



SUSTAINABLE HALTON

Working Paper #1: Locating New Urban Land

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Working Paper #1:

Locating New Urban Lands

This working paper is one in a series of studies that will help guide Halton Region in preparing a new growth management strategy. The focus of this work is on determining potential locations for new urban lands. The paper summarizes an idea testing process that involved an initial set of nine concepts and resulted in a refined set of concepts that will form the basis of the next phase of work. Additional working papers are being developed to address intensification and the form and density of development on Designated Greenfield lands.

1.0 Introduction

Halton Region is working towards a new Regional Growth Management Strategy that will provide a long-term plan for the Region to the year 2031. The plan will ensure that Halton continues to be a place of high quality living and working for people today and future generations. The Growth Management Strategy will define a framework for future population and employment growth that fosters complete and healthy communities and is compatible with the protection of the Region's enhanced natural heritage system, green space and agricultural lands. The strategy will also link long-term land use planning with transportation, water and wastewater infrastructure planning.

The Region of Halton is a great place to live and work, and continues to attract more people and jobs. The Province has set targets that would see the Region's population reach 780,000 people and 390,000 jobs by 2031. Well-managed growth can strengthen the Region's economic competitiveness, enhance community well-being, while preserving ecological assets. The objective of Sustainable Halton is to develop a Growth Management Strategy that promotes a vision for the Region of

reducing urban sprawl, ensuring greater protection of farmland, making best use of infrastructure and promoting more healthy, livable communities.

Halton Region has a strong history of comprehensive growth management. The Halton Urban Structure Plan (HUSP), approved by Regional Council in 1994, is the Region's existing growth strategy. The Region is in the process of updating its growth management plans and policies. The new Growth Management Strategy will respond to contemporary issues such as climate change, a growing and aging population, traffic congestion, and housing affordability. It will ensure that the strategy is consistent with the Region's Official Plan, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Greenbelt Plan¹ and regional transportation strategies. As part of developing Halton's Growth Management Strategy, the study will test the implications of new Provincial policies set out in the Growth Plan for the Greater Golden Horseshoe, which came into effect on June 16, 2006. The study will provide Regional Council with the information it requires to decide how much and where growth can be accommodated.

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

Halton's Growth Management Strategy will also need to respond to the interrelationship between local level development and regional and global

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

This paper marks a key step in developing Halton's Growth Management Strategy, addressing the challenge of where growth should go. Going forward, a number of challenges remain. Building on Sustainable Halton's solid foundation of community input, the work ahead will ensure an approach to growth management that reflects the values of the people of Halton.

1. References to Key Policy Documents provided at the back of this document

2.0 Purpose and Approach

As part of Sustainable Halton, work is underway to test the capacity for accommodating growth within Halton's existing urban areas through intensification of under-utilized lands and development of Designated Greenfield Areas². A preliminary analysis of the Region's land requirements³ estimated that in order to meet the projected population and employment growth to 2031, the Region would require an additional 3,000 – 4,200 hectares of urban land beyond the existing urban boundary. The purpose of this working paper is to set a foundation for determining the best locations for future Designated Greenfield Areas. Additional working papers are being developed to address intensification and to refine the preliminary land requirement analysis.

During the first phase of Sustainable Halton, the Primary Study Area (PSA) was defined as those lands that might be considered for future urban development. The PSA, outlined in red in Figure 1, includes those lands that are not currently designated as urban and that are not within the designated Greenbelt Area⁴. Future urban development can only be located within the PSA.

The approach taken to identify potential locations for new urban land in Halton is as follows:

1. **Identify Key Structuring Elements:** As a first step, the outcomes of the Sustainable Halton background studies completed in Phase 1 of the project were assessed. This assessment identified a number of elements (i.e. natural heritage systems, agricultural lands, existing infrastructure) that could be used as guidelines for locating new urban land. An overview of these structuring elements is provided in Section 3.0 of this paper.



Figure 1: Primary Study Area

2. **Brainstorm Initial Concepts:** Building on the structural elements, a series of nine initial concepts were developed, which are illustrated in Section 4.0. These initial concepts bring together basic planning objectives with a host of ideas for the future. Each concept illustrates a different approach: some are corridor driven, others are centered on either the existing Milton or Georgetown urban areas, and some are a combination of these approaches. The nine initial concepts are intended to spark discussion, highlight key issues, test ideas and to envision the future in many ways. None of the concepts are definitive solutions for the future and all have elements that are good, not so good or not worth pursuing.

2. Designated Greenfield Areas are defined by Provincial policy as areas within settlement areas (including urban areas) that is not built-up.

3. The report Land Supply Analysis was produced by Hemson Consulting for Sustainable Halton Phase 1, November 2007

4. The Greenbelt Area is defined by the Ontario Regulation 59/05 as provided by the *Greenbelt Act, 2005*.

3. Refine Initial Concepts: The initial nine concepts were used as a discussion tool. Consultations with the Region's Inter-Municipal Liaison Committee and Planning and Public Works Committee, as well as staff and technical teams were used to critically assess the ideas illustrated in the nine initial concepts. With this input, those ideas that have potential and those that don't were identified, in order to create refined concepts. The refined concepts are set out in Section 4.0 of this document and they will be used as a basis for creating a series of viable growth management options in the next phase of work.

For the purposes of this study, the focus is on establishing principles on where new urban lands might be located. The concepts do not include assumptions around the form or density of development. These issues will be addressed in the next stage of work.

The land areas illustrated in each of the concepts reflect the preliminary land requirements set out in the Phase 1 Land Supply Analysis (Hemson Consulting). Each concept shows approximately 3,000 hectares of new urban land⁵. Approximately 1,800 hectares of the total land need is required for residential uses⁶, 600 hectares is required for new employment uses and another 600 hectares is required for all other uses, including community facilities such as schools, community centres and parks.

Where there are differences in the land areas illustrated in the concepts, the differences are nominal and simply reflect where new development areas have been extended to a logical geographic boundary. More detailed land budget analyses and density studies are underway. The results of these studies will be the subject of future working papers and will be incorporated into the creation of growth management options at the next stage of work.

This paper describes the structuring elements that led to the creation of the nine initial concepts. The results from discussions and assessments of the nine initial concepts are also provided. The results led to the elaboration of the refined concepts that will form the foundation for arriving at a well-defined set of growth options. At the options stage, more detailed analysis of costs and benefits will be conducted. Assumptions around the form and density of development will be integrated into the options, as will more detailed analysis of land requirements. The options will be evaluated against the Sustainable Halton Evaluation Framework, and will be the subject of stakeholder and community consultation. The evaluation process and the feedback will enable the creation of a preferred option that best achieves the Region's vision for the future.

5. This land area represents scenario three of the Phase 1 Land Supply Analysis.

6. The Land Supply Analysis estimated that additional residential land is required to accommodate an additional 53,000 households.

3.0 Structuring Elements

The initial growth concepts were developed based on a series of structuring elements that were drawn from the Region's Official Plan and the 22 background studies prepared in Phase 1 of Sustainable Halton. The following section identifies some of the key structuring elements that create the framework for Halton's Growth Management Strategy. The discussion highlights some of the key issues, opportunities and constraints that were considered in identifying potential areas for growth.

A Holistic Approach

A holistic approach was applied in the creation of the nine initial concepts, ensuring that future growth reinforces the existing physical, transportation and land use structure of the Region. A holistic approach requires looking beyond the Primary Study Area to ensure that new development relates to the structure of Halton's existing communities, the Greater Toronto Area (GTA) and the Greater Golden Horseshoe (GGH). It responds to the inherent interdependence between a healthy environment, sustainable communities and efficient use of resources.

A priority for Sustainable Halton is to protect and enhance the Region's natural and cultural heritage, including the Natural Heritage System (rivers, streams, wetlands, woodlots, greenbelt, Parkway Belt, escarpment) and farmland, which creates the urban/rural landscape and community structure, which is so characteristic of Halton.

Enhancing the Greenlands System

The Phase 1 technical background study [Options for a Natural Heritage System in Halton](#) (North-South Environmental), identified three scenarios for defining the Natural Heritage System (NHS). The baseline scenario represents the natural heritage lands currently defined in Provincial, Regional and Local planning legislation and the two remaining

scenarios incorporate an increasing quantum of land and enhanced connectivity between features. Regional Council has adopted the most robust option (Option Three: Enhanced Ecological Integrity), as the baseline for moving forward to 2031. This accounts for an increase from 4,128 hectares of natural heritage land identified in the Region's Official Plan to approximately 5,620 hectares in the Enhanced NHS option, or an increase of approximately 1500 hectares.

Option Three addresses the problem of major highways bisecting ecological corridors by proposing wildlife crossing overpasses and underpasses at key locations. It provides better assurance that regional biodiversity and ecological functions can be permanently preserved, and it:

*"...builds on existing natural heritage policy standards by enlarging the size of some existing natural heritage core areas, increasing the number of these areas to better represent the two main biophysical landscapes in the Region, and most significantly, expanding the links between natural features. Ecological integrity is further enhanced, reducing the risk of further loss of species in the Region and encouraging further confidence that Halton's natural heritage will be sustained and enhanced over time....provides large "regional centres of biodiversity" protection, as well as more and larger ecological linkages in the landscape than other options."*⁷

Option Three supports the NHS as a permanent and robust component of Halton's landscape. It protects a system of interconnected natural areas, sufficient to ensure the long-term ecological integrity and protection of natural heritage for future generations.

The majority of the NHS set out in Option Three is fixed in terms of location and extent, in order to protect watercourses, woodlots and other natural

features and habitat. The portions of Option Three that have some degree of flexibility will be refined in conjunction with the development of growth management options, ensuring that rational development patterns and protection of the NHS are coordinated. Work is ongoing to refine the boundaries of the NHS Option Three and the mapping will be updated in the next phase of work. The precise delineation of NHS lands will be determined at the local level, at the time of neighborhood/community development and subdivision plan approval.

Protecting the Rural System

The preservation of rural and agricultural lands as key elements of the Region's identity, landscape, economy, as well as a source of local food production, are priorities for the residents of Halton. The Region's Official Plan acknowledges the importance of a healthy agricultural sector as a critical component in achieving sustainable development and includes policies for the preservation of cultural heritage landscapes.

Some of the Phase 1 Sustainable Halton reports, such as Community Food Security, Community Health and Land Use Planning (Halton Health Department) and An Agricultural/Countryside Vision (Planscape) conclude that the agricultural sector plays a key role in the health of the Region. Provincial Policy Statement policies confirm the Province's commitment to the preservation of agricultural land, while recognizing the need to plan for future urban growth. The Provincial Growth Plan (4.2.2) also provides guidance for the preservation and improvement of agricultural lands and farm-related infrastructure.

The predominant land use in the Primary Study Area is agriculture, creating the need for balancing between agricultural priorities and urban development. To that end, a more detailed Land Evaluation Area Review (LEAR) Study has been

undertaken and its results will be incorporated into the development of growth management options, and ultimately, the selection of the preferred growth option.

Contiguous farmland that ensures a critical mass and suitable infrastructure are the best conditions for preserving the Region's traditional farmlands, principally located in Halton Hills, but also south of Milton on prime agricultural lands. Some of the Region's market garden/greenhouse uses are located along Eighth Line. Unlike traditional farmlands, these uses require access to urban servicing infrastructure, which make them vulnerable to residential encroachment.

Wise Management of Mineral Resource Extraction Areas

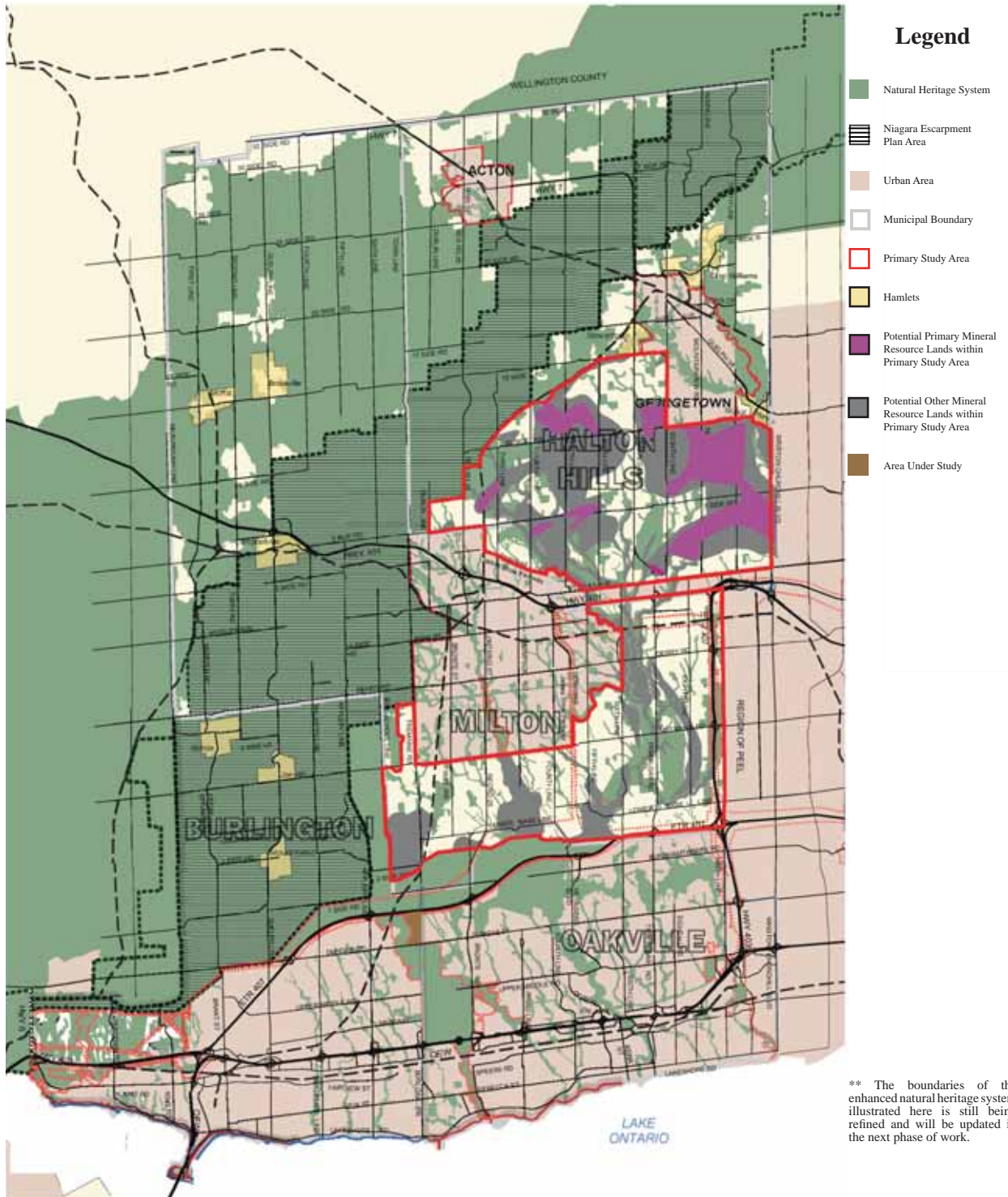
Potential mineral resource extraction areas must, at least in part, be protected for future mining. Of particular importance in the Primary Study Area is shale, a preferred material for home building. Provincial and Regional policy require protection of mineral resource areas. For example, the Provincial Growth Plan (4.2.3) looks to develop a long-term strategy for ensuring the wise-use of mineral aggregate resources. The location of new urban areas in Halton should minimize encroachment of development onto mineral resource areas, prioritize protection of mineral resource areas that support agriculture as an interim use and minimize the impacts of mineral extraction on new development.

The Phase 1 technical report Aggregate Resource Management Strategy (Meridian Planning) suggests strategies for the prioritization of aggregate resources and the Region is currently developing its Aggregate Strategy. Figure 2: Greenlands and Mineral Resources illustrate known or potential aggregate resource areas and will be subject to change as more detailed studies and mapping becomes available.

7. Options for a Natural Heritage System in Halton (North-South Environmental)

8. Metrolinx is the Provincial agency charged with developing the transportation plan for the Greater Toronto and Hamilton Area.

Figure 2: Greenlands and Mineral Resources



Maintaining and Improving the Urban System - Transit First

Priority for transit is a fundamental principle in developing growth management concepts. Opportunities are being sought to enhance transit service and access and increase ridership through new opportunities for higher density, a mix of uses and a focus on nodes and corridors in both existing and new development areas.

There are opportunities to reinforce existing higher-order GO Transit services and planned investment in Bus Rapid Transit (BRT). A potential new GO Transit station is also being considered along the Milton Rail Corridor east of 16 Mile Creek. Recent proposals issued by Metrolinx⁸ also suggest a potential transit node in this area that would connect with BRT services along Highway 407. Capturing opportunities to support all of these potential transit investments is a key consideration in development growth management concepts for Halton.

Extending the Pattern of Mixed-use Nodes & Corridors

Mixed-use corridors on main streets and avenues are a fundamental part of the Region's structure. On main streets and avenues, extending a pattern of mixed-use nodes and corridors provides efficiency of movement and supports local and inter-regional transit systems. They enable a variety of land uses and building types to come together to promote vitality and high quality of life. They are higher density places that support transit and street related retail. Nodes occur where two mixed-use corridors intersect, providing increased potential for mixed-use development and a diversity of building types. Often, development around nodes is supported by higher order transit systems. In terms of city building, nodes and corridors represent a significant investment, both private and public and are the "bones" around which the Region is built.

One does not need to live or work directly in a mixed-use corridor or node to benefit from the

opportunities they provide. Being a short walk or bus ride from a corridor provides the opportunity to have access to the services and transportation networks that these places offer.

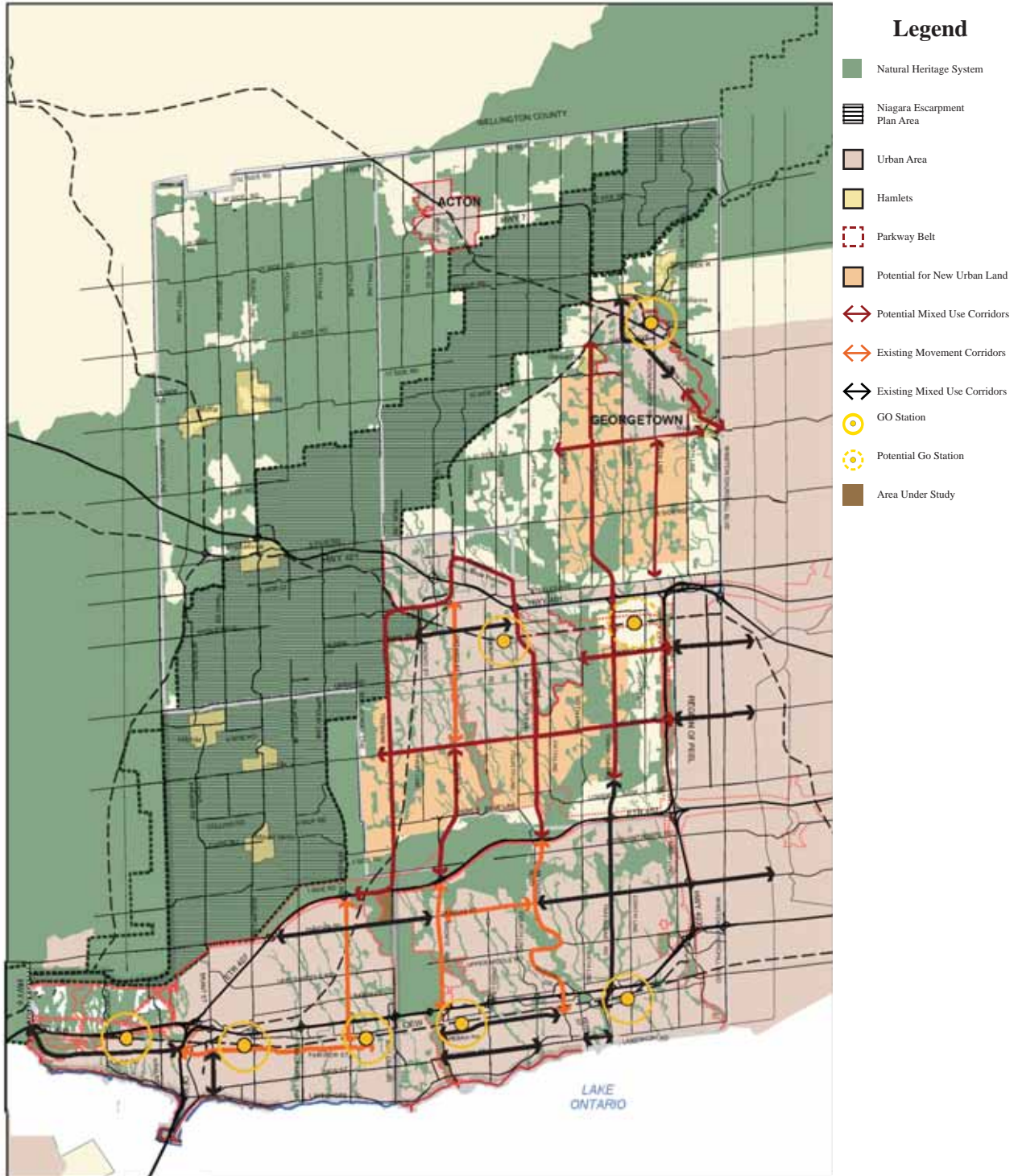
Extending nodes and corridors in a continuous and logical way is fundamental to providing services and access in an efficient, sustainable manner. This means extending land use patterns, transportation systems and infrastructure to connect places within the Region.

Figure 3 illustrates some of the Region's existing and potential mixed-use corridors. Some of the existing mixed-use corridors that play a key role in movement and development patterns are highlighted in black. Existing corridors that are primarily dedicated to goods movement are shown in orange. Potential mixed-use corridors in the Primary Study Area are highlighted in red. Ultimately, some of these corridors will evolve to become the focus of urban development, such as the main streets and avenues described above. Other corridors will remain primarily dedicated to the movement of goods and people. Distinguishing between these two types of corridors will be important as they will fundamentally shape the natural form of growth along them. Supporting growth within the Region, in a manner that can promote the creation of complete communities, is closely tied to the potential for creating mixed-use nodes and corridors.

Protecting Lands for Employment Uses

Attracting and accommodating new employment will support the Region's tax base, reduce distances residents must travel to jobs, encourage transit use and generally support more complete communities. Lands along major infrastructure, such as rail and highways, are conventionally reserved for employment use. The report Urban Structure: Potential Long-Term Growth Areas (Hemson Consulting) details the land use considerations for locating new employment areas. Key criteria for locating new employment areas include

Figure 3: Nodes & Corridors



access to highways and railways and proximity to infrastructure services.

Figure 4 illustrates the areas that have the highest potential for supporting new employment uses including areas along the 400 series highways and near the CN rail corridor in south west Milton. All of the potential future employment lands, when identified together, represent a resource larger than the 600 hectares needed to accommodate employment growth between the years of 2021 to 2031. The remainder of the employment lands should be strategically protected in anticipation of demand for employment land beyond 2031.

Making the Most of Existing Infrastructure

Maximizing existing infrastructure is a fundamental component of the Sustainable Halton Growth Management Strategy. It is also a guiding principle of the Provincial Growth Plan (1.2.2). The Water and Wastewater Infrastructure study (Halton Planning and Public Works) prepared in Phase 1 of Sustainable Halton, states that a long-term strategy is required to provide services in a sustainable and cost-effective manner. Similarly, the Provincial Policy Statement (Section 2.2) identifies the conditions under which infrastructure should be developed. Infrastructure related policies in the Growth Plan for the Greater Golden Horseshoe are grounded in the principle of directing development so as to “*optimize the use of existing and new infrastructure to support growth in a compact and efficient form.*”

The location of new urban areas has significant implications on costs and servicing efficiency. The costs of servicing new development areas will be one of the many factors used to evaluate and rank potential growth management options.

Transportation and Water and Wastewater Masterplan studies are underway to plan for services to the year 2021, and subsequently for the Sustainable Halton period from 2021 to 2031.

Upgrading and oversizing capacities to support future needs are currently being studied. In general, it is assumed that new urban areas will be served by lake water sourced in Halton. Studies are underway to determine if there is additional groundwater capacity available for Georgetown centered (intensification and greenfield) growth. Although there has been discussion of servicing lands in Halton Hills from Peel Region, it should be recognized that this option, if feasible, will still have significant cost implications, in the form of charges from Peel Region for the construction of infrastructure and the service delivery and cannot be assumed to be less costly than a Halton-based solution.

Protecting Critical Infrastructure

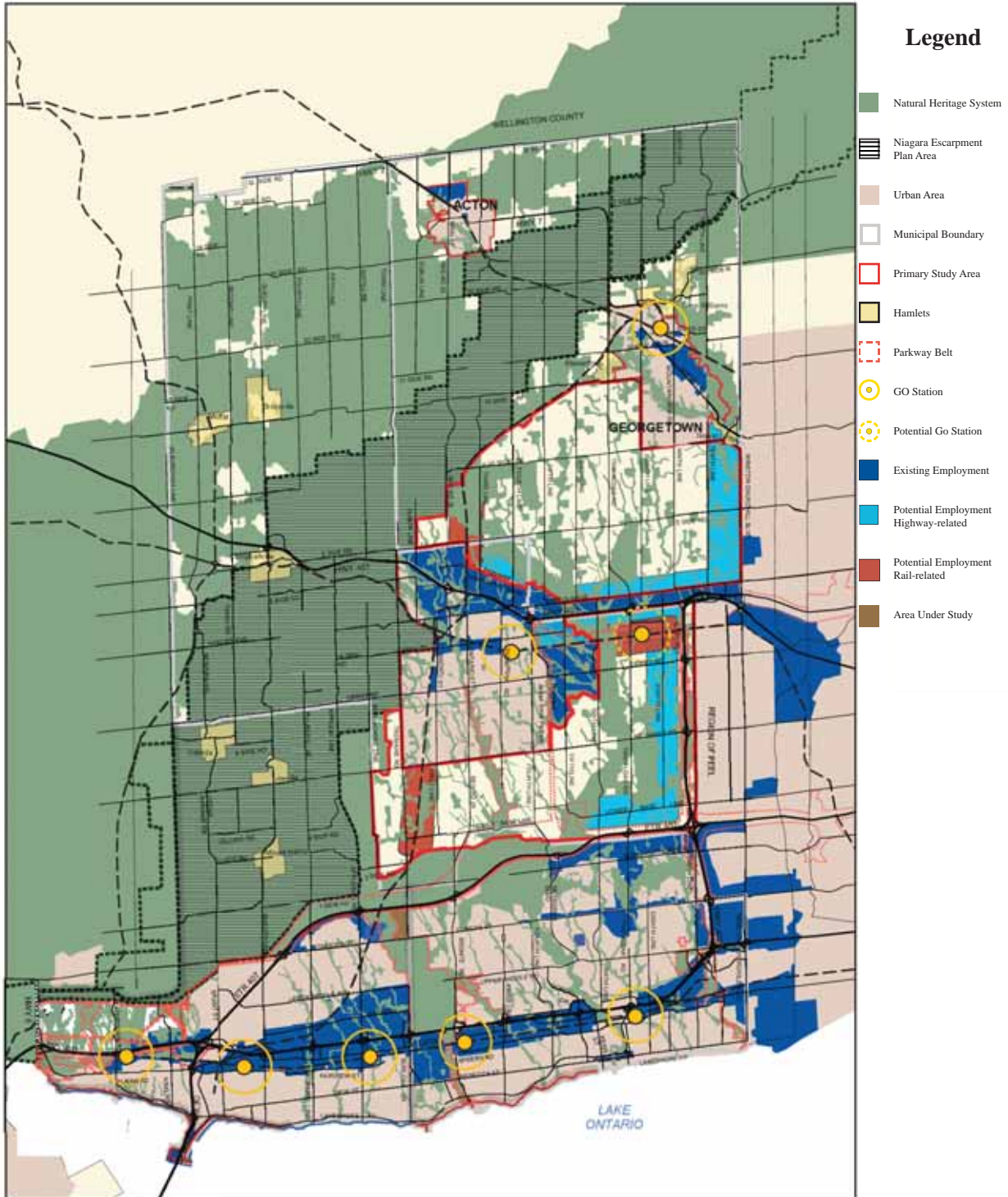
The Region’s Official Plan sets policies for protecting critical infrastructure. The location and function of this infrastructure are critical considerations in determining the most appropriate areas for new urban development and ensuring land use compatibility.

The Region’s Waste Management Facility in Milton, west of Regional Road 25, is currently active. Until this site reaches its end-state land use (currently designated agricultural) it will remain a deterrent to mixed-use/residential development given the potential for land use incompatibilities.

Two hydro corridors and a number of designated Parkway Belt areas cross through the Primary Study Area, which will impact the potential and shape of new urban lands.

A number of future highway corridors, such as the Niagara to GTA Corridor, have been proposed, but their alignments are not fixed and timing for their development is undefined. For these reasons, they have not been included in the concepts. The location of these highways may be determined subsequent to the finalization of Sustainable Halton.

Figure 4: Existing and Future Employment



4.1 The Initial Concepts

Concept #1: Trafalgar Road

The Trafalgar Road concept explores the potential of Trafalgar Road as a mixed-use corridor connecting Oakville with development along Highway 401 and in Halton Hills. It creates a continuous link between Oakville and Georgetown, creating a mixed-use growth transit corridor and providing for new mixed-use/residential lands in both Milton and Halton Hills.

Land Use and Connectivity

This concept positions a significant amount of growth in Milton, east of 16 Mile Creek, along Trafalgar Road. The creation of both employment and residential uses adjacent to the Highway 401 corridor provides the impetus for a new GO station in Milton that is supported surrounding land uses. However, it should be recognized that a significant portion of the new mixed-use/residential lands along Trafalgar Road are physically removed from existing urban areas.

Trafalgar, Britannia and Derry Roads reinforce existing and potential connections to existing urban areas within Halton and Peel. These connections have the potential to facilitate extension of planned Bus Rapid Transit services along Trafalgar Road and promote intra-regional connectivity, which was identified as priority in recent community consultations. However, the linear structure of this concept somewhat reduces the efficiency of service delivery as it creates gaps between development areas.

In Milton, new employment lands are positioned adjacent to Highway 401 and a portion of the Highway 407 Corridor at the north end and along Lower Base Line Road. New employment lands north of the 407 Corridor need to be considered in the context of existing undeveloped lands to the

south and the higher costs of goods movement on Highway 407. The concept does not envisage new employment lands in Halton Hills.

Natural Heritage

The focus of new mixed-use/residential lands along Trafalgar Road in Milton could have implications on the ecological integrity of the Natural Heritage System in this area, particularly where a number of crossings of the creek valley would be required. Large areas of natural heritage lands in this area reduce the potential for a new higher intensity node at Britannia Road and Trafalgar Road. In particular, development potential along the west of Trafalgar Road is limited by the east branch of 16 Mile Creek and adjacent natural heritage lands in the area.

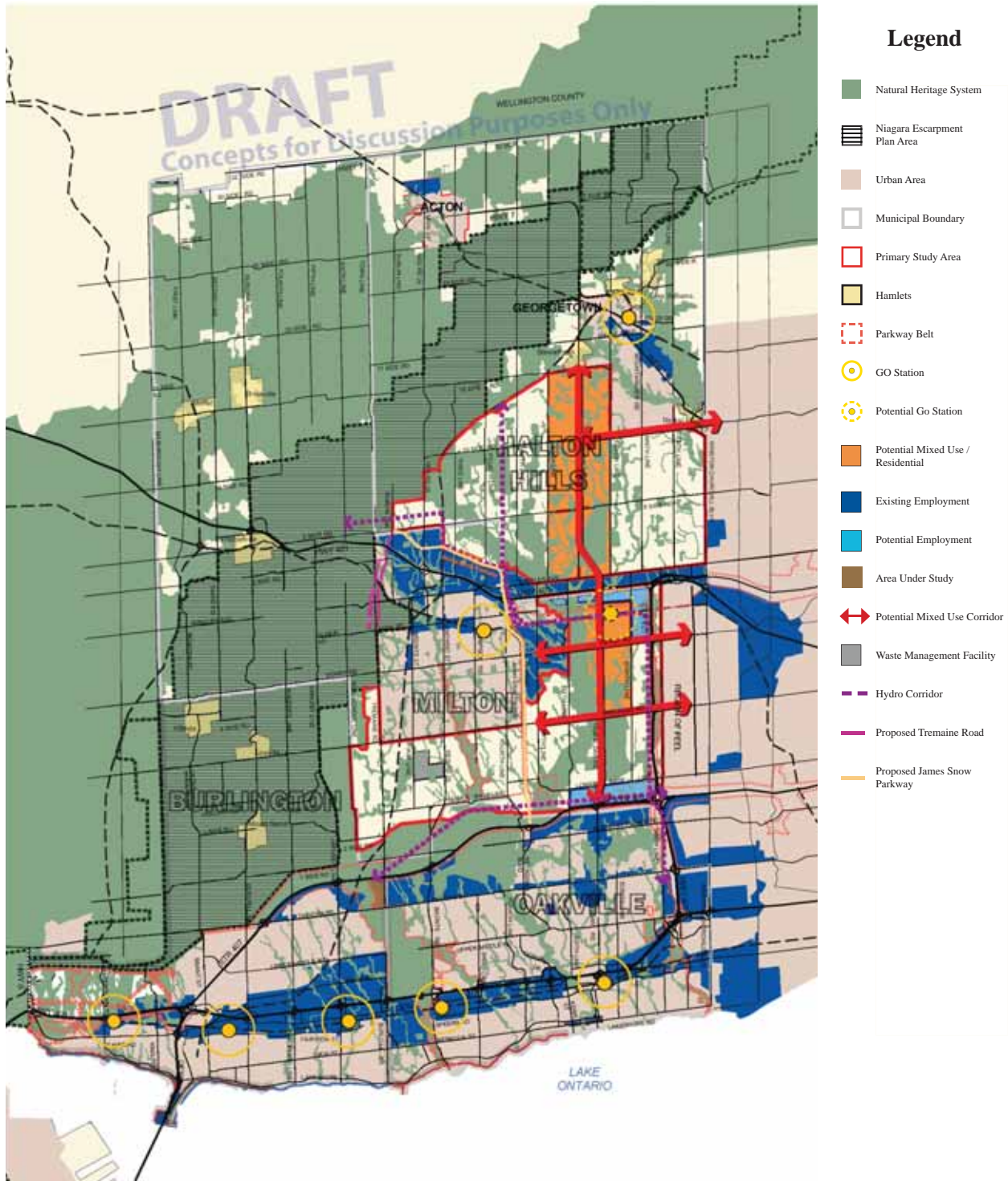
Agriculture and Rural Lands

In this concept, large swaths of farmland are retained in the western portion of the Primary Study Area, reinforcing connections to the Greenbelt in both Halton Hills and Milton. However, the linear corridor created by development along Trafalgar Road splits the Region's largest area of contiguous farmland area into two parts. This concept would retain the market garden/greenhouse area currently existing along Eighth Line.

Water and Wastewater Servicing

Delivering water services to the area north of Highway 401 requires major pipe (water & wastewater) extensions, while services for the lands south of Highway 401 can be integrated with currently planned infrastructure. New wastewater pipes required south of Highway 401 must cross 16 Mile Creek to reach the Mid-Halton Wastewater Treatment Plant. These findings are common to most of the concepts.

Concept #1: Trafalgar Road



Concept #2: Trafalgar Road & 10 Side Road

Concept #2 is similar to Concept #1, but with less growth proposed in Halton Hills. North of Highway 401, the focus of new development shifts from Trafalgar Road to 10 Side Road, with connections to south Georgetown and Brampton.

Land Use and Connectivity

In this concept, Trafalgar Road is still an important transit spine south of Highway 401, but the corridor does not continue all the way into Halton Hills. This potential transit corridor is located so as to connect with the potential new GO station in Milton and would be supported by new mixed-use/residential and employment lands. This concept also reinforces connections between south Georgetown and the Region of Peel.

New mixed-use/ residential lands illustrated west of 16 Mile Creek are located closer to existing communities and community infrastructure such as grocery stores, libraries, retail and amenities. East of 16 Mile Creek, new mixed-use/ residential lands are somewhat isolated from existing urban areas, particularly south of Britannia Road. In Halton Hills, new urban lands are located along 10 Side Road, adjacent to the existing urban area. The pattern of new urban lands in this concept ensures that Milton and Halton Hills are maintained as distinct communities separated by rural areas and greenlands.

New employment lands are concentrated in Milton, in the same configuration as in Concept #1. They are located along the Highway 401 corridor, and the northern portion of Highway 407, and along the 407 at Lower Base Line Road, bolstering the employment areas already in existence. No employment lands are envisaged in Halton Hills in this concept.

Natural Heritage System

New mixed-use/residential lands on both sides of

16 Mile Creek may adversely impact on the natural heritage system, as will additional roads crossing the valley. More intensive development along Trafalgar Road in Milton may also conflict with protection of natural heritage resources. Significant natural heritage features in this area may limit development potential.

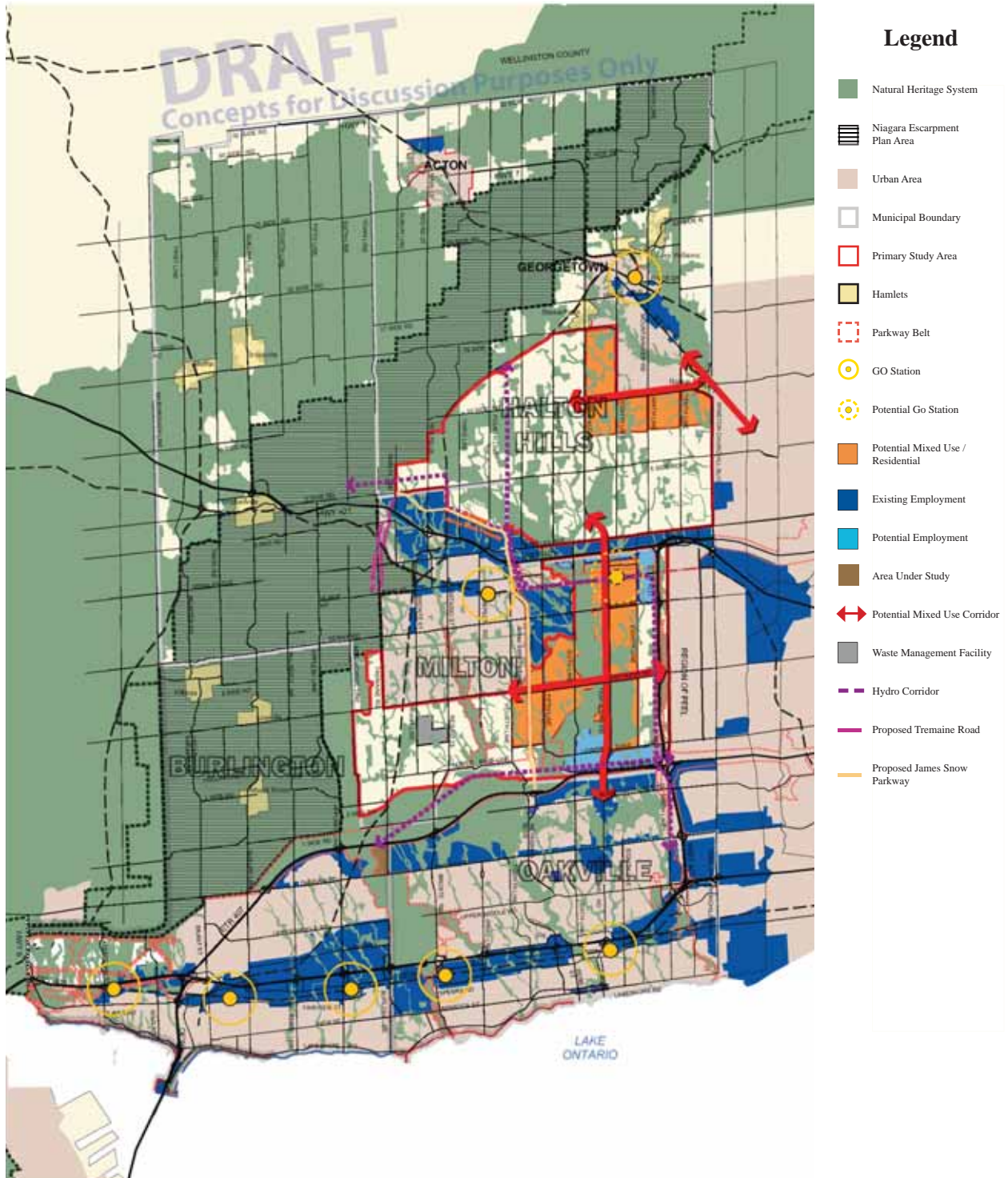
Agricultural and Rural Lands

As opposed to Concept #1, this concept retains a significant swath of farmland south of Georgetown with links into the Greenbelt Area. Connections to the Greenbelt are also retained in south west Milton. Mixed-use lands illustrated along the Eighth Line corridor could adversely affect the potential for market garden/ greenhouse uses in the area.

Water and Wastewater Servicing

As in Option #1, major piped infrastructure is still required to service the new mixed-use/residential area illustrated south of Georgetown. The fact that there is a “gap” in the service area where no development is planned reduces the cost efficiency of the system. In order to support new development east of 16 Mile Creek, wastewater pipes will have to cross the creek to connect with the Mid-Halton Wastewater Treatment Plant to the west. The new service area illustrated in this concept is not integrated with the planned expansions of the wastewater system.

Concept #2: Trafalgar Road & 10 Side Road



Concept #3: South Georgetown, Highway 401 & Milton

Three areas of new mixed-use/residential development are identified in this concept: south of Georgetown, east of the Milton urban area and the Highway 401/ Derry Road area. New urban lands illustrated in south of Georgetown represent the ROPA 25 South Georgetown Settlement Area.

Land Use and Connectivity

This concept envisages new mixed-use/residential corridors along 10 Side Road between Trafalgar Road and Eighth Line, with a potential higher intensity node at Eighth Line and 10 Side Road. Unlike Concept #1, this alternative locates new mixed-use/residential development close to existing communities and facilities such as grocery stores, libraries, retail services and other amenities. As in Concept #2, Milton and Halton Hills remain as distinct communities separated by rural and agricultural land.

A mix of new mixed-use/residential land and new employment land capitalize on the potential new GO station in Milton. In this concept, Britannia Road replaces Trafalgar Road as the main transit spine south of Highway 401 and is supported by new urban land. James Snow Parkway is also seen as a potential location for an intensified mixed-use corridor, connecting to Highway 407 and new development in North Oakville.

As in Concept #2, new employment lands along Highway 401 bolster existing employment areas. New employment uses proposed north of Steeles Avenue in Halton Hills support existing employment lands north of Highway 401. The potential of new employment lands around Winston Churchill Boulevard in Halton Hills may be constrained by proposals for new highways in this area.

In terms of transit, contiguous urban lands promote efficient service delivery. Some of the new

development areas in Milton are somewhat isolated from existing urban areas, which would make them somewhat more costly to service. It is assumed that Halton Hills will continue to be served by existing GO Transit services.

Natural Heritage System

New mixed-use/residential lands shown on both sides of 16 Mile Creek may adversely impact on the natural heritage system, and will likely require additional roads crossing the valley. More intensive development along Trafalgar Road in Milton may also conflict with protection of natural heritage resources. As in Concepts #1 and 2, development potential along the west of Trafalgar Road is limited by the east branch of 16 Mile Creek and adjacent natural heritage lands in the area. However, unlike Concept #2, lands south of Britannia Road are retained as agricultural/rural land, which is more compatible with surrounding greenlands.

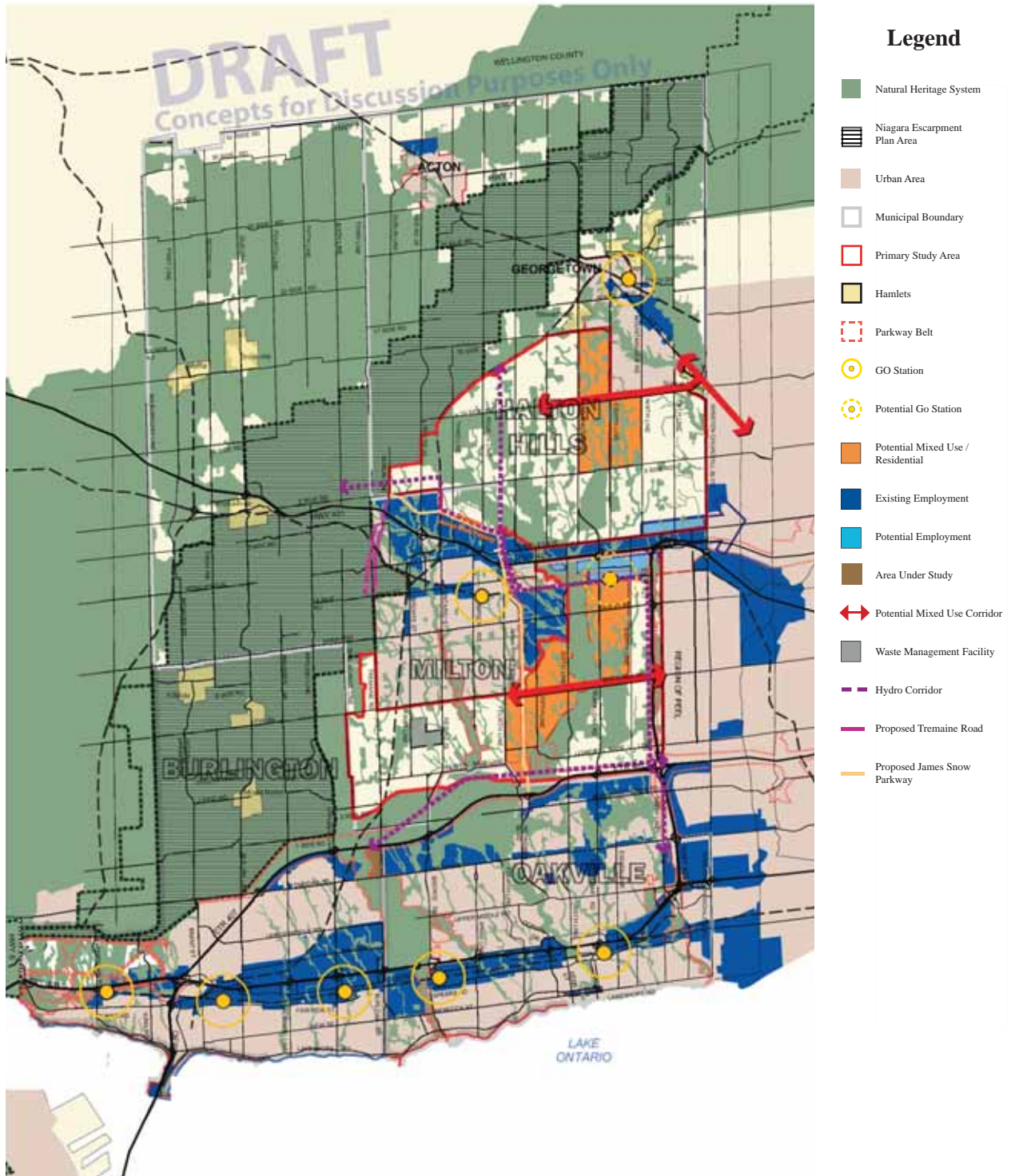
Agricultural and Rural Lands

As in Concept #2, farmland in Halton Hills remains largely intact and well connected to the Greenbelt/Niagara Escarpment area. Retained farmland in southwest Milton also reinforces links to the Greenbelt and supports agricultural activity in the area. New mixed-use/residential lands along Eighth Line reduce the potential of market garden/greenhouse uses in the area.

Water and Wastewater Servicing

A major water pipe extension is required to service new urban lands in Halton Hills. The gap where no development is planned, between Georgetown and Milton, makes it less cost effective to service than continuous development. In order to support new development east of 16 Mile Creek, wastewater pipes will have to cross the creek to connect with the Mid-Halton Wastewater Treatment Plant to the west. However, in this concept, the area south of Highway 401 can be integrated with currently planned expansions of the wastewater system.

Concept #3: South Georgetown, Highway 401 & Milton



Concept #4: Halton Hills Focused Growth

In this concept, all new urban lands are located in Halton Hills, resulting in a significant increase in the municipality's urban area.

Land Use and Connectivity

This concept anticipates development to the Peel Region boundary, reducing the physical separation between Halton Hills and Brampton, thereby diminishing the notion of distinct community. Ninth Line and 10 Side Road provide potential mixed-use/residential corridors north of Highway 401, with a potential node where the two roads intersect. New urban lands are also illustrated in the Hornby area, with a possible node at the intersection of 5 Side Road and Ninth Line. No new employment or mixed-use/residential lands are envisaged in Milton. In general, new urban lands illustrated in this concept are not located in areas with good access to existing and planned transit services.

New employment lands located along Winston Churchill Boulevard reinforce connections to Peel Region. There are also new employment lands along the north side of Steeles Avenue, complementing existing employment uses. As in Concept #2, the potential of new employment lands around Winston Churchill Boulevard in Halton Hills may be constrained by proposals for new highways in the area.

Natural Heritage

The concentration of development in Halton Hills minimizes the impacts on the Natural Heritage System, and eliminates the need for major crossings of 16 Mile Creek.

Agricultural and Rural Lands

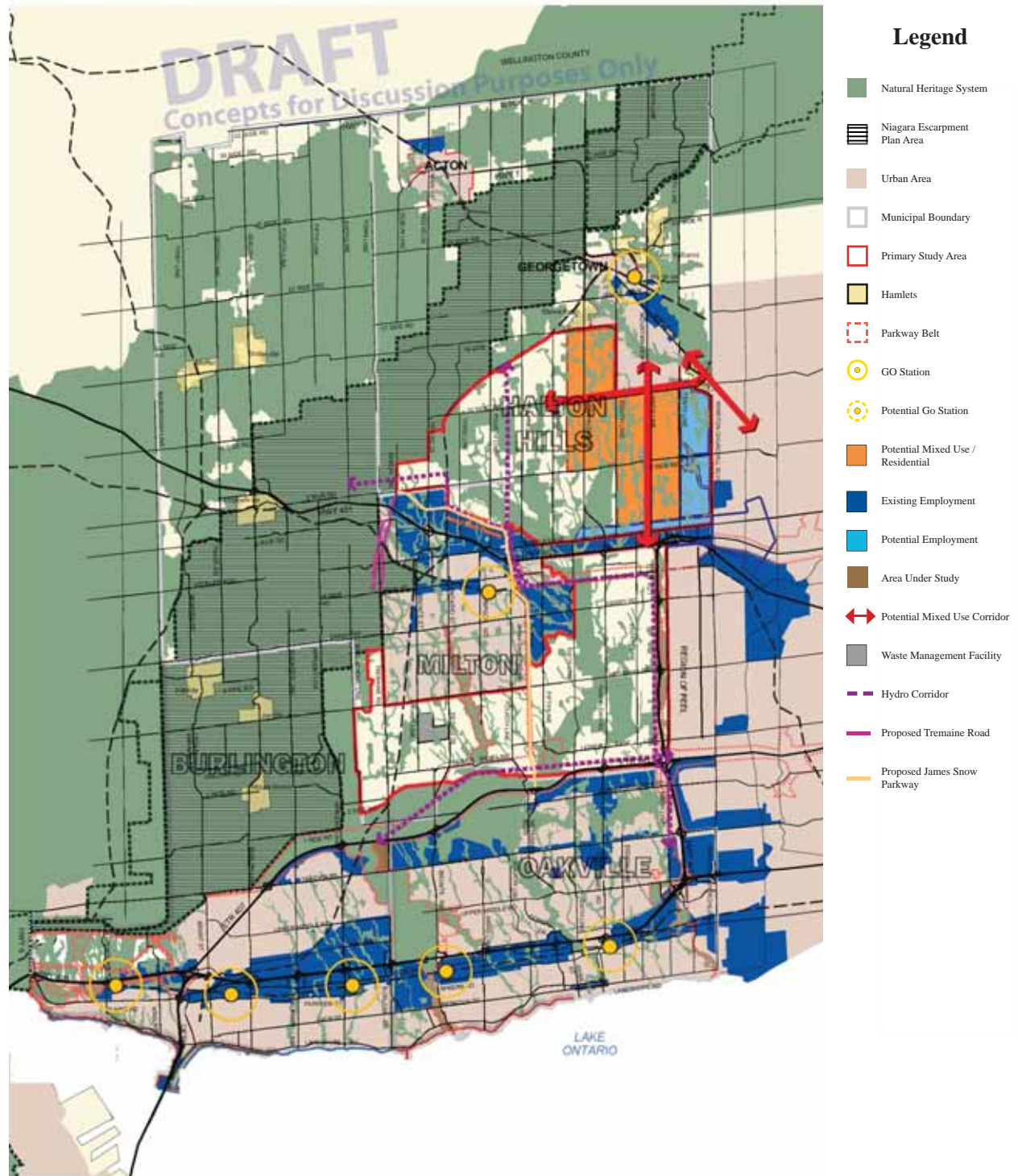
In this concept, new urban lands are contiguous, retaining the western portion of the Primary Study Area in Halton Hills for agriculture and preserving agricultural linkages to the Greenbelt/Niagara Escarpment. It also preserves all of the current

agricultural and rural land in Milton, including market garden/greenhouse uses along Eighth Line.

Water and Wastewater Servicing

In order to serve the large new urban area in Halton Hills, this concept requires major extensions to water infrastructure, as well as significant oversizing of pipes south of Highway 401. Extending services north of Highway 401 without servicing lands to the south would result in an inefficient use of resources. From a wastewater perspective, new services would need to be extended from the Highway 401 northward and would also have to cross 16 Mile Creek to reach the Mid-Halton Wastewater Treatment Plant.

Concept #4: Halton Hills Focused Growth



Concept #5: Highway 401 Corridor

New development areas illustrated in this concept are located around Highway 401 and Trafalgar Road in both Milton and Halton Hills. The focus is on orienting new urban areas around existing road and rail infrastructure.

Land Use and Connectivity

In this concept, as in Concepts #1 and #2, Trafalgar Road is illustrated as a potential transit spine south of Highway 401 and northward to 5 Side Road. Derry Road would serve as the primary east-west connection. In Halton Hills, new mixed-use/residential lands are located in three areas: from the Peel Region boundary to the creek; westward from the creek; and finally a smaller portion adjacent to the employment lands along James Snow Parkway. In Milton, new mixed-use/residential and new employment lands are concentrated on the east side of 16 Mile Creek.

Generally, the new development areas illustrated in this concept are separated from the established communities of Milton and Georgetown. In both Halton Hills and Milton, the new urban lands would result in the creation of new communities that would be limited in their capacity to make use of existing community facilities and commercial services. The extent of new urban lands around the Milton Rail Corridor supports a potential new GO station in the area.

From an employment perspective, this concept takes advantage of the highway access and connections with existing employment areas along the Highway 401 Corridor. Both Milton and Halton Hills benefit from new employment lands in this concept.

Natural Heritage System

The potential for a strong node at the intersection of the proposed mixed-use corridors along Trafalgar Road and Derry Road is limited by its proximity to 16 Mile Creek and surrounding greenlands. In

Milton, there are restrictions on development along the Trafalgar Road due to the proximity of the 16 Mile Creek system. Similarly, new mixed-use/residential lands around Trafalgar Road and Sixth Line north of Highway 401 locates new urban development in close proximity natural heritage lands, putting additional pressure on the system.

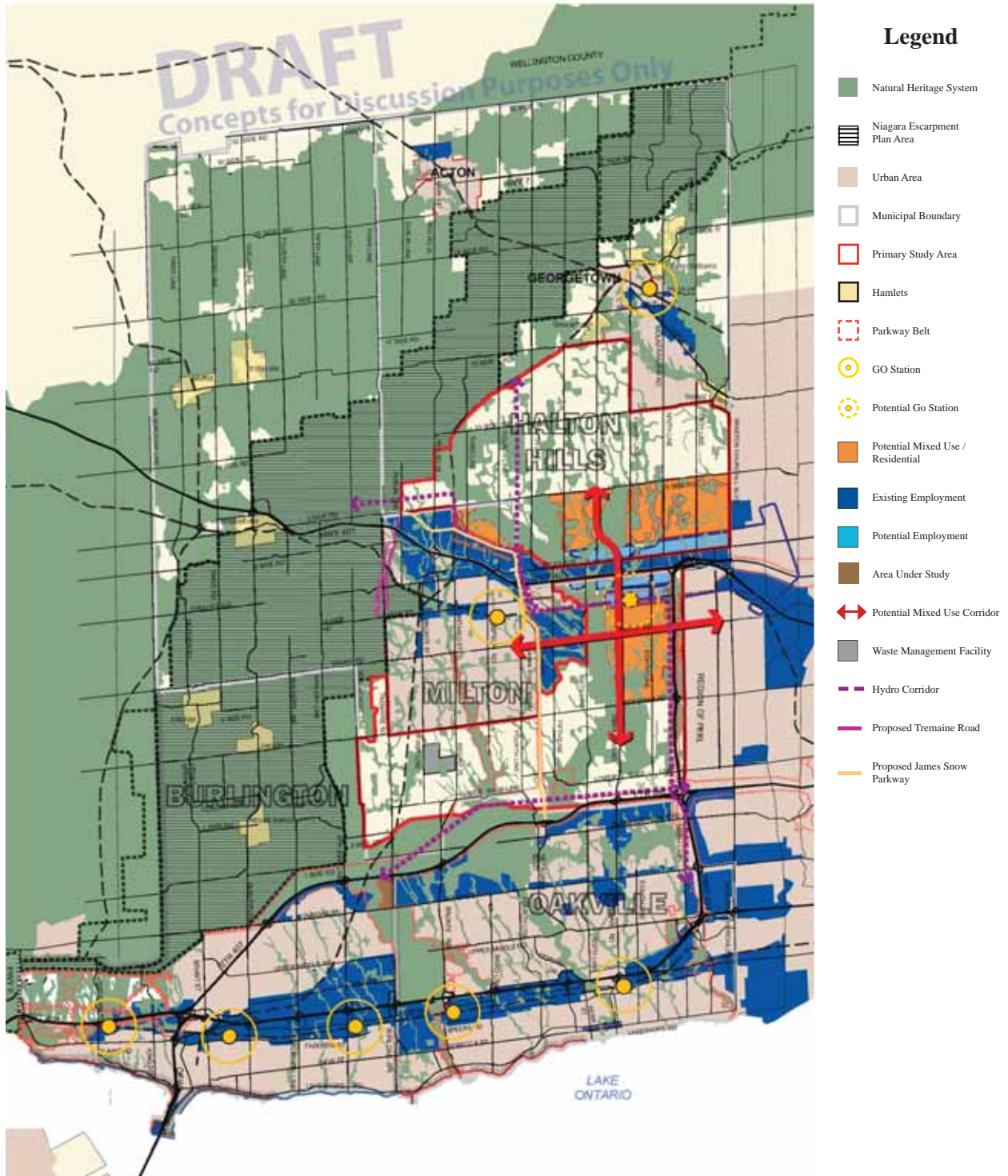
Agricultural and Rural Lands

A large amount of farmland is retained in Halton Hills, with good connections to the Greenbelt Plan Area. However, mixed-use/residential development illustrated along the Eighth and Ninth Line corridors will have impacts on market garden/greenhouse uses in that area.

Water and Wastewater Servicing

Water services south of Highway 401 can be integrated with currently planned infrastructure. The area north of Highway 401 will require extension of the currently planned system. Significant oversizing of pipes will be required south of Highway 401 to provide capacity for service areas north of Highway 401. In order to support new development east of 16 Mile Creek, wastewater pipes will have to cross the creek to connect with the Mid-Halton Wastewater Treatment Plant.

Concept #5: Highway 401 Corridor



Concept #6: Milton Centered Expansion

In this concept, the existing Milton urban area is expanded with a small amount of new mixed-use/residential land in the Mansewood area of Halton Hills.

Land Use and Connectivity

This concept focuses mixed-use/residential development in Milton between Sixth Line and Regional Road 25, with potential new employment uses adjacent to the Milton Rail Corridor and along the Highway 401 corridor. Additional new mixed-use/residential lands are located west of Tremaine Road north of Britannia Road in Milton. The location of new mixed-use/residential land adjacent to the existing Milton urban area supports efficient use of existing community facilities and commercial services. From a transportation perspective, it is considered that the location of new urban lands adjacent to existing urban areas will allow for extension of, and integration into, an expanded local transit service.

New mixed-use/residential lands along Regional Road 25 introduce potential land use incompatibility with Halton's Waste Management Facility, existing and proposed rail-related uses and other infrastructure in the area.

It is important to note that new mixed-use/residential lands are also illustrated in the Mansewood area north of the future extension of James Snow Parkway. This area is isolated from existing communities and is subject to impacts of trucking from quarries, and may therefore be better suited to employment uses or retained as agricultural/rural land.

The employment uses proposed along the Highway 401 corridor are not sufficient to support the intensive mix of residential, retail and employment uses envisaged around the proposed new GO station in Milton. Similarly, new employment uses located along the rail corridor south of Milton are

isolated from other urban development. No new employment lands are illustrated in Halton Hills.

Natural Heritage System

In this concept, crossings of the east branch of 16 Mile Creek are limited and large greenland areas east of 16 Mile Creek and north of the 401 are buffered from new urban areas. However, crossings of the 16 Mile Creek system are likely required.

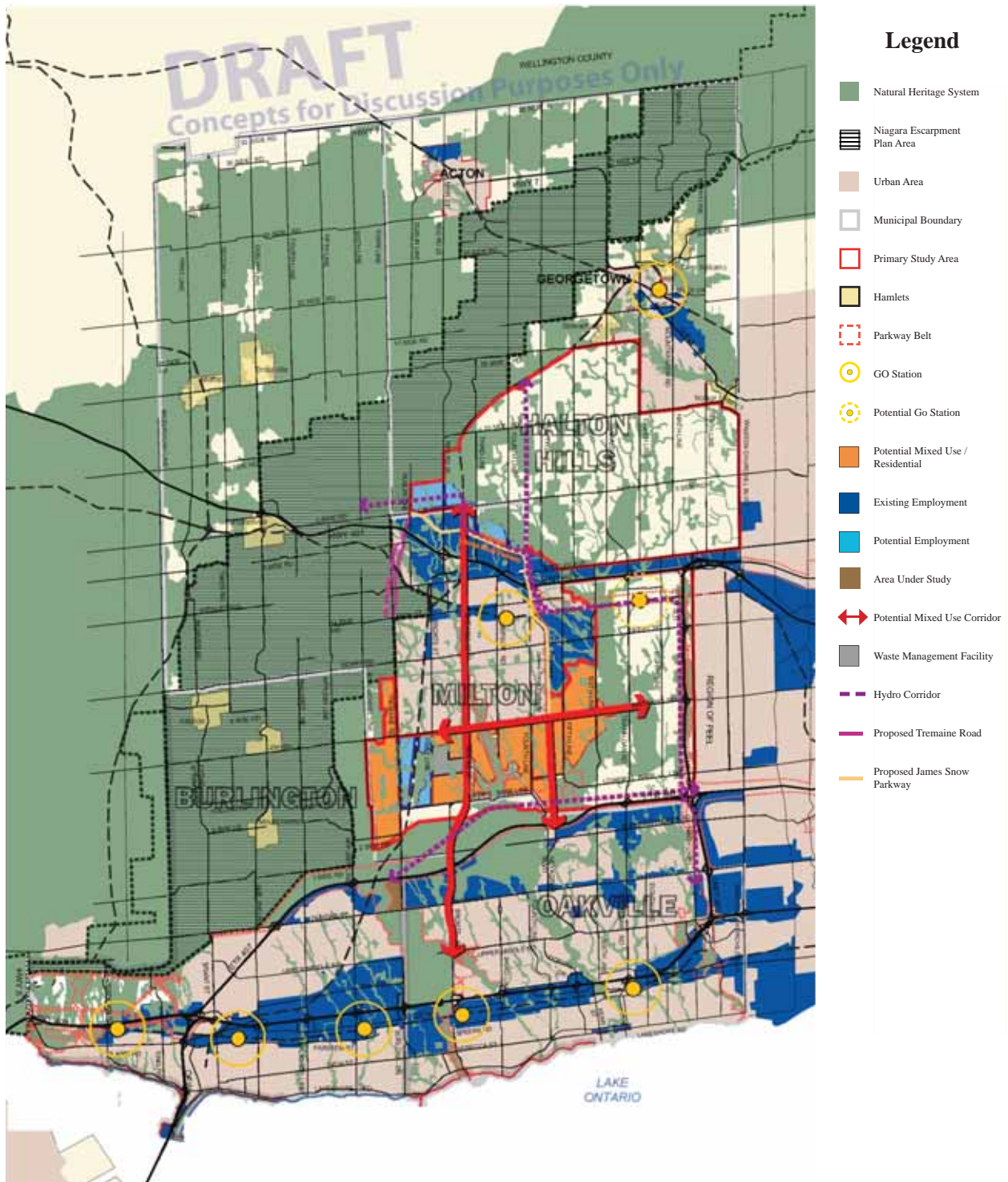
Agricultural and Rural Lands

Farmland in Halton Hills remain largely intact in this concept. In Milton, preservation of the Eighth Line market garden/greenhouse area and farmland adjacent to the Greenbelt Plan Area maintains the farming/rural landscape in Halton.

Water and Wastewater Servicing

Close proximity of new urban lands to existing urban areas allow water and wastewater service provision from currently planned infrastructure. Wastewater services for the new urban lands illustrated in this concept can be integrated with currently planned infrastructure and will minimize significant crossings of 16 Mile Creek.

Concept #6: Milton Centered Expansion



Concept #7: Milton South

Concept #7 is similar to Concept #6 in that it expands the existing Milton urban area, creating strong connections between Milton and Oakville. In this concept, new mixed-use/residential development extends across south Milton from Bell School Line to the 16 Mile Creek valley.

Land Use and Connectivity

This concept reinforces a system of nodes and corridors (Dundas Street, Trafalgar Road, James Snow Parkway, Britannia Road), which enhance connectivity between Milton and Oakville. The Parkway Belt and other greenlands provide separation between the Milton and Oakville/Burlington urban areas. The location of new mixed-use/residential land adjacent to the existing Milton urban area supports efficient use of existing community facilities and commercial services.

New mixed-use/residential lands west of Highway 25 introduce potential land use incompatibilities with Halton's Waste Management Facility, existing and proposed rail-related uses and other infrastructure in the area.

As in Concept #6, locating new mixed-use/residential lands adjacent to the existing Milton urban area will allow for extension of, and integration with, local transit service. However, new development in this concept does not locate new urban lands in such a way as to lend support to the potential new GO station.

New employment lands illustrated on the north side of Highway 407 mirrors existing employment lands along Burnamthorpe Road. Additional new employment lands in south west Milton builds on existing rail infrastructure.

Natural Heritage System

As in Concept #6, crossings of the east branch of 16 Mile Creek are limited in this concept. Large

greenland areas east of the east branch of 16 Mile Creek and north of Highway 401 are buffered from urban development. However, crossings of the 16 Mile Creek system are likely required. New mixed-use/residential lands illustrated adjacent to the Greenbelt/Niagara Escarpment in Milton may impact upon the natural heritage system.

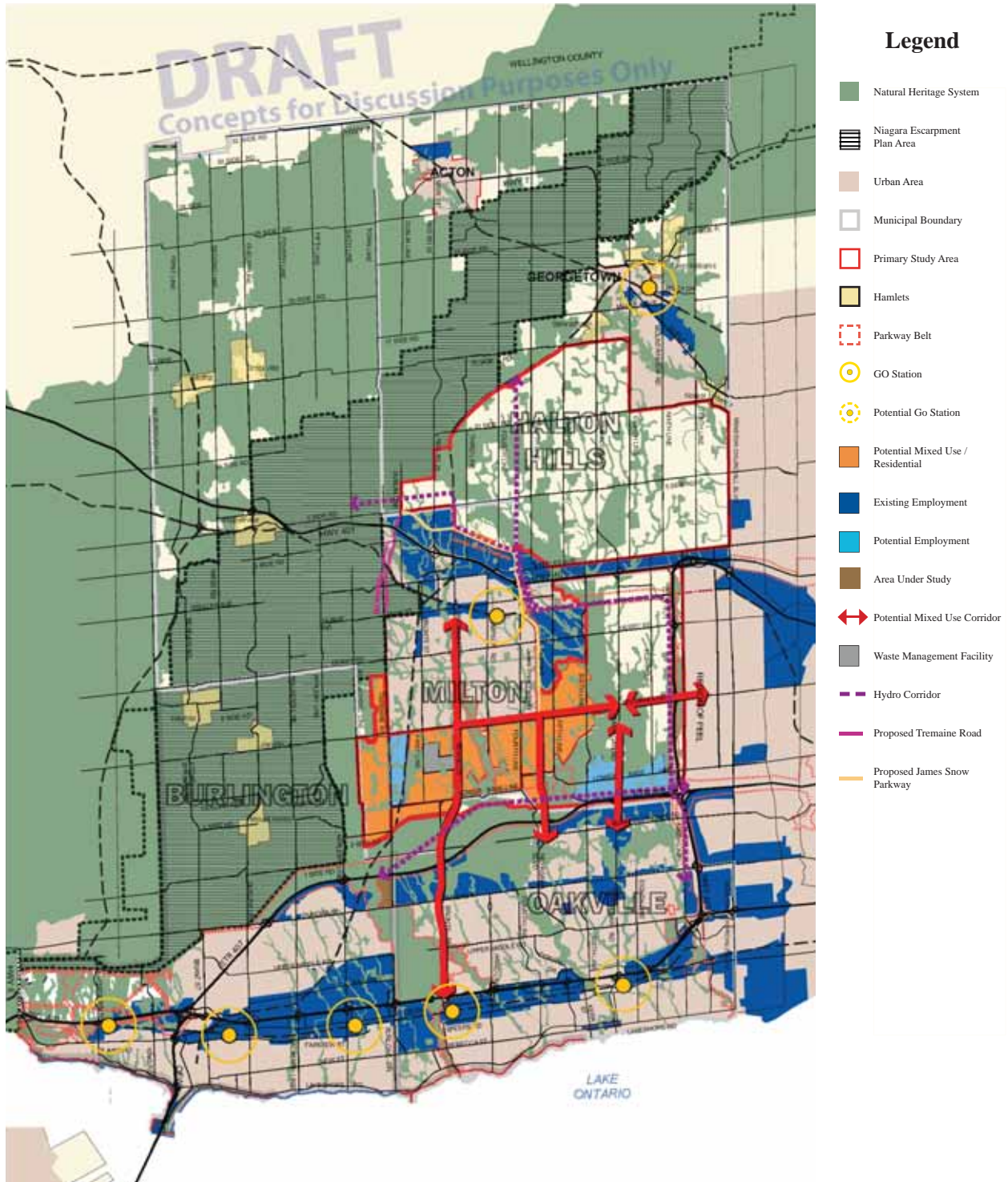
Agricultural and Rural Lands

This concept supports traditional farming in Halton Hills and maintains connections to the Greenbelt/Niagara Escarpment lands. It also preserves the market garden/greenhouse uses along Eighth Line. Existing farmland in south Milton is largely converted to urban use.

Water and Wastewater Servicing

Similar to Concept #6, close proximity of new urban lands to existing urban areas allow water and wastewater service provision from currently planned infrastructure. Sewage service to the new urban areas can be integrated with currently planned infrastructure and will minimize significant crossings of 16 Mile Creek.

Concept #7: Milton South



Concept #8: Milton East

Concept #8 expands the existing Milton urban area to the east, with a potential node at the intersection of Trafalgar Road and Britannia Road. It shifts the focus of Milton eastward and does not provide for new urban land in Halton Hills.

Land Use and Connectivity

Trafalgar Road and James Snow Parkway are illustrated as mixed-use corridors with potential for a major node at James Snow Parkway and Britannia. New mixed-use/residential lands are located south of Highway 401, on either side of 16 Mile Creek. As in Concepts #6 and #7, locating new mixed-use/residential lands adjacent to the existing Milton urban area will allow for extension of, and integration with, local transit service. The location of new urban lands east of 16 Mile Creek also supports the proposed new GO station.

This concept illustrates conversion of a portion of the employment lands identified for Milton's Derry Green Corporate Business Park to mixed-use/residential use. Those employment lands are replaced along Highway 407 at Lower Base Line, adjacent to existing employment areas and with good highway accessibility. Additional employment lands are illustrated along Highway 401 which, together with proposed residential development, is supportive of mixed-use, higher intensity land uses surrounding the proposed GO station.

Natural Heritage System

As illustrated previously, residential growth proposed on both sides of the 16 Mile Creek may have implications on the ecological integrity of this natural system and will likely require additional crossings.

Agricultural and Rural Lands

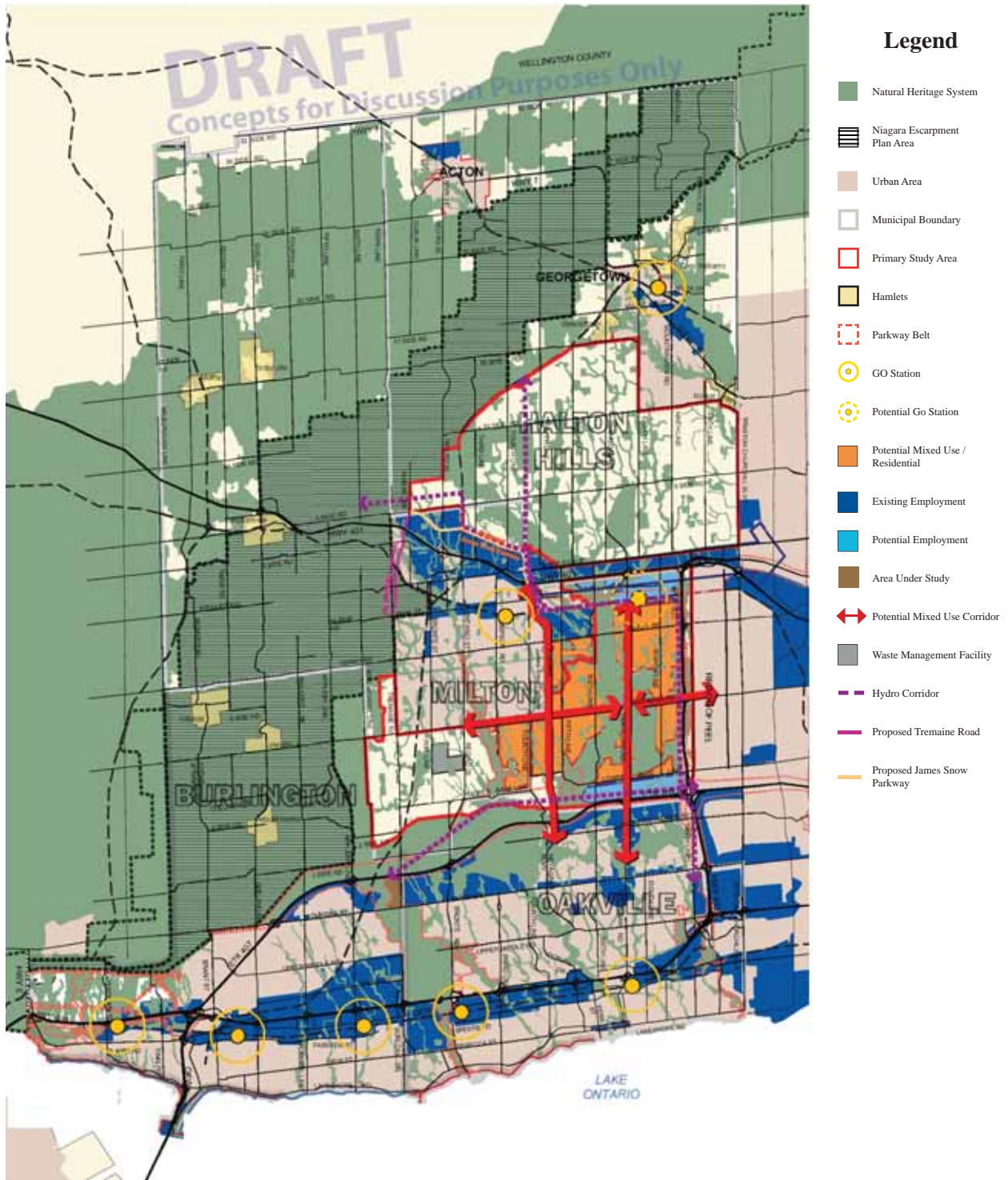
This concept is similar to other Milton-centred concepts in that it maintains the integrity of farming in Halton Hills and connectivity to the Greenbelt/

Niagara Escarpment. Some of the farmland in south Milton near the Greenbelt Plan Area is also preserved. The eastward focus of new urban lands in this concept will have negative impacts for market garden/greenhouse uses along the Eighth Line corridor.

Water and Wastewater Servicing

Similar to Concepts #6 and #7, water and wastewater service can be provided from currently planned infrastructure, as the new urban areas are closer to existing services. Wastewater services to new urban areas can be integrated with currently planned infrastructure, but will require significant crossings of 16 Mile Creek.

Concept #8: Milton East



Concept #9: Milton West

Concept #9 incorporates a number of elements from the other eight concepts. It expands the existing Milton urban area and includes development along Ninth Line in Halton Hills.

Land Use and Connectivity

In this concept, new mixed-use/residential lands south of Georgetown are oriented in a linear fashion along Ninth Line. This configuration reinforces transportation connections to the south, however, it lacks strong connections to existing urban areas. In Milton, new mixed-use/residential lands on the west side of 16 Mile Creek maintain connectivity to the existing urban area.

Transit can be provided in this concept by extending the existing local system within Milton. The system could also be expanded to provide additional transit connections to Oakville. The potential corridor along Ninth Line could provide new intra-regional transit connections for Halton Hills residents. The potential new GO station in Milton is surrounded by new employment lands, however, the lack of mixed-use/residential uses in the vicinity limits its potential.

In Milton, new employment uses are focused south of Highway 401, adjacent to existing employment areas, but isolated from existing and proposed residential development. No new employment lands are located in Halton Hills. New employment lands in Milton are also illustrated in south west Milton, which builds on existing rail infrastructure.

Natural Heritage System

As in Concepts #6 and #7, crossings of the west branch of 16 Mile Creek are limited in this concept. However, adjacent new mixed-use/residential lands west of the creek may impact the system and crossings of the east branch of 16 Mile Creek system are likely required. Natural heritage lands east of the east branch of 16 Mile Creek are buffered from

new urban areas.

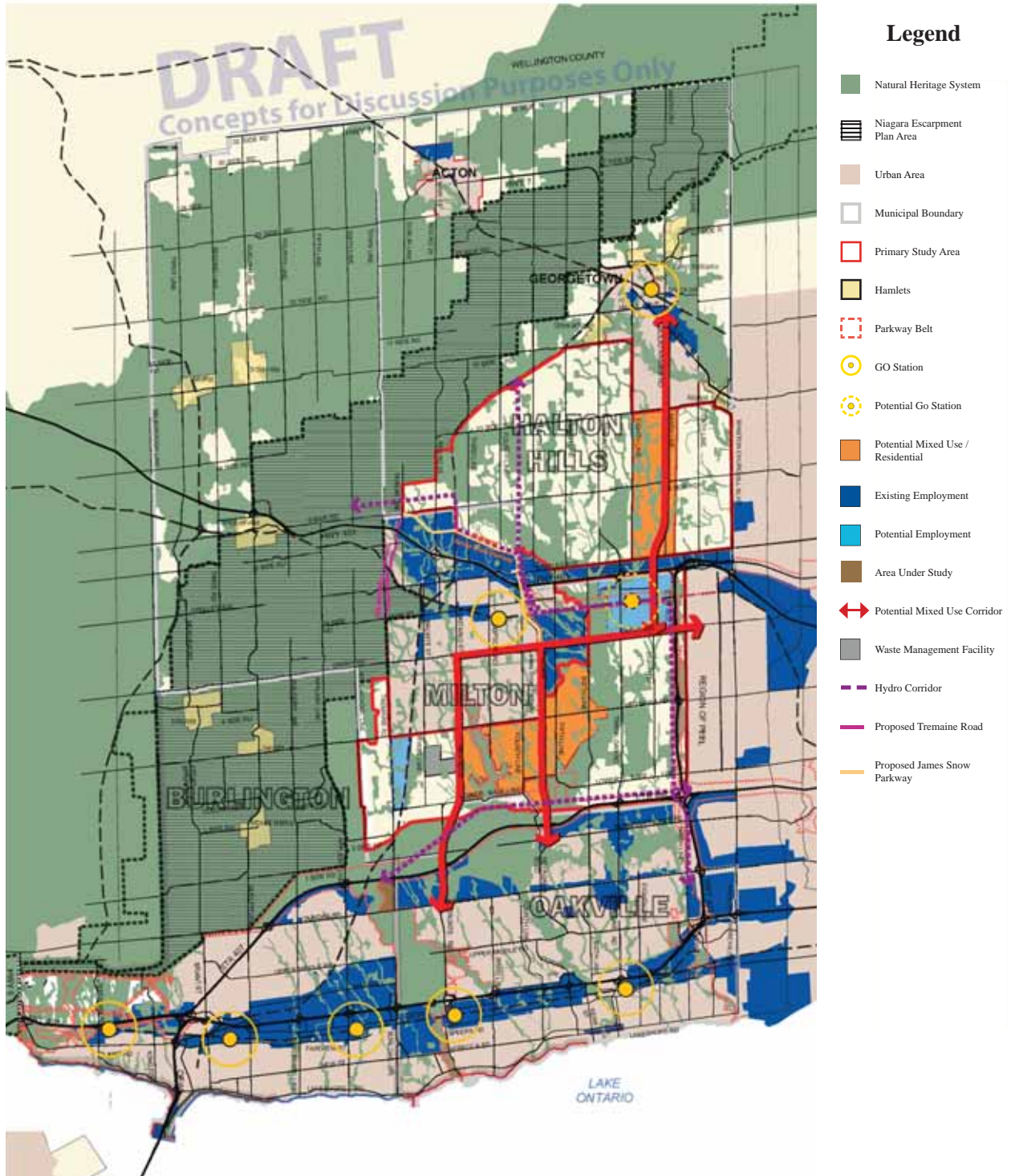
Agricultural and Rural Lands

This concept maintains connections between the Greenbelt/Niagara Escarpment area and adjacent farmlands. While a large area of farmland is maintained in Halton Hills, new mixed-use/residential lands along Ninth Line split the area, isolating farmlands east of Ninth Line. In Milton, this concept preserves market garden/greenhouse uses along Eighth Line and additional farmland is retained east of 16 Mile Creek.

Water and Wastewater Servicing

For water service, the area north of Highway 401 requires major pipe extensions and the area south of Highway 401 can be integrated with currently planned infrastructure. Wastewater services to areas north of Derry Road will require new trunk infrastructure and additional crossings of 16 Mile Creek in order to connect to the Mid-Halton Wastewater Treatment Plant. Wastewater services to areas west of 16 Mile Creek, south of Milton, can be integrated with currently planned infrastructure.

Concept #9: Milton West



4.2 Outcomes and Conclusions

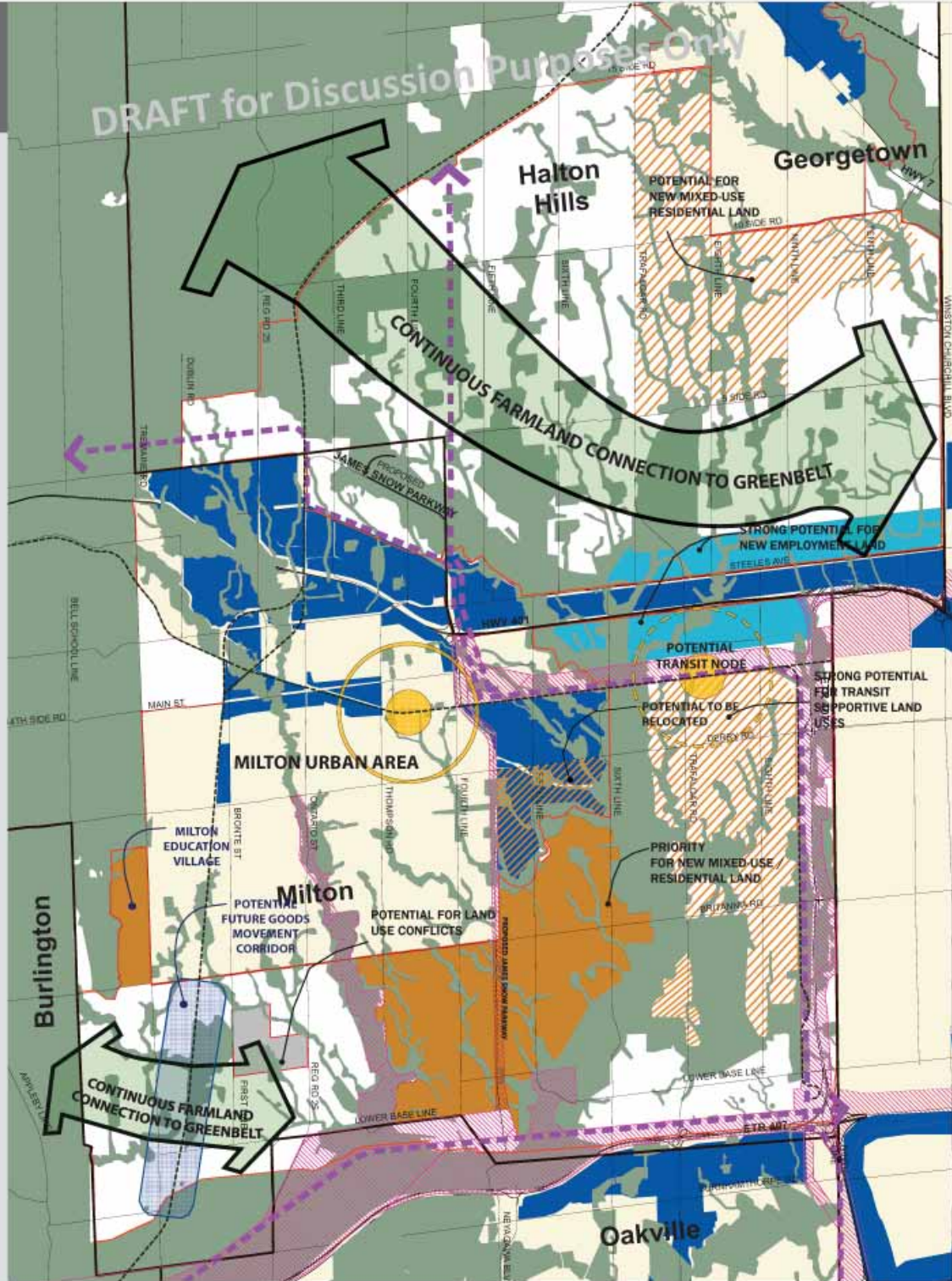
The discussion and analysis exercise that was structured around the nine initial concepts (presented in Section 4.1) resulted in a set of directions or conclusions as to the most appropriate locations for new mixed-use/residential and employment lands within the Primary Study Area. This section summarizes the key conclusions from the “idea-testing” exercise, many of which are illustrated on the adjacent diagram.

Locations for New Mixed-Use/Residential Lands in Milton

- New mixed-use/residential lands are best located so that they are contiguous with the existing Milton urban area. This approach will maximize use of existing community infrastructure, such as schools, hospitals, transit services and commercial uses, and reduce the cost of new community infrastructure to support growth. It will also facilitate expansion of existing local transit service.
- Locating new mixed-use/residential areas south of Milton and west of the east branch of 16 Mile Creek facilitates water and wastewater servicing and reduces the need for major new creek crossings. This area is contiguous with the existing Milton urban area and has good connections to Highway 407.
- Potential for new mixed-use/residential areas between the west branch of 16 Mile Creek and the Greenbelt/Niagara Escarpment area is limited by existing infrastructure including the Halton Waste Management Facility, the CN Rail Corridor and the Mid-Halton Wastewater Treatment Plant. Retaining this area as rural land supports agricultural uses in the area and preserves continuity with farmlands in the Greenbelt/Niagara Escarpment area.
- North of Britannia Road and east of the east branch of 16 Mile Creek, there is potential to locate new mixed-use/residential lands so that they support plans for a potential GO Transit station along the Milton Rail Corridor. However, development in this area has the potential to be isolated, and perhaps more costly, given the absence of strong connection to the existing Milton urban area. If Milton’s Derry Green Corporate Business Park was relocated and the current site was converted to residential use, it would assist in relating development around the new station to the existing Milton urban area.
- Locating new mixed-use/residential uses east of the east branch of 16 Mile Creek and south of Britannia Road supports the potential expansion of planned Bus Rapid Transit services along Trafalgar Road. However, extensive natural heritage lands in this area restrict the amount of contiguous land available for development, creating a number of small and isolated pockets of development that are difficult to service. Urban development in this area will increase the amount of human impact on the surrounding natural heritage system. Development around the Eighth Line corridor will have adverse impacts on market garden/greenhouse uses in the area, which are unique components of the Region’s agricultural sector.
- Based on the conclusions listed above, the lands in south Milton between the two branches of 16 Mile Creek have strong potential as a location for new mixed-use/residential lands. This area has been identified as new mixed-use/residential land in each of the refined concepts. It should also be noted that, since the initial concepts were developed, plans emerged for a new post-secondary institution on 60 hectares of land in the area west of Tremaine Road and north of Britannia Road. These lands have also been identified as new mixed-use/residential lands in all of the refined concepts.

CONCLUSIONS

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LEGEND

- | | | | |
|----------------------------------|-----------------------|---|----------------|
| Enhanced Natural Heritage System | Waste Management Site | Priority Mixed-Use / Residential | Hydro Corridor |
| Urban Area | Parkway Belt | Other Potential Mixed-Use / Residential | Rail Corridor |
| Municipal Boundary | GO Station | Existing Employment | |
| | Potential GO Station | | |

Locations for New Mixed-Use/Residential Land in Halton Hills

- As in Milton, new mixed-use/residential lands in Halton Hills are best located so that they are contiguous with the existing Georgetown urban area. Designated Greenbelt lands to the north and east of Georgetown make the lands south and west of the community most suitable for new mixed-use/residential development in Halton Hills. This location also provides the best access to the Georgetown GO Station and is well positioned to take advantage of proposed service enhancements on the Georgetown Rail Corridor.
- The amount of new mixed-use/residential land in Halton Hills needs to respond to the scale and character of the community. Locating all, or a large proportion of, new urban land in Halton Hills, as illustrated in some of the concepts, would create a strong shift in the Region's current development pattern and significantly alter the character of the area.
- The amount of new urban land in Halton Hills is also constrained by the higher cost of servicing north of Steeles Avenue. It is presumed that all new growth will be serviced by lake water. More detailed analysis of servicing options and costs for both Milton and Halton Hills will be conducted at the next stage of the planning process. The location and amount of new urban land in Halton Hills will be refined on based on the results of this analysis.
- Retaining much of the land in the southern portion of Halton Hills as agricultural and rural will support established farming activities in the area. It also preserves Georgetown as a distinct community that is separate from Brampton and Milton. Maintaining a continuous swath of farmland from the Greenbelt to Winston Churchill Boulevard reduces risks of agricultural land fragmentation. As new urban lands extend further

south from Georgetown, risks of fragmentation are increased, putting additional development pressure on farmlands west of Brampton.

- Locating new mixed-use/residential communities in the southern portion of Halton Hills (the Hornby area) results in good access to Highway 401, but otherwise isolates this area from established settlement areas. It might also detract from intensification and investment in Georgetown. The cost of providing new community infrastructure (schools, community centres, health facilities) would be much higher in this case than for new mixed-use/residential areas adjacent to Georgetown.
- Establishing Trafalgar Road, Eighth Line or Ninth Line as mixed-use corridors supported by surrounding development, as illustrated in some of the concepts, may support transit connections to the south, but would bear no relationship to the current pattern of development in Halton Hills. Shaping new urban lands around a continuous corridor from Highway 401 to Georgetown would also result in a barrier that divides existing farmland.
- Locating new mixed-use/residential areas in the Mansewood area north of 5 Side Road and west of the rail corridor would result in the creation of an isolated community. Existing uses, including aggregate trucking activity, make this area less suitable for new residential development and better suited to employment uses or retained as rural land.
- Based on the conclusions listed above, only those lands that are contiguous with the Georgetown urban area are being considered for new mixed-use/residential lands in Halton Hills. A large, continuous portion of southern Halton Hills is retained as rural/agricultural land, with strong connections to the Greenbelt/Niagara Escarpment area. None of the refined concepts illustrate new residential or employment lands in these areas.

Locations for New Employment Lands

- New employment lands need to be located in both Milton and Halton Hills in order to foster positive live-work relationships, ensure sustainable residential vs. employment ratios and support the local tax base.
- Locating new employment lands along Highway 401 takes advantage of this corridor as a preferred trucking route that has good highway frontage. This area is well positioned to take advantage of synergies with established employment areas along Highway 401, both within Halton and to the east in Peel Region and Toronto. New employment uses in this area would also support the proposed new GO station on the Milton Rail Corridor.
- New employment lands along Highway 407 have similar advantages to locations along Highway 401 in terms of highway access and compatibility with surrounding land uses. In some ways, Highway 407 is less attractive to employment uses than Highway 401. Tolls on Highway 407 can be a disincentive to goods movement. In addition, existing undeveloped employment lands on the south side of Highway 407 will absorb most of the demand in this area over the next 25 years.
- Potential for goods movement related employment uses has been identified around the CN Rail corridor in south west Milton. This potential needs to be recognized and considered in planning for new employment lands in the Region; however, the timing and nature of development proposals in this area has not yet been determined. Goods movement or logistics uses in this area would be compatible with surrounding land uses and take advantage of the rail corridor for goods movement. However, these lands are less attractive than the Highway 401 area to many other types of employment uses.
- Halton has numerous locations that are conducive to new employment land, however not all of these are required to meet forecasted land needs to the year 2031. In the development of Halton's Growth Management Strategy, consideration will be given to avoiding residential development on lands that might be required for new employment land beyond 2031.
- Based on the conclusions described above, all of the refined concepts have new employment uses in both Milton and Halton Hills. Locations along both sides of Highway 401 have been identified as priority areas for new employment lands. The area around the CN Rail corridor has been identified as a special location that needs to be considered as part of ongoing plans. It is not being regarded as a priority area for new employment areas until such time as more formal plans or proposals come forward.

4.3 The Refined Concepts

Building on the conclusions that came out of discussion and analysis of the initial nine concepts, a refined set of three concepts was developed to move the process forward and enable further evaluation.

The three refined concepts include:

1: Milton-Centred - in which all of the new mixed-use/residential development area is located in Milton;

2a and 2b: Milton-Georgetown (Low) - in which a population of approximately 20,000 people is allocated around Georgetown in two potential configurations, with the remaining mixed-use/residential lands in Milton; and;

3a and 3b: Milton-Georgetown (High) - in which a population of 40,000 people is accommodated in Georgetown, again in two potential configurations, with a smaller amount of remaining mixed-use/residential land in Milton.

Just as the initial nine concepts, each of the refined concepts shows approximately 3,000 hectares of new urban land, 2,400 hectares of which is mixed-use/residential land and the remaining 600 hectares are allocated to employment land.

New employment lands illustrated along the Highway 401 corridor are the same in all concepts. The only variation in terms of employment lands is where Milton's Derry Green Corporate Business Park is relocated elsewhere in the municipality and replaced by mixed-use/residential lands.

Similarly, all of the refined concepts share two new mixed use/residential areas in Milton: the first, between the two branches of 16 Mile Creek in south Milton; the second, the proposed post-

secondary institutional lands (referred to as Milton Education Village) west of Tremaine Road and north of Britannia Road.

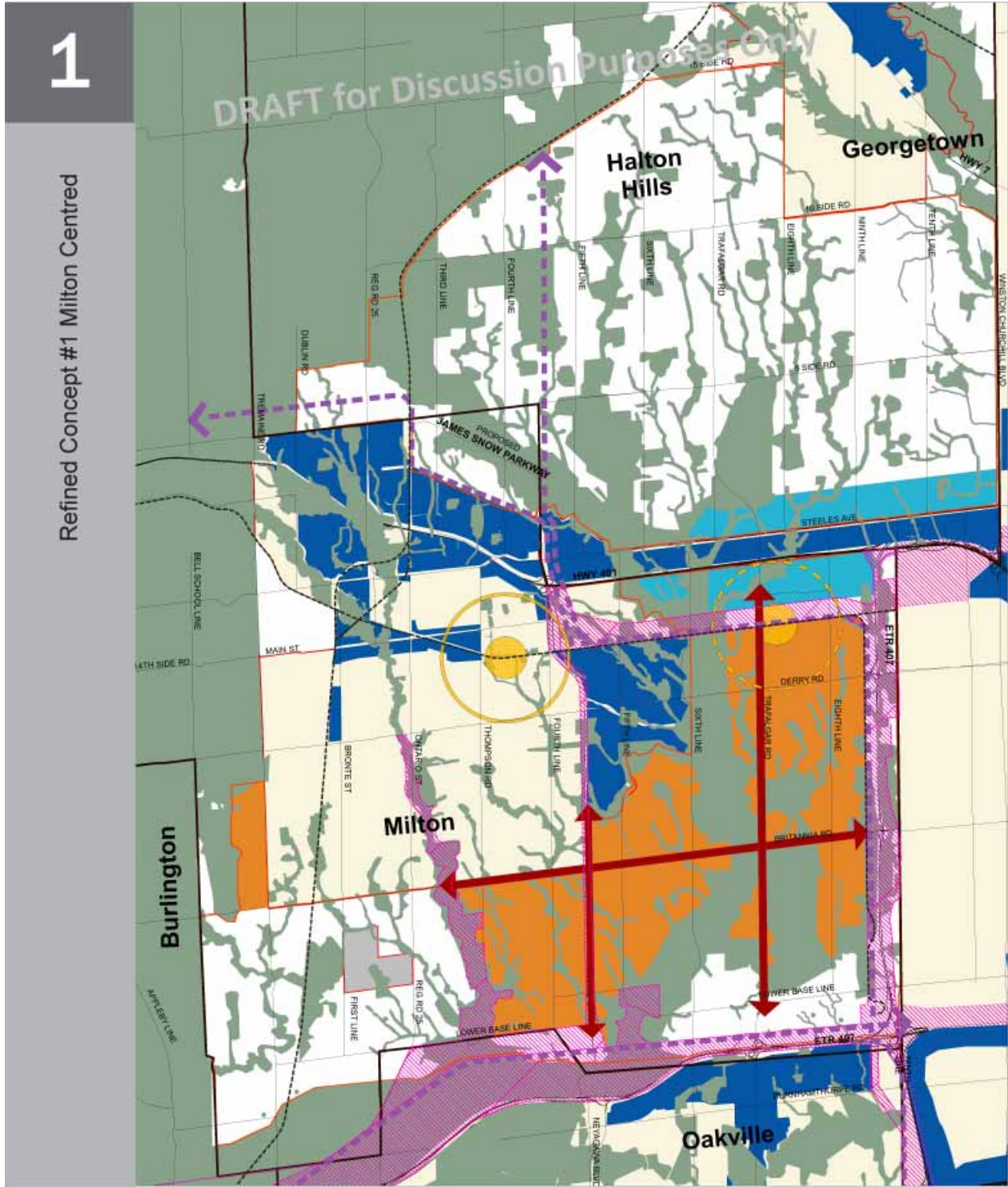
Finally, in Concepts 1 and 2 the lands south of the Milton Rail Corridor have been prioritized for new mixed-use/residential lands in Milton to provide additional support for a high intensity node around the proposed new GO station.

In summary, the refined concepts presented here share many structural elements and the variations reflect alternative approaches that will be reviewed and analyzed in more detail in the next phase of work.

1

Refined Concept #1 Milton Centred

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LAND USE	Municipality	Percentage of Land Area
New Employment	Milton	44%
	Halton Hills	56%
New Mixed-Use / Residential	Milton	100%
	Halton Hills	0%
		100%

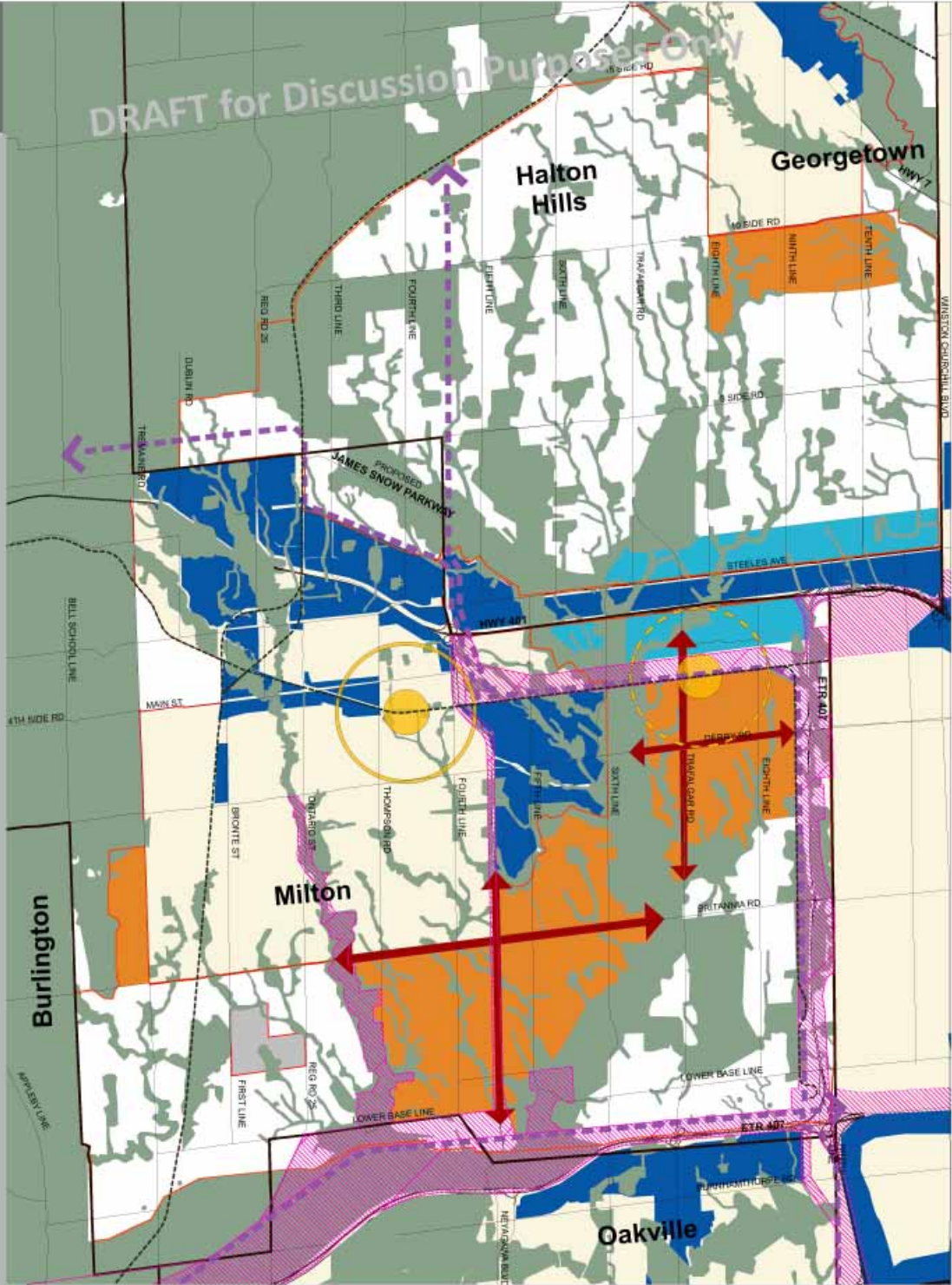
LEGEND

- Enhanced Natural Heritage System
- Urban Area
- Municipal Boundary
- Primary Study Area
- Waste Management Site
- Parkway Belt
- GO Station
- Potential GO Station
- Potential Mixed-Use / Residential
- Existing Employment
- Potential Employment
- Potential Mixed-Use Corridors
- Hydro Corridor
- Rail Corridor

2a

Refined Concept #2a Milton and South Georgetown (Approximately 20,000 new residents in Halton Hills)

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LAND USE	Municipality	Percentage of Land Area
New Employment	Milton	44%
	Halton Hills	56%
		100%
New Mixed-Use / Residential	Milton	84%
	Halton Hills	16%
		100%

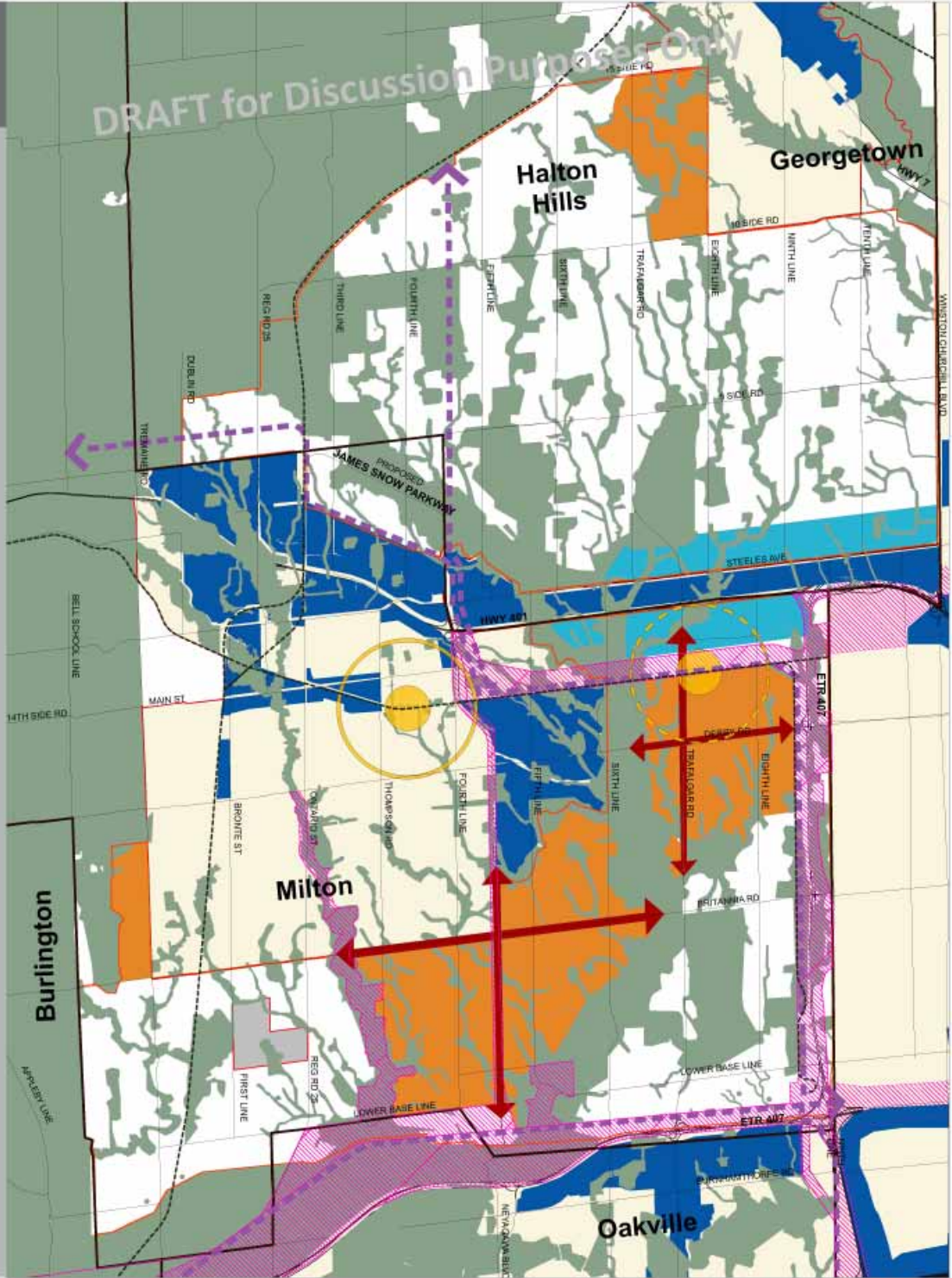
LEGEND

- Enhanced Natural Heritage System
- Urban Area
- Municipal Boundary
- Primary Study Area
- Waste Management Site
- Parkway Belt
- GO Station
- Potential GO Station
- Potential Mixed-Use / Residential
- Existing Employment
- Potential Employment
- Hydro Corridor
- Rail Corridor
- Potential Mixed-Use Corridors

2b

Refined Concept #2b Milton and Southwest Georgetown
(Approximately 20,000 new residents in Halton Hills)

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LAND USE	Municipality	Percentage of Land Area
New Employment	Milton	44%
	Halton Hills	56%
New Mixed-Use / Residential	Milton	85%
	Halton Hills	15%
		100%

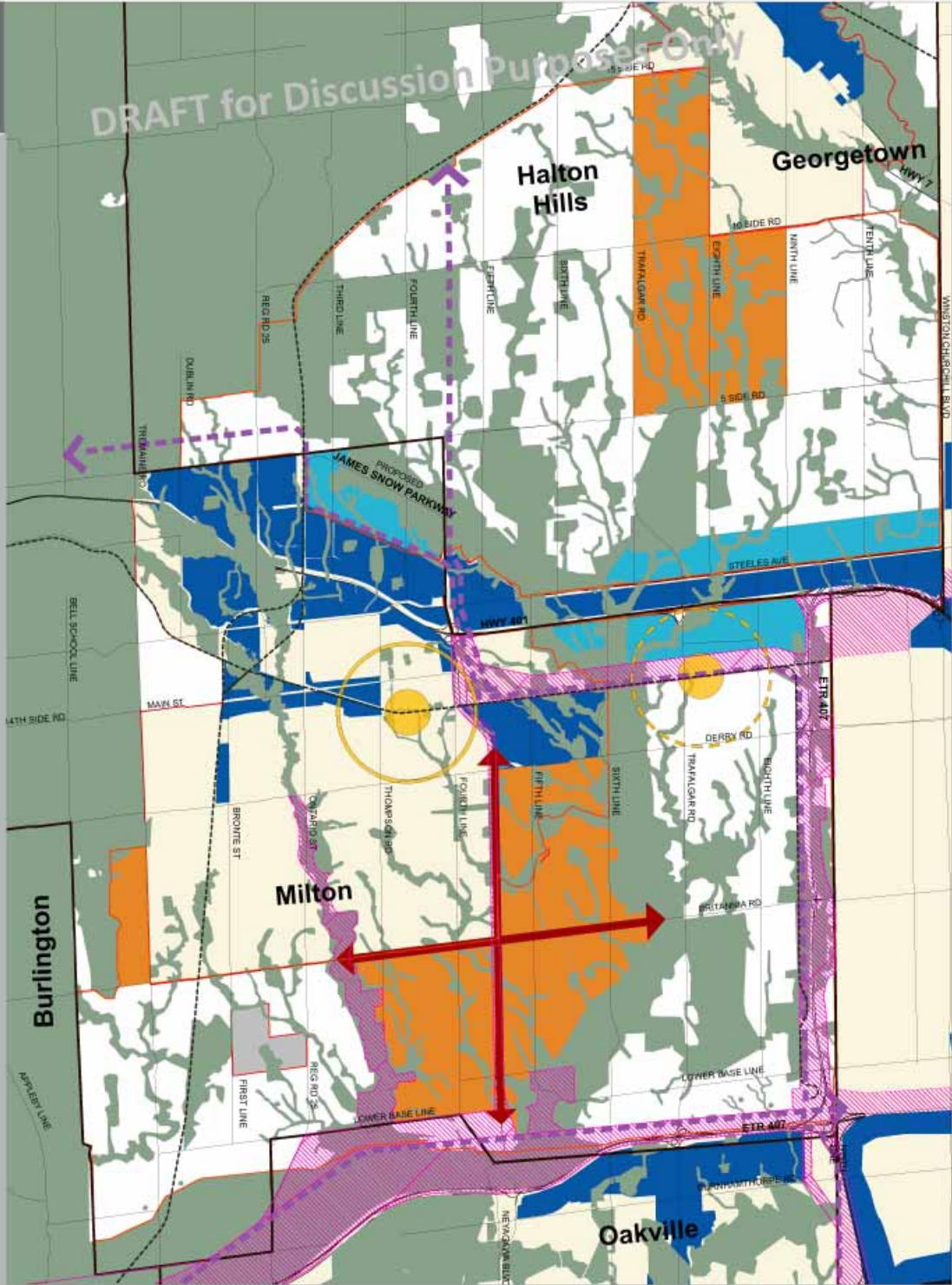
LEGEND

- Enhanced Natural Heritage System
- Urban Area
- Municipal Boundary
- Primary Study Area
- Waste Management Site
- Parkway Belt
- GO Station
- Potential GO Station
- Existing Employment
- Potential Employment
- Potential Mixed-Use / Residential
- Potential Mixed-Use Corridors
- Hydro Corridor
- Rail Corridor

3a

Refined Concept #3a Milton and ROPA 25 Settlement Area (Georgetown) (Approximately 40,000 new residents in Halton Hills)

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LAND USE	Municipality	Percentage of Land Area
New Employment	Milton	44%
	Halton Hills	56%
		100%
New Mixed-Use / Residential	Milton	62%
	Halton Hills	38%
		100%

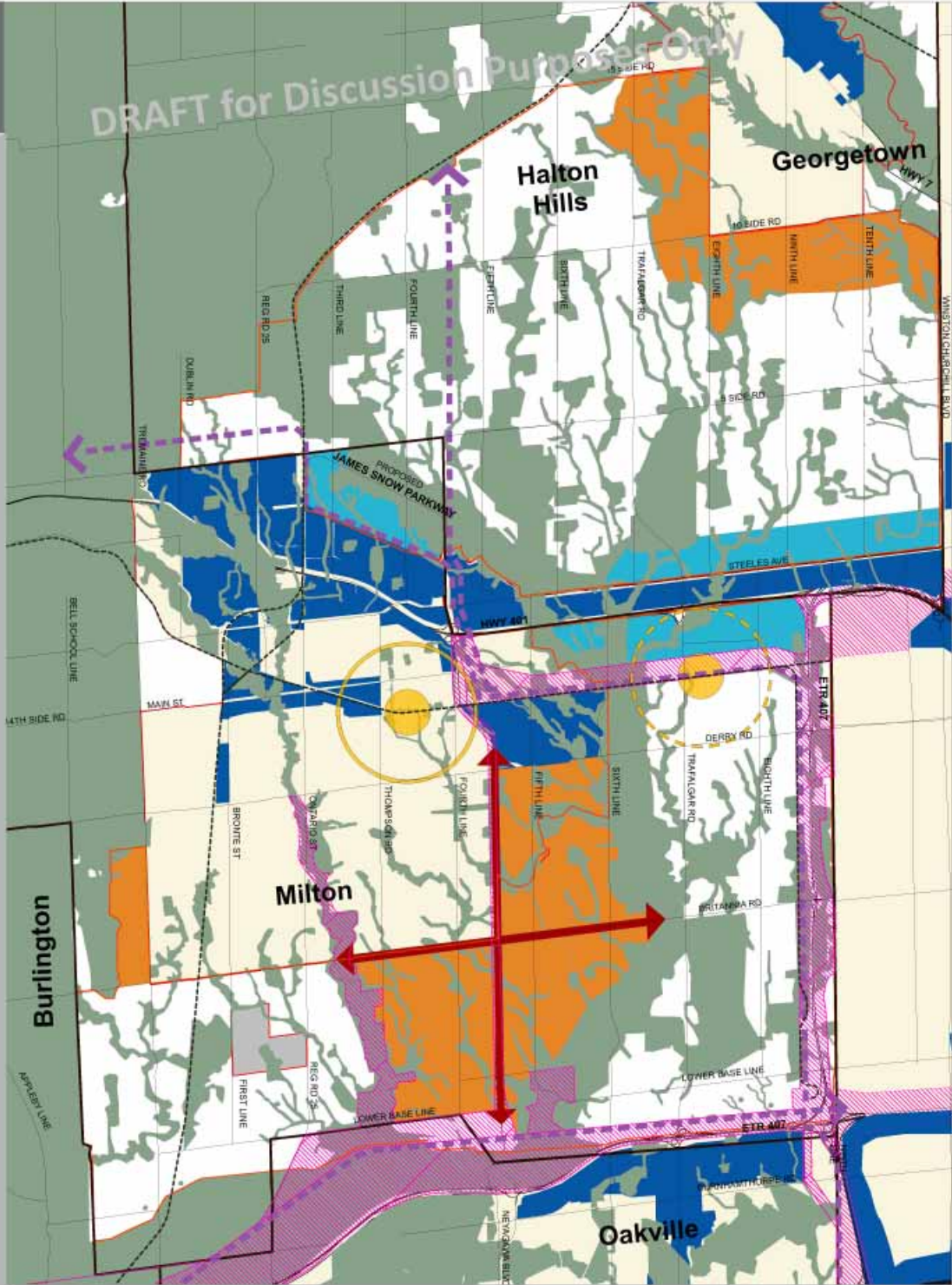
LEGEND

- Enhanced Natural Heritage System
- Urban Area
- Municipal Boundary
- Primary Study Area
- Waste Management Site
- Parkway Belt
- GO Station
- Potential GO Station
- Potential Mixed-Use / Residential
- Existing Employment
- Potential Employment
- Potential Mixed-Use Corridors
- Hydro Corridor
- Rail Corridor

3b

Refined Concept #3b Milton and South/Southwest Georgetown
(Approximately 40,000 new residents in Halton Hills)

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LAND USE	Municipality	Percentage of Land Area
New Employment	Milton	44%
	Halton Hills	56%
		100%
New Mixed-Use / Residential	Milton	65%
	Halton Hills	35%
		100%

LEGEND

- Enhanced Natural Heritage System
- Waste Management Site
- Potential Mixed-Use / Residential
- Potential Mixed-Use Corridors
- Urban Area
- Parkway Belt
- Existing Employment
- Potential Employment
- Municipal Boundary
- GO Station
- Hydro Corridor
- Primary Study Area
- Potential GO Station
- Rail Corridor

5.0 Conclusion and Next Steps

As part of planning and managing anticipated growth in Halton, the idea testing process described in this working paper explored a number of potential approaches for locating new urban areas. It enabled exploration of ideas and facilitated discussion and debate around a critical element of the planning process – where should new urban growth go?

Developing and assessing the nine initial concepts moved the planning process forward by creating a framework for considering all possible options and ruling out those that do not warrant detailed analysis. The outcomes and conclusions of the idea testing exercise provided enough direction to reduce the nine initial concepts to a smaller set of refined concepts. The exercise also minimized the number of issues related to the location of new urban land that will require further analysis and discussion. The refined concepts represent a more detailed understanding of the opportunities and challenges ahead and provide a foundation for the next phase of work.

Through this exercise, a number of questions were raised about whether or not the new urban land requirement could be reduced through intensification and densification. Questions were also raised around what types of development are planned and how these relate to current market demand. The next step for the Sustainable Halton process is to further explore the questions of: How much new urban land does Halton need to meet its population targets? How will the land requirement be affected by more detailed density analysis? How are new development areas organized? What do they look and feel like?

Moving forward, the refined concepts will form the basis of more detailed assessment of the Region's land requirements and the character, form and density of new development areas. The work presented in this paper will be detailed and modified based on the results of ongoing intensification and density studies.

References and Notes

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2. Ministry of Municipal Affairs and Housing. (2005). *Provincial Policy Statement*. Province of Ontario.
3. Ministry of Infrastructure Renewal. (2006). *Places to Grow: The Growth Plan for the Greater Golden Horseshoe*. Province of Ontario.
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