

# 2 Policy Context

---

Mississauga Official Plan must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide a strong direction for the growth management and development strategies found herein. This chapter and Appendix C: Policies of Other Levels of Government provide information regarding the policies and responsibilities of other levels of government.

## 2.1 Provincial Documents

### 2.1.1 *Planning Act*

The *Planning Act, 1990* is the provincial legislation that defines the policy framework for land use planning in Ontario. The *Planning Act* enables and directs municipalities to prepare Official Plans, in order to establish planning goals and policies that will coordinate growth, guide future land use, and manage and direct physical change.

The *Planning Act* has been established to:

- promote sustainable economic development in a healthy natural environment within a provincial policy framework;
- provide for a land use planning system led by provincial policy;
- integrate matters of provincial interest into municipal planning decisions;
- provide for planning processes that are fair by making them open, accessible, timely and efficient;
- encourage cooperation and coordination among various interests; and

- recognize the decision-making authority and accountability of municipal councils in planning.

Mississauga Official Plan implements the *Planning Act* at the local level. It provides a framework for comprehensive, integrated, and long-term planning that reflects the principles and requirements of the *Planning Act*.

### 2.1.2 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on March 1, 2005. The PPS was issued under Section 3 of the *Planning Act* and it provides direction on matters of provincial interest related to land use planning and development.

The PPS promotes Ontario's long-term prosperity and social well-being by:

- wisely managing change and promoting efficient land use and development patterns;
- protecting natural heritage, water, agriculture, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits; and
- reducing the potential for public cost or risk to Ontario residents from natural or human hazards.

### 2.1.3 Provincial Growth Plan

Prepared under the *Places to Grow Act 2005*, the Growth Plan for the Greater Golden Horseshoe 2006 is the centrepiece of a regional growth management strategy. The Growth Plan took effect on June 16, 2006.

The Growth Plan vision is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested:

- build compact, vibrant and complete communities;
- plan and manage growth to support a strong and competitive economy;
- protect, conserve, enhance and wisely use the valuable natural resources of land, air and water for current and future generations;
- optimize the use of existing and new infrastructure to support growth in a compact, efficient form;
- provide for different approaches to manage growth that recognizes the diversity of communities in the Greater Golden Horseshoe; and
- promote collaboration among all sectors – government, private and non-profit – and residents, to achieve the vision.

### 2.1.4 Parkway Belt West Plan

The Parkway Belt West Plan, prepared under the *Parkway Belt Planning and Development Act 1973* was approved on July 19, 1978. The Parkway Belt West Plan was deemed to be a development plan under the *Ontario Planning and Development Act, 1994*. The Parkway Belt West Plan was originally introduced as part of the development framework for the Toronto-Centred Region. The Parkway Belt West Plan defines a contiguous multi-purpose

corridor extending from Markham across to Hamilton.

The purposes of the Parkway Belt West Plan are:

- to separate and define the boundaries of urban areas in the western Greater Toronto Area;
- to link urban areas by providing space for the movement of people, goods, energy and information;
- to provide a land reserve for future linear facilities (including major transportation, communication, and utility facilities) and for unanticipated activities; and
- to provide a linked system of open space and recreational facilities.

Some lands originally within the Parkway Belt West have since been removed through amendment.

### 2.1.5 Greenbelt Plan

The Greenbelt Plan was established under the *Greenbelt Act, 2005*. Ontario's Greenbelt is a broad band of permanently protected land that extends from the Niagara River to the eastern end of the Oak Ridges Moraine. The Greenbelt Plan protects environmentally sensitive land and farmland in Ontario's Greater Golden Horseshoe area from urban development. The Greenbelt Plan identifies where major urban growth cannot take place.

Mississauga is not located within the Greenbelt area and, as such, the *Greenbelt Act, 2005* does not apply in Mississauga. However, the Greenbelt Plan recognizes that the natural heritage systems contained in the Greenbelt are connected to systems beyond the Greenbelt. Two of the external connections identified from the Greenbelt to Lake Ontario are the Credit River and Etobicoke Creek, which flow through Mississauga. The Greenbelt Plan provides direction to municipalities for the long term protection and enhancement of these external connections.

## 2.1.6 Regional Transportation Plan

The mandate to create a Regional Transportation Plan (RTP) is embodied in the *Greater Toronto Transportation Authority Act, 2006*, which established Metrolinx and directed it to create a long-term strategic plan for an integrated, multi-modal, regional transportation system. As defined by the Act, this is to be a transportation plan that:

- takes into account all modes of transportation;
- makes use of intelligent transportation systems;
- promotes the integration of local transit systems with each other and with the GO Transit system;
- works toward easing congestion and commute times, and reducing transportation-related emissions of smog precursors and greenhouse gases; and
- promotes transit-supportive development and the viability and optimization of transit infrastructure.

This Plan titled *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area* was adopted by the Metrolinx Board of Directors on November 28, 2008. Metrolinx will use this Plan to provide input to major Regional and local planning exercises including significant development applications that may have an effect on the Regional Transportation System.

## 2.2 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) was adopted by Regional Council on July 11, 1996 and approved by the Minister of Municipal Affairs and Housing on October 22, 1996.

The ROP is a long-term plan to manage the Region's growth and development. The *Planning Act* requires that the Official Plans of lower-tier municipalities conform to the Official Plans of their respective upper-tier municipalities.

The Province has delegated approval authority of Mississauga Official Plan and official plan amendments to the Region of Peel.

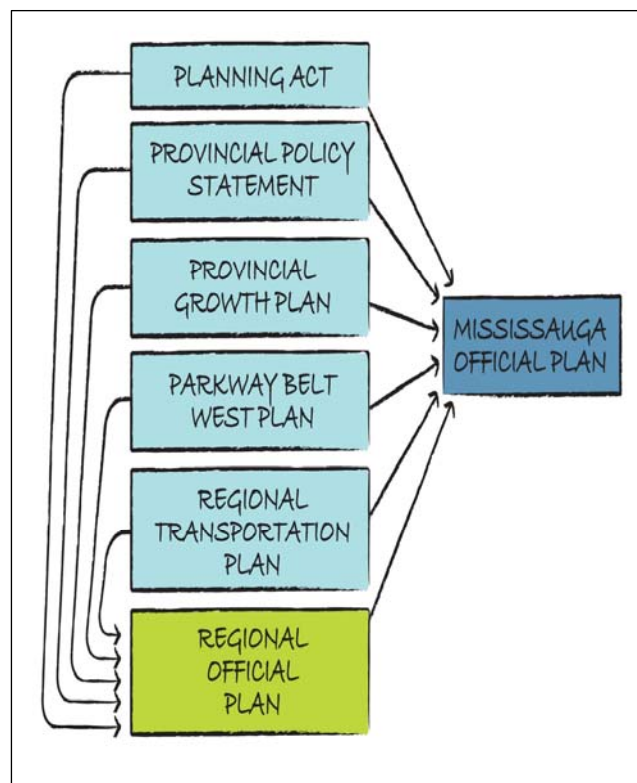


Figure 2-1: Many documents influence Mississauga Official Plan, providing direction and guidance. Mississauga Official Plan is in conformity with these documents.