AGENDA

SESSION 7

THE COUNCIL OF

THE CORPORATION OF THE CITY OF MISSISSAUGA
(www.mississauga.ca)

WEDNESDAY, April 24, 2013 – 9:00 A.M.

COUNCIL CHAMBER
300 CITY CENTRE DRIVE
MISSISSAUGA, ONTARIO L5B 3C1

Contact: Carmela Radice, Legislative Coordinator, Office of the City Clerk
Telephone: 905-615-3200, ext. 5426; carmela.radice@mississauga.ca

1. CALL TO ORDER

2. DISCLOSURES OF DIRECT OR INDIRECT PECUNIARY INTEREST

3. MINUTES OF PREVIOUS COUNCIL MEETINGS

(a) April 10, 2013

4. APPROVAL OF AGENDA

5. PRESENTATIONS - Nil

6. DEPUTATIONS

(a) Advantage Mississauga Update

Ellen McGregor, Chair and Sheldon Leiba,Vice-Chair of Advantage Mississauga will provide an update on Advantage Mississauga's initiatives.

(b) National Nursing Week

Maria Tandoc, RN BScN, President and Karen Hilliard, RN BScN Past President of Registered Nurses Associations of Ontario Peel Chapter will speak to National Nursing Week and the work of nurses in Peel Region and the activities that promote healthy communities.

(c) Emergency Preparedness Week 2013

Catherine Blair, Emergency Management Coordinator and Gilda Cheung, Emergency Management Assistant will present the 2013 events planned for Emergency Preparedness Week.

(d) Strategic Plan Progress Report

Lori Kelly, Manager of Strategic Community Initiatives will present the Strategic Plan Progress Report.

Corporate Report R-1

7. PUBLIC QUESTION PERIOD – 15 Minute Limit

(In accordance with Section 36 of the City of Mississauga Procedure By-law 0412-2003, as amended, Council may grant permission to a person who is present at Council and wishes to address Council on a matter on the Agenda. Persons addressing Council with a question should limit preamble to a maximum of two statements sufficient to establish the context for the question. Leave must be granted by Council to deal with any matter not on the Agenda.)

8. CORPORATE REPORTS

R-1 Report dated April 15, 2013, from City Manager and Chief Administrative Officer re: **Our Future Mississauga 2012 Report on the Strategic Plan.**

Recommendation

That the report titled "*Our Future Mississauga 2012 Report on the Strategic Plan*", dated April 15, 2013 from the City Manager and Chief Administrative Officer be received for information.

Motion

R-2 Report dated March 27, 2013, from Commissioner of Community Serivces re: **Pan Am/Para Pan Planning Committee Structure and Community Excitement Event Plan.**

Recommendation

That the Corporate Report dated March 27, 2013 from the Commissioner of Community Services entitled Pan Am/Para Pan Planning Committee Structure and Community Excitement Event Plan be endorsed.

Motion

R-3 Report dated April 10, 2013, from the City Manager and Chief Administrative Officer re: **Metrolinx Investment Strategy – Public Round Table Meeting Summary Report and Shortlist of Proposed Investment Tools.**

Recommendation

1. That the report dated April 10, 2013 from the City Manager and Chief Administrative Officer entitled *Metrolinx Investment Strategy – Public Round Table Meeting Summary Report and Shortlist of Proposed Investment Tools* be received for information.

2. That Metrolinx be advised that The City of Mississauga does not support the use of property tax and transit fares as revenue sources for the Investment Strategy as these are primary sources of revenue for municipalities to fund operations and capital programs.

3. That a copy of this report be circulated to all local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs), all Mayors and Regional Chairs in the Greater Toronto and Hamilton Area (GTHA), the President & CEO of Metrolinx, the Minister of Transportation, the Minister of Infrastructure, the Minister of Municipal Affairs and Housing, the Minister of Finance, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, the Big City Mayors' Caucus, the Mississauga Board of Trade and the Chair of CivicAction.

Motion

9. COMMITTEE REPORTS

(a) Planning and Development Committee Report 6-2013 dated April 15, 2013.

Motion

(b) General Committee Report 8-2013 dated April 17, 2013.

Motion

10. UNFINISHED BUSINESS

UB-1 Report dated March 12, 2013, from the Commissioner of Planning and Building re: **Official Plan Amendment and Rezoning Applications To permit a two-storey motor vehicle repair facility Part of Lot 11, Concession 1, W.H.S. designated as Parts 1 & 2, Plan 43R-13493 Northwest corner of Derry Road West and Hurontario Street Owner: Antorisa Investment Ltd. Applicant: Bousfields Inc. Bill 51 Supplementary Report Ward 5.**

Recommendation

That the Report dated March 12, 2013, from the Commissioner of Planning and Building recommending refusal of the applications under File OZ 11/018 W5, Antorisa Investments Ltd., Part of Lot 11, Concession 1, W.H.S, designated as Parts 1 & 2, Plan 43R-13493, northwest corner of Derry Road West and Hurontario Street, be adopted in accordance with the following:

1. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants, to attend the Ontario Municipal Board hearing on the subject applications in support of the recommendations outlined in the report dated March 12, 2013 from the Commissioner of Planning and Building.
2. That City Council provide the Planning and Building Department with the authority to instruct Legal Services staff on any modifications to the position deemed necessary during the Ontario Municipal Board hearing process, however, if there is a potential for settlement, then a report shall be brought back to Council by the City Solicitor.

Note: This report was referred to Council from the April 15, 2013 Planning and Development Committee meeting.

Motion

11. PETITIONS - Nil

12. CORRESPONDENCE

(a) Information Items: I-1- I-6

(b) Direction Item

D-1 A letter dated April 10, 2013, from the Toronto and Region Conservation requesting that the City of Mississauga appoint a new member to the Partners in Project Green Executive Management Committee for the term ending April 30, 2015.

Note: 2013-2015 Terms of Reference: Partners in Project Green Executive Management Committee, Performance Committees, and Service Centres will follow.

Direction Required

13. MOTIONS

(a) To approve recommendations from the following Committee Reports:

(i) Recommendations PDC-0026-2013 to PDC-0029-2013 inclusive contained in the Planning and Development Committee Report 6-2013 dated April 15, 2013.

(ii) Recommendations GC-0241-2013 to GC-0256-2013 inclusive contained in the General Committee Report 8-2013 dated April 17, 2013.

(b) To close to the public a portion of the Council meeting to be held on April 24, 2013, to deal with various matters. (See Item 18 Closed Session).

(c) To close to the public a Council meeting to be held on April 30, 2013, for the purpose of downtown Mississauga.

(d) To receive the titled Our Future Mississauga 2012 Report on the Strategic Plan, dated April 15, 2013 from the City Manager and Chief Administrative Officer.

Corporate Report R-1

(e) To endorse the Corporate Report dated March 27, 2013 from the Commissioner of Community Services entitled Pan Am/Para Pan Planning Committee Structure and Community Excitement Event Plan.

Corporate Report R-2

(f) To receive the dated April 10, 2013 from the City Manager and Chief Administrative Officer entitled Metrolinx Investment Strategy – Public Round Table Meeting Summary Report and Shortlist of Proposed Investment Tools and the City of Mississauga does not support the use of property tax and transit fares as revenue sources for the Investment Strategy as these are primary sources of revenue for municipalities to fund operations and capital programs.

Corporate Report R-3

(g) To express Council's concerns on the renaming of the Toronto Board of Trade and the effect it will have on local businesses.

14. BY-LAWS

B-1 A by-law to authorize the execution of a Tariff Payment Agreement between the Corporation of the City of Mississauga and Re: Sound.

GC-0181-2013/March 20, 2013

B-2 A by-law to appoint a member of the Board of Management for the Clarkson Business Improvement Area and to amend By-law 0261-2012.

Information Item I-5

B-3 A by-law to authorize the execution of an Agreement between the Greater Toronto Marketing Alliance Inc. and The Corporation of the City of Mississauga.

GC-0243-2013/April 17, 2013

B-4 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law adding Schedule 31 driveway boulevard parking-curb to sidewalk (Ward 11).

GC-0246-2013/April 17, 2013

B-5 A by-law to authorize the execution of a Common Element Condominium Servicing Agreement between National Homes (Creditview) Inc. and The Corporation of the City of Mississauga, eastside of Creditview Road, south of Britannia Road West (CDM-M 13005 & SP 11/178 W6) Applicant: Mark Pavkovic Owner: National Homes (Creditview) Inc. (Ward 6).

Resolution 0153-2012/June 20, 2012

B-6 A by-law to amend By-law number 0225-2007, as amended from "D" to "RM5-53" permits on-street townhouse dwellings "RM6-13" permits townhouse dwellings on a common element condominium private road "RA2-55" permits apartment dwellings and "H-RA5-44" permits apartment dwellings in conjunction with retail commercial and office uses on the lower floors. (OZ 09/011 W5 & T-M 09004 W5) Applicant: Lethbridge & Lawson Inc. Owner: Summit Eglinton Inc. (Ward 5).

PDC-0033-2012/April 25, 2012 and PDC-0024-2013/April 2, 2013

B-7 A by-law to enter into an agreement with the Ontario Sport and Recreation Communities Fund (OSRCF) for grant funding for the High Five accreditation project.

GC-0247-2013/April 17, 2013

15. OTHER BUSINESS

16. INQUIRIES

17. NOTICE OF MOTION - Nil

18. CLOSED SESSION

(a) Pursuant to the *Municipal Act,* Section 239 (2)

(i) Litigation or potential litigation including matters before administrative tribunals, affecting the municipal or local board re: **Committee of Adjustment Appeals:**

(1) "A" 074/13 – Kamal & Shivinder Jolly – 1390 Watersedge Road – Ward 2;

(2) "A" 450/12 – Great Sylva Development Co. Ltd. – 1513 Indian Grove – Ward 2.

(ii) Personal matters about an identifiable individual, including municipal or local board employees re: **Absences of Mississauga Accessibility Advisory Committee Citizen Member.**

(iii) Personal matters about an identifiable individual, including municipal or local board employees re: **Citizen Appointments to Accessibility Advisory Committee, Conservation Halton, Environmental Advisory Committee and Towing Industry Advisory Committee.**

19. CONFIRMATORY BY-LAW

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on April 24, 2013.

20. ADJOURNMENT

R-1

MISSISSAUGA

Corporate Report

Clerk's Files

Originator's Files

COUNCIL AGENDA
April 24, 2013

DATE: April 15, 2013

TO: Mayor and Members of Council
Meeting Date: April 24, 2013

FROM: Janice M. Baker, FCPA, FCA
City Manager and Chief Administrative Officer

SUBJECT: **Our Future Mississauga 2012 Report on the Strategic Plan**

RECOMMENDATION: That the report titled "*Our Future Mississauga 2012 Report on the Strategic Plan*", dated April 15, 2013 from the City Manager and Chief Administrative Officer be received for information.

REPORT HIGHTLIGHTS:

- This Report provides an update to Council and the Community on the progress that has been made in 2012 towards achieving the goals of the Strategic Plan.
- The Report on the Strategic Plan is now part of a larger citizen reporting initiative which coordinates reports to citizens on the progress of a collection of "master plans" including the Strategic Plan, Accessibility Plan, Culture Plan, Cycling Master Plan, Economic Development Strategy, Financial Report, Fire Master Plan, Living Green Master Plan, Older Adult Strategy, Youth Plan. By the end of June 2013 each of these "master plans" will have prepared an annual progress report that will be made available both electronically and, in limited print to the community.

BACKGROUND: Council approved "Our Future Mississauga – Be part of the conversation" as an initiative to engage the community, Council, City leadership and staff in a conversation about what Mississauga needed to do to become a great city for the 21st century. The purpose of the project was to set the framework for the update to the Strategic Plan, with an emphasis on creating a detailed, action-oriented and financially prudent plan to make Mississauga a vibrant, healthy and sustainable city for the 21st century. The initiative connected with over 100,000 people who shared their ideas on how to make Mississauga an even better city to live, learn, work and play.

On April 22, 2009 Council endorsed the Strategic Plan titled "Our Future Mississauga". Part of the Plan included a commitment to report back annually to the community and Council in a progress report that outlined the actions that had been taken each year to advance the Strategic Plan.

COMMENTS:

A number of successes continue to be realized following the approval of the Strategic Plan. The following highlights the actions and accomplishments launched or completed in 2012 as described in the 2012 Report on the Strategic Plan attached (Appendix 1):

Move

- Announcement from Metrolinx that Mississauga's Light Rail Transit (LRT) will be part of its next wave of projects in the Big Move bringing the LRT one step closer to being realized;
- MiWay received an 82% customer satisfaction rating from customers as well as added more accessible stops, experienced a 15-20% increase in PRESTO usage and continued construction of the transitway;
- Mississauga received a bronze designation from the Share the Road Cycling Coalition in recognition of support for cycling;
- Over 20 km of cycling facilities were constructed in 2012 and 2,200 participants came out to City of Mississauga (City) hosted cycling events; and
- A Car Share Service pilot program was launched in the downtown attracting 184 members driving over 30,000 km.

Belong

- The Sheridan Computer Resource Centre opened at the Sheridan Library in partnership with Polycultural Immigrant and Community Services. This joint facility will better serve the growing needs of the Sheridan community, providing additional hours of access to an increased number of computers;
- The City was awarded Mediacorp Canada Inc.'s Top Employer for

R-1(b)

Young People for the third year in a row and a Best Employer for New Canadians for the second year in a row in the nation-wide "Canada's Top 100 Employer" competition;

- Mississauga's Youth Advisory Committee developed a new plan in support of the Youth Plan; and
- A proposed implementation strategy for second units has been drafted as part of "Housing Choices" – Mississauga's affordable housing strategy.

Connect

- Mississauga's Celebration Square celebrated one million visitors in 2012; and
- Taking direction from the Port Credit Local Area Plan, Inspiration Port Credit was launched with the community to weave together public and private planning for the future of Port Credit.

Prosper

- The award-winning "Culture on the Map" was launched allowing residents and visitors a way to easily access cultural resources and information; and
- The industry-led collaborative "Advantage Mississauga" was launched to mobilize talent and leverage local resources to enable innovation and stimulate prosperity.

Green

- A commitment to investment $26 million was made to replace 49,000 street lights with LED technology. Savings of approximately 55% will be realized in future energy consumption, along with maintenance cost savings. Mississauga is one of the first Canadian cities to have an LED street light program;
- "Let Your Green Show" was launched with 500 residents taking up the challenge to "grow local, eat local" as part of the campaign;
- A Master Plan was completed to support conservation, management and growth of one of Mississauga's treasured resources – the Credit River; and
- In partnership with the Department of National Defence and the Peel Regional Police, the Garry W. Morden Centre opened with many environmentally friendly features designed to achieve a Leadership in Energy and Environmental Design (LEED) silver standard.

In 2009, eighty (80) priority actions were identified in the Action Plan and have been monitored and tracked for the last four years. Annually, the actions that were identified as "Actions for Future Consideration" from the Action Plan are reviewed through the Business Planning process. This year an additional fourteen (14) actions from that list were either underway or complete. This fulfills the commitment to the community to maintain the Action Plan as an up to date document reflecting the changing needs of the community. Information on the status of each action in the Action Plan will be available on the Strategic Plan website following Council on April 24, 2013.

This year five (5) new indicators have been added to the "Cool Indicators". The "Cool Indicators" are a measure of the city's vibrancy and reflect how the city maintains itself as a desirable and attractive city in which to live, work, learn and play. The new indicators include:

- Number of Mississauga Celebration Square Facebook followers;
- Number of City News Twitter followers;
- Number of new start-up businesses;
- Number of transient boats docking in Mississauga; and
- Number of direct destinations from Pearson International Airport.

The full details of what was accomplished in 2012 will be contained in an interactive and dynamic website and a downloadable text only document. A summary version of the report will also be available on the website and limited quantity in print (Appendix 1). This is the same way the report has been prepared in previous years and demonstrates the commitment to being extensive, inclusive and transparent that was established with the community during Our Future Mississauga.

The Progress Report has been renamed for 2012 to "Report on the Strategic Plan" as it is now a component of a larger citizen reporting initiative that has been launched to more effectively report to citizens on the progress of "master plans". Taking direction from the Communications Master Plan, this new initiative seeks to coordinate the timing of the reports and the overall presentation (content and "look and feel") of reports for 2012 and beyond. In addition to the Strategic Plan the following "master plans" are included in the new citizen reporting initiative:

- Accessibility Plan;
- Culture Plan;
- Cycling Master Plan;
- Economic Development Strategy;
- Financial Report;
- Fire Master Plan;
- Living Green Master Plan;
- Older Adult Strategy; and
- Youth Plan.

By June 2013 each of these "master plans" will have a progress report available for the community that provides details on what has been accomplished in 2012. The reports will be available on line and in limited print. They have been coordinated for content as well as the "look and feel" so the reports appear as a family of related documents. Where further detail or reporting is required an accompanying fuller, text only document will also be available for plans such as the Strategic Plan, Financial Report, Living Green Master Plan, Cycling Master Plan and Accessibility Plan.

To bring all these pieces together, a new website will be created as a central location for all City reports to citizens that showcase the annual accomplishments for each "master plan". This website will be developed in the Fall of 2013 following the release of each of the individual brochures. Until this time, the reports on all of the "master plans" and accompanying text only documents will be available under the City projects tab on the City's website and on the individual business unit websites.

STRATEGIC PLAN: The positive change resulting from the Strategic Plan can be seen all around as Mississauga continues to attract people, employment and opportunities. The Strategic Plan made a commitment during its initial presentation to monitor progress and keep the Plan on track by producing an annual progress report. The 2012 Report on the Strategic Plan is the fourth annual document that maintains the commitment to the community and Council.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Notable progress has been made in advancing the Strategic Plan since it was approved by Council in 2009. The Report on the Strategic Plan outlines the top achievements in 2012 and fulfills the commitment that was made to the community to report back annually on the Plan's progress. Achievements such as recognition through awards, the continued level of public engagement on strategic projects and the ongoing monitoring of actions through the Business Planning process all demonstrate the positive impact the Plan has had on the community. The Plan is playing a key role in decision making, priority setting and city building. As the city continues to grow and evolve the objectives and actions in the Strategic Plan will continue to inspire and challenge us to be a great 21st century global city.

ATTACHMENTS: Appendix 1: Executive Summary

Janice M. Baker, FCPA, FCA
City Manager and Chief Administrative Officer

Prepared By: Lori Kelly
Manager, Strategic Community Initiatives
City Strategy and Innovations Division

Moving from Vision to Action

What does it mean for a city to move? To see its people belong and connect? To prosper? To become green? Those are the pillars that are helping Mississauga grow and succeed as a 21st century city.

It has now been five years since the City of Mississauga launched a groundbreaking public engagement project called Our Future Mississauga. The community created an exciting vision for the city and in 2009, a bold Strategic Plan and Action Plan.

This is the fourth year that we are sharing our progress. We can measure our progress in several ways – in the many concrete actions that are already underway, and in the comprehensive plans that guide continued work and decisions.

There are 94 long-term actions in the Action Plan underway and five are complete.

This year's featured initiatives have their foundation in the Strategic Plan, which we are committed to following.

In 2012, we took major steps forward that will truly transform the city. We invite you to read about some of the City's accomplishments and see how the Strategic Plan is unfolding.

A Vision for our City's Future

Throughout Our Future Mississauga, thousands of ideas emerged. These ideas were distilled and discussed among City Council, community and staff. These discussions helped to shape the creation of our City's Vision Statement.

Our Vision for the Future

Mississauga will inspire the world as a dynamic and beautiful city for creativity and innovation, with vibrant, safe and connected communities; where we celebrate the rich diversity of our cultures, our historic villages, Lake Ontario and the Credit River valley. A place where people choose to be.

Strategic Pillars for Change

move developing a transit-oriented city

belong ensuring youth, older adults and new immigrants thrive

connect completing our neighbourhoods

prosper cultivating creative and innovative businesses

green living green

Each of these Strategic Pillars for Change has its own unique direction statement and principle, along with specific strategic goals to ensure that this Vision is achieved. The Plan provides a sound framework for action and vision to move our city forward for the next 40 years.

Achieving the Plan

Within the Strategic Plan, each Strategic Pillar for Change is connected to specific action items which will propel the Plan forward. These key action items are outlined in the Action Plan – a complementary document that includes key indicators, targets, actions and funding options for each Strategic Pillar for Change. The Strategic Plan comes alive through the work that is created through these key actions.

Measuring Success

The success of the Strategic Plan will be measured by the level of transformation and energy that we will be able to see, feel and hear all around our city. We can measure our progress in several ways – in the many concrete actions that are already underway, and in the comprehensive plans that guide continued work and decisions.

Our annual Progress Report is delivered to Council and the community to help monitor progress and to keep the Plan on track. Progress Reports are an important part of our pledge to continue working closely with our community partners to ensure that their voices are heard and that we stay grounded in the key actions that support our goals.

When our Strategic Plan is realized we will be known as a location of destinations, with a variety of events and festivals supported by a vibrant downtown and a spectacular waterfront. It will be a location of choice for people who want to live, learn, work, play and visit. It will be a city where people choose to be!

Turn this document over to see a snapshot of our progress under each of the Strategic Pillars for Change.

2012 Report on the Strategic Plan

MISSISSAUGA
Leading today for tomorrow

Appendix 1

How we moved the Strategic Plan forward in 2012

Move

LRT Moving Along: The Hurontario-Main Light Rail Transit (LRT) project got a welcome boost with the announcement from Metrolinx that the LRT will be part of its next wave of projects in the Big Move, the regional transportation plan. The City will be working closely with Metrolinx and other funding partners to bring the LRT to life.

MiWay Scores High Marks: MiWay received high marks from customers on overall satisfaction, scoring 82 per cent in a recent survey. Other great results included more accessible stops added in 2012, a 15-20 per cent increase in PRESTO use and the continued construction of phase 1 of the City's transitway which is well underway.

Bicycle Friendly Kudos: The City received a Bicycle Friendly Community Award – Bronze Designation from the Share the Road Cycling Coalition for active support of cycling. Over 20 kilometres of cycling facilities were constructed and 2,200 participants came out to City hosted cycling events.

Car Share Drives Forward: A Car Share Service pilot program was established under contract with AutoShare Inc. The program attracted 184 members driving over 30,000 km. Car sharing is a viable alternative to owning a private vehicle and contributes to the City's vision of developing a transit-oriented city.

Belong

Computer Centre Opens Doors: The Sheridan Computer Resource Centre opened its doors to the community at the Sheridan Library. The centre is a joint project between the City of Mississauga and Polycultural Immigrant and Community Services, and will better serve the growing needs of Sheridan residents by providing additional hours of computer access.

Top Employer for Young People and New Canadians: Mediacorp Canada Inc.'s nation-wide competition "Canada's Top 100 Employers" confirms that Mississauga is a Top Employer for Young People for the third straight year and a Best Employer for New Canadians for the second year in a row.

MYAC – New Name, New Plan: The Mayor's Youth Advisory Committee has a new name and a new plan to make youth feel welcome and engaged. Renamed, the Mississauga Youth Advisory Committee (MYAC) will be instrumental in supporting the City's Youth Plan.

Housing Choices: Housing Choices: Mississauga's Affordable Housing Strategy and Action Plan is being developed to address the housing needs of young adults, older adults and new immigrants. A proposed implementation strategy for second units has been drafted.

Connect

Celebrating One Million Visitors: Mississauga Celebration Square celebrated one million visits with the "Thanks a Million" campaign. As part of the campaign, residents were invited to leave a message on the Square about what they were thankful for in their lives. Since opening in 2011, the Square has hosted more than 200 festivals and events.

Charting the Course for Port Credit: With input from the community and landowners, Inspiration Port Credit will weave together public and private planning for the future of Port Credit's waterfront, and will take its direction from the great work already completed on the Port Credit Local Area Plan.

Prosper

Finding Your Way to Culture: Delivering on the Culture Master Plan, residents and visitors can access culture resources and information with the launch of the award-winning "Culture on the Map," a digital online source of all the cultural opportunities Mississauga has to offer.

Sparking Innovation: Mississauga is one step closer to becoming a centre for innovative business and talent with the launch of Advantage Mississauga – an industry-led collaborative initiative that will mobilize talent and leverage local resources to enable innovation and stimulate prosperity.

Green

Lighting up Mississauga: A city-wide street lighting conversion project will see the replacement of close to 49,000 street lights from High Pressure Sodium technology to Light Emitting Diode (LED) - a $26 million conservation commitment. Savings of approximately 55 per cent will be realized in future energy consumption, along with significant maintenance cost savings. Mississauga is one of the first Canadian cities to have an LED street light program.

Turning Neighbourhoods Green: "Let Your Green Show," developed through a partnership with the City of Mississauga and the Region of Peel, encouraged over 500 residents to do something, get something and turn their neighbourhoods green.

Credit River a "Gem": With the community, a master plan has been crafted to support conservation, management and growth of the 42 parks and natural areas that hug the Credit River – one of Mississauga's most treasured resources.

Garry W. Morden Centre Goes Green: The newly-opened and award-winning Garry W. Morden Centre has many environmentally friendly features including radiant heating in the garage bays, an energy efficient HVAC system and low consumption showers. The facility was designed to achieve a Leadership in Energy and Environmental Design (LEED) silver standard.

For more information:

City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Inquiries: 311 or 905-615-4311 outside city limits
7 a.m. to 7 p.m., Monday to Friday

Email: public.info@mississauga.ca

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ourfuturemississauga.ca

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MISSISSAUGA

Corporate Report

Clerk's Files

Originator's Files

COUNCIL AGENDA
April 24, 2013

DATE:	March 27, 2013
TO:	Mayor and Members of Council Meeting Date: April 24, 2013
FROM:	Paul A. Mitcham, P.Eng., MBA Commissioner of Community Services
SUBJECT:	**Pan Am/Para Pan Planning Committee Structure and Community Excitement Event Plan**

RECOMMENDATION: That the Corporate Report dated March 27, 2013 from the Commissioner of Community Services entitled Pan Am/Para Pan Planning Committee Structure and Community Excitement Event Plan be endorsed.

REPORT HIGHLIGHTS:

- The planning committee structure identifies the key functions and membership for the working and advisory panels required to plan and execute the city's role in the Pan Am/Para Pan Games and community excitement and activation events.
- The Event Plan describes the city planned excitement events.
- The Ignite Program provides opportunity for community-led excitement events that are self-funded and designed to build greater grassroots interest in the Games.
- The Ignite Mississauga Web Portal, to be launched this spring, creates a central point for information related to upcoming events with links to the TO2015 website to ensure residents, community organizations and potential volunteers are well informed.

BACKGROUND:

On February 20, 2013 Council approved the rental of the Hershey Centre to TO2015, the organizing committee for the Pan Am/Para Pan Am Games ("Games") which begin July 10, 2015.

The Games are expected to attract 1.2 million visitors to the Greater Toronto Area. The Games will involve approximately 6,000 athletes and 2,400 coaches and team officials representing forty one (41) countries. The Games will attract 1,500 athletes and 900 coaches and team officials.

The city and the community organizations representing youth, sport, arts and culture have a vested interest in the success of these Games to ensure our city, and the entire region is recognized as a welcoming, engaged, dynamic place to compete and visit.

The city's draft Sport Plan identifies a number of priorities related to the celebration and promotion of sport. A Sports Tourism Strategy, one of the recommendations of the Sport Plan, is also nearing completion. The city's desire to increase its participation in high profile sport events that draw tourism and increase overnight stays in the City of Mississauga align with our participation in the Games, in terms of the expected local tourism opportunities they will provide.

To that end and to ensure visitors and athletes have opportunities to experience the region's destinations, and ensure local residents can participate in the Games and celebrations, TO2015 is working with its host communities to develop a number of engagement events and information tools. City, regional partners and relevant community stakeholders are also working together to address logistics and planning matters.

The planning committee framework and event scope brings these efforts together to ensure the city is well positioned to implement these games in a managed, collaborative and innovative fashion.

COMMENTS:

Committee Structure

The Pan Am/Para Pan Planning Committee Structure (see Appendix 1), which has been shared with and endorsed by the proposed members and appointed Councillors, identifies 2 working teams and an Advisory Panel. The Pan Am/Para Pan Logistics Committee (PALC) is responsible for the operations and logistics related to the Games.

Key functions include working with regional and provincial agencies to ensure integrated transportation, safety, emergency and traffic plans are developed and any resident information communicated in a co-ordinated fashion. Other functions include managing the venue's rental agreement. Members include staff from the various departments and regional agencies and levels of government.

The Ignite Mississauga Community Excitement & Engagement Committee (Ignite Mississauga) is responsible for the planning and logistics associated with the city delivered excitement events and the "Ignite Program".

Key functions include the execution of the Countdown events in 2013 and 2014, torch relay events and any activation of Mississauga Celebration Square and the exterior of the Hershey Centre during the games period. Other functions include managing social media and web content, communications and promotion and building awareness at the community level about events and volunteer opportunities. This is a collaborative table of city staff and community stakeholders.

The Advisory Panel has responsibility to provide guidance and input on plans created by both working teams and to share information provided by TO2015. Other functions include government relations and protocols and the city's communication's plan for the Games.

The panel members have a valuable and broad network within the public and private sector that can be leveraged to build spectator interest, volunteerism and local sponsorship. Membership of the panel includes representatives from the city, community partners and the 4 appointed members of Council:

Chris Fonseca, Ward 3
Frank Dale, Ward 4
Bonnie Crombie, Ward 5
Pat Saito, Ward 9

Event Plan

Igniting interest, awareness and participation in the Games will be accomplished using a number of communication channels as well as through the delivery of events and local celebrations. Between 2013 and 2015, the city will be planning the following celebration events:

- Pan Am Mural Experience: May 4, 2013
  Featuring renowned sports artist David Arrigo and using photographs that represent a few of the city's destinations and it's local culture, participants will have the opportunity to help paint the Pan Am Mural from 3 to 6 p.m. at Burnhamthorpe Community Centre. This event will be integrated into Rebel Youth Week 2013.

- Two-Year Countdown Event: July 10, 2013
  The countdown event will take place at Mississauga Celebration Square from 11 a.m. to 2 p.m. Madam Mayor, members of Council, members of provincial and federal parliament and the Mississauga Sports Council and local sports groups will be invited to take part in the event. Event highlights include sports demonstrations, cultural activities, a professional martial arts show and a vibrant drum and dance show. All of Mississauga's day camps, City staff and residents will be invited to join in the festivities.

Future events will include the One-Year Countdown Event on July 10, 2014, Torch Relay Events and Celebrating the Opening/Closing Ceremonies in 2015. Planning for these will begin in the coming months. Promotion of events and general resident information will be shared on the Ignite Mississauga web portal, located on the city's newly launched sport page.

Ignite Program

The Ignite Program is a community excitement initiative designed to promote opportunities for community groups, agencies, schools and organizations to host their own Pan Am events. The city will act as a facilitator by providing access to the Ignite Mississauga web portal using an events calendar that can be accessed by groups in order to help promote their events.

Ignite Program events will be self- delivered and self- funded. City staff will provide assistance where possible with access to event planning resources and approved swag that may be available through TO2015.

Overall, the web page will be an integral part of the city's communication plan for our involvement in the Games by providing a central information channel for residents related to logistics, competition events and local celebrations delivered directly or through the Ignite Program.

STRATEGIC PLAN: The city's participation in the Pan Am and Para Pan Am Games advances the Strategic Goal of Celebrating Our Community under the Connect Pillar.

FINANCIAL IMPACT: There is no additional financial impact for costs associated with the development of the Ignite Program, Web Portal, the execution of the mural event, and two year countdown event as it will be managed within the approved 2013 operating budget. Costs associated with events planned in 2014 and 2015 will be considered by Council in a separate Corporate Report.

CONCLUSION: The Pan Am and Para Pan Am Games are international events that will attract 1.2 million visitors with the opportunity to attract many of these individuals to Mississauga hotels, restaurants and shopping areas. This presents an excellent opportunity for the City of Mississauga to showcase the Hershey Centre, Mississauga Celebration Square and other local destinations and to demonstrate the city's capacity to host international sporting events, which is essential to entering a competitive tourism/sports market.

The Planning Committee structure and Event Plan, formulates an implementation strategy that ensures the city's role with respect to the Games and community events, are well managed. The next two years will be an exciting time for the Golden Horseshoe Region as 17 host municipalities prepare to welcome the Games and the legacy they will leave our respective communities.

ATTACHMENTS: Appendix 1: Pan Am/Para Pan Planning Committee Structure

Paul A. Mitcham, P.Eng., MBA
Commissioner of Community Services

Prepared By: Howie Dayton, Director Recreation

Pan Am / Para Pan
Planning Committee Structure

Appendix 1

Pan Am / Para Pan Logistics Committee P. A. L. C.	Advisory Panel	Ignite Mississauga Committee Excitement & Engagement Committee
	Chair: Director Recreation Members: 4 Appointed Councillors Commissioner of Community Services Director Corporate Communications Director Economic Development Director Culture Mississauga Toronto West Tourism President Sports Council	

Key Functions

Venue Operations / Rental Agreement Management
Transportation / Roads / Traffic Planning
Emergency Planning
Communications
Municipal Forum / Planning Table Representations
Security / Safety

Membership
Chair: District Manager Recreation
City Departments:
Transportation & Works
Emergency Management
Corporate Communications
Fire & Emergency Services
Parks & Forestry

Key Functions

Municipal Forum Liason
Communication / Resident Relations
Review Ignite Plans
Protocol / Gov't Relations
Finances / Municipal Designations

Key Functions
Execute City Planned Events (Scope as approved by Council):
Countdown Events
Tourch Relay(s)
Hershey Centre Activation
"On the Square" Activation
Web / Social Media
Community Excitement Events "Ignite Program"
Outreach to Youth-Arts-Sports-Culture-ParaSport, Combative Sport

Membership
Chair: Sport Event Coordinator, Recreation Division
City Departments/ Divisions
Library Services
Corporate Communication
Recreation
Culture
Community Stakeholders to be engaged
YMCA - Event Partner
Carrassauga - Event Partner
Sport Council - Promotion Partner
MyGames - Youth Sport / Volunteers - Partner
MYAC - Youth Ambassador / Volunteer, Promoter
Martial Arts
Para Athletes
Volunteer MBC

R-3

MISSISSAUGA

Corporate Report

Clerk's Files MG.01.REP

Originator's Files

COUNCIL AGENDA
April 24, 2013

DATE: April 10, 2013

TO: Mayor and Members of Council
Meeting Date: April 24, 2013

FROM: Janice M. Baker, FCPA, FCA
City Manager and Chief Administrative Officer

SUBJECT: **Metrolinx Investment Strategy – Public Round Table Meeting Summary Report and Shortlist of Proposed Investment Tools**

RECOMMENDATION:

1. That the report dated April 10, 2013 from the City Manager and Chief Administrative Officer entitled *Metrolinx Investment Strategy – Public Round Table Meeting Summary Report and Shortlist of Proposed Investment Tools* be received for information.

2. That Metrolinx be advised that The City of Mississauga does not support the use of property tax and transit fares as revenue sources for the Investment Strategy as these are primary sources of revenue for municipalities to fund operations and capital programs.

3. That a copy of this report be circulated to all local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs), all Mayors and Regional Chairs in the Greater Toronto and Hamilton Area (GTHA), the President & CEO of Metrolinx, the Minister of Transportation, the Minister of Infrastructure, the Minister of Municipal Affairs and Housing, the Minister of Finance, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, the Big City Mayors' Caucus, the Mississauga Board of Trade and the Chair of

CivicAction.

REPORT HIGHLIGHTS:	• As part of the consultation for its Investment Strategy, Metrolinx has released a shortlist of 11 proposed investment tools. The final recommendations of the Investment Strategy are to be brought forward to the Metrolinx Board of Directors on May 27, 2013. • Development of a suite of dedicated financing tools for transportation will provide long-term, predictable and sustainable sources of funding for strategic transportation infrastructure investments in the City of Mississauga and the broader region. • Two of the 11 shortlisted investment tools – Property Tax and Transit Fare Increase - are not recommended to be brought forward for recommendation in the final Investment Strategy. Property tax is the primary municipal fiscal tool and as such should remain within the complete control of local councils. Transit fare increases are essential to fund local transit operations and should not be allocated to capital projects. • With the remaining shortlist of proposed investment tools, Metrolinx should undertake additional assessment of the cumulative impact of the suite of tools to ensure that the impact to the broader economic competitiveness of the GTHA as a whole remains viable and uncompromised. In addition, in determining the relative equity of the various tools and their appropriateness for implementation, the potential phasing of implementation of each should be carefully considered. • Metrolinx staff has indicated that 15% of the $2 billion annual revenue that would be generated from the implementation of the Investment Strategy would be directed to local transportation initiatives, 5% to strategic highway investments and 5% to other Regional or local initiatives.

BACKGROUND:

Metrolinx Investment Strategy

By legislation, on or before June 1, 2013 Metrolinx must provide the Minister of Transportation and the heads of the councils of the municipalities in the regional transportation area with a copy of the

Investment Strategy, including proposals for revenue generating tools that may be used by the province or the municipalities to support the implementation of the transportation plan for the regional transportation area.

Metrolinx has outlined the following vision for the Investment Strategy:

- fair and equitable full-cost transportation pricing
- access to a range of dedicated, long-term funding sources and tools
- dedicated funding pledged back to support integrated multi-modal solutions
- a shared responsibility by all three orders of government
- a meaningful role for private sector participation
- importance of public and stakeholder consultation/engagement
- commitment to performance measurement

The scope of the Investment Strategy covers the following four areas:

1) Integrating Growth, Land Use and Transportation
2) Optimizing System and Network Efficiency
3) Integrating Infrastructure Decision-Making
4) Funding through New Investment Tools

The Big Conversation – Public Round Table Meeting Summary Report

Metrolinx held a series of 12 public round tables on transportation investment across the GTHA in January and February 2013. The Mississauga round table event was held on January 22, 2013 at Erin Meadows Community Centre, and was well attended by a variety of stakeholders and the general public.

The round table format engaged participants in structured discussions regarding the transit and transportation challenges faced by the region and to generate preliminary feedback and input regarding potential revenue tools. The full summary report regarding the feedback received at the round tables is attached as Appendix 1.

Shortlist of Proposed Investment Tools

Metrolinx hired consulting firms AECOM and KPMG to research experiences and best practices with transportation funding instruments. This included a detailed review of jurisdictions where revenue tools have been or are currently being implemented.

As part of the review, twenty-five investment tools were identified as potential candidates and each was evaluated against the following principles: equality among regional contributions and benefits; dedication of revenue; fairness in distributing costs; and, transparency.

The detailed evaluation criteria that the tools were assessed on are as follows: revenue potential; incremental costs to implement; impact on travel behaviour and transportation network performance; the ability of the tool to provide for "smart charges" or dynamic pricing; technical implementation considerations; governance considerations; equity and distributional impacts; and impact on overall economic efficiency.

Reviewing the output of this evaluation, the full list of tools was then condensed to a shortlist of 11 tools for further consideration as follows.

- Development Charges
- Employer Payroll Tax
- Fuel Tax
- High Occupancy Toll (HOT) Lanes
- Highway Tolls
- Land Value Capture (LVC)
- Parking Space Levy (including pay-for-parking at transit stations)
- Property Tax
- Sales Tax
- Transit Fare Increase
- Vehicle Kilometres Travelled (VKT) Fee

More information and details regarding these tools and the process by which they were shortlisted is attached in Appendix 2: Investing in our Future.

Metrolinx is now seeking input from municipalities, stakeholders and the public regarding this proposed shortlist in order to inform the recommendations in the final Investment Strategy report.

On April 4, 2013 a conference call was held among senior Metrolinx and GTHA municipal staff with respect to the Appendix 2 presentation. During the call, Metrolinx staff indicated that of the $2 billion annual revenue that would be generated from the implementation of the Investment Strategy, 75% of the overall revenue would go to the strategic rapid transit projects outlined in *The Big Move,* 15% would be directed to local transportation initiatives, 5% to strategic highway initiatives and 5% to other Regional or local programs.

Mississauga Board of Trade (MBOT) Presentation to Business Representatives

Following the release of the shortlist of investment tools, MBOT, in partnership with the Ontario Chamber of Commerce, hosted over 70 business representatives on April 4, 2013 to provide them with an opportunity to comment and provide input regarding the shortlist of proposed investment tools. No formal recommendations were made at this event.

COMMENTS:

Mississauga consistently has expressed support to Metrolinx regarding the development of revenue tools to deliver dedicated, sustainable funding for transportation improvements. In addition, the Hurontario/Main LRT project, one of the City's highest priorities for provincial funding, depends on the Province finding a way to generate the $2 billion annual cost to fund the regional transportation plan *The Big Move*.

Shortlist of Proposed Investment Tools

The investment tools that an approved Metrolinx Investment Strategy ultimately recommends, if implemented, will assist in securing long-term, predictable and sustainable sources of funding for strategic transportation infrastructure investments, which is crucial for reducing congestion and improving mobility in the City of Mississauga and the broader GTHA.

There is concern with two of the 11 shortlisted investment tools – Property Tax and Transit Fare Increase.

Property tax is the primary revenue source for municipalities outside Toronto and as such should remain within the complete control of local councils. Dedicating any portion to transportation exclusively may limit the City's long-term fiscal ability to raise and allocate revenue to fund general municipal operating and capital budgets going forward. As it is, municipalities already have very few revenue tools available to them to fund expansion, operations and maintenance of infrastructure and services, placing considerable pressure on the property tax rate. Mississauga already has a 1% levy on the existing property tax bill that is allocated to address our infrastructure deficit.

With respect to with transit fare increase tool, the City already has a very limited ability to raise fares in order to meet existing operational and growth needs. Transit fare increases are essential to fund local transit operations and should not be allocated to strategic capital projects.

While the AECOM/KPMG report assessed the economic efficiency of each tool individually and gave consideration to its equity and distributional impact, Metrolinx should be requested to undertake an assessment of the cumulative impact of the suite of tools which is ultimately brought forward for recommendation in the final Metrolinx Investment Strategy. Impacts to the various areas within the GTHA, as well as the broader economic competitiveness of the GTHA as a whole, need to be better understood to ensure that individual municipalities within the region and the competitiveness of the entire region within the province, remains viable and uncompromised.

It is also recommended that the suite of tools ultimately brought forward for recommendation in the final Investment Strategy should incorporate an implementation plan which would outline the timing for various tools to take effect.

Next Steps

Metrolinx has requested that municipalities, stakeholders and the public provide input regarding the shortlist of proposed investment tools before May 1, 2013.

The final Investment Strategy and its recommendations will be presented to the Metrolinx Board of Directors on May 27, 2013.

STRATEGIC PLAN: An approved Metrolinx Investment Strategy with dedicated transportation funding will assist in advancing the "MOVE" Strategic Pillar, in that developing a transit-oriented City will require new, predictable sources of funding. Dedicated funding will also assist in advancing certain aspects of the Strategic Pillars of Change "BELONG", "CONNECT" and "GREEN".

FINANCIAL IMPACT: The development of a suite of dedicated financing tools for transportation will provide long-term, predictable and sustainable sources of funding for strategic transportation infrastructure investments in the City of Mississauga and the broader region.

CONCLUSION: The City of Mississauga has a significant vested interest in the development of sustainable, long-term transportation infrastructure funding and funding tools. Information regarding the impacts and benefits associated with those tools should continue to be made available to the taxpayers of Mississauga and transportation stakeholders.

ATTACHMENTS: Appendix 1 - *The Big Conversation* – Public Roundtable Meeting Summary Report
Appendix 2 - Presentation dated April 2, 2013 titled *Investing in our Future*

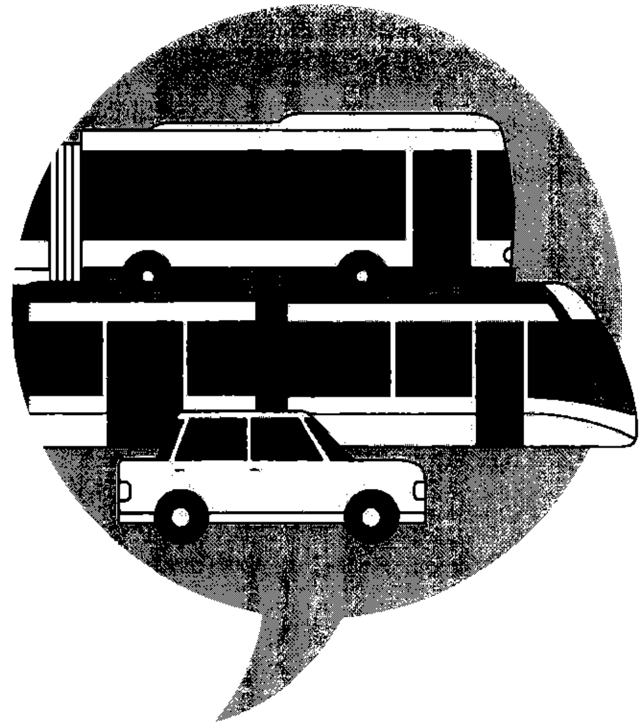
Janice M. Baker, FCPA, FCA
City Manager and Chief Administrative Officer

Prepared By: Hamish Campbell, Transportation Project Leader
Transportation Planning

R-3(g)

Appendix 1

THE BIG MOVE.



THE BIG CONVERSATION

PUBLIC ROUNDTABLE MEETING SUMMARY REPORT

METROLINX

R-3(h)

Prepared by MASS LBP
March 26, 2013

R-3(i)

Executive Summary

The Big Move is Metrolinx's plan to transform transportation and transit in the Greater Toronto and Hamilton Area (GTHA). It's a 25-year plan that will help to tackle gridlock and improve transportation access, integration and efficiency. It's a big plan with big implications for the 6.6 million people who call the GTHA home.

On June 1, 2013, Metrolinx will deliver an Investment Strategy to propose revenue-generating tools, as well as other policy initiatives, to help implement The Big Move. To inform participants about the plan, engage people on transportation projects, and get feedback on funding and finances, Metrolinx hosted a series of Public Roundtable Meetings over January and February 2013. Through these meetings, Metrolinx engaged more than 920 people through 12 meetings in six regions.

From the feedback delivered by participants through the meetings, four consistent, top-line themes were brought forward.

Recognition of the problem and impatience for a solution

Participants across the region feel frustrated with the level of congestion they face on highways, roads and public transit. They feel the negative impact of gridlock on family life, work obligations and health. The inadequacy of existing public transit systems is a common concern for participants. GTHA participants agree that across the region – along its busiest routes – our roads, highways, subways, trains and buses are straining to meet demand.

The need for reliable and frequent service was heard consistently across the GTHA. Participants are looking for leadership among transit providers to collaborate and deliver improved levels of service that is better integrated across the region. Participants look forward to system improvements that will allow them to more easily coordinate their schedules, enjoy a wider range of transit options with less uncertainty and stress, and travel more efficiently and cost-effectively from A to B.

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People see The Big Move as an ambitious and long-overdue plan to overcome the challenges currently facing transportation systems throughout the region. Across the GTHA, there are low levels of awareness and understanding of The Big Move, as well as current and next wave projects. When introduced to its many elements, The Big Move generally receives consistent support and enthusiasm as a much-needed solution.

Willingness to pay for it

Overall, participants understand that The Big Move requires significant investment over the next two decades and that – in many ways – we are making up for lost time. Many participants see value in The Big Move to all residents – whether drivers or transit users. And they support the need for both drivers and transit users to help foot the bill.

While no one likes the idea of paying more, participants generally express support for the need to introduce new, multiple, dedicated funding tools that will bring the GTHA into line with other jurisdictions around the world. They recognize that existing revenue sources will not be adequate. People want the GTHA to be viewed as a leader, rather than trailing behind. They recognize that successful systems come with a price and they're willing to pay for it. But they also want to make sure they see and feel the benefits of their investment and want guarantees from government that any new money will be dedicated to improving transportation.

Preferences for revenue tools

Overall, participants indicated support for revenue tools that are easy to implement, administer and track. Many people want to ensure everyone contributes their fair share, including transit users, drivers and business. Most are open to a mix of different tools and indicate a willingness to consider more pervasive tools, like road tolls, but only once substantial improvements and transit alternatives are in place. For the strong majority of participants, seeing is believing – and a condition for paying more.

Three revenue tools were the clear preference of a majority of roundtable participants: People are generally supportive of a modest one per cent increase to the Harmonized Sales Tax to help fund Big Move projects. Equally, they are open to the idea of implementing a fuel tax increase to fund transportation and transit projects. They are also attracted to a regional parking levy as an option that can raise surprisingly substantial revenues, but most need more information to understand how it would work.

Other funding tools received mixed levels of support. In general, while participants are willing to be persuaded to fund The Big Move, they prefer less direct mechanisms that conceal or bury the cost in everyday purchases.

More information along the way

Participants want more information and updates about Metrolinx and The Big Move. For many roundtable participants, the session was the first time they had heard about The Big Move or could truly understand its scope. Many recommended an extensive public education campaign to build awareness and support. People want to be engaged and to maintain open lines of communication as the Investment Strategy is developed, delivered and executed. And they want to be kept informed about whether projects are on time and on budget.

R-3(K)

Participants expressed hope that The Big Move is a long-term strategy that will be delivered as planned regardless of the government of the day. Many people view politics as an impediment to swift and aggressive action to fix the region's transportation woes. In many instances, participants want measurable targets to be set and independent monitoring or scrutiny in place to ensure goals will be achieved.

This report provides an overview of the Public Roundtable Meetings approach, delivers the big picture findings from all twelve meetings and provides further details on the input received from each region.

R-3(1)

Introduction

The Greater Toronto and Hamilton Area is Canada's largest urban region and the fifth largest in North America. It's home to half of all Ontarians. It's also home to Canada's busiest transportation and trade gateways – Highway 401, Union Station and Pearson International Airport. Each day, more than 800,000 people travel through these three gateways alone.

The region is growing quickly and the GTHA's transportation system has not kept pace with population growth. Construction of rapid transit, which averaged approximately 135 km per decade from the 1960s to the 1980s, has come to a near-halt over the past two decades. This underinvestment has left local residents grinding out an 82-minute commute on average every day.

The Big Move is Metrolinx's plan to tackle these challenges and transform transportation across the GTHA. It's a plan that impacts 6.6 million participants across the region, a number that will grow to 9 million in 25 years.

BIG MOVE, BIG CONVERSATION

Metrolinx is preparing to deliver an Investment Strategy to the Government of Ontario and municipal heads of council by June 1, 2013. This strategy will include proposals for revenue-generating tools, as well as other policy initiatives, to help implement The Big Move.

To get feedback and input from GTHA participants, Metrolinx hosted a series of 12 Public Roundtable Meetings in six regions from January to February:

1. January 15 – Oakville
2. January 19 – Newmarket
3. January 22 – Mississauga
4. January 26 – Georgetown
5. January 29 – Ajax
6. February 2 – Brampton
7. February 5 – North York
8. February 7 – Oshawa
9. February 9 – Toronto
10. February 12 – Hamilton
11. February 16 – Dundas
12. February 19 – Richmond Hill

The purpose of these meetings was to engage participants in discussions about The Big Move, current and future transportation projects, and potential funding tools to support the plan. Metrolinx will consider this feedback as it develops its Investment Strategy.

R-3(m)

To reach as many residents as possible, Metrolinx launched an integrated communications, social media and marketing plan to promote the Public Roundtable Meetings and BigMove.ca website across the GTHA through:

- Social media engagement, including Twitter and Facebook
- Municipal and community partner channels, including websites and emails
- Advertising and media outreach, including community and commuter newspapers
- Big Move postcards sent to randomly selected households in each region

PUBLIC ROUNDTABLE FORMAT

Metrolinx incorporated a distinct Public Roundtable format for each two-hour meeting to engage participants in structured and productive discussions. To maximize time and opportunities for feedback, the Public Roundtable Meetings were divided into three segments:

1. **Overview** – Participants learned about The Big Move from Metrolinx executives.

2. **Discussions** – Participants chose their route through as many as four different facilitated discussions.

3. **Wrap-Up** – Participants asked questions and provided comments.

Roundtable Structure & Themes

Roundtables were assigned one of four key themes. Participants had the option to cover all four themes in 20-minute intervals or spend more time on a specific theme.

Theme 1 – Your Transportation Experience Today

1. How does the GTHA's regional transportation system compare to other metropolitan areas you have experienced?
2. What are the best and worst features of the GTHA transportation system today?
3. How does existing transportation infrastructure shape the choices you make in your work and personal life?

Theme 2 – Understanding The Big Move

1. Which current and expected Big Move projects do you think will have the biggest impact for yourself, your family and for the region?
2. What do you like best about The Big Move? Do you think everyone throughout the region would share your response? Why or why not?
3. Projecting forward to 2031, describe how your daily commute might look if we implement every project proposed in The Big Move? What would it look like if we stopped all transportation expansion right now?

Theme 3 – Funding principles and finances

1. Funding The Big Move will cost $2 billion a year. This money will need to come from a variety of sources. Which of the following principles do you agree are most important to consider when proposing new sources of funding?
2. Which revenue tools best reflect the principles that you think are the most important for choosing how to pay for the next wave of Big Move projects?
3. What kind of guarantees or assurances would you want to receive in order to feel good about supporting The Big Move?

Theme 4 – Benefits to your community and the region

1. What Big Move projects will have the biggest impact on how you get around in your work and personal life?
2. Why is it necessary to connect destinations and rebuild transportation systems throughout the GTHA?
3. How important is it to ensure that all residents of the GTHA benefit more or less equally from the transportation expansions outlined in The Big Move?

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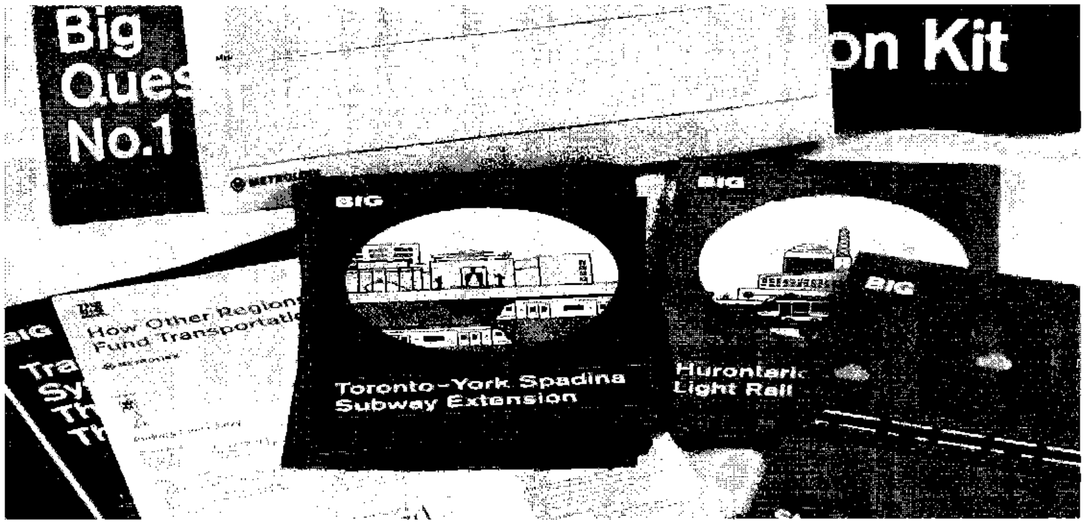

Conversation Kit
To support roundtable discussions and provide participants with in-depth information, Metrolinx provided conversation kits at each Public Roundtable Meeting.

#CodeRedTO
Amazing and detailed conversation toolkit for existing funded & future unfounded #BigMove projects: pic.twitter.com/gwujYqEo

These kits included clear and detailed information about:

- Big Move maps
- Current and next wave projects
- Revenue tools
- Systems around the world
- Transportation vehicles and terms

The conversations kits enabled participants to take part in productive conversations with essential tools and resources at their fingertips.

REACH & RESPONSE

More than 920 people attended the 12 Public Roundtable Meetings:

Durham Region – 86 participants over two meetings

Halton Region –159 participants over two meetings

Hamilton Region – 144 participants over two meetings

Peel Region – 112 participants over two meetings

Toronto – 256 participants over two meetings

York Region – 164 participants over two meetings

Each Public Roundtable Meeting featured lively and engaged conversations among diverse participants, stakeholders, public sector officials and transit providers. Discussions captured a wide range of perspectives and topics, enabling participants to learn about Big Move projects and deliver informed feedback and input.

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Big Picture Findings

Recognition of the problem and impatience for a solution

GTHA participants recognize there are congestion challenges and transit problems. They feel it in traffic every day on their way to work and school. They see it when they transfer between transit systems. And they feel it as they wait for buses and try to find a seat on the train. Participants have no doubt there is a problem and they are impatient for a solution.

CONGESTION
GTHA participants expressed frustration about the congestion they face on highways, roads and in the public transit system.

"It's too hard to predict timing of transit. It causes a lot of stress."
Toronto resident

"People are rearranging their lives to avoid traffic congestion."
Durham Region resident

People observed that traffic jams and gridlock, which used to be a predictable problem during rush hour, are commonplace throughout the day and even on weekends. Participants feel frustrated by the amount of time it takes to get to work, school and other activities. In many instances, people plan their days and activities around traffic, having to tack on extra hours to get where they need to go. People highlighted the negative impact of gridlock on family life, work obligations and recreation. Participants expressed the strain they feel on their physical and mental health.

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Inadequate capacity or frequency on public transit systems is a common concern for participants across the GTHA. Some participants feel there is no motivation to get out of their cars and into transit, because it is overcrowded or underserviced. Many transit users talked about end-to-end congestion in the system, including in transit parking lots, on train platforms and in transit vehicles.

Participants using the TTC subway expressed frustration about having to wait for several trains to pass before there is space for new passengers. People with disabilities and families with small children face additional barriers to accessing transit services.

Across the region, participants agreed that GTHA roads, highways, subways, trains and buses are straining to meet demand.

FREQUENCY

Participants expressed frustration with infrequent transit service and delays.

"We can't assume everyone just works in downtown Toronto and takes transit during rush hour."
Halton Region resident

"I use GO Transit when I can. It's priced right, but it doesn't run all day, so I can only use it sometimes."
York Region resident

People who need to get into and out of Toronto expressed frustration with having to adjust their schedules to avoid traveling in off-peak hours, when service is often reduced. For some participants using regional transit, service gaps of 30 minutes or more are top-of-mind aggravations. People with small children or caring for an older parent frequently talked about the challenges trying to get home quickly in cases of emergency. These participants are keen for more frequent and reliable service on regional routes. They look forward to a system that enables greater flexibility.

Service delays are a core concern for some participants using GO Transit lines. They are hopeful that transit operators can find more ways to work with freight train operators to avoid delays and track congestion during peak hours. People feel frustrated at the lack of reliability to get to where they need to go on time, often leaving hours early to build in time for potential delays. Participants transferring between regional and municipal transit systems would like to see coordinated schedules and more service guarantees.

The need for reliable and frequent service was heard uniformly across the region.

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INTEGRATION

GTHA participants want public transit that is integrated across municipalities and systems.

"The single most important thing that The Big Move needs to get right is the accessible interconnections between local and regional transit."
Hamilton Region resident

"Timing is important, but inconvenient transfers are the biggest thing that stop people from getting out of their cars."
Halton Region resident

Many participants who took part in Public Roundtable Meetings travel between regions across the GTHA. They talked about the challenges they face when it comes to conflicting schedules. They look to improvements that make it easier to get to and from their destination in a timely manner.

Some participants who rely on regional transit avoid municipal transit and take their car to and from the GO station. People are looking for leadership among transit providers to collaborate and deliver service that is integrated across the board. Participants are hopeful for an integrated system that allows them to easily coordinate schedules and travel from A to B.

Participants who commute into and out of Toronto have to navigate two – and sometimes three – different transit systems and fare schedules. People generally support the idea that the GTHA needs to start thinking like an integrated region and support people as they travel across municipal boundaries. Some participants are hopeful that The Big Move will enable them to access service promptly, regardless of the location or time of day. People generally support an integrated fare system that recognizes the distance – and frequency – they need to travel.

Across the GTHA, participants want a seamless transit system that enables people to travel easily, regardless of destination.

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Willingness to pay for the solution

Participants want a public transit system that works for them. They support investments in public transit and see the benefit to our communities, quality of life, economy and environment. Participants have experienced first hand the impacts of a strained system and lack of investment. They know what needs be done and they're willing to pay for it.

SHARING THE LOAD

Participants generally support the even distribution of Big Move costs across the region. But they also want to share the benefits.

"No matter that mode of transportation you take, we should all be paying because we all have to deal with congestion."
Peel Region resident

"We're in this together. We're all going to benefit, so we all need to contribute."
Halton Region resident

GTHA participants expressed broad understanding that The Big Move requires significant investment over a long period. They supported the idea that money needs to come from dedicated revenue sources. Regardless of the revenue tool, participants frequently discussed the need for those costs to be derived evenly across the GTHA. In many instances, participants do not support people outside the GTHA paying for their transit improvements. But many people see value in implementing a province-wide revenue tool that other regions could use for their own infrastructure improvements.

Above all, participants are hopeful for a system that benefits the entire region, beyond the Toronto or commuter corridors. Some people want guarantees on Big Move projects that benefit transit users moving east-to-west and north-to-south across the GTHA.

R-3(S)

In many instances, people recognized that as public transit improvements are made, more people will get out of their cars and relieve congestion on roads. Many participants see value in The Big Move to all transportation and transit users. And they support the need for both drivers and public transit users to contribute to the solution.

Overall, GTHA participants are hopeful that everyone will benefit from The Big Move and, as such, believe that costs must be evenly distributed.

EVERY DOLLAR COUNTS

While GTHA participants are willing to contribute to Big Move projects, they want to make sure Metrolinx is transparently delivering efficiency and value for money.

"We work hard every day. Every dollar and cent I make means a lot, so Metrolinx needs to use my money as carefully as I do."
Durham Region resident

"Implementation needs to be quick, easy, inexpensive and fair."
Toronto resident

Participants expressed reservations about the challenges and issues that can arise from infrastructure costs and capital projects. They would like guarantees that funds will flow directly to construction and results, and not into general revenues. People also talked about the importance of projects being completed in a timely and efficient manner. The short-term inconvenience of construction, particularly at Union Station in Toronto and Bus Rapid Transit lines across the region, is top of mind for some participants. These people look forward to timely completion of projects with minimal inconvenience.

Some GTHA participants expressed concern that Big Move construction costs might increase in size and scope over time. These people would like to see Metrolinx use revenue in ways that deliver value for money, which includes good quality materials, competitive vendors and low overhead costs. In some instances, participants would like to see Metrolinx clearly define budgets and timelines for Big Move projects and be accountable for those commitments.

Making the best use of time and resources is important for many participants.

R-3(+)

DEDICATED & FORWARD-LOOKING

Many participants support the need for dedicated sources of revenue and the opportunity to put the GTHA back on the map.

"Everyone should understand where the funds are coming from. It helps to guarantee that the money is actually going to transportation."
Peel Region resident

"We need to think of transportation as a budget necessity, not a subsidy."
Durham Region resident

"There is an important role for transit to play in revitalizing our communities."
Toronto resident

"Let's talk about upping our game and doing what it takes to put Toronto back on the map."
York Region resident

GTHA participants – for the most part – understand the need to implement dedicated sources of revenue to make The Big Move a success. Some people see transparency and accountability as an essential component, with a more defined link between money going into and results coming out of projects. Participants expressed hesitation in using general revenue streams, not wanting to see funds disappear and hived off for other priorities. In many instances, participants were keen to ensure long-term funding is in place to build a sustainable and responsive transportation and transit system. Many participants feel that transportation must be a funding priority alongside health care and education.

Participants across the GTHA talked about their experiences in cities around the world with high-quality transportation systems. Communities in Europe and the US are touted for being modern, efficient and responsive. Many participants look forward to a transportation system that elicits a similar response from visitors to the GTHA. Some people expressed concern that the GTHA is trailing behind when it comes to transportation, particularly for tourists, seniors, students and businesses. People expressed optimism at The Big Move's potential to raise the region's game when it comes to world-class transportation.

R-3(u)

Preferences for revenue tools

While most GTHA participants are willing to pay to implement The Big Move, they would rather not feel the impact directly. People don't want to pay out of pocket to transform transportation. They want revenue tools that are easy to implement, targeted and allow people to pay for the benefits they get. Participants understand and support the need for a mix of tools to get the job done.

Overall, GTHA participants indicated support for revenue tools that are easy to implement, administer and track. Some people talked about the need to ensure everyone contributes, including transit users, drivers and business. Many participants are open to a mix of different tools and understand that more can be considered as Big Move projects deliver results.

When it comes to funding The Big Move, some participants are unclear about how much it will cost. They would benefit from clarity around construction costs and operating expenses. And they are looking for a bottom line number that makes sense.

"I'm in favour of any funding model that encourages people to use other modes of transportation other than their cars."
Toronto resident

"I don't know why we don't insist on the revenue generating capacity other major cities have."
Durham Region resident

L-3(v)

MOST FREQUENTLY DISCUSSED TOOLS:

SALES TAX

Many participants are open to sales tax as a viable source of dedicated revenue for The Big Move.

People are generally supportive of increasing the sales tax to help fund Big Move projects. Many people saw a missed opportunity when the Harmonized Sales Tax was implemented and the federal government lowered the rate from 15 per cent to 13 per cent. Participants expressed support for the idea of raising the Harmonized Sales Tax one per cent to fund Big Move projects.

FUEL TAX

In many instances, GTHA participants support a modest fuel tax increase to support The Big Move.

People across the region are open to the idea of implementing a fuel tax increase to fund transportation and transit projects. Participants understand that drivers will directly benefit from The Big Move. The fuel tax is viewed as a tool that supports fairness and enables drivers to pay their fair share. Participants understand that the fuel tax is easy to implement and can help to influence behaviour by encouraging people to use public transit.

PARKING LEVY

Many GTHA participants see the parking levy as an option, but most need more information to understand how it works.

When the concept of a parking levy is explained, GTHA participants were supportive of implementing this revenue tool. They see it as an untapped resource that would not directly impact participants. In particular, large parking lots around shopping malls are seen as tremendous sources of revenue that would enable retailers to pay their fair share for the benefits of The Big Move. Clarity is needed to ensure participants understand how this tool would be implemented and leveraged.

R-3(W)

PROPERTY TAX

Across the board, GTHA participants agree that property taxes are already maxed out.

There is a feeling that property taxes and transportation projects – while connected – aren't directly correlated enough to warrant consideration. Because regions across the GTHA face differing property tax rates, participants don't feel this tool supports fairness.

ROAD TOLLS

Participants generally do not support road tolls, at least until Big Move projects are delivering more transit alternatives.

The Highway 407 road tolls have left some GTHA participants with negative connotations about road tolls. People would be more open to road tolls that are less expensive, publically operated and administratively efficient. Many participants who travel south of the border, however, support the systems in place on US highways.

PAYROLL TAX

There is mixed support for the payroll tax.

On one hand, participants support the idea of implementing revenue tools directed at employers, who will benefit from improved rapid transit for their employees. On the other hand, there is a perception that employees will indirectly pay for this tool through lower wages.

CORDON CHARGE

Participants do not broadly support the cordon charge tool.

People have seen the challenges faced in communities that implemented a cordon charge. They see it as expensive to implement and detrimental to businesses. Participants see a cordon charge as having an adverse affect on the economy in downtown Toronto.

INCOME TAX

There was general support for an income tax.

Participants want to make sure that lower-income households are not paying more than they can afford. In many instances, people see the income tax as a tool that can enable Metrolinx to harness revenues from participants who can afford to pay more, while protecting those who cannot.

R-3(x)

More information along the way

Participants are looking for more information about The Big Move as it's brought to life. People want to be kept in the loop as decisions are made, projects are implemented and funding is spent. They want to be kept engaged as the Investment Strategy is developed, delivered and executed. And they want to know whether projects are on time and on budget.

OPEN LINES OF COMMUNICATION

Participants talked about the value of information and ideas exchanged at Public Roundtable Meetings and expressed a need to maintain open lines of communication going forward.

"I need to see transparency and understand how project decisions were made."
Hamilton Region resident

"We need to give people the choice of funding this and make the options clear."
Toronto resident

Many participants expressed surprise about the details of The Big Move plan and appreciated the opportunity to learn more. As the Investment Strategy is developed, people look forward to being kept informed on how – and what – decisions are made. Some people support the idea of a GTHA-wide referendum on the proposed revenue tools.

Participants across the region expressed the need for Metrolinx to put forward funding scenarios for public comment and feedback. People generally understand that The Big Move is a 25-year plan and they would like to be engaged with updates and information along the way.

R-3(y)

LONG-TERM GUARANTEES

Participants across the GTHA expressed reservations about the various levels of government and political dynamics that might impact The Big Move.

"Someone has to have a master plan that we can stand up for the next 20 years."
York Region resident

"We need to remember that this is a long-term plan. The next generation will be using this system and we need to think of them."
Peel Region resident

People are weary of the friction points among municipal, provincial and federal governments. Some participants would like guarantees that municipal governments across the GTHA are on side with The Big Move and working together to deliver it. There is a perception that today's plans might not see the light of day down the road. Some participants see Metrolinx as an agency that can rise about the political fray and bring all partners together. People across the GTHA recognize the opportunity for Metrolinx to provide a leadership role among municipal transit providers.

Participants expressed reservations that political dynamics might impact long-term plans like The Big Move. They would like assurance that The Big Move is sustainable and has the staying power to surpass changing governments and funding priorities.

Across the GTHA, participants expressed a need for guarantees about the long-term viability of The Big Move.

RESULTS AND EFFICIENCY

Participants want to see tangible results and improved efficiency as The Big Move is implemented.

"Show us you're using our money well by providing us with really good service."
Halton Region resident

"I think efficiency should be a principle. Infrastructure exists that isn't being used or priced properly."
Toronto resident

GTHA participants are generally supportive of current and next wave projects. Their support is dependent on ongoing information and reporting. For some participants, there is a sense of hesitation about how Big Move projects will roll out. They want to see that the benefits and ridership targets identified by Metrolinx are being achieved over time. As projects are constructed and completed, people would like information on how budgets are maintained and funding is spent.

Participants expressed the need for greater efficiencies to be achieved as Big Move projects are implemented. Some people across the GTHA recognize the overlap that occurs from having multiple transit authorities delivering services and managing systems. Participants are seeking leadership for a coordinated transit system that eliminates this duplication. Some want more information about Metrolinx's role and efforts underway to streamline transit in the GTHA. They would like The Big Move to help save resources and money across the GTHA.

Across the board, people expressed a need for measurable targets for efficiency, clearly defined outcomes and transparent information about achievements.

R-3(2)

Regional Perspectives

Regions across the GTHA expressed unique perspectives and insights on The Big Move and transportation that are specific to their communities and experiences.

Durham Region

Participants in Durham Region expressed a need for more support and projects dedicated to their community. Some people talked about the importance of better distributing Big Move benefits based on the growth of the region.

"Connections don't work and it's a pain to get from A to B."
Durham Region resident

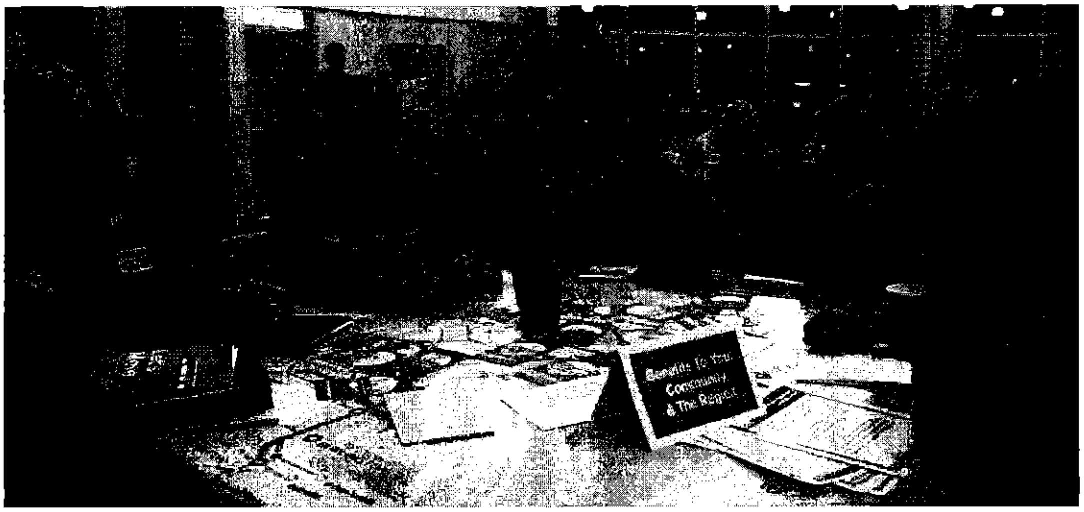
"We have universities and health care centres in Durham. We need better transit here, because our residents travel within our community."
Durham Region resident

INTEGRATION

Integration is top of mind for many Durham Region participants, who rely on multiple transit systems, including GO Transit and Durham Region Transit. Transit users expressed frustration about the barriers that prevent them from efficiently accessing transit. Conflicting schedules and infrequent service leave many people feeling isolated from places of employment and entertainment.

Participants in Durham Region also see the opportunity for transit to connect them with other communities. They want more transit projects to help people – including post-secondary students – to get in and around Durham Region and the GTHA broadly, not just downtown Toronto.

R-3(a)(a)



ACCESSIBILITY

Access to downtown Toronto is a priority for many Durham Region participants, who commute to work. These people are supportive of GO Train enhancements, including express service. Many people see this as a necessary requirement to building the community and its economy.

Participants also support the need to ensure new communities have access to transit. There are many developments underway across Durham Region, with new homes and businesses expanding the community. In many instances, people would like transit expansion to reflect community development plans and meet the growing needs of participants in the area.

Halton Region

Halton Region participants expressed an eagerness for service improvements that enabled them to get into Toronto and around their community. Many participants, particularly those in Milton, are looking for two-way, all-day GO service to better reflect growth in their community.

"Integrating community planning and transit hubs would make it easier for me to run errands, get to work and pick up my kids."
Halton Region resident

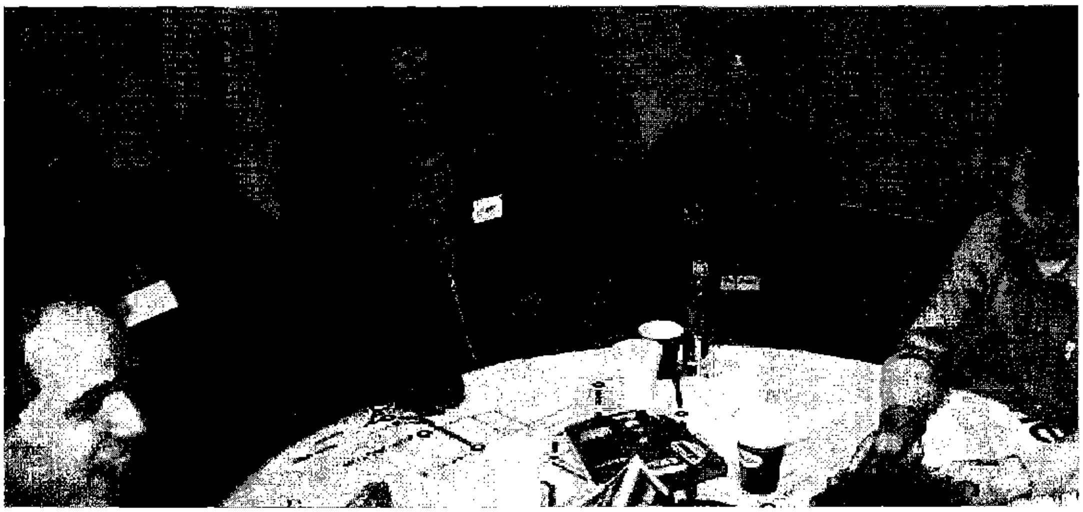
"It's time to look beyond municipalities – let's look at the entire system and all the people who use it."
Halton Region resident

CONNECTIVITY

Halton Region participants are generally supportive of Big Move projects that provide more options for commuting into Toronto, including all-day and weekend service. People frequently site the opportunities for employment and entertainment that those service improvements deliver.

On the other hand, many participants see the need for increased north-south and east-west connections within Halton and recognize that not everyone needs or wants to get into Toronto. People in the region look forward to Dundas Bus Rapid Transit and the benefits this project will provide.

R-3(b)(b)



MORE THAN JUST TRANSIT
People in Halton frequently observed that public transit improvements have cascading benefits that go beyond travel and transit times. These benefits include protecting natural resources, reducing smog, improving health and limiting stress. Participants also look forward to more opportunities for personal recreation and family time.

Participants were also supportive of the prospect of having access to new walking and cycling trails. Some people also talked about transit as an important mechanism to keep seniors active in the community.

Hamilton Region

Hamilton Region residents demonstrated distinct transportation needs, with many people living and working within their community. People were hungry for information and clarity on projects that impact their community.

"We need to attract professionals and innovative people to Hamilton."
Hamilton Region resident

"Transportation efficiency is so critical for our economy and the livability of our cities."
Hamilton Region resident

TWO-WAY, ALL DAY
Hamilton participants stressed the importance of two-way, all-day GO service. Many people highlighted the need for more progress and greater clarity about timing and scope of these services enhancements. In most instances, participants were supportive of two-way, all-day GO service, but were also eager for increased timelines and faster results.

Frequency and reliability were core themes brought forward by Hamilton participants. People expressed frustration about the lack of service and access during off-peak hours. They look forward to greater flexibility in work and personal schedules as a result of more frequent service.

R-3(c)(c)

IN AND AROUND HAMILTON

Hamilton participants discussed the need for transit improvements in and around Hamilton. In many instances, people talked about the importance of local transit to participants who live and work within Hamilton. The need for Hamilton Street Railway improvements as part of The Big Move plan was emphasized.

Light rail was a common theme among Hamilton Region participants and received mixed reviews. Some people wondered if light rail was worth the investment, while others saw it as a positive addition to enhance the community's image as a modern city.

Peel Region

Peel Region residents expressed a sense of isolation from the GTHA and a greater reliance on cars. While people were keen to hear about Big Move projects, there was hesitation about the reach and benefits to their region.

"We need certainty that The Big Move is going to happen."
Peel Region resident

"Limited transit options impact my ability to keep fit. I spend upwards of four hours a day in my car."
Peel Region resident

SUSTAINABILITY

Peel Region participants highlighted the need for a long-term, sustained plan to make The Big Move successful. People wanted to see a firm commitment – across governments and political influences – to all of the projects. They expressed the need to know that the plan on the table had staying power.

Participants were also keen to ensure The Big Move reflected growth and demand in communities across Peel Region. Some people expressed the need to better connect transportation projects with new community developments to ensure future generations were well served by transit.

R-3(d)(d)

CAR COMMUNITY

In many instances, participants describe Peel Region as a community that relies heavily on cars. People expressed excitement at the prospect of being able to leave their car at home and make use of efficient and seamless transit. Participants raised reliability and frequency as key motivators to transition from their car to public transit.

Participants expressed frustration about getting into and out of Toronto – both by transit and car. Gridlock and infrequent service were cited as core challenges.

People also talked about safety issues that dissuade them from taking transit, particularly at night.

City of Toronto

Toronto participants demonstrated an overall appreciation for the reliability and reach of TTC services. Alternative forms of transportation, such as walking and biking, were discussed across the region as options to address congestion.

"I will never take a job where I can't walk to work. There are too many times when you just can't rely on transit."
Toronto resident

"Transportation is like the arteries of our body. If it's clogged up, our city just doesn't work."
Toronto resident

CONGESTION

Toronto Region participants highlighted their concern at overcrowding in transit – on both GO and TTC routes. In many instances, overcrowding delays participants' commutes to work and school. It also makes traveling on transit uncomfortable for people, especially those traveling with children.

People were hopeful of the improvements, efficiency and access that Big Move projects can provide. Some people had reservations about the construction delays and inconveniences that would arise from Big Move implementation in the short-term

R-3(e)(e)

DOWNTOWN ACCESS

Many Toronto participants expressed excitement about the Downtown Relief Line and saw that as a necessary first step before the Yonge Subway Line extension. The need to relieve congestion within – and leading to – the downtown core was top of mind for many people.

Restricting parking on city streets was raised a number of times as a mechanism to get streetcars and buses moving again. Citing the benefits of frequent TTC service, some participants supported the idea of cordon charges. Better supporting cyclists was also top of mind for some participants.

York Region

York Region residents were supportive of Big Move projects, but also talked about the unique needs of communities within their region. They expressed a strong desire to have more results delivered on faster deadlines.

"Until something is done about congestion on the Yonge-University Line, nothing else matters."
York Region resident

"I'd love to step outside my house and have access to rapid transit."
York Region resident

COMFORT

York Region participants expressed the need for quality of service, not just quantity. Some people were keen to see that new stations and stops were comfortable in order to get out of their cars. Having a comfortable ride was also highlighted as a priority for some participants, who need to travel on the GO Train for long periods.

Congestion and complicated transfers between transit systems are also factors that pose barriers for some York Region participants. Some people look forward to a system that guarantees them a comfortable wait, a seat on the train and seamless transfers.

R-3(f)(f)

CONNECTIVITY

York Region participants discussed the importance of system integration and connectivity, particularly among GO, York Region Transit and TTC systems. Schedules that are not synched make it difficult for transit users to get to their destination and often result in people taking their car instead.

Fare integration was also raised as an important component of transit transformation for York Region participants. Many support PRESTO, but wanted to see broader implementation across systems. As transit enhancements are brought forward, participants highlighted the need to strengthen integration and connections across the GTHA, not just into Toronto.

R-3(g)(g)

Uptake & response

ROUNDTABLE FEEDBACK

GTHA participants provided the following comments on the Public Roundtable Meetings directly through feedback forms:

'It was interesting to get others' perspectives.'

'It will be key to link land use planning with transit infrastructure.'

'This session showed how much work Metrolinx has to do.'

'I thought I was the only one who wants to pay more for dedicated transit. It was refreshing to know people from all parts of the city and all walks of life agree.'

'I'm excited and enthusiastic about the potential to change the way that we urbanize our regions.'

'The consultation process is essential to seeing this plan implemented. I hope that this plan takes the feedback seriously and that Metrolinx incorporates the public more readily in the future.'

'Keep providing information. It is never wasted.'

R-3(h)(h)

MEDIA OVERVIEW

Media relations leading up to – and during – the roundtables helped to promote the sessions and enabled a broad range of GTHA residents to join the conversation. Stories in the media were accurately reported, positive in tone and helped to increase awareness of Metrolinx and congestion in the GTHA.

Media attended each of the 12 roundtables across the region, even during extreme winter weather conditions. The meetings attracted local media, student reporters from the various post-secondary journalism programs, ethnic media outlets and bloggers.

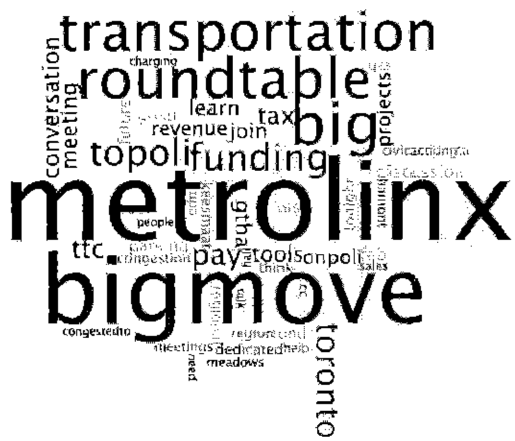
A range of publications covered the roundtables in their articles and feature stories, including commuter papers, daily newspapers, weekly community papers and online news sites.

The roundtables generated over 100 media stories, which often encouraged people to join the conversation through comments or reposting.

SOCIAL MEDIA SUMMARY

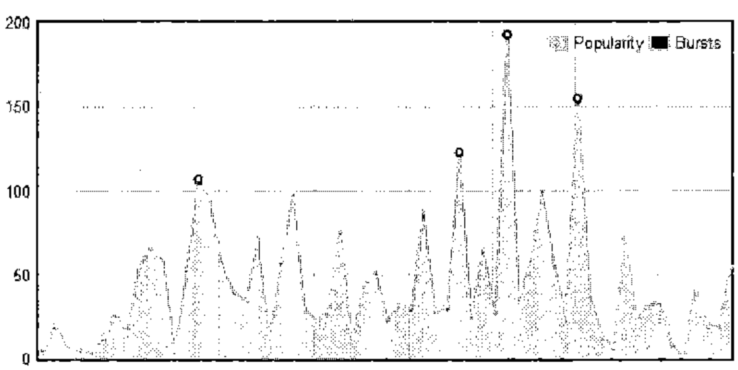
Conversations around the Big Move, Metrolinx, transit and the roundtables discussions increased substantially from January 15 to February 19. Twitter conversations peaked on the days of specific events.

The roundtables in Oakville, Mississauga, North York and Toronto saw the highest amount of tweets and engagement with those tweets.



Word cloud of popular terms used in related tweets from January 15 to February 19

POPULARITY OF BIG MOVE CONVERSATIONS



R-3(i)(i)

What's next?

The feedback and input received through the Public Roundtable Meetings will help Metrolinx to develop and deliver its Investment Strategy by June 1, 2013.

Metrolinx is also tapping into the insights of participants through the Residents Reference Panel on regional transportation investment. The Reference Panel is made up of participants who broadly represent the GTHA.

In early January, Metrolinx reached out to 10,000 randomly selected households across the GTHA to participate in the panel. From the responses received, 36 people were randomly selected to become panel members. The random draw balanced age, gender and geography.

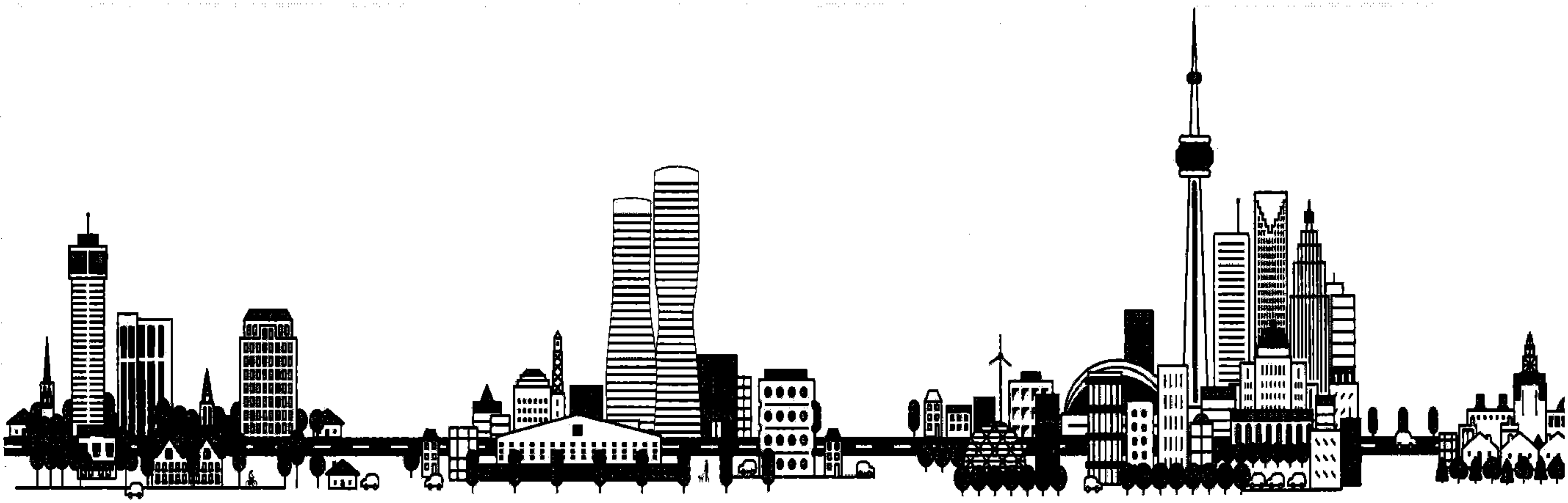
The Residents Reference Panel is meeting over four Saturdays in February and March. During these sessions, panel members are:

- Learning about The Big Move
- Hearing from transit and transportation experts
- Considering examples from other jurisdictions

The panel will deliver a report with their recommendations for funding scenarios and tools. This will also support the development of the Investment Strategy.

Investing in our Future

April 2, 2013



METROLINX
An agency of the Government of Ontario

GTHA's Global Competitiveness

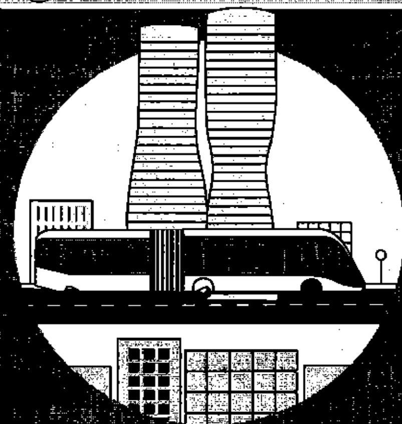
- The GTHA is already one of the world's most attractive regions to live, work and invest in

- Other urban regions consistently outperform the GTHA on quality of transportation

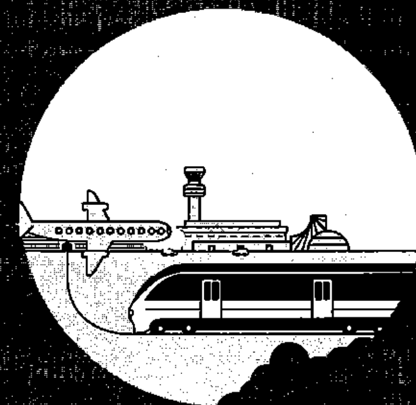
- The GTHA *"suffers from traffic congestion problems, poorly integrated regional transit services and relatively underdeveloped transport infrastructure."* OECD Territorial Review, 2010

Current Projects Underway ($16B)

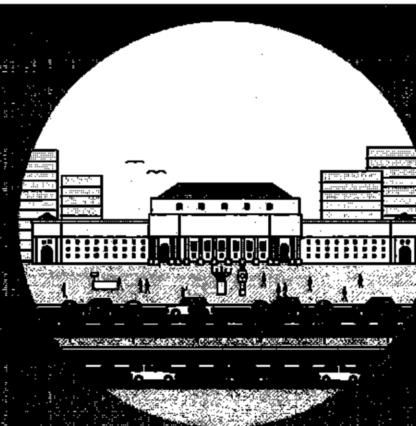
York Region vivaNext
Bus Rapidways



Mississauga Bus
Rapid Transit



Union Pearson
Express



Union Station
Revitalization

Toronto–York Spadina
Subway Extension

The Georgetown
South Project

Toronto Light Rail Transit
including Eglinton Crosstown

Proposed Next Wave of Projects

SUBWAY EXPANSION

- Downtown Relief Line
- Yonge North Subway Extension

NEW RAPID TRANSIT

- **Brampton Queen Street Rapid Transit**
- **Dundas Street Bus Rapid Transit**
- **Durham-Scarborough Bus Rapid Transit**
- **Hamilton Rapid Transit**
- **Hurontario-Main LRT**

GO/UP ENHANCEMENT

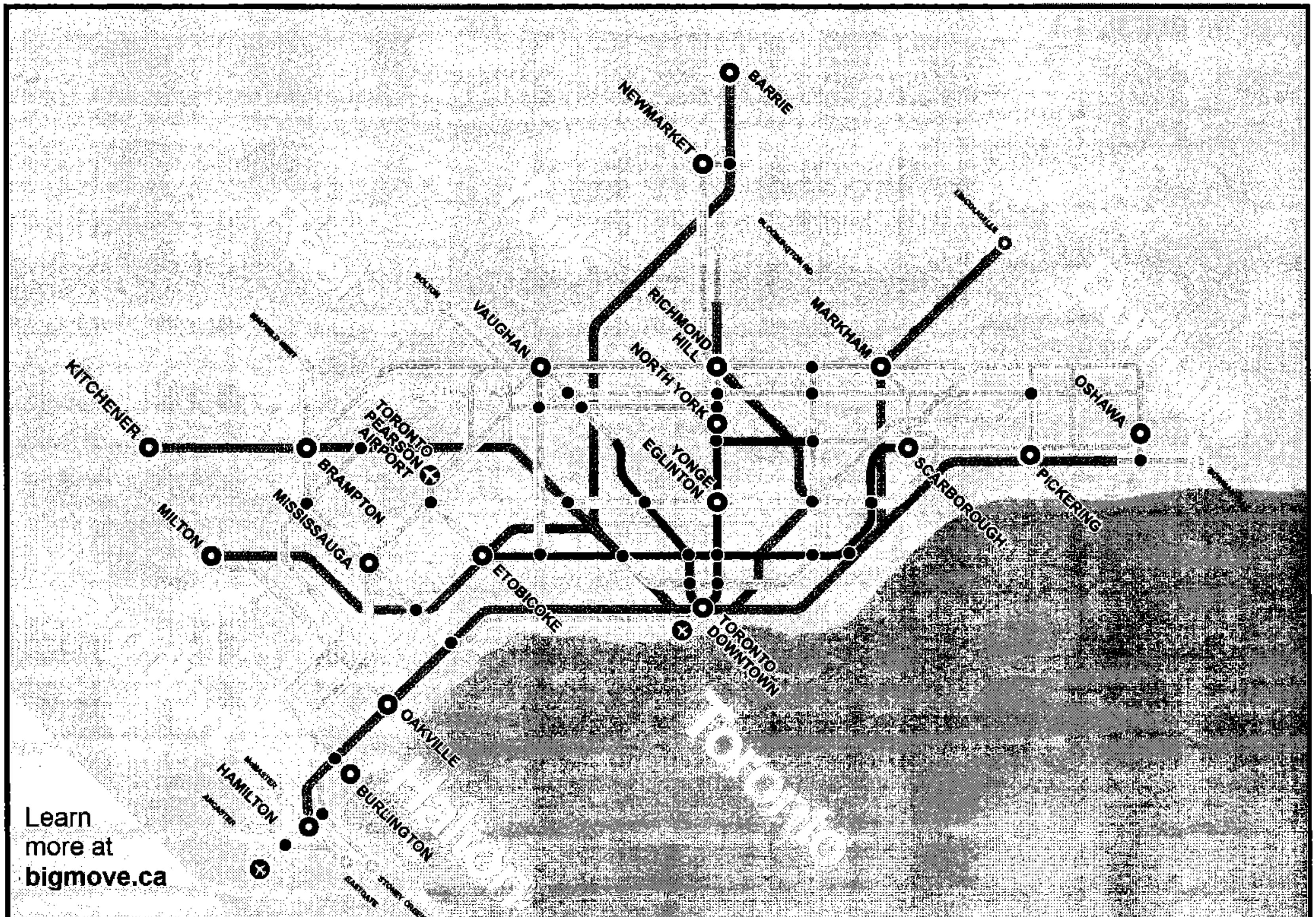
- GO Rail Expansion
- GO Lakeshore Express Rail Service – Phase 1 (including Electrification)
- Electrification of GO Kitchener Line and Union Pearson Express

LOCAL

- **Local transit**
- **Roads and highways**
- **Active transportation and integration**

The Big Move

R-3(n)(n)



New Funding Required for Next Wave

(6)

$34B total capital construction cost

$2B per year ongoing

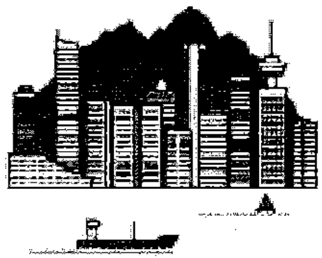
Scope of Investment Strategy

- Integrating Growth, Land Use and Transportation
- Optimizing System and Network Efficiency
- Integrating Infrastructure Decision-Making
- Funding through New Investment Tools

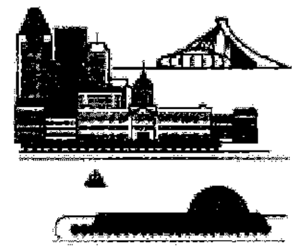
R-3(b)(b)

Best Practices from Other Jurisdictions

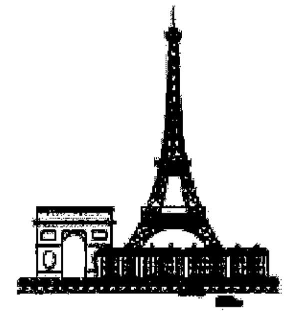
(9)



Vancouver



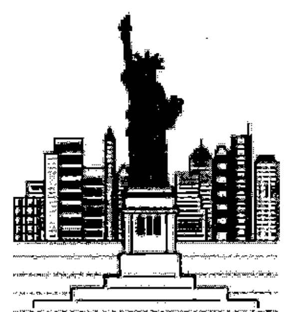
Montreal



Paris

- A *suite* of dedicated tools
- A combination of tools and direct government funding
- Key role for the private sector
- Ability to issue debt and maintain credit ratings
- Importance of accountability and transparency

Chicago



New York

London

theBIGmove

Tools in Other Jurisdictions

	Regional Transportation Authority														
	Metrolinx	Chicago RTA	Georgia RTA	Hong Kong MTR	Los Angeles County Metro	Montreal AMT	New York City MTA	Paris RATP	Port Authority of New York & New Jersey	Portland Oregon TriMet	Public Transport Victoria Australia	SF Metropolitan Transportation Commission	Transport for London UK	Vancouver TransLink	Wash DC Metro Area Transit Authority
Cordon Charge													X		
Corporate Income Tax							X								
Fuel Tax			X			X	X			X				X	X
Land Value Capture				X				X							X
Parking Space Levy											X			X	
Payroll Tax							X	X		X					
Property Tax						X				X				X	
Sales Tax		X	X		X		X					X			
TIF										X			X		
Tolls: Highways/HOT/ Bridge/Tunnel		X	X				X		X			X		X	
Utility Levy														X	
Vehicle Kilometers Travelled Pilot										X Oregon State					
Vehicle Registration Tax						X									
Ability to Issue Debt															

R-3(r)(c)

Investment Tool Profiles

- Detailed research, completed for Metrolinx by AECOM/KPMG, provides information on 25 investment tools that have been identified as potential candidates for the Investment Strategy

- AECOM-KPMG report can be found on www.bigmove.ca

- Each investment tool profile includes information on how the tool works, case studies from other jurisdictions, and evaluations based on:
  - Revenue potential
  - Incremental costs to implement
  - Impact on travel behaviour and transportation network performance
  - The ability of the tool to provide for "smart charges" or dynamic pricing
  - Technical implementation considerations
  - Governance considerations
  - Equity and distributional impacts
  - Impact on overall economic efficiency

Proposed Principles to Guide New Funding

- **Dedicated Revenue**
  The public can see exactly what they are paying for and have an assurance that funds are not diverted to other priorities
- **Fairness in Costs and Benefits**
  Distributes costs to everyone who benefits, recognizing that we all benefit from transportation infrastructure
- **Equity across the Region**
  Ensures that no part of the region is left behind by having all areas pay their fair share and benefit from investment
- **Transparency and Accountability**
  Ensures transparency in administering funds and reporting on results

List of Potential Tools from global experience

- Auto Insurance Tax
- Car Rental Fee
- Carbon Tax
- Cordon Charge
- Corporate Income Tax
- Development Charges
- Driver's License Tax
- Employer Payroll Tax
- Fuel Tax
- High Occupancy Toll (HOT) Lanes
- Highway Tolls
- Hotel and Accommodation Levy
- Income Tax
- Land Transfer Tax
- Land Value Capture
- New Vehicle Sales Tax
- Parking Sales Tax
- Parking Space Levy
  including pay-for-parking for transit stations
- Property Tax
- Sales Tax
- Tax Increment Financing (Special Assessment Districts)
- Transit Fare Increase
- Utility Levy
- Vehicle Kilometres Travelled (VKT) Fee
- Vehicle Registration Fee

Rationale for Narrowing the Tools

- From the 25, we selected seven high-performing "big" tools based on:
  - Revenue generation and cost
  - Ease of implementation and use
  - Public impacts, including transportation benefits and social fairness
- We also selected four smaller "high policy impact" tools based on ability to:
  - Improve travel behaviour, choice and capacity optimization on the existing highway system
  - Integrate land development and transportation investment decisions
  - Ensure transit users contribute directly to transit capital expansion costs
- The outcome:
  - A shorter list of 11 tools – a reasonable range of user, beneficiary and everyone pays tools – to eventually develop a recommended revenue toolkit
  - Symmetry with the potential investment tools being considered by the Toronto Region Board of Trade, City of Toronto and others

Potential Short List of Investment Tools

Seven Potential Big Investment Tools:

- Employer Payroll Tax
- Fuel Tax
- Highway Tolls
- Parking Space Levy
  including pay-for-parking at transit stations
- Property Tax
- Sales Tax
- Vehicle Kilometres Travelled (VKT) Fee

Four Potential Smaller Investment "Policy" Tools:

- Development Charges
- High Occupancy Toll (HOT) Lanes
- Land Value Capture (LVC)
- Transit Fare Increase

Categorizing Investment Tools

User Pay Tools: recognizes the value to direct consumers of the infrastructure

- Fuel Tax
- Road Pricing (High Occupancy Tolls, Highway Tolls, Vehicle Kilometres Travelled Charge)
- Transit Fares

Beneficiaries Pay Tools: recognizes the economic value of infrastructure

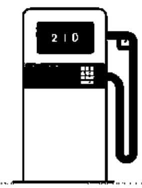
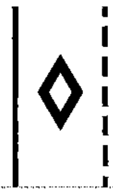
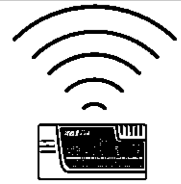
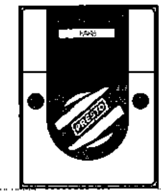
- Property Tax
- Land Value Capture
- Development Charges
- Parking Space Levy including pay-for-parking at transit stations
- Payroll Tax

Everyone Pays Tool: recognizes the broad social value of infrastructure

- Sales Tax

(x)

User Pay Tools

	Fuel Tax	High Occupancy Tolls	Highway Tolls	Vehicle Kilometres Travelled Charge	Transit Fares
					
HOW DOES IT WORK?	**An additional excise tax levied on the sale of transportation fuels, calculated by volume purchased.**	**A charge on vehicles with one person who wish to use high occupancy vehicle (HOV) lanes. Vehicles that meet the high occupancy minimum travel for free.**	**Motorists pay a toll per kilometre travelled on designated highways.**	**Motorists pay charge for every kilometre they travel within a designated area or in all areas. A driver's VKT is recorded through odometer readings or GPS tracking.**	**A fare surcharge dedicated to capital projects is applied to all transit trips in the GTHA.**
WHO PAYS?	**Motorists**	**Motorists**	**Motorists**	**Motorists**	**Transit Riders**
POTENTIAL ANNUAL REVENUES (GTHA)*	**$0.05/L** **= $330 million**	**Variable rate** **= $25 million**	**$0.10/km** **= $1.4 billion**	**$0.03/km** **= $1.6 billion**	**$0.15 /ride** **= $50 million**
WHERE IS IT USED?	**BC, Alberta and Quebec, US and Europe**	**HOTs are currently used in nine U.S. states.**	**Several U.S. states, Ireland, the United Kingdom and the Highway 407 in GTHA.**	**Austria and Germany on federal motorways.**	

** Rates shown are used for illustrative purposes only and are not intended to recommend a particular rate.*

Beneficiaries Pay Tools

	Property Tax	Land Value Capture	Development Charges	Parking Space Levy	Payroll Tax
HOW DOES IT WORK?	A percentage-based tax is applied on the value of property owned by individuals and organizations.	Land Value Capture (LVC) aims to collect a share of the increased value in property development that results from transportation investment. Developments around transit stations benefit from greater accessibility and often have higher land values.	One-time levies imposed on new developments and eligible re-developments used to pay for growth-related infrastructure. DCs are determined by formula, and based on the type of dwelling or property.	A daily levy is charged to a property owner based on the amount of non-residential off-street parking spaces owned- including pay-for-parking at transit stations	A tax is paid by employers as a percentage of employees gross pay in a given period or as a flat tax based on the number of employees they have.
WHO PAYS?	Property Owners	Property Owners	Developers & New Property Owners	Property Owners	Businesses
POTENTIAL ANNUAL REVENUES (GTHA)*	5% increase on existing = $670 million	$20 million	15% increase on existing = $100 million	$1 /space /day = $1.4 billion	0.5% = $700 million
WHERE IS IT USED?	Used in Metro Vancouver and Montreal. Property taxes paid throughout the GTHA are used to fund local transportation, but are not dedicated.	Europe, South America, Asia. The Yonge North Subway corridor is currently under study to examine LVC potential.	Used across Ontario and in many other jurisdictions.	Vancouver, Melbourne, Sydney and Perth, Australia.	Paris, NYC. New York rates range between 0.11% and 0.34%, depending on an employer's total payroll expense.

theBIGmove

** Rates shown are used for illustrative purposes only and are not intended to recommend a particular rate.*

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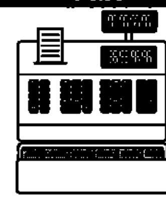
Everyone Pays Tool

(a)(a)

	Sales Tax
	
HOW DOES IT WORK?	A percentage rate applied on all goods and services.
WHO PAYS?	Consumers
POTENTIAL ANNUAL REVENUES (GTHA)*	1% = $1.4 billion
WHERE IS IT USED?	Used extensively in the United States to fund transportation infrastructure. In Ontario consumers pay HST at a rate of 13%; revenues generated from this tax go toward the province's general revenues and are not dedicated to transportation.

** Rates shown are used for illustrative purposes only and are not intended to recommend a particular rate.*

Selection Criteria

- Strong, predictable and durable revenues
- Reasonable cost and ease of implementation
- Price signals to encourage efficient travel choices
- Promotes economic competitiveness
- Promotes social fairness and equity

Next Steps

- Seeking public and stakeholder input on the shorter list of potential dedicated investment tools
- Reaching out to and consulting with our municipal partners is a key next step in our engagement plan
- On track to publicly release our final report and recommendations at the Metrolinx Board meeting on May 27
- Have your say:
  Learn more about the potential tools and join the Big Conversation at www.bigmove.ca

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R-3(d)(d)(d)

REPORT 6 – 2013

COUNCIL AGENDA
April 24, 2013

TO: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its sixth report of 2013 from its meeting held on April 15, 2013, and recommends:

PDC-0026-2013
That the report dated March 26, 2013 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested eight (8) Sign Variance Applications described in the Appendices of the report, be adopted in accordance with the following:

1. That the following Sign Variances **be granted**:

(a) Sign Variance Application 12-03327
Ward 1
Riocan Development Inc.\Starsky Fine Foods
2040 Dundas Street East

To permit the following:
(i) An addition to an existing ground sign creating a total sign area of 17.41 sq. m (187.41 sq. ft.) per sign face.

(b) Sign Variance Application 12-02207
Ward 1
RBC
220 Lakeshore Road West

To permit the following:
(i) Three (3) directional signs to have a sign area of 0.78 sq. m (8.39 sq. ft.) and a height of 1.4 m (4.58 ft.).

(c) Sign Variance Application 13-03698
Ward 5
International Centre
6900 Airport Road

To permit the following:
(i) One (1) ground sign internal to the property with changing copy message board with a height of 8.23 m (27 ft.).

(d) Sign Variance Application 12-03483
Ward 9
First Gulf
6925 Century Avenue

To permit the following:
(i) One (1) temporary real estate sign facing a Provincial highway (Hwy. 401) for a period of one (1) year.

(e) Sign Variance Application 13-03629
Ward 9
Meadowpine Land GP Inc.
2727 Meadowpine Blvd.

To permit the following:
(i) One (1) ground sign located in the rear or side yard of a lot in a commercial or industrial zone located adjacent to a Provincial highway (Hwy. 401) for a period of one (1) year.

(f) Sign Variance Application 12-03492
Ward 9
First Gulf Corporation
2380 Meadowvale Blvd.

To permit the following:
(i) One (1) ground sign located in the rear or side yard of a lot in a commercial or industrial zone located adjacent to Provincial highway (Hwy. 401) for a period of one (1) year.

(g) Sign Variance Application 12-03335
Ward 11
IZOD
775 Britannia Road West

To permit the following:
(i) One (1) fascia sign located on a false screen wall of the loading area, located parallel to the side (west) elevation of the unit.

2. That the following Sign Variance **not be granted**:
(a) Sign Variance Application 12-03140
Ward 5
Bombay Chopsticks
30 Bristol Road East

(i) One (1) fascia sign attached to an exterior wall which is not forming a part of the unit occupied by the business.

PDC-0027-2013
That a public meeting be held to consider proposed official plan and zoning by-law amendments as recommended in the report titled *"Proposed Amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for the Meadowvale Village Neighbourhood Character Area"* dated March 26, 2013 from the Commissioner of Planning and Building.

File: CD.03MEA

PDC-0028-2013
That staff be directed to hold a public meeting at the Planning and Development Committee to consider amendment of Schedule 1: Urban System, Schedule1a: Urban System-Green System and Schedule 3: Natural System of Mississauga Official Plan, to include revised boundaries of lands in the Natural Areas System, as shown on Appendix 1 of the report titled "Natural Areas Survey 2012 Update", dated March 26, 2013 from the Commissioner of Planning and Building.

File: EC.10.ENV (2012)

PDC-0029-2013
That the Report dated March 12, 2013, from the Commissioner of Planning and Building recommending refusal of the applications under File OZ 11/018 W5, Antorisa Investments Ltd., Part of Lot 11, Concession 1, W.H.S, designated as Parts 1 & 2, Plan 43R-13493, northwest corner of Derry Road West and Hurontario Street, be received and that it be referred to Council for recommendation in accordance with the following:

1. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants, to attend the Ontario Municipal Board hearing on the subject applications in support of the recommendations outlined in the report dated March 12, 2013 from the Commissioner of Planning and Building.

2. That City Council provide the Planning and Building Department with the authority to instruct Legal Services staff on any modifications to the position deemed necessary during the Ontario Municipal Board hearing process, however, if there is a potential for settlement, then a report shall be brought back to Council by the City Solicitor.

File: OZ 11/018 W5

REPORT 8 - 2013

COUNCIL AGENDA
April 24, 2013

TO: THE MAYOR & MEMBERS OF COUNCIL

General Committee of Council presents its eighth Report of 2013 and recommends:

GC-0241-2013
That the deputation by Crystal Greer, Director, Legislative Services & City Clerk and Ivana Di Millo, Director, Communications with respect to the Rogers Partnership to stream General Committee and Planning and Development Committee meetings live, be received.

GC-0242-2013
That $20,000 be transferred from the General Contingency Reserve to the General Councillors' Office Expense for 2013 based on the allocation by Ward as outlined in the memorandum dated December 11, 2012 from the Commissioner, Corporate Services and Treasurer.

GC-0243-2013
That a by-law be enacted to authorize the Mayor and City Clerk to execute a Services Agreement between the City of Mississauga and the Greater Toronto Marketing Alliance (GTMA), substantially in the form attached, (Appendix 1) and as described in the City Manager and Chief Administrative Officer's report dated March 25, 2013.

GC-0244-2013
1. That the preliminary comments submitted on April 4, 2013 from the Commissioner of Transportation and Works to the Ministry of Consumer Services included as Appendix 1 to the General Committee report dated April 5, 2013 in response to the "Proposals for the Implementation of the *Ontario Underground Infrastructure Notification System Act, 2012*" consultation package and included as Appendix 2, be endorsed.

2. That the Corporate Report dated April 5, 2013 from the Commissioner of Transportation and Works entitled "Ministry of Consumer Services Consultation Package for the *Ontario Underground Infrastructure Notification System Act, 2012*" be forwarded to the Premier of Ontario, the Minister of Consumer Services and the Association of Municipalities Ontario.

GC-0245-2013
That the proposed 2013 Noise Attenuation Barrier Replacement Program, as outlined in the report from the Commissioner of Transportation and Works dated April 17, 2013, be approved. (Wards 4, 5, 6, 7 and 11)

GC-0246-2013
That a by-law be enacted to amend By-law 555-2000, as amended, to implement lower driveway boulevard parking between the curb and sidewalk, at anytime, on the north, west and south side (outer circle) of Ewing Crescent.
(Ward 11)

GC-0247-2013

1. That the Corporate Report dated March 27, 2013 from the Commissioner of Community Services entitled "High Five Accreditation Project for Children's Recreation Programs" be approved.

2. That a by-law be enacted to authorize the Commissioner of Community Services and the City Clerk to enter into a grant agreement or any other ancillary documents, subject to confirmation of funding, with the Ontario Sport and Recreation Communities Fund (OSRCF) to implement Mississauga's High Five Accreditation Project in a form satisfactory to the City Solicitor.

GC-0248-2013
That a by-law be enacted to authorize the Commissioner of Community Services to execute a cost sharing agreement between Metrolinx and The Corporation of the City of Mississauga regarding the acquisition of public art at Erindale GO Station, in a form acceptable to the City Solicitor and subject to the conditions outlined in the Corporate report dated March 27, 2013 from the Commissioner of Community Services.
(Ward 6)

GC-0249-2013

1. That the 2012 Year-End Operating Financial Results, as outlined in the Corporate Report dated April 4, 2013 from the Commissioner of Corporate Services and Treasurer entitled "2012 Year-End Operating Financial Results" be received for information.

2. That the sum of $1,413,800 be transferred to the Development Charges Library (Account # 31325) from Meadowvale Community Centre and Library Renovation - Design (PN09-430) to accommodate the funding source change, and that the sum of $1,413,800 be transferred from the Capital Reserve Fund (Account#33121) to Meadowvale Community Centre and Library Renovation - Design (PN09-430) to accommodate the funding source change.

3. That all necessary by-laws be enacted.

GC-0250-2013
That Council rescind, in its entirety, General Committee Recommendation GC-0552-2007 of June 27, 2007 approved by Council on July 4, 2007, and approve the following recommendations:

1. That a portion of the closed out road allowance of Bellevue Street, containing an area of approximately 650 square metres (6,996 square feet) be declared surplus to the City's requirements. The subject lands are legally described as Part of Lot 24 Registered Plan STR-1, Bellevue Street (dedicated by By-law 891) (closed by By-law 536-93), more specifically described as Parts 15, 16, 17, and 23 on the draft Reference Plan prepared by Land Survey Group (LSG) dated October 4, 2012, City of Mississauga, Regional Municipality of Peel, in Ward 11.

2. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-2008 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website for at least three weeks prior to the execution of an agreement for the sale of the subject land under Delegated Authority.

GC-0251-2013
That the deputation to the Mississauga Cycling Advisory Committee from Matthew Williams, Project Leader regarding the Hurontario-Main LRT project be received.
(MCAC-0021-2013)

GC-0252-2013
That the memorandum from Jacquelyn Hayward Gulati, Manager, Cycling Office dated April 3, 2013 regarding the Quarterly Update on the Proposed 2013 Cycling Network Program be received.
(MCAC-0022-2013)

GC-0253-2013
That the draft letter regarding the McLaughlin Road Environmental Assessment be received as amended.
(MCAC-0023-2013)

GC-0254-2013
That the 2013 Calendar of Events regarding Mississauga cycling related events in 2013 be received as amended.
(MCAC-0024-2013)

GC-0255-2013
That the 2013 Mississauga Cycling Advisory Committee Action List be received as amended.
(MCAC-0025-2013)

GC-0256-2013
That the letter dated March 25, 2013 from Councillor Chris Fonseca, regarding Municipal Walkway (Ward 3) be received.
(MCAC-0026-2013)

PLANNING & DEVELOPMENT COMMITTEE
APR 15 2013

PLANNING & DEVELOPMENT COMMITTEE
APR 02 2013
Clerk's Files

UB-1

MISSISSAUGA

Corporate Report

Originator's Files OZ 11/018 W5

COUNCIL AGENDA
April 24, 2013

DATE: March 12, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 2, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit a two-storey motor vehicle repair facility
Part of Lot 11, Concession 1, W.H.S, designated as Parts 1 & 2, Plan 43R-13493
Northwest corner of Derry Road West and Hurontario Street
Owner: Antorisa Investments Ltd.
Applicant: Bousfields Inc.
Bill 51

Supplementary Report **Ward 5**

RECOMMENDATION: That the Report dated March 12, 2013, from the Commissioner of Planning and Building recommending refusal of the applications under File OZ 11/018 W5, Antorisa Investments Ltd., Part of Lot 11, Concession 1, W.H.S, designated as Parts 1 & 2, Plan 43R-13493, northwest corner of Derry Road West and Hurontario Street, be adopted in accordance with the following:

1. That City Council direct the City Solicitor, representatives from the appropriate City Departments and any necessary consultants, to attend the Ontario Municipal Board hearing on the subject applications in support of the recommendations outlined in the report dated March 12, 2013 from the

UB-1(a)

2. That City Council provide the Planning and Building Department with the authority to instruct Legal Services staff on any modifications to the position deemed necessary during the Ontario Municipal Board hearing process, however, if there is a potential for settlement, then a report shall be brought back to Council by the City Solicitor.

REPORT HIGHLIGHTS:	• No revised concept plans or updated comments have been received since the public meeting on September 4, 2012; • The applicant appealed the applications to the Ontario Municipal Board on October 18, 2012. An OMB pre-hearing has been scheduled for March 18, 2013; • The new Mississauga Official Plan (2011) was approved by the Ontario Municipal Board on November 14, 2012, save and except for certain appeals, some of which affect the subject applications; • The proposed official plan amendment and rezoning applications do not represent good planning, are premature and should be refused.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on September 4, 2012, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0052-2012, which was subsequently adopted by Council and is attached as Appendix S-2.

No revised plans or updated information have been received by the Planning and Building Department since the Information Report (Appendix S-1) was at Planning and Development Committee. Issues with access, grading, stormwater management, encroachments, land dedication requirements, and compatibility with the proposed Light Rail Transit Corridor along Hurontario Street are unresolved.

Further, technical documents identified in the Information Report remain outstanding and include:

UB-1(b)

- revised Stormwater Management Report;
- revised Heritage Impact Statement;
- revised Traffic Impact Review;
- Parking Utilization Study;
- validations for the Phases1 and 2 Environmental Site Assessments dated August 2000; and
- planning rationale supporting the proposed development in consideration of the Hurontario Light Rail Transit as per the Hurontario/Main Street Corridor Master Plan adopted by Council.

At the time of preparation of the Information Report, not all City department comments had been received. Additional technical documents such as a Composite Utility Plan and Streetscape Master Plan are also required.

On October 18, 2012, the Official Plan Amendment and Rezoning Applications were appealed to the Ontario Municipal Board by the property owner, Antorisa Investments Ltd. At the time of preparation of this report, a hearing date has yet to be scheduled. A pre-hearing date has been scheduled for March 18, 2013. The purpose of this report is to receive Council's direction on the applications and the appeals.

COMMENTS: See Appendix S-1 - Information Report prepared by the Planning and Building Department.

COMMUNITY ISSUES

Correspondence expressing objection to the applications was received by:

- email dated February 2, 2012 from Brutto Consulting on behalf of the owner of 7091 Hurontario Street (located north of the subject property on the east side of Hurontario Street, opposite Kingsway Drive) and;
- letter dated September 4, 2012 from Carl Brawley of Glen Schnarr and Associates Inc. on behalf of the owner of 7020 Hurontario Street (located immediately north of the subject property).

UB-1(c)

Issues identified are summarized below:

Comment

The proposal does not maintain the long standing intent of the Official Plan wherein the proposed vehicular repair facility uses were not contemplated or deemed to be appropriate at this Gateway location.

Comment

The proposed motor vehicle repair facility is not an appropriate land use at this intersection and does not conform with the planning policies and objectives of the Hurontario Street corridor. The application proposes eight (8) garage bay doors exposed directly to the property to the north, municipally known as 7020 Hurontario Street, which is not compatible from an urban design perspective.

Response to Comments

The above comments are also of significant concern to the Planning and Building Department. Staff's responses are contained within the Planning Comments section of this report.

PLANNING COMMENTS

The Planning and Building Department has reviewed and evaluated the materials submitted by the applicant in support of the applications and the appeals in the context of: relevant provincial policies, municipal policies, comments received from various City departments, agencies and the public, and the applicant's planning rationale.

Provincial Policy Statement (PPS)

The PPS states that "Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it is identified" and that "a land use pattern, density and mix of uses should be promoted that minimizes the length and number of vehicle trips and supports the development of viable choices and plans for public transit".

The proposed development of a two-storey motor vehicle repair facility at or near existing and future major transit stops and stations does not take into account the planned context of Hurontario Street as an urban, vibrant, higher density transit and pedestrian-oriented street. The proposal is not consistent with the PPS.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan states that "major transit stations and intensification corridors will be designated in Official Plans and will be planned to achieve: a) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; and b) a mix of residential, office, institutional, and commercial development where appropriate.

Hurontario Street has been identified as an Intensification Corridor in Mississauga Official Plan (2011), where growth is to be directed to provide higher density mixed-use development supportive of planned higher order transit along Hurontario Street. The addition of another motor vehicle oriented use at the principal intersection of Hurontario Street and Derry Road West does not support the vision for intensification corridors.

Mississauga Plan (2003)

The Official Plan Amendment application was submitted when Mississauga Plan (2003) was the, in force, Official Plan. This development proposal requires an amendment to the 2003 Mississauga Plan Policies for the Gateway Planning District. As outlined in the Information Report, Section 5.3.2.1 of Mississauga Plan provides criteria for evaluating site specific Official Plan Amendments. The criteria is outlined below, followed by a

U-B-1(e)

discussion of how the proposed application does not address the intent of the criteria.

"The proposal will not adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands."

The location of the subject property is significant in terms of City image, area character and streetscape. Hurontario Street and Derry Road is a principal intersection for transit and employment growth along the Hurontario Corridor between Provincial Highways 401 and 407. At the time the OPA and rezoning applications were submitted and deemed complete (January 13, 2012), the proposed motor vehicle repair use was in conformity with the applicable "Business Employment" land use designation under the Gateway District Policies of Mississauga Plan (2003). However, an Official Plan Amendment was submitted due to the proposed two storey height of the building; whereas the applicable Special Site 2 policies require buildings at the corners of Hurontario Street and Derry Road West to be a minimum of three storeys.

The general policies of Mississauga Plan discourage Motor Vehicle Commercial uses as a single use and from locating at important intersections. While the site specific policies recognize the two existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Hurontario Street and Derry Road, these uses are encouraged to be redeveloped given their prominent location. Due to the limited size of the subject property and the importance of the Hurontario Street and Derry Road intersection, land consolidation is also encouraged in the site specific policies in order to facilitate useable development parcels that allow for intensified development that would promote Hurontario Street as a major transit corridor.

UB-1(f)

"The land is suitable for the proposed uses, and compatible with existing and future uses of the surrounding lands."

While the applicant has submitted building elevations that appear to propose a three storey building with a height of approximately 10.8 m (35.3 ft.), the proposed building is, in fact, only partially two storeys in order to provide sufficient ceiling height for vehicular lifts on the ground floor. Windows are proposed on all sides of the building to give the impression of a three storey building from the street. A third storey is not proposed, and the proposed parking calculations are based on the gross floor area provided for a 756.7 sq. m (8,145.3 sq. ft.) partial two storey motor vehicle repair building.

From an urban design perspective, the Hurontario Street and Derry Road intersection is a major node that has a number of important functions, such as facilitating transit use through intensification and establishing a high quality image for the street. The applicable design guidelines outlined in the Upper Hurontario Corridor – A Design Mandate for Excellence Document (March 1996) identifies the north sector of the Hurontario Corridor as a gateway into Mississauga and "a distinctive civic boulevard having a high profile and design standard". The proposed partial two storey motor vehicle repair facility with parking located between the streetline and the front building face, visible service bays exposed to the property to the north, vehicular access points close to the intersection, insufficient building setbacks, and substandard landscaping and architectural gateway features does not satisfy the design guidelines or support the City's vision for the Hurontario Street and Derry Road intersection along the Hurontario Street corridor.

The proposed use with its significant design deficiencies will likely negatively impact the future development potential of lands with the same land use designation immediately north of the subject property, and discourage the redevelopment of the two existing motor vehicle service stations (located to the southeast and southwest) for more intensive, business employment (e.g. office)

UB-1(g)

development contemplated by the Official Plan at this high profile intersection.

"There are adequate infrastructure and community services to support the proposed development."

Vehicular access, grading, stormwater management, encroachments, land dedication requirements, and compatibility with the proposed Light Rail Transit Corridor along Hurontario Street are issues that remain outstanding. As a result, it has not been demonstrated that there is adequate infrastructure in place to support the proposed development. Notwithstanding these requirements, the proposal is not in keeping with the City's vision for the Hurontario Street corridor.

Hurontario/Main Street Corridor Master Plan Study (2010)

In July 2010, City Council endorsed the Hurontario/Main Street Corridor Master Plan Study. The Master Plan is a vision for Hurontario Street/Main Street as a Light Rail Transit Corridor that accommodates anticipated growth and transportation demands, and which complements and complies with both the Province of Ontario's Places to Grow legislation and Metrolinx's The Big Move Regional Transportation Plan. A Preliminary Design Study is now underway. A Light Rail Transit station is proposed at the intersection of Hurontario Street and Derry Road. In order to support the planned higher order transit, supportive land uses and densities are required along Hurontario Street.

Mississauga Official Plan (2011)

In 2011, the City of Mississauga adopted Mississauga Official Plan that takes a contemporary approach to land use planning in Mississauga, with a focus on integrating land use, transportation and urban design and providing for growth in locations that are supported by existing and planned infrastructure. Mississauga Official Plan was partially approved by the Ontario Municipal Board on November 14, 2012, save and except for certain appeals, some of which affect the subject applications.

The subject lands are located within the Gateway Corporate Centre. Corporate Centres represent major employment concentrations outside of the Downtown and are also considered Intensification Areas. The Gateway Corporate Centre is envisioned to be one of the premier office areas in Mississauga, with the greatest concentration of office development centered around major transit stations along the Hurontario Street Corridor, including the proposed Light Rail Transit Station at the intersection of Hurontario Street and Derry Road. The creation of office concentrations at major transit stations is critical to support the infrastructure investment in Light Rail Transit.

The subject lands continue to be designated "Business Employment" in Mississauga Official Plan (2011) but the designation no longer permits motor vehicle commercial uses as it did in Mississauga Plan (2003). The Gateway Corporate Centre, Business Employment land use policies are currently under appeal, and, as a result, the Gateway District Policies in Mississauga Plan (2003) remain in effect. Notwithstanding that the proposed motor vehicle repair facility is a permitted use under the Mississauga Plan (2003) policies, regard shall also be had for the Council endorsed Hurontario/Main Street Corridor Master Plan and the new official plan. Further, amendments to Mississauga Official Plan are proposed for the Gateway Corporate Centre Character Area to implement the findings of the Hurontario/Main Street Corridor Master Plan (2010).

Currently, lands in the Gateway Corporate Centre are generally designated "Business Employment" which permits a range of uses, some of which are land extensive and auto-dependent, such as warehousing and manufacturing. These types of uses are not supportive of the vision for Hurontario Street as a higher density mixed use corridor with Light Rail Transit. As a result, significant policy changes are proposed for the Gateway Corporate Centre Character Area, which are outlined in the Corporate Reports titled "Proposed Amendments to Mississauga Official Plan (2011) for the Gateway Corporate Centre Character Area" dated August 28, 2012 and September 25, 2012 summarized as follows:

UB-1(i)

- Identify the Hurontario Street Intensification Corridor and add policies to accommodate additional employment growth in support of the proposed Light Rail Transit system;
- Identify additional road network to allow integration of land uses within the Hurontario corridor;
- Identify major transit station locations and direct the largest concentration of density to these areas;
- Redesignate lands from "Business Employment" to "Office" to ensure the appropriate form of development occurs at the Major Transit Stations and along the frontage lands of the corridor, in support of the proposed Light Rail Transit system;
- Prohibit land extensive, auto dependant uses from fronting the corridor, including gas bars and car washes; and
- Establish a Public Realm Plan and built form standards to guide development in the Corporate Centre over the next 30-50 years.

These proposed changes and public submissions received at the statutory public meeting held on October 15, 2012 are currently under review by city staff. The recommendations are expected to be presented to City Council early fall 2013. Given the detailed draft policies developed to articulate the vision of the approved Hurontario/Main Street Corridor Master Plan (2010), and the lack of supporting studies for the proposed motor vehicle commercial use within the Gateway Corporate Centre Character Area, consideration of the subject applications is premature.

Policy Summary

The proposed partial two storey motor vehicle repair building with eight loading bays, visible parking, insufficient building setbacks, insufficient landscaped buffers, and frontage onto a major transit corridor does not support the goals and objectives of Mississauga Plan (2003), Mississauga Official Plan (2011) or the Hurontario/Main Street Corridor Master Plan (2010). Further, the proposal negatively impacts the future development of neighbouring properties that have the same land use designation.

UB-1(j)

Zoning

The existing "D" (Development) zoning is proposed to be amended to "E2-Exception" (Employment) to permit a Motor Vehicle Repair Facility - Restricted with exceptions for the reduced front yard and exterior side yard setbacks, reduced depth of landscaped buffers along all property lines, and a reduction in the amount of required parking. These exceptions are based on the concept plan dated October 5, 2011, which is attached as Appendix S-3 with the requested zone exceptions detailed in Appendix S-4. The concept plan in Appendix I-5 and proposed zoning standards outlined in Appendix I-9 within the Information Report were based upon an earlier dated plan, which was also submitted with the development applications. There are slight differences between the plans including the amount of parking proposed and the depth of the westerly landscaped buffer. The applicant has confirmed that it is the most recent plan that should be used.

While a built form which is urban in character with respect to reduced setbacks to the street is proposed, a 0.3 m (0.98 ft.) front and exterior side yard setbacks does not allow for a high standard of private realm streetscape design. Instead, it results in a parking space for persons with disabilities and the walkway to the main entrance of the building encroaching onto the City-owned right-of-ways, such that only one tree is proposed on private property along Hurontario Street. Significant landscaped buffer reductions are proposed on all sides of the property. The proposed landscaped buffer depths vary from 0.3 m (0.98 ft.) along the majority of the Derry Road West and Hurontario Street frontages, 1.5 m (4.92 ft.) along the westerly property line to the Derry West Cemetery, and 0.89 m (2.93 ft.) along the majority of the north property line, which does not allow for mitigation of visual impacts of the proposed service bays and parking lot onto the abutting development parcel to the north. Further, a site deficiency of 10 parking spaces, including 1 space for persons with disabilities is proposed for a site where off-street parking along Derry Road West and Hurontario Street is not an alternative.

UB-1(x)

The proposed partial two-storey motor vehicle repair facility requires exceptions to the "E2" (Employment) base zone, and would result in adverse impacts to the streetscape, abutting properties and the overall functionality of the site. Further, as lands at major intersections within the north sector of Hurontario Street, including Hurontario Street and Derry Road, are proposed to be redesignated to "office" in the amendments to Mississauga Official Plan (2011), the corresponding zoning would be "E1 – Exception" (Employment in Nodes). Review of the "E1" regulations, which are more restrictive than the "E2" regulations in terms of building setbacks, further demonstrates that the proposed setbacks and landscaped buffers are not appropriate.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION: It has not been demonstrated that the proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and, therefore, the application should not be approved for the following reasons:

1. The development as proposed does not support the overall intent, goals and objectives of Mississauga Plan (2003) or Mississauga Official Plan;

2. The proposed zoning standards are not appropriate to accommodate the requested use as encroachments will be required, and insufficient landscaping and parking are proposed for a property that is significant in terms of city image, area character and streetscape;

3. The proposed development is considered premature given the extensive policy review being undertaken for the Gateway Corporate Centre Character Area;

UB-1(1)

4. It has not been demonstrated that the proposed use is compatible with the Upper Hurontario Corridor design guidelines or the Hurontario/Main Street Corridor Master Plan Study;

5. Numerous outstanding technical concerns have not been addressed at the time of the preparation of this report.

ATTACHMENTS:

Appendix S-1: Information Report
Appendix S-2: Recommendation PDC-0052-2012
Appendix S-3: Concept Plan
Appendix S-4: Revised Proposed Zoning Standards

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Stephanie Segreti, Development Planner

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UB-1(m)

MISSISSAUGA

Corporate Report

PDC SEP 04 2012

Clerk's Files APPENDIX S-1

Originator's Files OZ 11/018 W5

DATE: August 14, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: September 4, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment and Rezoning Applications
To permit a two storey motor vehicle repair facility
Part of Lot 11, Concession 1, W.H.S., designated as Parts 1 & 2, Plan 43R-13493
Northwest corner of Derry Road West and Hurontario Street
Owner: Antorisa Investments Inc.
Applicant: Bousfields Inc.
Bill 51

Public Meeting **Ward 5**

RECOMMENDATION: That the Report dated August 14, 2012, from the Commissioner of Planning and Building regarding the applications to amend Mississauga Plan from "Business Employment - Special Site 2" to "Business Employment - Special Site" and to change the Zoning from "D" (Development) to "E2 - Exception" (Employment), to permit a two storey motor vehicle repair facility under file OZ 11/018 W5, Antorisa Investments Inc., Part of Lot 11, Concession 1, W.H.S., designated as Parts 1 & 2, Plan 43R - 13493, be received for information.

UB-1(n)

REPORT HIGHLIGHTS:

- Applications made to permit a two (2) storey motor vehicle repair facility (Active Green+Ross).
- Mississauga Plan policies permit a motor vehicle repair facility on the site; however, the new Mississauga Official Plan does not permit the use.
- Prior to the Supplementary Report, matters to be addressed include: the appropriateness of the proposed motor vehicle repair facility use for the site given the objectives for high-order office along Hurontario Street; the height and design of the building given the urban design objectives for Hurontario Street; and vehicular access concerns to the site.

BACKGROUND:

The above-noted applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the surrounding community.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	December 6, 2011 (Received) January 13, 2012 (Deemed Complete)
Height:	10.8 m (35.3 ft.)
Gross Floor Area:	756.7 m² (8,145 sq. ft.)
Lot Coverage:	31.3%
Floor Space Index:	0.46
Landscaped Area:	10.4%
Parking Required:	33 spaces (2 required for persons with disabilities)
Parking Provided:	23 spaces (1 provided for persons with disabilities)
Supporting Documents:	Planning Justification Report Traffic Impact Review Building Initiatives Green Development Standards

UB-1(o)

Development Proposal	
	Arborist Report Heritage Impact Statement Stormwater Management Report Concurrence with Stage 1 & 2 Archaeological Assessment Memo

Site Characteristics	
Frontage:	26.0 m (85.3 ft.) on Hurontario Street
Depth:	52.1 m (170.9 ft.)
Net Lot Area:	1 637 m^2 (17,621 sq. ft.)
Existing Use:	Vacant

Green Development Initiatives

The applicant has identified that green development initiatives will be addressed through the installation of permeable pavers where possible, the planting of new trees and native vegetation, the provision of bicycle parking in a weather-protected area and properly shielded exterior light fixtures. Additional information is provided in Appendices I-1 to I-9.

Neighbourhood Context

The subject property is located just south of the City of Brampton boundary and Highway 407. The site currently sits vacant with only a commercial billboard located on the lands. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Vacant lands as well as an eight (8) storey office building; home to the Region of Peel offices; further north.
East: A one storey restaurant (Grill One) and truck stop across Hurontario Street.
South: A gas station (Husky) with vacant land further south across Derry Road West.
West: Derry West Cemetery with the Mississauga Convention Centre further west.

UB-1(p)

Current Mississauga Plan Designation and Policies for Gateway (May 5, 2003)

"Business Employment" which permits an integrated mix of business activities that operate mainly within enclosed buildings, including, among others, industrial/manufacturing uses, offices, research and development, community uses, financial institutions, hotels, all types of restaurants, motor vehicle rental facilities and motor vehicle commercial uses. A motor vehicle repair facility is classified as a motor vehicle commercial use.

The site is also subject to the Gateway District Policies which are intended to encourage prestige development, accommodating a mix of manufacturing, distribution, research and development and office uses to take advantage of the system of highways and major roads and proximity to the airport. The Special Site 2 provisions of the Gateway District also apply to the four corners of Hurontario Street and Derry Road East/Derry Road West and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West, as well as the Hurontario Street Corridor Development Policies (See Appendix I-8).

There are other policies in the Official Plan which also are applicable in the review of these applications including Urban Design policies (see Appendix I-8).

The proposed motor vehicle repair facility use is in conformity with the "Business Employment" land use designation, however, an Official Plan Amendment is required as the building has a proposed height of only two (2) storeys, whereas the Gateway District Special Site 2 policies require buildings at the corner of Hurontario Street and Derry Road East/Derry Road West to be a minimum of three (3) storeys.

Criteria for Site Specific Official Plan Amendments

Section 5.3.2 of Mississauga Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

UB-1(q)

- the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;

- the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;

- there is adequate infrastructure and community services to support the proposed development.

Proposed Official Plan Designation and Policies

"Business Employment - Special Site", to permit a two (2) storey motor vehicle repair facility.

Mississauga Official Plan (2011)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety; therefore, the existing Mississauga Plan (2003) remains in effect. While the existing Mississauga Plan (2003) is the plan of record against which the application is being reviewed, regard should also be given to the new Mississauga Official Plan (2011).

The new Mississauga Official Plan designates the subject lands as "Business Employment" which permits a broad range of employment type uses such as manufacturing, office and service uses, including restaurants. The "Business Employment" designation does not permit motor vehicle commercial uses. The subject lands are also located within the Gateway Corporate Centre, which is intended to serve as one of four prominent Corporate Centres within the City of Mississauga. The site is subject to the Special Site 1 provisions of the Gateway Corporate Centre, which apply to the four corners of Hurontario Street and Derry Road East/Derry Road West and Hurontario Street and

UB-1(r)

Courtneypark Drive East/Courtneypark Drive West (see Appendix I-8).

An amendment to the Mississauga Official Plan (2011) will be required to permit the proposed two (2) storey motor vehicle repair facility.

Existing Zoning

"D" (Development), which recognizes vacant lands not yet developed and/or permits the use that legally existed on the date of passing of By-law 0225-2007, until such time as the lands are rezoned in conformity with Mississauga Plan, in appropriate locations throughout the City. It permits a building or structure legally existing on the date of passing of this By-law and the existing legal uses of such building or structure.

Proposed Zoning By-law Amendment

"E2-Exception" (Employment), to permit a motor vehicle repair facility.

Details of the proposed exceptions to the "E2-Exception" (Employment) zone category are provided in Appendix I-9.

An amendment to the Mississauga Official Plan (2011) will be required should the appeals against the Plan be resolved prior to consideration of the supplementary report. Should an amendment be required, the lands should be zoned "E1-Exception" (Employment) as the corresponding zone category for lands designated Employment within a Corporate Centre is E1.

COMMUNITY ISSUES

No community meetings were held for the subject applications. A written submission was received by the Planning and Building Department on behalf of an adjacent land owner expressing concern over the motor vehicle repair facility proposed for the site

UB-1(S)

as the application is not in keeping with the intent of the Official Plan.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be reviewed:

Built Form

Policies in Mississauga Plan and Mississauga Official Plan require buildings in this area to be a minimum of three (3) storeys. The applicant is proposing a two (2) storey building that has the physical height of a typical three storey building at 10.8 m (35.3 ft.). It needs to be determined whether the proposed number of storeys, physical massing and location of the building is appropriate for the subject site given the requirement for any building to have prominence at this corner.. Regard will also be given to the design guidelines as outlined in the *Upper Hurontario Corridor – A design mandate for excellence* document.

Streetscape

Staff will review the design of the proposed building to ensure that an appropriate main street storefront appearance and transparent façade is provided. The landscaping, lighting, screening of the parking lot and pedestrian connections will also be reviewed to protect for a pedestrian oriented main street along Hurontario Street.

Vehicular Access from Derry Road West

The City of Mississauga is undertaking the Hurontario Main Street Study. The land requirements for the study need to be determined, as potential road widenings or other land dedications may impact the subject site and the proposed development. The Region of Peel has indicated that it will not support a vehicular access point to the site on Derry Road West until it can be determined that a westbound bus stop, as close to the Hurontario Street/Derry Road West intersection as possible, will not be prevented as a result of the subject proposal and any land dedication requirements identified through the Hurontario study.

Parking Utilization

A parking utilization study has not been submitted but will be required to properly review the proposed parking deficiency.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are other matters which may require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Gateway District Land Use Map
Appendix I-4: Excerpt of Existing Land Use Map
Appendix I-5: Concept Plan
Appendix I-6: Elevations
Appendix I-7: Agency Comments
Appendix I-8: Mississauga Plan Policies

UB-1(u)

Appendix I-9: Proposed Zoning Standards
Appendix I-10: General Context Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Jeff Markowiak, Development Planner

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UB-16

Appendix I-1

Antorisa Investments Inc. **File: OZ 11/018 W5**

Site History

- May 5, 2003 – The Gateway District Policies and Land Use Map are approved by the Region of Peel, designating the lands as Business Employment.
- June 20, 2007 – Zoning By-law 0225-2007 came into force zoning the subject lands "D" (Development).
- December 1, 2009 – Mississauga Plan 40 came into effect, adding further policies and urban design principles to the Gateway District Policies.

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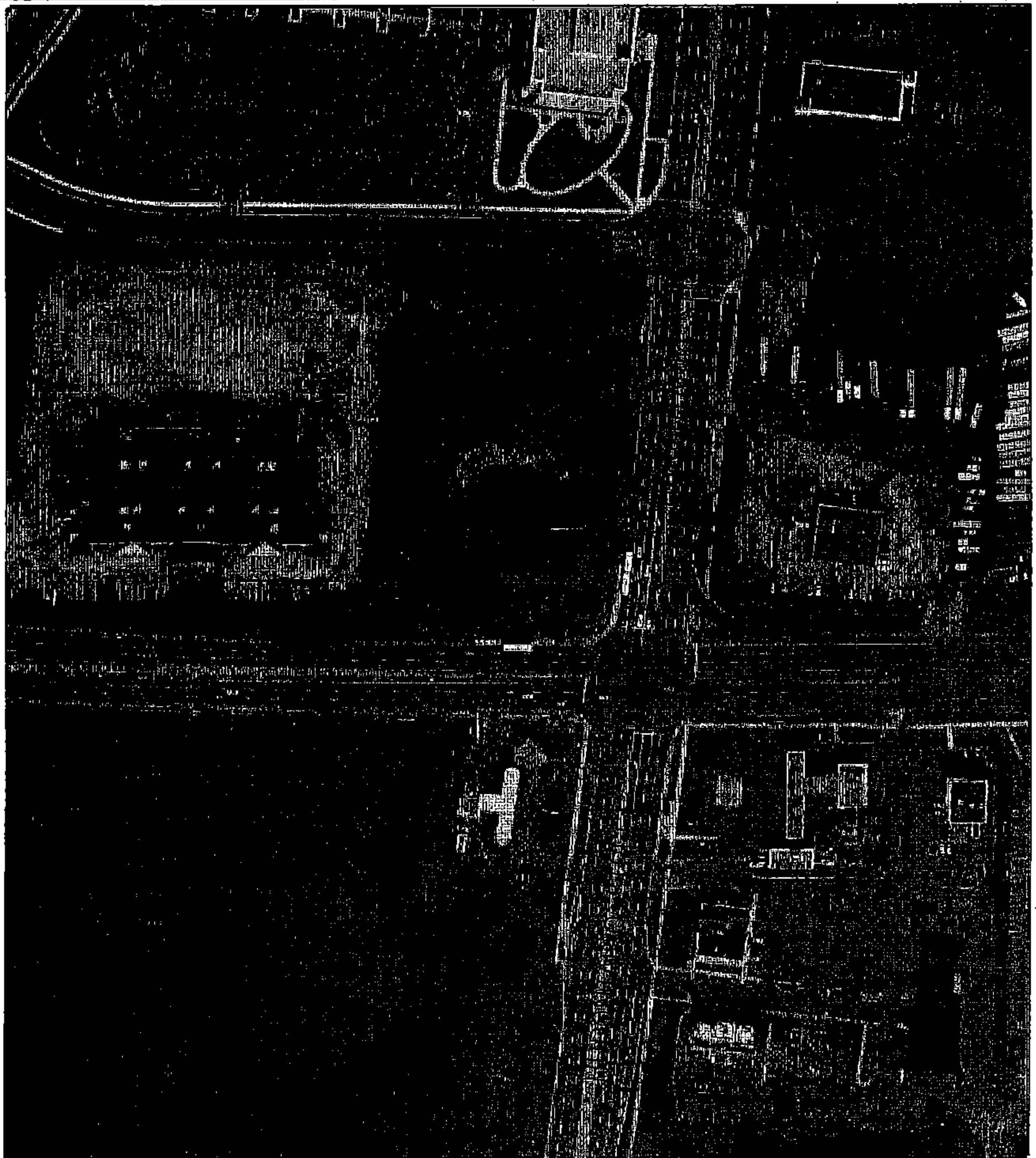

LEGEND:

SUBJECT LANDS

DATE OF AERIAL PHOTO: 03 2011

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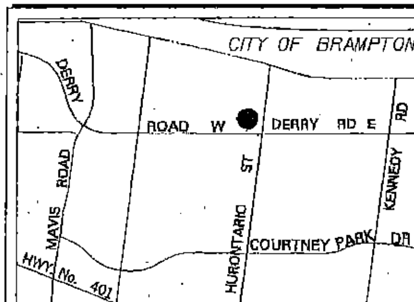
SUBJECT:

ANTORISA INVESTMENTS LTD.



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OZ 11/018 W5

DWG. NO:
11018A

SCALE:
1:2500

PDC DATE:
2012 09 04

DRAWN BY:
K. PROKOP

APPENDIX I-2

MISSISSAUGA
Planning and Building

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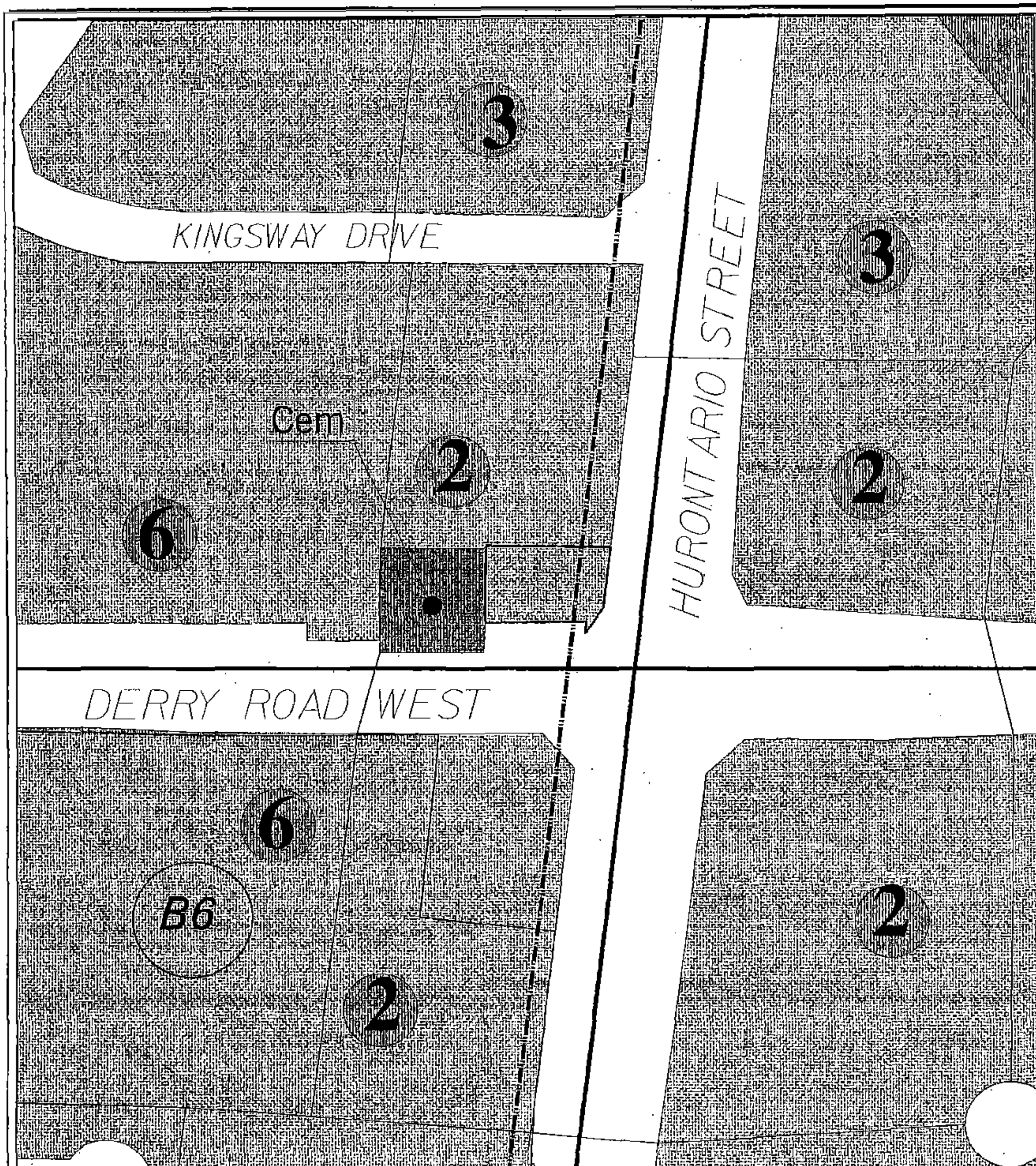


PART OF GATEWAY DISTRICT LAND USE MAP
GATEWAY DISTRICT POLICIES OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

- General Retail Commercial
- Motor Vehicle Commercial
- Business Employment
- Industrial
- Public Open Space
- Private Open Space
- Greenbelt
- Parkway Belt West
- Utility

SUBJECT LANDS

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Future Major Collector (conceptual)
- Minor Collector
- Local Road
- Major Transit Corridor

Amendment No. 95 Appealed to the Ontario Municipal Board

B# Appealed to the Ontario Municipal Board

Amendment No. 95 Appealed to the Ontario Municipal Board. Delete and replace with Higher Order Transit Corridor

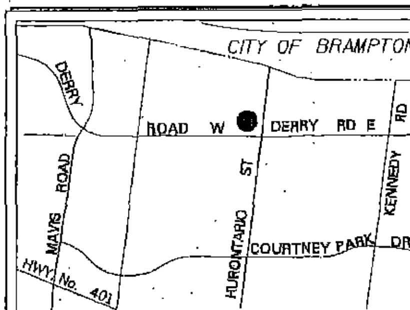
LAND USE LEGEND

- Regulatory Floodplain
- LBPIA Operating Area Boundary – See Aircraft Noise Policies
  Note: In Gateway, all lands are within the LBPIA Operating Area
- Node Boundary
- Cem – Cemetery
- Existing Stormwater Management Facility
- Proposed Stormwater Management Facility
- Special Site Areas (See Special Site Policies)
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District

N

SUBJECT:

ANTORISA INVESTMENTS LTD.



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DWG. NO: 11018R

SCALE: 1:2500

PDC DATE: 2012 09 04

DRAWN BY: K. PROKOP

APPENDIX I-3

MISSISSAUGA Planning and Building

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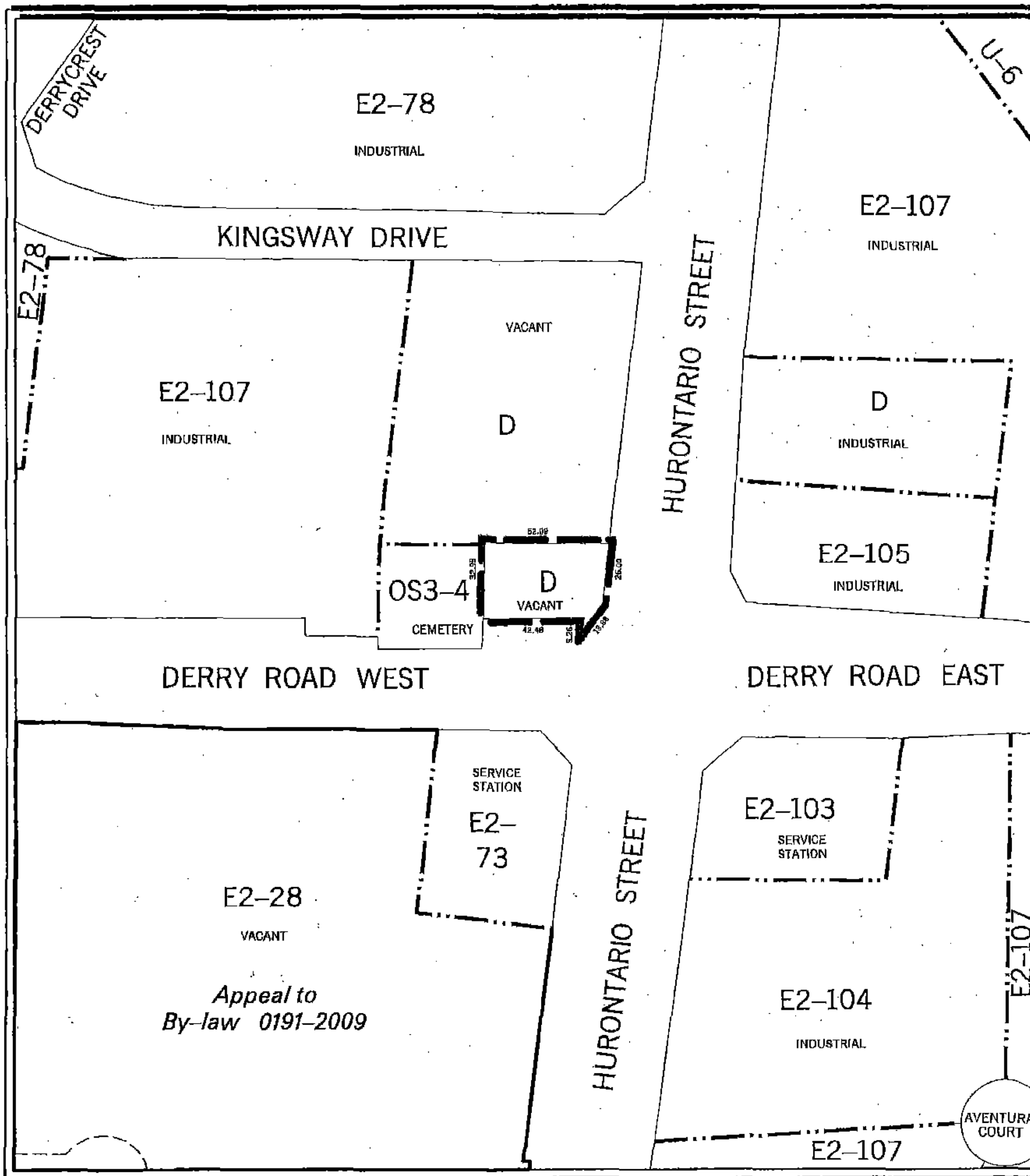


LEGEND:

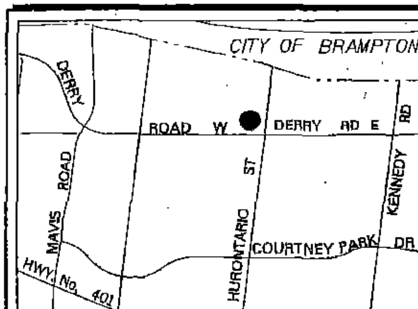
PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'E2-EXCEPTION' (EMPLOYMENT) TO PERMIT A TWO STOREY MOTOR VEHICLE REPAIR FACILITY - RESTRICTED.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.
THIS IS NOT A PLAN OF SURVEY.

N

SUBJECT:

ANTORISA INVESTMENTS LTD.



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DWG. NO:	11018R
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DRAWN BY:	K. PROKOP

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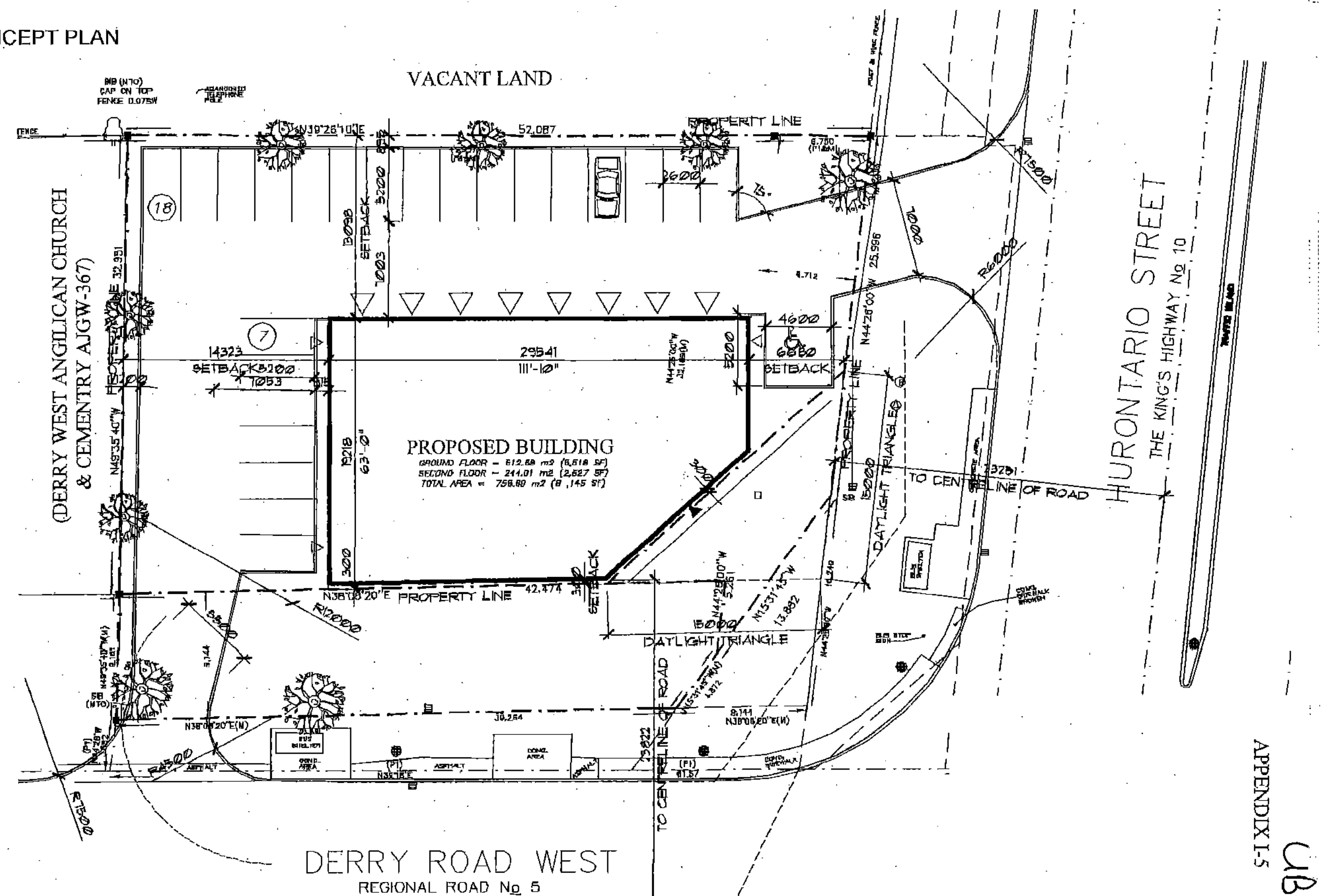
APPENDIX I-4

CONCEPT PLAN



APPENDIX I-5

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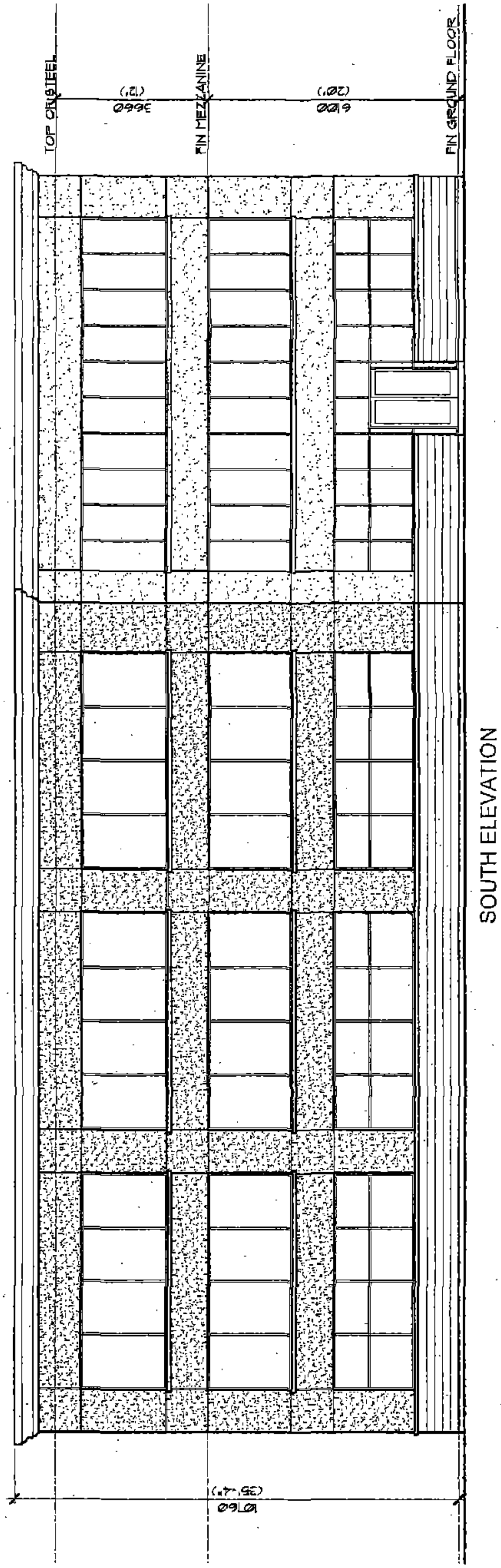
APPENDIX I-6
PAGE 1



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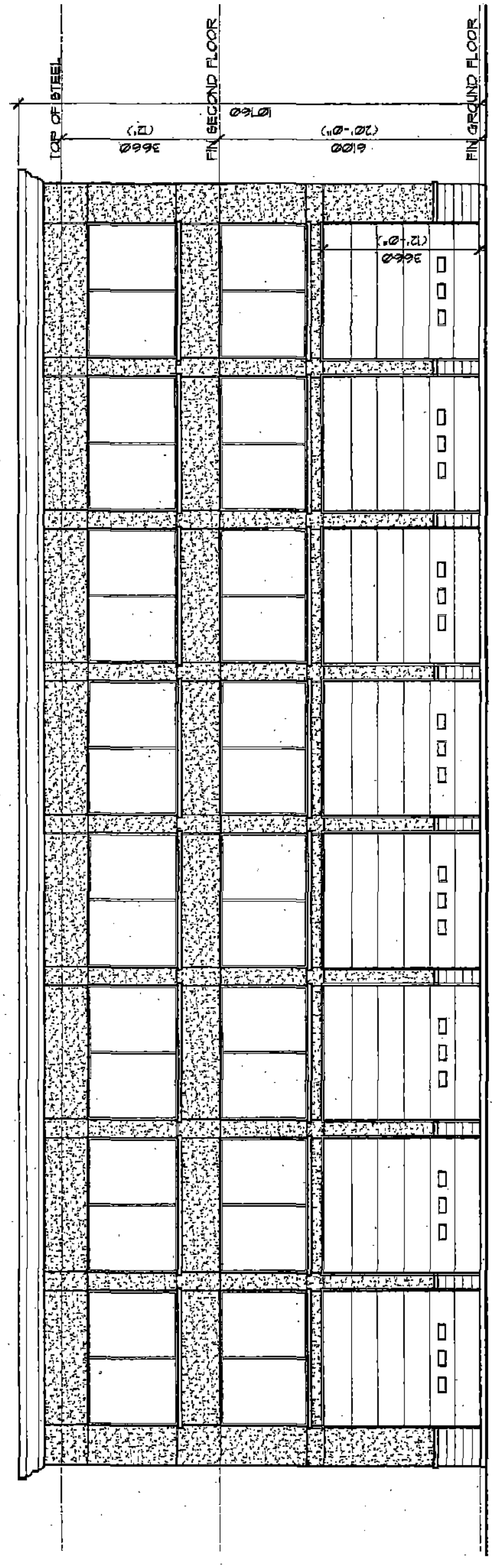
APPENDIX I-6
PAGE 2



NORTH ELEVATION

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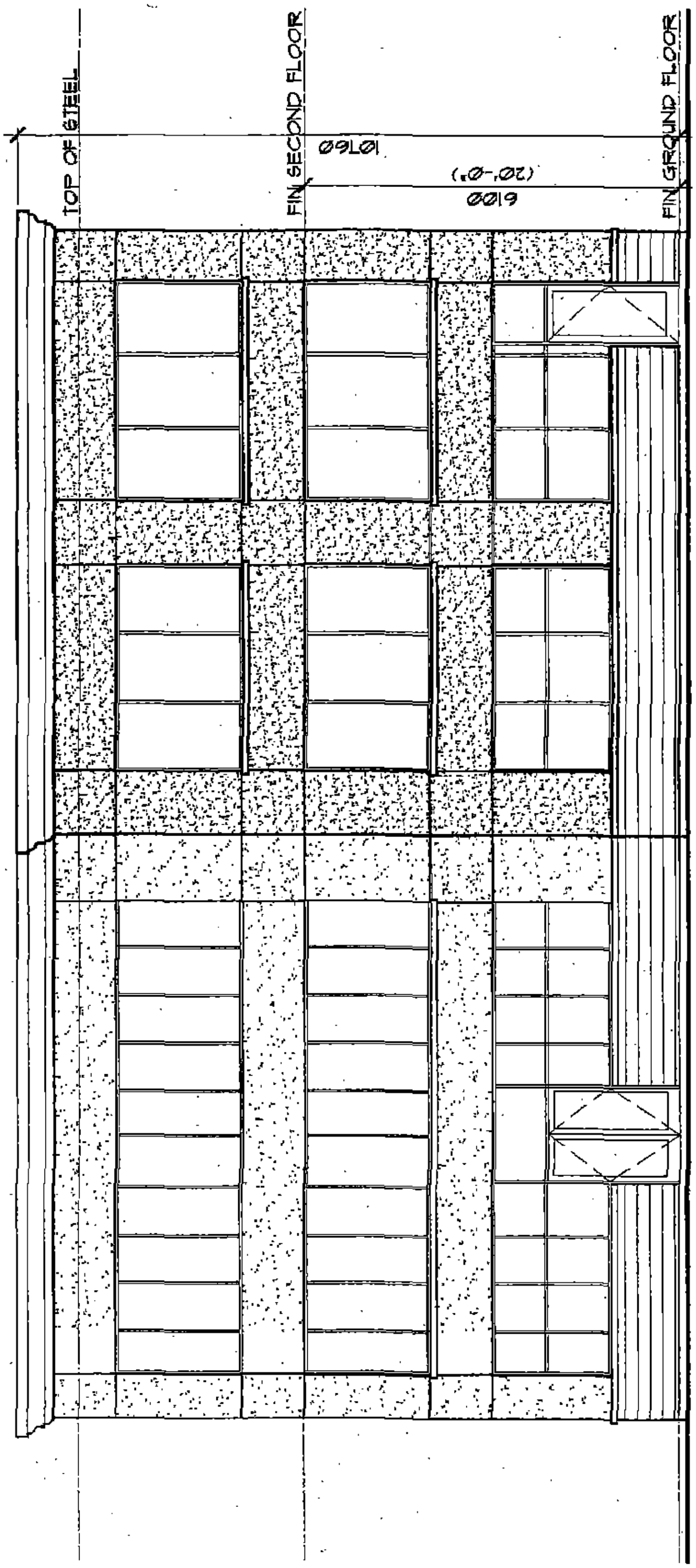
APPENDIX I-6
PAGE 3



EAST ELEVATION

APPENDIX I-6
PAGE 4

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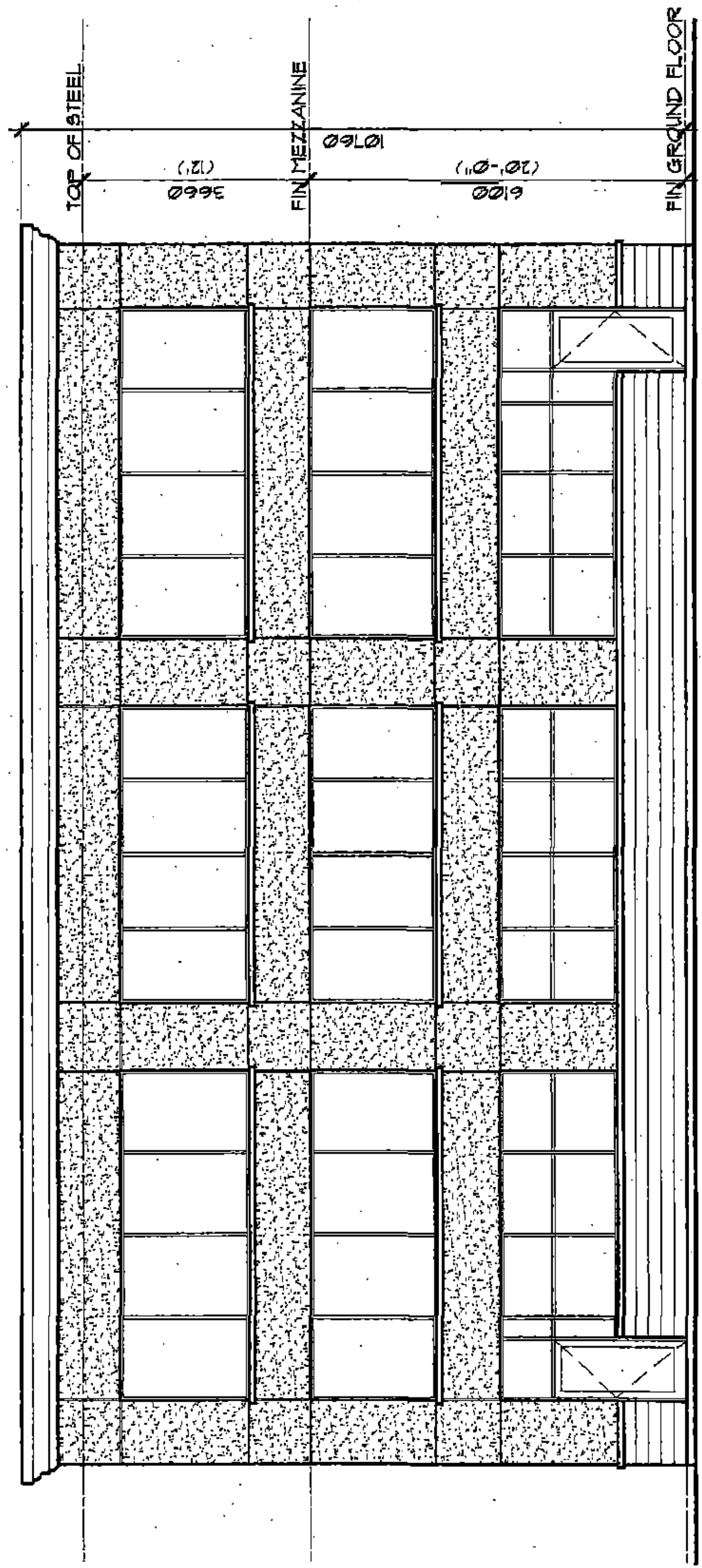

WEST ELEVATION

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Antorisa Investments Inc. **File: OZ 11/018 W5**

Agency Comments

The following is a summary of comments from agencies and departments regarding these applications.

Agency / Comment Date	Comment
Region of Peel (April 25, 2012)	The Traffic Engineering section has reviewed a Traffic Impact Review memorandum prepared by LEA Consulting Ltd. dated September 13, 2011. The intersection of Derry Road West and Hurontario Street has an approved Environmental Assessment which requires additional auxiliary lanes (specifically dual left turns and right turn lanes with channels in all directions) that will result in a reduced tangent curb line along Derry Road West and, consequently, affect the feasibility of a Derry Road West access point. Further, until such time as land requirements required to accommodate the Hurontario Main Street Study have been determined, and that any associated increase or reduction of curb frontage along Derry Road West can accommodate a vehicular entrance/exit at the westerly limits of the property without preventing the option for a westbound bus stop as close to the intersection as possible, the Region will not support a vehicular access point on Derry Road West. Should this proposal proceed with a site plan application, the Region will require a scoped traffic impact study including, but not limited to, a revised functional design assessing the feasibility of the Derry Road West access based on known property impacts at that time. The applicant is encouraged to pursue reciprocal access easements with properties to the north to gain access to the surrounding road network. The Region of Peel will be undertaking intersection improvements at Derry Road West and Hurontario Street. The Owner/Developer will be required to gratuitously convey additional lands above and beyond the Official Plan requirements to accommodate the intersection improvement works, including temporary and permanent easements.

Antorisa Investments Inc. **File: OZ 11/018 W5**

Agency / Comment Date	Comment
	The Region will require a daylight triangle and reserve at the intersection of Derry Road West at Hurontario Street. An existing 750 mm (30") diameter watermain is located on Derry Road and an existing 400 mm (16") diameter watermain is located on Hurontario Street. There is no existing municipal sanitary sewer to service this site. The closest existing sanitary sewer is a 250 mm (10") diameter sanitary sewer located on Kingsway Drive. A Storm water Management Report is required for our review to determine the affect of the proposal on the existing structures and drainage along the existing regional right-of-way.
City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (March 7, 2012)	This Section notes that the subject property is adjacent to municipally owned Derry West Cemetery (P-407). As such, satisfactory arrangements regarding matters such as grading, tree preservation, hoarding and securities shall be made. Further, this Section notes that should these applications be approved, prior to the issuance of building permits, payment of cash-in-lieu of parkland dedication is required pursuant to Section 42 of the *Planning Act* (R.S.O.1990, c.P.13, as amended) and in accordance with the City's Policies and By-laws.
City Community Services Department – Culture Division (January 26, 2012)	The adjacent property, Derry West Cemetery, is designated under the *Ontario Heritage Act*. Accordingly, a Heritage Impact Statement is required. The submitted statement does not meet the terms of reference provided.
City Transportation and Works Department (May 8, 2012)	The Transportation and Works Department confirms receipt of a Site Plan, Stormwater Management Report, Site Servicing and Grading Plan, Traffic Impact Review and Environmental Site Assessment Phases 1 and 2. The applicant has been requested to provide a planning rationale letter indicating how the proposed development supports the proposed Hurontario Light Rail Transit as per the Hurontario/Main Street Corridor Master Plan adopted by Council.

UB-1(g)(g)

Agency / Comment Date	Comment
	Prior to the Supplementary Report meeting, the applicant has been requested to revise the plans to address certain grading concerns and encroachment issues. The applicant has also been requested to update the Stormwater Management Report, the Traffic Impact Review, and validate the Environmental Site Assessment Phases 1 and 2, dated August 2000. Further detailed comments/conditions will be provided prior to the Supplementary Report meeting pending receipt and review of the foregoing.
City Arborist (February 24, 2012)	The willow tree on the abutting Cemetery lands is adjacent to a very low lying parcel of land which is prone to wet conditions. The large willow is an asset in terms of water absorption. It is advisable, due to the tree's health and water absorption capabilities, to retain and prune this tree at the Developer's expense.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: City Community Services Department – Fire and Emergency City Economic Development Office Enersource Canada Post Rogers Cable
	The following external agencies were circulated the applications but provided no comments: Bell Canada City of Brampton Enbridge Greater Toronto Airport Authority (GTAA)

UB-1(h)(h)

Antorisa Investments Inc. **File: OZ 11/018 W5**

Mississauga Plan Policies

Gateway District – Special Site 2

4.15.6.3 The site is also subject to the Special Site 2 provisions of the Gateway District, which apply to the four corners of Hurontario Street and Derry Road East/Derry Road West and Hurontario Street and Courtneypark Drive East/Courtneypark Drive West. Notwithstanding the Business Employment designation and the Urban Design Policies in Section 4.15.3.2, the following additional policies will apply to lands located within Special Site 2:

a. existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street are recognized, but are encouraged to be redeveloped for other permitted uses;

b. expansion of the existing motor vehicle service station/gas bar sites at the southeast and southwest corners of Derry Road East/Derry Road West and Hurontario Street will be permitted. As part of the expansion of the existing gas bar at the southeast corner of Derry Road East and Hurontario Street, a car wash will also be permitted.

   The reconstruction or alteration of the existing car wash at the south-east corner of Hurontario Street and Derry Road East may be permitted if the proposal results in a visual or functional improvement of the site which achieves the intent and policies of the Gateway District Policies;

c. accessory retail commercial uses will generally be limited to a maximum of 30% of the total Gross Floor Area (GFA).

   Free-standing accessory retail commercial uses will not be permitted. Accessory retail commercial uses must be contained within the same building as the principal use;

d. assembly of lands at the Hurontario/Derry intersection is encouraged;

e. prior to development of the lands at the Hurontario/Derry intersection, an internal access concept will be prepared to the satisfaction of the Transportation and Works Department;

f. these lands represent the principal intersections along the Hurontario corridor north of Provincial Highway 401 (Derry Road East/Derry Road West and Courtneypark Drive

UB-1(i)(i)

East/Courtneypark Drive West). Development abutting the intersections should highlight these locations as focal points within the streetscape, given their high profile and visibility.

In addition to the Urban Design Policies in Section 4.15.3.2, these lands will be subject to the following:

- built form at the corners of the intersections should have prominence, occupy a majority of the streetline and be a minimum of three (3) storeys. The reconstruction of the service stations at the south east and south west corners of Hurontario Street and Derry Road East/West for motor vehicle commercial purposes may be permitted if it results in an improvement of the site by meeting the spirit and intend of this Plan by providing, for example, the massing, height and built form of a two (2) storey mezzanine building.

- buildings with minimal frontal setbacks with active street-oriented elevations, main front doors and fenestration integrated with the streetscape;

g. regard will be given to the design guidelines as outlined in the urban design manual entitled Upper Hurontario Corridor – a Design Mandate for Excellence during the processing of development applications.

Gateway District – Hurontario Street Corridor Development Policies

4.15.3.2 The purpose of these policies is to promote high quality urban design and built form. These policies are also intended to reinforce and enhance the image of Hurontario Street as the main north-south corridor through the City.

a. Encourage a high quality urban design in the built form which is distinctive and urban in character, and which contributes to the identity of Hurontario Street as a principal City thoroughfare.

b. Encourage a high standard of public and private realm streetscape design that is coordinated and comprehensive which includes street furniture, public art, building forecourts, open space, bus shelters, tree planting, and the sensitive location of utilities.

c. Ensure buildings are street-related with pedestrian entrances, active building elevations, and fenestration forming an integrated link between the building and the sidewalk.

Antorisa Investments Inc. **File: OZ 11/018 W5**

d. Encourage the development of a unique Hurontario Street character, and enhance its image through the creation of streetscape design, prominent intersections built form features, an integrated public and private realm and gateway features.

e. Orient the most active and architecturally detailed building facaded to the public street by use of main entrances and a large percentage of fenestration addressing the streetscape.

f. Locate parking facilities at the rear and/or side of buildings instead of between the front of the building and the public street.

g. Design buildings with sufficient height, mass and width of street frontage to define and frame the street.

h. Complete the road system to improve cyclist and pedestrian movement, vehicular and servicing access, and to create usable and accessible development parcels.

i. Integrate the principal and the accessory uses, within individual buildings.

j. Encourage the continued development of varied and innovative prestige buildings.

k. Encourage development that provides a safe and convenient pedestrian environment that promotes the use of Hurontario Street as a major transit corridor.

l. Minimize building setbacks from the streetline(s) while balancing continuous landscaping between the building and the street and pedestrian linkages to the public sidewalk.

m. Encourage the appropriate transition of built form between buildings.

n. Provide for safe, pleasant and convenient pedestrian movement from the public sidewalk and on-site parking area to the principal building entrance(s).

o. Discourage the fragmentation of land parcels that will inhibit the eventual development of employment uses. Encourage land consolidation, in particular at the principal intersections to facilitate useable development parcels.

UB-1(K)(K)

p. Priority will be given to pedestrian movement when accommodating both pedestrian and vehicular traffic. Design efficient parking facilities to avoid circuitous routes and dead end aisles.

q. Encourage built form (outside the gateway and main intersection areas) to incorporate a high level of physical continuity, cohesion and linkage between buildings, from block to block, and from street to street.

r. Create a sense of prominence at the intersections of Hurontario Street, in addition to those subject to Special Site Policies, by integrating features such as, tall, more distinctive buildings located close to the street, unique landscape and streetscape treatment, elevated and distinguished rooflines.

s. Internalize, screen and minimize visual impacts of the service and loading facilities from the streetscape(s), public view, pedestrian walkways, and abutting uses.

t. The submission of a concept plan will be required for all development applications to demonstrate how the urban design policies will be implemented.

u. Development applications will also have regard for the urban design guidelines in the urban design manual entitled Upper Hurontario Corridor – A Design Mandate for Excellence.

Mississauga Official Plan (2011) Policies

The language for the Special Site 2 and Urban Design Policies of the Gateway District in the Mississauga Plan, as outlined above, have been carried forward into the new Mississauga Official Plan under the Gateway Corporate – Special Site 1 policies (15.3.3.1) and Urban Design Policies (15.3.1).

UB-1(1)(1)

Appendix I-9

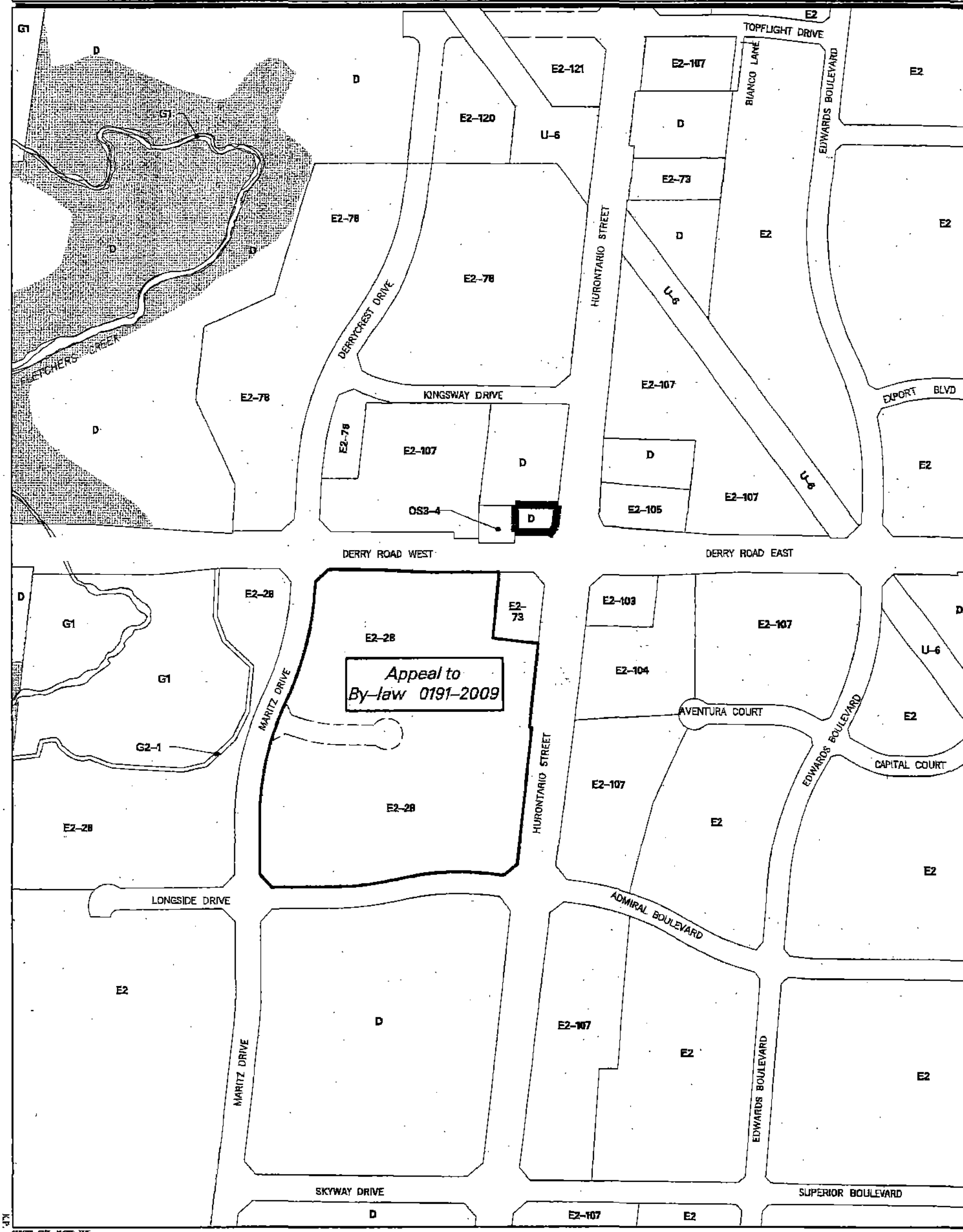
Antorisa Investments Inc. **File: OZ 11/018 W5**

Proposed Zoning Standards – "E2-Exception" (Employment)

	Required Zoning By-law Standard	Proposed Standard
Parking	33 spaces (2 designated for persons with disabilities)	23 spaces (1 designated for persons with disabilities)
Minimum Front Yard Setback	7.5 m (24.6 ft.)	0 m (0 ft.)
Minimum depth of a landscape buffer measured from any other lot line	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)

UB-1(m)(m)

GENERAL CONTEXT MAP	OZ 11/018 W5	APPENDIX I-10



K.P.
11/29/11 OZ 11/018 W5

UB-1(n)(n)

Appendix S-2

Antorisa Investments Ltd. **File: OZ 11/018 W5**

Recommendation PDC-0052-2012

PDC-0052-2012

1. That the Report dated August 14, 2012, from the Commissioner of Planning and Building regarding the applications to amend Mississauga Plan from 'Business Employment - Special Site 2' to 'Business Employment - Special Site' and to change the Zoning from 'D' (Development) to 'E2 - Exception' (Employment), to permit a two storey motor vehicle repair facility under file OZ 11/018 W5, Antorisa Investments Inc., Part of Lot 11, Concession 1, W.H.S., designated as Parts 1 & 2, Plan 43R - 13493, be received for information.

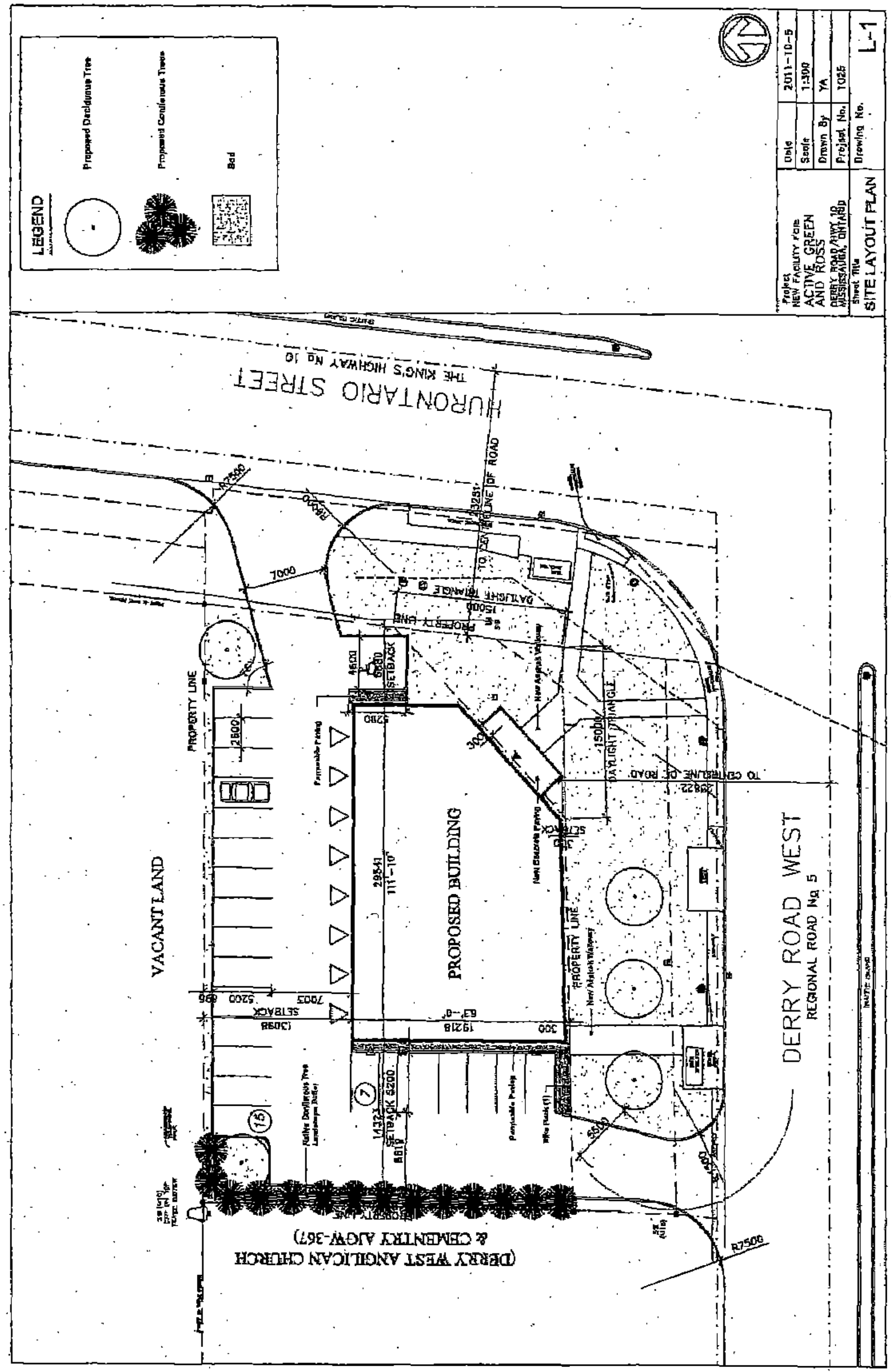
2. That the correspondences expressing concern with respect to file OZ 11/018 W5 be received:

   a. Email and attachments dated February 2, 2012 from Claudio Brutto

   b. Letter dated September 4, 2012 from Carl Brawley, Glen Schnarr and Associates Inc.

UB-1(c)(c)

Appendix S-3



UB-1(p)(p)

Appendix S-4

Antorisa Investments Ltd. **File: OZ 11/018 W5**

Revised Proposed Zoning Standards – "E2-Exception" (Employment)

	Required Zoning By-law Standard	**Proposed Standard**
Parking	33 spaces (2 designated for persons with disabilities)	23 spaces (1 designated for persons with disabilities)
Minimum Front Yard Setback	7.5 m (24.6 ft.)	0.3 m (0.98 ft.)
Minimum Exterior Side Yard Setback	7.5 m (24.6 ft.)	0.3 m (0.98 ft.)
Minimum depth of a landscape buffer measured from a lot line that is a street line (Hurontario Street)	4.5 m (14.8 ft.)	0.3 m (0.98 ft.)
(Derry Road)	4.5 m (14.8 ft.)	0.3 m (0.98 ft.)
Minimum depth of a landscape buffer measured from any other lot line (westerly side)	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)
(north side)	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)

UB-1(q)(q)

Memorandum
Planning and Building Department

MISSISSAUGA

PLANNING & DEVELOPMENT COMMITTEE
APR 15 2013

April 10, 2013

FILE: OZ 11/018 W5

TO: Members of Planning and Development Committee

FROM: Edward Sajecki, Commissioner of Planning and Building

RE: PDC-0019-2013 (Antorisa Investments Ltd., OZ 11/018 W5)

At the April 2, 2013 PDC meeting, Committee adopted the following recommendation:

PDC-0019-2013

1. That the Report dated March 12, 2013, from the Commissioner of Planning and Building recommending refusal of the applications under File OZ 11/018 W5, Antorisa Investments Ltd., Part of Lot 11, Concession 1, W.H.S, designated as Parts 1 & 2, Plan 43R-13493, northwest corner of Derry Road West and Hurontario Street, be deferred pending further review between the applicant and City staff.

2. That the following correspondence be received:

   (a) Letter dated April 2, 2013 from Claudio Brutto, President, Brutto Planning Consultants.

<u>ADOPTED</u> – (Councillor B. Crombie)

File: OZ 11/018 W5

On Wednesday April 10, 2013 Planning Staff met with the property owner to discuss an alternative use for the subject lands. The applicant wishes to continue to pursue the applications for a motor vehicle repair use and will not request an adjournment of the upcoming OMB hearing. Therefore, the report dated March 12, 2013 from the Commissioner of Planning and Building has now been placed on the April 15, 2013 Planning and Development Committee agenda for your consideration.

Edward Sajecki
Commissioner of Planning and Building

K:\PLAN\DEVCONTL\GROUP\WPDATA\PDC2\MEMO for OZ 11 018 W5 SUPP\jc

I-1

The Premier of Ontario

Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

La première ministre de l'Ontario

Édifice de l'Assemblée législative
Queen's Park
Toronto (Ontario)
M7A 1A1

Ontario

COUNCIL AGENDA
April 24, 2013

April 10, 2013

☑ Receive	☐ Resolution
☐ Direction Required	☐ Resolution / By-Law
☐ Community Services ☐ Corporate Services ☐ Planning & Building ☐ Transportation & Works	For ☐ Appropriate Action ☑ Information ☐ Reply ☐ Report

Her Worship Hazel McCallion, CM, LLD
Mayor
City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Dear ~~Mayor McCallion~~ Hazel:

Thank you for your letter regarding council's request to amend section 259 of the *Municipal Act, 2001*. I appreciate the time you took to share council's recommendations, and I am pleased to respond to your letters of March 13 and February 12.

As you know, the Ontario government reviews the *Municipal Elections Act* after every municipal election. The current review of the act has begun and is ongoing. This review is important to ensure we are holding fair, transparent and democratic municipal elections across the province. Our government encourages all municipalities and other stakeholders to submit suggestions on ways to improve the act.

I note that you have also provided a copy of your February 12 letter to my colleague the Honourable Linda Jeffrey, Minister of Municipal Affairs and Housing. As this issue falls within her area of responsibility, I have asked that she take council's recommendation for amending the act into consideration and provide you with a response.

Once again, thank you for writing. Please accept my best wishes.

Sincerely,

Kathleen

Kathleen Wynne
Premier

c: The Honourable Linda Jeffrey

RECEIVED
REGISTRY No.
DATE APR 15 2013
FILE No. 13/022
MAYORS OFFICE

I- 1(a)

OFFICE OF THE MAYOR

February 12, 2013

The Honourable Kathleen Wynne
Premier of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

Dear Madam Premier:

Re: Proposed Legislative Amendments Respecting Councillors who Run for Provincial or Federal Office

The Council of the Corporation of the City of Mississauga at its meeting on February 6, 2013, adopted the enclosed recommendation regarding proposed legislative amendments respecting councillors who run for provincial or federal office.

Currently, there are no legislative restrictions that would prevent a member of a municipal council from being a candidate in a Federal or Provincial election, or from holding office if elected. However, there are legislative restrictions that prevent federal or provincial elected officials from running for municipal office without first resigning their seat.

On behalf of the members of Council, I request that the Province consider amending section 259 of the *Municipal Act, 2001* to declare vacant the office of a member of Council who at the close of nominations in a federal or provincial election, is a registered candidate. The proposed amendment would provide the same rules for municipal elected officials as those applied to federal and provincial elected officials who choose to run for municipal office.

THE CORPORATION OF THE CITY OF MISSISSAUGA
300 CITY CENTRE DRIVE, MISSISSAUGA, ON L5B 3C1
TEL: 905-896-5555 FAX: 905-896-5879
mayor@mississauga.ca

I-1(b)

I urge you to consider our request to apply similar legislative restrictions to members of municipal Council and I look forward to receiving your favourable reply.

Sincerely,

HAZEL McCALLION, C.M., LL.D.
MAYOR

cc: The Honourable Linda Jeffrey, Minister of Municipal Affairs and Housing
Mississauga MPs
Mississauga MPPs
AMO
Members of Council
Mary Ellen Bench, City Solicitor

Enc.

I-1(c)

MISSISSAUGA

RECOMMENDATION GOV-0008-2013
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on February 6, 2013

GOV-0008-2013

1. That the report of the City Solicitor titled "Proposed Legislative Amendments Respecting Councillors who Run for Provincial or Federal Office" dated January 2, 2013 be received for information;

2. That the Province be requested to amend s. 259 of the *Municipal Act, 2001* to declare vacant the office of a member of Council who at the close of nominations in a federal or provincial election, is a registered candidate; and

3. That a copy of this report be circulated to the Minister of Municipal Affairs and Housing, all local MPPs, MPs and to AMO.

I-2

Carmela Radice

From:	Mumtaz Alikhan
Sent:	2013/04/11 9:09 AM
To:	Carmela Radice
Subject:	Re: FILE #OZ 09/009 W6 - Private Elementary School, 935 Eglinton Avenue West

---

COUNCIL AGENDA
April 24. 2013

From: Belay Cherie
Sent: 2013/04/09 5:58 PM
To: Diana Haas
Subject: FILE # OZ 09/009 W6

Hello,

I am sending this email referring to the Public meeting for File OZ 09/009 W6 at the location 935 Eglinton Avenue West.

We are resident at Warwickshire Way.

Our concern is the traffic that could be a problem during in the morning and the afternoon. If the do have a parking lot in the area and could be accessed from Eglinton, that could be OK. Otherwise, it will be a great problem.

Thanks
Belay Cherie

☑ Receive	☐ Resolution
☐ Direction Required	☐ Resolution / By-Law
☐ Community Services ☐ Corporate Services ☑ Planning & Building ☐ Transportation & Works	For ☑ Appropriate Action ☐ Information ☐ Reply ☐ Report

I-3

Registered Nurses' Association of Ontario
L'Association des infirmières et infirmiers autorisés de l'Ontario

COUNCIL AGENDA
April 24, 2013

Mississauga
City Clerk's Office
City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1

Re: Request for Nursing Week Proclamation

Dear Sir/Madam:

The Registered Nurses' Association of Ontario (RNAO) is the professional association representing registered nurses wherever they practice in Ontario. Since 1925, RNAO has advocated for healthy public policy, promoted excellence in nursing practice, increased nurses' contribution to shaping the health-care system, and influenced decisions that affect nurses and the public they serve.

Please accept the attached document requesting that the week of May 6 to 12, 2013 be observed as Nursing Week in the City of Mississauga. This year's theme is "Nursing: A Leading Force for Change."

Nursing Week is an opportunity to celebrate the unique contributions of both the nursing profession and individual nurses. They represent the single largest group of health-care professionals in the City of Mississauga. Thousands of them are employed in hospitals, nursing homes, community health centres, family health teams, and in the community at large. They are committed, dedicated, knowledgeable and compassionate.

Please help us by saying "thank you" to nurses.

Regards,

Maria R. Tandoc, RN
RNAO Peel Chapter President

☑ Receive	☐ Resolution
☐ Direction Required	☐ Resolution / By-Law
☐ Community Services ☐ Corporate Services ☐ Planning & Building ☐ Transportation & Works	For ☐ Appropriate Action ☑ Information ☐ Reply ☐ Report

I-3(a)

PROCLAMATION

Nursing Week
May 6-12, 2013

WHEREAS: the health and well-being of people is the biggest priority for our community; and

WHEREAS: in the city of Mississauga, nurses are an integral part of our health-care system, serving residents of all ages with skill, knowledge, caring and commitment; and

WHEREAS: nurses have a unique perspective and a broad understanding of the concepts of good health; and

WHEREAS: members of the national nursing community are recognizing the hard work and dedication of nurses, in the city of Mississauga **May 6-12, 2013**, has been designated **"Nursing Week"** to acknowledge and promote the contributions of nurses in our community.

NOW THEREFORE: I, Mayor McCallion, on behalf of Mississauga City Council and the 668,549 people of our great City, do hereby proclaim **May 6-12, 2013** as **"Nursing Week"** in the City of Mississauga, and encourage everyone to recognize the many services provided by our dedicated nurses and the tremendous contribution they make to the health of our residents and the well-being of our community every day.

I-4

Carmela Radice

From:	Irene Wojcik Gabon [redacted]
Sent:	2013/04/16 1:52 PM
To:	Carmela Radice; Crystal Greer; Hazel McCallion
Cc:	Ezio Savini; Irene Wojcik Gabon
Subject:	Re: Council February 6, 2013 Information Item I-1
Attachments:	mississaugapower_en.pdf

COUNCIL AGENDA
April 24, 2013

Good afternoon Ms. Radice

Regarding the Resolution below and council meeting of 6 Feb. 2013, I attach hereto the Mississauga Power Plant Cancellation Costs Special Report dated April 2013 and released Monday 15th April, 2013 and draw your attention to page 17 under the Heading "Reimbursement of Site and Warehouse Purchase Price" it states that the OPA allowed Eastern to retain ownership of the property (although they were reimbursed for it as part of settlement) to save it from having to pay to restore it"
I would appreciate it if this email and attachment were placed on the next Council Agenda which I believe is 24th April, 2013 .
Since this deals directly with part 2 of the Resolution passed by council on Oct. 12, 2011, it deserves a second look.
My understanding of this is that Eastern Power Ltd/Greenfield South Power Corp. as owners of 2315 Loreland Ave. are responsible for removing this structure and that the original Resolution was not sent to the owners of the property.
At the Feb. 6 Council meeting Mr. Sevigni outlined that the matter rested with the province and the owners and perhaps it does, however, the explanation given in the impartial Auditor General's Report tells us why the structure has not been permanently removed and the site restored to original state.
Perhaps Council may consider resending the original resolution to the new Premier, and Minister of Energy AND to the owners.
The favour of a reply is respectfully requested
Mrs. Irene Gabon
[redacted] Sunnycove Dr.
Mississauga, ON
[redacted]

☑ Receive	☐ Resolution
☐ Direction Required	☐ Resolution / By-Law
☐ Community Services ☐ Corporate Services	For ☐ Appropriate Action ☑ Information
☐ Planning & Building ☐ Transportation & Works	☐ Reply ☐ Report

----- Original Message -----

From: Carmela Radice
To: Irene Wojcik Gabon
Cc: Ezio Savini
Sent: Wednesday, February 06, 2013 5:36 PM
Subject: Council February 6, 2013 Information Item I-1

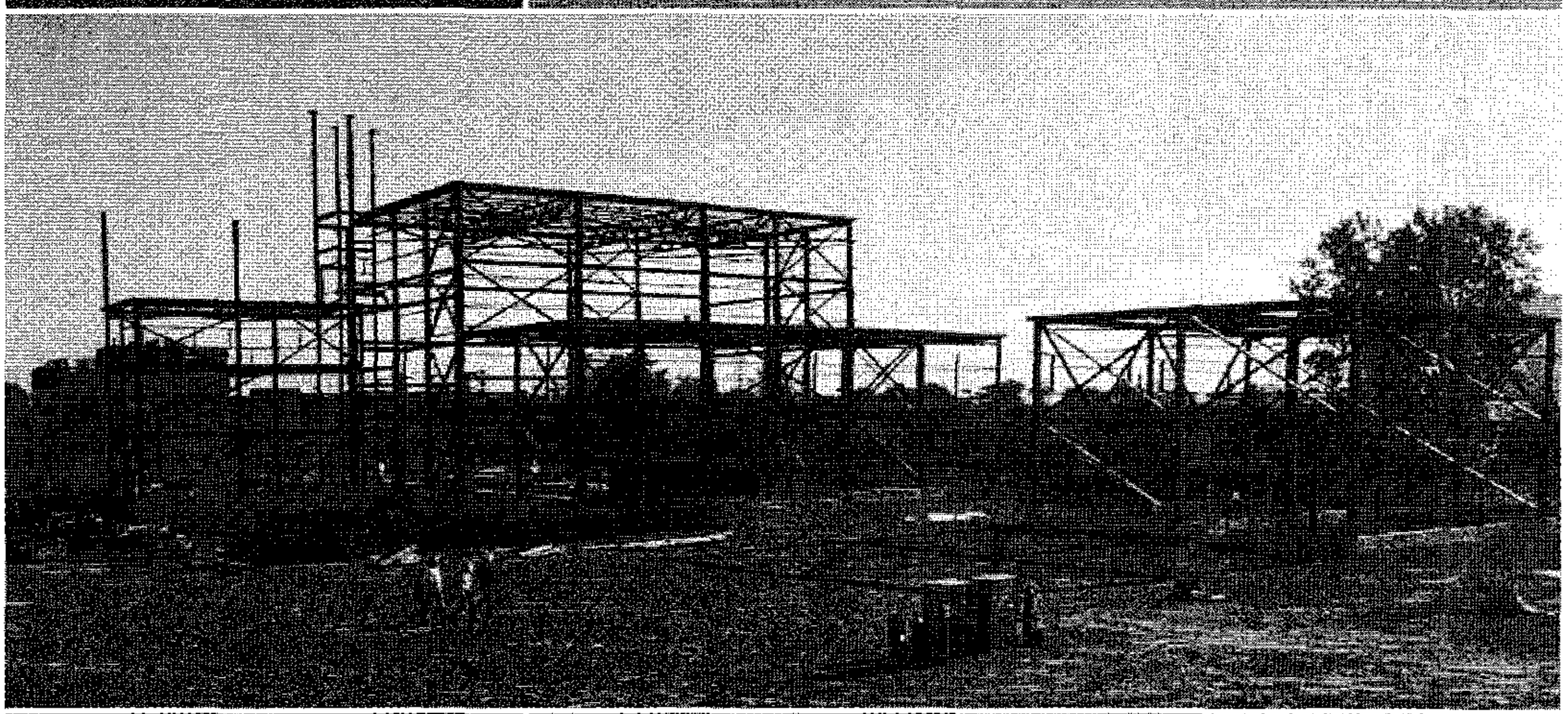
Re: Resolution 0240-2011 Loreland Eastern Power Plant

I-4(a)

Mississauga Power Plant Cancellation Costs

Special Report

April 2013



Office of the Auditor General of Ontario

I-4(b)

Office of the Auditor General of Ontario

To the Honourable Speaker
of the Legislative Assembly

I am pleased to transmit my Special Report on the Mississauga Power Plant Cancellation Costs, as requested by the Standing Committee on Public Accounts under Section 17 of the *Auditor General Act*.

Jim McCarter
Auditor General

April 2013

I-4(c)

Ce document est également disponible en français.

ISBN 978-1-4606-1415-0 (Print)
ISBN 978-1-4606-1416-7 (PDF)

Cover photograph: Bartosz Amerski/Office of the Auditor General of Ontario

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Special Report

Mississauga Power Plant Cancellation Costs

Background

Upon taking office in 2003, the Liberal government faced some challenges with respect to Ontario's future electricity needs. At the time, the province had about 30,000 megawatts (MWs) of "installed capacity" (that is, it could produce up to 30,000 MW at full capacity) from the following five sources:

- nuclear (10,061 MW);
- renewables—hydroelectric (7,880 MW);
- coal (7,546 MW);
- gas (4,364 MW); and
- renewables—wind, solar, bioenergy (155 MW).

Coal-fired power, which was about one-quarter of total installed capacity, was produced by five plants that were aging and polluting the air. The government therefore planned to phase out coal-fired generation altogether, originally by 2007, but later moved to 2014. This, along with an expected increase in the demand for electricity, meant there would be a supply shortfall. The first of several processes for procuring more power involved a request for proposals (RFP) issued by the Ministry of Energy in September 2004. It was for about 2,500 MW of new electricity from cleaner sources.

There was no requirement for the proposed power sources to be located in the same general area as any of the coal-fired plants scheduled to be closed. For example, the Lakeview coal station, which supplied about 15% of the province's coal-fired capacity and was shut down in 2005, was located in Mississauga, but the RFP specified only that any proposed new plant be located in Ontario. However, the evaluation process for the RFP favoured bidders who were proposing a plant located in the GTA.

On December 9, 2004, the government passed the *Electricity Restructuring Act, 2004,* which established the Ontario Power Authority (OPA) as the province's long-term energy planner. As such, the OPA signed the contracts that the Ministry of Energy awarded in 2005 from the RFP. In total, seven contracts were awarded to supply a combined generating capacity of 2,515 MW.

The five largest projects were for "combined-cycle natural-gas-fired" facilities. Compared to coal-fired power plants, gas-fired plants pollute less and have lower capital costs. Also, given the government's plan to increase the use of wind and solar renewable energy, the province's electricity supply mix would have to include a source like natural gas that can be more quickly turned on and off to "fill in the gaps" of these intermittent electricity sources. Combined-cycle generation, where heat produced during the combustion of natural gas turns a gas turbine and steam produced from the excess heat of combustion turns a steam turbine, is considered the most efficient way of generating electricity from natural gas.

One of the bidders to the RFP was Eastern Power Ltd., owned by the Vogt family. In the 1990s, I-4(g)

Eastern Power had built two small power plants that generate electricity from methane in landfills (a 30-MW facility in the Keele Valley landfill in Vaughan and a 27-MW facility in the Brock West landfill in Pickering). Because it was among the lowest bidders, Eastern Power was awarded three of the seven contracts, including one for the Greenfield South Power Plant. This was proposed as a 280-MW combined-cycle gas-fired facility to be located in Mississauga and to operate over a 20-year period. Ultimately, it was the only contract Eastern Power executed. For various reasons, including Eastern Power's challenges in securing financing, the other two projects were terminated. The Greenfield South contract was signed in April 2005.

A detailed chronology of events relating to the Mississauga plant from 2004 to 2012 is provided in Figure 1.

Figure 1: Chronology of Key Events Relating to the Mississauga Power Plant Cancellation

Prepared by the Office of the Auditor General of Ontario

April 2004	Independent Electricity System Operator releases 10-year outlook regarding Ontario's energy needs; states that new electricity generation needed in the GTA by 2006
September 2004	Ministry of Energy (Ministry) releases a request for proposals (RFP) for clean energy supply
December 2004	Ontario Power Authority (OPA) created through the *Electricity Restructuring Act, 2004*
March 2005	Ministry directs OPA to execute and deliver seven contracts awarded from RFP, three of them to Eastern Power
April 2005	OPA and Greenfield South Power Corporation, a subsidiary of Eastern Power, sign contract for Mississauga plant
August 2005	One of Eastern Power's other contracts from the 2004 RFP terminated (third proposal never reached contract stage)
September 2005–July 2008	City of Mississauga, Region of Peel Medical Officer of Health, City of Toronto Medical Officer of Health and various citizens and citizens' groups request that Ministry of the Environment carry out further environmental assessments on situating Greenfield's plant at proposed site; Ministry eventually denies these requests
	City of Mississauga passes amendments to zoning by-laws that do not allow plant to be built at proposed site
	Greenfield appeals amendments to Ontario Municipal Board, which approves building the plant at the site
March 2009	OPA amends contract with Greenfield, extending completion date and providing a significantly higher monthly payment for the electricity produced once the plant is operational
March 2010	Greenfield obtains the required building permits for the Mississauga plant
May 2011	Greenfield secures project financing for construction
June 2011	Construction begins at the Mississauga site, with target completion of July 2014
September 2011	Liberal Party announces that Mississauga plant will be relocated if Liberal Party re-elected
October 2011	Liberal party wins a minority government in Ontario election
	Minister of Energy requests that OPA begin discussions to effect cancellation of Mississauga plant
November 2011–July 2012	OPA negotiates with Greenfield to cancel construction of Mississauga plant and relocate gas plant elsewhere. Construction stops November 21, 2011
	OPA/Ministry enter into 10 side and interim agreements granting concessions to Greenfield to suspend work on the plant while the terms of a final agreement are negotiated
July 2012	Facility Relocation and Settlement Agreement reached and becomes effective
	Minister of Energy announces that the plant will be relocated to Ontario Power Generation's Lambton Generating Station site and that the total cost of relocation is $180 million (later revised to $190 million)
September 2012	Standing Committee on Public Accounts requests that the Auditor General examine Greenfield South/Eastern Power Mississauga plant contract, focusing specifically on the cost of cancellation to taxpayers

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Audit Objective and Scope

On September 5, 2012, the Standing Committee on Public Accounts (Committee) passed the following motion:

> The Standing Committee on Public Accounts immediately request the Auditor General examine the contract between the Ontario Power Authority and Greenfield South Power Corp./Eastern Power regarding the cancelled Mississauga gas plant, focusing specifically on the cost to taxpayers, and that the Auditor General report back to the committee in the form of a special report before September 1, 2013, notwithstanding any prorogation of the House.

We accepted this assignment under Section 17 of the *Auditor General Act*, which states that the Committee can request that the Auditor General perform special assignments.

Our audit was mainly conducted at the OPA's Toronto office. We reviewed documents relating to the initial procurement of the Greenfield plant in 2004, all agreements between the OPA and Greenfield South Power Corporation (Greenfield), including contract amendments, and related documentation both from the OPA and the Ministry of Energy. We interviewed key personnel within the OPA involved in the negotiation and settlement of the cancellation costs. We also conducted a search for any payments that the OPA or the Ministry of Energy may have made to Greenfield or Eastern Power to ensure that they had been considered as possible cancellation costs.

We also discussed the relocation of the Greenfield plant with officials at Hydro One, the Independent Electricity System Operator and Ontario Power Generation to understand how it would affect the province's electricity system. We discussed the relocated plant's natural-gas connection and management costs with the Ontario Energy Board and the gas distributor in Lambton.

The OPA retained an independent engineer to certify the expenses Greenfield claimed it incurred in the cancelled plant's development and construction. We met with the independent engineer to determine the due diligence conducted on the amounts that the OPA reimbursed to Greenfield for these expense claims. The independent engineer also accompanied us when we viewed the equipment purchased for the Mississauga plant, which is anticipated to be used at the relocated plant.

Summary

We estimate that the decision to cancel the Mississauga power plant and relocate it cost about $275 million. This is the amount that we think the public will be "out of pocket" as a result of the cancellation and relocation. All told, there were about $351 million in costs associated with the cancellation and relocation, but the move also results in around $76 million in savings, leaving a cost to the public of $275 million. Of this, $190 million is being paid by taxpayers and the remaining amount is being paid by electricity ratepayers.

The $275 million consists of the following:

- Payments amounting to $72.4 million were made to Eastern Power, the parent company of the company contracted to build the plant, Greenfield South Power Corporation (Greenfield). The payments comprised:
  - Greenfield's sunk costs not paid directly by the OPA to its suppliers—$43.8 million;
  - the cost of an interest-free loan provided to Eastern Power for the construction of the relocated plant—$16 million;
  - the cost of settling a dispute Eastern Power had with the Ontario Electricity Financial Corporation (OEFC) (Eastern Power demanded this settlement before it would negotiate with the OPA to permanently

I-4(i)

stop construction of the Mississauga plant and relocate it)—$8.4 million; and
    - the OPA's reimbursement to Eastern Power of the purchase price of the cancelled plant's site and an adjacent warehouse—$4.2 million.
- The OPA paid $149.6 million to the lender that was financing Greenfield's construction of the Mississauga plant, $90 million of which related to penalties and fees for cancelling the project.
- The OPA paid Greenfield's suppliers $64.6 million for equipment and other sunk costs.
- A total of $4.4 million in legal fees and other professional fees was incurred as a result of the cancellation-and-relocation decision.
- We estimated there will be about $60 million in extra future costs for delivering power from Lambton County, the site of the relocated plant, rather than from Mississauga.
- The total of the preceding payments, costs and fees of $351 million is likely to be reduced by about $76 million in savings. The savings are in two areas:
    - The contract for the relocated plant specifies a price for the electricity to be produced that is lower than the price in the former contract for the Mississauga plant's electricity. The price reduction amounts to about $20 million (present-value dollars) over the 20-year term of the contract and was negotiated to reflect the fact that some of the equipment, supplies and other items relating to the Mississauga plant can be used in the construction of the relocated plant. The price reduction partially offsets the cost of the items that the OPA paid for.
    - The OPA contends that none of the power that the Mississauga plant would have produced (presumably starting in July 2014) would have been needed until at least 2018. Not having to make payments for power that is not needed is a 100% saving in the OPA's view because there are no offsetting costs to replace the lost Mississauga power. Although the reason for the plant in the first place was the shortage of power in the southwest GTA, the OPA advised us that the power supply situation has changed considerably since 2009 when the Mississauga plant was given the go-ahead for construction. Aside from the uncertainty over whether there will actually be any offsetting costs to replace the lost Mississauga power, there is also uncertainty over when the Mississauga plant would have actually been completed. We do nevertheless acknowledge that there will be savings relating to the fact that no payments for electricity from a Greenfield plant will likely be made until at least 2017 and have included estimated savings of $56 million, about three-quarters of the OPA's estimate.

We also found that the circumstances surrounding the decision to cancel the plant—particularly the need to quickly halt construction of the project—weakened the OPA's negotiation position, which most likely resulted in some of the above costs being higher than they would otherwise have been. Once the Minister of Energy announced in fall 2011 that construction would stop and that the plant would move to another location, every day that construction continued put the government in a more untenable position. Continued construction by Greenfield would also have increased the amounts that would have to be paid to Greenfield in damages. We believe that Greenfield recognized this, and that by continuing construction after the government's decision it enhanced its negotiating position—it would have the upper hand in terms of what it could obtain to stop construction and renegotiate a new deal. At the same time, the OPA recognized that forcing a halt to construction through legislation or other legal mechanisms, rather than through negotiation, would have other undesirable consequences—lawsuits among them.

As a result, from the beginning of negotiations in November 2011 through to when a new settlement

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was finalized in July 2012, Greenfield was in the position of strength. It was able to get the OPA to make concessions in return for its temporarily suspending construction and then stopping it altogether and relocating the plant. In particular:

- As noted earlier, Greenfield's parent company, Eastern Power, demanded a settlement of a longstanding dispute it had with the OEFC before it would even begin negotiating. Eastern Power had a contract to supply power through its Keele Valley landfill-gas plant. In 2009, Eastern Power appealed a 2008 court decision that refused to grant it $121 million it claimed it was owed. Instead, the court ordered Eastern Power to pay the OEFC's court fees. The 2008 decision did say Eastern Power might be eligible for nominal damages of up to $5 million relating to one issue, so in its 2009 appeal Eastern Power sought damages of $8.5 million or a new trial. At the time of the cancellation decision, a new trial had been granted and was still pending. Eastern Power demanded $15.4 million to resolve the matter and come to the bargaining table. The OEFC paid $10 million of this amount and forgave $700,000 in court fees Eastern Power had been ordered to pay it. The OPA paid the $5.4 million difference.
- The OPA and the Ministry of Energy agreed to provide $45 million as an upfront loan for the construction of the relocated plant. The loan is interest-free, repayment starts only after the new plant is finished (expected to be in 2017) and the repayment period extends over the following 13 years. Effectively, the only security the OPA received—and will be entitled to after the Lambton plant begins operations if Greenfield defaults on any of its obligations—is a $1.4-million letter of credit. In comparison, in the original contract to build the Mississauga plant, Greenfield was not provided with any upfront loan and was required to provide initial upfront security of $14 million to ensure it fulfilled its contractual obligations.
- The OPA paid Eastern Power about $41 million in labour costs that Greenfield said it had incurred between 2004 and 2012 (we advised the OPA that $5 million of this amount is HST and can probably be claimed back from the federal government by the OPA). Eastern Power initially claimed $79 million for an average of 17 full-time employees as well as consultants who it claimed were working during this eight-year period. In support of these costs, Greenfield provided only a list of staff, the hours that employees worked and industry-average billing rates for the work being done. When pressed, it provided sworn statements of the hours selected employees had worked, as well as consultant invoices, but the rates actually charged were blanked out on those invoices. Neither we nor the independent engineer hired to certify Greenfield's costs were able to get copies of payroll, T4 or other information to support these costs.
- Although the OPA reimbursed Greenfield for the $4.2 million it had paid for the Mississauga plant site and an adjoining warehouse ($2.6 million for the site and $1.6 million for the warehouse), it still allowed Greenfield to retain title to them. The OPA told us it did so to avoid the work and expense of restoring these properties, although it did not seek to find out what that expense would be. Infrastructure Ontario compared sales of undeveloped land in Mississauga in 2010 and 2011 and estimated the fair market value of the Mississauga site around the time of the settlement to be in the range of $4.8 million to $5.3 million.
- As part of a legal settlement, the OPA agreed to pay a U.S.-based company that was financing most of the Mississauga plant's construction all costs Greenfield was potentially liable for if the plant construction did not proceed. This settlement resolved the company's litigation against Greenfield, the province and the OPA, which involved damage claims

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of $310 million. Greenfield had arranged for this company, EIG Management, to give it an eight-year, $263-million line of credit, with funds drawn at an interest rate of 14%, compounded quarterly. The lending agreement also included heavy penalties were Greenfield to back out of the arrangement. The OPA and the Ministry of Energy, in addition to repaying EIG the $59 million that Greenfield had drawn from the line of credit over six months, also paid EIG an interest-payment/penalty fee of $90 million, for a total outlay of $149 million to EIG. When the OPA initially agreed to pay for any financing costs Greenfield would be liable for, it never expected the penalty costs to be anywhere near this amount. The OPA told us it had asked to see Greenfield's lending agreement with EIG, but Greenfield refused to provide it. The OPA went ahead and signed the agreement to take on Greenfield's financing liabilities. Undoubtedly, the urgency to have construction halted was an important factor in doing so.

- Some of the equipment bought and plans developed for the Mississauga plant, already paid for in full by the OPA, will be reused at no cost to Greenfield at the Lambton plant, thereby reducing Greenfield's construction costs. In recognition of this, the OPA negotiated a 4% reduction in the price paid for electricity generated by the new plant. We estimated that the items paid for by the OPA that Greenfield will be able to reuse are worth about $100 million. However, the 4% price reduction is worth only about $20 million (in present-value dollars).

There will be approximately $60 million (in present-value dollars) in future additional costs incurred from:

- power loss resulting from the greater distance electricity now has to travel to the GTA and other areas;
- the net costs of upgrades to part of the province's electricity system that will be required sooner because the plant is located in Lambton County instead of in Mississauga; and
- hydro and gas connection costs at the Lambton site (Greenfield would have covered these costs if the plant had been built in Mississauga, but the OPA agreed to pay them as part of the relocation agreement).

One financial benefit of relocation should have been the much lower pipeline cost to transport the natural gas needed to generate electricity at the Lambton plant, because the plant is located much closer to the natural-gas distribution hub near Sarnia. Under normal circumstances, the savings from lower natural-gas transportation costs would be passed on to electricity ratepayers through the negotiated or tendered electricity price to be paid. We estimated these potential savings to be about $65 million (present-value dollars). The OPA told us that it was aware of these potential savings but had estimated them at the time of negotiations to be about $36 million. However, the savings were not ultimately reflected in the price the OPA will be paying for the Lambton plant's electricity under the new deal and will therefore be kept by Greenfield.

ONTARIO POWER AUTHORITY RESPONSE

The Ontario Power Authority (OPA) appreciates the importance of providing a public accounting of the costs of relocating the Mississauga power plant to Sarnia. The OPA's role in the relocation was to negotiate an agreement that:

- halted construction in Mississauga;
- compensated Greenfield South for costs incurred; and
- relocated the power plant.

In complex legal and commercial circumstances and under intense pressure to have construction of the plant halted, the OPA aimed to balance fairness to the power-plant developer, who had a legally binding contract, with the short- and long-term interests of electricity ratepayers.

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When evaluating the negotiations, it is important to look at the deal as a whole rather than trying to quantify each of the give-and-takes on matters like net revenue requirement (NRR) (the monthly amount that Greenfield will receive for plant-generated electricity, allowing it to recover its costs and earn a reasonable rate of return), provision of security and gas delivery costs. As with any complex negotiation, all parties made concessions and neither side was able to achieve all of its goals.

On balance, the OPA believes that a commercially reasonable deal was negotiated. The OPA notes that almost all of the upfront payments to Greenfield (approximately $100 million) were accounted for in the reduction of the NRR ($20 million) and in the unreduced savings related to the deferral of NRR payments ($75 million). If the value in upfront payments was factored into the NRR it would increase to about $17,200/MW/month, which reflects commercial conditions in 2012. The last competitive procurement process which the OPA ran for a combined-cycle plant resulted in an NRR of $17,277 MW/month. Factoring in economies of scale, the cost to competitively procure a plant similar in size to the Greenfield facility is likely to be higher. Furthermore, if the plant is built for the cost that the OPA believes is typical for a plant of this type, Greenfield's rate of return will not be significantly different than Greenfield expected it would have been in Mississauga. Capital expenditure is the main driver of project costs, and hence returns.

The OPA respectfully disagrees with the audit's conclusion that only recognizes 75% of the savings for deferred NRR payments (the savings related to starting payments later because the relocated plant's in-service date is later than the original plant). The OPA believes that there is no basis to conclude that the already partially constructed Mississauga plant might have been delayed due to financing issues or that replacement power will be necessary in the 2014 to 2017 time period.

The OPA notes that the previously reported $190 million in costs, which cannot be reused at the new site, focused on contract-related costs as known at the time. Adding in system-related costs for bulk transmission and line losses largely accounts for the difference in relocation costs reported in the Audit.

In the end, the negotiations to relocate the Mississauga plant to Lambton concluded in a result that avoided potentially expensive litigation and delivered a plant that will help meet Ontario's electricity needs for decades, at a commercially reasonable price.

AUDITOR GENERAL COMMENTS

The OPA is referencing the cancelled Oakville plant as the example of its last procurement of a comparable gas plant that resulted in an NRR of $17,277/MW/month. This NRR would have reflected significant gas transportation costs and GTA construction costs that Greenfield is not incurring at Lambton because that plant will operate much closer to the natural-gas distribution hub. For that reason, we question whether that procurement is directly comparable.

We do not agree with the OPA's conclusion that Greenfield's rate of return will not be significantly different than what it would have been in Mississauga. We believe Greenfield has the potential to earn a significantly higher rate of return in Lambton for the following reasons:

- Greenfield will benefit from an estimated $65 million in savings due to lower natural-gas transportation costs.
- The OPA is funding upfront $80 million in construction costs (consisting of $100 million in payments that will benefit the Lambton plant minus the $20-million reduction in the NRR payments for Lambton). If the cost of constructing the Lambton plant does not exceed the cost of the Mississauga plant by

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this amount, any savings will be a benefit to Greenfield.

- Greenfield was incurring a 14% interest rate on its $263-million credit facility for the Mississauga plant. As part of the negotiated relocation settlement, the Ministry of Energy is committed to helping Greenfield secure financing for constructing the Lambton plant. We believe this will help Greenfield obtain financing at a much lower interest rate, especially given the current low interest-rate environment.

Detailed Audit Observations

OVERVIEW OF MISSISSAUGA PROJECT BEFORE CANCELLATION OF PLANT

The Contract and Project Progress, 2005-2008

Under the 2005 contract, the project timeline was for a 280-MW gas-fired plant to be operational by February 2008. Greenfield was responsible for designing and constructing the plant, including securing its own financing. Once the plant was complete and generating power, the OPA would pay Greenfield a monthly amount over the 20-year life of the contract. This amount, called the Net Revenue Requirement (NRR), a standard component of the OPA's natural-gas power contracts, is intended to enable the developer, Greenfield, to recover its costs for building and operating the plant plus earn a reasonable rate of return, or profit. It is expressed as an amount per MW per month—under the contract, the amount was $8,350/MW/month (this was also Greenfield's bid for the project in the 2004 RFP). For a 280-MW plant, that equates to about $28 million a year, or about $350 million (present-value dollars) over the 20-year life of the contract.

The contract also included "force majeure" provisions in case of extraordinary events occurring beyond the control of the contracting parties. Such events would obligate the OPA to push back the date when the plant would have to be operational. If they were to continue for more than 36 months, the OPA could terminate the contract without costs or payments of any kind. As with other gas-fired power generation contracts the OPA has, this contract did not include a "termination for convenience" provision whereby the OPA could terminate the contract at any time without any reason (in return for a negotiated settlement with Greenfield).

Events beyond the control of Greenfield and the OPA did occur, beginning in September 2005, as detailed in Figure 1. They continued for 34 months, to July 2008, making it impossible for construction of the plant to begin. The OPA therefore extended the completion date to September 1, 2012. The delays prevented Greenfield from securing construction and major equipment supply contracts within its original budget, and Greenfield advised the OPA that it was unable to proceed under the original NRR rate of $8,350/MW/month. Greenfield therefore asked the OPA to consider changing the contract's economic terms.

The Amended Contract and Project Progress, 2009-2011

In 2009, the OPA amended the contract to reflect the new September 2012 completion date of the plant (further delays extended that date to July 2014). Also, while not obligated to do so, the OPA agreed to raise the NRR. The new monthly payment, once the plant was operational, was set at $12,900/MW/month or a 54% increase from the originally tendered price of $8,350/MW/month. This increased the total 20-year amount to be paid from about $350 million to about $540 million (both in present-value dollars). In justification for the increase, the OPA told us that it believed Greenfield would not have been able to build the Mississauga plant at the original NRR it had proposed in 2005 and that the NRR for a replacement project would likely have been more than $12,900/MW/month.

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It also stated in a presentation to its board that the Greenfield plant in Mississauga was needed to help address local area supply concerns.

Greenfield secured financing for the project in May 2011 and obtained all necessary municipal and provincial approvals and permits. Construction of the plant began in June 2011.

CANCELLATION AND RELOCATION NEGOTIATIONS

On September 24, 2011, an Ontario Liberal Party news release announced as an election-campaign promise that the Greenfield plant in Mississauga "would not go forward at its current location" and that "Ontario Liberals will work with the developer to find a new location for the plant." The Liberal Party won the election on October 6, 2011.

On October 12, 2011, Mississauga City Council passed a resolution asking the government to take immediate action to fulfill its election promise, cancel the contract with Greenfield, stop construction of the plant and restore the site to its pre-construction condition. On October 24, the Minister of Energy requested that the OPA immediately start discussions with Greenfield.

As already noted, the OPA's contract with Greenfield had no termination-for-convenience clause that the OPA could invoke to legally terminate the contract (paying whatever charges such a clause would have stipulated). In the absence of an "out" in the contract, the OPA and the Ministry of Energy considered a number of approaches, each with its own disadvantages:

- *Unilaterally terminate the contract anyway*—rejected because of the likelihood that this would trigger lawsuits by both Greenfield and the investment firm from which Greenfield had obtained financing of $263 million for building and operating the plant (as discussed later, this firm still filed a claim for damages against the Crown and the OPA).
- *Pass legislation to terminate the contract and set the amount of compensation to be paid to Greenfield*—rejected because participants in the electricity market would see this as an unfair way of doing business, and it could have a negative effect on the OPA's and the province's future tendering processes with the private sector.
- *Allow Greenfield to finish constructing the plant but do not allow it to operate*—the OPA considered this to be possibly the cheapest option but rejected it because of the difficulty of convincing the community that the plant would not operate and because the government would have been seen as having paid money for nothing.
- *Try to negotiate a settlement with Greenfield*—although this posed the risk of Greenfield refusing to co-operate and/or requiring possibly costly incentives to stop construction during negotiations, the OPA decided it was the best option.

The OPA was correct in expecting negotiations to be challenging, and construction continued on the plant. On November 10, 2011, the OPA board's chairman informed the Minister of Energy that "to date the OPA's preferred approach has been to reach an agreement with Greenfield South to stop construction and negotiate an arrangement to relocate the plant or terminate the contract. Since then it has become clearer that Greenfield South may not agree to such an approach. In light of this, the next logical step appears to be to notify Greenfield South that the OPA will not be proceeding with the contract. I wish to assure you that even after taking this step, the OPA will seek to continue discussions with Greenfield South to arrive at an agreement on appropriate compensation."

The Minister responded on November 14 by reiterating the government's commitment to have the Greenfield plant relocated. However, with construction continuing weeks after the government had announced the plant would not be built at that site, the media was paying more attention to the matter, heightening government pressure on the OPA to have Greenfield stop construction.

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Beginning on November 18, the OPA reached the first of a series of interim agreements with Greenfield. Under these agreements, the OPA made various payments to Greenfield's parent company, Eastern Power (as incentives to suspend work on the plant while the terms of a final agreement were negotiated) as well as to Greenfield's suppliers. On November 21, the Minister of Energy announced that Greenfield had agreed to immediately stop construction. At that point, according to the OPA, construction of the plant was about 30% complete.

Negotiations on relocating the plant and the costs to be paid by the OPA continued after that date, and in May 2012, the Ministry of Energy hired an outside negotiator to represent it and help the OPA reach a final agreement with Greenfield. The final agreement, called the Facility Relocation and Settlement Agreement (FRSA), became effective July 9, 2012. Its key terms included the following:

- Greenfield would permanently stop construction work on the Mississauga plant.
- Greenfield and the OPA would relocate the plant under specified terms.
- The OPA would reimburse Greenfield for all design, development, permitting and construction costs incurred up to July 9, 2012.
- Greenfield would provide the OPA and an independent engineer with a detailed list of these costs along with the documentation the engineer needed to substantiate them.
- The OPA would become directly responsible for the costs associated with connecting the relocated plant to a gas source and the province's electricity grid.
- Once the relocated plant is operational, the OPA would pay Greenfield an NRR of $12,400/MW/month. [This is less than the previous contract's $12,900/MW/month. Over the 20-year life of the agreement, it totals about $520 million, compared to the previous contract's $540 million (both in present-value dollars). The NRR's reduction was meant to at least partially recoup the OPA's upfront reimbursement of certain of the Mississauga plant's costs that will reduce Greenfield's construction costs for the new plant.]

On July 10, 2012, the Minister of Energy announced that the Greenfield South Generation Station would be relocated to Ontario Power Generation's Lambton Generating Station site, about 10 kilometres from Sarnia. He also stated that the total cost of the relocation would be approximately $180 million. The Minister of Finance later stated that the cost would be $190 million, which includes $10 million for the settlement of litigation that Eastern Power had brought against the Ontario Electricity Financial Corporation (OEFC). The targeted date of commercial operation of the new plant in Lambton is September 2017.

CANCELLATION AND RELOCATION COSTS

As shown in Figure 2, we estimate the total net cancellation and relocation costs to be about $275 million. Details of these costs are provided in the following sections.

Cost of Upfront Payments—$291 Million

Payments to Eastern Power—$72.4 Million

We calculate that the upfront payments to Greenfield and Eastern Power cost the public $72.4 million, made up of:

- settlement of Eastern Power's dispute with the OEFC—$8.4 million;
- Greenfield's sunk costs not paid directly by the OPA to its suppliers—$43.8 million;
- reimbursement of site and warehouse purchase price—$4.2 million; and
- loan costs consisting mainly of forgone interest and lost value of money over time—$16 million.

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Figure 2: Costs of Cancelling Greenfield South Mississauga Plant and Relocating to Lambton ($ Million)

Source of data: Ontario Power Authority

	Amount
Cost of Upfront Payments	
To Eastern Power (Greenfield's parent company)	72.4
To EIG Management Ltd. (Greenfield's lender)	149.6
To Greenfield's suppliers	64.6
Legal and other professional fees	4.4
Subtotal	**291.0***
Future extra costs for delivering power from Lambton vs. from Mississauga	60.0
Subtotal — Upfront Payments and Future Extra Costs	**351.0**
Reduction in NRR payments, 2017–36	(20.0)
Deferral of NRR payments	(56.0)
Total	**275.0**

* Actual upfront payments totalled $321 million. They included a $45-million interest-free loan to be recovered over 13 years after the Lambton plant is operational. We calculated the cost of this loan to be $16 million (primarily forgone interest and lost value of money over time). Subtracting the $29-million difference brings the cost from $321 million to $292 million. Upfront payments also included a $15.4-million out-of-court settlement of a 13-year-old dispute Eastern Power had with the Ontario Electricity Financial Corporation. Based on earlier comments from a court decision, we assumed a $7-million award if the matter had gone to trial, making the net cost of the settlement $8.4 million. Subtracting the $7-million difference brings the cost from $292 million to $285 million. We have also included in the cost of upfront payments an amount of $6 million still to be paid to settle a claim brought against Greenfield by one of its suppliers, which brings the cost from $285 million to $291 million. More details on the loan, the settlement and the supplier's claim are in the section Cost of Upfront Payments.

Settlement of Eastern Power's Dispute with the OEFC—$8.4 Million

A power supply contract for Eastern Power's Keele Valley landfill gas plant had been in place since 1994, held and administered by the OEFC. Eastern Power had been disputing the interpretation of payment provisions of this contract for about 13 years. The dispute began with six claims brought by Eastern Power against the OEFC for a total of $121 million. In a 2008 decision, the judge dismissed five of the six claims. The judge was unable to rule on the exact amount of the damages for the sixth, a claim for $18.5 million, but indicated that Eastern Power might be eligible for nominal damages of up to $5 million. This resulted in no damages awarded to Eastern. Moreover, the judge ordered Eastern to pay the OEFC $1.1 million in court fees (later reduced on appeal to $700,000). In a 2009 appeal, Eastern Power sought damages of $8.5 million or a new trial for the outstanding claim. In 2010, the appeal judge, while agreeing with the conclusions reached by the original judge, estimated the amount for nominal damages to be about $7 million but ordered a new trial to resolve the issue.

Eastern Power demanded a settlement for the Keele Valley lawsuit of $15.4 million as a precondition to beginning any negotiations regarding Greenfield South. The OEFC agreed to pay $10 million, the absolute maximum amount it felt a court could have awarded, including interest (it also forgave the $700,000 in court fees Eastern Power had been ordered to pay). Under a November 25, 2011, side agreement, the OPA agreed to pay the $5.4 million difference to satisfy Eastern Power's demand so that negotiations on stopping construction at Mississauga could get started. The side agreement deemed this a prepayment toward a new power-supply contract with the Keele Valley plant—but also allowed Eastern Power to keep the money if Keele Valley was found not to be a viable site for providing power. Our review of documents found that the OPA had already questioned—before agreeing to the payment—whether it would be possible to extract methane gas from the site, much less negotiate a power supply contract for

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it. No new power supply contract for this site ever materialized, and therefore Eastern Power kept the $5.4 million.

The OEFC told us that if the government had not cancelled the Mississauga plant, it would have waited for a trial decision for a settlement. In the view of the OPA, whatever that settlement would have been should be offset against this $15.4 amount, reducing it somewhat as a cost of the cancellation decision. Our calculation assumes a trial settlement that would have awarded Greenfield an amount in nominal damages that the judge in the 2010 decision felt Eastern Power might be eligible for. This amount—$7 million—reduces the cost of this negotiated settlement to $8.4 million.

Greenfield's Sunk Costs—$43.8 Million

The OPA paid Eastern Power a total of $43.8 million to cover Greenfield's sunk costs. Most of this amount was prepaid to Eastern Power during the settlement negotiations so that Greenfield would continue to suspend work on the Mississauga plant. Greenfield was expected to provide support for the costs at a later date. We found this support to be adequate for $8 million of costs. However, we found that about $36 million in reimbursements to Eastern Power for labour costs, including the cost of external consultants, was never properly supported (although the OPA did tell us when our report was being finalized that the engineer hired to certify Greenfield's costs had agreed to sign off on the labour costs, more than a year after the costs had been reimbursed). The details of the payments provided are as follows.

Once Greenfield signed its contract with the OPA in April 2005, it began incurring costs for things such as labour, goods and services, interest on the money drawn from its lenders, legal fees, and fees associated with letters of credit it issued. Under a December 14, 2011, side agreement, the OPA agreed to provide $35 million as a prepayment to partially cover these sunk costs. Under a January 20, 2012, side agreement, the OPA provided a further $6 million as prepayment for sunk costs.

The FRSA required that Greenfield provide detailed support for all of its costs and that these costs be independently verified. We found that this was done for $8 million in non-labour-related costs.

Eastern Power initially claimed labour costs of $79 million for 17 full-time equivalent employees as well as consultants it said had worked to develop the plant between 2004 and 2012. In support of these costs, Greenfield provided only a list of staff, the hours that employees worked and industry-average billing rates for the work being done. When pressed, it provided sworn statements of the hours selected employees had worked as well as consultant invoices, but the rates charged were blanked out on those invoices. In the end, Eastern Power received about $36 million from the OPA for labour costs it said Greenfield had incurred. (This does not include $5 million in HST; we advised the OPA that this $5 million should be refundable from the Canada Revenue Agency. The OPA told us it would file the claim.)

Aside from the total amount of time being charged between 2004 and 2012, we also questioned the reasonableness of some of the purported labour costs. For instance, almost $900,000 over eight years, or about $110,000 annually, was reimbursed for an employee with the title of administrative assistant. Neither we nor the independent engineer hired to certify Greenfield's costs were able to get copies of payroll or T4 information to support costs like these, nor did Greenfield provide any further supporting information to the engineer. While payroll and T4 information might not contain all reimbursable benefits, it certainly would have enabled confirmation of most of the purported labour costs.

We did note that in a May 2011 plant budget that Greenfield submitted to its lenders, actual engineering and plant management costs incurred up to May 24, 2011, were listed as totalling only $19 million, as compared to the $28 million that the OPA paid to Greenfield to cover labour costs up to this date, which was later certified by the independent engineer.

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The OPA estimated that only $10 million of the $43.8 million it paid Greenfield for sunk costs would be transferrable to the new plant and would reduce that plant's future costs. We discuss this further in the section Reduction in NRR Payments—$20 Million in Savings.

Reimbursement of Site and Warehouse Purchase Price—$4.2 Million

Under a March 26, 2012, side agreement, the OPA agreed to reimburse Eastern Power the price paid for the 10.5-acre site on which the cancelled plant was being built and an adjoining 17,000-square-foot warehouse used to store equipment. Greenfield adequately supported the purchase amounts—$2.6 million for the site and $1.6 million for the warehouse. However, the side agreement allows Eastern Power and Greenfield to retain title to the properties. The OPA advised us that it allowed Eastern Power and Greenfield to keep title to the site to save it from having to pay to restore the site. However, this would not have applied to the warehouse, which needed no restoration.

Around the time of the cancellation, Infrastructure Ontario, at the Ministry's request, estimated the fair market value of the site alone to be in the range of $4.8 million to $5.3 million (this amount was arrived at by reviewing the sales of comparable undeveloped industrial land in Mississauga in 2010 and 2011). With such an increase in the land's value since Greenfield purchased it, the OPA may have realized a net gain if it had chosen to restore the site, and we believe it should have assessed this option more formally. The OPA told us that it believes that Infrastructure Ontario was not able to take into account all the relevant factors in its assessment of the value of the site. In any event, the decision to cancel the plant resulted in a $4.2-million expenditure that otherwise would not have been made.

At the time of our audit, Greenfield had not settled on a specific site for the Lambton plant, which it will be responsible for purchasing. The Ministry had offered Greenfield a site owned by Ontario Power Generation (OPG) that it believed would be accepted by the community with little opposition (given that it is next to OPG's existing coal power plant). If Greenfield chooses this site, the purchase price is to be fair market value as determined by independent appraisals.

Loan Costs—$16 Million

Under a July 9, 2012, side agreement, the OPA and the ministry negotiator agreed to provide Greenfield with a $45-million loan for working capital for the construction of the relocated plant. The loan is interest-free, and repayment starts only after the new plant is finished (expected to be in 2017). The repayment period extends over the following 13 years. Assuming that Greenfield successfully constructs the new plant and repays the loan over the 13-year repayment period, the cost of providing Greenfield with this amount of interest-free working capital and not being fully repaid for it until 2030 at the earliest is about $16 million (consisting largely of lost interest and the time value of money).

Not only did Greenfield not have OPA-supplied working capital in the original contract to build a plant in Mississauga, but it had to provide $14 million in initial upfront security to ensure that it fulfilled its contractual obligations. Under the FRSA, the amount of the performance security for the Lambton plant was reduced to $1.4 million.

The OPA can set off the repayment of the loan against the NRR payments if Greenfield defaults on the loan repayments. If the FRSA is terminated through default by Greenfield, Greenfield and Eastern Power must pay back the outstanding amount of the loan within seven days of the FRSA's termination (although no personal guarantees from the company shareholders were obtained as additional security to ensure that they do so). If the FRSA is terminated for any other reason than default by Greenfield, Greenfield can keep the $45 million.

Internal correspondence shows that OPA staff were concerned that $45 million approximates the amount of equity Greenfield would need to inject into constructing the relocated plant (that is, the

I-4(S)

amount of its own money Greenfield would have to put up for the project). In the words of investment bankers, with the OPA providing this upfront money, Greenfield had "no skin in the game." Normally, the contractor is required to put up a reasonable portion of its own money to give it an adequate incentive to successfully complete the project.

We believe that the $16 million in forgone interest and other lost value is a cost of the cancellation because it would not have been incurred had the plant not been relocated.

Payments to EIG Management Ltd.—$149.6 Million

Back in 2004, when Greenfield bid for this gas-plant project, it submitted letters of financing commitment from Canadian lenders. In the end, however, Greenfield secured financing from a U.S.-based investment firm, EIG Management Ltd., through a May 26, 2011, agreement. Under the agreement, EIG gave a Greenfield holding company an eight-year, $263-million credit facility (a line of credit available as standby funding) for the engineering, construction, operation and maintenance of the gas plant. Greenfield was required to pay an interest rate of 14%, compounded quarterly, on funds drawn. Greenfield's collateral for the credit facility consisted of warrants (which EIG could exercise for up to 24% of the equity in the Greenfield holding company), equipment, shares of Greenfield and an interest in the contract with the OPA.

Penalties for Greenfield's defaulting on the agreement were heavy: Greenfield would have to immediately pay back all amounts drawn with interest, as well as interest on the full undrawn amount for the full eight-year term of the agreement. The interest rate would be 14%, discounted by the U.S. Treasury rate.

EIG informed Greenfield in a letter dated November 18, 2011, that if the OPA were to proceed with cancelling the plant, EIG would hold Greenfield in default of its agreement and would ask for compensation of about $225 million for Greenfield's backing out of the contract.

The OPA was unaware of any of these onerous penalty terms when it signed a November 25, 2011, interim agreement to pay the costs for releasing Greenfield from its lender. The OPA told us that it had asked Greenfield for its lending agreement but that Greenfield refused to provide it. The OPA still proceeded to sign the interim agreement, undoubtedly owing to the urgency of getting Greenfield to stop construction. At that point, Greenfield had drawn about $59 million from the EIG credit facility over a six-month period. In December 2011, EIG followed through on what it had earlier told Greenfield and formally asked for a $228-million settlement. In March 2012, EIG filed the claim against Greenfield in a court in the state of New York. At the same time, EIG also filed, in Ontario, a much higher $310-million claim for damages against the Crown and the OPA.

The OPA asked two law firms for their opinion on whether a court would award EIG's claim, given that the amount claimed was so significantly in excess of the $59 million actually advanced. A key legal issue was whether paying the equivalent of 14% interest for eight years on the full $263-million line of credit would exceed the legal maximum "criminal rate" of interest that could be charged (the Criminal Code of Canada defines a criminal rate as anything over 60%). Both felt there was a good chance a court would opt to set the award at a 60% interest rate on the actual amount of $59 million drawn for the six-month period. The OPA estimated this to be about $28 million in interest. One of the firms gave the $28-million award a 70% probability of occurring.

The Ministry of Energy received approval from Treasury Board to settle EIG's claim up to a maximum of $98 million (on top of the $59 million). This was based on the assumption that a $28-million settlement was 70% likely, with a settlement of EIG's request of $310 million, minus the $59 million drawn ($251 million), to be 30% likely. The Ministry and the OPA arrived at the $98-million amount by adding 70% of $28 million ($19.6 million) to 30% of $251 million ($75.3 million) and

I-4(f)

throwing in $3 million for legal fees, which totals about $98 million. In the end, the ministry negotiator arranged to pay EIG $90 million in penalty interest plus the $59-million drawn amount—a total payment of $149.6 million. As part of this settlement, EIG fully released the OPA, the province and Greenfield from all existing and future claims.

We noted that EIG alleged that Greenfield had breached 17 covenants of the lending agreement as of January 2012. These breaches included missing deadlines for providing financial information and permitting construction liens to be filed against the plant. Since some of these covenants had been breached prior to the cancellation of the plant, Greenfield may well have been potentially in default of the agreement and, if so, possibly subject to penalties at the time the plant was cancelled. The OPA told us it believes that those breaches that EIG alleges occurred before the plant was cancelled were minor.

We also noted that Greenfield did not provide the OPA and the independent engineer with adequate documentation on what it did with the $59 million it received from EIG. We were able to determine that about half was used to buy equipment (our review of invoices showed that the OPA had paid equipment suppliers directly for all of the equipment except for about $30 million in equipment purchases made during the six months Greenfield had the $59 million). For the remaining $29 million, the OPA gave us, at the time our audit was being finalized, a list of invoices that Greenfield claimed were also paid by EIG funds. About $25 million of this came from invoices that Greenfield said it paid to outside suppliers for construction-related activity. The remaining $4 million, however, was made up of amounts paid primarily to Eastern Power and another company related to Greenfield called North Green Limited.

A side agreement obligates the Ministry of Energy to also, if necessary, help Greenfield secure financing for constructing the Lambton plant.

Payments to Greenfield's Suppliers—$64.6 Million

The OPA expects its payments to Greenfield's suppliers will total $58.7 million: almost $47 million is to be paid for equipment and about $12 million has been paid to other suppliers. It also expects to pay $6 million in future to one supplier to settle a claim. The details of these payments are as follows.

In accordance with the FRSA, the OPA expects to pay about $77 million for equipment that will be relocated to the plant in Lambton. As just noted, about $30 million of this amount was paid out of the $59 million that Greenfield borrowed from EIG and that the OPA paid back to EIG. At the time of our audit, the OPA was in the process of paying the remaining almost $47 million directly to the equipment suppliers, which have provided all necessary purchase orders and invoices. All of the equipment the OPA will pay for is expected to be used at the new plant, reducing Greenfield's future construction costs.

If Greenfield defaults on repaying the $45-million loan for working capital or on any of its other commitments under the FRSA, a lien that the OPA registered against the equipment would allow it to take ownership of it up to the commercial operation date of the new plant. However, Greenfield will likely have to pledge the equipment as collateral to secure financing for the Lambton plant, in which case the OPA will have to reduce its security interest.

In addition to the almost $47 million being paid to equipment suppliers, the OPA has paid $12 million to other suppliers for goods and services. About $4 million of this amount was for equipment rental. These costs could have been largely avoided if the equipment had been returned as soon as construction on the Mississauga plant stopped in November 2011. In March 2012 (when rental charges were at $1 million), the independent engineer informed the OPA that this equipment was sitting idle at the site of the cancelled plant and continuing to incur rental charges. He also said that the idle equipment could get damaged, which would result in even higher costs. He offered to arrange for the equipment to

I-4(u)

be returned. However, no action was taken until an additional $3 million in rental costs was incurred. Most of the heavy equipment was finally returned by December 2012.

The OPA informed us shortly after our fieldwork was completed that it was in the midst of negotiating the settlement of a claim that had been brought against Greenfield by one of its major suppliers. The OPA expected that it will have to pay about $6 million to settle the claim. We have therefore added this amount to the cancellation costs.

Legal and Other Professional Fees—$4.4 Million

More than $4 million in legal and other professional fees have been incurred as a result of the cancellation-and-relocation decision, mainly by the OPA and the Ministry of Energy. They include the cost of the independent engineer that the OPA retained to review the costs Greenfield claimed to have incurred in developing and constructing the Mississauga plant and the cost of the outside negotiator hired to assist the Ministry and the OPA in reaching a final agreement with Greenfield.

Future Extra Power Delivery Costs—$60 Million

Cost of Electricity Lost Travelling Over a Greater Distance—$40 Million

The Greenfield plant, regardless of its location, must meet the electricity demands of the southwest GTA. As a result of the relocation to Lambton, power will have to travel a considerable distance through transmission lines to reach its destination. Some energy will be lost along the way, mostly as heat. The OPA has estimated the cost of these losses to be about $40 million over the 20-year term of the FRSA.

We reviewed this estimate and noted that it is based on several assumptions relating to, among other things, future growth in the demand for electricity in the southwest GTA, future developments in generation and transmission systems, and what will happen with all existing and future electricity-generating facilities over the 20-year life of the FRSA. It therefore could well be higher or lower, but overall we concluded that it is reasonable.

System Upgrades—$13 Million

At the time of our audit the Independent Electricity System Operator (IESO) had just completed an assessment of the impact of the relocation of the Mississauga plant to Lambton and had forwarded it to Hydro One. Hydro One confirmed to us that the assessment did not identify the need for significant upgrades to the electricity grid because of the relocation.

The OPA and Hydro One told us that the upgrades that were needed were limited to the following, both in the GTA:

- A set of transformers near Milton will have to be built one year ahead of schedule. The OPA estimates the cost of moving up the construction date of this $270-million project to be about $10 million.
- Transmission lines near the Manby Transformer Station in Etobicoke will have to be upgraded. At the time of our audit, Hydro One had not yet completed its review of the IESO assessment but expected this cost to be about $3 million (Hydro One told us it would complete the review by April 2013 but had not yet done so at the time this report was finalized).

Consistent with what Hydro One told us, the OPA also said it did not expect the relocation to require any major electricity infrastructure upgrades west of the London area. This region is already served by other gas plants of about the same efficiency as the planned Greenfield plant. Once the Greenfield plant is operational, it will for the most part just be competing with those plants to provide the electricity to meet demand. In addition, the government's 2011 long-term energy plan had already set in motion a project to improve the area's transmission capacity to make room for more renewable electricity. Even if the Greenfield plant were to add to the area's transmission load, I-4(v)

these upgrades could likely handle it. The improvements are expected to be completed by the end of 2014, about three years before the Greenfield plant should be in service.

Gas and Hydro Connections—$7 Million

Gas and hydro connection costs were the responsibility of Greenfield under the Mississauga-plant contract. Under the FRSA, they are the responsibility of the OPA.

The gas connection costs will vary depending on which site in Lambton Greenfield chooses for the plant. If it chooses the OPG site, the gas distributor estimates that connecting the plant to the gas source will cost from $2 million to $5 million. A second, privately owned site being contemplated by Greenfield at the time of our audit carries minimal connection cost. Accordingly, we have assumed a cost of $3 million.

With respect to connecting the new power to the transmission grid, Hydro One could provide us with only a preliminary estimate of from $3 million to $5 million for this (irrespective of which Lambton site). A more exact cost will be available when Hydro One finishes its review of the IESO's assessment of the relocation's impact on the grid, which is expected by April 2013. The review was not completed at the time this report was finalized, and we have assumed a $4-million cost for this connection cost.

Savings Associated with New NRR Payments—$76 Million in Savings

There are two major areas of potential savings resulting from the cancellation of the Mississauga plant and the agreement to build a plant in Lambton:

- reduction in NRR payments, 2017 to 2036—$20 million; and
- deferral of NRR payments to 2017—$56 million.

Reduction in NRR Payments, 2017 to 2036—$20 Million

The OPA, the Ministry-appointed negotiator and Greenfield recognized that some of the items that the OPA's upfront payments paid for can be used in the construction of the Lambton plant. Since these items have already been paid for, they will reduce the cost of the plant to Greenfield. Therefore, Greenfield's "net revenue requirements" (NRR) will be that much less than they were for the Mississauga plant (that is, its costs to build and operate the Lambton plant plus earn a similar rate of return will be lower). The OPA, together with the ministry negotiator, were able to bring the NRR for the Lambton plant down to $12,400/MW/month from $12,900/MW/month. We calculated that this reduction is worth about $20 million (in present-value dollars) over the 20-year term of the FRSA and partially offsets the costs associated with cancelling and relocating the Mississauga plant.

However, adding up all the items that the OPA has paid for upfront that can be reused amounts to about $100 million: $77 million in equipment, $10 million in engineering labour and the $16-million cost of the OPA's interest-free working capital loan to Greenfield. Therefore, the $20-million NRR reduction certainly does not recover the full value of the upfront items that the OPA has paid for, the shortfall being about $80 million.

As noted earlier, the NRR is intended to enable Greenfield to recover its costs for building and operating the plant plus earn a reasonable rate of return, or profit. Consequently, the $80 million in construction costs ultimately being funded by the OPA may be a significant benefit to Greenfield depending on what Greenfield's costs for building the Lambton plant turn out to be. Therefore, Greenfield may end up earning a much higher rate of return for the Lambton plant than it would have for the Mississauga plant. The OPA told us it believes that Greenfield's cost of constructing the plant in Lambton may be about $100 million higher than the $260 million Greenfield told its lender the Mississauga plant would cost. If so, according to the

I-4(W)

OPA, the $12,400/MW/month, combined with the upfront payments, will provide Greenfield with a rate of return similar to what it would have received for the Mississauga plant.

Deferral of NRR Payments—$56 Million

Greenfield was targeting July 2014 as the completion date of the Mississauga plant. If Greenfield had met this deadline, the OPA would have then begun paying it the agreed-upon NRR of $12,900/MW/month. The OPA contends that, with the cancellation and with the Lambton plant not being completed until 2017, three years of NRR payments have been deferred. The OPA estimates the resulting savings to be about $75 million (present-value dollars), which are net of the present value of the NRR payments to be made over the three-year period between the end date of the Mississauga plant's contract (2033) and the end date of the Lambton plant's contract (2036).

However, there are uncertainties associated with this. For instance, if Greenfield would not have been able to complete the Mississauga plant on time, these payments would have begun later. One of the factors that could have delayed completion is Greenfield's violations of its lending agreement (as mentioned earlier in our report, EIG alleged that Greenfield had breached 17 covenants of the lending agreement as of January 2012; even if Greenfield were not already subject to penalties when the plant was cancelled, it may well have continued with infractions and run into financial trouble). In addition, the OPA believed that Greenfield would not have been able to complete the plant within its budget and available credit of $260 million, further putting Greenfield at risk of running out of money and not being able to complete the plant on time if it could not quickly raise additional financing.

We also questioned why the savings envisioned by not paying for the power supplied by the Mississauga plant would not at least be partially offset by the cost of replacing this power, especially given that a key reason for the plant in the first place was the need for power in the southwest GTA. The OPA told us that the province will have excess supply over this period and does not need any of the power the Mississauga plant would have produced. Therefore, according to the OPA, there are no other power costs associated with replacing the lost Mississauga power that would offset part of the avoided NRR payments.

The OPA told us that its position on the province's power supply needs has changed since 2009 when it voluntarily increased the Mississauga plant's NRR partially because it viewed the plant as a necessary source of supply starting in 2014. By contracting for the Lambton plant, it clearly believes additional gas-fired power will be needed, but now not until 2018, with no additional supply needed for the 2014–17 period. In the OPA's opinion, the main reason the province will run out of surplus supply by 2018 will be the need to refurbish elements of Ontario's nuclear fleet at that time.

In our view, any estimate of savings relating to deferred NRR payments must reflect the uncertainties around the power supply situation and when the Mississauga plant would actually have been completed. But we do acknowledge that there will be some savings because the OPA will likely not be making any NRR payments to Greenfield before 2017. We further acknowledge that, just as the Mississauga plant may not have been completed on time, the Lambton plant may not be completed on time. This would further defer the start date of NRR payments and result in more savings. Given these uncertainties, we have included estimated savings of about three-quarters of the $75 million estimated by the OPA, or $56 million. These potential savings partially offset the costs associated with cancelling and relocating the Mississauga plant.

ALLOCATION OF CANCELLATION COSTS

Initially, all payments associated with the cancellation were paid through the Global Adjustment account funded by electricity ratepayers. Amounts that typically flow through this account arise mostly

I-4(x)

from differences between the market price of electricity and the price actually paid to generators. Amounts paid through the Global Adjustment account are recovered through charges on ratepayers' monthly electricity bills.

An August 2012 Treasury Board order authorized $190 million to pay for sunk costs associated with the Mississauga plant cancellation. Since payments made to date had already been charged to the Global Adjustment account, the order reimbursed the account for this amount. This $190 million is therefore the amount of total costs that will be funded by taxpayers, with the remaining costs being paid by electricity ratepayers through the Global Adjustment charge.

OTHER BENEFITS TO GREENFIELD

Most of the natural gas supplied to southwestern Ontario, including the GTA, originates at the Dawn Hub in Sarnia. It will be much less expensive to pipe this gas to a plant in Lambton County than it would have been to a plant in Mississauga. If the plant had remained in Mississauga, Greenfield would have had to pay a number of companies for the use of their pipelines—specifically, Enbridge Gas, Union Gas and TransCanada Pipelines. Now, Greenfield has to pay for using the pipelines of only one company (Union Gas) to deliver the gas over a relatively short distance.

We estimate that Greenfield will save about $65 million (in present-value dollars) in pipeline charges over the 20-year life of the Lambton contract. The OPA told us that it was aware of these savings during its negotiations with Greenfield, although with the information available at the time it estimated them to be only about $36 million. In any case, however, no amount of savings was able to be negotiated and reflected in the price the OPA will pay for the Lambton plant's electricity under the FRSA. As a result, Greenfield will earn a higher rate of return on its investment than it would have if the plant had remained in Mississauga. In essence, this represents savings that will not be passed on to either taxpayers or electricity ratepayers to offset some of the costs that the relocation has incurred.

Another area where Greenfield will reap savings relates to interest costs on its upfront security deposit. As noted earlier, Greenfield has had to provide only $1.4 million in security for the Lambton plant, compared to the $14 million it put up for the Mississauga plant. It will pay far less interest on this greatly reduced security amount. We estimate its savings in this area will total about $4.8 million over the term of the agreement—again, savings not passed on to taxpayers or ratepayers.

I-4(4)

OFFICE OF THE MAYOR

March 1, 2013

The Honourable Kathleen Wynne
Premier of Ontario
Main Legislative Building
Room 281
Toronto, Ontario
M7A 1A1

Dear Madam Premier:

Re: Loreland Eastern Power Plant

The Council of the Corporation of the City of Mississauga at its meeting on October 12, 2011 adopted the enclosed Resolution 0240-2011 with respect to the Loreland Eastern Power Plant. The City of Mississauga strongly believes that as part of the cancellation of the project, the necessary actions must be taken to return the site to its pre-construction condition.

A letter was sent on October 13, 2011 to former Premier Dalton McGuinty and copies to Mississauga MPPs and Southwest Etobicoke MPPs and there has been no response. Given the importance of this issue, I am bringing Council's resolution to your attention.

Sincerely,

HAZEL McCALLION, C.M., LL.D.
MAYOR

cc: The Honourable Bob Chiarelli, Minister of Energy ✓
Mississauga MPPs
Southwest Etobicoke MPPs
Members of Council ✓
Greenfield South Power Corporation ✓

Enc.

I-4(2)

MISSISSAUGA

RESOLUTION 0240-2011
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on October 12, 2011

0240-2011 Moved by: Jim Tovey Seconded by: Chris Fonseca

That the Council of The Corporation of the City of Mississauga request the Premier of Ontario to take immediate action to fulfill their election promise and cancel the contract for the Loreland Eastern Power Plant; and

That as part of the cancellation of the project, the necessary actions be taken to halt construction and return the site to its pre-construction condition; and

That this request be forwarded to the Premier of Ontario and all Mississauga and southwest Etobicoke MPPs.

I-5

Carmela Radice

From:	Diana Haas
Sent:	2013/04/02 12:49 PM
To:	Carmela Radice
Cc:	Diana Rusnov
Subject:	FW: Clarkson BIA Board notification

COUNCIL AGENDA
April 24, 2013

From: Clarkson BIA [mailto:office@clarksonbia.com]
Sent: 2013/04/02 11:54 AM
To: Diana Haas
Subject: Fwd: Clarkson BIA Board notification

Hello Diana,

Further to my email of November 29th. As mentioned, one of our positions were filled for our Beautification Director.
Jim Guest, Beautification Director.

Our Promotions position is still outstanding. I have updated my original list below.

Thank you,

Roxanne

☑ Receive	☐ Resolution
☐ Direction Required	☑ Resolution / By-Law
☐ Community Services ☐ Corporate Services ☐ Planning & Building ☐ Transportation & Works	For ☐ Appropriate Action ☐ Information ☐ Reply ☐ Report

From: Roxanne
Sent: Thursday, November 29, 2012 10:14 AM
To: 'diana.haas@mississauga.ca'
Cc: 'Clarkson BIA'
Subject: Clarkson BIA Executive Board

Hello Diana,

I am sending this list from my work email. The contact email should still remain office@clarksonbia.com but because of the urgency this was a quicker method.

We have two vacancies which we hope to have filled after our AGM Feb 7, 2013: Two directors stepped down, one closed their businesses & the other due to health reasons.
I will resubmit after the vacancies are filled after the AGM. We are 100% volunteer board with no General Manager.

Kindly find below the contact information for the executive board.

I-5(a)

Roxanne McKenzie, Chair:

Alice Fahey, Vice Chair:

Daniel McCartney, Treasurer: ____________

Paula Solomon Lavigne, Secretary:

Kathy Yeoman, Membership Director:

Lina Lomangino, Communications Director:

Jim Guest, Beautification Director:

Promotions Director, VACANT

--
Roxanne

Roxanne McKenzie, C.A.I.B.
Chair, Clarkson BIA
www.clarksonbia.com

Follow us on Twitter, Facebook and our Blog for all the latest information.

VILLAGE ON THE GO!

I-6

From: Elizabeth Tamas
Sent: 04/16/2013 1:10 PM
To: 'Klees-CO, Frank';
Cc: Hazel McCallion
Subject: Notice of Motion Passed by Oakville Town Council

COUNCIL AGENDA
April 24, 2013

Dear MPP Klees:

Please find attached a copy of the Notion of Motion that was unanimously passed by Oakville Town Council at last night's Council meeting. This Notice of Motion is based on the resolution that was unanimously adopted by the City of Mississauga.

A press release will follow later today.

Sincerely,

Elizabeth Tamas on behalf of Mayor Rob Burton

Elizabeth Tamas
Senior Policy Advisor
Office of the Mayor and Council
Town of Oakville | 905-845-6601 ext.3445 | f: 905-815-2001 | www.oakville.ca

OAKVILLE

Vision: To be the most livable town in Canada

☑ Receive	☐ Resolution
☐ Direction Required	☐ Resolution / By-Law
☐ Community Services ☐ Corporate Services ☐ Planning & Building ☐ Transportation & Works	For ☐ Appropriate Action ☑ Information ☐ Reply ☐ Report

I-6(a)

Ontario Municipal Board

WHEREAS municipalities are required to approve Official Plans containing the goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the municipality or part of it;

WHEREAS municipalities rely on these plans when determining the allocation of capital investment within the community to provide infrastructure to service future growth according to those plans;

WHEREAS the introduction of intensification in areas not identified for such purposes in the Official Plan may require changes to long term infrastructure planning at additional costs to the municipality and subtract from, and limit a municipalities' ability to implement the policies of that plan;

WHEREAS Bill 41, *"Preserving Existing Communities Act, 2013"* is currently before the Provincial Legislature and has been referred to the Standing Committee on Government Agencies; and

WHEREAS Bill 41 proposes to amend the *Places to Grow Act, 2005* to provide that certain municipal decisions rejecting development proposals that would involve intensification in the plan are not subject to appeal to the Ontario Municipal Board;

THEREFORE BE IT RESOLVED THAT the Province of Ontario be advised that the Town of Oakville support the principles of Bill 41;

THAT the Province of Ontario be requested to ensure that where the municipality has an Official Plan, approved by the Province which conforms with the requirements of the Province's *Places to Grow Act*, that where a development application is submitted to the municipality requesting an Official Plan amendment to enable development, which Council deems not in conformity with its Official Plan, the development application shall have no right of appeal to the Ontario Municipal Board and the decision of Council shall be final; and

THAT, despite subsection 22(7) of the *Planning Act*, there be no appeal permitted in respect of the official plan policies of a municipality or a planning board, adopted to conform to the growth management population, intensification and employment targets and policies as set out in the *Provincial Growth Plan for the Greater Golden Horseshoe area* and related regulations and Provincial policies; and further

THAT this resolution be forwarded to the Association of Municipalities of Ontario (AMO), the Large Urban Mayors Caucus of Ontario (LUMCO) and the local Members of Provincial Parliament, Kevin Flynn and Ted Chudleigh, for support.

D-1

Toronto and Region **Conservation**

for The Living City

COUNCIL AGENDA
April 24, 2013

April 10, 2013

Ms. Crystal Greer
City Clerk
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Ms. Greer:

Re: City of Mississauga Appointment to Partners in Project Green: A Pearson Eco-Business Zone Executive Management Committee

In partnership with the Greater Toronto Airports Authority (GTAA), the Region of Peel, the City of Toronto, the Cities of Mississauga and Brampton, the Toronto and Region Conservation Authority has been making significant strides in the Partners in Project Green (PPG) program.

Partners in Project Green is an initiative to develop North America's largest eco-business zone on the industrial lands surrounding Toronto Pearson International Airport. The aim of the project is to assist existing businesses in improving their financial and environmental performance, while acting as a catalyst for attracting new eco-economic investment into the business area.

After a successful implementation of the Partners in Project Green strategy for almost five years, the current Partners in Project Green Executive Committee agreed that important directional and structural changes were required in order to improve the effectiveness of Partners in Project Green programming and ensure that its objectives remain aligned with the evolving needs of its stakeholders. To that end the former Executive and Steering Committees will be replaced by the Executive Management Committee. A full description of this body's role can be found in the attached Terms of Reference.

The City of Mississauga's representative on the Partners in Project Green Steering Committee was Chris Fonseca. Ms. Fonseca's term ended December 31, 2012, we would respectfully request that the City of Mississauga appoint a new member to the Partners in Project Green Executive Management Committee for the term ending April 30, 2015.

☐ Receive	☐ Resolution
☑ Direction Required	☐ Resolution / By-Law
☐ Community Services ☐ Corporate Services ☐ Planning & Building ☐ Transportation & Works	For ☐ Appropriate Action ☐ Information ☐ Reply ☐ Report

Tel. 416.661.6600, 1.888.872.2344 | Fax. 416.661.6898 | info@trca.on.ca | 5 Shoreham Drive, Downsview, ON M3N 1S4

D-1(a)

Should you have any questions or require additional information, please do not hesitate to contact Mr. Alex Dumesle at (416) 661-6600, extension 5316 or via email at adumesle@trca.on.ca.

Yours truly,

Adele Z.

Adele Freeman, Director
Watershed Management Division

AD/cb

cc: Ms. Janice Baker, Chief Administrative Officer, City of Mississauga
Councillor Chris Fonseca, Ward 3

Encl. 2013 - 2015 Terms of Reference: *Partners in Project Green Executive Management Committee, Performance Committees, and Service Centres*