On April 20, 2020 Council approved a Climate Action Plan which provides a framework to reduce the use of fossil fuels in the community, the main contributor to greenhouse gas emissions, which are causes of climate change. The Climate Action Plan focuses on the following key areas: low-carbon new buildings, deep energy retrofits for existing buildings, renewable energy, electric mobility and equipment, integrated mobility, waste reduction and industry innovation.</p> <p>The Regional Official Plan and Burlington’s Official Plan have roles to play in ensuring that planning activities contribute to achieving the City’s climate change mitigation and adaptation objectives. In accordance with the Growth Plan for the Greater Golden Horseshoe (2019), planning in Burlington must have as a guiding principle the need to “integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure –that are adaptive to the impacts of a changing climate- and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions” (Growth Plan, 2019, S.1.2.1).</p> <p>This report provides comments on the Growth Concepts Discussion Paper and supporting technical reports which are part of the Region’s IGMS and ROPR work and will shape the physical environment of Burlington and Halton Region as a whole to the year 2051 and beyond by guiding various elements of the built environment such as land use, density/intensity of development, transportation and infrastructure considerations, and protection of the natural heritage system and open spaces. Staff find that Growth Concept 3A/3B best align with the objectives of the Climate Action Plan and Burlington’s Official Plan.</p> <p>For example:</p> <ul style="list-style-type: none"> - Higher densities will make more efficient use of land and resources including infrastructure and community services; - Higher densities and transportation network improvements will support transit usage and active transportation (including walking and cycling) as alternative modes of travel to reduce reliance on private motor vehicles and reduce greenhouse gas emissions; - A mix of land uses will provide increased opportunities for people to live, work, shop, study and play reducing residents’ need to travel long distances on a daily basis; - Densification and intensification protects rural and Greenbelt lands from urban sprawl by directing growth to an existing built-up area of the Region. | <p>The Growth Concepts Discussion Paper contained a Climate Change Lens to demonstrate how climate change was integrated into the evaluation of the Growth Concepts. The Draft Preferred Growth Concept Report brought forward in early 2022 will be supported by a Greenhouse Gas Emissions Assessment.</p> |

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| | | <p>Engagement Matters: Information about the Regional Official Plan Review can be found on-line at the main webpage for the project.</p> <p>From that page, there are links to additional information, including:</p> <ul style="list-style-type: none"> - Learn about the Growth Concepts - Take a short questionnaire - Join a virtual Public Information Centre - Discuss the Growth Concepts with a regional planner - Read the initial consultation report. <p>There are two virtual Public Information Centres (PICs) for Burlington one was held on Tuesday May 11 and was attended by members of Council, members of the public and Staff. An additional PIC to discuss the North Aldershot policy area was held on Monday May 17th. A final Region-wide PIC is scheduled for Tuesday June 29th.</p> <p>Conclusion: The Region of Halton's Official Plan Growth Concepts Discussion Paper provides a detailed overview of the 5 growth concepts, the technical documents that underpin them and the Evaluation Framework. The City of Burlington's comments on the Growth Concepts Discussion Paper and the Phase 2 – Initial Feedback Summary have been provided in staff report PL-21-21 and Appendix A which form the City's submission to the Region of Halton.</p> <p>Staff are of the opinion that Concepts 3A & 3B most closely align with the objectives of the City of Burlington as outlined in the City's new Official Plan, Strategic Plan and Climate Action plan and this is supported by findings from the City's Growth Analysis Study and the Development Charges Background Study Reports both presented to Council in 2019.</p> <p>What is clear through the analysis of the growth concepts is that the allocation of growth to Strategic Growth Areas is critically important to meeting the objectives and requirements of the Growth Plan, Burlington's Official Plan and the Strategic Plan. It is imperative that development be directed to the SGAs and existing DGAs throughout the Region in advance of expanding the urban boundary. This is particularly important in light of the Climate Emergency declared by the City of Burlington in 2019.</p> <p>Appendix K provides an evaluation of the growth concepts from a high level regional perspective and as such, Staff find that the evaluation lacks local context in terms of transportation and finance considerations. The evaluation framework and the technical appendices that underpin them are built on high-level assumptions that may be subject to change over time and do not take into consideration the local context and impacts of the growth concepts.</p> <p>Staff are supportive of the Region's conclusions that the North Aldershot Policy Area as a whole does not merit consideration for settlement area boundary expansion through the current MCR apart from the City's existing obligations under the Minutes of Settlement for the Eagle Heights community. Staff</p> | <p>Comment noted. The Draft Preferred Growth Concept aligns with Local Plans and Priorities in a Region-wide context.</p> <p>The Draft Preferred Growth Concept directs significant growth to the Strategic Growth Areas of Burlington.</p> <p>Appendix K was a higher-level analysis for the purposes of comparing the Growth Concepts. The Draft Preferred Growth Concept Report brought forward in early 2022 will be supported by more detailed technical studies</p> <p>See response above.</p> <p>See response above.</p> |

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| | | <p>are supportive of developing a rural policy framework to update the existing policies and achieve Provincial conformity. Further, Staff note that while the market needs analysis in the LNA concluded that Concept 4 best achieves the market demand for lower densities and more ground related housing, the LNA may not fully recognize the shift in the market towards a greater share of apartment units over the last 10 years, especially in Burlington.</p> <p>Conversely, the Discussion Paper and City Staff note that despite the market demand findings of the LNA, the Growth Plan requires the Region to plan for a shift in current housing patterns so that less land is required for housing over the 2051 time horizon and that this will require higher density housing types such as apartment buildings, to which Concepts 3A&B more closely align. It will be up to decision makers to determine how much weight to give to the market demand lens when evaluating the growth concepts and when endorsing a preferred growth concept.</p> <p>Respectfully submitted,</p> <p>Kate Hill-Montague, MPlan Coordinator of Policy, Policy and Community</p> <p>Kelly Cook, Senior Planner, Policy and Community</p> <p>Laura Daly, MCIP, RPP Planner II, Policy and Community</p> <p>Samantha Romlewsky, Planner II, Policy and Community</p> <p>Laura Ross Planner II, Policy and Community</p> <p>Alison Enns, MCIP, RPP Manager, Policy and Community</p> <p>Appendices:</p> <p>A. City of Burlington Submission on the Regional Official Plan Review Growth Concepts Discussion Paper Technical Comments</p> <p>General Comments:</p> <p>The Growth Concepts Discussion Paper and accompanying appendices are comprehensive documents that present a detailed description of the 5¹ growth concepts and the technical analysis that informs them and their evaluation by experts through the technical reports. While Staff observed that many previous comments were implemented into the Discussion Paper, Staff have identified some additional opportunities for clarity. For additional information please see covering report PL-21-21: Submission on the Region of Halton's Concepts Discussion Paper.</p> | |

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| | | <p>¹For the purposes of these comments, the 5th growth concept (Concept 3B) as it is discussed on Halton Region’s website is discussed as part of these comments.</p> <table border="1" data-bbox="466 354 1549 1382"> <thead> <tr> <th data-bbox="466 354 655 383">Page Number</th> <th data-bbox="655 354 1549 383">Comment or Question</th> </tr> </thead> <tbody> <tr> <td data-bbox="466 383 655 1382">38</td> <td data-bbox="655 383 1549 1382"> <p>A reference to a Statistics Canada analysis to validate the following statement: “Along with this has been a concern about highrise living, with a decline in the demand for units in tall towers. There is some evidence that these conditions, as fleeting as they may be, are leading to an increase in demand for single family housing further out from the GTA employment Centres.” (Footnote 6)</p> <ul style="list-style-type: none"> • However, the language used in the Statistics Canada analysis is far clearer in what is meant by the term single family, i.e. “This has shifted the interest of homebuyers from condos to single-family homes such as singles, semis and townhomes. Furthermore, the increasing prevalence of working from home during the pandemic has made commuting less of a deciding factor when choosing where to purchase a residential property.” • Similar comments related to terminology for multi-family/multi-residential/tall towers/highrises/apartments/condominiums. The language used through the discussion paper seems to favour more general terms such as single family and apartment but to the average member of the public, it is likely not clear that single family also includes semis and townhomes/townhouses etc. It is likely that the difference between townhomes and row houses is unclear. • Suggest defining the term ‘condominium’. This is often referenced as a housing type and closely associated with multi-residential /apartments/tall towers. A simple housing type terminology key could go a long way in conversations with Council and the public, especially when there’s such a strong need to zero in on the missing middle and gentle density. • An explanation that rental units can exist across both the various housing types and ownership configurations, and that there is a significant difference between purpose-built rental and other rental type and that affordable housing comes with its own unique subset of terminology (i.e. rent supplement, rent-geared to income etc.) could provide additional clarity. • Consistent use of terms could a long way in preventing the conversation from focusing only one single detached vs. tall towers. 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| Page Number | Comment or Question | | | | | | |
| 38 | <p>A reference to a Statistics Canada analysis to validate the following statement: “Along with this has been a concern about highrise living, with a decline in the demand for units in tall towers. There is some evidence that these conditions, as fleeting as they may be, are leading to an increase in demand for single family housing further out from the GTA employment Centres.” (Footnote 6)</p> <ul style="list-style-type: none"> • However, the language used in the Statistics Canada analysis is far clearer in what is meant by the term single family, i.e. “This has shifted the interest of homebuyers from condos to single-family homes such as singles, semis and townhomes. Furthermore, the increasing prevalence of working from home during the pandemic has made commuting less of a deciding factor when choosing where to purchase a residential property.” • Similar comments related to terminology for multi-family/multi-residential/tall towers/highrises/apartments/condominiums. The language used through the discussion paper seems to favour more general terms such as single family and apartment but to the average member of the public, it is likely not clear that single family also includes semis and townhomes/townhouses etc. It is likely that the difference between townhomes and row houses is unclear. • Suggest defining the term ‘condominium’. This is often referenced as a housing type and closely associated with multi-residential /apartments/tall towers. A simple housing type terminology key could go a long way in conversations with Council and the public, especially when there’s such a strong need to zero in on the missing middle and gentle density. • An explanation that rental units can exist across both the various housing types and ownership configurations, and that there is a significant difference between purpose-built rental and other rental type and that affordable housing comes with its own unique subset of terminology (i.e. rent supplement, rent-geared to income etc.) could provide additional clarity. • Consistent use of terms could a long way in preventing the conversation from focusing only one single detached vs. tall towers. As well as avoiding terminology overload/misuse. | | | | | | |

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| | | <p>41</p> <p>The following statement is made “For Millennials, being able to afford a single family home is increasingly important as they begin to have children. Recent new home sale data gives some indication of this pattern beginning to emerge.”</p> <ul style="list-style-type: none"> • The above statement highlights affordability but does not address the concept of access. That is some millennials may be able to afford family-friendly housing but cannot access it because there is not enough built supply, or because a large portion of the population is ‘over-housed’ in the supply that does exist. Yet, at the same time, it is important to clarify issues of supply/affordability/access to avoid a disproportionate focus on ‘building our way out of’ affordability issues. • ‘Single family home’ seems overly specific and potentially limiting if interpreted to mean single-detached. There is likely an opportunity to lay-out some clear terminology ground rules and ensure that language is used consistently. • The above statement seems more focused on “family-friendly housing”, which should be clarified to mean two bedrooms or more in size, regardless of housing type. Single/detached/single-detached/single-family/groundoriented dwelling may often overlap but these terms do not always refer to the same thing and care should be taken to avoid confusing the public/decision-makers. • Section 6.B acknowledges the possibility of family-friendly apartments, which is positive. This is an important concept to continue re-iterating throughout all discussions. | <p>The PGC housing mix considers the provision of a market-based supply of housing as required by the Provincial Land Needs Assessment Methodology. This will in turn help inform access.</p> <p>‘Single-family’ includes homes such as singles, semis and townhomes as described by Statistics Canada (Footnote 6, p. 38).</p> <p>Family-friendly apartments will continue to be a part of discussions</p> |
| | | <p>107</p> <p>Response to bullet # 2 When the existing conditions of Halton Region are taken into consideration it is really concepts 2 and 3 that would provide a greater diversity of uses. Currently, in Halton Region, apartment units account for 20% of all residential units. In 2051, the share of apartment units would shift under concept 4 to 32% of all residential units. The more intensive concepts (2 and 3A/B) would result in shares ranging from 35% to 40% of all residential units. While the variety of new unit types under concept 2 and 3 would technically be narrower, when the existing conditions they will be introduced into in is considered, they provide the greatest diversity of units.</p> | <p>The Draft Preferred Growth Concept is supported by a Draft LNA that both considers a market-based supply of housing, and implements an “intensification first” approach with an ambitious proportion of growth directed to the existing urban area, and a significant shift towards apartments in the future housing mix, while providing for an adequate supply of low density</p> |

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| | | | | <p>(single and semi-detached) housing units.</p> <p>The Region has retained Strategy Corp to complete a study on the <i>Changing Nature of the Economy and Employment and Implications for Halton Region</i>. This work will produce a policy whitepaper which will provide insight to factors influencing the Region's economy included the COVID-19 pandemic, nature of employment and the non-residential real estate market. The study will also comment on the appropriateness of the employment land needs identified as part of this IGMS Growth Concepts Discussion Paper in the context of future economic growth sectors and jobs.</p> |
| | | 107 | <p>Summary Findings, Bullet point 3. The assertion that Concepts 1 and 4 better protect existing employment uses as a function of creating less need to convert employment land to accommodate residential development does not take into consideration the changing landscape of employment (intensification of employment areas, Major Office Employment) as well as the realities of employment in a post-Covid era.</p> | |

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| | | <p style="text-align: center;">Appendices Technical Report Comments Appendix A: Climate Change Lens</p> <table border="1" data-bbox="468 326 1547 1377"> <thead> <tr> <th data-bbox="468 326 657 354">Page Number</th> <th data-bbox="657 326 1547 354">Comment or Question</th> </tr> </thead> <tbody> <tr> <td data-bbox="468 354 657 574">General</td> <td data-bbox="657 354 1547 574">In the absence of a Regional strategy quantifying base greenhouse gas emissions and establishing a reduction target, it will be challenging to assess which scenario most effectively contributes to climate change mitigation and adaptation. Staff look forward to reviewing the Green House Gas Emissions Assessment Report from the Region in the coming weeks.</td> </tr> <tr> <td data-bbox="468 574 657 659">General</td> <td data-bbox="657 574 1547 659">Since climate change is a theme that applies across the board. It seems out of place to group it with environment and agriculture</td> </tr> <tr> <td data-bbox="468 659 657 1154">7</td> <td data-bbox="657 659 1547 1154"> <p>'Of note, the effects of climate change have been considered in establishing the measures for all four themes in the Evaluation Framework. Measures specific to climate change adaptation and mitigation of greenhouse gas emissions are included in Theme 3.'</p> <p>No specific evaluation metrics or measurable outcomes - we made this comment last time but there have been no amendments to the technical appendix that reflect this. This relates to the overarching comment that although a climate change is ostensibly embedded throughout each of the growth concepts, it seems that there are few measurable metrics that have been applied and is more of a motherhood statement.</p> </td> </tr> <tr> <td data-bbox="468 1154 657 1377">9</td> <td data-bbox="657 1154 1547 1377"> <p>'To what extent can climate change be mitigated through compact built form, developing a sustainable transportation system, protection of agricultural lands and soils, and protection of natural heritage and supporting healthy watersheds?'</p> <p>Climate change addressed through land use and protection of landscapes / natural heritage system. Doesn't cover other climate change mitigation impacts for example extreme weather.</p> </td> </tr> </tbody> </table> | Page Number | Comment or Question | General | In the absence of a Regional strategy quantifying base greenhouse gas emissions and establishing a reduction target, it will be challenging to assess which scenario most effectively contributes to climate change mitigation and adaptation. Staff look forward to reviewing the Green House Gas Emissions Assessment Report from the Region in the coming weeks. | General | Since climate change is a theme that applies across the board. It seems out of place to group it with environment and agriculture | 7 | <p>'Of note, the effects of climate change have been considered in establishing the measures for all four themes in the Evaluation Framework. Measures specific to climate change adaptation and mitigation of greenhouse gas emissions are included in Theme 3.'</p> <p>No specific evaluation metrics or measurable outcomes - we made this comment last time but there have been no amendments to the technical appendix that reflect this. This relates to the overarching comment that although a climate change is ostensibly embedded throughout each of the growth concepts, it seems that there are few measurable metrics that have been applied and is more of a motherhood statement.</p> | 9 | <p>'To what extent can climate change be mitigated through compact built form, developing a sustainable transportation system, protection of agricultural lands and soils, and protection of natural heritage and supporting healthy watersheds?'</p> <p>Climate change addressed through land use and protection of landscapes / natural heritage system. Doesn't cover other climate change mitigation impacts for example extreme weather.</p> | <p>The complete comparative Greenhouse Gas Emissions Assessment has been completed and is posted on the Region's website under the Regional Official Plan Review.</p> <p>In the Greenhouse Gas Emissions Assessment, three Growth Concepts developed for Official Plan consideration were modelled for their energy use and greenhouse gas (GHG) emissions production over the next 30 years to determine the energy and emissions differences between the directions. The report presents the modelling results and discusses the implications of both land-use concepts.</p> <p>The remaining climate change comments have been noted. Climate change is an important component of the Regional Official Plan Review that will be further addressed in the pending Policy Directions Report to be brought forward in 2022.</p> |
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| | | 9 | <p>'How can future communities in Halton be adaptable to climate change through compact built form, developing a sustainable transportation system, protection of agricultural lands and soils, and protection of natural heritage and supporting healthy watersheds?'</p> <p>How is this being measured? Is there an ecosystem services calculator? How do we evaluate the value of these natural assets and their services to weigh them against the impact of the growth concepts?</p> | <p>The Region is proposing to bring forward broader climate change Policy Directions for the Regional Official Plan Review in 2022 to address provincial and regional climate change objectives. These policy</p> |
| 20 | <p>'At the local level, detailed community design and building design must be achieved, where green standards implemented by local municipalities are becoming common, and Provincial support for the provision of services, like transit, to support the planned urban structure.'</p> <p>At the local level to implement. Except for renewable energy. do we need further clarity from Region? Links to comment above about local implementation mechanisms.</p> | | | |
| 105 | <p>'To adapt to a changing climate, the Region will need to continue to support natural heritage system planning, in particular flood management, to minimize negative impacts and increase resilience. For mitigation of greenhouse gases, the policy focus will be to reduce energy demand from transportation and buildings and protect greenspaces.'</p> <p>Same as comment above. Natural heritage system planning focuses on specific climate change mitigation measures i.e. flood management but what about extreme weather events etc.</p> <p>Bring out link to protecting greenspaces and reducing GHGs. Transportation and buildings are more obvious but the protecting green spaces is more intrinsic and might need to be clarified further for members of the public.</p> <p>End of this sentence doesn't read right - think it should be 'transportation, buildings and protecting greenspace'.</p> | | | |
| 106 | <p>'More detailed climate change objectives will be established through local municipal official plans, secondary and neighbourhood plans, infrastructure and master servicing plans (particularly transit plans), as well as conditions of approval for individual development applications.'</p> <p>This provides further clarity on local implementation but not what the Region's role will be.</p> | | | |

| No. | Source | Submission | | Response | | | | | | | | | |
|---|---|---|---|--|---------|--|---------|--|---------|---|-------------|---|--|
| | | 112 | <p>'complete communities'</p> <p>Does this include sustainable buildings?</p> | <p>directions will help inform local planning while recognizing that local municipalities may be using different tools to implement this such a local official plan policies, secondary plans, infrastructure plans, and guidelines. The Region will work closely with local municipalities in developing policies through a Regional Official Plan amendment.</p> | | | | | | | | | |
| | 112 | <p>'...the Region is directed to mitigate and adapt to climate change impacts...'</p> <p>Who / what is the focus of this mitigation? Mitigation seems to be focused on protecting natural heritage systems.</p> | | | | | | | | | | | |
| | Appendix A Page 2 | <p>'Through the update to the ROP, the Region has the opportunity to set goals related to climate action to encourage or imagine (i.e. re-envision the kind of community it wants to be) more systemic change in terms of reducing GHG emissions and improving resiliency to extreme weather.'</p> <p>Does the IGMS actually do this? Climate change seems to be a motherhood statement with few tangible outcomes.</p> | | | | | | | | | | | |
| <p>Appendix B: Land Needs Assessment Methodology</p> | | | | | | | | | | | | | |
| | | <table border="1"> <thead> <tr> <th data-bbox="655 797 800 824">Page Number</th> <th data-bbox="800 797 1556 824">Comment or Question</th> </tr> </thead> <tbody> <tr> <td data-bbox="655 824 800 992">General</td> <td data-bbox="800 824 1556 992">It would be helpful to provide clarity about when 'population' is census populations and when an undercount has been used in these calculations.</td> </tr> <tr> <td data-bbox="655 992 800 1049">General</td> <td data-bbox="800 992 1556 1049">There are a number of calculation errors within the employment tables.</td> </tr> <tr> <td data-bbox="655 1049 800 1162">General</td> <td data-bbox="800 1049 1556 1162">Clarity around the definition of the terms "employment lands" and "employment areas" and how they relate to the LNAM calculations would provide additional clarity.</td> </tr> <tr> <td data-bbox="655 1162 800 1421">15, Table 4</td> <td data-bbox="800 1162 1556 1421"> <p>The LNA's assessment of market demand is based on past performance. City staff believe that this approach may not fully acknowledge the substantial shift in apartment unit construction over the last 10 years (30.9% of new units), a shift which is more pronounced in Burlington.</p> <p>Burlington's Development Charges Background Study (2019) states that the share of apartment units in Burlington is already 24%, 4% greater than the regional average and is projected to increase its share of apartment units to 30% by 2031 (20 years before the 2051 planning horizon). This more pronounced shift</p> </td> </tr> </tbody> </table> | Page Number | Comment or Question | General | It would be helpful to provide clarity about when 'population' is census populations and when an undercount has been used in these calculations. | General | There are a number of calculation errors within the employment tables. | General | Clarity around the definition of the terms "employment lands" and "employment areas" and how they relate to the LNAM calculations would provide additional clarity. | 15, Table 4 | <p>The LNA's assessment of market demand is based on past performance. City staff believe that this approach may not fully acknowledge the substantial shift in apartment unit construction over the last 10 years (30.9% of new units), a shift which is more pronounced in Burlington.</p> <p>Burlington's Development Charges Background Study (2019) states that the share of apartment units in Burlington is already 24%, 4% greater than the regional average and is projected to increase its share of apartment units to 30% by 2031 (20 years before the 2051 planning horizon). This more pronounced shift</p> | <p>General comments noted</p> <p>Comment noted. Region to review and address ahead of the Preferred Growth Concept report.</p> |
| Page Number | Comment or Question | | | | | | | | | | | | |
| General | It would be helpful to provide clarity about when 'population' is census populations and when an undercount has been used in these calculations. | | | | | | | | | | | | |
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| | | in apartment unit construction in Burlington indicates that a shift in market demand for higher density residential units is already underway in Burlington and that the market is accommodating this increase in higher density apartment units | <p>The Land Needs Assessment uses a methodology prescribed by Growth Plan policy 2.2.1.5 and considers regional and local market trends, the demand for housing, lands required for employment activities, the Region's and local municipal current land supply, and the policy requirements of the Growth Plan.</p> <p>Number to be revised per the Region's confirmation</p> <p>Region to review and address ahead of the pending Preferred Growth Concept</p> <p>Region is currently undertaking an update to its Development Charges Background Study and By-law and will be undertaking an update to the BPEs once the Preferred Growth Concept is confirmed.</p> <p>Region to review and assess in the LNA.</p> |
| | 36 | Regarding Bullet 2: It's unclear how the 3% Long-term Vacancy within the Existing Base for the City of Burlington resulted in 69.7 ha. According to the Existing Employment Area Potential section of the memo, a factor for long-term vacancy is applied as 3% of the total occupied and vacant lands. According to the tables, the 2021 Total Employment Land Base (occupied plus vacant) for the City is 1,411.7 ha. To assist with our understanding, can the Region please confirm what numbers were used in the 3% long-term vacancy calculation. | |
| | 52, Table 36 | Municipal Allocation of Four Growth Concepts: The table identifies a total population growth for the City of Burlington of 21,110 between 2021-2031. The region has confirmed that the number should be 19,400 and that this figure does include the census under count. Staff request that the appropriate update be made to table 36. | |
| | 52, Table 36 | Table 36 shows that population growth to 2031 will require an addition of 9,890 new housing units to the City of Burlington or approximately an addition of 989 units per year. This is a significant increase from Burlington's current rolling average of over the last 10 years (2010-2020) of 692 units per year. | |
| | 56, Figure 1 | There appears to be an error in both the pie chart (concept 1) and in the Table (new DGA) that identifies housing growth in Burlington within new Designated Greenfield Area. | |
| | 75, Table 50 | The LNAM work indicates that Burlington's 2031 forecasted census population is 208,100 people. When compared to the Region's 2031 BPE (2009) this is an increase of 15,100 people. Although this results in a significant increase in population to 2031, Staff are of the opinion that this forecast is appropriate. These findings are supported by the Growth Analysis Study Report (2019) which indicated that Burlington's population could range from between 192,300 to 254,400 people to 2031. This ten year horizon is critical for Development Charges Studies, 10 year capital budgets and consideration should be given in the near term to flexibility of approaches to these studies in the context of the City of Burlington. | |
| | 79, Table 55 | The 2031 employment forecast in Burlington's Growth Analysis Study Report (2019), under the Reference Scenario is significantly higher than the Region's. | |

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|------------------|--|--|----------|--|------------------|--|-------------|---------------------|---------|--|---------|--|--|
| | | <p style="text-align: center;">Appendix C: Employment Area Conversion Request Inventory</p> <table border="1" data-bbox="468 298 1547 493"> <tr> <td data-bbox="468 298 657 435">General</td> <td data-bbox="657 298 1547 435">There are several errors and inconsistencies among the appendix, the table in the body of the report and the conversions included in proposed ROPA 48.</td> </tr> <tr> <td data-bbox="468 435 657 493">Further Analysis</td> <td data-bbox="657 435 1547 493">See staff report for comments on conversions requiring further analysis.</td> </tr> </table> <p style="text-align: center;">Appendix D: Transportation Analysis</p> <table border="1" data-bbox="468 548 1547 1408"> <thead> <tr> <th data-bbox="468 548 657 574">Page Number</th> <th data-bbox="657 548 1547 574">Comment or Question</th> </tr> </thead> <tbody> <tr> <td data-bbox="468 574 657 797">General</td> <td data-bbox="657 574 1547 797">For additional context in evaluating the impacts of various growth concepts, it would have been helpful to acknowledge the relationship between mode share, travel patterns, infrastructure requirements and demand for aggregate resources. 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| General | There are several errors and inconsistencies among the appendix, the table in the body of the report and the conversions included in proposed ROPA 48. | | | | | | | | | | | | |
| Further Analysis | See staff report for comments on conversions requiring further analysis. | | | | | | | | | | | | |
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| | | | discussed. Despite a climate lens being used throughout the development of the Growth Concepts, air quality and impacts to public health considerations are also absent from the analysis, and only mentioned at a very high level in the climate change memo. | The remaining Transportation comments have been noted. The Preferred Growth Concept Report to be brought forward in 2022 will be supported by a more detailed Transportation Assessment. |
| | | Page 2 Section 1.2 | <p>In section 1.2 on pg.2, the following explanation is provided for the DMTR:</p> <p>“The Defining Major Transit Requirements in Halton Region (DMTR), completed in 2019, is a continuation and fulfilment of the next steps established through the MMS in support of the vision for a multimodal transportation network. This study evaluated the existing and proposed MTSAs, higher order transit stations and surrounding areas that are planned for intensification to identify infrastructure gaps, potential barriers to development and potential opportunities; and defined the type, form, and function of the TPCs as identified in the MMS. It identified transit infrastructure investment opportunities for the 2031 and 2041 planning horizons to address potential transit demand and enhance transportation mobility and connectivity between existing and proposed MTSAs.”</p> <p>Additional context should be added to clarify that the focus of this study was Regionally owned/operated transportation infrastructure (which does not include transit) and that the growth/employment/travel scenarios were based on proxy data generated only for the purpose of guiding Regional investments in Regional infrastructure. The suggestions for priority investments in local infrastructure were not based on local data/priorities, were not directive and were for preliminary consideration only.</p> | |
| | | Page 2 Section 1.3 | It is explained that the study considered transportation infrastructure as “regional roadways and major local collectors, transit and provincial facilities”. Does this equate to the “region-wide inter/intraregional transportation network”, “regional transportation system” and “regional transportation network” that is referenced throughout the memo? If yes, it would be helpful to clearly state this in section 1.1 and to expand on: Is “transit and provincial facilities” local transit? local and regional transit? which provincial facilities? Also, will the public understand what is meant by ‘facilities’? | |
| | | Page 3 Section 1.3.1 | Under “Transit”: There should be some language to clarify the nature of the transit assumptions and their intended purpose- and that these assumptions are still subject to further refinement through other planning initiatives (i.e. IGMS & TMP) based on current local municipal planning and priorities. | |
| | | Page 10 Section 4.3 | This is a very general statement “With some minor differences, all four Growth Concepts exhibit similar transportation impacts.” It would be helpful to provide more elaboration. | |

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| | | Page 20 Section 7 | The conclusion that “No Growth Concept stands out more than another, in the aggregate, from a technical or financial perspective from a transportation performance point of view.” is concerning, given that there are many assumptions and various forms of proxy data included in the methodology that have not yet been evaluated by local transportation planning and transit staff. Suggest adding a reference to the role for local staff through the public engagement phase related to the Discussion Paper. | Comments noted. The Growth Concept Report to be brought forward in 2022 will be supported by a more detailed Fiscal Impact Assessment. | |
| | | Page 20 Section 7 | This statement addresses the need for further refinement: “The estimates of future capacity requirements to 2051 are approximate and intended to provide a high-level assessment of potential future capacity constraints and opportunities. This assessment was appropriate only for the relative comparison of the four Growth Concepts. The analysis is subject to further refinement through this study (preferred Growth Concept) and the future transportation master plans.” This could be further strengthened by specifically acknowledging the need for further collaboration with local municipal partners. | | |
| | | Page 20 Section 7 | “No Growth Concept stands out more than another, in the aggregate, from a technical or financial perspective from a transportation performance point of view.” It would be very helpful here to edit to suggest some means of differentiating the concepts using other measures that would assist in refining to the preferred growth concept. | | |
| Appendix F: Fiscal Impact Assessment | | | | | |
| | | Page Number | Comment or Question | | |
| | | General | At this stage of the Fiscal Impact Assessment, the work does not consider the full nuances of each concept nor does it consider the nuances of the local context. | | |
| | | General | The Fiscal Impact Assessment considers the cost of transit expansion related to population and employment growth but does not build in assumptions about increased fare box revenues that might result in a shift in mode of transit. | | |
| | | General | The Average Annual Tax Increases 2021- 2051 found in table 3 of Appendix F shows an annual tax increase between 3.90% and 3.79% per annum across the concepts. This is similar to the Tax increase found in the City of Burlington’s 10 year Financial Plan. | | |
| | | General | The higher rates of intensification in concepts 2 and 3A/B would likely result in changes to sizes and configuration of apartment units (larger, more bedrooms) resulting in increased revenue potential. This is of particular note for the City of | | |

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| | | | Burlington where a shift toward a greater proportion of higher density residential units has already begun. | Comments noted. The final Preferred Growth Concept Report to be brought forward in 2022 will be supported by a more detailed Agricultural Impact Assessment. | |
| | | Page 7, Section 4 | Is this “infrastructure backlog” mentioned Regional or Municipal? Some clarification would be useful in the document. | | |
| | | Page 10 Section 3, A. | The tax increases shown in table 3 seem quite high. Especially for Burlington. Some elaboration about how these figures were calculated would be helpful along with a discussion of the key determinants | | |
| | | Page 16, Appendix A | Table A1: Shows concepts 1 and 4 as being the most fiscally viable. Suggest that more elaboration is required here to describe how this was determined. | | |
| | | Page 16, Appendix A | Table A2 shows that for all concepts, Burlington’s share of employment will decrease from 36% to 25%. Would like some details about how this calculation was done. Does this factor in new employment forms and their relatively intensive uses? Suggest that this table should be supported by more detailed information. | | |
| Appendix G: Agricultural Area | | | | | |
| | | Page Number | Comment or Question | | |
| | | General | With respect to natural heritage, agriculture and aggregate resources, the general approach (as dictated by Provincial policy) is that all three must be protected for the long-term, with no guidance as to the relative ranking/priority of each component. Yet, on the ground, the natural order implementation generally places natural heritage as the top priority, followed by aggregate resources, followed by agricultural lands. | | |
| | | General | Although prime agricultural lands are considered a finite and highly limited resource, there is no base line for the amount of land required for a viable system, no quantified goal for preservation, no cumulative impact assessment, and no investment in the restoration and enhancement of remaining lands. However, the long-term impact of removing ‘small’ portions of prime agricultural land is typically characterized as inconsequential and, in some cases, further rationalized by the preservation of natural heritage and aggregate resources. | | |
| | | General | Rather than continuing to present all three as equally protected assets, it would be better to acknowledge this reality to garner additional support for investment in the preservation, restoration and enhancement of remaining agricultural lands. | | |
| | | General | Traditional mitigation measures are focused on simply minimizing negative impacts, which are accepted as an unavoidable outcome, leaving the broader | | |

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| | | | system in a perpetual state of incremental decline. Active investment in remaining lands could at least help to the bring the net impact up from negative to neutral. | Comments noted. Further clarification of these features (wetlands, watercourses) and areas (significant ground water recharge areas) will be identified in a memo accompanying the Preferred Growth Concept.in 2022. |
| | | General | <p>It is understood that once a final growth concept is selected, a full AIA will be undertaken, and that the above request goes beyond Provincial policy requirements. However, there is risk in not looking more closely at the types of operations (beyond livestock) during this phase, as a critical component of the agri-food network could be overlooked.</p> <p>For example, the background report for the Halton Rural Agricultural Strategy notes that a large decrease in the total value of Gross Farm Receipts in Burlington between 2006 and 2011 is likely due to the closure of one of the last commercial feedlots in Halton Region that occurred following the 2006 Census. This type of information is critical to a comprehensive analysis of both the localized and system-wide agricultural impacts associated with each of the growth concepts.</p> | |
| | | General | <p>As an alliance member, Halton Region already has access to the GHFFA data and it could be an opportunity to demonstrate leadership and innovation. Prime agricultural lands do not benefit from the same level of protection as the natural heritage system, which all 4 growth concepts avoid compromising. However, there is an opportunity to include additional considerations to ensure the impacts agricultural system are truly avoided to the extent possible, before determining mitigation measures based on the preferred growth concept. The natural heritage system discussion paper is more extensive in evaluating system-wide impacts, including discussion on edge-planning, and additional topics for further consideration.</p> | |
| | | General | <p>For any agricultural lands impacted by an expansion, there should be a commitment to appropriate edge-planning, with buffers accommodated within the expansion area. Ideally this would be confirmed through the Terms of Reference for the future AIA, in that it is a required mitigation measure.</p> | |
| | | General | <p>Measure 3.1.3 is heavily focused on the agricultural land base/soil quality and Measure 3.1.4 only addresses the livestock component of the agri-food network. The GHHHA data could provide an opportunity to more comprehensively evaluate the potential impacts to the agri-food network before a preferred growth concept is selected.</p> | |
| | | General | <p>The natural heritage system paper is more extensive in evaluating system-wide impacts, including discussion on edge-planning, and additional topics for further</p> | |

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| | | | consideration. Suggest explaining in the document why a similar approach was not taken with respect to Agriculture. | The Preferred Growth Concept Report will contain some |
| | | Section 3.3 | The potential livestock maps in Section 3.3 are a good tool for this preliminary analysis. Suggest that there is an opportunity to elevate this further, by producing another set of maps using the Golden Horseshoe Food & Farming Asset Mapping data (and/or Halton LEAR data) for all types of agricultural operations and all components of the agri-food network mapped within each of the study areas? | |
| Appendix H: Natural Heritage System | | | | |
| | | Page Number | Comment or Question | Further clarification of these features and areas will be included in the Preferred Growth Concept. |
| | | Page 5 Section 3.2 | At the top of the page, the following explanation is provided “Although a Water Resource System has not been established for Halton; through this evaluation, effort has been made through the sub-measures to have regard for the features and areas which are anticipated to comprise the WRS. This has provided the means for conducting a preliminary and high-level analysis in advance of full WRS delineation.” It would be helpful to specify which features and areas are anticipated to comprise the WRS, and which ones have been represented by which components of the NHS. | |
| Appendix I: Aggregate Resources | | | | |
| | | Page Number | Comment or Question | Comments noted. |
| | | General | How is the extraction of aggregate resources below the water table, where rehabilitation to agricultural use is not possible, factored in to this measure? Is the value of retaining lands for extraction outside of prime agricultural areas considered through the broader evaluation (i.e. on the premise that it may reduce future pressures for extraction on prime agricultural lands)? | |
| | | Page 10 | Starting on the bottom of pg. 10, it is stated “In this regard, there are different types of mineral resources to consider in applying and understanding what the Provincial vision is based on, with shale resources being required for brick making (primarily for aesthetic reasons) and with other forms of bedrock being required for primarily roads and infrastructure.” This is a very interesting distinction and lens through which to view the analysis, but it is not clear what the other forms of bedrock are. The rest of the memo references shale and bedrock interchangeably and does not seem to return to | |

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| | | | <p>this distinction, aside from 2 paragraphs in the middle of pg. 18 which do not go into much more detail.</p> | <p>The aggregate analysis applied a policy-based approach to comparatively analyze the growth concepts relative to impacts on mineral aggregate resources based on the Growth Plan and PPS.</p> |
| <p>Page 38 Section 5.2</p> | <p>This section discusses the measure “Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas”. The concept of rehabilitation back to an agricultural state is strongly supported (even beyond Provincial policy requirements).</p> <p>It is noted that the term “high value” is used rather than “prime agricultural”, is this to signal an expectation for rehabilitation to prior agricultural condition on all agricultural lands, not just prime? To strengthen this concept, could it say, “prime or high value agricultural lands”?</p> <p>Is there supporting evidence to demonstrate the feasibility of this approach? Are there many successful examples of rehabilitation back to an agricultural state? How does the cost of rehabilitation impact future land values- would rehabilitated land be affordable/accessible to agricultural operators? Should these sites be designated for Agricultural Purposes Only, to ensure they remain available for agricultural use over the long-term? Are additional policies/programs needed to ensure rehabilitation occurs? Guidelines to inform the extent/quality of rehabilitation, i.e. define what is meant by “high value”?</p> <p>Was the extraction of aggregate resources below the water table, where rehabilitation to agricultural use is not possible, factored in to this measure?</p> <p>Is the value of retaining lands for extraction, outside of prime agricultural areas, considered through the broader evaluation (i.e. on the premise that it may reduce pressures for extraction on prime agricultural lands)?</p> | | | |
| <p>Appendix J: North Aldershot Policy Area</p> | | <p>Page Number</p> | <p>Comment or Question</p> | |
| <p>General</p> | <p>From a policy perspective, City planning staff are supportive of the Region’s general conclusions regarding the constraints to urban development for lands within North Aldershot that are not the subject of existing development approvals or Minutes of Settlement that contemplate potential residential development. Specifically, Minutes of Settlement between the City and Paletta International Corporation regarding Paletta’s Eagle Heights lands within North Aldershot recognize Eagle Heights as an approved residential development. Paletta is also seeking to amend its approved development to permit a revised development form. The Minutes of Settlement confirm that the City is supportive of the proposed revised development provided that it is in accordance with the Minutes of Settlement and complies with all applicable law, policies and regulations.</p> | | | |

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| | | General | It may be helpful to reference the North Aldershot Planning Area Discussion Paper somewhere in the introduction, to provide the context as to why the NAPA was considered separately from the other areas identified as potential sites for an urban boundary expansion (i.e. that the provincial policy analysis had to occur first, to determine the applicable land use- urban, rural settlement or rural which informed the further application of PPS and Growth Plan policies). | Comments noted. The Preferred Growth Concept Report to be brought forward in 2022 will address the matter of a settlement boundary expansion as it pertains to North Aldershot. In addition, the Region is intending to bring forward policy directions for Regional Council's endorsement in 2022 to commence the update North Aldershot policies in keeping with the Growth Plan and PPS. |
| General | The IGMS section of the North Aldershot Area Discussion Paper outlined the provincial policies that would need to be considered in making a determination of whether a settlement area expansion into North Aldershot would conform to the PPS and Growth Plan. The discussion paper also stated that the applicability of the policies will need to be further analyzed and confirmed as part of the development of the growth concepts. With respect to the settlement area expansion policy tests of the Growth Plan (2.2.8.3), it is noted that the technical memo highlights key policies. As such, it would be helpful for the reader to understand the approach to the analysis. | | | |
| General | Based on the conclusions of the "North Aldershot Planning Area Discussion Paper" (June 2020), the "North Aldershot Policy Area Urban Expansion Assessment" (Feb 2021) and the "North Aldershot Water and Wastewater Constraints and Opportunities" (Feb 2021) technical studies, it has been determined that there are significant constraints to development in the North Aldershot area. | | | |
| General | <p>The City did not undertake a comprehensive review of its North Aldershot policies during the development of its new Official Plan, as this work was more appropriately undertaken through the Region's Municipal Comprehensive Review and Integrated Growth Management Strategy. However, the City's 2019 growth analysis work did not identify North Aldershot as a focus area for future growth and the only area flagged by City Council during the City's Official Plan review, for future discussion through the Region's process, was the Bridgeview community (E of Hwy 6, S of Hwy 6/Old York Rd interchange, & N of Hwy 403).</p> <ul style="list-style-type: none"> The Bridgeview community was originally brought forward for consideration by a landowner. In response to previous staff directions from 2011 and 2013 (CD-14-2011 and PB-53-12-1), staff prepared report PB-42-14, and Council endorsed the recommendation that considering redevelopment of Bridgeview as part of the OP Review was premature. In April 2017, staff prepared report PB-01-17, which concluded that <i>"The appropriate time to consider Bridgeview is through the North Aldershot Comprehensive Policy Review</i> | | | |

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| | | | <i>related to the Region's current Official Plan Review and municipal comprehensive review processes."</i> | |
| | | General | Given the significant servicing constraints identified in the "North Aldershot Water and Wastewater Constraints and Opportunities" study (Feb 2021), as well as the extensive natural heritage system components present in the area (including the Cootes to Escarpment EcoPark System, which the City has previously recommended to the Province for inclusion in the Greenbelt Area), it is unlikely that urban expansion in the North Aldershot area would support climate-related planning objectives as much as a focus on building complete communities via intensification. | |
| | | General | <p>Therefore, apart from historic obligations under the Eagle Heights Minutes of Settlement, the City is supportive of the Region's conclusions that the North Aldershot Policy Area as a whole does not merit consideration for settlement area boundary expansion, when compared to the areas identified as potential areas for settlement boundary expansion in the four Growth Concepts.</p> <ul style="list-style-type: none"> • Minutes of Settlement between the City and Paletta International Corporation regarding Paletta's Eagle Heights lands within North Aldershot recognize Eagle Heights as an approved residential development. Paletta is also seeking to amend its approved development to permit a revised development form. • The Minutes of Settlement confirm that the City is supportive of the proposed revised development provided that it is in accordance with the Minutes of Settlement and complies with all applicable law, policies and regulations. | |
| | | Page 22 | Within the conclusion section of the memo, it states that through the HUSP and ROPA 38 process that extending the urban area into the NAPA was not a consideration and provides some details as to why. It would be helpful to include this information earlier in the memo when the HUSP and ROPA 38 processes are discussed. | Including this information earlier in the memo will be considered. |
| Appendix K: Evaluation Summary | | | | |
| | | Page Number | Comment or Question | |
| | | General | Appendix K provides an evaluation of the growth concepts from a high level regional perspective and as such, the evaluation lacks local context especially in terms of transportation and finance considerations. The evaluation framework and the technical appendices that underpin them are built on high-level assumptions that may be subject to change over time and do not take into consideration the local context and impacts of the growth concepts. | Appendix K was a higher-level analysis for the purposes of comparing the Growth Concepts. The Preferred Growth Concept Report to be brought |

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| | | | | <p>forward in 2022 will be supported by more detailed technical studies</p> <p>The remaining comments have been noted. The final Draft Preferred Growth Concept Report to be brought forward in 2022 will be further refined and supported by more detailed technical studies</p> |
| | | General | Overall the suggestion that a higher share of low-density housing units show better fiscal outcomes, that the concepts do not differ in the Transportation assessment and that concepts that propose more greenfield expansion are more advantageous for employment all are challenging to understand. On the surface it seems to suggest that the addition of more greenfield land is good from a financial and employment perspective and benign from a transportation perspective. | |
| | | General | Suggest a small section at the end of the document that attempts to describe a path forward for distinguishing among the concepts where it appears little differentiate the currently. | |
| | | General | It is encouraging to see climate change embedded throughout the Evaluation Summary as a key Theme in light of the current climate emergency. However, the lack of measurable data against which to evaluate each concept through a climate change lens results in an inability to effectively determine which concepts would perform better. This is especially striking in instances like the Transportation Analysis where the technical report finds that there is no measurable difference across concepts despite substantial differences in compactness and use of greenfield for development. | |
| | | Page 9 Section 2, 1.2 | While concept 3 has the greatest quantum of employment land conversions, suggest that the discussion could reference that concept 3 will generate more opportunities for new employment forms which are described as: office and other relatively intensive employment uses that are attracted to amenities of a mixed-use community distinct from office buildings that occur in employment areas. | |
| | | Page 13 Section 2, 1.4.1 | More density provides more choice and access to neighbourhoods, unit types and affordability. Since the existing built form in these areas are predominantly ground related (80% in 2021), wouldn't the introduction of more intense forms of development create more diversity and a greater mix? Suggest adding the point that the local municipalities are largely developed including lower density ground related housing. The total mix of unit types should be discussed, and the diversity of the total mix should be cited as an important consideration. | |
| | | Page 14 Section 2, 1.5.1 | Response to bullet point number 3: see comments above | |

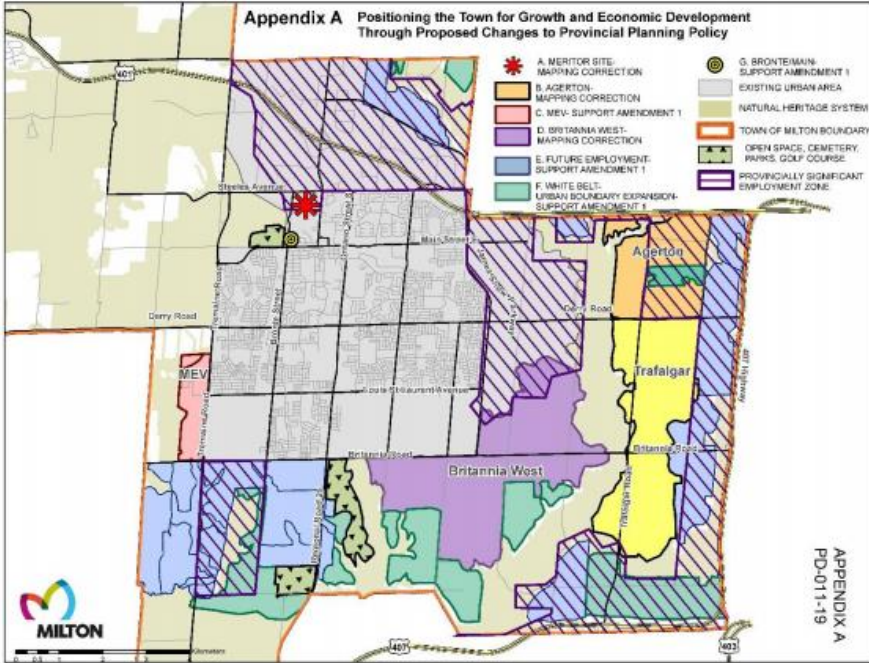
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| | | Page 16 Section 3, 2.1 | Do all concepts perform equally well? See Transportation technical report comments. | | |
| | | Page 23 Section 3, 2.3.3 | Bullet point number 2: Clarify - Does this mean rental units? Or condos? what is the ratio? | | |
| | | Page 24 Section 3, 2.4.1 | The report is unclear as to how concept 4 performs the same as the other concepts. It is specifically noted that less intensification provides fewer opportunities for integration. | | |
| | | Page 31 Sections 3 and 4 | While it is encouraging that Climate Change has been embedded throughout the evaluation, it really only comes up in sub sections of sections 3 and 4. The lack of measurable data against which to evaluate each concept through a climate change lens results in an inability to effectively determine which concepts would perform better | | |
| | | Page 39, Section 4.4 | In the analysis moving forward, the economic impact of preserving agricultural lands and enhancing the long-term viability of the agricultural system should be factored into "Theme 4: Growing the Economy and Moving People and Goods", even if Provincial policy is focused on traditional employment. The inter-relationship should, at the very least, be acknowledged conceptually. | | |
| | | <p>B. Regional Official Plan Review Chronology</p> <p>Notifications: Region of Halton Town of Oakville Town of Milton Town of Halton Hills Conservation Halton Credit Valley Conservation Grand River Conservation Authority</p> <p>Report Approval: All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.</p> | | | |

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| 6. | Town of Milton (June 21, 2021) | <p>Report No: DS-055-21 Subject: Supplementary Report to DS-028-21 and DS-039-21 regarding Halton Regional Official Plan Review – Milton’s Response to the Growth Concepts Discussion Paper</p> <p>Recommendation: THAT staff be directed to submit comments as outlined in Report DS-028-21 and DS-055-21 to Halton Region in response to the Growth Concepts Discussion Paper – Integrated Growth Management Strategy dated March 2021 including commentary on the subsequently added Growth Concept 3B;</p> <p>AND THAT Council express broad support for a balanced approach to growth, through both intensification and new designated greenfield development;</p> <p>AND THAT Council endorse a Modified Growth Concept 4 – “Halton Balanced” as supported by a Land Needs Assessment conforming to the Provincial Growth Plan as presented in DS055-21 as input into Halton Region’s Official Plan Review.</p> <p>EXECUTIVE SUMMARY</p> <ul style="list-style-type: none"> • This report builds upon and should be read in conjunction with Reports DS-028-21 and DS-039-21 attached as Appendix 3. • As a result of the extension to the comment period granted by the Region of Halton, Report DS-028-21 Halton Regional Official Plan Review – Milton’s Response to the Growth Concepts Discussion Paper was received for information only at the May 3, 2021 session of Milton Council. • Council subsequently directed staff to complete a further supplementary report addressing the recently added Growth Concept 3B (formerly known as Growth Concept 5 – no urban boundary expansion). • Council also directed that staff develop an alternative to the Growth Options presented by the Region, responding to Milton’s growth requirements to 2051 in a manner that supports the Town’s long-term sustainability. • This report provides commentary on Growth Concept 3B and presents the “Halton Balanced” Growth Concept for Council’s consideration. <p>REPORT</p> <p>Background</p> <p>On April 21, 2021, a Motion was tabled at Regional Council with respect to a “Fifth Growth Scenario”. The Motion directed Halton Region staff to:</p> <ul style="list-style-type: none"> • Undertake further analysis for the purpose of engaging the community on a variation of Concept 3 that examines an opportunity to accommodate all employment growth without | |

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| | | <p>expanding the settlement area boundary and explore the creation of a new permanent Food/Agriculture Preserve; and,</p> <ul style="list-style-type: none"> • Provide an assessment of the relative impact on greenhouse gas emissions that would reasonably be expected to be associated with each of the Growth Concepts. <p>Report DS-28-21 – Milton’s Response to Halton Region’s Growth Concept Discussion Paper was prepared prior to the inclusion of Growth Concept 3B. In recognition of the inclusion of an additional growth concept, the Region extended the commenting period from May 28, 2021 to July 15, 2021.</p> <p>In light of this, and as directed by Council on May 3, 2021, staff prepared this supplementary report, which builds upon and should be read in conjunction with Reports DS-028-21 and DS-039-21. It includes a discussion regarding new Growth Concept 3B and presents an alternative Growth Concept for Council’s consideration.</p> <p>It is important to note, as articulated in report DS-28-21, that staff has significant concerns with the methodology undertaken by the Region to assess the various concepts. It is critical that these issues be addressed by Halton Region prior to the consideration of a preferred growth concept. The “Halton Balanced” Growth Concept, as presented in this report is based on a Land Needs Assessment (LNA) undertaken by Malone Given Parsons (MGP) that conforms to the requirements of A Place to Grow – Growth Plan for the Greater Golden Horseshoe.</p> <p>Discussion <u>Analysis of Growth Concept 3B</u></p> <ul style="list-style-type: none"> • Concept 3B proposes no greenfield expansion for population or employment. • From a densification and new development area for housing perspective, Concept 3B is identical to Concept 3. • Needs no land for an urban expansion <ul style="list-style-type: none"> ○ No new Community Area land is proposed ○ No new Employment Area land is proposed ○ In other words – no urban boundary expansion <p>This concept would require:</p> <ul style="list-style-type: none"> • An unprecedented shift from Employment Land Employment, or jobs in low-rise, industrial-type buildings within business parks and industrial areas, to Major Office Employment, or jobs in office buildings and/or in the office portion of mixed-use development areas; and/or • An unprecedented degree of intensification for employment lands to accommodate forecasted growth to 2051. • It risks future jobs and businesses being located outside of the region due to insufficient employment land in Halton to 2051. <p><u>Staff Comments – Growth Concept 3B</u></p> | <p>The Draft LNA attached to this report (LPS81-21) has been prepared in a manner consistent with the Provincial LNA Methodology. Responses have been provided in Section 2 above to the issues raised by the Town in Report Ds-28-21.</p> <p>Report LPS45-21 outlined the concerns of Regional staff and consultant with a growth concept which did not contain an urban boundary expansion to accommodate Employment Land Employment, which are land extensive (e.g. logistics/ warehouse)</p> |

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| | | <ul style="list-style-type: none"> • Because of Milton’s current stage of development, there is the opportunity to plan for the amount of growth that is inevitable given the Town’s location in the GTA and to direct it the right locations. • Current development applications, proposals and market demands project that the majority of the Derry Green employment lands will be largely developed by 2025/2026. • Milton’s urban structure plan continues to support the creation of complete communities and ensures that opportunities for employment growth are maintained and are directed appropriately to achieve both economic development and job creation. • For Milton, a boundary expansion is critical. This will ensure that Milton is able to strategically manage anticipated growth pressures and to ensure the proper use and allocation of land from now until 2051. • Milton’s plan supports short, medium and long-term economic growth and stability not only locally but regionally. <p>Milton cannot accept the proposed Growth Concept 3B nor any scenario that does not expand its existing employment lands supply.</p> <p>As articulated in Report DS-028-21 (see Appendix 3) in terms of employment growth, Milton has undertaken significant planning work to support and attract new employment forms, which include transit supportive, mixed-use employment communities (i.e. Milton Education Village and the Agerton Secondary Plan); and unlike some of our neighbouring municipalities, Milton can continue to accommodate in-demand, large-scale stand-alone warehousing and logistics industrial buildings in key locations within Milton’s whitebelt fronting 400 series highways. These whitebelt lands are identified in Halton Region’s Official Plan as “<i>Future Strategic Employment Lands</i>” and are also identified by the Province as a “<i>Provincially Significant Employment Zone</i>”.</p> <p>A summary of the key findings based on the prescribed Regional evaluation criteria for all of the Growth Concepts is contained within Appendix 4. This summary also provides an assessment of the relative impact on greenhouse gas (GHG) emissions that would reasonably be expected to be associated with each of the Growth Concepts. It is noted that there is very little difference between the various growth options in terms of GHG emissions.</p> <p><u>“Halton Balanced” Growth Concept</u></p> <p>Malone Given Parsons Ltd. (“MGP”) is the planning and land economics consultant for the Town of Milton. The foregoing provides comments on Halton Region’s Land Needs Assessment (“Region’s LNA”) and assumptions and provides a recommendation with respect to the growth allocations and land need requirements to accommodate growth in the Halton to 2051 to achieve complete communities. MGP has provided their own analysis and technical background work, which staff believes demonstrates both the feasibility and priority for inclusion of the Town of Milton’s remaining whitebelt lands within the Settlement Area Boundary to 2051. This work is intended as input to the Region’s Municipal Comprehensive Review (“MCR”).</p> | <p>The Draft Preferred Growth Concept contains a measured urban boundary expansion to ensure an adequate supply of land for Employment Land Employment uses.</p> <p>The comparative GHG Emissions Assessment prepared for the Growth Concepts, was high-level, but did indicate differences between the growth concepts with respect to GHG emissions. The Draft Preferred Growth Concept will be accompanied by a more detailed GHG Emissions Modelling Assessment.</p> <p>The Draft Preferred Growth Concept is based on a Draft LNA prepared consistent with the Provincial LNA Methodology that includes additional</p> |

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| | | <p>As further explained in this report, the Region's LNA must include a Growth Concept that uses assumptions in conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 ("Growth Plan") and the Provincial Land Needs Assessment Methodology for the Greater Golden Horseshoe, 2020 ("2020 LNA Methodology"). It is MGP's opinion that using these assumptions results in a requirement for the remaining whitebelt lands in the Town to be brought into the Settlement Area and developed as new Community and Employment Areas to meet the Town's and Region's land needs in this timeframe.</p> <p>Appendix A summarizes MGP's Land Needs Assessment ("MGP's LNA"), which was undertaken on behalf of the Town of Milton to estimate land needs throughout Halton Region. MGP's LNA is used to determine the population and employment allocation and requirements for Community Area and Employment Area land in the Town of Milton. This LNA for Halton Region utilizes the Designated Greenfield Area supply analysis previously prepared by MGP to assess the Settlement Area Boundary Expansion required to 2051 to accommodate Halton Region's forecasted population and employment growth.</p> <p>Appendix B illustrates the proposed Settlement Area Boundary Expansion and associated redesignation of Milton's whitebelt lands as Community Area and Employment Area. The proposed designations reflect the Town's Council adopted 2051 Vision (shown in Figure 1) which is intended to realize the creation of a complete community with an appropriate mix of housing and jobs. The remainder of this report provides the basis of MGP's comments and recommendations.</p> <p><i>Figure 1: Town of Milton Council adopted 2051 Vision</i></p> | <p>Community Area and Employment Area land in Milton, but does not require the entire 'White Belt' in Milton to accommodate growth to 2051. It should be noted that all "White Belt" lands not identified as Future Strategic Employment Area (FSEA) in the Regional Official Plan (and a portion of the lands identified as FSEA) are included in the proposed urban expansion</p> |

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| | | <p data-bbox="470 248 1333 906">  </p> <p data-bbox="470 917 1010 946">Source: Report PD-011-19 Town of Milton, 2019</p> <p data-bbox="464 987 1524 1068">As part of the MCR, Halton Region is required to plan to accommodate 482,000 new people and 222,000 new jobs to meet the Growth Plan forecast for the Region of 1,100,000 people and 500,000 jobs by 2051. The 2020 LNA Methodology is to be used in conducting this assessment.</p> <p data-bbox="464 1097 1535 1287">To address this, and as explained in Report DS-028-21, Halton Region prepared four (4) Growth Concepts, as part of their Integrated Growth Management Strategy ("IGMS"), that provide varying options on how to accommodate the growth allocations to 2051. These Growth Concepts generally assume a reduced growth allocation to the Town of Milton from 2031-2051 than the Town is currently allocated in the Regional Official Plan growth forecasts for 2006-2031, 56% of population growth and 50% of employment growth in the Region during this time. This results in directing a greater share of the Region's growth to Oakville, Burlington, and Halton Hills in the future horizon.</p> <p data-bbox="464 1317 1541 1424">Based on the Region's proposed growth allocations in the Growth Concepts, Milton would be planned to accommodate approximately 30% of the population growth and 18% of the employment growth in the Region during the 2031-2051 horizon. This would result in Milton accommodating a total population of approximately 334,000 and 135,000 jobs by 2051.</p> | <p data-bbox="1570 654 1919 816">Note: These numbers refer to growth between the present (2021) and 2051, while the Integrated Growth Management Strategy is focused on 2031 to 2051 growth.</p> <p data-bbox="1570 959 1923 1174">The Draft Preferred Growth Concept is based on a Milton population of 335,000 and employment of 130,000 in 2051. This represents 44% of the population growth and 39% of the employment growth between 2031 and 2051 in the Region.</p> <p data-bbox="1570 1203 1913 1424">The approximately 130,000 allocated to Milton by 2051 in the Draft Preferred Growth Concept recognizes the Town's important role in providing manufacturing and logistics/warehousing jobs, but also a share of population-related</p> |


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| | | <p>In MGP's opinion, the population allocation of approximately 335,000 people to Milton proposed by the Region is appropriate relative to the potential for Milton to accommodate population growth in keeping with the Council adopted 2051 Vision.</p> <p>With regard to the employment allocation, it is MGP's opinion that the Region's allocation to Milton is too low. It is essential that Milton maintain an appropriate balance of residents and jobs in the town during the 2031-2051 forecast period to allow the Town to continue developing as a complete community. An additional 20,000 jobs should be allocated to Milton to ensure the ratio of residents to jobs is closer to 2:1 to maintain an appropriate balance. This adjustment would result in the allocation of jobs to Milton being increased to 155,000 jobs by 2051, with the Town accommodating approximately 38% of the Region's total employment growth between 2031-2051.</p> <p>As mentioned, MGP has undertaken an LNA for Halton Region, on behalf of the Town of Milton, to understand the land needs required to accommodate the 2051 growth forecast. A summary of MGP's LNA is provided as Appendix A. Based on this analysis, MGP identified a land requirement quantum that was most similar to that depicted in the Region's Growth Concept 4 for new Community Area and Employment Area land to accommodate growth forecasted in the Region to 2051. The Region's Growth Concept 4 estimates that at the minimum target of 50% intensification, the Region would require at least 2,080 hectares of Community Area land and 1,220 hectares of Employment Area land. Whereas, MGP estimates the Region's land need quantum to be approximately 2,220 hectares of Community Area and between 1,100 – 1,500 hectares of Employment Area to meet the growth forecast to 2051. The Employment Area estimate is based on the increase from 2031-2051 of employment lands type employment in the Region, and uses a density range of jobs per hectare to estimate this land need.</p> <p><u>MGP's Recommendation:</u></p> <p>Although the quantum of land is similar in MGP's LNA and the Region's Growth Concept 4, it is MGP's opinion that a modified Growth Concept 4 (the "Halton Balanced" Growth Concept) should be brought forward. The modified Growth Concept 4 should reflect MGP's LNA, with key assumptions adjusted as described in this report to conform to the Growth Plan and the 2020 LNA Methodology. As concluded in the modified Concept 4 – a housing mix that is adjusted to be market-based to the extent possible can be planned by the Region, and would achieve the minimum intensification target (50%) and exceed the minimum designated greenfield density (50 residents and jobs per hectare).</p> <p>As currently presented by the Region, Growth Concept 4 should be amended to conform with the Growth Plan as presented in the "Halton Balanced" concept and address the following:</p> <ul style="list-style-type: none"> • Have strong regard for the Town of Milton Council adopted 2051 Vision to include all of the Town's whitebelt lands within the Settlement Area; • Provide a unit mix that provides, to the extent possible, a market-based supply of housing; • Utilize persons per unit estimates that are realistic, stable and consistent with estimates already utilized by the Region; | <p>employment based on the Town's share of population growth.</p> <p>The Draft Preferred Growth Concept is based on the Draft LNA which calculates the new urban land need as 1,050 ha of Community Area land and 1,060 ha of Employment Area land.</p> <p>The Draft Preferred Growth Concept is based on the Draft LNA, which is consistent with the Provincial LNA Methodology.</p> <p>The Draft Preferred Growth Concept considered Milton's input of their 2051 Vision, including the desired locations for new Community Area and Employment Area land.</p> <p>The Draft Preferred Growth Concept is based in the Draft LNA, which considers a market-based supply of housing. The Draft LNA uses realistic PPU assumptions, but based on a greater proportion of larger households being accommodated in apartments in the future housing mix. The Draft Preferred Growth Concept would yield a population to employment ratio of 2.5 to 1 in 2051, and includes 670 ha of new Employment Area land in Milton.</p> |

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| | | <ul style="list-style-type: none"> • Adjust the distribution of growth to Milton to ensure an allocation that results in a balanced accommodation of population and employment growth; and, • Provide a sufficient quantum of employment lands to allow for comprehensive planning and support the Town's economic competitiveness. <p>Based on the above adjustments, MGP's LNA estimates the land area requirements of the Region would necessitate all of Milton's whitebelt lands to be brought into the Settlement Area to accommodate the growth forecasts 2051. The mapping provided in Appendix B, illustrates the proposed designation of Milton's whitebelt for Community Area and Employment Area land to accommodate this growth in a manner consistent with the Town's Council adopted 2051 Vision (shown in Figure 1).</p> <p>The following subsections provide a summary of the requirements and key assumptions used in undertaking a Land Needs Assessment ("LNA").</p> <p><u>Policy and Methodological Requirements</u></p> <p><i>I. Growth Plan Policy 2.2.1.5 states that "The Minister will establish a methodology for assessing land needs to implement this Plan, including relevant assumptions and other direction as required. This methodology will be used by upper-and single tier municipalities to assess the quantity of land required to accommodate forecasted growth to the horizon of this Plan."</i></p> <p>The 2020 LNA Methodology forms part of the Growth Plan and is not merely a guide. Upper- and single-tier municipalities must use the 2020 LNA Methodology to determine land needs to 2051. The 2020 LNA Methodology includes assumptions and other directions for accommodating forecasted growth that upper- and single-tier municipalities should follow. Accordingly, municipalities that deviate from the 2020 LNA Methodology do not conform to the Growth Plan. MGP's LNA assesses land needs in accordance with the 2020 LNA Methodology to provide input into the Region's MCR.</p> <p><i>II. A key component of the 2020 LNA Methodology is that upper and single-tier municipalities are required to consult with lower-tier municipalities in their implementation of the Growth Plan through the municipal comprehensive review.</i></p> <p><i>"The projected housing need can be allocated among the lower-tier municipalities (if applicable). If allocating, upper-tier municipalities should, in consultation with lower-tier municipalities and the public, make the allocation among the municipalities based on such factors as the planned urban structure, housing affordability, a mix of housing types, servicing capacity and the potential for intensification. (2020 LNA Methodology, pg. 8)"</i></p> <p>Lower-tier municipal consultation is required in conducting a LNA. The assessment must incorporate and have a strong regard for matters such as the planned urban structure at a local planning level. In this regard, Milton Council has adopted a resolution requesting that the Region include all of the</p> | <p>The Draft Preferred Growth Concept is based on a Draft LNA that is consistent with the Provincial LNA Methodology.</p> <p>The Town of Milton has been consulted throughout the Integrated Growth Management Strategy. The Growth Concepts Discussion Paper contained an LNA Overview, which was not the formal LNA, but was for comparison of the Growth Concepts only.</p> <p>The Draft LNA which supports the Draft Preferred Growth Concept is consistent with the LNA Methodology, including the PPU assumptions.</p> |

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| | | <p>Town's whitebelt lands within the Settlement Area Boundary to accommodate growth needs to 2051. The inclusion of all the lands will allow the Town to plan these areas comprehensively. Failing to take account of lower-tier municipal decisions when allocating growth does not conform to the Growth Plan. Accordingly, it is imperative that Town Council's adopted vision to 2051, which includes all whitebelt lands within the Settlement Area Boundary, must be a determining factor for the Region in preparing the Region's LNA.</p> <p>III. The LNA must be based on population and housing estimates that lead to a mix and range of housing to meet the projected needs of current and future residents</p> <p>A key component of the projections is the determination of appropriate persons per unit ("PPU") assumptions for individual unit types. These estimates are generally stable and reflect changes over time relative to the propensity of households to occupy particular dwelling types. In general, these estimates should be aligned with those used in the Region's master planning and financial studies, including later implementation in development charge studies. It is, therefore, imperative that PPU assumptions be as realistic and stable as possible when considering growth forecasts to ensure that the appropriate infrastructure and fiscal decisions are made in alignment with growth allocations.</p> <p>The Region's IGMS work varies PPU assumptions (particularly in apartments) to achieve higher densification targets. The increasing assumption of more people living in apartments region-wide from one scenario to another fundamentally deviates from the use of these assumptions as projections and strays into the realm of unrealistic expectations with regard to the number of people likely to be housed in an apartment. Such adjustments represent a policy-led approach to changing the housing preferences of residents, as opposed to projecting housing preferences based on market and demographic factors. The housing mix that results from applying policy-led PPUs will not conform to the Provincial Policy Statement and Growth Plan requirements to provide a market-based supply of housing to meet the projected needs of current and future residents.</p> <p>Unrealistic PPU assumptions should be avoided as they will result in distortions of service levels, infrastructure requirements, and fiscal impact. MGP's LNA utilizes the Halton Region 2017 Development Charge Background Study PPU assumptions to better align the growth estimates with housing propensities that have been approved by the Region and are being used to plan and finance growth in new communities.</p> <p>IV. The Community Land Needs portion of the LNA must be determined based on dwelling unit type estimates from the demand forecast, not by assuming a Greenfield Density.</p> <p>Housing by dwelling type must be used to determine the need for new Community Area land to ensure a sufficient land supply for all housing types. The former Provincial LNA Methodology (2016) used a blended greenfield density approach (e.g., assuming a general density such as 60 residents and jobs per hectare over the entire land area) to estimate land needs. The current 2020 LNA Methodology removed this approach as it obscured the certainty in providing for the housing types required to meet the projected needs of current and future residents. The greenfield density is a target of the Growth Plan and functions as a minimum outcome related to the planned urban structure; it should not be</p> | <p>The Draft LNA calculates housing unit demand by housing type, determines if there is a shortfall in supply to meet the need, then calculates additional land need.</p> <p>The Draft LNA addresses the provision of a market-based</p> |

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| | | <p>used to determine the housing mix or land requirements. LNAs that do not include the calculation of land by unit type <u>do not conform</u> with the Growth Plan.</p> <p>MGP's LNA estimates the amount of new land required through Settlement Area Boundary Expansion to accommodate growth to 2051 by applying a gross density to each dwelling unit type category. The gross density assumption by dwelling type includes an allowance for population-related and major office employment. This gross density must also account for all Community Area uses including, residential, roads, public service facilities, and other uses.</p> <p>The dwelling types listed in the 2020 LNA Methodology are as follows:</p> <ul style="list-style-type: none"> • Single/Semi-detached houses; • Row Houses – including all forms of townhomes except for back-to-back townhouses; • Apartments, which may be subdivided into: <ul style="list-style-type: none"> ○ Low-rise apartments - dwelling unit attached to other dwelling units including back-to-back townhouses, commercial units, or other nonresidential space in a building that has less than five storeys; ○ High-rise apartments - dwelling unit in a building which has five or more storeys; and, • Other dwellings - All others. (2020 LNA Methodology, pg. 10) <p><i>V. The Provincial Policy Statement (2020), Growth Plan (2020), and the associated 2020 LNA Methodology require municipalities to provide a market-based supply of housing to the extent possible.</i></p> <p>Since the Region began the current MCR, there have been two versions of the Provincial Policy Statement, three versions of the Growth Plan, and two versions of the LNA Methodology it has had to adapt to be consistent with or conform to.</p> <p>The latest changes in Provincial policy occurred in 2020 with a revised Provincial Policy Statement (May 2020), Growth Plan (June 2020), and 2020 LNA Methodology (August 2020). One of the changes consistent throughout these documents is to require a market based approach to housing that is projection-based and requires an adequate supply of housing to accommodate current and future needs. This change stands in contrast to preceding policy-led approaches that intentionally limited housing choices (irrespective of market demand for housing) to restrict the potential for new grade-related housing in favour of intensification in existing areas around transit infrastructure. The market-based approach to housing provides a balanced approach that continues to encourage intensification (particularly transit-supportive development) and compact built form while ensuring people will have the homes they want and need.</p> <p>In particular, Provincial Policy Statement policies 1.1.1 b), 1.1.3.8 a), 1.4.1, and 1.4.3 require planning authorities to provide for an appropriate range of market-based housing to meet current and projected needs. Moreover, the Region must undertake conformity work with the Growth Plan using the 2020 LNA Methodology. The 2020 LNA Methodology requires that the Region accommodate sufficient land to the Growth Plan horizon (2051). It further provides guidance when determining the need for additional land:</p> | <p>supply of housing, with adjustments to address the policy objectives of the Provincial Growth Plan.</p> |

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| | | <p><i>“Conformity with the intensification and designated greenfield area density targets is confirmed or adjustments are made to ensure conformity with the Plan. This may require adjusting the mix of housing types while ensuring the provision of a market-based supply of housing to the extent possible. For the purposes of alternative intensification and designated greenfield area density targets, the ability to provide a market-based supply of housing is an important consideration in determining whether a target can be achieved.” (LNA pg. 9.)</i></p> <p>It is clear in a review of the current Provincial policy that the Region must seek to provide a market-based supply of housing to the extent possible. This approach would ensure that all housing types are provided to achieve a market-based demand forecast while meeting the minimum targets of the Growth Plan. Using a market-based supply of housing is good planning and in the public interest, particularly as it reduces the potential of erroneously planning for housing that does not meet the needs or wants of residents and is therefore unrealistic. A market-based supply of housing reduces the risk that the municipality may have unrealized housing growth along with the associated financial shortfalls resulting from committing to development-related growth costs without the reciprocal growth-related revenue. Market-based demand is generally determined by considering regional-level historical trends of housing mix while estimating the needs and wants of existing and future residents. In contrast, policy-driven demand seeks to restrict the way residents are housed by aspiring to achieve higher densities (resulting in a higher proportion of rows and apartments) than would occur if left to market forces. The market-based demand for the Greater Golden Horseshoe unmodified by the Growth Plan targets is contained in Hemson’s technical background report to the Growth Plan titled the <i>Greater Golden Horseshoe: Growth Forecasts to 2051</i> dated August 2020. Hemson also confirmed a similar market-based forecast specifically for Halton Region in their IGMS background technical memo titled <i>Lands Needs Assessment Methodology for IGMS Growth Concepts and Municipal Population, Employment and Land Allocations for IGMS Growth Concepts</i> dated January 2020. In general, Hemson’s Halton Region market-based demand forecast results in a housing mix that is 50% singles and semis, 25% row houses, and 25% apartments and other dwelling types (see Figure 2). It is important to note that conformity with the Growth Plan minimum intensification and greenfield density targets represents a significant policy-driven shift away from the housing mix the market would deliver.</p> <p>In this regard, the 2020 LNA Methodology <u>requires</u> that settlement area expansion calculations be based on a market-based forecast. The market forecast is to be adjusted <u>only to the extent necessary</u> to meet the density target in the Growth Plan (i.e., 50 residents and jobs per hectare). Municipalities should not seek to arbitrarily go beyond these targets when estimating land needs as the resulting land area and mix of housing would be more of a departure from the market forecast than is necessary. Planning to densities beyond the Growth Plan targets that do not increase the market-based supply of housing <u>does not conform</u> with the Growth Plan, its 2020 LNA Methodology, or the Provincial Policy Statement requirements for a market-based supply of housing.</p> <p>The Region’s IGMS work provides a housing mix forecast for each of its four Growth Concepts. However, the forecasts are not provided by the dwelling types identified in the 2020 LNA Methodology</p> | <p>The Draft Preferred Growth Concept is not based upon an arbitrary departure from the minimum targets of the Growth Plan, but an ambitious but achievable approach to accommodating growth to 2051, including a significant shift in the future housing mix to 24% singles and semis, 26% row houses and 50% apartments. This is based on significant intensification within the Built Boundary, and more than 85% of housing units within the existing Designated Greenfield Area to 2051.</p> |

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| | | <p>and rather provides the forecast by grade-related and apartment dwelling types only (see Figure 3). Further, each of the Region's Growth Concepts deviate from Hemson's recommended market-based unit mix forecast by heavily relying on growth in apartment dwelling types, representing (at minimum) 48% of unit growth (see Figure 3). MGP's LNA achieves a market-based supply of housing, to the extent possible. MGP's LNA balances, to the extent possible, a shift away from historic lower-density housing trends to higher-density more compact forms, while still achieving the targets established by the Growth Plan and providing, to the extent possible, a market-based supply of housing. MGP's LNA housing mix is illustrated as Growth Plan and LNA Conformity Forecast 2016-2051 in Figure 2 below.</p> <p><i>Figure 2: Halton Region Housing Growth and Forecasts</i></p>  <table border="1" data-bbox="478 521 1341 1292"> <caption>Halton Region Housing - Growth and Forecasts</caption> <thead> <tr> <th>Period</th> <th>Singles/Semis (%)</th> <th>Rows (%)</th> <th>Apartments & Other (%)</th> </tr> </thead> <tbody> <tr> <td>Growth 2006 - 2016</td> <td>53%</td> <td>28%</td> <td>19%</td> </tr> <tr> <td>Halton Region Forecast Growth 2006 - 2031</td> <td>45%</td> <td>30%</td> <td>25%</td> </tr> <tr> <td>Halton Region Market-Based Forecast 2021-2051</td> <td>50%</td> <td>25%</td> <td>25%</td> </tr> <tr> <td>Growth Plan and LNA Conformity Forecast 2016 - 2051</td> <td>36%</td> <td>35%</td> <td>29%</td> </tr> </tbody> </table> | Period | Singles/Semis (%) | Rows (%) | Apartments & Other (%) | Growth 2006 - 2016 | 53% | 28% | 19% | Halton Region Forecast Growth 2006 - 2031 | 45% | 30% | 25% | Halton Region Market-Based Forecast 2021-2051 | 50% | 25% | 25% | Growth Plan and LNA Conformity Forecast 2016 - 2051 | 36% | 35% | 29% | |
| Period | Singles/Semis (%) | Rows (%) | Apartments & Other (%) | | | | | | | | | | | | | | | | | | | | |
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| Halton Region Market-Based Forecast 2021-2051 | 50% | 25% | 25% | | | | | | | | | | | | | | | | | | | | |
| Growth Plan and LNA Conformity Forecast 2016 - 2051 | 36% | 35% | 29% | | | | | | | | | | | | | | | | | | | | |

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| | | <p><i>Figure 3: Halton Region IGMS Growth Concept Forecasts</i></p> <p>Halton Region Growth Concept Forecasts 2021 - 2051</p> <p>Concept 1:</p>  <p>45% Grade-Related 55% Apartments</p> <p>Concept 2:</p>  <p>39% Grade-Related 61% Apartments</p> <p>Concept 3:</p>  <p>32% Grade-Related 68% Apartments</p> <p>Concept 4:</p>  <p>52% Grade-Related 48% Apartments</p> <p>VI. The Region's LNA should ensure that the 2051 housing mix provides a sufficient market based supply of all housing types and a realistic housing supply from intensification.</p> <p>The minimum Growth Plan intensification (50%) and density (50 residents and jobs per hectare) targets would typically be assumed as a baseline in the Region through its LNA work. In the current Official Plan, the Region is assumed to achieve a 40% intensification rate, which would require an average of 1,250 apartment units per year to be completed between 2006-2031. Over the past 15 years (2006-2020) of Growth Plan implementation, the Region has produced an average of 986</p> | <p>The Draft LNA is based on 60,000 apartments between 2031 and 2051, or 3,000 apartment units per year from 2031 and onward, directed to the Built-Up Area and the existing Designated Greenfield Area of the Region, where supply has been identified based on the Local Plans and Priorities and local planning studies.</p> |

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| | | <p>apartment units per year, according to CMHC housing complete data, falling short by 250 apartment units per year (~5,800 units) in the Region during this time.</p> <p>Based on MGP's LNA estimate, the Region will have to forecast even higher levels of apartment growth (~1,540 units/year) to comply with the 50% intensification target in general alignment with an adjusted Growth Concept 4. It is MGP's opinion that this level of apartment growth, while aspirational, can be achieved with some degree of certainty and will deliver a market-based supply of apartment dwellings in the Region to 2051.</p> <p>Since the Growth Plan intends that growth is planned to be achieved, the rate of intensification <u>must</u> be realistic. Unrealistic intensification assumptions undermine the achievement of the Growth Plan and put municipalities at risk of not providing sufficient housing in the forecast period. In this regard, the LNA Methodology states that:</p> <p><i>"In order to establish a realistic supply of the units that will be achieved within the Plan horizon, the municipality should estimate the number of units by type likely to be created under current or anticipated conditions. Where applicable, the upper-tier municipality may work collaboratively with lower-tier municipalities to determine the potential to achieve housing by dwelling type through intensification within the forecast period."</i> (2020 LNA Methodology, pg. 11).</p> <p>In MGP's opinion, the level of apartment growth proposed in the Region's IGMS Growth Concepts (between 2,800-3,900 apartments per year) reflects an unrealistic increase in the level of apartment growth in the Region. Maintaining 50% intensification with an adjusted Growth Concept 4, as MGP's LNA does, represents the most realistic housing mix that still moves the Region substantially towards a more compact and dense form of housing overall by maintaining an aggressive policy-driven shift in housing. Such a scenario would have the primary effect of providing a sufficient land supply to better achieve a realistic housing mix to 2051.</p> <p>VII. The Region's LNA should provide sufficient land and employment opportunities to ensure the economic competitiveness of the Region.</p> <p>While employment forecasts are difficult to make with certainty, the Region can and should be planning for sufficient employment land to ensure the Region can provide places to work in balance with places to live in each municipality. In particular, employment lands should be designated and protected along major goods movement corridors such as 400 series highways. The Growth Plan does not specify a minimum density for employment lands. The Region should ensure that sufficient employment lands are designated to meet the forecasted employment growth and that designated employment lands are within competitive locations that meet the needs of businesses. This should include estimates for land-extensive uses with lower employment densities (such as logistics and warehousing uses). As per the 2020 LNA Methodology, the Region should consider a number of factors that go beyond estimating employment land needs based solely on an assumed job density:</p> | <p>The Draft LNA does consider the factors listed in the LNA Methodology, and identifies a need for an additional 1,060 ha of employment land. The locations for the new employment land remain conceptual at this stage (as shown in Attachment #9) and will be refined in the final Draft Preferred Growth Concept and the implementing Regional Official Plan Amendment.</p> |

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| | | <p><i>“It must be recognized that employment area lands have different qualities and potential to achieve jobs; municipalities should ensure that employment area lands are provided in sufficient quantity to meet the overall employment demand and that they include lands that meet the attributes that are important to businesses, including:</i></p> <ul style="list-style-type: none"> • Servicing (either existing or near-term potential); • Visibility, access to highways, proximity to other major goods movement facilities and corridors as well as public transit access; • A range and size of available sites to meet market choice, including: <ul style="list-style-type: none"> ○ <i>vacancy factors to account for lands that may not develop to the Plan Horizon.</i> ○ <i>a sufficient supply of large parcels to accommodate land extensive uses; and,</i> ○ <i>strategic investment sites to attract employment investment that may otherwise choose to locate outside of Ontario;</i> • Proximity to sensitive uses; and, • Other factors that reflect the changing needs of businesses.” (2020 LNA Methodology, pg. 18) <p>As noted above, the Region can and should allocate employment growth and designate employment lands in accordance with the Town’s Council adopted 2051 Vision to ensure the Town’s economic prosperity and a balance of places to work and live.</p> <p>VIII. The Region’s LNA should adjust its supply assumptions to ensure that lands will develop within the forecast period to logical boundaries. Sufficient land must be provided to achieve the forecasted growth; municipalities should adjust the land needs to ensure this occurs as anticipated by the 2020 LNA Methodology. Assessments that do not provide a sufficient supply of land for a market-based supply of housing that can be achieved within the Plan horizon <u>do not conform</u> to the Growth Plan. The 2020 LNA Methodology notes that minor upward adjustments to the land area required for Settlement Area Boundary Expansion should be made to ensure logical boundaries when final settlement area boundaries are determined. When undertaking the LNA and proposing potential settlement area boundaries, the Region should make necessary adjustments to provide a sufficient supply of achievable land using logical boundaries. As per the 2020 LNA Methodology, the Region can and should consider adjusting its assumptions on supply to account for the following:</p> <p><i>“Final adjustments to land need may be made in order to account for:</i></p> <ul style="list-style-type: none"> • Extremes of need because of unusually low or high vacancies at the time of analysis such as a vacancy adjustment related to maintaining a healthy rental vacancy rate over the planning horizon; • Constrained land within the settlement area that requires additional infrastructure (e.g., servicing, transit, highways); • Lands that may not develop within the horizon of the Plan due to other factors such as landowner choice to not develop for the purposes they are designated for; • The length of the planning process to make lands ready for development; and, | <p>See responses above.</p> <p>In the view of Regional staff, the Draft Preferred Growth Concept addresses each one of the important growth objectives listed by the Town of Milton.</p> |

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| | | <ul style="list-style-type: none"> • Other economic (e.g., provision for major businesses) and demographic (e.g., increases in immigration and emigration) considerations not anticipated in growth scenarios used in the initial municipal analysis.” (2020 LNA Methodology, pg. 13- 14) <p>Concluding Remarks: This report presents the “Halton Balanced” Growth Concept as input into Halton Region’s Official Plan Review that is supported by a Land Needs Assessment (LNA) undertaken by MGP that conforms to the Provincial Growth Plan and would ensure a balanced ratio of residents to jobs in Milton.</p> <p>To reiterate, as currently presented, Halton Region’s LNA should be adjusted as follows to ensure conformity to the Provincial Growth Plan:</p> <ul style="list-style-type: none"> • Provide a unit mix that provides, to the extent possible, a market-based supply of housing; • Utilize persons per unit estimates that are realistic, stable and consistent with estimates already utilized by the Region; • Adjust the distribution of growth to Milton to ensure an allocation that results in a balanced accommodation of population and employment growth; and, • Provide a sufficient quantum of employment lands to allow for comprehensive planning and the Town’s economic competitiveness. <p>The “Halton Balanced” Growth Concept would support sustainable future growth in Milton and Halton Region through the following important growth objectives:</p> <ul style="list-style-type: none"> • Directing growth strategically by reinforcing intensification along transit corridors and Major Transit Station Areas in the Region; • Providing a market-based, realistic and achievable supply of housing for the Region; • Facilitating the efficient use of land in line with existing and planned Regional infrastructure; • Ensuring a healthy inventory of employment lands; • Increasing densities in greenfield areas; and • Creating mixed-use, compact, complete communities, while protecting the Provincial Greenbelt, the Region’s Natural Heritage System and a large proportion of Agricultural lands in the Region. <p>Financial Impact There are no financial implications arising from this report. However, impacts of the implementation of the Region’s ultimate growth management strategy will be evaluated through subsequent fiscal impact studies, in conjunction with future secondary planning exercises.</p> <p>Respectfully submitted, Barbara Koopmans, MPA, MCIP, RPP, CMO Commissioner, Development Services</p> <p>For questions, please contact: Jill Hogan, MCIP, RPP Director, Planning Policy & Urban Design</p> | |

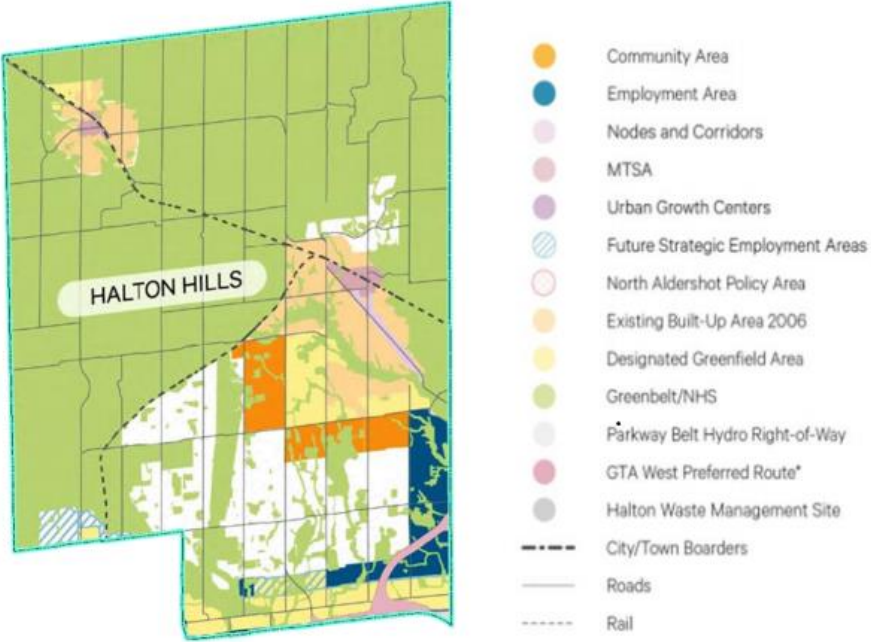
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| | | <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Attachments</p> <p>Appendix A - Halton Region Land Needs Assessment (undertaken by MGP)</p> <p>Appendix B - "Made in Milton" Growth Concept</p> <p>Appendix C - Reports DS-028-21 and DS-039-21</p> <p>Appendix D - Key Findings - Growth Concept Evaluation</p> </div> <p>CAO Approval Andrew M. Siltala Chief Administrative Officer</p> | |
| 7. | Town of Halton Hills (July 6, 2021/ amended July 13, 2021) | <p>REPORT NO.: PD-2021-0045</p> <p>SUBJECT: Halton Region Official Plan Review – Growth Concepts</p> <p>AMENDED MOTION</p> <p><u>Resolution No. 2021-0150</u></p> <p>THAT Report No. PD-2021-0045 dated June 30 2021 regarding the Halton Region Official Plan Review – Growth Concepts be received;</p> <p>AND FURTHER THAT the Town continue to advance a three-pronged growth strategy to the 2051 planning horizon comprised of the following elements:</p> <ul style="list-style-type: none"> • Intensification inside the Georgetown and Acton Built Up Area (BUA) with a focus on key strategic growth areas such as the Georgetown GO Station/Mill Street Corridor, Downtown Georgetown, the Civic Centre District, the Guelph Street Corridor and Downtown Acton/Acton GO in accordance with locally approved policies as may be updated from time to time; • Compact residential and mixed-use development within Designated Greenfield Areas (DGA); • Development within designated Employment Areas; <p>AND FURTHER THAT in keeping with the general findings and objectives of the Town's Employment Lands Needs Study (2020), Economic Development and Tourism Strategy (2021), Foreign Direct Investment (FDI) Strategy (2020), and the Business Concierge Program (2021), the Region of Halton be advised that Council is supportive of the provision of approximately 350 gross hectares of additional employment lands net of the Natural Heritage System within the Town to the 2051 planning horizon;</p> <p>AND FURTHER THAT building on the strategic location, development and investment attraction momentum, and designation as a Provincially Significant Employment Zone in accordance with A</p> | <p>The Draft Preferred Growth Concept is based on approximately 400 ha of new Employment Area in the Town at this stage, subject to further refinement before finalization of the Draft Preferred Growth Concept in early 2022. The conceptual location of the new employment land is adjacent to</p> |

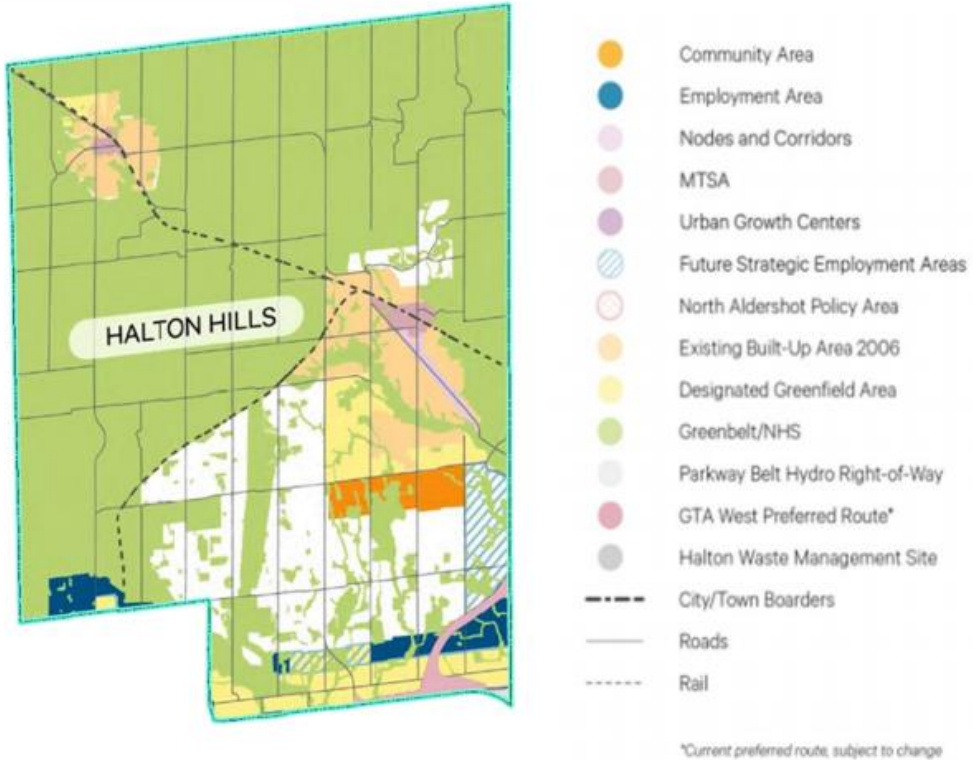
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| | | <p>Place to Grow: The Growth Plan for the Greater Golden Horseshoe, the Halton Hills Premier Gateway be prioritized for the location of additional employment lands to the 2051 planning horizon;</p> <p>AND FURTHER THAT in keeping with the complete communities provisions of A Place to Grow: The Growth Plan for the Greater Golden Horseshoe as well as the general direction set out in the Town's Strategic Plan, the Region of Halton be advised that Council is supportive of a modest expansion to the Georgetown Urban Area, similar in scale to that approved through the Sustainable Halton process (ROPA 38 and OPA 10) of approximately 350 gross hectares net of the Natural Heritage System to accommodate compact residential and mixed use development once the existing DGA are substantially built out in the mid to late 2030s along with providing opportunities for the proposed redevelopment of the Georgetown Hospital;</p> <p>AND FURTHER THAT any phasing provisions do not preclude the early redevelopment of the Georgetown Hospital and other ancillary uses, and Region of Halton be requested to work with the Town of Halton Hills, Halton Healthcare, Ministry of Health and Long Term Care, the Ministry of Municipal Affairs and Housing and other stakeholders to expedite the proposed redevelopment of the Georgetown Hospital;</p> <p>AND FURTHER THAT any new additional urban lands be subject to appropriate phasing policies to ensure a seamless and moderate scale and pace of development is in keeping with the direction set in the Town's Strategic Plan and Official Plan;</p> <p>AND FURTHER THAT development be in accordance with the Town's Green Development Standards as updated from time to time and low carbon opportunities continue to be pursued in keeping with the direction set out in the Town's Strategic Plan, the Official Plan and the Low Carbon Transition Strategy once finalized;</p> <p>AND FURTHER THAT the Region of Halton be requested to work with the Town of Halton Hills, Ontario Ministry of Agriculture, Food and Rural Affairs, Halton Region Federation of Agriculture, the farming community and other key rural stakeholders to develop policies that recognize and enhance the role of the farming community in maintaining key natural heritage features and the broader Natural Heritage System, as well as good farming practices and the contribution it can have on reducing the effects of climate change;</p> <p>AND FURTHER THAT the Region of Halton be requested to work with the Town of Halton Hills and the farming community and other rural stakeholders on maintaining and growing the viability of farming in Halton Region, especially in near urban areas on a variety of issues including potable water supply, farm equipment traffic movement, runoff and drainage, and other farming conflicts;</p> <p>AND FURTHER THAT the foregoing recommendations be utilized by the Region of Halton in the development of a Preferred Growth Concept for purposes of updating the Regional Official Plan to the 2051 planning horizon.</p> <p>KEY POINTS:</p> | <p>the Halton Hills Premier Gateway in the 401 corridor.</p> <p>The Draft Preferred Growth Concept is based on approximately 350 ha of new Community Area Designated Greenfield Area to the south of Georgetown.</p> <p>Development phasing policies will be addressed in the final Draft Preferred Growth Concept to be brought forward in early 2022.</p> <p>The Agricultural System is an important component of the Regional Official Plan Review, to be addressed in the Policy Directions Report to be brought forward in early 2022. This component will consider appropriate policy changes to address climate change and farming viability.</p> |

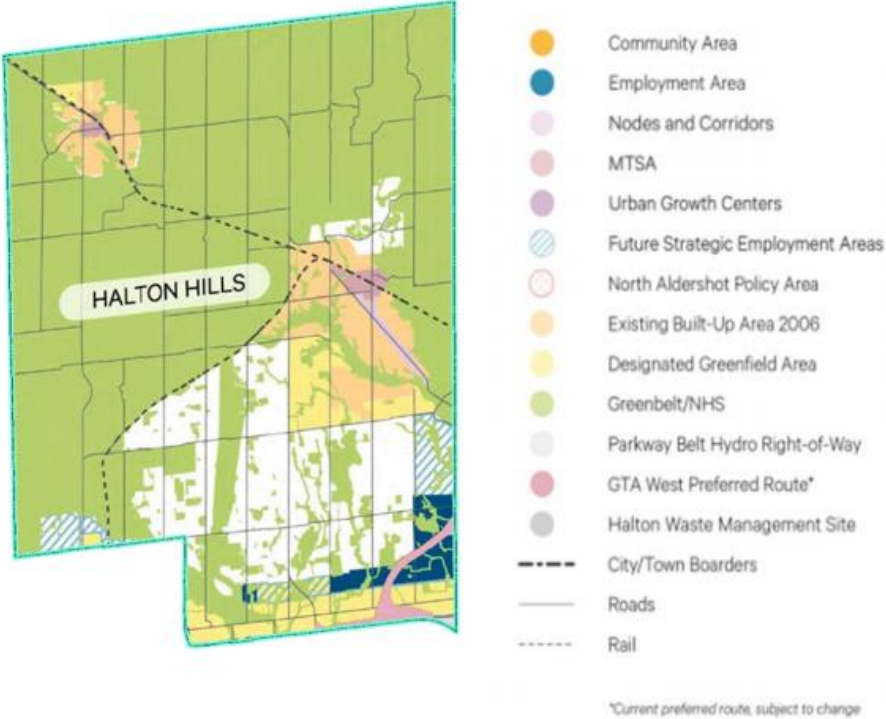
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| | | <p>The following are key points for consideration with respect to this report:</p> <ul style="list-style-type: none"> • The Region of Halton is currently undertaking a review of its Regional Official Plan. The Region is required by Provincial legislation to bring its Official Plan into conformity with the various Provincial Plans including A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (“A Place to Grow”) and ensure consistency with the Provincial Policy Statement. The deadline for the Region to complete this review as it relates to growth management matters vis a vis A Place to Grow is July 1, 2022. This was recently confirmed in a letter dated April 27, 2021, from the Honourable Steve Clark, Minister of Municipal Affairs and Housing. A copy of the letter is attached to this report as Schedule One. • A Place to Grow requires the Region to accommodate a total population of 1.1 million and 500,000 jobs by 2051. The basis for the growth forecasts is set out in a report entitled “Greater Golden Horseshoe: Growth Forecasts to 2051” dated August 2020 prepared by Hemson Consulting. Among other matters, the report notes that the GGH is “...primed for continued rapid long-term growth with population and economic growth closely linked”. Immigration, which is set annually by the federal government, is the most important component of growth in the Greater Toronto and Hamilton Area. • The 2021-2023 Federal Immigration Levels Plan (the “Plan”) identifies that over the next 2 years, Canada will be welcoming admissions at a rate of 1% of the current population of Canada. This equates to an additional 401,000 permanent residents in 2021, 411,000 permanent residents in 2022 and 421,000 permanent residents in 2023. This reflects a significant increase of 60,000 people in 2021 and 2022 from previous targets. • Highlights of the Federal Immigration Levels Plan include: <ul style="list-style-type: none"> ○ an increase in admissions over the 3 years of the plan to make up the shortfall in 2020. ○ a focus on economic growth, with about 60% of admissions to come from the Economic Class. ○ a continued focus on innovative and community-driven approaches to address diverse labour and demographic needs across the country. ○ the Plan identifies that these increased admissions will result in short-term economic recovery and long-term economic growth. • The Region, in consultation with the four local municipalities, must allocate the 1.1 million population and 500,000 jobs to the City of Burlington and the Towns of Halton Hills, Milton and Oakville as required by A Place to Grow. The Growth Plan also provides substantial policy direction on growth management including promoting intensification; providing a mix and range of market-based housing; designation of employment lands; settlement boundary expansions and protections for natural resources. The Region’s current population is estimated to be 621,000 with 281,300 jobs. The last major Regional Official Plan review, | |

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| | | <p>referred to as Sustainable Halton, anticipated that Halton Region would reach a population of 780,000 and accommodate 390,000 jobs by the 2031 planning horizon.</p> <ul style="list-style-type: none"> • As part of the Official Plan review, the Region has prepared five growth concepts showing how growth could be potentially accommodated to the 2051 planning horizon. The Region is currently seeking input from various stakeholders on the growth concepts including the local municipalities. This input will assist the Region in preparing a Preferred Growth Concept that will form the basis for the updated Regional Official Plan. It should be noted that a Preferred Growth Concept may be a “hybrid” which combines elements from the different concepts. • Each municipality within Halton Region is at a different stage of evolution and has different, locally specific needs. The Town of Halton Hills has a unique community structure. We are comprised of two separate Urban Mixed Use Areas (Acton and Georgetown), three Employment Areas (Acton, Georgetown and the Premier Gateway), numerous hamlets and rural clusters, and vast Agricultural and Natural Heritage System lands, all within our community boundaries. These elements help to define and shape our community and make us distinctive within the Regional context. • To date, the Region has held several virtual Public Open Houses on the growth concepts, including a Halton Hills focused session on May 4, 2021. The Town held a Council Workshop and received public delegations on June 21, 2021. A presentation was delivered by SGL Planning & Design Ltd. and Watson and Associates Inc. to provide additional context on the growth concepts and the implications for the Town. A copy of the presentation is available here. • This report recommends that the Town continue to advance a three-pronged growth strategy to the 2051 planning horizon comprised of the following elements: <ul style="list-style-type: none"> o Intensification inside the Georgetown and Acton Built Up Area (BUA) with a focus on key strategic growth areas such as the Georgetown GO Station/Mill Street Corridor, Downtown Georgetown, the Civic Centre District, the Guelph Street Corridor and Downtown Acton/Acton GO in accordance with locally approved policies as may be updated from time to time; o Compact residential and mixed-use development within Designated Greenfield Areas (DGA); o Development within designated Employment Areas. • It is recommended that in keeping with the findings and objectives of the Town’s Employment Lands Needs Study (2020), Economic Development and Tourism Strategy (2021), Foreign Direct Investment (FDI) Strategy (2020), and the Business Concierge Program (2021), the Region of Halton be advised that Council is supportive of the provision of additional employment lands within the Town to the 2051 planning horizon. In addition, building on the strategic location, development and investment attraction momentum, and designation as a Provincially Significant Employment Zone in accordance with A Place to Grow, the Halton Hills Premier Gateway be prioritized for the location of additional employment lands to the | <p>The Draft Preferred Growth Concept includes additional employment land adjacent to the Premier Gateway Employment Area.</p> |

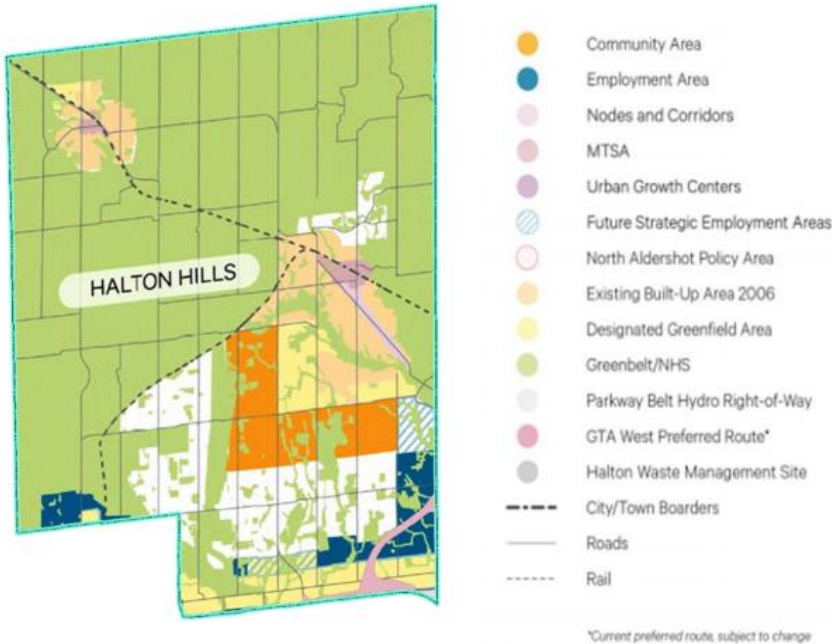
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| | | <p>2051 planning horizon. The specific geographic boundaries should be determined as part of the preparation of the Preferred Growth Alternative.</p> <ul style="list-style-type: none"> • It is also recommended that in keeping with the complete communities provisions of A Place to Grow as well as the general direction set out in the Town’s Strategic Plan, the Region of Halton be advised that Council is supportive of a modest expansion to the Georgetown Urban Area, similar in scale to that approved through the Sustainable Halton process (ROPA 38 and OPA 10) of approximately 400 hectares to accommodate compact residential and mixed use development once the existing DGA are substantially built out in the mid to late 2030s. The additional DGA would also present an opportunity to accommodate the potential redevelopment of the Georgetown Hospital, which could serve as an anchor for a new, compact, greenfield community. The specific geographic boundaries should be determined as part of the preparation of the Preferred Growth Alternative. • Once the revised urban boundaries are confirmed, the balance of the “whitebelt” lands in Halton Hills should remain within the Agricultural System to the 2051 planning horizon. • New development should be in keeping with the Town’s Green Development Standards as updated from time to time and low carbon opportunities continue to be pursued in keeping with the direction set out in the Town’s Strategic Plan, the Official Plan and the Low Carbon Transition Strategy once finalized. <p>REPORT PURPOSE:</p> <p>The purpose of this report is to:</p> <ul style="list-style-type: none"> • Briefly summarize the five Growth Concepts released by the Region as part of the on-going Regional Official Plan Review • Summarize the input received by the Town to date; and • Provide recommendations on the scale and magnitude of growth that would be appropriate for the Town to the 2051 planning horizon. <p>BACKGROUND AND DISCUSSION:</p> <p>Background</p> <p>Halton Region has designed five different Growth Concepts to demonstrate where and how Halton will grow, accommodating new population (people) and employment (job) growth to the 2051 planning horizon, as is required by the Provincial Growth Plan. Each of these Growth Concepts provide options which demonstrate how theoretically, the Region can accommodate another 482,000 people and 222,000 jobs to 2051 in order to meet the Growth Plan forecasts of 1.1 million people and 500,000 jobs over the next 30 years.</p> | <p>The Draft Preferred Growth Concept is based on approximately 350 ha of new Community Area land, conceptually shown as a southern expansion to the Georgetown Urban Area. The actual quantum and location of the new Community Area land is subject to refinement through the finalization of the Draft Preferred Growth Concept in early 2022, and the subsequent Regional Official Plan Amendment.</p> |

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| | | <p>Each of the five Growth Concepts are broken down as identified below.</p> <p><i>Concept 1 – 60% Densification/Moderate Greenfield Expansion</i></p> <p>This Concept proposes:</p> <ul style="list-style-type: none"> • a minimum of 50% of all new housing will be located within the existing Built-Up Area (BUA) • all new Designated Greenfield Area (DGA) would be planned for a density of 65 persons and jobs per hectare (ha) • 50% densification³ would occur between 2021 and 2031 • additional 10% densification would occur from 2031 through to 2051 (60% total) • Region wide total of 95,600 apartments • Region wide total of 78,300 ground-related units • Total estimated Region wide Community Area DGA of 1,460 ha <ul style="list-style-type: none"> ○ Halton Hills estimated share of 740 ha (approximately 2 Vision Georgetown's) • Total estimated Region wide Employment Area DGA of 1,170 ha <ul style="list-style-type: none"> ○ Halton Hills estimated share of 680 ha <div style="text-align: center;">  <p>*Current preferred routes, subject to change</p> </div> | |

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| | | <p><i>Concept 2 – 70% Densification/Limited Greenfield Expansion</i></p> <p>This Concept proposes: • a minimum of 50% of all new housing will be located within the existing BUA • all new DGA would be planned for a density of 65 persons and jobs per ha • additional 20% densification between 2031-2051 (70% total) • Region-wide total of 106,700 apartments • Region-wide total of 68,000 ground-related units • Total estimated Region wide Community Area DGA of 730 ha o Halton Hills estimated share of 330 ha (approximately 1 Vision Georgetown) • Total estimated Region wide Employment Area DGA of 1,100 ha o Halton Hills estimated share of 500 ha</p>  <p>*Current preferred route, subject to change</p> | |

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| | | <p data-bbox="464 245 1241 269"><i>Concept 3A – 80% Densification/Employment Only Greenfield Expansion</i></p> <p data-bbox="464 293 720 318">This Concept proposes:</p> <ul data-bbox="512 342 1367 540" style="list-style-type: none"> • a minimum of 50% of all new housing will be located within the existing BUA • additional 30% densification from 2031-2051 (80% total) • Region-wide total of 118,200 apartments • Region-wide total of 56,000 ground-related units • A DGA expansion only for employment purposes • Total estimated Region-wide Employment Area DGA of 980 ha <ul data-bbox="606 516 1062 540" style="list-style-type: none"> ○ Halton Hills estimated share of 450 ha <div data-bbox="558 578 1438 1292">  </div> | |

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| | | <p data-bbox="464 293 1083 318"><i>Concept 3B – 80% Densification/No Greenfield Expansion</i></p> <p data-bbox="464 342 720 367">This Concept proposes:</p> <ul data-bbox="512 391 1367 532" style="list-style-type: none"> • a minimum of 50% of all new housing will be located within the existing BUA • additional 30% densification from 2031-2051 (80% total) • Region-wide total of 111,800 apartments • Region-wide total of 56,000 ground-related units • No DGA expansions are proposed with this Concept <div data-bbox="499 594 1451 1325"> </div> | |

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| | | <p data-bbox="464 289 1138 318"><i>Concept 4 – 50% Intensification/Greatest Greenfield Expansion</i></p> <p data-bbox="464 337 720 367">This Concept proposes:</p> <ul data-bbox="512 391 1520 618" style="list-style-type: none"> • a minimum of 50% of all new housing will be located within the existing BUA • all new DGA would be planned for a density of 65 persons and jobs per ha • Region-wide total of 84,000 apartments • Region-wide total of 89,200 ground-related units • Total estimated Region wide Community Area DGA of 2,080 ha <ul data-bbox="606 532 1520 561" style="list-style-type: none"> ◦ Halton Hills estimated share of 1,360 ha (approximately 3-4 Vision Georgetown's) • Total estimated Region wide Employment Area DGA of 1,220 ha <ul data-bbox="606 586 1062 615" style="list-style-type: none"> ◦ Halton Hills estimated share of 670 ha <div data-bbox="575 699 1402 1338">  </div> | |

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| | | <p>As it relates to Halton Hills, the five Growth Concepts represent very distinctive choices and outcomes ranging from very limited growth beyond what is currently planned to the 2031 planning horizon (Concept 3A as it relates to residential development; Concept 3B as it relates to both residential and employment development), to a large-scale expansion that would significantly accelerate the pace of growth in the Town, going well beyond the parameters of the Town's Strategic Plan (Concept 4).</p> <p>What we heard</p> <p>The Town held a Special Council Workshop and received public delegations on June 21, 2021. A presentation was delivered by SGL Planning & Design Ltd. and Watson and Associates Inc. to provide additional context on the growth concepts and the implications for the Town. The following provides a summary of comments that were received via delegations at the June 21, 2021 Council Workshop.</p> <ul style="list-style-type: none"> • 3 residents spoke about the Georgetown GO Station MTSA boundary as identified in ROPA 48. • Concerns were focused on the impacts of intensification with the Region's proposed MTSA boundary on existing, stable, low density residential uses; the differences between the Georgetown MTSA and those elsewhere in the Region; that the burden of intensification is falling within the Georgetown GO Station Area neighbourhood and concerns regarding increased densities without height restrictions/limitations. • 3 residents spoke in favour of Concept 3B to freeze the urban boundary and promote increased intensification opportunities within the existing community. • Comments suggested that Concept 3B is the only option that aligns with the Town's Climate Emergency and Truth & Reconciliation process; that the opportunity exists to transform existing low density, car dependent neighbourhoods into something more sustainable; that any loss of trees or farmland is unacceptable; that the Town should be building up and not out; that Concept 3B is the only one that helps young people and that increased intensification will lead to more public transit opportunities. • One individual delegated on behalf of his clients, the South Georgetown Landowners Group. He spoke to the Town's Climate Change Emergency declaration and protecting farmland as important priorities. He noted other priorities of growth such as property tax and municipal asset management considerations. He noted that the Town must also adhere to Provincial policies such as the Growth Plan and that Council must make a decision about balanced growth. He also spoke to an opportunity for his clients to provide an Olympic size pool/skating rink should their lands be included in a future urban boundary expansion through this IGMS process. <p>It should be noted that the Region's staff report on ROPA 48 is included on the July 7th Regional Council Agenda. Town staff have worked with the Region to incorporate policies that ensure that development within stable residential neighbourhoods located inside the MTSA boundaries is contextually appropriate. A further update to the Georgetown GO Station/Mill Street Corridor Secondary Plan is scheduled to commence later this year.</p> | |

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| | | <p>Three-Pronged Growth Strategy</p> <p>During the Sustainable Halton process, the Town developed its approach to Growth Management by way of a three-pronged growth strategy. These three prongs consist of:</p> <ul style="list-style-type: none"> • Intensification inside the Georgetown and Acton Built Up Area (BUA). • Compact residential and mixed-use development within Designated Greenfield Areas (DGA) of Vision Georgetown and Southeast Georgetown, along with the rounding out of Stewarttown as a character area. • Development within Designated Employment Areas with a focus on an expanded Premier Gateway. <p>This strategy employed a balanced approach to managing growth and development within the Town, having regard for the Town's geographic location, character, stage of development and other important priorities such as agriculture and natural heritage. This three-pronged growth management strategy directly relates to many of the values in the Town's Strategic Plan 2019-2022. These include:</p> <ul style="list-style-type: none"> • Foster a Healthy Community - To maintain and enhance a healthy community that provides a clean environment and a range of economic and social opportunities to ensure a superior quality of life in our community. • Preserve, Protect and Enhance our Environment - To preserve, protect and enhance our natural environment for the health benefits and enjoyment it provides to present and future generations. • Foster a Prosperous Economy - To maintain and enhance the economic vitality of the Town through the provision of a wide range of opportunities for economic development. • Achieve Sustainable Growth - To ensure that growth is managed so as to ensure a balanced, sustainable, well planned community infrastructure and services to meets the needs of its residents and businesses. <p>Looking out to 2051, staff believes that the Town should continue to further develop Council's vision and mission as entrenched in our Strategic Plan, while recognizing the priority areas of shaping growth, transportation, climate change and the environment, and fiscal and corporate management among others.</p> <p>Ultimately, Council needs to consider whether to continue with its existing three pronged growth management strategy to the 2051 planning horizon in keeping with the directions from the Town's Strategic Plan or pursue a different course. The ensuing sections of this report will provide observations of each of the prongs.</p> <p>Employment Lands</p> <p>As discussed in past reports, the Town's Premier Gateway Employment Area enjoys a strategic location in the GTA with convenient access to Highways 401 and 407 ETR, proximity to major shipping hubs, and easy access to the GTA and US markets.</p> <p>Halton Hills' economic prosperity is heavily dependent on the timely and efficient development of the Premier Gateway Employment Area. Approximately 90% of future employment growth projected for</p> | |

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| | | <p>Halton Hills is anticipated to occur in the Premier Gateway. Continued investment and job growth in the Gateway will make a considerable contribution to the Town's financial health through non-residential assessment growth and a more balanced non-residential to residential assessment ratio, Halton Hills' overall economy and by extension support economic growth across the GTA and beyond.</p> <p>The Premier Gateway is already home to millions of square feet of industrial and commercial development, occupied by numerous companies. Vacancy rates are very low, with demand for space outpacing supply.</p> <p>Historically, the Town of Halton Hills has seen the manufacturing and retail industries perform as two of the most significant employment sectors, with employment land demand driven by manufacturing and logistics. There is increasing interest from knowledge-based or "Creative class" businesses. These trends have continued and are expected to remain key drivers moving forward through the 2051 planning horizon.</p> <p>Macaulay Shiomi Howson (MSH) and Watson and Associates Inc. were retained by the Town in 2018 to complete an Employment Land Needs Study (ELNS) to the 2041 planning horizon. This study identified several key factors regarding the Town's existing employment land base and future employment land needs, as is identified below.</p> <ul style="list-style-type: none"> • Between 2011-2019, Halton Region accommodated one fifth of all industrial development of the entire Greater Toronto Area. • There are 53,000 new jobs forecasted to the Town between 2021 and 2041. • An increase in the current employment activity rate from 39% to 44% is anticipated to 2041. • The Town's existing employment lands provide opportunities to accommodate export-based employment, which cannot be accommodated elsewhere in Town (i.e., in mixed use or live/work development areas). • Advanced manufacturing uses require integrated operations on large, campus style settings. This leads to an increased need for integrated, multi-purpose facilities, providing opportunities for combined processing, research, training, and warehousing. • The logistics and goods movement sectors continue to evolve as the ecommerce market grows. As a result of this growth, there is an increased need for larger, regionally located logistics facilities which require large tracks of serviced employment land. The Town's Premier Gateway location along the 401 corridor is extremely desirable. • The Town's recent leadership in developing and seeing Council approve both a Foreign Direct Investment (FDI) Attraction Strategy, and a 5-year Economic Development and Tourism Strategy are key to maintaining a strong employment land base and a diversified economy within the Town's municipal boundaries. A key objective of these strategies is to attract higher density employment uses and companies to the Town. • A steady and adequate supply of shovel-ready employment lands is critical to enable Halton Hills to be economically competitive, attract non-residential investment (including higher density job generators), generate non-residential property tax revenue, create local job opportunities, and provide a choice of suitable locations for businesses that are already in | |

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| | | <p>Halon Hills to expand on and/or relocate within Halton Hills, rather than needing to relocate outside of the Town – resulting in local job and investment losses.</p> <ul style="list-style-type: none"> • The ELNS identified that the Town has limited opportunities to increase intensification of our existing employment lands, due to the nature of the businesses in the Acton, Georgetown and Mansewood employment areas. • With respect to the office market, there are currently 8.7 million square feet of major office within Halton Region; 97% of that is located in South Halton (Oakville and Burlington) along the QEW corridor. • The demand for major office has shifted to downtown Toronto over the past decade. • A majority of new office space over the last 10 years has been accommodated in existing Employment Areas, through low and mid-rise office and flex-style buildings. • Most office demand will continue to be within the Employment Areas through multi-unit and multi-purpose facilities encompassing both office and non-office uses. • Region-wide, the MTSAs provide opportunities to accommodate some office development, however those opportunities are limited, especially within the Halton Hills context given the size and surrounding established low density neighbourhoods within the Acton and Georgetown MTSA boundaries. • Given the amenities typically desirable for office development and the current stage of development across Halton, the communities of Oakville and Burlington are seen as being more desirable for major office development. Nonetheless, the Town does actively pursue office opportunities wherever possible. • Mixed-use, transit supportive areas are anticipated to be seen as increasingly attractive for future office space/development. • The ELNS concluded that the Town only has 101 gross ha of vacant, shovel ready (serviced and available) designated employment land remaining. • Given the significant demand for employment lands to the 2041 planning horizon, the demand exceeds the supply. • Additional analysis completed by Watson & Associates on the Fiscal Impact Analysis recommends that in order to ensure the Town remains competitive and that it can provide the opportunity for local residents to have access to jobs within their own community, an additional 445 gross ha of employment land is required to the 2051 horizon. • Currently, 42% of the Town's Labour Force commutes outside of Halton Hills for employment. This is 30% higher than the Provincial average. • Increasing the Town's available supply of employment lands provides increased opportunity for better live work arrangements for residents of the Town. • Increased ability to work within the Town's boundaries, also allows for growth of the Town's Transit Services Strategy, thereby reducing out commuting and reducing the impacts on climate change. <p>The five IGMS Growth Concepts propose the following additional employment land area to Halton Hills:</p> <ul style="list-style-type: none"> • Concept 1 proposes 680 ha | |

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| | | <ul style="list-style-type: none"> • Concept 2 proposes 500 ha • Concept 3A proposes 450 ha • Concept 3B proposes 0 ha • Concept 4 proposes 670 ha <p>For comparison, the Town's existing employment land area totals are as follows:</p> <ul style="list-style-type: none"> • Phase 1A (largely located on the south side of Steeles Avenue, east of James Snow Parkway, west of Eighth Line) is approximately 360 gross ha. • Phase 2A (located on the south side of Steeles Avenue, east of Eighth Line, west of Winston Churchill Blvd) is approximately 260 gross ha. • Phase 1B (located on the north side of Steeles Avenue, east of Sixth Line, west of Eighth Line, including an additional 75 ha replacement employment lands) is approximately 150 gross ha. • Phase 2B (located on the north side of Steeles Avenue, east of Eighth Line, west of Winston Churchill Blvd) is approximately 260 ha. <p><i>Regional Analysis of Concept 3B:</i></p> <p>On March 24, 2021, Regional Council approved a Motion directing staff to complete "...an analysis that builds on Concept 3 and proposes to accommodate growth to 2051 based on no expansion at all of the existing Halton settlement area boundary...". This Motion therefore required an evaluation and staff report be completed that would provide information to both Regional Council and the public regarding the implications of a complete freeze of the Halton settlement area boundary.</p> <p>Report LPS45-21 dated April 21, 2021, discussed the Analysis that builds on Concept 3 and accommodates Employment Growth to 2051 without a Settlement Area Boundary Expansion. This is known as Concept 3B. The report states,</p> <p style="padding-left: 40px;"><i>"In contrast to the Sustainable Halton process, the Integrated Growth Management Strategy analysis (beginning with the Growth Scenarios based on 'Local Plans and Priorities' and continuing into the development of the Growth Concepts), has been based on recognizing a shift away from low density land extensive manufacturing and warehousing towards new employment forms focused on mixed use, compact urban form. This shift acknowledges that there will still be a smaller, but still significant proportion of employment growth in the Region that relies on employment uses requiring larger parcels of land in proximity to road and rail corridors."</i></p> <p>The report describes the need for the Region to utilize the province's established Land Needs Methodology when considering whether a future urban boundary expansion is required from an employment lands perspective. It describes the analysis completed by Hemson as part of the IGMS work, as well as the work completed by StrategyCorp which examined COVID-19 Impacts on the Economy and Employment. LPS45-21 explains that the analysis which underpins the Growth</p> | |

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| | | <p>Concepts has included the trend to work from home which has increased throughout the pandemic, causing a related increase in office vacancy rates.</p> <p>The report also identifies that as a result of the pandemic, <i>“...an acceleration in the growth and reliance on facilities that support the supply chain...has triggered demand for logistics and warehousing uses, and increased demand to accommodate Employment Land Employment.”</i></p> <p>Furthermore, the report clearly identifies that these findings appear to be consistent with the ideas that are presented by the StrategyCorp Whitepaper.</p> <p>In addition to confirming that the IGMS analysis has been focused on a shift from low density, land extensive employment forms to that of mixed use, with a compact urban form, LPS45-21 identified there remains a significant Region wide need for larger parcels of employment land in proximity to road and rail corridors. The report explains,</p> <p><i>“To achieve the employment forecasts in the Provincial Growth Plan, with no urban boundary expansion, it would reflect a significant shift that may not be feasible from a land economics perspective. For example:</i></p> <ul style="list-style-type: none"> • <i>A shift from Employment Land Employment to Major Office Employment would assume that Halton Region would capture a significantly disproportionate large share of office growth relative to the balance of the Growth Plan municipalities. There is risk and uncertainty in the market for Major Office uses given the impacts of the COVID-19 pandemic.</i> • <i>Employment land is needed to accommodate not only logistics and warehousing, but advanced manufacturing (and high paying jobs), which if not provided in Halton, will be provided elsewhere, resulting in a loss of potential assessment growth and the opportunity to improve the activity rate of Halton and its local municipalities. Capitalizing on the inherent market for Employment Land Employment opportunities would effect a greater diversification of economic activities in Halton.</i> • <i>While there is some intensification potential for Employment Land Employment on existing designated Employment Lands, the amount of intensification required to negate the need for additional employment land would be significant. It is important that intensification targets (i.e. employment densities) are not overstated as it could have the effect of misaligning the required investment in infrastructure in relation to job and assessment growth. There could be an inherent financial impact to municipalities as a result.</i> <p>Given the opportunities within and in close proximity to the Town’s Future Strategic Employment Areas, Halton Hills is well positioned to accommodate an appropriate proportion of the Region-wide Employment Land Employment growth to the 2051 planning horizon.</p> <p>In keeping with the findings and objectives of the Town’s Employment Lands Needs Study, Economic Development and Tourism Strategy, FDI Strategy, and the Business Concierge Program, in addition</p> | |

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| | | <p>to the analyses completed by Hemson and StrategyCorp, staff recommend the provision of additional designated employment lands within the Town to the 2051 planning horizon.</p> <p>Building on the strategic location, development and investment attraction momentum, and designation as a Provincially Significant Employment Zone in accordance with A Place to Grow, staff recommend that the Halton Hills Premier Gateway be prioritized for the location of additional employment lands of approximately 450 to 500 gross hectares to the 2051 planning horizon. Lands that are contiguous to the existing Premier Gateway in the southern portion of the Town represent the best opportunities for future employment growth.</p> <p>Given the ongoing uncertainty with the GTA West Corridor Environmental Assessment and the outstanding appeals to the Region's Corridor Protection policies, staff note that further discussions will be necessary with regional staff and consultants. The specific geographic boundaries as to the location of additional employment lands should be determined as part of the preparation of the Preferred Growth Alternative.</p> <p>Intensification Opportunities and Challenges A fundamental premise of the Provincial Growth Plan is that the use of land and infrastructure can be optimized by directing growth to existing Urban Areas. To this end, the Plan promotes increasing intensification within existing Built-Up Areas, with a focus on key urban centres, nodes and corridors. Intensification in these areas is to be concentrated to provide a focus for transit and infrastructure investment. Section 2.2.2.1a) of A Place to Grow requires that upper-tier municipalities (such as Halton Region), have a minimum of 50% of all residential development occur on an annual basis within the delineated Built-Up Areas.</p> <p>The Town previously completed an Intensification Opportunities Study in 2010 that was incorporated into the Official Plan through OPA 9. The objective was to provide for residential and mixed-use intensification opportunities, while ensuring that the character and stability of established residential neighbourhoods and commercial areas was maintained and enhanced.</p> <p>In 2019, the Town finalized an update to the Intensification Opportunities Study, evaluating potential intensification opportunities within the Town's BUA to the 2041 planning horizon. Hemson Consulting Ltd. was retained as part of the consulting team to complete a Market Assessment. That work identified that the Town's existing Official Plan target of 5,100 units by 2031 (as had been determined in the 2010 Intensification Study) was unlikely to be achieved due to a number of factors.</p> <p>Similarly, Hemson's analysis completed on behalf of the Region through the IGMS work reflects that in order to achieve a 50% intensification target as required by the 2019 Growth Plan, more intense development within existing community areas is required. To that end, within the Town of Halton Hills, this results in a need for approximately 210 to 225 units per year from 2021 to 2051. This represents a significant shift in what Council typically sees with respect to individual development applications. Given historic public concerns regarding intensification focused development proposals in the past number of years (i.e., 284 Queen Street and 12 Church Street in Acton; Amico at 42 Mill Street and</p> | <p>The Draft Preferred Growth Concept includes proposed new employment land both inside and outside of the GTA West Corridor Protection Area (identified in ROPA 43 currently under appeal). To address the uncertainty associated with GTA West, some of the new employment land has been conceptually shown in Lot 3 between Sixth Line and Eighth Line. This is an area not contained in any of the Growth Concepts as it is outside of the Future Strategic Employment Area identified in the Regional Official Plan, however the land is adjacent to the Premier Gateway and builds off the proximity of Highway 401.</p> <p>The Draft Preferred Growth Concept is based on approximately 4,800 apartment units between 2021 and 2051 in the Town, or 160 apartment units per year. In comparison to the Growth Concepts, this allocation reflects a greater concentration of apartment development in Oakville and</p> |

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| | | <p>the Mountainview Road and John Street Seniors' residence in Georgetown), the number of units the Town will have to accommodate in order to meet the minimum 50% intensification target requires a significant shift in the acceptance of new forms of housing by the public at large, as well as an equally significant shift in the pattern of housing choice for residents of Halton Hills.</p> <p>The 2019 Intensification Opportunities Study identified a surplus of sites, as is recommended by the Hemson Market Analyses, suggesting that it is prudent to identify a surplus to ensure flexibility and opportunities for sites of varying sizes and locations should opportunities for redevelopment present themselves in the future.</p> <p>Some general findings and key facts regarding intensification in the Town are summarized below:</p> <ul style="list-style-type: none"> • Since 2011, only 109 apartment units have been completed within Halton Hills. This is an average of 11 apartment units per year. • Based on the Land Needs Assessment Methodology completed as part of the Regional IGMS, the Town will be required to complete approximately 220 to 300 apartment units per year from 2021 to 2051. • It is imperative to note that accessory apartments (also known as basement apartments) are not reflected within this required apartment unit total. Accessory apartments are considered ground related units as per provincial direction. • The 2019 Hemson Market Assessment completed as part of the Town's Intensification Opportunities Study Update, identified that the Town has historically been made up of predominantly ground related units occupied by large family households. • The Hemson Assessment concluded that in 2016, 74% of the total households within the Town were dominated by families attracted to Halton Hills for affordable, ground related forms of housing. In 2001 that number was slightly higher at 75%. • The Market Assessment identified that housing patterns within the Town have remained relatively constant for the past 20 years, with a slightly declining apartment share. • A significant shift in housing market demand within Halton Hills is required in order to meet the minimum 50% intensification target required by the Growth Plan. • Currently, families with 3 or more persons per household account for only 8% of current apartment dwellings. • Looking forward, the Hemson Market Assessment estimates that 47% of household growth within Halton Hills will be in families with children living at home. • As a result, a greater proportion of families will need to choose to live in apartments. • Housing costs also play a significant role in housing choice. The Hemson Market Assessment identified (based on 2019 rates) that a 2,000 square feet (ft²) townhome had an average cost to develop of \$380/ft², with a selling cost of \$760,000. Similarly, for the equal selling cost, one could instead choose to live in a 1,300 ft² apartment, which had an average construction cost of \$580/ft². • Hemson's Market Assessment also concluded that several factors need to align in order for change to occur as it relates to increased opportunities for intensification. These include: <ul style="list-style-type: none"> ○ Designation and pre-zoning of sites for higher density uses. | <p>Burlington, particularly in strategic nodes and corridors, recognizing the greater role of the southern Halton municipalities in delivering high density development.</p> |

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| | | <ul style="list-style-type: none"> ○ Landowners must have a desire to redevelop, suggesting that if a current low density commercial plaza is profitable, there is little incentive for the owner to change the current use. ○ Infrastructure capacity becomes a significant challenge. ○ The availability of existing community facilities, especially parkland must be considered. ○ Physical site characteristics must be evaluated, including parcel size, depth, access and the need for land assembly. <ul style="list-style-type: none"> ● Overall, redevelopment can be a very slow and unpredictable process <p>In addition to the information provided above, staff believe Council should also be aware of some of the risks in relying solely on intensification to accommodate all future growth. These risks include:</p> <ul style="list-style-type: none"> ● The BUA in Acton and Georgetown are relatively small in comparison to other more mature Urban Areas throughout the Region and GTA. ● The protection of mature neighbourhoods and stable residential areas must be balanced against the promotion of intensification. ● Relatively recent greenfield developments including substantial portions of Georgetown South, Trafalgar Country and the Acton East lands are located within the BUA, but cannot be expected to be candidates for intensification until well beyond the 2051 planning horizon. ● There is an absence of lands to accommodate existing land uses that would need to relocate in order to facilitate redevelopment. ● Development within the Hamlets of Glen Williams and Norval is expected to be limited due to the planning objectives for these communities, and no longer counts towards the Town's intensification targets. ● The vast majority of the larger, vacant land parcels with good site characteristics have been developed or are already the subject of approved or in-process development applications. ● The configuration of parcels is often not conducive to redevelopment. ● Many of the intensification sites are Brownfields (i.e. subject to site contamination from previous industrial uses) that require costly clean-up, which must be factored into any cost-benefit analysis on these sites. ● Existing land uses are in many cases comparatively new, and/or may remain profitable, thereby resulting in a disincentive to redevelopment. <p>Notwithstanding the above constraints, the Town has supported a number of appropriately scaled intensification proposals within the BUA. The Town has taken a proactive approach to incentivize intensification within appropriate growth areas, nodes and corridors. Updates to studies such as the Community Improvement Plan (CIP) program, Intensification Opportunities Study and Downtown Georgetown Secondary Plan represent recent examples where staff have taken steps towards appropriately identifying and managing growth within existing community areas, as is directed by Provincial and Regional policy.</p> | |

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| | | <p>Designated Greenfield Area</p> <p>Through the Sustainable Halton exercise, the Georgetown urban boundary was expanded to include:</p> <ul style="list-style-type: none"> • the Vision Georgetown lands bounded by Trafalgar Road, Fifteen Side Road, Eighth Line (Main Street) and 10 Side Road; • the Southeast Georgetown lands bounded by Tenth Line, 10 Side Road and the hamlet of Norval; and • lands adjacent to the hamlet of Stewarttown bounded by the CN Railway line and the Protected Countryside Area of the Greenbelt Plan. <p>The DGA lands added through the Sustainable Halton exercise were premised on the notion that they would be appropriately phased for development and built out between the 2021 and 2031 planning horizon. As is identified below, due to several factors, development within both the pre-and post-2021 Region-wide DGAs are currently behind schedule.</p> <p>Based on the recent analysis and work undertaken by Hemson Consulting on behalf of the Region through the required Land Needs Assessment Methodology, contained in the IGMS Growth Concepts Discussion Paper, Hemson now estimates that it will likely be the mid-2030s before the Sustainable Halton land supply is effectively built out. Page 37-38 of the IGMS Growth Concepts Discussion Paper explains,</p> <p style="padding-left: 40px;"><i>“The build out of the DGA delineated by the Sustainable Halton plan is behind the schedule anticipated when the Plan was prepared. Among the reasons why the build out of these lands and growth is currently behind the pace anticipated, including:</i></p> <ul style="list-style-type: none"> ○ <i>Densities that are being achieved in the current DGA are higher than originally anticipated, thus requiring less land than originally anticipated;</i> ○ <i>There was a slowdown in urban development generally associated with the recession of 2008; and</i> ○ <i>Secondary Plans that provide for the development of Designated Greenfield Areas now have to be supported by detailed technical studies (e.g., subwatershed studies), therefore requiring additional time for analysis and consultation.</i> <p style="padding-left: 40px;"><i>In fact, it should be noted that there are still elements of growth identified in the HUSP that have not yet been built out.</i></p> <p style="padding-left: 40px;"><i>In preparing the Land Needs Assessment for this current exercise, all concepts assume that DGA previously identified through the HUSP and Sustainable Halton plans will be fully developed prior to any new development occurring within any new urban expansion areas. It is anticipated that these lands can reasonably satisfy greenfield demand into the 2031-2041 time period.”</i></p> <p>Given the requirement to plan to the 2051 horizon, it would be prudent for the Town to consider adding a modest amount of DGA similar in scale to that approved through the Sustainable Halton process (ROPA 38 and OPA 10) of approximately 400 hectares to accommodate compact residential</p> | <p>See responses above.</p> |

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| | | <p>and mixed-use development once the existing DGA is substantially built out in the mid to late 2030s. This will ensure the direction established in the Provincial Policy Statement (PPS) including efficient land use and development patterns, the promotion of strong, liveable, healthy and resilient communities, protecting the environment and public health and safety and facilitating economic growth are each appropriately managed by the Town of Halton Hills. A modest amount of additional greenfield growth in the mid to late 2030s timeframe will also ensure the Town can accommodate an appropriate affordable and market-based range and mix of residential units, as is required by the PPS and Growth Plan.</p> <p>Community Facility Needs As was presented during the June 21, 2021, Council Workshop, consideration must also be given for required community facilities and future land needs, including Community Centres, schools, parks, hospitals, libraries, etc. Halton Hills is not alone in considering the difficulty in acquiring and magnitude of land costs when attempting to find sites for these types of community facilities within existing, developed urban areas. Redevelopment of existing sites is not an easy process, often leaving growing municipalities with potentially inadequate community facilities, especially for residents of newly developed intensification areas.</p> <p>Georgetown Hospital Halton Healthcare submitted a letter dated June 18, 2021, for Council's consideration during the Growth Concepts deliberation. The letter is appended as Schedule Two to this report. The letter provides an update regarding the status of the Georgetown Hospital's ongoing planning process and explains that space constraints and aging infrastructure have become obstacles to delivering the comprehensive care that patients deserve. It notes that "there is no doubt the redevelopment of the Georgetown Hospital is required to meet the growing needs of our communities and accommodate state-of-the-art technology and evolving models of care".</p> <p>The letter further explains that the planning process has advanced through the first stage of the Ministry's planning process, including a documented need for the redevelopment through the development of a business plan.</p> <p>Halton Healthcare notes that while all options for redevelopment are being considered, they believe there is a likelihood that the existing Georgetown Hospital site may not be suitable to support the redevelopment currently contemplated. As such a new greenfield redevelopment site in the magnitude of approximately 40 to 45 acres is required to accommodate the new construction. The letter states,</p> <p><i>"...Simply put, parcels of land of that size are not available inside the existing Georgetown urban boundary.</i></p> <p><i>The redevelopment of Georgetown Hospital is a transformative capital project for our community, the likes of which has not been seen for many decades. Please consider the future healthcare needs of the residents of your community and the future growth needs of the Georgetown Hospital during your planning and growth options deliberations."</i></p> | <p>The Draft Preferred Growth Concept contains proposed new Community Area land which could potentially accommodate institutional uses such as a new hospital site, new parks and other community uses.</p> |

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| | | <p>The Hospital and surrounding lands could be designed as a transit-oriented, compact and walkable campus-style development, incorporating institutional, residential, office and research and development types of employment, all within a new community hub. In addition, the new Georgetown Hospital could serve as an anchor point and establish Halton Hills as a leader for a new, low carbon energy, mixed-use area.</p> <p>Based on discussions and correspondence with Halton Healthcare, a summary of the Georgetown Hospital Redevelopment Project is attached as Schedule Three.</p> <p>Other Considerations: Need for additional Town-wide Park In 2015, the Town embarked upon a Parkland Acquisition Study, which is intended to identify the Town's parkland needs to the 2031 planning horizon. A key result of the Parkland Acquisition Study is the identification that the Town will need to look outside of the current urban area boundaries to acquire parkland in order to meet the community's needs to 2031.</p> <p>Warren Harris, the Town's Commissioner of Recreation and Parks prepared a letter to Curt Benson, Director of Planning Services and Chief Planning Official for Halton Region on June 7, 2021. That letter is attached as Schedule Four to this report. The letter discusses several matters, including a request that the Region consider permissions for major public parks in areas outside of the existing urban area.</p> <p>It is noted that even when using the Council approved reduced parkland provision standard of 2.2 ha per 1,000 persons, the Town maintains a deficit of 57.43 ha (141.91 acres) of land to meet parkland needs to 2031. This is similar in size to the existing Trafalgar Sports Park.</p> <p>The additional estimated population growth between the five Growth Concepts to 2051 suggests an additional parkland need somewhere between 61 and 204 ha, depending on which Growth Concept is ultimately supported by Regional Council. In addition, as has been documented throughout the COVID-19 pandemic, increased apartments and a lack of personal outdoor space within dense communities creates an even greater need for available public park space.</p> <p>Council must also consider the fact that it is neither suitable, financially feasible, nor in some cases, permitted, for the Town to look at brownfield redevelopment (prohibitive cost for rehabilitation, limited parcels of significant size, conflicts with other intensification goals), employment lands (conflicts with existing commercial/industrial uses and provincial Land Use Compatibility Guidelines), the Greenbelt Protected Countryside Area or Niagara Escarpment Commission (NEC) rural lands (land use policy restrictions) as suitable areas to develop a town-wide park.</p> <p>Given the lack of available lands of suitable size within the existing Georgetown and Acton Urban Areas, in addition to the significant constraints within brownfields, employment lands, the Greenbelt and NEC areas, it is clear that additional parkland needs can only be met outside of the Town's current urban envelope</p> | <p>See responses above.</p> |

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| | | <p>Summary</p> <p>Based on the analysis contained within this report, it is recommended that the Town continue with its established three-pronged growth management strategy to the 2051 planning horizon. This would include a modest expansion to the Georgetown Urban Area and the Halton Hills Premier Gateway, along with intensification inside the Built-Up Area. As it relates to the Georgetown Urban Boundary and the Premier Gateway, the recommendations most closely align with the scale of development associated with Concept 2.</p> <p>In keeping with the intent of the Town’s Climate Emergency Declaration, all development should be in accordance with the Town’s Green Development Standards (GDS), as amended from time to time. It should be noted that, building on the Town’s leadership role in advancing sustainability in new construction, through endorsement of Report No. PD-2021-0024, Council recently approved an update to the Town’s Green Development Standards Study. The GDS Background Report also noted that there are significant opportunities for the development of low carbon communities on a comprehensive basis within a greenfield context suggesting a positive opportunity for the Town to work towards reducing the impacts of climate change and a working towards a net zero community in the future. Recommendations regarding the foregoing have been added to this report. In formulating these recommendations, and as was the case during the Sustainable Halton process, staff are also mindful of the Strategic Plan priority to ensure a vibrant agricultural community and preserve as much agricultural land as possible while accommodating a moderate amount of growth to the 2051 planning horizon. Currently, including the Greenbelt Plan, 83% of the entire Town of Halton Hills is made up of Rural/Agricultural lands. Should Council decide to endorse a modest expansion to the Georgetown Urban Area and the Halton Hills Premier Gateway, along with a focus on appropriate, well managed intensification inside the Built-Up Area, the Rural/Agricultural lands will remain a significant component of the Town’s land base to the 2051 planning horizon. This includes retention of the vast majority of the “whitebelt” lands within the Agricultural System. A recommendation regarding the foregoing has been included with this report.</p> <p>It should be noted that Halton Region has confirmed that an Agricultural Impact Assessment (AIA) report will be prepared as a component of the Preferred Growth Concept exercise, which will evaluate in detail the impacts to Agriculture Region-wide.</p> <p>STRATEGIC PLAN ALIGNMENT: The recommendations in this report are well aligned with the 2019-2022 Strategic Plan values and priorities including:</p> <ul style="list-style-type: none"> • Harnessing future population and employment growth to provide new opportunities for residents, workers, businesses, and visitors. • Working to ensure housing is accessible to all its residents at any age or stage in life. • Growing in a way that embodies its values of social, economic, fiscal, and environmental sustainability. Staff engage with other levels of government to see that population growth in Halton Hills remains moderate. | |

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| | | <p>The following focus areas support the shaping growth priority:</p> <ul style="list-style-type: none"> • Residential Greenfield Growth • Intensification • Downtown Revitalization • Employment Lands • Affordable Housing • Water and Wastewater infrastructure <p>RELATIONSHIP TO CLIMATE CHANGE: Throughout the IGMS process, the Regional Climate Emergency as declared by Halton Region Council has been considered in the development of each of the five Growth Concepts.</p> <p>The Town has identified that regardless of location, all development should be designed to be net zero (no fossil fuel energy), and all new development must follow the updated Green Building Design Standards (GDS).</p> <p>The Town also emphasizes the need to direct discussions regarding growth and development toward building complete communities and highlighted the importance of the connection between land use and transportation, particularly the need for growth to support investment in transit infrastructure. This also includes the need and benefit of providing additional local employment opportunities, hence decreasing the likelihood of out-of-town commuting and the associated greenhouse gas emissions.</p> <p>Town staff is of the opinion that drawing clear connections between land-use policies and climate change is absolutely essential and supports Regional initiatives to promote and enhance district energy, public transit, agriculture and the Natural Heritage System.</p> <p>PUBLIC ENGAGEMENT: Public Engagement has been conducted through a Special Council Workshop held on June 21, 2021 where public delegations were welcomed. Public Engagement is also being encouraged at the Special Council Meeting on July 6, 2021 where this report is being considered by Council.</p> <p>The Region of Halton has conducted several Public Information Centres (PIC) throughout the development of the Growth Concepts. Each PIC included a presentation from Regional planning staff, a question and answer period and breakout rooms for discussion. Live polls were used during each session, with online questionnaires/surveys also being employed. The following virtual Growth Concepts PICs have been held:</p> <ul style="list-style-type: none"> • Halton Hills' specific PIC: May 4, 2021 • Milton specific PIC: May 6, 2021 • Burlington specific PIC: May 11, 2021 • Oakville specific PIC: May 13, 2021 - North Aldershot specific PIC: May 17, 2021 | |

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| | | <ul style="list-style-type: none"> • Region-wide PIC: June 29, 2021 <p>The Region also held a virtual Public Open House (June 9, 2021) and Statutory Public Meeting (June 16, 2021) regarding ROPA 48, which is the separate amendment that helps define and provide direction on urban structure, such as Urban Growth Centres, Major Transit Station Areas, Regional Nodes and employment areas. It is the first amendment to be considered by Regional Council as part of the Regional Official Plan Review.</p> <p>INTERNAL CONSULTATION: Various Town Departments/Divisions have been consulted in the preparation of this report, including Economic Development, Recreation and Parks, Transportation and Public Works, Climate Change and Finance.</p> <p>FINANCIAL IMPLICATIONS: In order to inform Council's decision-making process on the Region's growth concepts, Watson and Associates were retained to undertake an order of magnitude fiscal impact analysis. The FIA focused on three distinct growth scenarios:</p> <ul style="list-style-type: none"> • Scenario 1 (builds on Regional Growth Concept 3B): Residential Intensification focus, No Additional DGA, No Additional Employment Lands • Scenario 2 (builds on Regional Growth Concept 2): Residential Intensification, Limited Additional DGA and Employment Area Expansion • Scenario 3 (builds on Regional Growth Concept 3A): No Additional DGA, Employment Area Expansion <p>Watson summarized their findings at the June 21st Council Workshop. From a fiscal perspective, Scenario 3 above generates the most favourable fiscal outcomes for the Town. This is not unexpected given the fiscal benefits associated with non-residential development. Scenario 2 is ranked next from a fiscal perspective. Scenario 1 presents the least favourable outcomes. Staff note that under Scenario 1 there would be limited assessment growth and development charge revenue over an extended period once the existing DGA and the Premier Gateway are built out in the mid to late 2030s. This would be similar to the experience of the last few years due to low assessment growth.</p> <p>Watson will be present at the July 6th Special Council meeting.</p> <p>Reviewed and approved by,</p> <p>John Linhardt, Commissioner of Planning and Development Chris Mills, Acting Chief Administrative Officer</p> | |