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DATE: March 15, 2005

TO: Chairman and Members of Planning and Development Committee
Meeting Date: April 4, 2005

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Places To Grow - Better Choices. Brighter Future
- Draft Growth Plan for the Greater Golden Horseshoe**

ORIGIN: Planning and Building Department

BACKGROUND: On February 16, 2005 the Province released the "Places To Grow – Better Choices. Brighter Future - Draft Growth Plan for the Greater Golden Horseshoe", hereafter referred to as "the Plan". The study area for the Greater Golden Horseshoe (GGH) is shown in Exhibit 1.

Mississauga previously commented on the Discussion Paper titled "Places To Grow – Better Choices. Brighter Future – A Growth Plan for the Greater Golden Horseshoe" in a report dated August 17, 2004 from the Commissioner of Planning and Building. In addition, Mississauga commented on Bill 136 (*Places To Grow Act*) in a report dated November 16, 2004 from the Commissioner of Planning and Building. (Bill 136 received 1st Reading on October 28, 2004.) Both reports were forwarded to the Ministry of Public Infrastructure Renewal and the Ministry of Municipal Affairs and Housing as input to the Plan.

The Plan contains a set of policies for managing growth and development to 2031. It should be considered in conjunction with the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan, the Greenbelt Plan and the new Provincial Policy Statement which came into effect on March 1, 2005. Bill 135, the *Greenbelt Act*, received Royal Assent on February 24, 2005. The Greenbelt Plan and accompanying maps were released on February 28, 2005.

The Ministry of Public Infrastructure Renewal requests comments on the Plan by April 18, 2005.

COMMENTS:

The current involvement of the Provincial government in land use planning is encouraged and supported. The Province should be commended for addressing future growth and infrastructure investment in a comprehensive manner.

Exhibit 2 is a comprehensive evaluation of the specific issues and policies contained in the Plan that are relevant to Mississauga. The vision of the Plan for the GGH, the role of Sub-Area Growth Strategies (SAGS) and a summary of the comments are outlined below.

GROWTH PLAN VISION

The vision for growth planning in the GGH is represented by three major components:

- Urban Growth Centres (UGC) and Settlement Areas –growth is to be directed to built-up areas where the capacity exists to best accommodate the expected population, household and employment growth while providing strict criteria for urban boundary expansions;
- A transportation network that promotes transit-supportive densities and a healthy mix of residential and employment land uses. The transportation network is to link UGCs through an

extensive multi-modal system anchored by efficient public transit and highway systems for moving people and goods; and

- The Greenbelt Area which would be protected from development.

SUB-AREA GROWTH STRATEGIES

The Plan recognizes that successful planning requires development and infrastructure decisions must take place across municipal boundaries. At the same time, policies in one part of the GGH may not be applicable to others as the following statement indicates:

"To address this challenge, the general policies of the Growth Plan will be linked to the work of upper – and single-tiers through an intermediary framework referred to in the Growth Plan as a sub-area growth strategy."

The role of the Plan is to provide broad-level policies generally applicable throughout the GGH with specific targets for implementation. SAGS, which will be prepared jointly by the Province with municipalities and other stakeholders, will address variable interests, issues and challenges to implementing the Plan. These strategies will meet the specific needs of the sub-areas.

SAGS will establish the foundation for intra- and inter-regional planning. They will be approved and incorporated as amendments to the Plan. The proposed sub-areas, as shown on Schedule B of the Plan (see Exhibit 3) are as follows:

1. GTA and Hamilton;
2. North of Proposed Greenbelt;
3. West of Proposed Greenbelt;
4. Niagara Peninsula; and
5. East of Durham.

SUMMARY OF COMMENTS

The major areas addressed in Mississauga's comments are as follows:

- Mississauga supports the approval of the Plan for the GGH within the legislative framework of the proposed *Places To Grow Act* as the basis for managing future growth infrastructure investment decisions;
- Mississauga supports the role of SAGS but stresses the need for the City to be **at the table** as a full and active participant in the preparation and implementation of the GTA and Hamilton SAGS;
- The proposed *Places To Grow Act* requires that municipal official plans conform with the Plan. In view of this, there will be a need to review Mississauga Plan to incorporate sections on matters, such as, intensification areas, targets and strategies for intensification and affordable housing, and intensification corridors. Amendments to the Strategic Plan may also be required;
- Mississauga supports intensification and compact development, where appropriate and consistent with local municipal official plans and subject to intensification areas not including stable neighbourhoods;
- Since the last of the greenfields are currently being developed, Mississauga should be considered entirely within the "built-up boundary";
- The future role of planning by the Region of Peel is in question since SAGS are to address issues related to both intra- and inter-regional planning;

- Mississauga is supportive of the policies of the Plan to preserve employment areas;
- The Federal and Provincial governments must provide an appropriate level of funding for future infrastructure, including services such as transit and human services;
- With respect to funding and investment decisions, it is important to acknowledge that the Province has undertaken the appropriate planning approach by:
 - first, establishing a vision for the GGH;
 - second, developing the Plan; and
 - finally, identifying infrastructure requirements and cost.

In previous comments, Mississauga has taken a strong position with respect to linking growth and infrastructure investments. The Plan addresses this concern through "A Provincial Multi-Year Infrastructure Strategy". The Ministry of Public Infrastructure Renewal has been *"mandated to manage a centralized infrastructure planning process, including the strategic management of the government's infrastructure investments, both in the Province's own assets and transfers for capital purposes to partner in the broader public sector"*. These strategies will prioritize infrastructure investments and set out a comprehensive and systematic plan for delivering on these infrastructure priorities. *"Through the annual infrastructure planning process and in the development of the 10-year infrastructure strategy, the government will ensure that future infrastructure investments in the Greater Golden Horseshoe support the Growth Plan"*.

CONCLUSION:

The Greater Golden Horseshoe(GGH) is one of the fastest growing regions in North America. The Plan, in conjunction with the proposed *Places To Grow Act*, when adopted, provides an appropriate framework for managing future growth, protecting the environment and infrastructure investment decisions.

RECOMMENDATION: That the report titled "*Places To Grow – Better Choices. Brighter Future – Draft Growth Plan for the Greater Golden Horseshoe*" dated March 15, 2005 from the Commissioner of Planning and Building be forwarded, by the City Clerk, to the Ministry of Public Infrastructure Renewal and the Ministry of Municipal Affairs and Housing.

Original Signed By:

Edward R. Sajecki,
Commissioner of Planning and Building

EXHIBIT 2

**DRAFT GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE
Specific Comments and Recommendations**

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>1. INTRODUCTION (Pages 4-11)</p> <p>The introduction describes the context in which the Plan was prepared, the issues that the Plan addresses and the role of the Plan relative to other Provincial Government planning initiatives.</p> <p>The Provincial Government commits to provide a vision for managing growth which will:</p> <ul style="list-style-type: none"> • be based on a strong economy, a clean and healthy environment and social equity; • decide where to grow; and • protect and manage valuable greenlands, natural systems and agricultural lands. <p>Implementation of these objectives is through strategic investment in infrastructure that support the growth priorities.</p>	<p>Mississauga supports the preparation of a Growth Plan by the Province.</p> <p>By Resolution 0217-2004, the City of Mississauga supported a growth management strategy for The Greater Golden Horseshoe (GGH) which includes the Greater Toronto Area. The City supports the vision and the principles and framework on which it is based subject to the provision of adequate financial resources and appropriate legislative authority to ensure its implementation.</p>	<p>1. That the City of Mississauga supports the Draft Growth Plan (February, 2005) subject to the provision of adequate financial resources and appropriate legislative authority to ensure its implementation.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>Authority for the Growth Plan will be established by the proposed <i>The Places to Grow Act</i> which will require, among other matters, that planning decisions made by municipalities, Provincial Government and other authorities conform with the Plan. Official Plans of all municipalities in the Growth Plan Area must conform to the Growth Plan.</p>	<p>It is agreed that all planning decisions and official plans should conform with the Plan providing that Mississauga has a full and active role in preparation and implementation of the Sub-Area Growth Strategy (SAGS).</p>	<p>2. That the City of Mississauga supports the requirement that all Provincial and municipal planning decisions and official plans conform with the Growth Plan providing that Mississauga has a full and active role in preparation and implementation of the Sub-Area Growth Strategy (SAGS) for the GTA and Hamilton.</p>
<p>2. <u>WHERE AND HOW TO GROW</u> (Pages 12 – 19)</p> <p>2.2.2 <u>Policies For Growth Forecasts and Regional Distribution</u> (Pages 14)</p> <p>Growth forecasts presented in Schedule 3 will be the basis for the Growth Plan. Municipal official plans will also be based on these forecasts or as redefined by the Sub-Area Growth Strategy (SAGS). Forecasts will be reviewed every five years, following the release of new census data, and the Province may adjust the growth forecasts by amendment to the Growth Plan. The population forecasts for the GGH propose the number of residents increasing from approximately 7.8 million in 2001 to approximately 11.5 million by</p>	<p>The growth forecasts presented in Schedule 3 are based on the reference forecast and compact scenario. These forecasts are somewhat higher but still comparable to the 2003 Mississauga Growth Forecasts. Mississauga has adopted the practice of reviewing its growth forecasts every five years following the release of new census data.</p> <p>The 2003 Mississauga Growth Forecasts indicated that greater demand exists for housing in the Region of Peel than can be</p>	<p>.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>2031. For Peel, corresponding population figures are from 1.03 million in 2001 to approximately 1.64 million by 2031.</p> <p>With respect to jobs, the forecasts for the GGH is from 3.8 million in 2001 to 4.5 million by 2031. For Peel, the figures are 530,000 in 2001 to 880,000 by 2031.</p> <p>The SAGS may redistribute growth among upper and single-tier municipalities and allocate to lower-tier municipalities.</p>	<p>accommodated on land designated for residential development. Establishing the forecasts for the lower-tier municipalities may have significant land use impacts on local plans.</p>	
<p>2.3 <u>Intensification and Compact Development</u> (Pages 15–17)</p> <p>2.3.2.1 <u>Policies</u></p> <p>2.3.2.4 <u>Residential Intensification Targets</u> (Page 16)</p> <p>All municipalities within the GGH will establish policies and strategies to facilitate and promote intensification within built-up areas.</p>	<p>By Resolution 0217-2004, Mississauga recommended that the City of Mississauga supports <i>"the objective of intensification and compact development, where appropriate, and consistent with local municipal official plans, and further, that the Growth Plan recognize that it is not always feasible to have high density development near higher order transportation systems"</i>.</p>	<p>3. That the City of Mississauga supports the objective of intensification and compact development, where appropriate and consistent with local municipal official plans, subject to intensification areas not including stable neighbourhoods.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>Upper and single-tier municipalities will plan for a phased increase in the yearly percentage of intensification so that by year 2015, a minimum of 40% of all residential development occurring annually within each upper or single-tier municipality will be within built-up areas.</p> <p>As part of Peel Region, Mississauga is subject to the inner ring policies.</p>	<p>The Growth Plan recognizes that it may not always be feasible to have intensification and high density development in its definition of intensification areas which states that <i>"They do not typically include stable neighbourhoods."</i> (Glossary Page 54).</p> <p>Mississauga should achieve the 40% figure providing the entire City is considered to be a built-up area, including such areas as Churchill Meadows and Meadowvale Village.</p> <p>The 40% minimum intensification target will apply at the Peel level. Mississauga can accommodate intensification growth subject to:</p> <ul style="list-style-type: none"> • its share of forecast residential development to be provided through intensification is proportionate to its 2001 share of Peel housing; • all of Mississauga is included within the <i>"built-up boundary"</i>; and • future development occurs in accordance with existing official plan designations. <p>It is possible that a target higher than 40% may be established for Peel. Further, it</p>	<p>4. That the City of Mississauga be recognized as an urbanized area and be entirely included in the <i>"built-up boundary"</i>.</p> <p>5. That the City of Mississauga generally supports the 40% minimum intensification target.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
	<p>may be expected that Mississauga absorb a higher proportion of Peel's intensification. This would be consistent with the principles of the compact scenario where a larger share of growth is directed to urban centres and to make better use of brownfields, greyfields and urban corridors. Therefore, it is important that Mississauga be an active participant in the preparation of the SAGS as per Recommendation 2.</p>	
<p>2.3.2.5 – 2.3.2.12 <u>Intensification Areas</u> (Pages 16–17)</p> <p>Intensification areas include, but are not limited to, Urban Growth Centres (UGC) and intensification corridors, and that other sites such as brownfields will also provide a focus for development to accommodate growth.</p> <p>In the Discussion Paper, Mississauga City Centre was one of 11 Priority Urban Centres and now is one of 25 Urban Growth Centres.</p> <p>Mississauga City Centre is now identified as an UGC, an area in which intensification is supported and</p>	<p>If corridors are identified in Mississauga, amendments to Mississauga Plan, including individual district policies, may be required.</p> <p>Mississauga supports the redevelopment of brownfield sites. However, as noted in the City's previous submission, this support is subject to <i>"the reduction or elimination of risk to human and ecological health"</i>.</p> <p>In addition, the submission also stated that <i>"some sort of insurance program to</i></p>	<p>6. That the City of Mississauga supports the identification of Mississauga City Centre as an Urban Growth Centre (UGC).</p> <p>7. That the City of Mississauga supports that intensification areas are not being limited to Urban Growth Centres.</p> <p>8. That the City of Mississauga generally supports the concept of intensification corridors.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>encouraged. Intensification corridors are not identified by the Plan, but will be identified and delineated by SAGS .</p> <p>Intensification areas should be planned generally to achieve a minimum density of 200 residents and jobs per hectare (80 residents and jobs per acre).</p> <p>SAGS will identify intensification areas in addition to UGC. Also, they may assign specific density targets within a sub-area based on the forecasts of the Plan and local circumstances.</p>	<p><i>address legal liability underwritten by the Provincial Government would be appreciated".</i> This suggestion has not been addressed by the Provincial Government.</p> <p>Other than the City Centre, the achievement of this level of density may be difficult. Further study is required to determine if other areas of Mississauga could achieve 200 residents and jobs per hectare (80 residents and jobs per acre).</p> <p>The concept of SAGS identifying intensification areas and assigning specific density targets within a sub-area is generally supported providing that Mississauga is a full and active participant in the preparation and implementation of SAGS. See Recommendation 2.</p> <p>In addition, as previously noted, in Resolution 0217-2004, the concept of "targets" are questioned: How are they defined; how they are enforced, tracked and monitored. These questions, which apply to parts of the Plan, have not been addressed.</p>	<p>9. That the City of Mississauga requests the Provincial Government to underwrite an insurance program to address the legal liability associated with brownfield and greyfield sites.</p> <p>10. That the City of Mississauga requests that the 200 residents and jobs per hectare (80 residents and jobs per acre) target apply only to UGCs and that density targets for intensification areas and corridors be identified during the preparation of the SAGS.</p> <p>11. That the City of Mississauga requests that the term "target" be defined by the Growth Plan.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>Municipalities will develop and implement strategies to realize an appropriate amount and scale of development in intensification areas, based on the household and employment forecasts and intensification targets.</p> <p>The Province and municipalities will use infrastructure investment and other implementation tools and mechanisms to facilitate intensification.</p>	<p>The strategies should also include land use compatibility, design considerations and local circumstances as determinants of the amount and scale of development as well as forecasts and targets.</p> <p>In previous comments regarding the Discussion Paper, in September, 2004, Mississauga clearly established that it does not have the financial resources to offer effective <i>"implementation tools and mechanisms to facilitate intensification"</i>. The recommendation contained in Resolution 0217-2004 which states: <i>"That the Federal and Provincial governments provide financial incentives and pay for services associated with intensification"</i> remains valid.</p> <p>The previous comment contained in the September, 2004 submission also supported the review of the <i>Development Charges Act</i> and offered detailed suggestions.</p>	<p>12. That the City of Mississauga requests the strategies to determine the appropriate amount and scale of development in intensification areas should be based on land use compatibility design considerations and local circumstances as well as household and employment forecasts and intensification targets.</p> <p>13. That the City of Mississauga requests that the Federal and Provincial governments provide financial incentives and pay for services associated with intensification.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
	<p>Neither recommendation was addressed by the Draft Growth Plan.</p> <p>A review of the <i>Development Charges Act</i> is required to resolve inconsistencies between smart growth plans and the current legislation. Current legislation requires that funds be collected based upon historic service levels. Roads and transit are treated separately, which limits the ability to provide new transit services or higher levels of transit services in cases in places where the road network can no longer provide the same service levels.</p> <p>Therefore, a review of the legislation would provide opportunities to collect additional funding for transit.</p> <p>A review would also provide an opportunity for enabling the proposed Greater Toronto Transportation Authority (GTTA) to assume responsibility for development charges for high-order transit required to support growth in the GTA-Hamilton sub-area.</p>	<p>14. That the City of Mississauga supports the review of the <i>Development Charges Act</i>, 1997 including the suggestions contained in the <i>"Report on the Growth Plan for The Greater Golden Horseshoe"</i>, dated August 17, 2004 from the Commissioner of Planning and Building and the <i>"Report on the Greater Golden Horseshoe"</i> dated April 4, 2004 from the Commissioner of Planning and Building.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>2.3.2.13 – 2.3.2.14 <u>Affordable Housing In Urban Areas</u> (Page 17)</p> <p>SAGS will establish minimum affordable housing targets for all regional market areas within sub-areas that will be used to provide guidance to municipalities in fulfilling their responsibilities under the Provincial Policy Statement (PPS) for the provisions of affordable housing.</p> <p>Municipalities will encourage secondary suites as a component of their intensification strategy.</p>	<p>Municipalities should plan for a range and mix of housing. However, with respect to affordable housing, municipalities can only provide for opportunities by designations and policies in official plans. The actual development and long term affordability of housing is a function of the market.</p> <p>With respect to publicly assisted housing, Mississauga previously recommended, by Resolution 0217-2004, that Mississauga supports construction of more assisted and appropriate housing through capital funding under the Federal-Provincial Affordable Housing Program.</p> <p>Secondary suites are an important means of providing for affordable housing at minimal municipal cost, and providing for intensification with minimal impact on the built-form of a neighbourhood.</p>	<p>15. That the City of Mississauga requests the Draft Growth Plan be amended to require that municipalities provide opportunities and policies for the development of a range and mix of housing types, including affordable housing.</p> <p>16. That the City of Mississauga supports construction of more assisted and appropriate housing through capital funding under the Federal-Provincial Affordable Housing Program.</p> <p>17. That the City of Mississauga supports secondary suites as a component of affordable housing and an intensification strategy.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>2.4 <u>Urban Growth Centres and Intensification Corridors</u> (Pages 17–19)</p> <p>The Draft Growth Plan merged the "<i>Priority Urban Centres</i>" and "<i>Emerging Urban Centres</i>" identified in the Discussion Paper into one category, UGC. UGC are key areas for intensification and will be planned to:</p> <ul style="list-style-type: none"> • attract significant growth; • have a diverse mix of land uses, including residential and employment; • serve as major transportation centres and regional transit hubs; • accommodate employment activities of provincial, national or international significance; • focus investment in cultural, institutional, recreational, entertainment and regional level infrastructure. 	<p>Mississauga supports the identification of Mississauga City Centre as an UGC as per Recommendation 6.</p> <p>Intensification corridors have not been identified in the Draft Growth Plan. However, based on the principle of linking UGCs, possible intensification corridors for consideration in Mississauga may link the Mississauga City Centre to the following UGCs in adjacent municipalities:</p> <ul style="list-style-type: none"> • Etobicoke Centre; • Brampton City Centre; • Downtown Milton; and • Midtown Oakville. <p>As noted previously in this report, intensification corridors should be subject to further study as part of SAGS .</p>	

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>2.5 <u>Employment Areas</u> (Page 19)</p> <p>2.5.2 <u>Policies</u> (Page 20)</p> <p>The Plan encourages municipalities <i>"to designate and preserve lands in the immediate vicinity of existing major highways, ports, rail yards and international airports as areas for manufacturing, warehousing and associated retail, office and ancillary facilities"</i>. Major office development greater than 1,860 sq.m. (20,000 sq.ft.) <i>"will be located in areas where higher order transit services exist or are planned"</i>.</p> <p>Some conversion of lands within employment areas would be permitted, subject to a comprehensive review, where <i>"other provincial priorities such as community health and safety enhancement"</i> are involved or where lands are not required in the long term for employment purposes and the conversion does not result in an expansion of the settlement area to meet future employment needs.</p>	<p>As noted in the previous submission by Mississauga, the policies for retaining employment lands are supported. The submission also pointed out that: <i>"For the last decade lands designated for employment purposes in Mississauga Official Plan have been under siege by those who would develop them for other uses; namely, residential, and commercial. Having recently experienced (successfully) a lengthy and costly OMB hearing to preserve the Jannock lands for employment purposes, Mississauga welcomes assistance from the Provincial Government in assuring the preservation of the employment designation on such lands."</i></p> <p>The submission and subsequent resolution also requested that Lester B. Pearson International Airport (LBPIA) be considered as a Priority Centre (defined by the February, 2005 Draft Growth Plan or an UGC and that <i>"specific nodal developments (Gateway, Meadowvale</i></p>	<p>18. That the City of Mississauga supports policies of the Draft Growth Plan that encourage the preservation of employment areas.</p> <p>19. That the City of Mississauga requests a further consideration of the role of the Lester B. Pearson International Airport (LBPIA) as an UGC and further that specific nodal developments (Gateway, Meadowvale Business Park and Airport Corporate Centre) be</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
	<i>Business Park and Airport Corporate Centre) be considered as part of complementary economic strategies from an infrastructure and transit funding perspective".</i>	considered as part of complementary economic strategies from an infrastructure and transit funding perspective.
<p>2.6 <u>Designated Growth Areas – Greenfields</u> (Pages 20-21)</p> <p>2.6.2 <u>Policies</u> (Page 21)</p> <p>The Plan establishes a minimum density of 50 residents and jobs per hectare (20 residents and jobs per acre) for inner ring municipalities such as Mississauga. The Plan requires that new development be "<i>designated zoned and designed</i>" to encourage "<i>street configurations that support the early integration of transit services</i>" and provide "<i>easy access to local stores and services by alternative transportation modes including cycling and walking</i>".</p>	<p>The minimum density figure of 50 residents and jobs per hectare (20 residents and jobs per acre) is reasonable and it should be noted that Applewood, Fairview, Malton, Meadowvale and Mississauga Valleys planning districts have achieved this figure.</p> <p>Cooksville, Creditview and Hurontario planning districts are close and may meet the target if employment is added.</p> <p>Mississauga no longer has what the Plan considers "<i>Greenfields</i>". The two areas which formerly qualified – Meadowvale Village and Churchill Meadows – have reached a point in their development where they are described more accurately as infill.</p>	<p>20. That the City of Mississauga supports the minimum density figure of 50 residents and job per hectare (20 residents and jobs per acre) for greenfields.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>2.7 <u>Urban Boundaries</u> (Pages 21–23)</p> <p>The Draft Growth Plan recognizes that, while intensification is expected to accommodate a considerable amount of new growth, settlement area boundaries (i.e. urban boundaries) will eventually have to be expanded. The Draft Growth Plan estimates that future growth well beyond 2031 can be accommodated on lands located between the existing settlement areas and the Greenbelt. Unlike the Places to Grow Discussion Paper, these lands are not identified in the Draft Growth Plan as a “<i>Future Growth Area</i>”. Instead, the issue of expanding settlement area boundaries will be dealt with by SAGS .</p> <p>SAGS will assess the need for and expansions of the settlement areas, and will consider the following:</p>	<p>Consistent with the Draft Growth Plan, Mississauga Plan contains policies which support transit and cycling and walking as alternative transportation modes.</p> <p>Since the entire City is within the settlement area, Mississauga is not directly affected by this part of the Draft Growth Plan. However, Mississauga may be indirectly affected by proposals to expand the urban boundary within Peel.</p> <p>SAGS will determine settlement area expansions. Since these strategies will be adopted as an amendment to the Draft Growth Plan, they must be approved by Cabinet, the decision of which is final and cannot be appealed to the Ontario Municipal Board pursuant to Bill 136, the proposed <i>Places to Grow Act</i>. Consequently, municipalities (and all other public bodies and persons) will essentially lose their appeal rights of urban boundary expansions.</p> <p>Notwithstanding the foregoing, the general principle of this process for boundary expansions is supported.</p>	

GROWTH PLAN	COMMENTS	RECOMMENDATION
<ul style="list-style-type: none"> • compliance with population, household and growth forecasts of the Growth Plan; • results of sub-area economic analysis; • impact on achievement of intensification targets for the municipality; • infrastructure and transportation capacity; • short and long term fiscal impacts; and • impacts on environmental features, natural, agricultural and heritage resources. <p>Settlement areas will not be permitted to expand prior to completion of a SAGS, except where:</p> <ul style="list-style-type: none"> • there is insufficient vacant land within the regional market area (defined in the PPS as generally the upper-tier or single-tier municipality) to accommodate projected growth over the next five years taking into consideration the growth forecasts and intensification targets of the Plan; 	<p>One of the most significant criteria in considering boundary expansions is that there be insufficient vacant land within the regional market area to accommodate projected growth over the next five years, taking into consideration the growth forecasts and intensification targets of the Plan. The 5-year land supply criterion will direct growth to built up areas and encourage intensification. The planning process to determine the 5-year growth well need to be undertaken will in advance of actual amendment to the urban boundary.</p> <p>This section enhances the need to define what is meant by "<i>intensification target</i>". Is it a measure of past development performance or a measure of future opportunities for intensification?</p> <p>By Resolution 0217-2004, Mississauga previously requested that the criteria for expanding settlement areas include reference to human services and the preservation and enhancement of existing communities. These have not been included in the Draft Growth Plan.</p>	<p>21. That the City of Mississauga supports the process and criteria for expanding settlement areas subject to:</p> <ul style="list-style-type: none"> • clarification of "<i>intensification target</i>"; and • reference to the impact on human services and the preservation and enhancement of existing communities as conditions of expanding a settlement area.

GROWTH PLAN	COMMENTS	RECOMMENDATION
<ul style="list-style-type: none"> • the expansion makes available sufficient land for a time horizon not exceeding five years; • all requirements of the growth plan have been met; and • agreement has been obtained from both the Minister of Public Infrastructure Renewal and Minister of Municipal Affairs and Housing. 	<p>In the previous submission regarding the Discussion Paper, Mississauga commented that <i>“in the absence of a Growth Plan Implementation Board, the strategies should be carried out by the Provincial Government and lower-tier municipalities.</i></p> <p><i>The upper-tier municipalities should be involved only to the extent that the upper-tier services (e.g. water supply, sanitary sewers, and regional roads) are involved. For example, the preparation and allocation of population and growth projections should be carried out by area municipalities and co-ordinated by the Provincial Government; similarly, all matters concerning intensification, environmental assessment, infrastructure and phasing. The area of the Draft Growth Plan in the GGH which extends</i></p>	<p>22. That the City of Mississauga supports the intent that the SAGS be carried out by a combination of the Provincial Government with full and active participation by the City of Mississauga in the absence of a Growth Plan Implementation Board. The Region of Peel should only be involved where it is responsible for a specific service, such as water supply and sanitary services.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
	<p><i>beyond the current boundaries of the Regions and requires the Provincial Government to co-ordinate and oversee. Regional municipalities, as they currently exist, are too small to carry out the requirements of the Plan. The Provincial Government has the necessary legislative authority and, together with the Federal Government, the financial resources to ensure the future growth policies of the plan are approved and implemented appropriately. Lower-tier municipalities have the expertise and knowledge to carry out the detailed requirements of growth projections, infill and intensification and other matters associated with future growth areas”.</i></p> <p>It is very important that Mississauga be a full and active member of the organization assigned to prepare and administer the SAGS to ensure that Mississauga has input to any proposed changes to intensification targets for Mississauga or urban boundary expansion that may affect existing intensification targets.</p>	

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>3. <u>INFRASTRUCTURE TO SUPPORT GROWTH</u> (Pages 25-32)</p> <p>3.2 <u>Integrated Transportation Network</u> (Pages 26-30)</p> <p>Infrastructure investment decisions linked to growth and existing resources must be optimized. An estimate identified in the report suggests <i>"over 20 percent of infrastructure capital costs could be saved over next 25 years in the GTA by moving from lower density development to more compact and efficient built forms"</i>.</p> <p>The Draft Growth Plan provides a framework for infrastructure investment that supports a development pattern with an emphasis on compact form, focus on existing infrastructure, and is also integrated and coordinated across the Region. To facilitate the policy framework of the Draft Growth Plan, the Ministry of Transportation in Ontario is developing a Transportation Strategy for the Greater Golden Horseshoe area. This strategy will set out specific transportation objectives such as increasing transit ridership, reducing commute times, and coordinating</p>	<p>The City supports the concept of a Transportation Strategies for the GGH and the specific transportation objectives it promoted, with particular reference to SAGS , guiding long-term transportation planning objectives.</p> <p>This Provincial role has expanded from the previous Discussion Paper where it was originally to <i>"assess priorities"</i> instead of having a clear role in <i>"financing"</i>. In the previous submission, the City of Mississauga <i>"requested to be included in the stakeholder consultations during which the relationship between the Authority and existing municipal transit authorities should be clarified"</i>.</p>	<p>23. That the City of Mississauga supports the concept of a Transportation Strategy for the GGH.</p> <p>24. That the City of Mississauga requests that the relationship between the proposed Greater Toronto Transportation Authority (GTTA) and existing municipal transit authorities in the Greater Golden Horseshoe be clarified.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>transportation investments. In addition, SAGS will guide the long-term transportation planning objectives.</p> <p>The Province also intends to proceed with establishing the Greater Toronto Transportation Authority (GTTA).</p> <p>The role of this agency is defined as planning, coordinating and financing transportation activities in the GTA, consistent with the objectives of the Plan.</p> <p>The general transportation policies include several policies on infrastructure investment being coordinated with the objectives of the Draft Growth Plan. Implementation is partially relegated to the SAGS that will <i>"identify and assess key transportation infrastructure required to link urban growth centres within and between sub-areas."</i> These SAGS will also coordinate investment decisions (3.2.2.7). Municipalities are also to establish policies for the development and implementation of transportation demand management (TDM) strategies with explicit targets for reducing the proportion of travel by car (3.2.2.8).</p>	<p>The Draft Growth Plan does not identify the Provincial role in Transportation Demand Management (TDM) although they are currently developing a high occupancy vehicle network on selected Provincial highway facilities. Mississauga is already a partner in the Smart Commute Initiative to promote TDM strategies, which is receiving Federal subsidies but the Province has declined to participate.</p> <p>The conceptual linkages to the east of Mississauga only provide for a connection along Eglinton Avenue to the subway network/mid-town Toronto UGC. Of concern is the absence of links to connect this Bus Rapid Transit (BRT) segment to the Highway 407 network east of Renforth Drive, to complete the GO Bus Rapid Transit (GO BRT) spine as originally identified by the former Greater Toronto Services Board (GTSB) and subsequently endorsed by GO Transit. Without these critical links, the GO BRT spine network becomes fragmented and could result in individual segments competing for</p>	<p>25. That the City of Mississauga requests the Provincial Government support development of Transportation Demand Management (TDM) strategies and programs by participating in the existing Smart Commute Association to coordinate development of TDM strategies in the GTA and Hamilton Sub-Area.</p> <p>26. That the City of Mississauga requests the Province to review Schedule 5, Moving People, with respect to the absence of links to connect Mississauga Bus Rapid Transit (BRT) segment to the Highway 407 network east of Renforth Drive to complete the GO Bus Rapid Transit (GO BRT) spine as endorsed by GO Transit.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>A core element of an integrated transportation network is helping people move throughout the Region as efficiently and effectively as possible. Transit is identified as the first priority for investment to improve services within and linking UGCs, and with a focus on a transportation system anchored by higher-order transit. Higher-order transit has been defined as transit operating in its own right-of-way, outside of mixed traffic and, therefore, can achieve a frequency of service greater than mixed-traffic transit.</p> <p>Schedule 5, Moving People, provides the foundation for future higher-order transit investment decisions and includes, within Mississauga, the existing GO rail network with the Lakeshore, Milton and Georgetown corridors, the proposed Highway 407 transitway corridor and the Mississauga segment of the GO BRT system.</p> <p>Schedule 5, Moving People, also indicates a significant expansion of higher-order transit beyond the GTA with extensions emanating from the termination points of most GO Transit rail corridors to destinations in Niagara Falls, Brantford,</p>	<p>funding.</p> <p>This definition could include the proposed GO BRT network but would not seem to include proposals with buses operating in high occupancy vehicle lanes or using other transit priority treatment.</p> <p>Schedule 5, Moving People, is intended to be conceptual but it becomes difficult to adequately discern some of the proposed higher-order transit corridors, especially in the GTA. It would be beneficial for the Province to include a table of the specific higher-order transit links proposed. In addition, there may be a conflict between proposals to develop higher-order transit and the new introduced concept of developing intensification corridors, as many higher-order transit systems use technology such as rail that is more conducive to nodal development instead of corridor development.</p>	<p>27. That the City of Mississauga requests the Provincial Government to provide a more detailed description of the higher-order transit corridors identified on Schedule 5, Moving People, and include the alignment identified for the proposed GO BRT spine network, which includes a link from the BRT segment in Mississauga at Renforth Drive to the Highway 407 corridor and a connection to the Kipling Centre.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>Kitchener-Waterloo, Guelph, Cambridge, Barrie, Peterborough and towards Orangeville.</p> <p>Many of the detailed transportation policies identified in the previous Places to Grow – Discussion Paper on urban transit, interregional transit, GO Rail and high occupancy vehicles lanes have now been removed, including specific references to developing the Mississauga segment of the GO BRT and moving to all-day, two-way GO Rail service on the Georgetown and Milton rail corridors.</p> <p>The Plan does state that transit infrastructure will be used to shape growth. However, the continued investment in roads and highways is also recognized.</p> <p>The Draft Growth Plan includes policies for moving goods and recognizes the need for building an effective goods movement network requires strategic improvements and expansion to the current and future highway network along with planning for future economic corridors. Furthermore, the Plan identifies the first priority for highway investment is to <i>"facilitate goods movement by linking inter-modal facilities,</i></p>	<p>This policy would indicate some recognition or support for the proposed widening of Highway 401 through Mississauga as it functions as a key goods movement link. Previously, Mississauga recommended that the Provincial Government be advised that <i>"funding for the widening of Highway 401 as a major trade corridor in the GTA is supported"</i>.</p>	<p>28. That the City of Mississauga supports funding for the widening of Highway 401 as a major trade corridor in the GTA.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p><i>international gateways and communities within the Greater Golden Horseshoe".</i></p> <p>Schedule 6, Moving Goods, includes the LBPIA, the existing rail network including the Lakeshore, Milton, Georgetown rail corridors and the spur north into Brampton, the Provincial Highway network with Highways 401, 403, 407, 410, 427 and the QEW. In addition to the existing provincial highway network, an extension of Highway 427 is shown to the intermodal hub in Vaughan, the terminus of Highway 410 is shown extended to Hurontario and future economic/transport conceptual corridors are identified along the Niagara Peninsula, from Guelph to Highway 427 crossing northern Peel and east of the terminus of Highway 407 towards Highway 115.</p>	<p>Schedule 6, Moving Goods, does not include the highway link proposed by the City of Brampton connecting Highway 401 to north-west Brampton. Furthermore, the Growth Plan also contains a policy for planning the development of new (or existing) economic corridors (3.2.4.2) which indicates new links will connect to intermodal facilities, avoid or mitigate impacts on natural/agricultural systems and put measures in place to discourage sprawl.</p>	
<p><u>3.3 Water and Waste water Systems</u> (Page 30)</p> <p>Noting the importance of the capacity of water and wastewater in determining where growth is possible, the policies of the Plan address impacts on natural systems, revenue generation, the relationship of water and wastewater to</p>	<p>Generally, the Discussion Paper – Places to Grow, dated Summer 2004, offered greater detail on the implementation of the Plan, whereas, the Draft Growth Plan lacks the same level of detail as that of the earlier document.</p>	<p>29. That the City of Mississauga requests that Policy 2 under Subsection 3.3.2 of the Draft Growth Plan be modified to include source water protection costs.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>growth and the role of water and waste water in SAGS . Reference is also made to <i>The Sustainable Water and Sewage Systems Act</i> (SWSSA) 2002 in addressing the long-term financial viability of water and wastewater services.</p>	<p>To be consistent with Subsection 3.3.1, Context, sixth paragraph, which states <i>"Once proclaimed, the SWSSA, 2002 will require that the full cost of providing water and sewage services, including capital and operating costs, as well as source water protection costs associated with providing these services, be accounted for and recovered by municipalities."</i> Policy 2 under Subsection 3.3.2, Policies for Water and Wastewater Systems, should be modified to include source water protection costs in addition to operating and capital costs. Additionally, it is recommended that Policy 3, under Subsection 3.3.2, Policies For Water and Wastewater Systems, be revised from <i>"Water and wastewater systems should be expanded as required ..."</i> to <i>"Water and wastewater systems should <u>only</u> be expanded as required"</i></p>	<p>30. That the City of Mississauga requests that Policy 3 under Subsection 3.3.2 be revised by adding the word <i>"only"</i> so that it reads <i>"Water and wastewater systems should <u>only</u> be expanded as required"</i></p>
<p>4. <u>PROTECTING WHAT IS VALUABLE</u> (Page 32–41)</p> <p>The Draft Growth Plan sets a framework to direct growth pressures away from the places and systems we need to protect. The Draft Growth Plan recognizes that municipalities have undertaken</p>	<p>Under Section 4.1, Context, last paragraph, the list of provincial initiatives addressing resource protection and conservation in Ontario should also make reference to the Nutrient Management Plan.</p>	<p>31. That the City of Mississauga requests that Section 4.1, Context, last paragraph, be amended to make reference to the Nutrient Management Plan.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>considerable work to identify natural heritage features which provides a base upon which to identify and protect the natural system in the GGH. The Draft Growth Plan builds on provincial and municipal initiatives to develop and establish a natural system for the GGH through the SAGS .</p>		
<p>4.2.2 Policies (Page 33-35)</p> <p>The policies proposed in the Draft Growth Plan do not apply to lands included in the Greenbelt Plan.</p> <p>Building on existing initiatives (provincial, municipal), the natural system of the GGH will be identified and mapped by the Province (including criteria development) in conjunction with planning authorities, conservation authorities and other affected stakeholders, as part of the SAGS . The natural system will include natural heritage features, surface water features, ground water features and hydrologic functions and linkages. SAGS may also identify policy and implementation approaches to protecting the natural system. Policies cannot be less protective than the policies</p>	<p>The policies presented in the Draft Growth Plan apply to the natural systems outside the Greenbelt. The lands within the Greenbelt are governed by the <i>Greenbelt Act</i> and the Greenbelt Plan policies.</p> <p>The Province has committed to developing criteria for mapping the natural system outside of the Greenbelt in conjunction with planning authorities, conservation authorities and other affected stakeholders. Municipalities along with the conservation authorities have the local knowledge to identify the natural system and, therefore, must be involved not only in mapping the natural system, but developing the criteria and identifying policies and implementation strategies, as part of the</p>	<p>32. That the City of Mississauga supports the identification, mapping and development of policies and implementation approaches for the natural system by the Province in conjunction with municipalities, conservation authorities and other affected stakeholders, as part of the SAGS.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>of the Provincial Policy Statement.</p> <p>The natural system will be incorporated into municipal official plans and other local planning policies and documents.</p> <p>All planning authorities will consider how activities and land-use changes outside of the natural system affect the natural system and will promote and undertake appropriate planning and design to ensure external connections to the natural system are maintained and/or enhanced.</p>	<p>SAGS . Through the Natural Area Survey, Mississauga has identified and mapped the natural system.</p> <p>Mississauga Plan provides protection and contemplates enhancement of the natural system. Mississauga Plan also requires that development proposals consider impacts on the natural system. Any other natural systems that may be identified in the SAGS, in addition to those already identified in Mississauga Plan will be incorporated into Mississauga Plan. In addition, the SAGS should be considered in any updates to the City's Strategic Plan and the development of an Environmental Strategy.</p> <p>Under Section 4.2, the Natural System, should be considered as part of the natural system. Reference to its discussions in Section 4.6, A Culture of Conservation, should be made in this section.</p> <p>Reference has not been made to the Province's management of emissions from industry, which is largely concentrated in the GGH. Industry is the largest emitter of greenhouse uses contributing over half of Canada's total. The Province implements</p>	<p>33. That the City of Mississauga supports the natural system policies in Section 4.2.2, Policies, of the Draft Growth Plan.</p> <p>34. That the City of Mississauga requests that Section 4.2, The Natural System, be amended by adding Section 4.6, A Culture of Conservation, which addresses air as a resource.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
	<p>several clean air strategies and initiatives including, but not limited to, negotiation strategies to deal with U.S. transboundary air pollution. These strategies should be referenced and considered similarly to the energy and waste management discussions which follow.</p>	
<p>4.6. <u>A Culture of Conservation</u> (Pages 38-40)</p>		<p>35. That the City of Mississauga requests that Section 4.6, A Culture of Conservation, of the Draft Growth Plan make reference to clean air strategies and initiatives implemented by the Provincial Government.</p> <p>36. That the City of Mississauga requests that Section 4.6, A Culture of Conservation, make reference to existing watershed plans or to the Ministry of Environment's Stormwater Planning and Design Manual and/or the use of new technologies.</p>
<p>4.6.1 <u>Context</u> (Page 38)</p>	<p>Under Subsection 4.6.1, Page 39, second paragraph, the first two sentences layout Ontario's increased greenhouse gas emissions since 1990 and the environmental, health and economic effects of global warming becoming more acute in the future due to population and</p>	

GROWTH PLAN	COMMENTS	RECOMMENDATION
	<p>urban growth. However, Ontario addresses these problems by only referring to a federal plan, The One-Tonne Challenge, the success of which relies on all Canadians, not just Ontarians, to voluntarily reduce their emissions.</p>	
<p>4.6.2 <u>Policies</u> (Page 40)</p> <p><u>Water Conservation</u> Municipalities are encouraged to:</p> <ul style="list-style-type: none"> • develop energy and water demand management initiatives; and • review the design of new urban development in the context of managing the total urban water cycle. 	<p>References to innovative technologies and approaches such as green buildings, green roofs, etc. appear absent throughout the report and should be included under Subsection 4.6.2., Policies.</p> <p>Despite the City of Mississauga's previous comments on the Discussion Paper – Places to Grow, there has been no specific reference to stormwater management, reduction in impermeable area, etc. in areas proposed for intensification. It is indicated that the SAGS will identify approaches to protecting the natural systems. However, reference should be made to existing watershed plans or to the Ministry of Environment's Stormwater Planning and Design Manual and/or to the use of new technologies. There are objectives in Mississauga Plan which</p>	<p>37. That the City of Mississauga requests that references to innovative technologies and approaches such as green buildings and green roofs be included in Section 4.6.2, Policies.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p><u>Air Quality and Energy Conservation</u></p> <p>Municipalities are encouraged to develop sustainable energy and air quality management plans.</p>	<p>addresses these issues.</p> <p>Mississauga’s Air Quality Technical Advisory Committee recommends to City Council ways to improve air quality in Mississauga by reducing greenhouse gas and smog-producing emissions through short and long term strategies in partnership with others. Some initiatives include the anti-idling campaign, and energy efficiency initiatives for City of Mississauga facilities.</p> <p>References to innovative technologies and approaches, such as, green buildings, green roofs, etc. appear absent throughout the report and should be included un Subsection 4.6.2, Policies.</p>	<p>38. That the City of Mississauga supports the energy, water conservation and the air pollution reduction policies of the Draft Growth Plan.</p>
<p><u>4.7 Cultural Heritage Resources</u> (Page 40)</p> <p>Cultural heritage resources refers to the built heritage which includes buildings, monuments, streetscapes and neighbourhoods; archaeological resources and sites; and cultural facilities such as</p>	<p>Mississauga maintains a Heritage Inventory, has designated Meadowvale Village and Old Port Credit as Heritage Conservation Districts, and has prepared a Cultural Landscapes Inventory. Also,</p>	<p>39. That the City of Mississauga supports the policies regarding cultural heritage resources in the Draft Growth Plan.</p>

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<p>museums, libraries, art galleries, artists' workplaces and performance venues.</p> <p>Municipalities are encouraged to prepare cultural heritage plans to protect or identify the appropriate use or re-use of cultural heritage resources as part of achieving intensification targets.</p> <p>Further, municipalities are encouraged to create heritage citizen committees, conserve significant cultural heritage resources and work with stakeholders to plan for conserving, maintaining, development and using cultural heritage resources in a manner that will benefit the local community and be compatible with the objectives of the Growth Plan.</p>	<p>Heritage Mississauga is a City affiliate.</p>	
<p>5. <u>SUB-AREA GROWTH STRATEGIES</u> (Pages 42-44)</p> <p>5.1 <u>Context</u> (Pages 42-43)</p> <p>The Study Area is divided into 5 sub-areas. Mississauga is part of the GTA and Hamilton sub-area (also known as the inner ring) as shown on Schedule 8, Proposed Sub-Area Concept, of the Draft Growth Plan. While the Draft Growth</p>	<p>The concept of SAGS is supported in principle since many of the issues such as transportation planning addressed by the Draft Growth Plan and suggested for further attention by the strategies go beyond single-tier and upper-tier</p>	<p>40. That the City of Mississauga requests the term "<i>municipalities</i>" be defined for the purposes of determining participation in the preparation of SAGS .</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>Plan applies to the entire GGH, SAGS will address the specific circumstances within the sub-area.</p> <p>The strategies will:</p> <ul style="list-style-type: none"> • be prepared jointly with municipalities (though "<i>not intended to duplicate municipal efforts</i>") and • provide a foundation for intra-and inter-regional planning. 	<p>boundaries.</p> <p>However, there are some points which require clarification. The first is the meaning of the term "<i>municipalities</i>". Does it mean upper-tier or single-tier municipalities or both? This is an important consideration since Mississauga should be actively participating in the determination of such elements as growth allocations, areas of intensification, affordable housing, intensification targets and infrastructure requirements for the sub-area to ensure that Mississauga's interests are represented, concerns addressed and treatment is equal.</p>	
<p>5.2 <u>Elements of a Sub-Area Growth Strategy (SAGS)</u> (Pages 43-44)</p> <p>Section 5.2 lists the elements of a SAGS, the most important of which are:</p> <ul style="list-style-type: none"> • allocation of population, household and employment growth; • identification of intensification areas and targets; • delineation of built boundaries; 	<p>The uncertainty of the term "<i>municipalities</i>" also begs the question of the role of the Region of Peel. The Plan states that the strategies will "<i>provide a foundation for inter-regional planning</i>". It is unclear how "<i>regional</i>" is being used in this context. If "<i>municipalities</i>" is defined as lower-tier municipalities, such as</p>	<p>41. That the City of Mississauga requests the term "<i>inter-regional planning</i>" be defined in the context of preparing SAGS and that "<i>sub-area economic analysis</i>" be clarified.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<ul style="list-style-type: none"> • establishment of affordable housing targets; and • identification of comprehensive infrastructure requirements. 	<p>Mississauga, what role is left for the Region of Peel in preparing the strategies?</p> <p>The Draft Growth Plan should also contain a stronger statement regarding duplication. The phrase, "<i>not intended to duplicate municipal efforts</i>" should be amended to read "<i>will not duplicate municipal efforts</i>".</p> <p>A clear statement regarding potential duplication is important to ensure the strategies do not engage in detailed land use planning and introduce another approval level.</p> <p>Section 5.2 (7a) refers to an analysis to determine regionally significant employment clusters/opportunities to be promoted. There are a number of initiatives currently being undertaken in partnership with the Ministry of Economic Development and Trade. Is this duplication?</p>	<p>42. That the City of Mississauga requests the phrase "<i>not intended to duplicate municipal efforts</i>" be amended to read "<i>will not duplicate municipal plans</i>".</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>6. <u>IMPLEMENTATION</u> (Pages 44–48)</p> <p>6.2 <u>Proposed Places to Grow Act</u> (Pages 44 - 45)</p> <p>The proposed <i>Places to Grow Act</i> provides the legislative framework for the GGH Draft Growth Plan, which must be approved by Cabinet.</p> <p>Under the proposed <i>Places to Grow Act</i>, the Minister may appoint an advisory committee to provide advice on the development of growth plans and related matters.</p> <p>A Growth Plan is to work in conjunction with other provincial legislation, plans, and regulations as well as planning documents of municipalities or management documents of other agencies, such as conservation authorities.</p> <p>Land use within the area covered by a Growth Plan would continue to be governed by the <i>Planning Act</i> and Ontario's existing planning system, subject to the proposed conformity requirements and conflict provisions of the proposed</p>	<p>By Resolution 0217-2004, Mississauga previously commented that the Plan should be approved by either resolution or legislation.</p> <p>By Resolution 0217-2004, Mississauga previously commented that consideration should be given to establishing a Growth Plan Implementation Board, composed of elected officials from all levels of government.</p> <p>The board would:</p> <ul style="list-style-type: none"> • implement the policies of the Plan; • co-ordinate land use planning with the Plan; • provide strategic advice to the Provincial Government; and • address all aspects of growth, such as waste management and energy. <p>Section 6.2, Proposed <i>Places to Grow Act</i>, of the Draft Growth Plan is generally supported. When the proposed <i>Places to</i></p>	<p>43. That the City of Mississauga requests the Provincial Government consider establishing a Growth Plan Implementation Board which would:</p> <ul style="list-style-type: none"> • implement the policies of the Plan; • co-ordinate land use planning with the Plan; • provide strategic advice to the Provincial Government; and • address all aspects of growth, such as waste management and energy.

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p><i>Places to Grow Act.</i> The proposed Act would require that municipalities subject to a Growth Plan, amend their official plans to conform to the Growth Plan. The proposed Act would also require that decisions under the <i>Planning Act</i> or the <i>Condominium Act</i> or other acts as may be prescribed, conform to the Growth Plan. The proposed Act further provides that in the case of a conflict between a Growth Plan and an official plan, zoning by-laws, or the PPS, the Growth Plan would prevail.</p> <p>However, in the case of a conflict between directions in a Growth Plan and other provincial plans or policies on a matter relating to the natural environment or human health, the provincial plans or policies providing more protection to the natural environment or human health prevail. This provision would apply with respect to the PPS, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or other plans or policies as may be prescribed in the future.</p>	<p><i>Grow Act</i> is approved and SAGS for the GTA and Hamilton sub-area integrated into the Plan, Mississauga Plan may require a review to ensure consistency with the Plan and SAGS.</p>	
<p>6.4 <u>Plan Amendments</u> (Page 46)</p> <p>Only the Minister can initiate an amendment to the Growth Plan, which</p>	<p>By Resolution 0217-2004, Mississauga previously commented that there should be</p>	<p>44. That the City of Mississauga supports the legislative framework of the</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>includes SAGS, and review of the Growth Plan at least every 10 years.</p>	<p>a process for amending a Growth Plan. The potential to amend Mississauga Plan may be restricted if the Minister does not initiate an amendment to the Growth Plan.</p> <p>There should, however, be a process that would allow a request to the Minister to amend the Growth Plan.</p>	<p>proposed <i>Places to Grow Act</i> for amending the Growth Plan.</p> <p>45. That the City of Mississauga requests the process for amending the Growth Plan and SAGS clearly establish that municipalities may request the Provincial Government to amend the Plan and SAGS as circumstances warrant.</p>
<p>6.5 <u>Transition</u> (Page 46)</p> <p>The proposed <i>Places to Grow Act</i> will authorize the Minister to make regulations on how to deal with matters, proceedings, and applications that were commenced after the Growth Plan comes into effect.</p> <p>Municipal studies currently underway will be used as part of the development of SAGS .</p>	<p>Regulations to deal with transitional matters will provide administrative certainty in the processing of applications. Municipalities should be provided with an opportunity to comment on the draft regulations before they are approved.</p> <p>Mississauga and Regional staff have been involved in the review of background studies prepared by the City of Brampton as part of their review of expanding the urban boundary. To avoid duplication of effort, these studies should form an input to the development of sub- area growth strategies.</p>	<p>46. That the City of Mississauga request the Provincial Government to provide municipalities an opportunity to review and comment on draft regulations proposed pursuant to the proposed <i>Places to Grow Act</i>.</p> <p>47. That the City of Mississauga support the use of municipal studies currently underway as an input to the development of SAGS.</p>

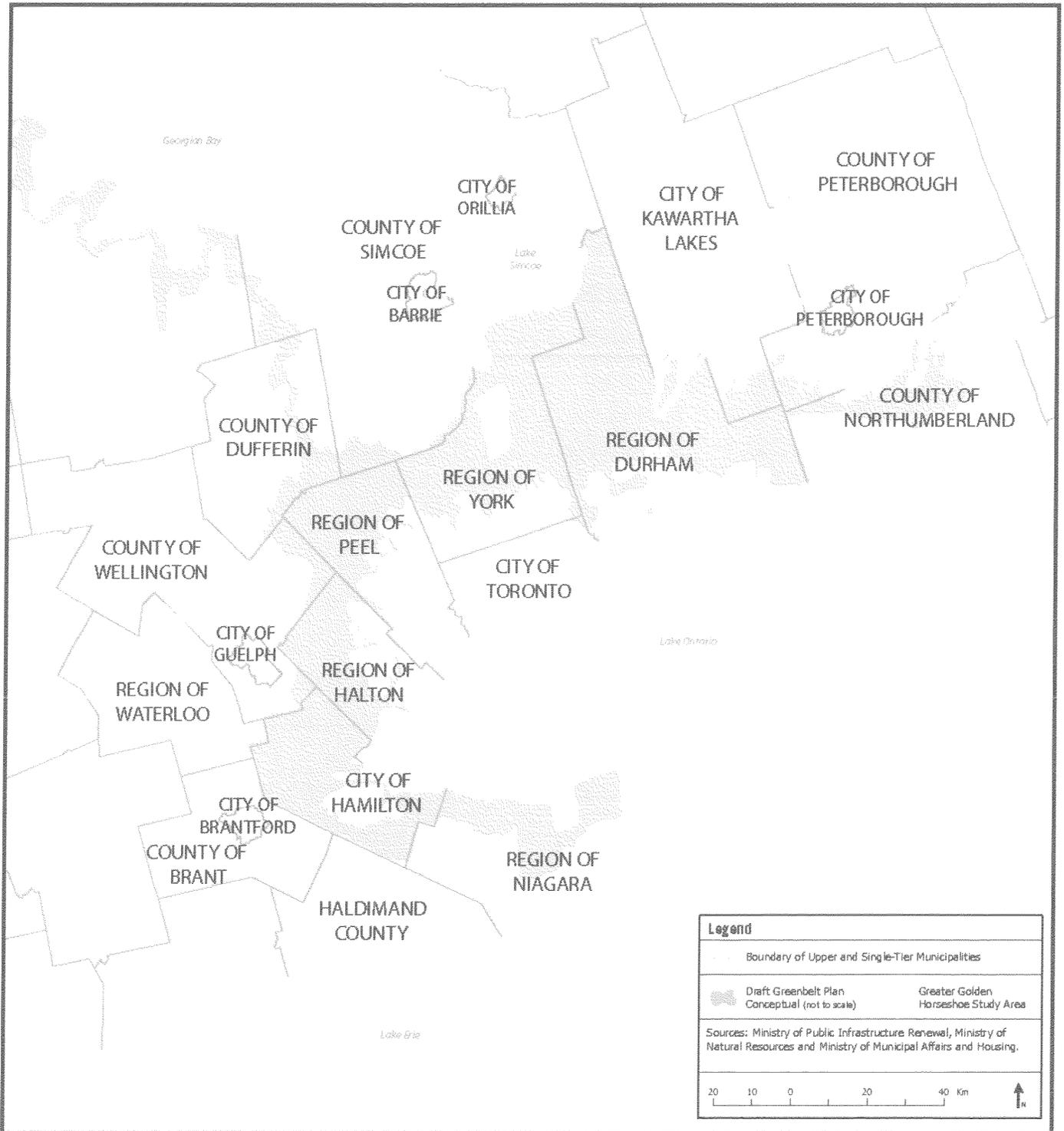
GROWTH PLAN	COMMENTS	RECOMMENDATION
	Further, Mississauga has initiated a study of intensification opportunities which should also be considered in the development of SAGS.	
<p>6.6 <u>Plan Review</u> (Page 47)</p> <p>The Provincial Government will be required to carry out a review of Growth Plans at least every 10 years in consultation with the municipalities and other stakeholders.</p>	<p>The presence of the term "<i>at least</i>" establishes that the Plan may be reviewed prior to the completion of 10-year period, if circumstances warrant. Since only the Minister can amend the Plan, it should be established that individual municipalities may request the Minister to amend the Plan or Strategies.</p>	
<p>6.7 <u>Implementation Tools</u> (Page 47)</p> <p>The implementation of the Growth Plan will require the "<i>application of appropriate regulatory and fiscal tools that promote intensification and redevelopment</i>".</p> <p>It cites, as example, the <i>Planning Act</i> reforms, PPS revisions and the Provincial Governments examination of other tools "<i>to provide infrastructure and leverage private investment to support compact development and intensification</i>".</p>	<p>The City of Mississauga has supported the initiatives of the Provincial Government referred to by this section of the Plan. Previously, by Resolution 0217- 2004, Mississauga recommended that "<i>provincial initiatives on the PPS, OMB Reform, Planning Reform and Greenbelt legislation be tied to the implementation of the Growth Plan</i>".</p>	<p>48. That the City of Mississauga requests the preparation and approval of any guidelines to implement the goals and policies of the Growth Plan should be carried out in consultation with lower-tier municipalities to avoid duplication.</p>

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<p>This section also acknowledges the role of municipalities through official plans, zoning by-laws, plans of subdivision and building permits will help in achieving the implementation of the Draft Growth Plan. The Plan also states: <i>"To assist municipalities and other agencies, the Province will develop guidelines to show how tools can be used to implement the goals and policies of the Growth Plan"</i>.</p>	<p>The development of any further initiatives and guidelines should be carried out in consultation with local municipalities to avoid duplication.</p>	
<p>6.8 <u>Monitoring/Performance Measures</u> (Page 47-48)</p> <p>The Plan states that:</p> <p>"1. The Province will develop a framework and a set of indicators to measure the implementation and achievement of the goals and targets of the Growth Plan.</p> <p>2. Municipalities will monitor the achievement of the targets set out in the Growth Plan for areas within their jurisdiction."</p>	<p>The development of a framework and indicators to measure the progress in achieving the goals and targets of the Growth Plan is supported provided lower-tier municipalities are consulted.</p> <p>Similarly, Mississauga supports municipalities monitoring the achievement of Growth Plan targets within their own jurisdiction. Again, the question of how <i>"municipalities"</i> is defined is the issue. Where appropriate, lower-tier municipalities should be responsible for carrying out monitoring within their</p>	<p>49. That the City of Mississauga supports the development of a framework and indicators to measure progress in achieving goals and targets of the Growth Plan in consultation with lower-tier municipalities.</p> <p>50. That the City of Mississauga be responsible for carrying out monitoring of targets set out in the Growth Plan for Mississauga.</p> <p>51. That the City of Mississauga requests the role of the Region of Peel for</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
	<p>jurisdiction. As commented upon in the previous submission, the role of upper-tier or regional municipalities, for monitoring purposes, should be confined to functions for which they are responsible, such as work management, water supply, sanitary services and non-profit housing. Upper-tier municipalities should be given authority to delegate other monitoring functions to local municipalities.</p>	<p>monitoring be confined to those functions such as waste management, water supply, sanitary services, regional roads and non-profit housing for which it is responsible.</p> <p>52. That the City of Mississauga requests the Provincial Government grant authority to Region of Peel to delegate monitoring functions to Mississauga.</p>
<p>7. <u>PROVINCIAL MULTI-YEAR INFRASTRUCTURE STRATEGY</u> (Pages 48–50)</p> <p>The Plan states that as a result of deteriorating infrastructure, such as roads and bridges, hospitals, schools and arenas and lack of investment in information technology, long term strategic planning is necessary. The planning would <i>"accommodate population growth and economic expansion"</i> as well as protecting green spaces, the environment and agricultural lands.</p> <p>Therefore, the Plan is proposing a series of <i>"medium term plans followed by a 10-year infrastructure strategy"</i>. A centralized</p>	<p>As noted in this report and the previous submission, the City of Mississauga is concerned about the costs of infrastructure associated with intensification. Municipalities have not made the required investments because:</p> <ul style="list-style-type: none"> • the Federal and Provincial financial support has almost totally disappeared; • municipalities have access to one source/base; and • the Provincial Government has added continually more social and health program costs onto the property base. 	<p>53. That the City of Mississauga supports the concept of a multi-year infrastructure strategy subject to the appropriate consultation with lower-tier municipalities.</p> <p>54. That the City of Mississauga requests the Provincial Government proceed with an interim infrastructure plan for projects which are justified by existing needs, have received Environmental Assessment approval, and support designated UGC.</p>

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>infrastructure planning process would be established which would <i>"prioritize infrastructure investments"</i> and <i>"set out a comprehensive and systematic plan for delivery that will support growth plans"</i>.</p> <p>The Plan also states that:</p> <p><i>"SAGS will include a comprehensive infrastructure planning needs assessment that will set out requirements to support future population, household and employment growth in intensification areas."</i></p> <p>Details on transportation infrastructure requirements, transportation demand management, linkages/supporting intensification corridors, and phasing to service forecasted growth in Mississauga are all to be developed as part of the GTA-Hamilton SAGS. The Draft Growth Plan does identify an UGC in Mississauga, which is to serve as a regional transit hub with well developed transit infrastructure. The existing highway and GO rail network are included in the Draft Growth Plan as is the Mississauga segment of the GO BRT proposal, which is shown as a higher-order transit corridor.</p>	<p>Generally, however, infrastructure plans at both the Growth Plan level and SAGS that will provide long term predictable, sustainable funding are welcome and supported, subject to the appropriate consultation with local municipalities.</p> <p>The Province should be requested to proceed with an interim infrastructure investment plan where planning and development of corridors which support the general intent of the Growth Plan would continue to be developed in a parallel fashion while the SAGS are being prepared. This interim plan would focus on those projects that support the Growth Plan, are justified by existing needs, have an Environmental Assessment approval and support designated UGCs. Given that Mississauga has jurisdiction over municipal transit services and has the majority of major road facilities within the City, it is critical that Mississauga be represented during the formulation of the SAGS.</p>	

GROWTH PLAN	COMMENTS	RECOMMENDATION
<p>8. <u>ROLE OF THE CITIZEN</u> (Pages 50–51)</p> <p>This section proposes ways of involving the public in the processing and approval of the Growth Plan.</p>	<p>City of Mississauga supports the public participation policies of the Growth Plan. As with previous public participation programs associated with Provincial Government planning initiatives, Mississauga will lend whatever assistance to Provincial Government requests.</p>	<p>55. That the City of Mississauga supports the public participation policies of the Plan.</p>



PLACES TO GROW

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SCHEDULE 1

Context: Study Area for the Greater Golden Horseshoe Growth Plan

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**SCHEDULE 8
Proposed Sub-area Concept**

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