

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: DECEMBER 2, 2019

FROM: Planning Services Department

DATE: November 20, 2019

SUBJECT: Halton Integrated Growth Management Strategy (IGMS): Results from the Community Engagement to determine Oakville's weighting of the Evaluation Framework for the Growth Scenarios

LOCATION: Townwide

WARD:

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RECOMMENDATION:

1. That the report titled "Halton Integrated Growth Management Strategy (IGMS): Results from the Community Engagement to determine Oakville's weighting of the Evaluation Framework for the Growth Scenarios," dated November 20, 2019, be received.
2. That the report titled "Halton Integrated Growth Management Strategy (IGMS): Results from the Community Engagement to determine Oakville's weighting of the Evaluation Framework for the Growth Scenarios," dated November 20, 2019, be endorsed and submitted to Halton Regional Council as an indication of what evaluation criteria and weighting of the evaluation criteria for the growth scenarios of the Halton Integrated Growth Management Strategy best suit the planning needs of the Town of Oakville.

KEY FACTS:

The following are key points for consideration with respect to this report:

- The 2019 Growth Plan for the Greater Golden Horseshoe, which came into effect on May 16, 2019, maintains the same 2041 population and employment forecasts for Halton Region as found in the 2017 Growth Plan. It requires Halton Region to plan to accommodate 1,000,000 people and 470,000 jobs by 2041.
- As part of the ongoing Regional Official Plan Review, Halton Region is determining how to accommodate forecasted population and employment growth in the region to 2041. This work is being conducted through the Region's Integrated Growth Management Strategy (IGMS) project.

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- Decisions already made by Council, such as the adoption of Oakville's town-wide urban structure (OPA #15) and the Livable Oakville Plan, have determined how Oakville will grow to 2041. Halton Region, with input from the Province, approved OPA #15 on April 26, 2018. There is one outstanding appeal.
 - The IGMS work as it relates to Oakville is really about refining how Oakville's share of regional growth from 2031 to 2041 will be accommodated.
 - Proposed growth scenarios and a proposed evaluation matrix were presented to Regional Council on June 19, 2019. Regional council unanimously voted to defer any recommendations on this report until the Local Municipal Councils can recommend to Regional Council, for each local municipality, what evaluation criteria and weighting of the evaluation criteria best suit the planning needs of each Local Municipality.
 - Halton Region sent a letter to the Chief Administrative Officers of the Halton local municipalities containing instructions on how to provide recommendations to Regional Council with respect to the evaluation criteria, which included an optional template for this purpose.
 - At the Planning & Development Council meeting on September 9, 2019, Town Council approved the following resolution: *"That Oakville planning staff implement the proposed consultation strategy outlined in the report from the Planning Services department dated August 28, 2019 to obtain feedback from Oakville residents regarding what evaluation criteria and weighting of the evaluation criteria for the proposed Halton Integrated Growth Management Strategy Growth Scenarios best suit the planning needs of Oakville and report back to Oakville Council with the results of the consultation at the Planning and Development Council meeting on December 2, 2019."*
 - Staff hosted four public ward meetings on September 24, 26 and October 1, 3 at the request of ward councilors. In total, 45 people attended one of the four public ward meetings.
 - Staff conducted an online survey from September 23 to October 18 to gather direct input on the evaluation criteria utilizing the template provided by Halton Region. 36 people responded to the online survey.
 - Online survey results indicate that **all** of the evaluation criteria can be considered a local planning need for Oakville. Only two criteria received less than 80% of respondents indicating that "yes", a criterion should be considered a local planning need. No criterion received less than 58% "yes" votes.
 - Results of the online survey have been summarized in Appendix A.

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BACKGROUND:

Provincial Growth Requirements

The 2017 Growth Plan for the Greater Golden Horseshoe ("2017 Growth Plan") required Halton Region to be planned to accommodate 1,000,000 people and 470,000 jobs by 2041. The 2019 Growth Plan for the Greater Golden Horseshoe ("2019 Growth Plan") – which came into effect on May 16, 2019 – maintains the those same 2041 population and employment forecasts for Halton Region.

Halton Region IGMS Process

The Halton Integrated Growth Management Strategy (IGMS) is a process currently being undertaken and coordinated by Halton Region to figure out where future people and jobs coming to the region should go.

On August 6, 2019, staff presented a discussion paper to Council providing a preliminary staff response and position regarding the proposed IGMS growth scenarios. That paper was intended to start the conversation regarding the issues that Oakville faces in the future from increased population within Halton and Oakville. It was also intended to show how decisions already made by Council have established the framework that will allow Oakville to appropriately accommodate its share of the future population that the Province has indicated that Halton Region needs to plan for by 2041. It is important to emphasize that these decisions, such as the adoption of Oakville's urban structure and the Livable Oakville Official Plan, have already determined how Oakville will grow to 2031 and establish a framework of how growth will occur well beyond 2031. Effectively, this means that the IGMS work as it relates to Oakville is really about refining how Oakville's share of regional growth from 2031 to 2041 will be accommodated.

The Livable Oakville Official Plan represents the growth management strategy for Oakville. Recent adoption of Official Plan Amendment #15 to Livable Oakville by Town Council solidified a town-wide urban structure as the underlying foundation for how growth is managed in Oakville. Oakville's urban structure directs future growth to a system of nodes and corridors in order to enable viable public transit to support livable communities. By accommodating growth in those areas, Oakville can protect its most valued components – our natural heritage, our public open spaces, and our cultural heritage resources – and works to maintain the character of our established neighbourhoods that make Oakville communities unique and desirable.

Accommodating growth in accordance within the Council-adopted urban structure is a crucial way to respond to the climate change emergency that Oakville is facing. Managing growth within the framework established by the urban structure enables Oakville to affect a significant reduction to Oakville's carbon emissions in a

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structurally sustainable way. The urban structure provides a responsible means to address the costs and pressures increased population will have on our infrastructure, address the growing issue of traffic congestion, enable continued movement of goods in and through Oakville, preserve our existing biodiversity and natural areas, and address social issues related to an aging population.

Our urban structure provides a sound strategy to best address the challenges we face from new population growth in the future and will form the foundation of the Oakville component of the IGMS.

On June 19, 2019, Regional Council considered two key reports related to the Regional Official Plan Review (ROPR): Report No. LPS41-19 ("Regional Official Plan Review - Progress Update on the Integrated Growth Management Strategy and Preliminary Growth Scenarios") and Report No. LPS45-19/PW-18-19 ("Defining Major Transit Requirements in Halton").

The Progress Update on the Integrated Growth Management Strategy and Preliminary Growth Scenarios report presented an initial technical report outlining potential growth scenarios for Halton. The scenarios were accompanied by evaluation criteria that would be used to evaluate the scenarios and recommend the preferred growth scenario.

At that meeting, Regional Council unanimously voted to defer the report so that input from each local municipality could be received regarding the evaluation criteria. The motion was as follows:

THAT Regional Council defer Report No. LPS41-19 until the Local Municipal Councils can recommend to Regional Council for each local municipality, in concert with Report No. LPS45- 19/PW-18-19 Item No. 2, what evaluation criteria and weighting of the evaluation criteria best suit the planning needs of each Local Municipality.

Once input from the Halton local municipalities has been received by Halton Region with respect to the evaluation criteria, Regional staff will compile the input into a supplemental report to Regional Council describing the input received and how it has been addressed in a final evaluation framework. This supplemental report will be brought to Regional Council at the same time that the deferred reports referenced above will be brought back to Regional Council for consideration. It is anticipated that this will occur in the first quarter of 2020.

Regional Council decisions are needed with respect to the recommendations in the deferred reports. Once the recommendations are addressed, Regional staff will then prepare, package and evaluate the refined IGMS growth concepts in collaboration with the Halton local municipalities and present these in a subsequent report to Regional Council. The report will first seek Regional Council's authorization to

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proceed with a public engagement program regarding the IGMS based on the revised growth concepts and evaluation framework. Secondly, the report will present the results of the evaluation (based on the final evaluation criteria) and describe the implications of each concept. The report will not be providing a recommendation on a preferred growth concept. It is anticipated that this meeting will occur in the third quarter of 2020 but is dependent upon what happens with the previous meeting in 2020. The Regional public engagement process for the IGMS would not begin until after authorization is received at the second meeting.

Regional Instructions

On Thursday, August 15, 2019, the Chief Administrative Officer for Halton Region sent correspondence to the Chief Administrative Officers of the local municipalities advising them that,

“The expectation is that each Local Municipality will review the evaluation criteria and identify what evaluation criteria and weighting of the evaluation criteria best suit the planning needs of the municipality. Once input from each of the Local Municipalities has been received, Regional staff will review and prepare a supplemental report to Regional Council describing the input received and how it has been addressed in a final recommended Evaluation Framework for Regional Council’s consideration and endorsement. This supplemental report will be reviewed with the Steering Committee prior to being finalized.”

A template entitled ‘The Evaluation Framework Review Package’ was included with the correspondence that contains all of the evaluation criteria, with corresponding policy references, in a matrix. The template can be used to identify measures that are specifically relevant to local planning needs by circling “Yes” under the Local Planning Needs column of the template. In addition, the template can be used to identify the weighting of the measures by circling the number of stars, between one to five stars, to reflect the desired weighting of the measure. One (1) star indicates a low consideration whereas five (5) stars indicate the highest consideration for weighting.

Council Direction

At the Planning & Development Council meeting on September 9, 2019, staff presented a proposed community engagement strategy as a means to better understand which of the proposed IGMS growth scenario evaluation criteria local Oakville residents might consider a local planning need and what weighting they might give to each of the criteria.

At that meeting, Council approved the following resolution:

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"That Oakville planning staff implement the proposed consultation strategy outlined in the report from the Planning Services department dated August 28, 2019 to obtain feedback from Oakville residents regarding what evaluation criteria and weighting of the evaluation criteria for the proposed Halton Integrated Growth Management Strategy Growth Scenarios best suit the planning needs of Oakville and report back to Oakville Council with the results of the consultation at the Planning and Development Council meeting on December 2, 2019."

HOW WE ENGAGED THE COMMUNITY:

Ward Meetings

Staff hosted four public ward meetings at the request of ward councilors during two weeks from September 24, 2019 to October 3, 2019. In total, 45 people attended one of the four public ward meetings.

Ward Meeting	Number of Attendees
Ward 1 – September 26, 2019 @ 6:30 p.m. Queen Elizabeth Park Community and Cultural Centre	26
Ward 2 – September 24, 2019 @ 6:30 p.m. Trafalgar Park Community Centre	1
Ward 3 – October 1, 2019 @ 6:30 p.m. Oakville Public Library – Central Branch	11
Wards 4,5,6, and 7 – October 3, 2019 @ 6:30 p.m. River Oaks Community Centre	7
Total Attendees* <i>*does not include Town Councilors</i>	45

The original intent of the public ward meetings was to provide an introductory presentation on the Halton IGMS and then walk meeting attendees through the online survey using an interactive polling tool that would allow each attendee to provide their own anonymous response to each item.

Staff quickly learned that meeting attendees wanted to learn more about the Halton IGMS, the evaluation criteria, growth in the town and region in general, and to engage in a general discussion about the future of Oakville and Halton with staff and each other. Due to the many questions and discussions that arose at the meetings, it quickly became apparent to staff that walking meeting attendees through two

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questions (e.g. Is this a local planning need? What priority weighting should this be given?) on each of 36 evaluation criteria directly at the meeting would have resulted in meetings that would have been far too lengthy.

As a result, staff modified the approach of the ward meetings to primarily be an education and information-sharing session. Staff presented on the Halton IGMS, development in the town and region in general, and responded to direct questions and concerns at each meeting. Based on the questions and discussions at each meeting, staff attempted to highlight evaluation criteria within the survey that related to the concerns raised by meeting attendees and explained how their response to the online survey might relate to the view being expressed at the meeting.

An analogy shared by staff which proved helpful to attendees was to equate the evaluation criteria for the growth scenarios to the things one might consider when buying a new house. When you look to buy a new house, you are looking for the things that matter to you and your family, such as the number of bedrooms, the number of bathrooms, the purchase price, its location, type of yard, size of garage and so on. Those things could be referred to as your 'evaluation criteria' – the criteria you use to evaluate whether a specific house is a good fit for you and your family. The IGMS evaluation criteria are just that for the growth scenarios. They are the criteria that regional staff and their consultants will use to evaluate which growth scenario is the best fit for Halton and its local municipalities

Attendees were then urged to complete the online survey from the comfort of their own home. In order to provide additional help, staff offered that attendees could contact planning staff directly if they needed any further clarification or assistance while completing the online survey at home.

Online Survey

Staff conducted an online survey from September 23 to October 18 to gather direct input on the evaluation criteria hosted on Oakville.ca. The online survey was structured to mimic the template provided by Halton Region that was included in the correspondence from the Chief Administrative Officer for Halton Region to the Chief Administrative Officers of the local municipalities.

For each criterion, survey respondents were asked to identify measures that are specifically relevant to local planning needs by indicating "Yes" under the Local Planning Need column. In addition, survey respondents were asked to identify the weighting of each measure by indicating a priority weighting, between one to five, to reflect the desired weighting of the measure. A rating of one (1) indicated a low consideration whereas a rating of five (5) indicated the highest consideration for weighting. The survey concluded with the ability to provide Council with any additional information for Council that would inform their input to Halton Regional Council regarding the IGMS Evaluation Criteria.

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36 people responded to the online survey. The results are summarized below and in Appendix A of this report.

The image below shows a sample screenshot of the online survey:

Halton Integrated Growth Management Strategy (IGMS) evaluation survey



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For each criterion (or measure) listed in the table below, we want you to tell us:

- Whether or not you feel the criterion is a local planning need for Oakville (select yes or no)
- How much of a priority you consider the criterion to be for Oakville (weighting scale of 1 to 5)

Theme 1: Regional Urban System & Local Urban Structure

1.1 Support regional and local urban structure

No.	Measure/Criterion	Local Planning Need?	Weighting(5 = highest, 1 = lowest)
1.1.1	Best meets or exceeds transit supportive densities in UGCs  , MTSAs  , and potential transit priority corridors	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5
1.1.2	Locates employment development close to existing or potential priority corridors and provides opportunities for multi-modal access	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5
1.1.3	Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5
1.1.4	Best reflects the intent of the local urban structure	<input type="radio"/> Yes <input type="radio"/> No	<input type="radio"/> 1 <input type="radio"/> 2 <input type="radio"/> 3 <input type="radio"/> 4 <input type="radio"/> 5

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Information on this form is collected under the authority of *The Municipal Act* for the purpose of gathering information for this initiative. Questions about the collection of information should be sent to Geoff Abma, Policy Planner, Planning Services, Town of Oakville, 1225 Trafalgar Road, Oakville, Ontario L6H 0H3 or by phone at 905-845-6601, x.3034.

WHAT WE HEARD:

The public ward meetings functioned mainly as sessions to educate attendees about the Halton IGMS as well as future growth and development in Oakville and the region. The meetings also served to facilitate discussion among residents, planning staff and local councilors. The online survey was the tool to formally collect feedback from meeting attendees and other citizens town-wide. The online survey was set up to collect direct feedback in three ways:

- To ask respondents whether they felt each individual evaluation criterion is a local planning need for Oakville (yes or no);
- To ask respondents how much of a priority they consider each criterion should be given when evaluating growth scenarios for Oakville (on a weighting scale of 1 to 5, 1 being low consideration and 5 being a high consideration); and
- To ask respondents if there was any additional information for Council that would inform their input to Halton Regional Council regarding the IGMS Evaluation Criteria.

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45 people in total attended the public ward meetings. 36 people responded to the online survey. What we heard from the respondents is summarized below, grouped into the three ways used to collect feedback.

It is important to recognize that 36 people do not necessarily represent the views of all Oakville citizens. As such, the discussion below should not be considered to necessarily be representative of all Oakville citizens. However, the discussion below does represent the views of the people who chose to be engaged and contribute their opinion to this process. It is, therefore, valuable information to be considered by Council.

Local Planning Need

Online survey results indicate that **all** of the evaluation criteria can be considered a local planning need for Oakville.

All 36 evaluation criteria received more “yes” votes than “no” votes. No evaluation criterion received less than 58% “yes” votes. In fact, 34 of the 36 evaluation criteria received between 80% and 100% “yes” votes indicating that respondents generally felt that all of the criteria represented a local planning need.

Recognizing that all evaluation criteria were felt to represent a local planning need, the tables below potentially highlight which evaluation criteria were seen to be more of a planning need than others. Table 1 lists the evaluation criteria that received the greatest number of “yes” votes. These are the evaluation criteria that survey respondents most agreed represent a local planning need for Oakville.

Table 2 lists the evaluation criteria that received the fewest number of “yes” votes. These are evaluation criteria where survey respondents were in less agreement that the individual criteria represent a local planning need for Oakville. More than half of respondents, however, still indicated that these criteria did represent a local planning need.

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Table 1 - Local Planning Need?

Top Votes

Criteria receiving the greatest number of "Yes" votes
Number of surveys completed: 36

Percentage of 'Yes' votes (top 3 scores)	Evaluation Criteria (<i>italics</i> indicates that the criterion also shows up as a criterion receiving the greatest average weighting scores)
100%	<ul style="list-style-type: none"> • <i>Best supports a sustainable, long term infrastructure planning strategy (2.5.1).</i> • <i>Supports connectivity between Regional roads, rail and highways (4.3.1).</i> • Employment areas have direct access to rail and highways and are near existing or planned transit facilities (4.4.1)
97%	<ul style="list-style-type: none"> • <i>The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest (2.2.1)</i> • Best opportunity for phasing and scheduling with other planned infrastructure projects (2.4.1). • <i>Retains the greatest overall area possible of natural heritage lands (3.2.1).</i> • Enhances the connectivity of goods related and land extensive employment areas located adjacent to or near major goods movement facilities and corridors (4.3.2)
94%	<ul style="list-style-type: none"> • <i>Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access (1.1.3).</i> • Best reflects the intent of the local urban structure (1.1.4). • <i>Supports maintenance of contiguous Natural Heritage and Agricultural lands (1.3.2).</i> • <i>Supports the greatest opportunity for a diversity of land uses, appropriate mix and densities of housing, and promotes a multi-modal transportation system that supports active transportation and transit use (1.4.1)</i> • Least negative (most positive) net financial impact on the Region and its Local Municipalities (2.3.3) • <i>Directs new mixed use and residential development to nodes and corridors (4.1.1).</i> • <i>Locates new residential development closest to nodes and corridors (4.2.1).</i>

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Table 2 - Local Planning Need?

Lowest Votes

Criteria receiving the fewest number of "Yes" votes
Number of surveys completed: 36

Percentage of 'Yes' votes (lowest 3 scores)	Evaluation Criteria (<i>italics</i> indicates that the criterion also shows up as a criterion receiving the <u>lowest</u> average weighting scores)
58%	<ul style="list-style-type: none"> • <i>Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas (3.5.2).</i>
69%	<ul style="list-style-type: none"> • <i>Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas (3.5.1)</i>
81%	<ul style="list-style-type: none"> • <i>Best accommodate the target population and jobs for the gross developable area within Major Transit Station Areas (1.2.2).</i> • Maximizes the amount of agricultural lands to support the Agricultural System (3.1.3).

Priority Weighting

Online survey results indicate that all of the evaluation criteria should be given a higher priority as the mean average weighting of all criteria ranged from 3.1 to 4.5 out of 5 for all criteria. However, some criteria should be weighted higher than others.

Similar to the tables above for Local Planning Need, Tables 3 and 4 list the evaluation criteria that had the highest and lowest mean average weighting scores, respectively, as submitted by survey respondents.

Tables 3 and 4 generally align with Tables 1 and 2 in that the evaluation criteria that received the most agreement from survey respondents as representing local planning needs are also the evaluation criteria that survey respondents feel should be given the highest priority during the growth scenario evaluation process.

The evaluation criteria shown in *italics* in Table 1 (i.e. highest local planning needs) are criteria that are also listed in Table 3 (i.e. criteria that should be given the highest priority) and vice versa. Similarly, the evaluation criteria shown in *italics* in Table 2 (i.e. lowest local planning needs) are criteria that are also listed in Table 4 (i.e. criteria that should be given the lowest priority) and vice versa.

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Table 3 – Weighting of the Evaluation Criteria:

Highest Average Weighting

Criteria receiving the greatest average weighting (5 = highest, 1 = lowest)
Number of surveys completed: 36

Mean Average (top 3 scores)	Evaluation Criteria <i>(italics indicates that the criterion also shows up as a criterion receiving the greatest number of “yes” votes for Local Planning Need)</i>
4.5	<ul style="list-style-type: none"> • <i>Supports maintenance of contiguous Natural Heritage and Agricultural lands (1.3.2).</i>
4.4	<ul style="list-style-type: none"> • <i>Best supports a sustainable, long term infrastructure planning strategy (2.5.1).</i> • <i>Supports the greatest opportunity for a diversity of land uses, appropriate mix and densities of housing, and promotes a multi-modal transportation system that supports active transportation and transit use (1.4.1).</i> • <i>Retains the greatest overall area possible of natural heritage lands (3.2.1).</i> • <i>The concept that best supports coordinated construction of transportation and water/wastewater infrastructure to meet development demands will be ranked the highest (2.2.1)</i> • <i>Locates new residential development closest to nodes and corridors (4.2.1).</i>
4.3	<ul style="list-style-type: none"> • <i>Locates new residential development close to existing or potential priority corridors and provides opportunities for multi-modal access (1.1.3).</i> • <i>Supports connectivity between Regional roads, rail and highways (4.3.1).</i> • <i>Directs new mixed use and residential development to nodes and corridors (4.1.1).</i> • <i>Protects and avoids Prime Agricultural Land to maintain the most productive and fertile soils for agriculture (3.1.2).</i>

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Table 4 – Weighting of the Evaluation Criteria:**Lowest Average Weighting**

Criteria receiving the lowest average weighting (5 = highest, 1 = lowest)
Number of surveys completed: 36

Mean Average (lowest 3 scores)	Evaluation Criteria <i>(italics indicates that the criterion also shows up as a criterion receiving the <u>fewest</u> number of “yes” votes for Local Planning Need)</i>
3.1	<ul style="list-style-type: none"> • <i>Retains areas for mineral extraction, which can be rehabilitated to high value agricultural areas (3.5.2).</i> <p>[received the most 1-out-of-5 ratings: 28% of respondents]</p>
3.5	<ul style="list-style-type: none"> • <i>Limits proximity of incompatible uses to mineral aggregate operations and mineral extraction areas (3.5.1)</i> <p>[received the third-most 1-out-of-5 ratings: 17% of respondents]</p>
3.7	<ul style="list-style-type: none"> • <i>Best accommodate the target population and jobs for the gross developable area within Major Transit Station Areas (1.2.2).</i> <p>[received the second-most 1-out-of-5 ratings: 19% of respondents]</p> <ul style="list-style-type: none"> • Best protects critical existing employment uses while accommodating demand for mixed use development (1.2.3).

Mean averages as a way to summarize survey data, however, can potentially be misleading. For example, if everyone rated a criteria with a 3-out-of-5 rating (i.e. a middle-of-the-road rating), the mean average would be 3. It could be said that everyone agrees that this criteria is not the most important nor the least important criteria to consider. On the other hand, if half of the respondents rated a criteria with a 5-out-of-5 rating and the other half rated the same criteria with a 1-out-of-5 rating, this would demonstrate there is potentially a very polarized opinion on whether the criteria is important. Some feel it is very important while others feel it is not very important at all. However, the mean average would still be 3.

In order to see if there were any criteria that may have received a higher mean average in the online survey despite a greater number of 1-out-of-5 ratings, staff looked at which criteria received the most 1-out-of-5 ratings. It turns out that the three criteria that received the most 1-out-of-5 ratings are already included in Table 4 (the criteria with the lowest mean average rating). Table 4 identifies the three criteria that received the most 1-out-of-5 ratings in addition to the lowest mean average.

Additionally, Appendix A shows the mean average for all 36 criteria as well as a distribution chart showing the proportion of the individual ratings for each criterion.

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Additional information provided by survey respondents

The online survey concluded with the question: "Do you have any additional information for Town Council that would inform their input to Halton Regional Council regarding the IGMS Evaluation Criteria?" All of the additional comments submitted by survey respondents are included on pages 5 to 8 of Appendix A.

Below is a summary of some of the main topics or concerns raised in these comments:

- language of the evaluation criteria is difficult to understand, open to interpretation, redundant, complex, not in the language of residents, etc.
- climate change should be a top priority
- no more sprawl
- support for densification but need to address ease of mobility and connectivity
- ensure that the potential negative effects of densification are considered
- ensure that park space is provided for all future residents
- ensure that we built complete communities that integrate all the important parts of a community to avoid simply building higher density sprawl
- mass transportation should come first to ensure the higher-density nodes are served by transit as soon as they are built
- needs of older persons who may not be able to drive must be considered
- higher-density residential buildings must include a retail component, support families, and include supporting amenities
- the Town is slow in its execution of projects
- be clear about what the potential effect on taxes would be for the intended growth scenarios

STAFF'S PERSPECTIVE ON THE ENGAGEMENT RESULTS:

The very technical nature of the evaluation criteria – particularly the wording – likely limited the number of survey responses.

The evaluation criteria within the evaluation framework were written in very technical language that was not easily understandable by the average citizen. Further, the concepts and implications underlying each evaluation criteria are not easily understood, even by planning professionals, but particularly for the average citizen who may be learning about the Halton IGMS for the first time. While staff understand

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that the evaluation criteria were not necessarily targeted at the average citizen when they were originally created, it is quite possible that the very highly technical nature of the evaluation criteria framework led to a low response rate on the online survey and potentially the low turnout at the public ward meetings.

This is an important lesson learned through this process that needs to be factored into the Region's public engagement strategy when the Halton IGMS is rolled out to the public for consultation next year. Framing the Halton IGMS using language and concepts that are easily understandable is vital to an effective public engagement process.

The survey results appear to show support for Oakville's Urban Structure (Official Plan Amendment 15).

Oakville's urban structure is the underlying foundation for how growth is managed in Oakville. It directs future growth to a system of nodes and corridors in order to enable viable public transit to support livable communities. By accommodating growth in those areas, Oakville can protect its most valued components – our natural heritage, our public open spaces, and our cultural heritage resources – and works to maintain the character of our established neighbourhoods that make Oakville communities unique and desirable.

The evaluation criteria listed in Tables 1 and 3 – the criteria identified by survey respondents as representing the greatest local planning needs and worthy of the highest priority – match the objectives of Oakville's urban structure, such as:

- protect our natural heritage system and prime agricultural lands
- direct growth to nodes and corridors, with the appropriate mix of uses and density to support active transportation and transit
- connectivity is an important factor – integrate development with rail, goods movement, transit, active transportation, etc.
- build infrastructure in fiscally sustainable and efficient manner

As described in the discussion paper by staff regarding the Halton IGMS that was presented to Town Council on August, 6, 2019, accommodating growth in accordance within the Council-adopted urban structure is a crucial way to respond to the climate change emergency that Oakville is facing. Managing growth within the framework established by the urban structure enables Oakville to affect a significant reduction to Oakville's carbon emissions in a structurally sustainable way. The urban structure provides a responsible means to address the costs and pressures increased population will have on our infrastructure, address the growing issue of traffic congestion, enable continued movement of goods in and through Oakville,

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preserve our existing biodiversity and natural areas, and address social issues related to an aging population.

CONSIDERATIONS:

(A) PUBLIC

The public were notified of the various ways they were able participate in the proposed consultation strategy and online survey through a newspaper ad in a local newspaper, correspondence to local community and residents' associations, and through the Town's newsletter.

Further public consultation related to the IGMS will occur in the coming year through the Regional Official Plan Review work program.

(B) FINANCIAL

The cost the proposed consultation strategy can be accommodated through the Council-approved Planning budget. More broadly, the implementation of the Region's ultimate growth management strategy – through regional and local official plan amendments and master plan updates – will significantly impact the financing and delivery of municipal programs and services.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

This report has no impact on other departments and users. However, the implementation of the Region's ultimate growth management strategy – through regional and local official plan amendments and master plan updates – will impact most town departments.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- enhance our natural environment
- have environmentally sustainable programs/services
- be accountable in everything we do
- be fiscally sustainable
- be valued/celebrated for outstanding service
- be the most livable town in Canada

(E) COMMUNITY SUSTAINABILITY

The town's interest in the Regional IGMS is focused on long-term economic sustainability as well as the environmental sustainability goals and objectives of the Livable Oakville Plan.

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APPENDICES:

Appendix A – IGMS Evaluation Criteria Online Survey Results for Oakville

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