

Burlington Resident #1

Sept 5/2008:

just to set the following agenda. I am totally against regional government. I have been from the beginning. it strikes me that the Regional concept is simply a shell game to pick the pockets of local taxpayers. Why should I pay for the infrastructure needs of Milton etc? However I will agree that the concept itself is a politicians dream.

Most of the functions run by Halton would be better served by the local municipality. At least ,expenditures would have closer scrutiny and be closer to the taxpayer.

In the interim I have some questions

How dumb are local taxpayers that they must be reminded to take out their garbage, 3 or 4 times a week in the local newspaper?

Who is paying for the ads?

Why is the Region in the education business [see seminars for small business?

I thought Education was a Provincial responsibility?

Than there is changes to Tremaine road, six lanes for highway 5, just how do these changes affect local taxpayers now.

If such changes are required over the next 25 years let future taxpayers pony up. We all know the costs for these projects will double/triple over those years because of changes. it strikes me that the Region has access to far too much cash and is looking for ways to spend .Sustainable Halton is a crock.

However, Halton politicians will claim their hands are tied by the Provinces "Freedom from democracy Plan. If the various Regions stood up to provincial planners, they would have to find other alternatives to the planned creation of rats mazes all over the Golden Horseshoe.

Sept 8/2008:

I would like to open by thanking Ms. Fulford for her politeness and assistance at the Burlington meeting. While I understand that you and your team are planners not politicians, I must vent my frustrations on you When regional govt was introduced, it was ballyhooed as an extension of democracy . I find this sustainable halton exercise a complete waste of time and taxpayer money and a total abrogation of free speech and democratic control.

Monies are being designated for infrastructure projects that are not required by the present taxpayer base and will have to be changed{ read more money} over the planned 30 years in redevelopment charges. the Province is calling the tune and the Region is going along for the ride.

Where is the leadership, democratic process in all of this? If the province is with holding money for this charade than I suggest that the region withhold any development until they do.

I apologize for my rant ,but you asked fir my input.

Sept 10/2008:

I understand your position re the sustainable project since your roles are strictly implemental. your inputs to this particular project may be valid or not. Since your people cannot validate the purpose or validity of projects like this, my input on the quality of the plan {or that of any taxpayer} is redundant since they had little or no involvement with the provincial plan. Hence the political process has trumped the democratic process.  
thanks

Campbellville Resident #1

September 24<sup>th</sup>, 2008

The Region of Halton  
1151 Bronte Road  
Oakville, Ontario  
L6M 3L1

Att: Sustainable Halton Growth Management Team

Re: Public Input Regarding Growth Options

I am a resident and property owner in the Village of Campbellville. I also am a partner in a land development company. I attended two of the Region's public open houses at which five Growth Concepts were presented for our review and comment. I understand that the purpose of the meeting was to obtain the opinion of residents and stakeholders in an attempt to provide for a stronger community by providing direction in the Official Plan to determine in advance how and where a great number of people and jobs will be accommodated in our community by the year 2031.

In principle I agree with the overall rationale of designating new land for growth adjacent to the communities of Georgetown, Milton and the Highway 401 employment corridor. It is essential that the majority of future growth be accommodated through intensification of these communities and it makes perfect sense that urban sprawl be curtailed and that the core urban areas grow in a manner sensitive to the cost of provision of existing and planned service infrastructure. In that regard, the five growth concepts each present significant merit, and overall represent a growth vision for Halton Region that appears to be in keeping with sound principles of urban planning and development because it supports core businesses and communities.

My chief concern related to Sustainable Halton however, is the lack of consideration for our existing Hamlets in Halton Region including my community of Campbellville. The Growth Concepts presented to date do not appear to offer any consideration for modest and reasonable growth in Campbellville or other hamlets, which would secure their future sustainability and advance them toward the concept of a complete community. It is imperative that Sustainable Halton make policy consideration to protect the needs of the hamlets thereby taking a more balanced approach to growth. The community of Campbellville for example, is more than simply a cluster of homes. It is also a community that provides local commerce and amenities to its residents and has done so throughout its long-standing history. Campbellville and its business community would benefit greatly from modest growth and Sustainable Halton presently fails to address this. In a land development era of large scale and "big box" styled growth, it is small business owners and communities such as Campbellville that become victims of this trend. Businesses need the support of population to be

RECEIVED

OCT - 2 2008

HALTON REGION  
PLANNING AND  
PUBLIC WORKS DEPT.

sustainable or we risk seeing our village decay as residents of Campbellville are forced to travel into Milton for our daily needs. Our community needs to grow in order to remain sustainable or we will truly decay into the definition of sprawl that the Region is fighting to contain within core areas.

Strategically, I would suggest that it is wise for the Region to introduce policy that would enable some growth in other communities outside of the present study area. In doing so, if real growth outpaces expected growth there would be alternative development locations available to deal with surplus demand.

As a land owner within Campbellville, I implore the Region to consider the future of this community in its growth plans. Through the Sustainable Halton initiative, I would ask that this hamlet be identified for some limited new growth. I make this request recognizing that this community should not be targeted for excessive development opportunities or expansion. Rather, the rationale behind this request is based on the desire to ensure that enough new growth is able to occur in an orderly and reasonable way to guarantee the long-term viability of the established community and its existing businesses.

Limited growth in Campbellville and other hamlets should not be viewed as a means to increase our community's prominence within the Region, or as an opportunity to alter its traditional role or status within the Region. Rather, it should be viewed as an opportunity to ensure that as the rest of the Region benefits from new growth opportunity, hamlets like historically significant Campbellville are afforded an opportunity to sustain themselves.

Campbellville requires more residents in the community to support its struggling commercial core. The unique character of the area depends on the village commercial core to be viable, and the ability to establish some additional residents over the course of the planning period ending in 2031 should be considered reasonable. A limited amount of new growth would not impact the Region's goal of establishing the vast majority of future development within, and adjacent to the communities of Georgetown, Milton and the Highway 401 employment corridor. An addition of perhaps a few hundred new residents is a relatively small amount of growth and would result in an enormous benefit to the Hamlet of Campbellville without any impact to the Region's allocation plans for the hundreds of thousands of expected new residents to the urban areas of Milton and Georgetown.

I own a parcel of land immediately adjacent to the present western urban boundary of Campbellville. This property is located between existing residential homes adjacent to the east of it, and an employment park adjacent to my property's west boundary. My property abuts Reid Sideroad to the north, Twiss Road to the west, Campbellville Road to the south and the urban boundary to the east. My property is an unremediated gravel extraction pit and is agriculturally fallow. My property is located outside of the Niagara Escarpment Protection

Area and would benefit greatly from remediation (as is required by the Provincial Policy Statement). Remediation will be achieved with meaningful residential development and cannot realistically be achieved otherwise. As my land is located adjacent to the urban boundary of Campbellville, the rationale to permit development on this property is comparable to the rationale for developing the properties identified by the five Growth Concepts due to their immediate proximity to Georgetown or Milton: "to avoid conflict with agricultural, extractive industrial and natural environmental areas" by controlling urban sprawl. As my property is an infill parcel with no agricultural, aggregate or environmental value, policies allowing the potential for redevelopment is sensible. The only difference is that sustainable core development is predicated on the availability of full municipal services whereas the entire Hamlet is on private services. Sustainable development in our Hamlet communities depend on a balanced approach that considers modest growth on private services to support our existing village commercial core.

The result of Sustainable Halton will be a growth management document that will be used to provide the basis for amendments to the current Official Plan, and to help formulate policies for future versions of Halton Region's Official Plan. It is critical in my view that this process considers the growth needs of hamlets within our Region. Policies enabling a small amount of growth in hamlets including Campbellville will not compromise the present growth concepts of Sustainable Halton. **Acknowledging through the Sustainable Halton process that limited growth within Campbellville and similar hamlets would be appropriate to ensure future viability, is perhaps all that is required.** This acknowledgement could then provide the basis for the Town to consider a rounding out of the Campbellville settlement boundary to include infill properties such as mine when the Regional and local Official Plans are amended this coming spring to comply with Provincial Plans.

I understand that the process of rounding my property into the hamlet is possible when the Official Plans are brought into conformance with the Provincial Plans this coming spring. I am advised that the Greenbelt Plan enables this rounding exercise to occur through a one time only window at the time of municipal conformity as outlined in policy 3.4.3.2.

Our Hamlet of Campbellville deserves an opportunity to sustain itself in the coming years. In order to do so, some growth in the Hamlet is needed so that it can remain relevant, and local businesses can continue to be viable amidst intense development throughout other parts of the Region. With Sustainable Halton and the upcoming amendments to the Official Plans in the spring, the Region can protect Campbellville by introducing policy that will provide an opportunity to include infill properties such as my land in the settlement boundary for growth. This policy if applied will benefit Hamlets by providing the basis to round out settlement boundaries during the one time exercise that is to occur in conjunction with this process. Our Hamlets deserve an opportunity to remain

vibrant and relevant by providing for growth if justified because they are sufficiently remote from the urban core and essentially self sufficient.

At this time I would ask that the Region of Halton take into consideration the future of Campbellville (and other Hamlets in Halton Region) by introducing a policy enabling Councils to consider the rounding of hamlet settlement boundaries if required to secure the future of these proud communities.

I am aware that both the Town of Millton and the Town of Halton Hills have provided individual submissions to Sustainable Halton expressing various concerns with the proposed growth options and the supporting policy framework. As such I have provided a copy of my letter to each of those municipalities so that they are aware of my concerns and my recommendation to improve the Growth Management Strategy.

In closing, I would be pleased to meet with representatives of Sustainable Halton separately or collectively with other interested stakeholders to further discuss all issues of concern related to the present Growth Concepts. I look forward to hearing from you to discuss my concerns and participating further toward working out a strategy that will be a benefit to all.

CAMPBELLVILLE RESIDENT #1

September 26<sup>th</sup>, 2008

The Region of Halton  
1151 Bronte Road  
Oakville, Ontario  
L6M 3L1

Att: Sustainable Halton Growth Management Team

Re: Public Input Regarding Growth Options

---

I am a resident of Campbellville, a landowner in the Town of Halton Hills and a land developer. I attended two of the Region's public open houses at which five Growth Concepts were presented for public review and comment. I understand that the purpose of the meeting is to obtain the input of residents and stakeholders prior to finalizing the five Growth Concepts. I understand that our input may assist our staff and politicians in a decision making process that may result in a decision to choose one of the presented concepts, a modified version or even a new concept that considers aspects out of each of the five proposals. I am concerned my input is well received as this process will result in the preparation of development policies in our Official Plan documents that will shape how and where a great number of people and jobs will be accommodated in our Region by the year 2031.

Upon review of the Growth Concepts, I believe that a balanced approach to growth holds the most merit. In that regard, both Milton and Georgetown should receive the majority of the mixed land use growth expected for the Region, and employment uses should be focused around the Highway 401 corridor. I also believe that opportunities should exist for moderate growth to occur in some of the hamlets throughout the Region to ensure they can look toward the prospect of remaining vibrant sustainable communities in the future.

In regard to employment lands, I feel as though Sustainable Halton is correct in allocating the majority of these uses along the Highway 401 corridor. My concern in relation to the Growth Concepts however, is that if a balanced approach to residential development takes place (which I agree with) then the Region must also ensure that the Town of Halton Hills receives its fair share of employment lands. The present Growth Concepts in my view do not contain adequate provision for this, and I believe that a reallocation or even more employment lands must be allocated to the Town of Halton Hills.

I am concerned that some of the concepts try to shoe horn industrial land in a ribbon between 4<sup>th</sup> Line and 3<sup>rd</sup> Line whereas the priority development area is more obviously along Highway 25. The Highway 25 corridor should be priority employment lands because the amenities are already there. There are existing interchanges off the Highway and existing industrial development on adjacent

lands in Milton all strong amenities to be built upon. **I strongly believe that development of the Highway 25 corridor is a natural progression of employment uses that will result in an efficient use of infrastructure which makes this option sustainable.** Moreover, if development occurs in the immediate future, there could be an opportunity for developers to connect to municipal services rather than continue on private systems which is environmentally responsible (Mansewood area). At the very least, the employment lands shown in concepts 3a and 3b should begin at Highway 25 and move east to 3<sup>rd</sup> Line.

It should be noted that the Highway 25/ Mansewood area is ideally located in close proximity to the Highway 401 corridor, which we were told is the primary reason why the majority of all new employment lands are being located where they are by Sustainable Halton. These lands also have direct access to Regional Road 25 and to CN rail which is an important criterion for many employment businesses. **Clearly, considering the strong transportation links in the Highway 25 area of Halton Hills (Hwy 401 and CNR), developing this area first will improve and complete the employment land potential of the Manswood area which is in danger of becoming otherwise isolated and underutilized.**

It is critical that Halton Hills secure adequate employment lands until 2031, but in addition the needs of the Region and Town can be secured beyond this planning horizon as well. Unlike many other uses that are commercial and residential in nature, employment uses are all very unique and often require geographic needs very specific to their individual industry. It would be prudent for the Region to secure a generous resource of employment lands through the Sustainable Halton initiative in order for the Region and each of its municipalities to remain competitive until 2031 and beyond. By designating "just enough" employment lands the Region may find it does not actually provide enough options to adequately address the unique needs of industry.

**Designating lands for employment uses protects the future interest of the Region by safe-guarding properties from the pressure of non-employment uses in the future.** The Provincial Policy Statement and Places to Grow initiatives send a clear message that employment lands are to be protected and maintained for future employment uses. In order for a municipality to utilize the strength of these provincial initiatives it must have lands that are designated for employment uses. The Region has the opportunity to establish a strong supply of employment lands through the Sustainable Halton initiative, and subsequent Official Plan amendments to follow. If this opportunity is taken now, the Region and its municipalities will not find itself in a situation that many municipalities have in which non-employment uses dominate development, and municipalities struggle to uphold a sustainable ratio of land uses.



For these reasons I strongly support the Sustainable Halton growth team to secure more employment lands in Halton Hills, and especially to utilize the strong locational aspects of the Highway 25/ Mansewood area to help achieve this. I would be pleased to meet with representatives of Sustainable Halton separately or collectively with other interested stakeholders to further discuss all issues of concern related to the present Growth Concepts. I look forward to hearing from you to discuss my concerns and participating further toward working out a strategy that will be a benefit to all.



Cynthia Clark for Campbellville Resident #2

Planners:

I represent a resident of Campbellville. I have reviewed your proposals on behalf of my client and as part of the Sustainable Halton process. I would like to inform you of my thoughts on the proposals as presented.

I noticed that none of the study area referenced the hamlet of Campbellville. No doubt you must be aware of the challenges currently faced by the commercial proprietors there. Many have marginal sales and there seems to be a high turnover of businesses. This is quite frustrating to the residents, as any sustainable community requires a balance between employment and residential. Obviously this is not currently the case.

On behalf of my client I would urge the Region and Town to consider as part of this process, the expansion of the Hamlet of Campbellville with respect to an increase in lands used for residential purposes. It is also my understanding that Campbellville is not alone in this situation but other Hamlets have similar circumstances.

My second observation is that there does not appear to be enough land proposed for employment purposes within the study area, in any of the schemes presented. If one just looks at the low occupancy warehouse type uses currently in operation along the 401 corridor, the proposed capacity of lands would be greatly reduced from what it is forecasted to accommodate. I would highly recommend that the amount of land designated for employment use be increased. There is a pocket of land in the Mansewood area that would be a suitable area for this and to my understanding is of little agricultural value.



Georgetown Resident #1

Re. Places to Grow.

Gentlemen,

Having lived in Esquesing, Georgetown, and Halton Hills, in Halton County, for the last 47 years with my quality of life deteriorating for at least the last 20 we feel compelled to comment on the places to grow plans.

To be ordered to accept 20,000 to 60,000 and ultimately 110,000 people into the communities of Milton and Halton Hills is absolutely ludicrous. The local roads and main arteries are at capacity now, how can we possibly entertain the thought of putting another 20,000 to 40,000 more vehicles on these routes? Even if you could guarantee half of this increase would use public transit, it is still unworkable with the current infrastructure.

In Halton Hills, we are considering taking some of the best farmland in the county out of production for the sake of growth. How terribly stupid of us!

Is there any possibility of curtailing this unbridled growth, and greed?

We must stop importing people to this country, or at very least to this area, and grow at a slower and more controlled pace.

We must increase the capacity of the roads and infrastructure BEFORE we consider any increase to our current population.

We do believe our local mayor and councilors are doing their very best to work within this imposed framework and we would look forward to a reply from all, but particularly the MP's about this immigration free for all, with our current employment problems, and the MPP's as to why all this growth must take place in Halton or indeed the Golden horseshoe at all.



## Georgetown Resident #2

I am writing to let you know that I fully support Concept 1 – Milton Centred Plan - which emphasizes development of the 401 corridor in the TOHH and the Town of Milton. This plan will preserve some of the best farmland in the country, will reduce urban sprawl and limit the amount of pollution and smog in the air.

I moved to Halton Hills because I wanted to live and raise my family in a small town (Georgetown). I don't want Halton Region to have the urban sprawl of Mississauga and Brampton. If we pave over all the good farmland in the country, how will we support ourselves in a sustainable manner in the future? Let's make a responsible choice of focusing high density growth in the areas close to the 401 to help reduce our social and environmental footprint on this Earth.





### Georgetown Resident #3

I wish to comment briefly on the Sustainable Halton Plan in the context of growth in Halton Hills.

I am unclear why all the options for residential growth in Halton Hills are associated with the same, fixed amount of commercial/industrial growth (11,000 jobs on 340 ha). The Town of Halton Hills is currently deficient in terms of industrial base (relative to current residential base) and will need this type of growth before any additional residential development is approved. Thereafter, residential growth should be permitted only at a rate commensurate with industrial growth. No plan should be approved that would allow for residential growth to continue to outpace commercial development.

Furthermore, the plan does not appear to consider recreational infrastructure needs within Halton Hills. Having school-age children involved in various extracurricular activities, it has become obvious that Halton Hills is under serviced with respect to recreational facilities. For example, hockey families are having to travel to neighbouring towns (Hillsburgh, Milton) to obtain practise ice time, the GDHS indoor pool deck and lobby areas are inadequately sized and configured for hosting swim meets and neither does the shallow depth of the Gellert pool allow for hosting swim meets, there are no 3-m springboard or platform diving facilities in Halton Hills, and baseball/softball and soccer teams appear to be competing for limited field space. At a time when everyone recognizes that youth should be encouraged to be more physically active, we cannot have such limitations to access of facilities and programs.

Consistent with the above, I would not be in favour of any further residential growth in Halton Hills until commercial development and recreational infrastructure catch up with the existing residential base. If this can be done and future growth is unavoidable, Option 2B seems most sensible in terms of the ultimate residential/commercial balance and keeping the community geographically centred near its current position. I fear that the other-growth options which involve development of lands further to the south will shift consumer pressure to the south of town at the expense of the downtown core and businesses along the north end of Guelph Street.



**SUSTAINABLE HALTON GROWTH PLAN  
COMMENTS SEPTEMBER 30, 2008**

**To: Anita Fabac  
Acting Manager Long Range Planning  
Halton Region**

**It is a sad fact that Halton Region has so far squandered the opportunity to develop an Overarching Sustainability Plan as has been done in places like the Region of Halifax and Vancouver. Many continue to hope that this type of framework will still be adopted into the planning regime to bring us into the 21<sup>st</sup> Century.**

**The Five Growth Options are premature. Decisions are being made in the absence of critical data.**

**TOPICS OF CONCERN:**

**1) POPULATION NUMBERS**

Other municipalities such as Guelph and Caledon have questioned the numbers being sent their way. Just as Halton Region questions the financing of growth through their Fairness Campaign, we should continue to be on record as questioning the population numbers based on the Environmental Commissioner's Annual Report.

The Environmental Commissioner produced a report that speaks to this issue. Gord Miller, in his Fall 2007 report page 18 states: "*Our analysis shows that sustainability must become the key overriding principle in guiding efforts to accommodate the human population increases projected for Southern Ontario.*" (Underlining added.)

And further on page 20 the report speaks about carrying capacity:

*"Failure to consider basic questions of 'Where to grow?' and 'How much to grow?' is the fundamental problem with many provincial planning initiatives in Southern Ontario. Provincial planning efforts do not employ an ecosystem sustainability perspective to evaluate which communities have the carrying capacity available to accommodate population increases. ..."* (Underlining added.)

A carrying capacity study would give Halton Region the data to question the population numbers. Are we trying to put 300 people in the boat, only to discover that the boat has a capacity of 100?

## **2) UNREALISTIC DEADLINE:**

The artificial deadline from the province of June 2009 is leading to bad planning. OPTIONS ARE BEING DEVELOPED WHEN INFORMATION FROM IMPORTANT STUDIES IS NOT AVAILABLE. i.e. (Carrying capacity, Intensification (from the Town of Halton Hills), Land Evaluation and Area Review (LEAR) to assist in delineating Halton's prime agricultural area.) Why pay for studies and ignore the data?

**TO ADDRESS THE DEADLINE:** I was told some time ago by Ho Wong, that the June 2009 deadline could be pushed out 6 months. **Recommendation: Push out the deadline so that we can benefit from the studies needed.**

**TO ADDRESS THE IMPACTS ON AIR QUALITY, ETC:** In February 2007 Dr. Nosal, our Regional Medical Officer of Health, put forward a document on Air Quality in Halton. The costs to human health are huge, as are the dollar figures to deal with the health effects

Apparently, Oakville Council passed a motion requesting:

*"THAT a cumulative environmental analysis, a cumulative air quality impact analysis and a traffic congestion impact analysis of the Refined Options be completed by the Region before any decision is made by Regional Council on the Refined Options."*

This is a prudent approach and only reasonable considering that we are planning out to 2031. Let's get it right!

## **3) AGRICULTURAL LAND:**

Agricultural land must be saved. I am sure that if we were to do a carrying capacity study that we would not have enough land to feed this expanded population. With the cost of fuel rising it will not be economic, much less a wise thing to be transporting our food from a great distance with climate change a major issue.

This also does not begin to address feeding the population of Toronto.

Greenhouses heated by geothermal energy and other innovations would allow us to grow right through the winter.

## **MAKE HALTON HILLS A MODEL OF WATER EFFICIENCY:**

Once the outstanding data gaps have been dealt with, the option for Halton Hills should use water as a defining constraint. Practice intensive water conservation and allow only the development that can be accommodated by groundwater.

Page 3 comments on Sustainable Halton Growth Plan

Some principles:

- The Intensification Target for urban is a **minimum of 40%**. We should aim to exceed that. Second and third storeys can be added to one storey stores and restaurants.
- Intensification must come before greenfields development. How do we know how much land to add to the urban boundary when we haven't explored intensification FIRST.
- Employment lands must be developed first.
- Public transit must be in place before new housing is on the market.
- Four storey condos and/or apartments should be given priority.



Georgetown Resident #5

Hi Sustainable Halton,

As a resident of Georgetown, and a small business owner here, I'd like to put in my "vote" for Option 2B.

I prefer this option because:

- it allows a reasonable level of growth that will permit the community to develop without becoming overwhelmed
- it focuses the growth closer to the downtown core of Georgetown.

I'm concerned that if we proceed with Option 2A it will see residents of Georgetown driving south to Milton and Mississauga for services and entertainment. By keeping the development in the north it will encourage and sustain small businesses in Georgetown and Acton and help to maintain the character of our community.

I would also like to comment that I'm concerned that none of the options offer more employment lands in Georgetown and Acton. While I'm supportive of our Industrial Corridor along the 401, the more that we can have people working in the communities in which we live, the better quality of life we will all share. I don't believe that the four themes endorsed by Council through PPW15-06 ... in particular "Foster Complete and Healthy Communities"... can be respected without actively encouraging employment close to home.

I have copied my Town Councillors on this email.  
Thank you for considering my views in this matter.





Halton Hills Resident #1

I'm very concern about this matter, we should get together and fight developers and politician from overgrowth (Halton Hills). Building so many townhouses in Georgetown (Halton Hills) created depressed housing prices. Builders only care is money. Please stop the overgrowth if this isn't stop now I can see my future living in a congested city with a lot of traffic Jams. Where are the nice single houses. most constructions are tiny townhouses. THAT IS ANOTHER REASON OF EXCESSIVE GROWTH.



Milton Resident #1

### **Comment on management of growth tough to swallow**

As a 22-year resident and taxpayer of Milton, it pained me to read the verbal diherria that emanated from the lips of our illustrious Town of Milton CAO, Mario Belvedere, at a recent town council meeting.

He stated that the Town is doing an "outstanding" job and that growth has been managed well overall. Not surprisingly, the statement was supported by his minions in the planning and engineering departments, who make me, ask -- outstanding compared to what?

The term outstanding is used to describe things that are exceptional, terrific, wonderful, stupendous, dazzling, marvellous, excellent, great or superior, not abysmal, myopic, unresolved, unsettled or incomplete.

Attempts to downplay the glaringly-visible deficiencies that plague Milton & Halton are disappointing to say the least, as statements suggesting there might be "hiccups" when it comes to things like the timing of road construction can only lead one to believe there have been and will continue to be numerous glitches, interruptions and setbacks. In my opinion, this has been characteristic of the progress of the roadwork and other infrastructure-related projects to date in Milton.

Now one may ask how the City of Mississauga was able to implement access roadways into and out of subdivisions -- equipped with proper turn lanes, fully-functioning street lights and pedestrian crossing systems -- prior to new subdivisions being completed?

Might it have something to do with the fact that the City of Mississauga actually controlled the manner and pace in which growth was implemented?

This logic seems to have evaded the grasp of the current director of engineering services, whose portfolio includes both transportation and community services plans for recreational facilities such as arenas.

In terms of roadways, commuters traveling east on Derry Road are now treated to a traffic backlog stretching all the way from Trafalgar Road down to Trudeau Drive.

Sixth Line south of Britannia Road is another source of commuter frustration, as drivers are greeted with an absence of turn lanes and traffic lights. Town Engineering Services Director Paul Cripps' reply to this is that "staff is mindful of the needs in rural Milton."

Okay, prove it. BRITANNIA ROAD IS NOT PLANNED FOR TWINNING UNTIL 2015!!!!

Meanwhile, Milton District Hospital is a mess that speaks to the collective inaction by the four levels of government within our area to ensure it's able to adequately service the health-care needs of Miltonians. It's abundantly clear that it isn't.

I'm thankful my children were born between 1988 and 1992 when the hospital was able to adequately manage the patient load, and the emergency room was treating emergencies.

What has the Town of Milton's executive and administration done in conjunction with the Region of Halton, provincial and federal levels of government to ensure the provincial minister of health, premier of Ontario and federal minister of health are aware of our hospital's needs? And what has the Town done to secure the requisite funding to resolve the hospital's need for expansion?



15 September 2008

TO: Director of Planning & Engineering Services

FROM:

SUBJECT: Sustainable Halton: Public Information meeting - 10 Sept. 2008, Oakville

I attended the above meeting, as a resident of Oakville, and am pleased to accept your invitation to submit my comments. I would be obliged if you would see that my submission is distributed to the appropriate staff. I submit these comments simply as a resident of Oakville, and not on behalf of any residents' or other special-interest group; further, I own no interests in developable land in the study area.

#### Meeting logistics

1. I was exceptionally disappointed by the total lack of any Regional Councillors from Oakville at this meeting; they didn't even bother to send regrets via the facilitator - all it would take is an E-mail or a phone call on those expensive Blackberries they all play with - by just one of them - or by their retinue of staff. One's immediate assumption is that they have already made up their minds, so that the public's input is really a consummate waste of time.
2. I was certainly impressed, as were others in the audience, that Gary Carr took the time to attend.
3. The facilities were appropriate for the meeting and very convenient; given the dinner hour conflict, the free coffee was appreciated.
4. The displays and workshop materials you provided were well-prepared, informative, easy to use and to understand - as far as they went (see below)
5. Your facilitator, Glen Pothier, is a consummate professional
6. Your consultant (USI) was ill-informed and not easy to work with: one had the distinct impression they were just there to "sell the plan", come what may - "just choose one of the options and then we can all go home".
7. Attendance was pathetic (~ 30), and even worse (~ 10) for the consultation portion of the meeting. I respectfully suggest that 6:15 pm is an inappropriate start for a meeting in a commuting community.
8. 33% of the "public" at out table were landowner/developers: I trust this fact will be noted in your final report, when you refer to "public consultation". (I noted an even higher proportion of developers and professional planners at the Sustainable Halton meeting I attended in Milton last winter).

#### The Sustainable Halton Plan

1. My option choice is #2B. I provide this opinion "without prejudice", in line with the facilitator's statement that we were commenting on the basis of "if we are going to/have to grow", not "when we grow". Put another way: please do not construe my opinion as condoning the amount of growth you propose.
2. It was my impression that your PowerPoint presentation gave the population growth as 53,000 persons between 2021 and 2031, and I asked at the meeting why the population growth would slow down to this extent. None of your staff or consultants at the meeting could explain what I suggested was a weird aberration in your planning numbers, which are the basis for the whole Sustainable Halton plan. I was only to learn later from Alana Fulford that I had mistakenly understood 53,000 persons for what actually read 53,000 [housing] units in the PowerPoint presentation.

3. So population growth actually jumps ~ 20% in 2021, while employment numbers drop 33% in the same period. It would be helpful and appreciated if you could provide the demographic logic that supports these changes in population and employment.
4. Andrea ----- tried to tell us that development is completely prohibited in the Greenbelt areas of Halton. When I politely pointed out that the Greenbelt legislation actually does permit certain infrastructure and other alterations to take place in the Greenbelt area, she insisted that I was mistaken - until one of your staff quietly suggested that indeed infrastructure is permitted. Subsequent to the meeting, I went on the Greenbelt website to remind myself, and found that not only are major infrastructure installations permitted, but also "**major recreational uses**" and **aggregate (quarry) developments**. Subsequent to the meeting, Alana Fulford kindly confirmed that electrical generating stations are also permitted within the Greenbelt. So let's be fair with the public and give them honest information, please.
5. Likewise Warren ----- tried to tell us that the southwest corner of Milton would be maintained as a secondary agriculture belt! The area he was indicating already includes the Rattlesnake Golf Course, the Regional landfill, and will shortly include one of the largest Intermodal operations known to CNR or man! Why try to hide this from the public? You may be able to plant a few potato patches around the edges of the golf course and the landfill, but as soon as the Intermodal arrives with all its concomitant warehouse operations and enormously increased traffic patterns, any kind of practical farming will be totally impossible.
6. No one explained what "mixed use residential" neighbourhoods consist of. I happen to know because I attended all of the North Oakville planning meetings, but it's not fair to ask the general public where to locate a "mixed use" neighbourhood if they don't know what it is or what it looks like.
7. Andrea ----- told us that the Region has commissioned and received no less than 22 background studies. I asked what key constraints or "stoppers" these reports might have identified for the Sustainable Halton Plan. Andrea's reply was "**none**". If that is true then it's my respectful opinion that the reports aren't worth the paper they're written on. I have to believe that these reports must have identified at least some negatives, and some constraints. Why not share those honestly and transparently with the public, and tell us how you plan to manage them?
8. Andrea told us that a study of the geology and soil types of Halton is "in the works". How sensible is it to start deciding on land use **before** you know the relative values of the land you're planning to use?? Shades of HUSP, the Trafalgar Moraine, and OPA 198!!! **Shouldn't the Region be learning from its past mistakes??**
9. It's my respectful opinion that your Sustainable Halton Plan consultation process is **exceedingly premature** and lacks any semblance of realism, for example:
  - a) You want to build jobs, but staff has just recommended - and Council bought - a plan to **bonus warehouses** with a 30% D.C. discount. How does that recommendation support your need for **increased employment density**??
  - b) You have no plan as to how to provide water service and sewage services to north Halton Hills
  - c) You have no strategy of how you will manage biosolids disposal - for the whole Region
  - d) You document a need to keep Hamilton Harbour healthy, but you have not addressed the need to keep Lake Ontario healthy - that's where we return our wastewater, and get our drinking water.
  - e) You provide no information on the transportation systems necessary to keep goods and people moving throughout the Region - we all know we've already got gridlock, so how will doubling the population improve that?

- f) You have made no provisions for the increased number of power generating stations that will be needed to service the Region. These need to be strategically and sympathetically located in relation to other land uses.
- g) You talk blithely of "livable communities" but give us no information on where and how we will get the schools, the hospitals and other social infrastructure requirements to make them "livable".

Those are my comments, and I look forward to following the continuation of this process.





Public Commenter #1

Thank you for the opportunity to provide comments on the five concepts presented for the Halton's Growth Management Plan, Sustainable Halton. My comments are focused on three areas: 1) *developing a Sustainability Strategy*, 2) *growing our Greenbelt*, and 3) *incorporating results of important studies* into the development of the final concept. All of these points are aimed at helping achieve Halton's Planning Vision as defined in its Official Plan.

### **Introduction: Halton's Planning Vision**

"...to preserve for this and future generations a landscape that is rich, diverse, balanced and sustainable, and a society that is economically strong, equitable and caring" (Regional Official Plan).

- What does this Vision look like on a map?
- How does staff and Council define and delineate what a 'rich, diverse, balanced and sustainable' landscape looks like and will look like for future generations?
- How does a society look that is 'economically strong, equitable and caring'?

In my opinion, looking to 2031 is not a long enough time horizon. We need to look 50 years, 100 years down the road. How do we envision Halton looking then? Is there an urban separator between Milton and Oakville? Is Georgetown a town or a city? Do we see farmland in Halton's future with a vibrant and strong agricultural community? Or has all the prime agricultural land been redesignated to be within the urban boundary, slated for development (or has it all disappeared in 50 or 100 years)?

How do we want Halton's ultimate land use map to look? When all is said and done, will we have achieved and preserved a rich, diverse, balanced and sustainable landscape? Will we have established an economically strong, equitable, and caring society?

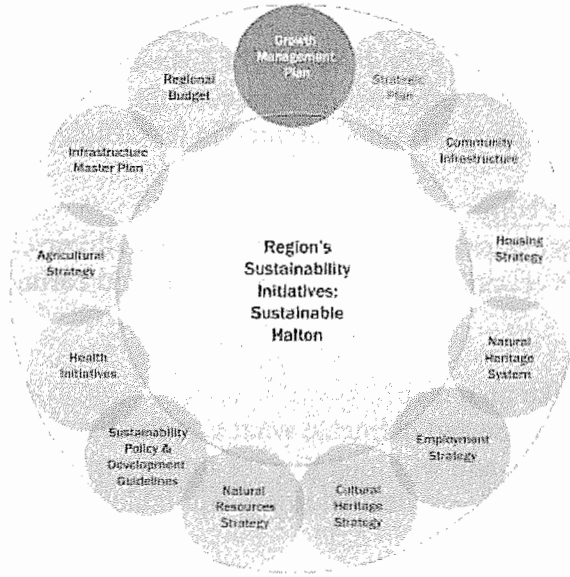
In devising the current Growth Management Plan, Sustainable Halton, these are the questions staff and Council should be answering and acting upon proactively. To simply focus on a Growth Management Plan to 2031 without looking at the bigger picture defeats the purpose of this Vision statement.

This is my proposal: regardless of which of the five concepts or if a new concept is recommended for Halton's growth to 2031, the Region needs to take steps *now* to ensure that the Vision (as stated above) becomes reality. If we are to accept growth to 2031, what does the Region need to be doing *now* to ensure that we move closer to our Vision? Here are my suggestions:

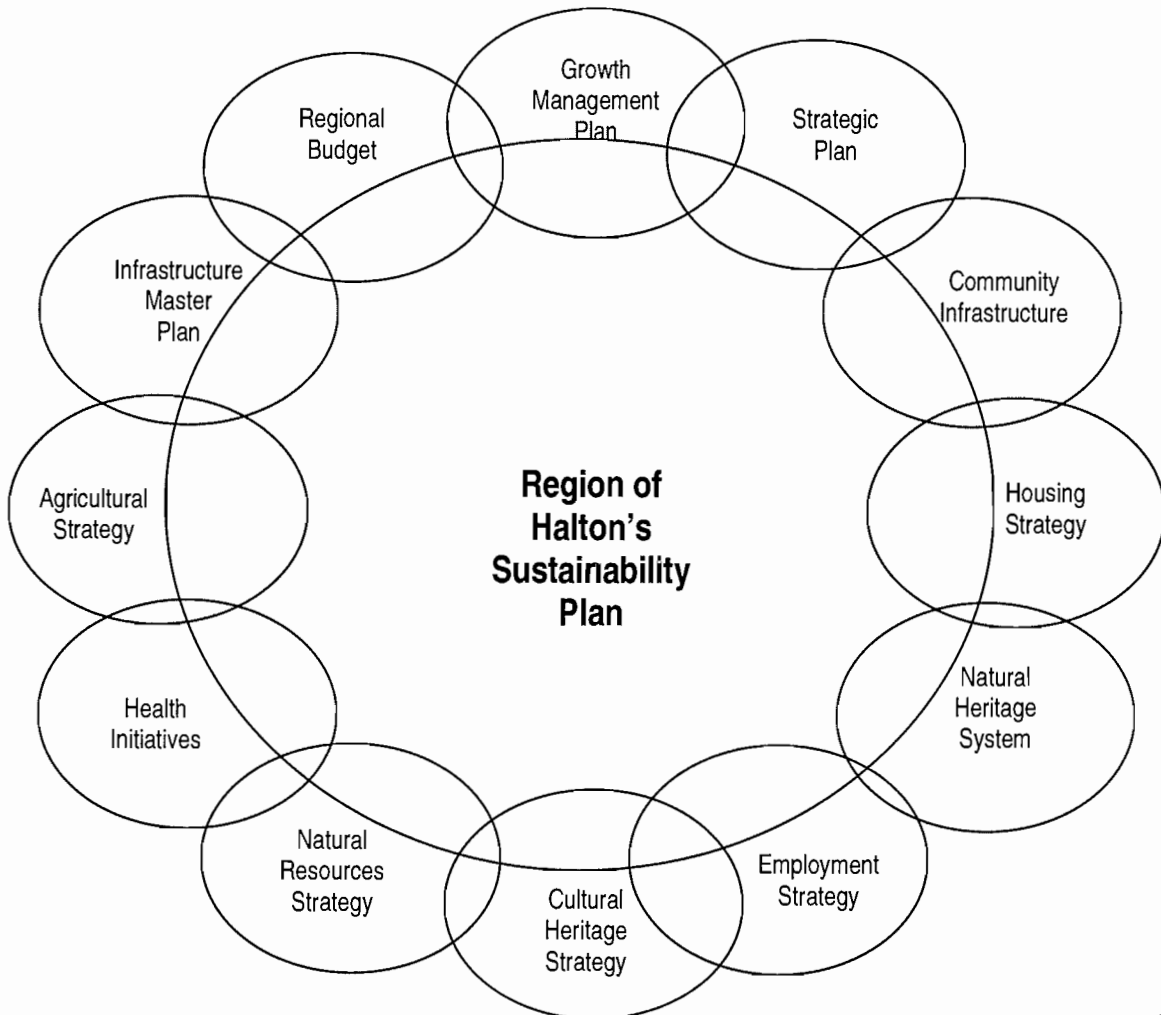
#### **1) Develop a Sustainability Strategy for the Region.**

As is clear in the Places to Grow documents published by the province, this Regional undertaking, Sustainable Halton (SH), is a growth management plan. A sustainability strategy is so much more and different than what the Region is currently undertaking. As is clear in the following diagram taken from other SH documents and presentations, a sustainability strategy is identified here as *one* of the Region's endeavours but a true sustainability strategy is more all-encompassing and far-reaching than what is currently illustrated. A true sustainability strategy would be developed and then infused throughout the Region's activities and integrated into its policies and standard operating procedures. It is really a change in the way of doing business and a change in its decision-making protocols.

Instead of this:



It would like something like this (see below) where the Sustainability Policy & Development Guidelines circle (located as a small circle in the above diagram) is transformed into the central circle (as seen below). All the other plans and strategies and programmes in the small circles are then developed and implemented using the sustainability framework established in the over-arching Sustainability Plan.



I am pleased that the Region has hired a Senior Policy Analyst on Sustainability to coordinate the Region's sustainability efforts as a first step in this process.

## 2) Grow the Greenbelt

Important findings and recommendations are presented in the Agricultural Countryside Vision background study (Planscape, May 2007). Even though the land in the Prime Study Area is virtually all Class 1 prime agricultural land, the five concepts propose growth in these areas. I assert that if we are to accept growth and lose *some* of Halton's prime agricultural land, steps should be taken *now* to preserve in perpetuity the strong agricultural community that currently exists in Halton below the Escarpment. By doing so, the Region will be a step closer to achieving its objective of *landform permanence*, "... which has historically and will continue to be a fundamental responsibility and directive of Halton Regional Council" (PPW42-08, p.3). How can we do this? *Grow our greenbelt.*

In the provincial document "Growing the Greenbelt" (August 2008), clear guidelines are outlined to apply to the Greenbelt Council in the Ministry of Municipal Affairs and Housing to increase the size of the Greenbelt. Once in the Greenbelt, these lands can never be removed, thereby preserving our agricultural landscape for future generations. If indeed a rich, diverse, balanced and sustainable landscape is Halton's Vision, then certainly a viable agricultural community is part of that Vision. Steps should be taken *now* to preserve this important part of Halton's history, culture, economy and landscape.<sup>1</sup>

Precedents for preserving agricultural lands have already been set in other parts of North America. For example, British Columbia has established the Agricultural Land Reserve, into which the urban settlement area cannot go. Portland, Oregon has an Urban Growth Boundary, inside which all urban growth is contained. Halton Region can draw upon these examples to help realize its Vision for the future.

## 3) Complete important studies

Important studies were to be completed *before* a final concept is developed. These include the municipal Intensification Studies as well as the Regional Land Evaluation Area Review (LEAR) and the Carrying Capacity Study. The results of these studies are crucial in determining 1) how much growth can be accommodated through intensification, 2) how agricultural priorities and urban development requirements as defined in Places to Grow can be balanced, and 3) what the carrying capacity is for the Region and how that may affect how much growth Halton Region can sustain.

To date, most of these studies have not been completed and need to be *before* a final growth concept is developed. The Planning and Public Works Committee should ensure that these studies have been completed and incorporated into Staff's next report and recommendation of a final concept.

---

<sup>1</sup> Only 0.5% of all Canada is ranked Class 1 agricultural land and a good portion of that is in Halton Region below the Escarpment. These Halton lands have the fourth highest productivity in terms of sales per acre in all of Ontario (*Agricultural Countryside Vision, May 2007*).

#### 4) Five Concept Drawings

Concerns regarding the five concepts presented in the last round of public information sessions:

- I believe Halton Region should focus on intensification within current urban boundaries first rather than expanding its urban boundaries. Places to Grow (see 2.1, 2.2.2.1.a and b, and 2.2.3.6) and the Provincial Policy Statement (see 1.1.3.9.a and 2.3.1) can be interpreted as encouraging intensification *first* and *as much as possible* and expanding the urban boundary as a last resort. This is why getting the results of the municipal Intensification Studies and the Carrying Capacity Study is imperative before developing a final concept.
- Does Halton's long-term vision include two separate and distinct towns of Milton and Oakville or will they eventually blend together into one metropolis? If the former, the purple-shaded area south of Milton (in all Concept drawings) will need to be modified to ensure that a sufficiently sized urban separator (other than just Hwy 407) is preserved as permanent greenlands.
- The land set aside in the Halton Waste Management Site should reflect the reality of the present and future land uses in that area, namely the landfill site as well as the probable establishment of a CN intermodal site. If the idea is to map what Halton Region will look like in 2031, the CN lands will probably be built by then and the maps need to reflect this.
- If there is a CN node planned for south of Hwy 401, a buffer area of employment lands should be established between the CN rail lands and any proposed residential lands (as in Concepts #1, 2a and 2b).
- The intersection of Trafalgar Road and Britannia Road is right in the middle of the Protected Countryside portion of Halton's Greenbelt. I would not recommend intensifying the corridor in this area as a Potential Mixed Use Corridor (as in Concept #1) in order to adequately protect the Greenbelt and prevent encroachment into it.
- As discussed in Halton's technical studies on Transportation Infrastructure, Air Quality, Human Health and the Built Environment, and Climate Change, improving our public transit system is a key component to improving Halton's poor air quality. Any concept should be developed in tandem with public transit improvements to increase ridership to and from locations *within* Halton as well as to and from jobs outside Halton. In other words, as a resident of Halton, I am looking for a convenient, affordable, low/no-emission means of public transit to take me to/from grocery stores, malls and community centres within Halton, not just to/from the GO Station. A flexible, environmentally friendly model of public transit needs to be developed. Thinking out of the box, for example, the "Colectivos" in La Paz, Bolivia and Playa del Carmen, Mexico offer a potential model for Halton Region to consider. Colectivos are vans which carry up to fifteen passengers, traveling around designated routes to destinations other than major transit hubs (i.e., shopping malls, colleges, recreation centres, etc. rather than the GO Stations).
- I have not addressed the fiscal impacts of any of these concepts. Obviously, the results of a Fiscal Impact Study is a major deciding point as to the practical feasibility of a final concept (vis a vis water and wastewater services, energy and electricity demands, transit and other infrastructure issues, etc.).

In conclusion, I would like to emphasize 1) the need for a comprehensive Sustainability Strategy for Halton Region (including its local municipalities) and 2) the need to complete the requisite studies (on Intensification, LEAR, and Carrying Capacity) so that these findings may be incorporated into the development of a final proposal. 3) In addition, if we are to accept growth, the Region should take proactive steps to Grow our Greenbelt so as to achieve landform permanence and the long-term Vision for Halton's future.

Public Commenter #2

I would like to add our household's opposition to the "Sustainable Halton" and "Places to Grow" plans. This opposition is necessary for several reasons including the need to determine the sustainable population, the necessity of first finding the funding to finance a plan without the current taxpayer's footing the bill or putting the municipality into bankruptcy and to have the majority of the areas voters in agreement with the plan. Any choice until these issues are resolved is at best premature.

In regard to the issue of the sustainable population level of the area, this needs to be determined prior to allowing the population to increase. It would be irresponsible to increase the population without the resources to provide not only for the current population but all new comers as well. This assessment needs to be based on various factors such as available:

- recycled aggregate,
- potable water,
- arable farmland,
- electricity production infrastructure,
- transit/motor vehicle infrastructure,
- local services infrastructure including schools, hospitals, recreation facilities
- fossil fuel resource availability,
- landfill/waste removal,
- current infrastructure deficits,
- municipal, regional, provincial and federal debt loads,
- noise and air pollution,
- the effect on wildlife and maintaining sustainable levels of green areas and corridors,
- and our ability to meet our obligations to reduce overall pollution to stop climate change.

This has to be considered based on future resource levels that will be dramatically affected by climate change and the end of cheap fossil fuels. Our own Liberal Party Leader, Stephan Dion and our Green Party Leader, Elizabeth May acknowledge that we have reached the end of the cheap fossil fuel era which will significantly impact these plans. Additional arguments regarding the end of the cheap fossil fuel era are provided by numerous credible resources from both governments and private sectors such as the:

- United States Government Accountability Office Report to Congressional Requesters – February 2007: 'Crude Oil Uncertainty about Future Oil Supply Makes It Important to Develop a Strategy for Addressing a Peak and Decline in Oil Production',
- Facing the Hard Truths about Energy: A Comprehensive View to 2030 to Global Oil and Natural Gas, for the United States Government

- Peaking of World Oil Production: Impacts, Mitigation, & Risk Management by Dr. Robert Hirsch and his team for the United States Government,
- CIBC World Market's Chief Economist Jeff Rubin,
- State of Connecticut Representative for Stratford, Terry Backer,
- U.S. Representative Roscoe Bartlett,
- Talisman Energy Inc. former President and CEO (former President and COO for BP Canada) Jim Buckee,
- California Energy Commission (retired) John Geesman,
- Barrelmore Ltd (retired Chief Petroleum Engineer for BP) Jeremy J. Gilbert,
- Geological Survey of Canada senior scientist and geologist's David Hughes,
- Dr. Robert Hirsch
- University of Victoria's professor Andrew Weaver,
- Oil and Gas Tycoon Boone Pickens,
- The Wall Street Journal's Neil King,
- Colorado Geological Survey's State Geologist and Director Dr. Vincent Matthews,
- Alaska Geological Survey's retired senior petroleum geologist 's Gil Mull,
- Simmons & Co. International, Chairman Matt Simmons,
- Oregon Department of Energy's Senior Policy Analyst John Kaufmann,
- Columbia University's professor Sally Odland,
- Colorado State University's professors Kyle Saunders, John Theobald and Ken Veorsub,
- University of California's professor Dan Sperling,
- Davis Graham & Stubbs LLP's Jeff Vail,
- Colorado Governor Bill Ritter's Energy Office's Morey Wolfson.

to name only a few documents and individuals.

One of the impacts of the end of cheap fossil fuels is the end of cheap gas to ship food over long distances, to run large farm equipment and also an increasingly more expensive and smaller supply of fertilizer. This will significantly impact how we farm and where we get our food supply. Prior to paving over any more farmland, we need to make the responsible choice to ensure that with the rising costs and restrictions that we have sufficient farmland to feed the local population. Therefore, under future conditions, how much farmland is required to meet the current population and any increased population? How much land is available for development after the farmland and necessary greenlands, etc is allocated?

It must be asked "How will everyone get around in a world with \$150-\$200 or even \$300 a barrel of oil? How will we maintain the current infrastructure with the economic and

supply impacts that this will have? Are we even able to meet the current population's needs and how many more people can be supported under these conditions?

It should be noted that under the current Free Trade Act, the closed doors negotiation of the SPP and Canada's lack of energy security plan that the issues of oil, natural gas and potable water will be made worse unless this legislation is renegotiated. This was pointed out by University of Alberta's professor, Gord Laxer. Since there is no strategic reserve, no longer a minimum 25 years proven reserves prior to exporting with an obligation to ship large quantities of resources to the US before providing for all Canadian needs it led to Professor Laxer stating to our government that Eastern Canadians will end up "freezing in the dark". And yet, the "Sustainable Halton" and "Places to Grow" plan does not seem to take this into account. Where we would obtain sufficient fossil fuels including filling the gas tanks and natural gas for heating homes in sufficient quantity for both the current population and any increases?

The government last winter brought out and buried a climate change report that states that across Canada there will be a shortage of potable water. Further more, Ontario is part of the Great Lakes Compact that is being drafted to stop further taking of water from the Great Lakes. This makes a connection to the Peel municipal water or a pipe from the lake unlikely. It would seem irresponsible to both the current population and any new population to knowingly increase the number of users when there is already the expectation of potable water shortages by our own government. So, how many people will there be sufficient potable water for and where is it going to come from? Will there be sufficient potable water for an increase in population?

It is noted by our own government that our infrastructure is billions of dollars in deficit including our electric grid. The "Sustainable Halton" and "Places to Grow" plans require greater infrastructure when the current infrastructure is already in deficit. If we can not keep up with the current infrastructure, how does the government expect to create more? Where will the money come from especially given municipalities increasing struggles to maintain current infrastructure, a slowing global economy and the end of cheap fossil fuels?

Canada has failed in its obligations to the world under the Kyoto Accord. The current population and government have not been able to make the required changes and reductions. It is irresponsible to offset the conservation efforts that the current population must make by increasing the populations who will consume any savings and potentially increase our emissions? This is neither fair to the current population nor those that would come here. Therefore, how under the "Sustainable Halton" and "Places to Grow" plan will the necessary reductions be achieved?

The "Sustainable Halton" and particularly the "Places to Grow" plans have not asked the basic necessary questions, nor do I suspect that our academics and experts would support the concept that further growth is "sustainable". As the elected leaders, the people need our leaders to hear our academics, scientists and other experts to make the best informed decisions. Until we know what level of population and resources are required and that

they will be available in both the present and the future, the people and all levels of government have a responsibility and obligation to answer these questions before proceeding. Additionally, within a democracy, increased growth, significant changes and challenges should not be undertaken by the representatives of the people unless the people are in favour of it. Until this is known through a referendum or similar tool the “Sustainable Halton” and “Places to Grow” plans is not democratic given the opposition that has been expressed.

The government and the people have a responsibility and obligation to make informed and sustainable choices within our resources and budget for both ourselves and future generations. If this can't be met by the “Sustainable Halton” and “Places to Grow” plans then we have the obligation both not to put it into place and not against the will of the people. As a result, unless the “Sustainable Halton” and the “Places to Grow” plans can successfully show that they are both sustainable and supported by the people no version of either of these plans will be supported by this household including at the polls.

#### Resource List:

<http://www.gao.gov/new.items/d07283.pdf>  
<http://www.hilltoplancers.org/stories/hirsch0502.pdf>  
<http://www.npchartruthsreport.org/>  
<http://www.nytimes.com/2008/09/23/us/23lakes.html?ref=us>  
<http://www.tradeobservatory.org/library.cfm?refID=101469>  
<http://www.hubbertpeak.com/>  
[www. Bartlett.house.gov/](http://www.Bartlett.house.gov/)  
[www.simmons-int.com/research.aspx?Type-mssspeeches](http://www.simmons-int.com/research.aspx?Type-mssspeeches)  
Transition Movement //transitionculture.org  
Portland (Oregon) Peak Oil Task Force  
[www.portlandonline.com/osd/index.cfm?c=42894](http://www.portlandonline.com/osd/index.cfm?c=42894)  
Plan C by Pat Murphy  
Twilight in the Desert: The Coming Saudi Oil Shock and the World Economy by Matthew Simmons  
Keeping Our Cool: Canada in a Warming World by Andrew Weaver  
The Oil Protocol by Richard Heinberg  
Peak Everything: Waking Up to the Century of Decline in Earth's Resources by Richard Heinberg  
Reinventing Collapse by Dmitry Orlov  
Hubbert's Peak: The Impending World Oil Shortage by Kenneth S. Deffeyes



Public Commenter #3

Dear Sustainable Halton Representative,

Sorry, I know I'm almost an hour past the deadline for comments on this September 2008 nplanning round. Here are a couple of ideas that I just had to pass along:

Please do your best to make sure that we do obtain the goal of having 40% of our development for the next planning period coming from infill development, rather than green fields. If this is not currently economically feasible, we need to somehow subsidize this infill type of development with revenue from greenfield development -- because development will not be sustainable if we don't achieve this target.

Here's a bit of a "rant" on how I see things not just in Halton, but in Canada overall. Hopefully, you can cut through the emotion and still understand my point here:

Can we begin to monitor change in this country (rather than static statistics), and respond to that change? For example, is there currently an influx to the cities and a flow of people out of the rural areas in Canada? And is poverty increasing in the cities or in the rural areas? How do we define poverty? Is a person living near his or her work in a rural community, walking to work and earning minimum wage not better off than a person in a large city, working long hours to afford housing and transit -- losing many hours of their life to commuting? Can we incorporate "quality of life" into our definition of "poverty" and begin to focus on "Hope" rather than "Despair"?

Can we on this finite planet afford to keep paving over our prime agricultural land, distancing ourselves and our children from a connection with the food that sustains us? Canadians are fortunate -- we have a country that is rich in resources and natural heritage. Please help us to recognize all of the wealth we possess, including ecosystem health. Alberta has such petroleum resources, but I think we've gone too far by raping the tar sands; would we Canadians not have a brighter future if we focused on being at the leading edge of cleaner, alternative energy technologies such as solar and wind technologies?

Please, as you take the next step in planning Halton's future, please ASK the region's farmers how we can make agriculture sustainable in Halton. There are some beautiful, booming businesses on some of Halton's farms -- and they provide scenic landscapes that carry us beyond the reality of huge land development and the toil of humanity in our increasingly densely populated space.

Please fight for the sensibleness of placing high-density housing near major transit nodes. Please ensure infrastructure growth ahead of home-building, and focus on one or two new main north-south or east-west travel corridors, instead of promoting gridlock throughout the Region.

Thank you for reading and considering this note, and for doing what you can to address it.



Halton Hills Resident #1

Oct. 24, 2008

I think Georgetown hospital should be main priority. Last month I was there, of course filling sick, guess what, well I had to wait for more the three hours to get to see the doctor, well there were a few people from Brampton in front of me waiting for their turn. I have nothing against Brampton but they have a HUGE HOSPITAL there. I think it should be put a big sign in our hospital saying "**Only attending locals due to shortage of personal and equipment**" a least until this problem is fix and hopefully Georgetown gets a bigger Hospital.

The Second for me is the congested traffic, **The town of Halton Hills should INFORM COMPANIES in Halton to give more Job Opportunities to locals and stop hiring people from others cities**, now with the gas being so high we need more chances to work in our own town, cause if you notice most of the traffic congestion is happening to go to our neighbours Brampton and Mississauga.

This are only thoughts.

