



AGENDA

SESSION 8

THE COUNCIL OF

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

WEDNESDAY, May 8, 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 24, 2013

4. APPROVAL OF AGENDA**5. PRESENTATIONS - Nil****6. DEPUTATIONS**

(a) Walk to Fight Arthritis

Jason Reid, Co-Chair of the Walk to Fight Arthritis will be presenting information on the upcoming event for the Walk to Fight Arthritis as well as speaking to the Arthritis Society's community programs and services.

(b) Carassauga

Heather Grand, Past Chair of Carassauga will present to Council this year's event programming.

(c) Streetscape Mississauga

Maureen Ricker, Chair of Streetscape Mississauga will speak to last year's winning gardens and introduce two new categories.

(d) Mississauga Summit

Brian Crombie and Shelley White, Co-chairs of the Mississauga Summit will speak to the upcoming Mississauga Summit event.

(e) WildAid Canada

Mark Maloney, Consultant from WildAid Canada will speak to the Shark Fin By-law 0268-2011.

GC-0301-2013/May 1, 2013

(f) EPI Pens

John McDougall, Fire Chief and Debbie Bruce from Mississauga Anaphylaxis Group will speak to the launch of the EPI Pens on all Mississauga Fire Emergency Service Trucks.

(g) Hurontario-Main LRT Project Update

Matthew Williams, LRT Project Manager will provide an update on the Hurontario-Main LRT Project.

Corporate Report R-17. **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 22, 2013, from Commissioner of Transportation and Works re: **Hurontario-Main LRT Project Update.**

Recommendation

That the report to Council entitled, "*Hurontario-Main LRT Project Update*" from the Commissioner of Transportation and Works dated April 22, 2013, be received and forwarded to the City of Brampton and Metrolinx for information.

Motion

- R-2 Report dated April 25, 2013, from Commissioner of Planning and Building re: **Official Plan Amendment and Rezoning Applications - To permit the development of six single storey free-standing restaurant buildings in conjunction with already permitted offices 5100 Satellite Drive North of Eglinton Avenue East, between Spectrum Way and Satellite Drive Owner: Skymark Square Lands Inc. (HOOPP Realty Inc.) Applicant: Planning Solutions Inc. Bill 51 Addendum Supplementary Report Ward 5.**

Recommendation

That the Report dated April 25, 2013, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 12/005 W5, Skymark Square Lands Inc. (HOOPP Realty Inc.), 5100 Satellite Drive, north of Eglinton Avenue East, between Spectrum Way and Satellite Drive, originally endorsed by Council on November 28, 2012, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That Recommendations 1 to 3 and 5 contained within the report dated November 5, 2012 from the Commissioner of Planning and Building, and approved by Council on November 28, 2012 by Resolution 0266-2012, continue to apply (See Appendix AS-1).
3. That the application to change the Zoning from "E1-19" (Employment in Nodes) to "E1-Exception" (Employment in Nodes) to permit the development of six (6) single storey free-standing restaurant buildings in conjunction with already permitted offices, be approved subject to the following conditions:
 - (a) That the permitted uses and development standards shall conform to the "E1-Exception" (Employment in Nodes) zone provisions described in this report and outlined in Appendix AS-3;
 - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development, including a requirement that the Development Agreement include appropriate provision(s) to ensure that the Developer will enter into a separate Municipal Works Only Agreement, at a later date for that portion of Skymark Avenue that abuts the subject lands on terms and conditions acceptable to the City of Mississauga.

Motion

9. COMMITTEE REPORTS

- (a) Planning and Development Committee Report 7-2013 dated April 29, 2013.

Motion

- (b) General Committee Report 9-2013 dated May 1, 2013.

Motion

10. UNFINISHED BUSINESS - Nil**11. PETITIONS - Nil****12. CORRESPONDENCE**

- (a) Information Items: I-1- I-5

- (b) Direction Item: D-1- D2

D-1 A letter from the Great Lakes and St. Lawrence Cities Initiatives requesting Council to support the new category of eligible projects for federal infrastructure funding for measures related to restoration, protection and enhancement of the shoreline and nearshore areas.

Direction Required

D-2 A letter from the Great Lakes and St. Lawrence Cities Initiatives requesting Council to support that the federal government increase its support to shoreline municipalities for all measures related to restoration, protection and enhancement of the shoreline and nearshore areas and that a share of the \$14 billion over 10 years be devoted to the renewed infrastructure for cities be allocated for this purpose.

Direction Required

13. MOTIONS

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

(i) Recommendations PDC-0030-2013 to PDC-0032-2013 inclusive contained in the Planning and Development Committee Report 7-2013 dated April 29, 2013.

(ii) Recommendations GC-0257-2013 to GC-0301-2013 inclusive contained in the General Committee Report 9-2013 dated May 1, 2013.

- (b) To close to the public a portion of the Council meeting to be held on May 8, 2013, to deal with various matters. (See Item 18 Closed Session).
- (c) To receive and forward the report entitled, "*Hurontario-Main LRT Project Update*" to the City of Brampton and Metrolinx for information.

Corporate Report R-1

- (d) To adopt the report dated April 25, 2013, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 12/005 W5, Skymark Square Lands Inc. (HOOPP Realty Inc.), 5100 Satellite Drive, north of Eglinton Avenue East, between Spectrum Way and Satellite Drive.

Corporate Report R-2

14. BY-LAWS

- B-1 A by-law to temporarily close a public highway a portion of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard (Ward 4).

GC-0258-2013/May 1, 2013

- B-2 A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law adding Schedule 18 maximum rate of speed on Glenwood Drive and adding Schedule 31 driveway boulevard parking-curb to sidewalk Karen Park Crescent (Wards 1 and 4).

GC-0259-2013, GC-0260-2013/May 1, 2013

- B-3 A by-law to amend the Purchasing By-law 374-06, as amended to include certain housekeeping changes relating to various subsections.

GC-0262-2013/May 1, 2013

- B-4 A by-law to amend By-law 591-88 being a By-law to exempt certain lands from Part-Lot Control 7605 Danbro Crescent Registered Plan 43M-852 Owner: Grace and Truth Message Tabernacle Inc. Applicant: Denise Odetoynbo, Odetoynbo Law Office Barristers & Solicitors (Ward 9).

PLC 591-88/September 12, 1988

- B-5 A by-law to amend By-law 0174-2010 being By-law to exempt certain lands from Part-Lot Control Forest Hill Homes (Derry) Inc. Registered Plan 43M 1788.
Owner and Applicant: Hamish Wei, Forest Hill Homes (Derry) Inc. (Ward 11).

PLC-0174-2010/June 9, 2010

- B-6 A by-law to amend By-law 0187-2009 being By-law to exempt certain lands from Part-Lot Control Forest Hill Homes (Derry) Inc. Registered Plan 43M 1788
Owner and Applicant: Hamish Wei, Forest Hill Homes (Derry) Inc. (Ward 11).

PLC 0128-2012/June 20, 2012

- B-7 A by-law to remove lands located on the east side of Creditview Road, south of Britannia Road West from part-lot control National Homes (Creditview) Inc. Registered Plan 43M 1919 Owner: National Homes (Creditview) Inc. Applicant: Mark Povkovic (Ward 6).

- B-8 A by-law to authorize the execution of a Development Agreement and other related documents between Gemini Urban Design (Cliff) Corp. and The Corporation of the City of Mississauga north east corner of North Service road and Cliff Road Owner: Gemini Urban Design (Cliff) Corp. Applicant: Westin Consulting (Ward 7).

PDC-0031-2013/April 29, 2013

- B-9 A by-law to authorize the execution of a Serving Agreement for Municipal Works Only and other related documents between Gemini Urban Design (Cliff) Corp. The Corporation of the City of Mississauga and The Regional Municipality of Peel north east corner of North Service Road and Cliff Road (H OZ 12/002 W7) Owner: Gemini Urban Design (Cliff) Corp. Applicant: Westin Consulting (Ward 7).

PDC-0031-2013/April 29, 2013

- B-10 A by-law to amend By-law 0225-2007, as amended by changing thereon from "H-C2-21" to "C2-21" and "H-C1-24" to "C1-24" Registered Plan 43R-35145
Owner: Gemini Urban Design (Cliff) Corp. Applicant: Westin Consulting (Ward 7).

PDC-0031-2013/April 29, 2013

- B-11 A by-law to remove lands located North east corner of North Service Road and Cliff Road from part-lot control Gemini Urban Design (Cliff) Corp. Owner: Gemini Urban Design (Cliff) Corp. Applicant: Westin Consulting (Ward 7).

PDC-0031-2013/April 29, 2013

15. **OTHER BUSINESS**

16. **INQUIRIES**

17. **NOTICE OF MOTION - Nil**

18. **CLOSED SESSION**

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

(i) Advice that is subject to solicitor-client privilege including communications necessary for that purpose re: **Legal Advice regarding 1969 and 1971 Lakeshore Road West OMB Decision and the Section 37 Agreement Settlement Officer (Ward 2).**

(ii) Personal matters about an identifiable individual, including municipal or local board employees re: **Verbal Update from the City Manager and CAO.**

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 May 8, 2013.

20. **ADJOURNMENT**

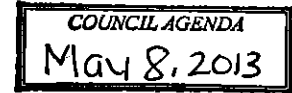


Corporate Report

Clerk's Files

Originator's
Files

MG.20.REP



DATE: April 22, 2013

TO: Mayor and Members of Council
Meeting Date: May 8, 2013

FROM: Martin Powell, P. Eng.
Commissioner of Transportation and Works

SUBJECT: Hurontario-Main LRT Project Update

RECOMMENDATION: That the report to Council entitled, "*Hurontario-Main LRT Project Update*" from the Commissioner of Transportation and Works dated April 22, 2013, be received and forwarded to the City of Brampton and Metrolinx for information.

**REPORT
HIGHLIGHTS:**

- The Hurontario-Main LRT Project will be hosting the second of three planned Public Information Centres (PIC#2) on May 14, 2013 in the Great Hall of the Mississauga Civic Centre between 3:00 pm and 8:00 pm.
- The public meeting is part of a broader engagement plan focussed on encouraging active participation with a range of potentially interested stakeholders prior to developing the Environmental Project Report that will form the basis of the Transit Project Assessment Process (TPAP) submission.
- Community engagement will continue after PIC #2 with more focused discussions and stakeholder events as required to address localized issues as the Environmental Project Report is developed.

- A subsequent report to Council is to be provided in September 2013 with the full recommended project details and a request for authorization to commence the official TPAP process.

BACKGROUND:

The Hurontario-Main Light Rail Transit (LRT) Project has been identified as a priority by the City of Mississauga and Metrolinx.

The report provided to Council dated March 14, 2012 from the Commissioner of Transportation and Works entitled, "*Hurontario-Main LRT Project*" authorized the commencement of the public engagement process for this project that included an official launch event in April 2012 and the first of three Public Information Centres (PIC#1) that was held in June 2012 (see attached Appendix 1: Project Schedule Summary).

The Transportation and Works Department committed to report back on the progress of the Hurontario-Main LRT Project with updates at key project milestones. The next significant milestone will be PIC #2 scheduled for May 14, 2013 from 3:00 to 8:00 pm hosted in the Great Hall of the Mississauga Civic Centre, and May 15, 2013 in the Peel Art Gallery Museum and Archives in Brampton from 3:00 to 8:00 pm.

COMMENTS:

The Hurontario-Main Street LRT Project includes undertaking various pre-environmental assessment studies, completing the preliminary design and the Transit Project Assessment Process (TPAP). This work is scheduled for completion by early 2014 to position this project in a state of readiness for implementation.

TPAP is a six month Environmental Assessment approval process designed to expedite the development of transit projects in Ontario (O. Reg. 231/08). The process is premised on the assumption that the proponent is prepared and has consulted with a broad range of potentially interested stakeholders in the pre-planning and decision-making leading up to the selection of a transit project. The intent of PIC #2 is to provide an indication of the preferred project details and to gather stakeholder feedback that will be incorporated into an Environmental Project Report that will form the basis of the TPAP submission proposed for the Fall of 2013.

PIC#1 was attended by approximately 300 stakeholders in Mississauga with an additional 150 at the Brampton event. The display materials showed a corridor alignment primarily as developed in the previous Master Plan work but with a greater degree of design detail and maintaining as much segregation as possible. For the majority of the corridor as shown in Appendix 2, it is proposed that two existing travel lanes be reallocated for the segregated running of the LRT. A design change from the Master Plan included a widening south of the QEW to maintain two general purpose lanes in each direction in addition to the segregated LRT lanes to the Port Credit GO station.

Comments received at the PIC#1 were generally favourable with a desire for fast reliable transit journeys and good integration with other GO/local transit services. Concerns included project cost, funding, impacts during construction and general roadway congestion. Since PIC #1, additional comments have been received including some from Ward 1 residents questioning the need for the link south of the Port Credit GO Station to the Waterfront and for preserving the character of the Mineola area. Consultation has also been initiated with potentially impacted downtown Mississauga property owners and agency stakeholders. All comments captured will be included in the TPAP documentation.

The analysis and level of design of the LRT infrastructure has advanced significantly for PIC #2. The engagement plan has been expanded to identify and notify stakeholders that would be impacted by the current design proposal either through land/easement requirements or due to access changes recommended to their property/business. However, the level of design is still considered preliminary and will be subject to further refinement work to occur during a future implementation stage. Major design changes since PIC #1 include recommendations for a new additional underpass structure at the QEW to improve transportation capacity through this interchange. Within downtown Mississauga, opportunities to use Duke of York Boulevard and Hurontario Street from Burnhamthorpe Road north over Highway 403 or linked into a separate new Highway 403 overpass structure have been examined in significant detail. The PIC materials are also intended to expand on the LRT design details and provide information on supporting public realm elements such as the

incorporation of bicycle facilities where possible. Full details on the status of the LRT design information will be available at PIC #2.

Community engagement will continue after PIC #2 with more focused discussions and stakeholder events as required to address localized issues as the Environmental Project Report (EPR) is developed. A subsequent report to Council is to be provided in September 2013 with the full recommended project details and a request for authorization to commence the official TPAP process.

STRATEGIC PLAN: Development of rapid transit infrastructure is consistent with the following Strategic Pillars for change, goals and actions put forth in the City's Strategic Plan:

MOVE: Developing a Transit Oriented City

- Connect Our City
 - Action 5: Provide alternatives to the automobile along major corridors
 - Action 7: Create mobility hubs
- Increase Transportation Capacity
 - Action 14: Implement transit priority measures
- Direct Growth
 - Action 18: Require development standards for mixed-use development to support transit
 - Action 19: Accelerate the creation of a higher-order transit infrastructure.

FINANCIAL IMPACT: There is no financial impact at this time.

CONCLUSION: The analysis and level of design has now advanced significantly on the Hurontario-Main LRT Project to initiate the second scheduled Public Information Centre (PIC #2) on May 14, 2013. The engagement plan has been expanded to personally target stakeholders that would be impacted by the current design proposal either through land/easement

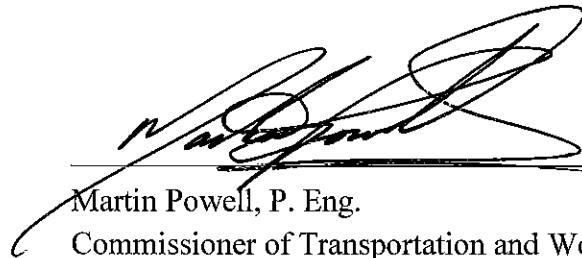
requirements or due to access changes recommended to their property/business. It is essential to encourage active participation with a broad range of potentially interested stakeholders in this stage prior to developing the Environmental Project Report (EPR) that will form the basis of the TPAP submission proposed for the Fall of 2013.

Community engagement will continue after PIC #2 with more focused discussions and stakeholder events as required to address localized issues and develop the Environmental Project Report (EPR). A subsequent report to Council is to be provided in September 2013 with the full recommended project details and a request for authorization to commence the official TPAP process.

ATTACHEMENTS:

Appendix 1: Project Schedule Summary

Appendix 2: Alignment Shown at PIC #1

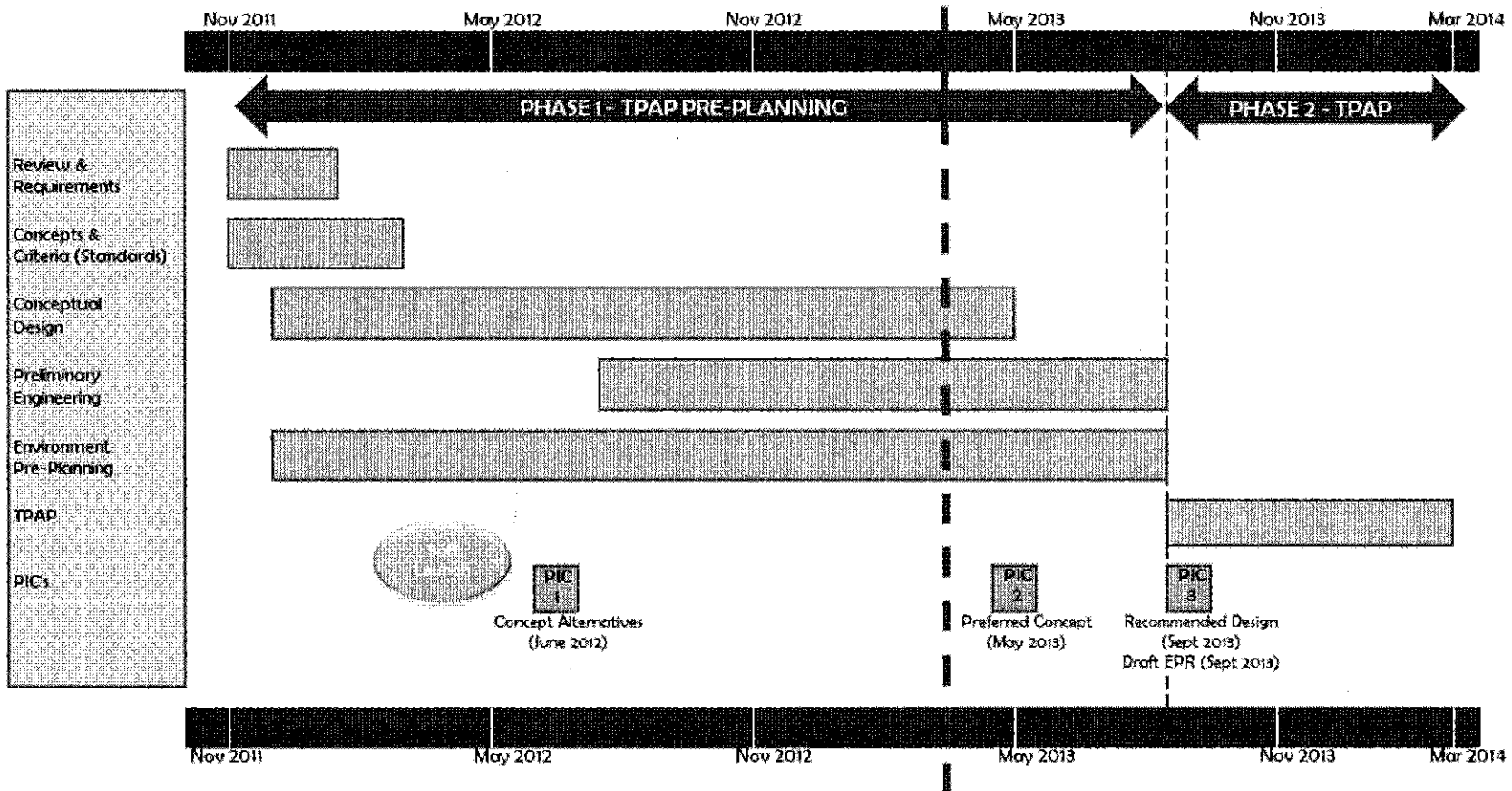


Martin Powell, P. Eng.

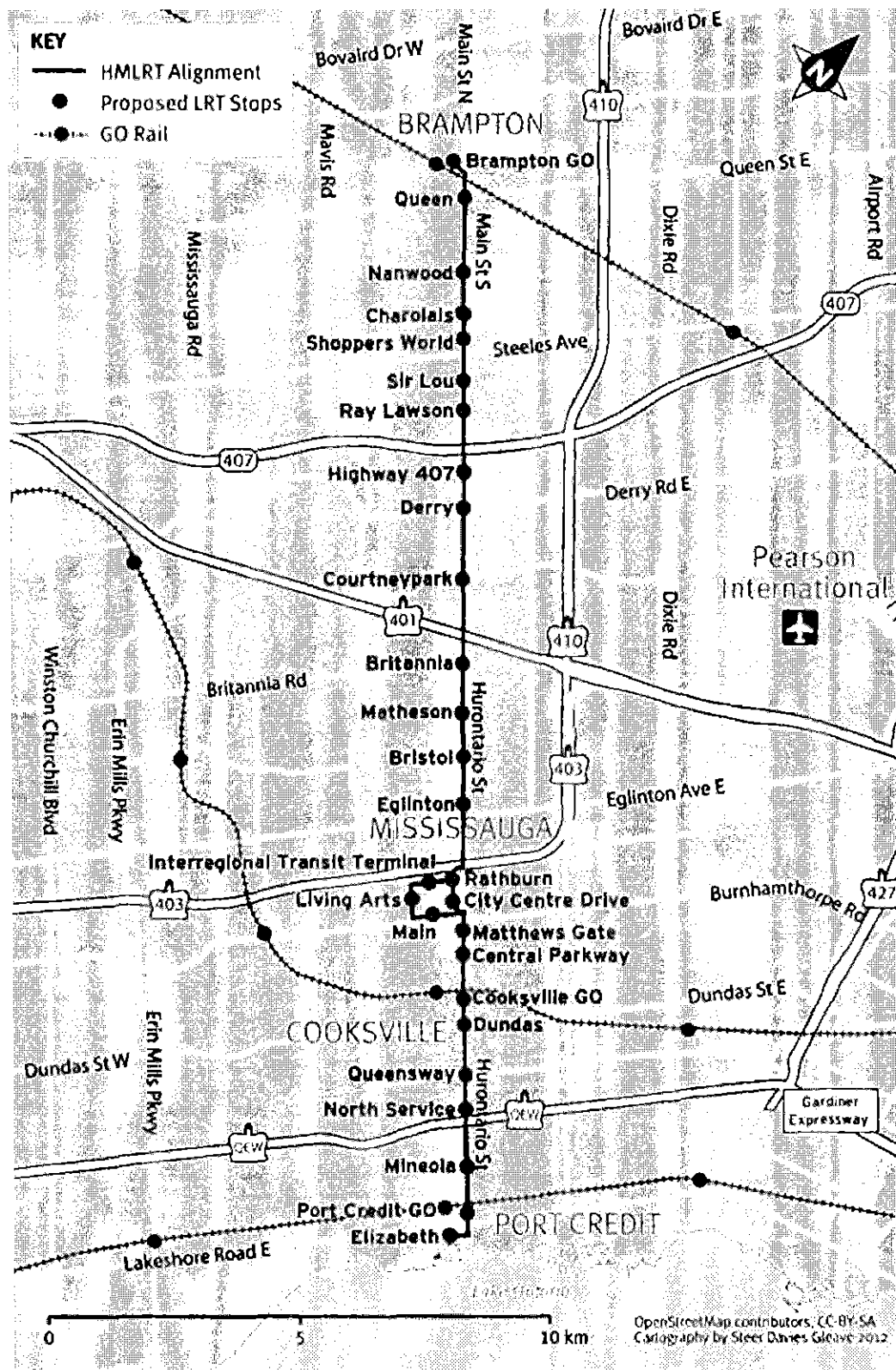
Commissioner of Transportation and Works

Prepared By: Matthew Williams, LRT Project Manager

Hurontario-Main LRT Project Schedule



APPENDIX 2: Alignment Shown for PIC #1





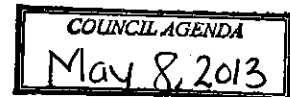
Corporate Report

Clerk's Files

R-2

Originator's
Files OZ 12/005 W5

DATE: April 25, 2013



TO: Mayor and Members of Council
Meeting Date: May 8, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit the development of six single storey free-standing
restaurant buildings in conjunction with already
permitted offices
5100 Satellite Drive
North of Eglinton Avenue East, between Spectrum Way and
Satellite Drive
Owner: Skymark Square Lands Inc. (HOOPP Realty Inc.)
Applicant: Planning Solutions Inc.
Bill 51

Addendum Supplementary Report

Ward 5

RECOMMENDATION: That the Report dated April 25, 2013, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 12/005 W5, Skymark Square Lands Inc. (HOOPP Realty Inc.), 5100 Satellite Drive, north of Eglinton Avenue East, between Spectrum Way and Satellite Drive, originally endorsed by Council on November 28, 2012, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of

the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.

2. That Recommendations 1 to 3 and 5 contained within the report dated November 5, 2012 from the Commissioner of Planning and Building, and approved by Council on November 28, 2012 by Resolution 0266-2012, continue to apply (See Appendix AS-1).
3. That the application to change the Zoning from "E1-19" (Employment in Nodes) to "E1-Exception" (Employment in Nodes) to permit the development of six (6) single storey free-standing restaurant buildings in conjunction with already permitted offices, be approved subject to the following conditions:
 - (a) That the permitted uses and development standards shall conform to the "E1-Exception" (Employment in Nodes) zone provisions described in this report and outlined in Appendix AS-3;
 - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development, including a requirement that the Development Agreement include appropriate provision(s) to ensure that the Developer will enter into a separate Municipal Works Only Agreement, at a later date for that portion of Skymark Avenue that abuts the subject lands on terms and conditions acceptable to the City of Mississauga.

**REPORT
HIGHLIGHTS:**

- On November 28, 2012, Council approved the Official Plan Amendment and Rezoning applications.
- Several changes to the implementing Zoning By-law are required to facilitate the proposed development concept.
- The applicant has made satisfactory arrangements for the fulfillment of all requirements prior to the enactment of an

implementing zoning by-law amendment; and

- The applications are acceptable from a planning standpoint and should be approved.

BACKGROUND:

On November 28, 2012 City Council adopted Resolution 0266-2012 which approved the proposed Official Plan Amendment and Rezoning applications under File OZ 12/005 W5.

COMMENTS:

Following Council consideration of the Supplementary Report on November 28, 2012, staff continued to process these development applications in conjunction with the associated site plan applications under files SP 12/066 W5 and SP 12/140 W5. Subsequently, it has been determined that several changes to the implementing Zoning By-law are required to facilitate the proposed development concept. Revisions to the zone standards include:

- That outdoor patios accessory to restaurants and take-out restaurants should also be permitted;
- That the maximum gross floor area-restaurant permitted on site shall be 5 686 m² (61,205.6 sq. ft.);
- That the minimum required FSI (Floor Space Index) requirement shall only apply to the office component of the development;
- That the maximum street setback of buildings abutting the Eglinton Avenue East BRT Corridor, Satellite Drive, Spectrum Way and future Skymark Avenue shall be 7.5 m (24.6 ft.);
- That the length of a streetwall setback and buildable areas of individual buildings shall be regulated through the use of an exception schedule prepared in accordance with the Detailed Concept Plan;
- Buildings within 10 m (32.8 ft.) of a street shall be required to provide one (1) main front entrance facing the street; and
- That the parking rate for restaurants and take-out restaurants shall be 7.9 spaces per 100 m² of gross floor area-restaurant.

Outdoor patios accessory to restaurants and take-out restaurants were inadvertently omitted from the list of requested uses in the November 5, 2012 Corporate Report recommendations. The Planning and Building Department have no concerns with the additional permitted use.

Zone provisions concerning the maximum amount of gross floor area (GFA) non-residential permitted for restaurants and take-out restaurants on site must be changed to GFA – restaurant to ensure consistency within By-law 0225-2007. Fewer deductions are permitted under the definition of GFA – restaurant, thereby resulting in a larger GFA figure. No increase in the actual size of the buildings is contemplated however, a change in the parking rate for restaurants and take-out restaurants results from the change in GFA figures and definitions utilized.

Due to the size of the site and the curvature of adjacent streets, it was determined that typical methods of regulating the location and orientation of buildings to the streets and BRT Corridor would be ineffective. It was determined that the use of an exception zone schedule was the best means of ensuring that buildings meet the intent of Official Plan design policies. This exception schedule will also identify required main front entrance locations.

Implementing minimum Floor Space Index requirements for the restaurant and take-out restaurant component of the development is not practical as the built form is not conducive to meeting the 0.5 FSI requirement. It should be noted that the overall site FSI will exceed 0.5 upon build-out. Appendix AS-3 outlines detailed zone regulations proposed.

The Planning and Building Department has reviewed the detailed development concepts for the proposed office buildings, restaurants, take-out restaurants and outdoor patios and modified zone standards and find them to be acceptable from a planning perspective and recommend approval.

Servicing Agreement for Municipal Works

Transportation and Works Department comments contained within the November 5, 2012, Corporate Report outlined the requirement to execute a Servicing Agreement for Municipal Works between the Developer, the City and the Region of Peel for the construction of proposed Skymark Avenue abutting the subject property to the north, prior to the enactment of an implementing Zoning By-law.

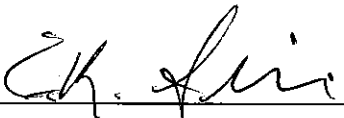
In order to expedite the enactment of the implementing Zoning By-law, the Developer will be required to fulfill the conditions of the Servicing Agreement for Municipal Works as set out in additional provisions within the Development Agreement, prior to by-law enactment, on terms and conditions acceptable to the City of Mississauga.

CONCLUSION:

In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. The revised zoning standards and the request to include a provision within the associated Development Agreement to require a Municipal Works Only Agreement are acceptable from a planning standpoint and should be approved. Since the revisions are relatively minor, it is recommended that no further public meeting need be held regarding the proposed changes. The implementing zoning by-law for the proposed development will incorporate the recommended changes.

ATTACHMENTS:

Appendix AS-1: Resolution 0266-2012
Appendix AS-2: Supplementary Report
Appendix AS-3: "E1- Exception" Zone Provisions



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner

R-2(e)

Resolution No. 0266-2012

Recommendation

That the Report dated November 5, 2012, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 12/005 W5, Skymark Square Lands Inc. (HOOPP Realty Inc.), 5100 Satellite Drive, north of Eglinton Avenue East, between Spectrum Way and Satellite Drive, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Plan from "Business Employment – Special Site 1" to "Business Employment – Special Site" to permit the development of six (6) single storey free-standing restaurant buildings in conjunction with already permitted offices, be approved.
3. In the event that Mississauga Official Plan comes into force and effect as it pertains to the subject lands, it is recommended that Mississauga Official Plan be amended from "Business Employment – Special Site 1(Airport Corporate Centre)" to "Business Employment – Special Site (Airport Corporate Centre)" to permit the development of six (6) single storey free-standing restaurants with already permitted offices.
4. That the application to change the Zoning from "E1-19" to "E1-Exception" to permit the development of six (6) single storey free-standing restaurant buildings in conjunction with already permitted offices, be approved subject to the following conditions:
 - (a) That the permitted uses and development standards shall conform to the "E1-Exception" zone provisions outlined in Appendix S-3;
 - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.



Corporate Report

Clerk's Files

R-2(f)

Originator's
Files

OZ 12/005 W5

COUNCIL

NOV 28 2012

DATE: November 5, 2012

TO: Mayor and Members of Council
Meeting Date: November 28, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit the development six single storey free-standing
restaurant buildings in conjunction with already permitted
offices
5100 Satellite Drive
North of Eglinton Avenue East, between Spectrum Way and
Satellite Drive
Owner: Skymark Square Lands Inc. (HOOPP Realty Inc.)
Applicant: John D. Rogers & Associates Inc.
Bill 51

Supplementary Report

Ward 5

RECOMMENDATION: That the Report dated November 5, 2012, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 12/005 W5, Skymark Square Lands Inc: (HOOPP Realty Inc.), 5100 Satellite Drive, north of Eglinton Avenue East, between Spectrum Way and Satellite Drive, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any

2-269

further notice regarding the proposed amendment is hereby waived.

2. That the application to amend Mississauga Plan from "Business Employment – Special Site 1" to "Business Employment – Special Site" to permit the development of six (6) single storey free-standing restaurant buildings in conjunction with already permitted offices, be approved.
3. In the event that Mississauga Official Plan comes into force and effect as it pertains to the subject lands, it is recommended that Mississauga Official Plan be amended from "Business Employment – Special Site 1 (Airport Corporate Centre)" to "Business Employment – Special Site (Airport Corporate Centre)" to permit the development of six (6) single storey free-standing restaurants with already permitted offices.
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**REPORT
HIGHLIGHTS:**

- Applications for Official Plan Amendment and Rezoning have been submitted to permit six, one storey restaurant buildings as

- part of the proposed development;
- A Public Meeting was held on June 25, 2012 and no comments were received from the community;
- The applicant has made satisfactory arrangements for the fulfillment of all requirements prior to the enactment of an implementing zoning by-law amendment; and,
- The applications are acceptable from a planning standpoint and should be approved.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on June 25, 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-0044-2012 which was subsequently adopted by Council and is attached as Appendix S-2.

Subsequent to the Public Meeting and in response to comments, the proposed zoning standards have been modified to include minimum parapet building height requirements for free standing restaurants and take-out restaurants and to require main front building entrances to face abutting public roads and the Eglinton BRT Corridor. Recommended "E1-Exception" zone provisions are outlined in Appendix S-3.

In addition, gross floor area figures proposed for the site have been clarified and are as follows:

| Development Proposal | |
|----------------------|--|
| Gross Floor Area: | <p>Restaurant Buildings:</p> <ul style="list-style-type: none"> - Building 1 & 2: 926.2 m² (9,970 sq. ft.) - Building 3 & 4: 926.5 m² (9,973 sq. ft.) - Building 5A & 5B: 831.7 m² (8,953 sq. ft.) - Building 6 & 7: 1 348.8 m² (14,519 sq. ft.) - Building 8A & 8B: 730.3 m² (7,862 sq. ft.) - Building 9 & 10: 888.0 m² (9,559 sq. ft.) Total: 5 651.5 m² (60,835 sq. ft.) |

R-22(i)

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Transportation and Works Department

Comments updated October 2, 2012 state that the Transportation Elements Review (traffic impact) report satisfactorily demonstrates that the traffic operations attributed to the subject development can be accommodated on the existing and planned road network.

In the event this application is approved by Council, the applicant will be required to enter into Servicing and Development Agreements to the satisfaction of the City and the Region of Peel for the gratuitous dedication, design and construction of the municipal roads and services, including any financial contributions, required in support of this development. Prior to the enactment of the By-Law a revised Functional Servicing Report, Turning Sight Distance Review, and site plan showing the existing and proposed bus stops will be required. A pavement/storm sewer evaluation report and utility plan/cross-section drawings for Skymark Avenue will also be required.

It was also noted that grading and servicing adjacent to the BRT station will require coordination with the BRT office. Details will be finalized through the Servicing submission process.

Region of Peel

Comments dated October 26, 2012 detailed Regional servicing facilities in the vicinity of the site, revision requirements to the Functional Servicing Report (FSR) necessary prior to Site Plan Approval in addition to advising that the Region has no objection to these applications proceeding, as outstanding technical requirements may be addressed through individual site plan applications required for these lands.

2-2(j)

PLANNING COMMENTS

Official Plan

The proposal requires an amendment to the Mississauga Plan Policies for the Airport Corporate District. As outlined in the Information Report (Appendix S-1), Section 5.3.2.1 of Mississauga Plan provides criteria for evaluating site specific Official Plan Amendments. Each criterion is summarized below along with a discussion of how the proposed applications address the intent of the criteria.

Will the proposal 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 proposal is consistent with the overall intent, goals and objectives of Mississauga Plan, which were reviewed in detail in conjunction with the development applications. An Official Plan Amendment is required as the proposal does not satisfy all of the Special Site 1 policies of the Airport Corporate District specifically pertaining to the free standing nature and height of the proposed restaurant buildings.

The application maintains the general intent of the Plan by proposing office development with high employment densities that will support the future BRT line and address the urban design objectives by providing a lengthy street wall and active restaurant frontages facing the BRT. Modifications made to the proposed zoning standards subsequent to the Public Meeting include the implementation of minimum building heights to the top of a parapet wall of 6.0 m (19.7 ft.), a height which is generally consistent with that of a 2 storey building, for all free standing restaurants and the requirement for main building entrances on site to face the BRT Corridor and/or adjacent streets. The proposal as modified is consistent with the intent of the Special Site 1 policies in terms of providing appropriate building massing and

encouraging active building elements along public streets and the BRT Corridor.

Efforts will be undertaken through the site plan approval process to further improve on site pedestrian connections, ground level building facades and landscape elements at key locations on site to improve the relationship of the proposed buildings with public streets and the BRT.

Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?

The Special Site 1 policies were introduced to recognize the BRT and to ensure transit-oriented development within its vicinity through performance measures such as minimum heights, minimum floor space index and minimum street wall requirements. While the applications are inconsistent with the policies by proposing six single storey free-standing restaurant buildings that would be located within proximity of the future Spectrum BRT station, it should be noted that:

- The application also proposes four multi-storey office buildings on-site, all within 500 metres of and linked to a BRT station with pedestrian connections.
- The development has a FSI of 0.93, which satisfies the minimum of 0.5.
- Full build-out of the lands owned by Skymark Square Lands Inc., including those to the north of the future Skymark Avenue, can achieve a FSI of 1.08 and office development over the full build-out would represent an FSI of 1.03 alone.
- While the proposed restaurants are free-standing, they only represent 7% of the total proposed on-site GFA. The Zoning By-law allows an accessory use to represent a maximum of 20% of the overall GFA for an E1 zone. While accessory uses are typically located within the building of the principal use, the restaurants would operate as an accessory use to the office development. The central location for the restaurants is

acceptable as they will serve the needs of the entire site as well as the Airport Corporate District.

- While not continuous, the development does provide a street wall representing 70% of the frontage along the BRT line.
- An adequate supply of parking is provided through centrally located shared parking lots and above grade parking structures that will be minimally visible from the BRT corridor.

Is there adequate infrastructure and community services to support the proposed development?

Updated comments from the Region of Peel and the City's Transportation and Works Department indicate that adequate infrastructure is either in place or being developed to support the proposal.

Has a planning rationale with reference to Mississauga Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?

Staff have reviewed the applicant's Planning Justification Report and are satisfied with the conclusions.

Is there a requirement for a comprehensive review of land use designations?

The required five year review of Mississauga Plan is complete and resulted in Mississauga Official Plan, which is currently under appeal to the Ontario Municipal Board, and is addressed in the following section. Consequently, a further comprehensive review is not required.

As a result of the above, the Planning and Building Department recommend that the Official Plan Amendment be approved.

R-2(m)

New Mississauga Official Plan

In the event that Mississauga Official Plan comes into force and effect as it pertains to the subject lands, it is recommended that Mississauga Official Plan be amended from "Business Employment – Special Site 1" (Airport Corporate Centre) to "Business Employment – Special Site" (Airport Corporate Centre) to permit one storey free standing restaurants within proximity to the Spectrum BRT Station.

Zoning

A reduced parking standard of 8.4 spaces/100 m² GFA for restaurant and take-out restaurant uses is proposed. An acceptable justification has been provided citing the proximity of the lands to the future Eglinton BRT, high pedestrian and bicycle modal share during daytime hours, off-set demand for parking between the restaurant and office uses and several transportation demand management measures to be implemented through the site plan approval process in support of the proposed reduction.

The proposed "E1-Exception" (Employment in Nodes) zone, modified in accordance with Appendix S-3, is therefore appropriate to accommodate the proposed development for free standing restaurants with a reduced parking requirement as part of an office development.

Green Development Initiatives

The applicant has identified that green development initiatives will be addressed through the inclusion of bio-swales, permeable paving where possible, rainwater harvesting for the proposed water feature, green roof(s) and solar panel energy generation. LEED Certification Gold is being targeted for the proposed development.

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.

12-26-12

CONCLUSION:

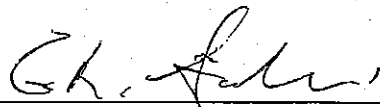
In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. Since the requested modifications by the applicant are minor, it is recommended that no further public meeting need be held regarding the proposed changes.

The proposed Official Plan Amendment and rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for office and free standing restaurants is compatible with the surrounding land uses based on the complementary nature of the design, which achieves appropriate built form relationships within the context.
2. The proposed "Business Employment - Special Site" designation and "E1-Exception" (Employment in Nodes) zoning are appropriate to accommodate the requested uses based on the policies of the Official Plan and the efficient use of land at an appropriate scale for the area.

ATTACHMENTS:

Appendix S-1: Information Report
Appendix S-2: Recommendation PDC-0044-2012
Appendix S-3: "E1-Exception" Zone Provisions



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: John Hardcastle, Development Planner

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R-2(0)



Corporate Report

Clerk's Files

Originator's
Files OZ 12/005 W5

PDC JUN 25 2012

DATE: June 5, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 25, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Information Report
Official Plan Amendment and Rezoning Applications
To permit the development of four multi-storey office buildings
and six single storey free-standing restaurant buildings
5100 Satellite Drive
North of Eglinton Avenue East, between Spectrum Way and
Satellite Drive
Owner: Skymark Square Lands Inc. (HOOPP Realty Inc.)
Applicant: John D. Rogers & Associates Inc.
Bill 51

Public Meeting Ward 5

RECOMMENDATION: That the Report dated June 5, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Business Employment – Special Site 1" to "Business Employment – Special Site" and to change the Zoning from "E1-19" (Employment in Nodes) to "E1-Exception" (Employment in Nodes), to permit the development of four (4) multiple storey office buildings and six (6) single storey free-standing restaurant buildings, under file OZ 12/005 W5, Skymark Square Lands Inc. (HOOPP Realty Inc.), 5100 Satellite Drive, be received for information.

R-2(p)

**REPORT
HIGHLIGHTS:**

- The subject site directly abuts the Eglinton Avenue East BRT line and Spectrum BRT station.
- The applications have been made in order to allow six (6) one (1) storey restaurant buildings to be integrated within a permitted office park.
- Prior to the Supplementary Report, matters to be addressed include: outstanding Department and Agency comments; appropriateness of the restaurant campus; requested parking reduction and urban design considerations.

BACKGROUND:

Applications were submitted on April 20, 2012 to permit the development of a restaurant campus comprised of six (6) single storey free-standing buildings that would accommodate multiple restaurant and take-out restaurant establishments integrated with four (4) 6 – 8 storey office buildings. Parking for the office buildings and restaurant campus would be provided on surface parking lots towards the interior of the site and above grade parking garages incorporated into the two proposed eight (8) storey office buildings.

A site plan application under file SP 12/066 W5 was submitted for the six (6) storey office building proposed to front Spectrum Way (Building 1). The office building may proceed in advance of these applications as it conforms with the existing Zoning By-law requirements.

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

COMMENTS:

Details of the proposal are as follows:

| Development Proposal | |
|-------------------------|--|
| Applications submitted: | April 20, 2012 (Received) May 9, 2012 (Complete) |
| Height: | Office Buildings 1 & 4: 6 storeys Office Buildings 2 & 3: 8 storeys Restaurant Buildings: 1 storey |
| Lot Coverage: | 36.3% |

R-2(a)

| Development Proposal | |
|-----------------------|---|
| Floor Space Index: | 0.93 |
| Landscaped Area: | 28.9% |
| Gross Floor Area: | <p>Office Buildings:</p> <ul style="list-style-type: none"> - Building 1: 13 099.0 m² (141,001 sq. ft.) - Building 2: 22 761.1 m² (245,006 sq. ft.) - Building 3: 22 761.1 m² (245,006 sq. ft.) - Building 4: 12 518.6 m² (134,753 sq. ft.) <p>Restaurant Buildings:</p> <ul style="list-style-type: none"> - Building 1 & 2: 926.2 m² (9,970 sq. ft.) - Building 3 & 4: 926.5 m² (9,973 sq. ft.) - Building 5A & 5B: 831.7 m² (8,953 sq. ft.) - Building 6 & 7: 1 348.8 m² (14,519 sq. ft.) - Building 8A & 8B: 730.3 m² (7,862 sq. ft.) - Building 9 & 10: 888.0 m² (9,559 sq. ft.) <p>Total: 76 791.2 m² (826,601 sq. ft.)</p> <p>Office: 63 544.9 m² (684,014 sq. ft.)*</p> <p>Restaurant: 13 246.3 m² (142,585 sq. ft.)*</p> <p>* the Zoning By-law permits a 2 to 10% deduction to the total gross floor area of non-residential buildings for the purposes of calculating the required parking.</p> |
| Parking Required: | 2,892 spaces (38 required for persons with disabilities) |
| Parking Provided: | 2,280 spaces (33 designated for persons with disabilities) |
| Supporting Documents: | <p>Urban Design and Tenant Guidelines</p> <p>Sun Shadow Study Analysis</p> <p>Pedestrian Wind Level Assessment</p> <p>Functional Servicing and Stormwater Management Report</p> <p>Phase I and II Environmental Site Assessments</p> <p>Site Plan & Transportation Elements Review</p> |

Green Development Initiatives

The applicant has identified that green development initiatives will be addressed through the inclusion of bio-swales, permeable paving where possible, rainwater harvesting for the proposed water feature, green roof(s), solar panel energy generation. LEED Certification Gold is being targeted for the proposed development.

Additional information is provided in Appendices I-1 to I-10.

Neighbourhood Context

The subject property is located north of Eglinton Avenue East, to the east of Spectrum Way and west of Satellite Drive. The property's northern boundary is the future extension of Skymark Avenue. The owners of the subject site also own additional lands that extend north of the proposed Skymark Avenue extension, but are not subject to this application. This large site, located in the middle of an existing corporate centre, currently sits vacant.

The future Eglinton Avenue East Mississauga Bus Rapid Transit (BRT) line, currently under construction, will abut the property to the south, with the Spectrum BRT station located at the north-east corner of Eglinton Avenue East and Spectrum Way. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Vacant land (owned by HOOPP) as well as one storey light industrial and office buildings
- East: One to three storey light industrial and office buildings across Satellite Drive
- South: The Eglinton BRT line, with a retail plaza and bowling alley across Eglinton Avenue East, located within the City of Toronto
- West: Vacant land and four and five storey office buildings across Spectrum Way

R-2(5)

Current Mississauga Plan Designation and Policies for Airport Corporate (May 3, 2005)

"**Business Employment**" which permits an integrated mix of business activities that operate mainly within enclosed buildings, including, amongst others, industrial/manufacturing uses, offices, research and development, community uses, financial institutions, hotels and all types of restaurants. The site is located within the Airport Corporate District, which is identified as a Node in recognition of the existing high quality office development and its visibility, access and location. It is intended that the District will continue as a location primarily for corporate head offices, manufacturing, research and development and accessory commercial. With the introduction of the Mississauga Bus Rapid Transit along the southern border of the District, the area will continue to evolve into a transit-oriented hub with a greater mix of uses. Eglinton Avenue East is identified as an Intensification Corridor, which is intended to achieve increased employment densities that support and ensure the viability of existing and planned transit service levels.

The site is also subject to the Special Site 1 provisions of the Airport Corporate District, which apply to the lands north of Eglinton Avenue East, east of the Etobicoke Creek, South of Matheson Boulevard East and Highway 401 and west of Renforth Drive.

The application complies with the Business Employment land use designation but does not conform with a number of the Special Site 1 policies of the Airport Corporate District, specifically with respect to the proposed single storey free-standing retail commercial buildings, which also includes restaurants. The Supplementary Report will provide a complete evaluation of the proposal in relation to the Official Plan and specifically the policies outlined in Appendix I-8.

R-2(4)

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:

- 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.

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 subject lands are also located within the Airport 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 Airport Corporate Centre, which apply to the lands north of Eglinton Avenue East,

east of the Etobicoke Creek, South of Matheson Boulevard East and west of Renforth Drive.

An amendment to the Mississauga Official Plan (2011) will be required to permit the single storey, freestanding retail commercial uses within 500 m of the limits of the Spectrum BRT station as free-standing retail commercial uses are not permitted.

Proposed Official Plan Designation and Policies

"Business Employment – Special Site" to permit single storey, freestanding retail commercial uses (restaurants) within 500 m of the limits of the Spectrum BRT station.

Existing Zoning

"E1-19" (Employment in Nodes), which permits, among other uses, office and medical offices, science and technology facilities, commercial schools, financial institutions, hotels and banquet halls or convention centres and universities or colleges. Restaurants or take-out restaurants are not permitted to be freestanding on lands zoned E1, however, they are permitted as accessory uses to an office building. Manufacturing and warehouse/distribution facilities are not permitted under "E1-19" unless they existed on the site on the date of passing of By-law 0322-2009.

The "E1-19" (Employment in Nodes) also contains a number of performance standards, including a minimum required floor space index of 0.5 and a minimum height for all buildings of 2 storeys.

Proposed Zoning By-law Amendment

"E1-Exception" (Employment in Nodes), to permit one storey freestanding restaurants and take-out restaurants with a reduced parking rate.

Details of the proposed exceptions to the "E1-19" (Employment in Nodes) zone category are detailed in Appendix I-9.

R-2(v)

COMMUNITY ISSUES

No community meetings were held and no written comments were received by the Planning and Building Department.

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:

- the appropriateness of the proposed single storey free-standing restaurant buildings proposed for the site;
- the provision of parking to serve both the office and restaurant uses;
- the architectural treatment of the ground floors for the office buildings where adjacent to municipal streets to ensure the proposal satisfies the intent of the Official Plan urban design policies;
- the relationship of the site to the BRT and specifically the Spectrum BRT station;
- pedestrian movement through the site, especially to and from the Spectrum BRT station;

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:

Planning is still waiting on most agency and City department comments. After the public meeting has been held, all agency and

R-2(W)

department comments have been received 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 Airport Corporate 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: Official Plan Policies
- 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

MB

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

Site History

- May 5, 2003 – The Airport Corporate 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 except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands were zoned "E1" (Employment in Nodes).
- October 28, 2009– Zoning By-law 0322-2009 came into force. The subject lands were rezoned from "E1" to "E1-19" (Employment in Nodes – Exception Zone).
- May 10, 2010 – The OMB approved amendments to the Airport Corporate District Policies (OPA 102) to recognize the Mississauga Bus Rapid Transit System (BRT) that will be constructed on the north side of Eglinton Avenue and introduce performance standards to ensure transit-oriented development within the vicinity of the BRT, including establishing minimum heights, minimum floor space index and appropriate pedestrian connections and parking locations.



LEGEND:

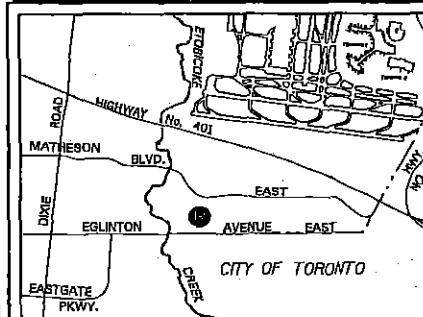


SUBJECT LANDS

DATE OF AERIAL PHOTO: 03 2011



SUBJECT: SKYMARK SQUARE LANDS INC.
(HOOPP REALTY INC.)



FILE NO:
OZ 12005 W5

DWG. NO:
12005A

SCALE:
1:5000

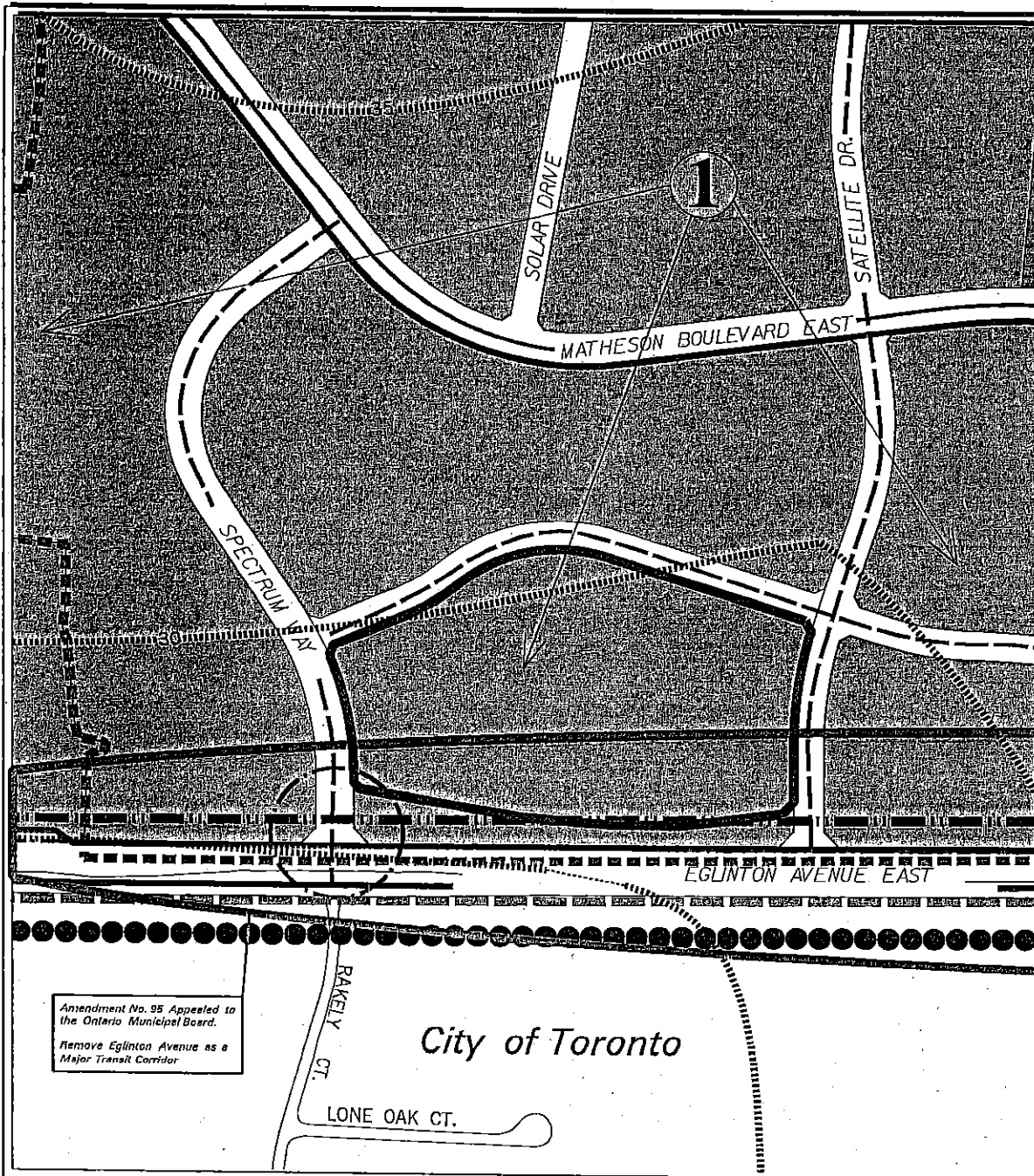
PDC DATE:
2012 06 25

DRAWN BY:
K. PROKOP

APPENDIX 1-2

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics



PART OF AIRPORT CORPORATE DISTRICT LAND USE MAP
AIRPORT CORPORATE POLICIES OF MISSISSAUGA PLAN

LAND USE DESIGNATIONS

- Business Employment
- Public Open Space
- Greenbelt
- Parkway Belt West
- Utility

LAND USE LEGEND

- Node Boundary
- 1996 NEP/2000 NEF Composite Noise Contours
- Planning District
- LBP/A Operating Area Boundary - See Aircraft Noise Policies

- Special Site Areas (See Special Site Policies)

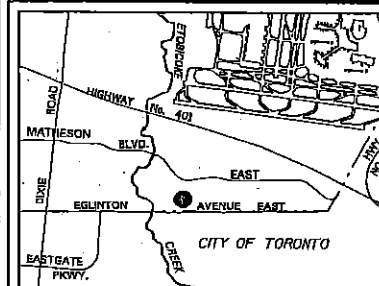
- SUBJECT LANDS

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Future Arterial
- Major Collector
- Minor Collector
- Local Road
- Transit Airport Connections
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Major Transit Corridor

Amendment No. 95 Appealed to the Ontario Municipal Board.
 Removing Eglinton Avenue as a Major Transit Corridor

SUBJECT: SKYMARK SQUARE LANDS INC. (HOOPP REALTY INC.)



FILE NO:
OZ 12005 W5
 DWG. NO:
12005L

SCALE:
N.T.S.

PDC DATE:
2012 06 25
 DRAWN BY:
K. PROKOP

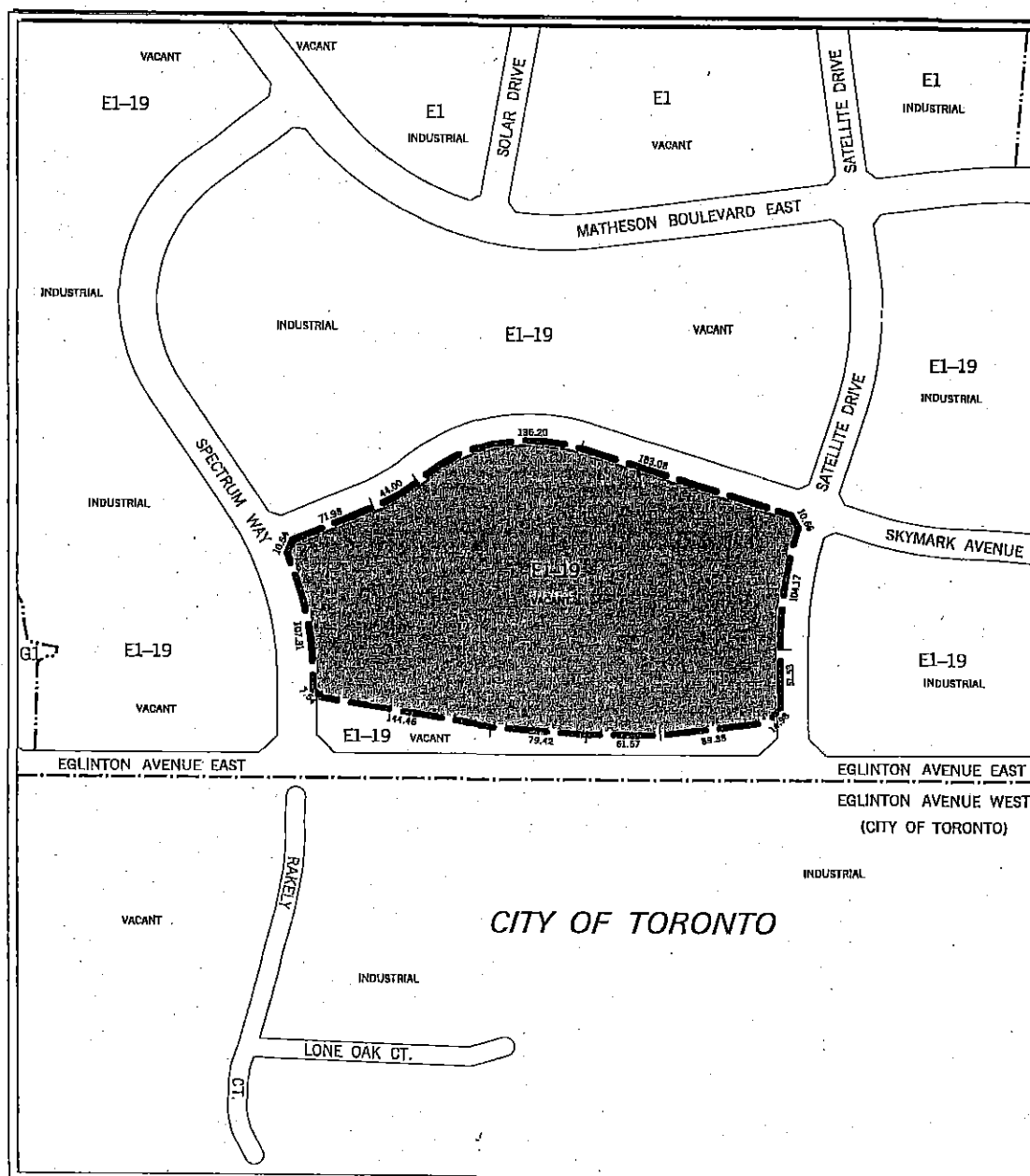
APPENDIX I-3

MISSISSAUGA
 Planning and Building

Produced by
 T&W, Geomatics

1-2(2)

D-2(a)(a)



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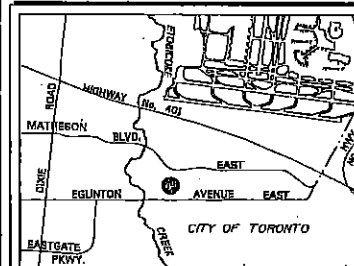


PROPOSED OFFICIAL PLAN AMENDMENT FROM "BUSINESS EMPLOYMENT - SPECIAL SITE 1" TO "BUSINESS EMPLOYMENT - SPECIAL SITE" AND PROPOSED REZONING FROM 'E1-19' (EMPLOYMENT IN NODES) TO 'E1 - EXCEPTION' (EMPLOYMENT IN NODES) TO PERMIT THE DEVELOPMENT OF FOUR (4) MULTIPLE STOREY OFFICE BUILDINGS AND SIX (6) SINGLE STOREY FREE-STANDING RESTAURANT BUILDINGS.

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



**SUBJECT: SKYMARK SQUARE LANDS INC.
(HOOPP REALTY INC.)**



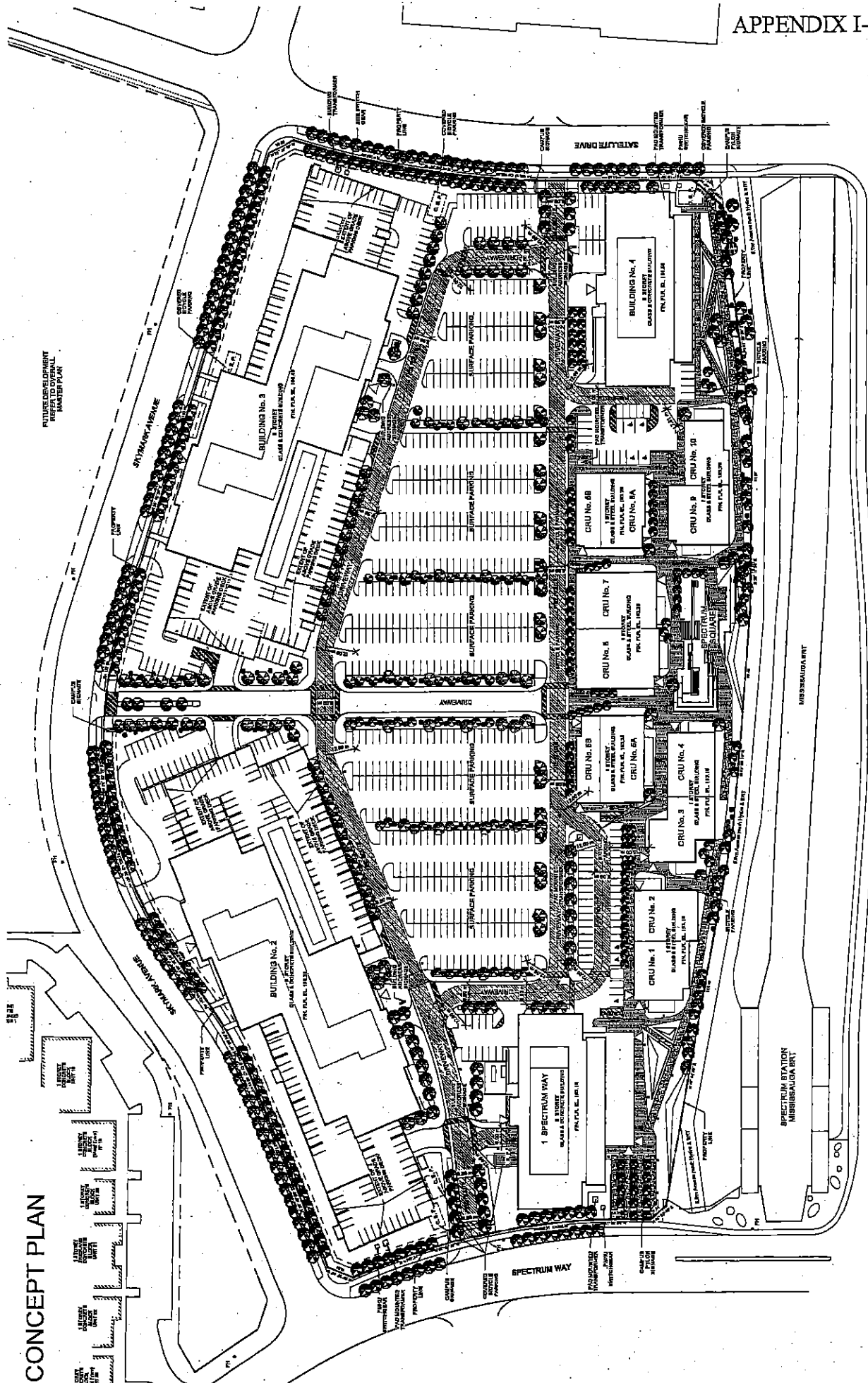
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K. PROKOP

APPENDIX 1-4

MISSISSAUGA
Planning and Building

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T&W, Geomatics

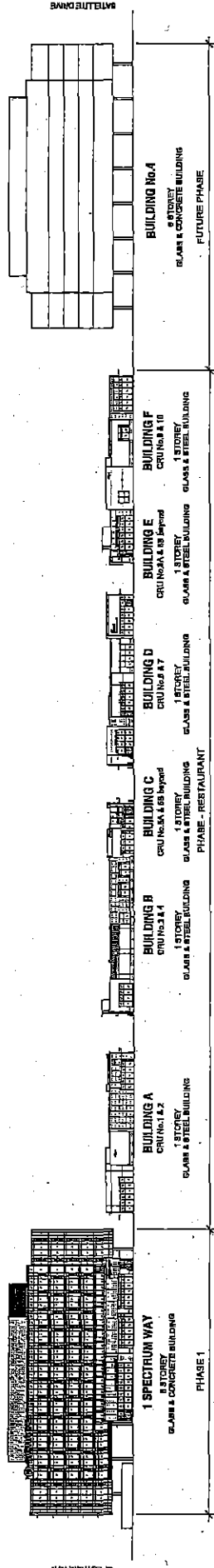
CONCEPT PLAN



R-2(c)(c)

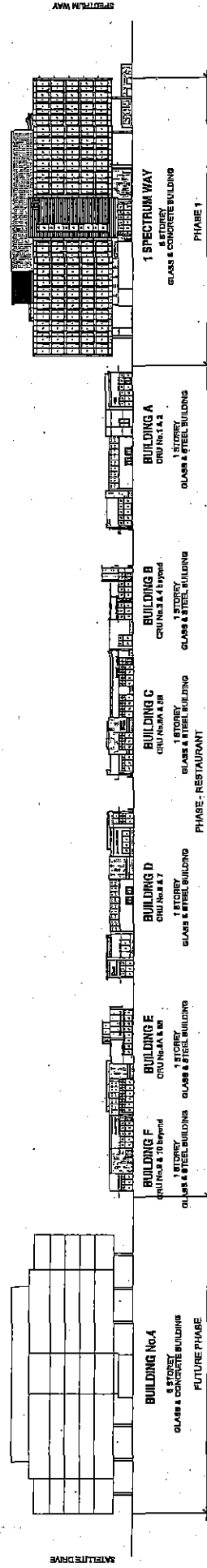
APPENDIX I-6

ELEVATIONS



South Site Elevation (Eglinton Ave. W.)

1:800



Site Section (E-W) mid-site looking South

1:800

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

Agency Comments

The following is a summary of comments from agencies and departments regarding the applications:

| Agency / Comment Date | Comment |
|---|--|
| City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (May 23, 2012) | The Park Planning Section notes that should the subject applications be approved, a cash contribution for street tree planting will be required prior to by-law enactment. Further, it is noted that parkland dedication requirements have been previously satisfied through application T-76042 (M-533). |
| City Community Services Department – Culture Division (May 2, 2012) | The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Tourism and Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements. |
| Canada Post (May 11, 2012) | This commercial development falls under our multiple occupancy mail delivery standards. As such, the developer/owner must supply, install and maintain a centralized mailbox/mailroom facility to Canada Post's specifications. |
| Greater Toronto Airport Authority (May 14, 2012) | <p>Airport Zoning Restrictions:</p> <p>According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the subject property are affected by the Outer Surface. The maximum allowable development elevation under this restriction is 219.46 metres Above Sea Level (A.S.L.). Based on the development description provided, the proposed one-storey freestanding retail uses would be within the allowable height limits associated with the Regulations. However, when more detailed plans become available please</p> |

R-2(e)(e)

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

| Agency / Comment Date | Comment |
|---|---|
| | <p>forward them to us for review.</p> <p>Noise Impacts: The subject property lies within the 28-30 NEF/NEP of the composite contour map for Toronto Pearson International Airport and within the Airport Operating Area (AOA). Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of Mississauga.</p> |
| <p>Bell Canada (May 15, 2012)</p> | <p>An easement may be required to service the subject property, depending on a review of more detailed plans. Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application, that is proposed to implement the subject Official Plan Amendment and Zoning By-Law Amendment application.</p> |
| <p>Other City Departments and External Agencies</p> | <p>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's Economic Development Department Rogers Cable Enersource</p> |
| | <p>The following City Departments and external agencies were circulated the applications but have yet to provide comments: City Transportation and Works Department Region of Peel Mississauga Transit Community Services – Fire Prevention Hydro One Ministry of Transportation GO Transit Enbridge</p> |

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

Mississauga Plan Policies**Airport Corporate District – Site 1.**

The lands identified as Special Site 1 are located north of Eglinton Avenue West, south of Matheson Boulevard East, east of the Etobicoke Creek, to Explorer Drive and all lands east of Explorer Drive. The following Special Site 1 policies apply to the subject site at 5100 Satellite Drive:

4.2.6.2

- a. Notwithstanding the provisions of the Business Employment designation, the following uses will not be permitted:
 - new industrial uses including manufacturing, assembling, processing, fabricating, repairing, warehousing, distributing and wholesaling, outdoor storage uses;
 - free-standing retail commercial uses and financial institutions.
- b. Notwithstanding the Business Employment designation, the following additional policies will apply:
 - buildings will be a minimum of two storeys within 500 m of the limits of Spectrum and Orbitor stations;
 - development will have a minimum FSI of 0.5. In calculating FSI on large sites with multi-phase development, regard may be had to the size of individual development parcels;
 - prior to site plan approval, it will be demonstrated by the proponent that sites have the ability to achieve a minimum FSI of 1.0 over time by demonstrating the capacity of the site to accommodate additional development having regard to parking, servicing, access and landscaping;
 - the provision of retail commercial uses with display windows at-grade level is encouraged. Buildings closest to the BRT station should have active uses along most of their ground floor frontage facing public streets and/or BRT corridor;

R-2 (g)(g)

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

- where it is not feasible to include retail commercial uses, the at-grade level should include windows, lobbies and entrances so as to avoid blank walls facing public streets;
- in order to achieve a continuous street wall, it is intended that as development occurs over time, a minimum of 70 percent of any lot frontage along the BRT corridor, Skymark Avenue, Commerce Boulevard and Citation Place, should be occupied with a building or buildings. In the case of lots with multiple street frontages, priority will be given to establishing a continuous street wall along Commerce Boulevard and the BRT corridor.

c. Pedestrian Connections

Development will promote pedestrian movements to and from transit stations through the local streets and publicly accessible private pedestrian connections to private open space areas (plazas). The location, size and character of the publicly accessible connections will be determined during the site plan review process having regard for the following:

- sidewalks will be provided on both sides of all streets and form a connected system of pedestrian access to and from BRT stations;
- streetscape improvements will be coordinated and well designed, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open space areas and walkways;
- parking areas will have appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the parking areas, to contribute to the visual continuity of the street edge. Parking areas should also incorporate defined pedestrian routes for safe and convenient pedestrian movement to building entrances and other destinations to encourage the safe use of these spaces;
- concentrated landscape treatment will be provided where continuous street planting is not possible due to the location of utilities or other constraints;
- private open space areas will be high quality, usable, and physically and visually linked to streets, park and mid-block pedestrian routes;

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

- pedestrian easements will be provided through the site plan review for the achievement of a continuous pedestrian promenade adjacent to the BRT corridor.

d. Parking and Servicing

- new development will demonstrate that they have a Transportation Demand Management (TDM) strategy in place as a condition of site plan approval;
- prestige offices will be encouraged to provide at least one level of below grade parking below the building;
- no parking will be provided between the building and the streetline or BRT corridor on principal building frontages. In cases of lots with multiple street frontages, priority will be given to not allowing parking along the BRT corridor and Commerce Boulevard;
- surface parking should incorporate pedestrian and environmental features including: pathways and plantings to break up large expanses of asphalt, permeable surfaces, storm-water management, clear pathways for enhanced pedestrian access, and defined future development blocks;
- loading and garbage storage areas should be located at the rear of buildings, integrated or screened from primary pedestrian routes and publicly visible areas;
- shared parking and driveways between developments will be encouraged;
- new developments will provided secure bicycle parking for employees.

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

Site Characteristics

| | |
|---------------|-----------------------|
| Frontage: | 130.2 m (427.2 ft.) |
| Depth: | 392.6 m (1,288.1 ft.) |
| Net Lot Area: | 8.2 ha (20.3 ac.) |
| Existing Use: | Vacant land |

Proposed Zoning Standards – "E1-19" (Employment in Nodes)

| | Required Zoning By-law Standard | Proposed Standard |
|---|--|--|
| Minimum Building Height | Minimum height of all buildings and structures is 2 storeys | Restaurants and take-out restaurants may be less than 2 storeys |
| Location of main front entrances | Where a building is located within 10.0 m of lands zoned PB1, Eglinton Avenue West, Explorer Drive, Orbitor Drive, Satellite Drive, Spectrum Way or Skymark Avenue, the main front entrance shall face the street. Where a building is located at the intersection of two (2) of these streets and/or lands zoned PB1, or any combination thereof, the main front entrance shall be located at the corner of the building facing the intersection, or a building entrance shall be located facing each street and/or lands zoned PB1 | n/a |
| Minimum number of parking spaces | 16.0 spaces per 100 m ² GFA – restaurant 6.0 spaces per 100 m ² GFA – take-out restaurant | 8.4 spaces per 100 m ² GFA – restaurant and take-out restaurant |
| Maximum gross floor area – non-residential used for restaurant or take-out restaurant | n/a | 5 370.0 m ² |

R-2(k)(k)

Appendix S-2

Skymark Square Lands Inc. (HOOPP Realty Inc.)

File: OZ 12/005 W5

Recommendation PDC-0044-2012

PDC-0044-2012

“ That the Report dated June 5, 2012, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Business Employment – Special Site 1" to "Business Employment – Special Site" and to change the Zoning from "E1-19" (Employment in Nodes) to "E1-Exception" (Employment in Nodes); to permit the development of four (4) multiple storey office buildings and six (6) single storey free-standing restaurant buildings, under file OZ 12/005 W5, Skymark Square Lands Inc. (HOOPP Realty Inc.), 5100 Satellite Drive, be received for information and notwithstanding Planning Protocol, that the Supplementary Report be brought directly to a future Council meeting.”

2-2(1)(1)

Skymark Square Lands Inc.

File: OZ 12/005 W5

“E1-Exception” Zone Provisions

| Standard | “E1-Exception” By-law Standard |
|---|---|
| Additional Permitted Uses | (1) Restaurant (2) Take-out Restaurant |
| Minimum floor space index – non-residential | 0.5 |
| Maximum setback to the first three (3) storeys of a streetwall of the first building erected abutting the Eglinton Avenue East BRT Corridor, | 7.5 m |
| Maximum setback to the first three (3) storeys of a building erected on a lot abutting Explorer Drive, Orbitor Drive, Satellite Drive, Spectrum Way or Skymark Avenue | 5.0 m |
| A maximum of 30% of the length of a streetwall of the first three (3) storeys of a building or structure abutting a public right-of-way, including the BRT Corridor, may be setback beyond the maximum setback | |
| Minimum height of all buildings and structures except that: (1) A maximum of 30% of the building footprint may be less than two (2) storeys (2) Restaurants and take-out restaurants may be 1 storey provided that the height to the top of the parapet component of a flat roof is at least 6.0 m (19.7 ft.) | 2 storeys |
| Where a building is located within 10.0 m of the Eglinton Avenue East BRT Corridor, Eglinton Avenue East, Explorer Drive, Orbiter Drive, Satellite Drive, Spectrum Way or Skymark Avenue, the main front entrance shall face the street/BRT Corridor. Where a building is located at the intersection of two (2) of these streets and/or the BRT Corridor, or any combination thereof, the main front entrance shall be located at the corner of the building facing the intersection, or a building entrance shall be located facing each street and/or BRT Corridor | |

D-2(m)(m)

Skymark Square Lands Inc.

File: OZ 12/005 W5

| | |
|--|---|
| In an office building, where the non-office uses, including medical office and real estate office, are greater than 20% of the total GFA – non-residential, separate parking will be required for all such uses in accordance with the regulations of By-law 0225-2007 Parking for banquet hall/conference centre/convention centre will be provided in accordance with the regulations of By-law 0225-2007 | |
| Minimum number of parking per 100 m ² gross floor area – non-residential for restaurant and take-out restaurant | 8.4 parking spaces |
| Maximum gross floor area – non-residential used for any combination of restaurant and take-out restaurant | 5 370.0 m ² (57,804.1 sq. ft.) |

Proposed "E1-Exception" Zone Provisions

| | |
|--|---|
| Additional Permitted Uses | (1) Restaurant (2) Take-out Restaurant (3) Outdoor Patio accessory to a restaurant or take-out restaurant |
| Minimum floor space index – non-residential | 0.5 as it applies only to the office component of the development proposal |
| Maximum street setback of the first building erected abutting the Eglinton Avenue East BRT Corridor | 7.5 m (24.6 ft.) |
| Maximum street setback of buildings fronting onto Satellite Drive, Spectrum Way and Skymark Avenue | 7.5 m (24.6 ft.) |
| Minimum height of all buildings and structures except that: (1) A maximum of 30% of the building footprint may be less than two (2) storeys (2) Restaurants and take-out restaurants may be 1 storey provided that the height to the top of the parapet component of a flat roof is at least 6.0 m (19.7 ft.) | 2 storeys |
| Where a building is located within 10.0 m (32.8 ft.) of the Eglinton Avenue East BRT Corridor, Satellite Drive, Spectrum Way or Skymark Avenue, a main front entrance shall face the street/BRT Corridor. | Applicable |
| In an office building, where the non-office uses, including medical office and real estate office, are greater than 20% of the total GFA – non-residential, separate parking will be required for all such uses in accordance with the regulations of By-law 0225-2007. Parking for banquet hall/conference centre/convention centre will be provided in accordance with the regulations of By-law 0225-2007. | Applicable |

R-2(0)(0)

Skymark Square Lands Inc. (HOOPP Realty Inc.)

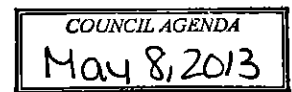
Appendix AS-3 – Page 2

File: OZ 12/005 W5

Proposed "E1-Exception" Zone Provisions

| | |
|--|---|
| That the buildable areas of the proposed office, restaurant and take-out restaurants be identified on an exception zone schedule in accordance with the concept plan | Applicable |
| Minimum number of parking spaces per 100 m ² (1076.4 sq. ft.) gross floor area – restaurant for restaurant and take-out restaurant | 7.9 parking spaces |
| Maximum gross floor area – restaurant used for any combination of restaurant and take-out restaurant | 5 686 m ² (61,205.6 sq. ft.) |

REPORT 7 – 2013



TO: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its seventh report of 2013 from its meeting held on April 29, 2013, and recommends:

PDC-0030-2013

1. That the Report dated April 9, 2013 from the Commissioner of Planning and Building entitled "Proposed Amendments to the City of Mississauga Telecommunication Tower/Antenna Facilities Protocol", be received for information.
2. That the revised "City of Mississauga Telecommunication Tower/Antenna Facilities Protocol" dated April 2, 2013, attached as Appendix 2 to the Report dated April 9, 2013, from the Commissioner of Planning and Building entitled "Proposed Amendments to the City of Mississauga Telecommunication Tower/Antenna Facilities Protocol", be adopted to replace the "City of Mississauga Telecommunication Tower/Antenna Facilities Protocol" dated November 13, 2012.
3. That the City of Mississauga advise Industry Canada that the City has considered the Federation of Canadian Municipalities and Canadian Wireless Telecommunications Association joint protocol template and request Industry Canada to amend their Client Procedures Circular 2-0-03, Issue 4, Radio communication and Broadcasting Antenna Systems, to reflect local consultation requirements contained in the joint protocol template, including consultation for tower proposals less than 15 m (49.2 ft.) in height.

File: EC.19-TEL

PDC-0031-2013

That the Report dated April 9, 2013, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol, under file H-OZ 12/002 W7, Gemini Urban Design (Cliff) Corp., 2021-2041 Cliff Road, be adopted and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage.

File: H-OZ 12/002 W7

PDC-0032-2013

That the appeal with respect to the decision of the Committee of Adjustment on Minor Variance Application 'A' 050/13 W11, Anjuman-E-Fakhri, 1605 Argentia Road and 0 Campobello Road, not be pursued with the Ontario Municipal Board.

File: 'A' 050/13 W11

REPORT 9 - 2013

COUNCIL AGENDA

May 8, 2013

TO: THE MAYOR & MEMBERS OF COUNCIL

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

GC-0257-2013

That a by-law be enacted to authorize the Commissioner of Community Services to execute a license agreement between the Port Credit BIA and the City of Mississauga for installation of recognition plaques on a portion of the pathways located at the south end of Port Credit Memorial Park, in a form acceptable to the City Solicitor and including the terms outlined in the Corporate Report dated April 9, 2013 from the Commissioner of Community Services.

(Ward 1)

GC-0258-2013

That a by-law be enacted to implement the temporary road closure of Princess Royal Drive from Living Arts Drive to Duke of York Boulevard commencing at 6:00 a.m. on Wednesday, July 17, 2013 and ending at 12:00 p.m. on Monday, July 22, 2013, for the placement of a carnival in conjunction with the Rotary Club of Mississauga Ribfest.

(Ward 4)

GC-0259-2013

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 both sides of Karen Park Crescent between Cliff Road North (south intersection) and a point 309 metres (1,014 feet) easterly thereof.

(Ward 4)

GC-0260-2013

That a by-law be enacted to amend By-law 555-2000, as amended, to extend the 40 km/h speed limit on Glenwood Drive between Kenollie Avenue and Indian Valley Trail.

(Ward 1)

GC-0261-2013

That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for 43M-1775, 1672735 Ontario Inc., c/o Dunpar Developments Inc., (lands located north and east of Ponytrail Drive, west of Silverplains Drive and south of Burnhamthorpe Road East, in Z-19, known as Pagehurst Residential Development) and that the Letter of Credit in the amount of \$555,059.70 be returned to the developer and that a by-law be enacted to establish the road allowances within the Registered Plan as public highway and part of the municipal system of the City of Mississauga.

(Ward 3)

GC-0262-2013

1. That the corporate report dated April 18, 2013 from the Commissioner of Corporate Services and Treasurer and entitled "Revisions to Purchasing By-law 374-06, as amended" be received for information.
2. That the proposed changes to the Purchasing By-law 374-06, as amended, be enacted.

GC-0263-2013

That in compliance with Provincial legislation governing municipal investment practices, the 2012 Annual Report on Investments dated April 18, 2013 from the Commissioner of Corporate Services and Treasurer be received for information.

GC-0264-2013

That a By-law be submitted to Council for enactment:

1. Amending By-law No. 177-97, to provide for an extension of the operating loan facility to March 31, 2014.
2. Authorizing the City Manager or designate and the City Clerk or designate to execute such agreements, documents and instruments as may be required to effect an extension of the Operating Loan Agreement dated September 30, 1997 with the Living Arts Centre.

GC-0265-2013

That the 2013 Annual Repayment Limit for the City of Mississauga respecting long-term debt and financial obligations in the amount of \$147.7 million, calculated pursuant to Ontario Regulation 403/02, be received for information.

GC-0266-2013

That the Corporate Report dated April 8, 2013 from the Commissioner of Corporate Services and Treasurer with respect to a Ground Lease Agreement with Bell Mobility Inc. for a telecommunication tower be deferred for consideration at the May 15, 2013 General Committee meeting.

(Ward 7)

GC-0267-2013

1. That the City owned parcel of land located on Longside Drive, south of Derry Road and west of Martiz Drive, between Hurontario Street and McLaughlin Road, be declared surplus to the City's requirements. The subject lands contain an area of approximately 1,368 square metres (14,725 square feet) and are legally described as Block 2, Plan 43M-1447 and Part Lot 10, Concession 1, WHS (TT), designated as Part 9, Plan 43R-24266, in the City of Mississauga, Regional Municipality of Peel, in Ward 5.

2. That all steps necessary to comply with the requirements of Section 2.(1) of City Notice By-law 215-08 be taken, including giving notice to the public by posting a notice on the City of Mississauga's website at least three weeks prior to the execution of an agreement for the sale of the subject lands under Delegated Authority.

GC-0268-2013

That Peter Hamilton-Smith, Citizen Member from Road Safety Mississauga Advisory Committee (RSM) attend the Ontario Traffic Conference being held on June 2-4, 2013 and that \$1500.00 be allocated from the 2013 RSM budget to attend the event.

(RSM-0005-2013)

GC-0269-2013

That Councillor Saito, Zia Hanif, Rick Carew and Gargi Guhathakurta be appointed to the Road Watch Subcommittee.

(RSM-0006-2013)

GC-0270-2013

That the petition requesting to lower speed limit in Orchard Heights to 40km/hr be received and staff report back at the next Road Safety Mississauga Advisory Committee (RSM) meeting.

(RSM-0007-2013)

GC-0271-2013

That the Mississauga Road Watch program statistics for the month of February 2013 be received.

(RSM-0008-2013)

GC-0272-2013

That the letter dated April 2, 2013 from Mayor Hazel McCallion, regarding Steer It, Clear It Initiatives be received.

(RSM-0009-2013)

GC-0273-2013

That the Bowie Medical Hall, located at 264 Queen Street South, be designated under the *Ontario Heritage Act* for its physical/design, historical/associative and contextual value.

Ward 11

(HAC-0026-2013)

GC-0274-2013

That the request to alter the Bowie Medical Hall, located at 264 Queen Street South, as outlined in the Corporate Report dated March 26, 2013 from the Commissioner of Community Services entitled "Proposed Heritage Designation and Request to Alter, Bowie Medical Hall, 264 Queen Street South, Ward 11," be deferred until Councillor George Carlson, Ward 11, and Heritage

staff conduct a site visit of the property with the property owner and/or the property owner's representatives to discuss the request to alter and overall plans for the property.

Ward 11

(HAC-0027-2013)

GC-0275-2013

1. That the PowerPoint presentation, dated April 23, 2013 and entitled "Meadowvale Village HCD Plan Review: Project Update to the Heritage Advisory Committee," by Laura Waldie, Heritage Coordinator, Special Projects, to the Heritage Advisory Committee on April 23, 2013 be received; and
2. That the Corporate Report dated March 25, 2013 from the Commissioner of Community Services entitled "Project Status Update, Meadowvale Village Heritage Conservation District Plan Review, Ward 11" be received.

Ward 11

(HAC-0028-2013)

GC-0276-2013

That the request to alter the Parker (Chappell) House, as described in the Corporate Report dated March 26, 2013 from the Commissioner of Community Services, be approved.

Ward 6

(HAC-0029-2013)

GC-0277-2013

That the property at 25 Queen Street South, which is listed on the City's Heritage Register, is not worthy of designation, and consequently, that the owner's request to demolish proceed through the applicable process.

Ward 11

(HAC-0030-2013)

GC-0278-2013

That the property at 29 Cotton Drive, which is listed on the City's Heritage Register, is not worthy of designation, and consequently, that the owner's request to demolish proceed through the applicable process.

Ward 1

(HAC-0031-2013)

GC-0279-2013

That the property at 250 Pinetree Way, which is listed on the City's Heritage Register, is not worthy of designation, and consequently, that the owner's request to demolish proceed through the applicable process.

Ward 1

(HAC-0032-2013)

GC-0280-2013

That the property at 1296 Woodland Avenue, which is listed on the City's Heritage Register, is not worthy of designation, and consequently, that the owner's request to demolish proceed through the applicable process.

Ward 1

(HAC-0033-2013)

GC-0281-2013

That the Memorandum dated March 19, 2013 from Paula Wubbenhorst, Acting Senior Heritage Coordinator, entitled "Heritage Impact Statement Addendum, 1162 Vesta Drive, Ward 1," be received.

Ward 1

(HAC-0034-2013)

GC-0282-2013

That the Memorandum dated April 2, 2013 from Paula Wubbenhorst, Acting Senior Heritage Coordinator, and Gavin Longmuir, Manager, Forestry, entitled "Heritage Trees and Trees of Significance," be received.

(HAC-0035-2013)

GC-0283-2013

That the chart dated April 23, 2013 from Julie Lavertu, Legislative Coordinator, Heritage Advisory Committee, with respect to the status of outstanding issues from the Heritage Advisory Committee, be received.

(HAC-0036-2013)

GC-0284-2013

1. That a crossing guard be installed at the intersection of Kennedy Road and Grand Highland Way/Wilderness Trail in September 2013 at the beginning of the school year when bussing is to be removed for 194 students in kindergarten to grade 8 residing east of Kennedy Road on a temporary basis as a proactive measure as the traffic warrants have been met for the students attending Barondale Public School and San Lorenzo Ruiz Catholic School.
2. That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct two (2) site inspections at the intersection of Kennedy Road and Grand Highland Way/Wilderness Trail in September 2013 to determine if sufficient student pedestrians are crossing the intersection to meet the pedestrian warrants for retention of the crossing guard.

3. That Transportation and Works be requested to paint zebra stripes around the intersection of Kennedy Road and Grand Highland Way/Wilderness Trail and ensure that the traffic control signals are set at slow walking speed crossing Kennedy Road.
4. That Traffic Safety Council notify the principals at Barondale Public School and San Lorenzo Ruiz Catholic School that the subject crossing guard is being placed at the intersection of Kennedy Road and Grand Highland Way/Wilderness Trail on a trial basis and that should the warrants for the crossing guard not be met at the site inspections conducted in September 2013, Traffic Safety Council may recommend that the crossing guard be removed and further Traffic Safety Council will request that the principals notify the parents of the decision of Traffic Safety Council.

(TSC-0050-2013)

GC-0285-2013

1. That the Site Inspection Subcommittee of Traffic Safety Council re-inspect the intersection of Central Parkway East and Bud Gregory Boulevard for the students attending St. Pio of Pietrelcina Catholic School in May 2013 and in September 2013 when bussing is removed as turning traffic is light and the traffic control signals provide protection for crossing pedestrians.
2. That Transportation and Works be requested to review the feasibility of a countdown timer at the intersection of Central Parkway East and Bud Gregory Boulevard and report back to Traffic Safety Council.

(TSC-0051-2013)

GC-0286-2013

That the Commissioner of Planning and Building be advised that with respect to the Site Plan Approval for Fairview Public School, that Traffic Safety Council has reviewed the site plan and would recommend the changes as marked on the site plan received on April 9, 2013 at the Site Plan Review Subcommittee of Traffic Safety Council meeting on April 16, 2013.

(TSC-0052-2013)

GC-0287-2013

That the Commissioner of Planning and Building be advised that with respect to the Site Plan Approval for Northstar Montessori School, that Traffic Safety Council has reviewed the site plan and would recommend the changes as marked on the site plan submitted on March 11, 2013 at the Site Plan Review Subcommittee of Traffic Safety Council meeting on April 16, 2013.

(TSC-0053-2013)

GC-0288-2013

That the School Zone Safety (Kiss and Ride) Report from March 2013 – April 2013 be received.
(TSC-0054-2013)

GC-0289-2013

That the Principal at St. Gertrude Catholic School be advised that the unloading of buses should take place at the north end of the school driveway and the unloading of cars should take place on the curb side of the driveway with the second lane utilized as the drive through lane.
(TSC-0055-2013)

GC-0290-2013

That up to three (3) Traffic Safety Council members be authorized to attend the Ontario Traffic Conference 63rd Annual Convention, scheduled for June 2-4, 2013 in Sarnia and that the funds for their attendance at the Convention be allocated in the 2013 Traffic Safety Council budget to cover the costs for registration and mileage.
(TSC-0056-2013)

GC-0291-2013

That the memorandum dated April 2, 2013 from the Manager of Parking Enforcement with respect to parking enforcement in school zones, be received for information.
(TSC-0057-2013)

GC-0292-2013

That the minutes from the Peel District School Board Maintenance meeting on April 9, 2013, be received.
(TSC-0058-2013)

GC-0293-2013

That the matter regarding the Traffic Safety Council Terms of Reference be deferred to the May Traffic Safety Council meeting and that it include the adopted recommendations that pertain to the committee as a result of the City Committees Structure Review.
(TSC-0059-2013)

GC-0294-2013

That the email dated April 5, 2013 from Tom Howe, Manager, STOPR providing comments with respect to the recommendations for Traffic Safety Council from the City Committees Structure Review be received and that a response be provided to Mr. Howe following the committee's review of the recommendations from the City Committees Structure Review in May 2013.
(TSC-0060-2013)

GC-0295-2013

1. That Parking Enforcement be requested to enforce the parking infractions on Plum Tree Crescent between 8:45 am – 9:15 am and 3:30 pm – 4:00 pm for Plum Tree Park Public School.
2. That the Principal at Plum Tree Park Public School be requested to advise the parents dropping off students on Plum Tree Crescent to utilize the Kiss and Ride in front of the school which is currently underutilized.
3. That the Chairman for Traffic Safety Council send a letter to the Ward Councillor to outline the following concerns:
 - a) That Traffic Safety Council has attended at the school on numerous occasions in response to the complaints from residents on Plum Tree Crescent and our observations have remained consistent in that parents dropping off their children are parking/stopping and blocking driveways and in the No Stopping zones in the morning and afternoon causing an unsafe scenario.
 - b) That Traffic Safety Council has recommended through the Principal that parents be requested to use the newly renovated Kiss and Ride at Plum Tree Park Public School, as the Kiss and Ride functions well and can accommodate more vehicles.
 - c) That Traffic Safety Council has no other reasonable remedies available to offer which will address the existing situation.

(TSC-0061-2013)

GC-0296-2013

1. That a crossing guard be installed at the intersection of Heatherleigh Avenue and Winterton Way for the students of St. Valentine Catholic School in September 2013 at the start of the school year when bussing is to be removed for 28 students in grade 2 to grade 5 residing south of Winterton Way on a temporary basis as a proactive measure as the traffic warrants have been met.
2. That the Site Inspection Subcommittee of Traffic Safety Council be requested to conduct two (2) site inspections at the intersection of Heatherleigh Avenue and Winterton Way in September 2013 to determine if sufficient student pedestrians are crossing the intersection to meet the pedestrian warrants for retention of the crossing guard.

(TSC-0062-2013)

GC-0297-2013

That the request for a crossing guard at the intersection of Rupert's Gate and Duncairn Drive for the students attending Divine Mercy Catholic School be denied as the warrants have not been met.

(TSC-0063-2013)

GC-0298-2013

That the Action Items List from the Transportation and Works Department for the month of March 2013, be received for information.

(TSC-0064-2013)

GC-0299-2013

The Traffic Safety Council is advising Council that two members have been absent for three or more consecutive meetings and Traffic Safety Council is requesting that Council review their membership on the Committee and further that the Legislative Coordinator provide the Committee's attendance records to Council for their information.

(TSC-0065-2013)

GC-0300-2013

That a site inspection be scheduled for Sts. Peter and Paul Catholic School to review the fire route.

(TSC-0066-2013)

GC-0301-2013

1. That the report of the City Solicitor dated April 19, 2013 titled "A by-law to prohibit the consumption and sale of shark fins or shark fin food products within the City of Mississauga" be received for information.
2. That By-law 0268-2011, as amended, be repealed.



BUILDING A GREATER GTA
Building Industry and Land
Development Association

April 19, 2013

Mayor Hazel McCallion
The City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1



Your Worship,

Re: Changes to the Process of Installing Community Mail Boxes (CMBs) in New Developments

I am writing to alert you to the recent announcement made by Canada Post Corporation to introduce a Community Mail Box Fee of \$200 per address to be collected during the subdivision process in new residential and commercial developments.

The Building Industry and Land Development Association does not believe that Canada Post has the legal authority to implement the fee, and therefore respectfully request that your municipality not entertain any requests from Canada Post to honour this additional tax on the new home buyer. Working closely with our Provincial and National home builders' associations, the Ontario Home Builders' Association and the Canadian Home Builders' Association, BILD has communicated to Canada Post that we are not supportive of this new initiative.

In a March 26th letter from the Canadian Home Builders' Association to the Minister Responsible for Canada Post, the Honourable Denis Lebel, it was noted that "*Canada Post has not been able to point to any existing authority for its levy; nor is it able to point to any future legal authority*", such as a regulation that would authorize this fee.

This implies that there is no existing or prospective legal authority to impose the Canada Post Community Mail Box Fee which has been further supported by legal advice received by other industry members across Canada. We are also aware of at least one provincial Premier and one Greater Toronto Area Mayor who have voiced their opposition for the fee and their concern for the additional cost that will be incurred by residents purchasing a new home.

In addition, BILD has a number of additional concerns with the fee itself that we have expressed to Canada Post including:

- Canada Post has indicated to our national and provincial home builders' associations that they have historically incurred the full costs of installing CMBs and activating all addresses in new developments. This is simply not the case. Our industry already accepts initial infrastructure costs associated with building mail box pads in new low-rise developments. These costs far exceed the installation of mailboxes, and the costs are not transferred back to Canada Post to absorb.

E-1(a)

- Additionally, when our industry builds super mail boxes, this effectively lowers Canada Post's operations and maintenance costs on a per unit basis. New community residents have accepted 'the walk to the mailbox' in an effort to support service efficiency.
- A component of Canada Post's rationale for implementing the new fee is the rapid decline in mail, leading to the corporation's unprecedented financial losses. This is an unfortunate circumstance, but new home buyers should not be the ones to accept the displacement of burden for operational shortfalls.

As indicated, there is currently no agreement with respect to the justification of the Canada Post CMB fee. In addition, BILD members do not fully understand the intent for implementation, collection and remittance of the fee by municipalities on behalf of Canada Post. Nor do we understand if any of the necessary transitions provisions for previously approved projects will be in place.

While reminding Canada Post that we oppose the CMB fee, BILD members are currently in discussions with Canada Post officials in an attempt to provide context and education around the planning and development approval system, so that they gain a better understanding of the process in the GTA and Ontario.

Until and unless we are satisfied with the outcome of these discussions, and due to a continued absence of legal authority and an unclear implementation process for which fees are supposed to be collected by municipalities, the Building Industry and Land Development Association strongly requests your show of support for the new home buyer and housing affordability by not honouring any requests to assist with the processing of the Canada Post Community Mail Box Fee.

Sincerely,

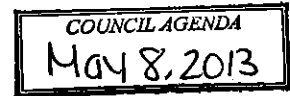


Paula Tenuta, MCIP RPP
Vice President, Policy & Government Relations

CC. Edward Sajecki, Commissioner of Planning & Building, The City of Mississauga
Joe Vaccaro, Chief Operating Officer, Ontario Home Builders' Association
BILD Member companies

| | |
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| <input checked="" type="checkbox"/> Receive | <input type="checkbox"/> Resolution |
| <input type="checkbox"/> Direction Required | <input type="checkbox"/> Resolution / By-Law |
| <input type="checkbox"/> Community Services | For |
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Appropriate Action |
| <input type="checkbox"/> Planning & Building | <input checked="" type="checkbox"/> Information |
| <input type="checkbox"/> Transportation & Works | <input type="checkbox"/> Reply |
| | <input type="checkbox"/> Report |

From: Mumtaz Alikhan
Sent: 2013/04/23 10:02 AM
To: Carmela Radice
Subject: FW: FILE NUMBER : OZ 11/017 W1
Attachments: IMG_5427.JPG; IMG_5431.JPG



From: Halina Kilul
Sent: 2013/04/20 9:27 PM
To: Mumtaz Alikhan
Cc: Jim Tovey;
Subject: FILE NUMBER : OZ 11/017 W1

WRITTEN SUBMISSION

To: Mississauga City Council
c/o Mumtaz Alikhan
Office of the City Clerk
2nd Floor
300 City Centre Drive
Mississauga, ON L5B 3C1

FILE NUMBER : OZ 11/017 W1

OWNER /APPLICANT : 501 Lakeshore Inc. Trinity Properties Lakeshore Inc.
And 1716336 Ontario Inc.
Applicant: Korsiak and Company Inc.

FROM: Halina Kiluk
1061 Enola Avenue, Plan F20MS Part Lots 12 & 13
Mississauga, ON L5G 4B1

I have been a resident in the Lakeview area since 1997. I really enjoy living in Southern Mississauga and I am proud to be a part of such a vibrant community. I am the owner of a detached house located at 1061 Enola Avenue. My property borders with the land for construction located at 501 Lakeshore Road East.

I am writing to you to express my great opposition against current development plan of the land located at 501 Lakeshore Road East proposed by Trinity Development. I would be one of the many Enola Avenue residents impacted the most by this project. The street in front of my house will be burdened with traffic. My backyard will be directly beside the high-rise condominium complex and open garage space of the department store from my backyard.

Under the proposed Trinity Development plan, the "Main street " would empty onto Enola Avenue jut below an extremely dangerous 90 degree corner. Since Lake Ontario creates a natural border to access major roads and

I-2(a)

highways, most of the local traffic is directed Northbound through the CN Railway crossing gates on Marf Avenue. When GO trains pass in the morning rush hour, there is a lineup of few cars. It will be very difficult to even leave Enola Avenue in the morning if additional cars would be added considering that most if not all will be traveling Northbound. If the CN Railway crossing would be closed due to an accident or mechanical failure, the traffic would be enormous with very little space to maneuver on such a narrow street.

It would be extremely difficult to leave Enola Avenue during rush hour in both directions. Lakeshore Road East is already a very busy street and it is quite difficult to turn left onto Lakeshore when traveling South on Enola Avenue. When I need to drive to Toronto, I first drive North on Enola and use the street lights at Shaw Avenue and Lakeshore Road East to make the left turn.

Street parking at Enola Avenue seems to already be an issue. I have taken a few pictures of Enola Avenue on Sunday afternoon April 7, 2013 at 1 PM. There were eight cars parked on Enola Avenue. Five cars were parked next to the six storey apartment complex and three cars at the section where Enola is turning into Revus Avenue. With additional traffic this would create obstacles for the increase in vehicles especially during pick holiday shopping season when potential shoppers will be using Enola Avenue for overflow parking.

The proposed loading area, which would be situated at corner of Lakeshore Road East and Enola Avenue, is also my concern. The heavy delivery trucks would be maneuvering and backing up on Enola Avenue during late night and early morning hours when most deliveries would take place. Enola Avenue is a residential street and heavy trucks should not be allowed.

The proposed high-rise twenty story condominium buildings would overpower my property. I would completely lose my privacy. My backyard would be seen from a number of residents of the potential condominium units and townhouses.

The proposed open garage at the back of department store would be a source of air pollution, excessive noise caused by vehicles, foot traffic and other noise factors. The noise would be especially a nuisance during the night and on weekends.

I am also concerned about possible ground shift during the construction phase which could cause foundation and structural damage to my house.

I am deeply concerned for the impact that the development of this magnitude would have on my property physically and financially. I have spent a significant amount of money on this property in expectation of peaceful enjoyment in the next few decades until my late retirement.

I strongly oppose high density development at 501 Lakeshore Road East. I particularly request that the high rise condominium complex, all entrances and exits at Enola Avenue and the open parking at the back of department store should be rejected. Enola Avenue is a relatively quiet narrow residential street and was not designed for any development of that size. I trust that the decision would be made taking into account the long run vision of the community based on smart growth development principles rather than rushed short term planning.

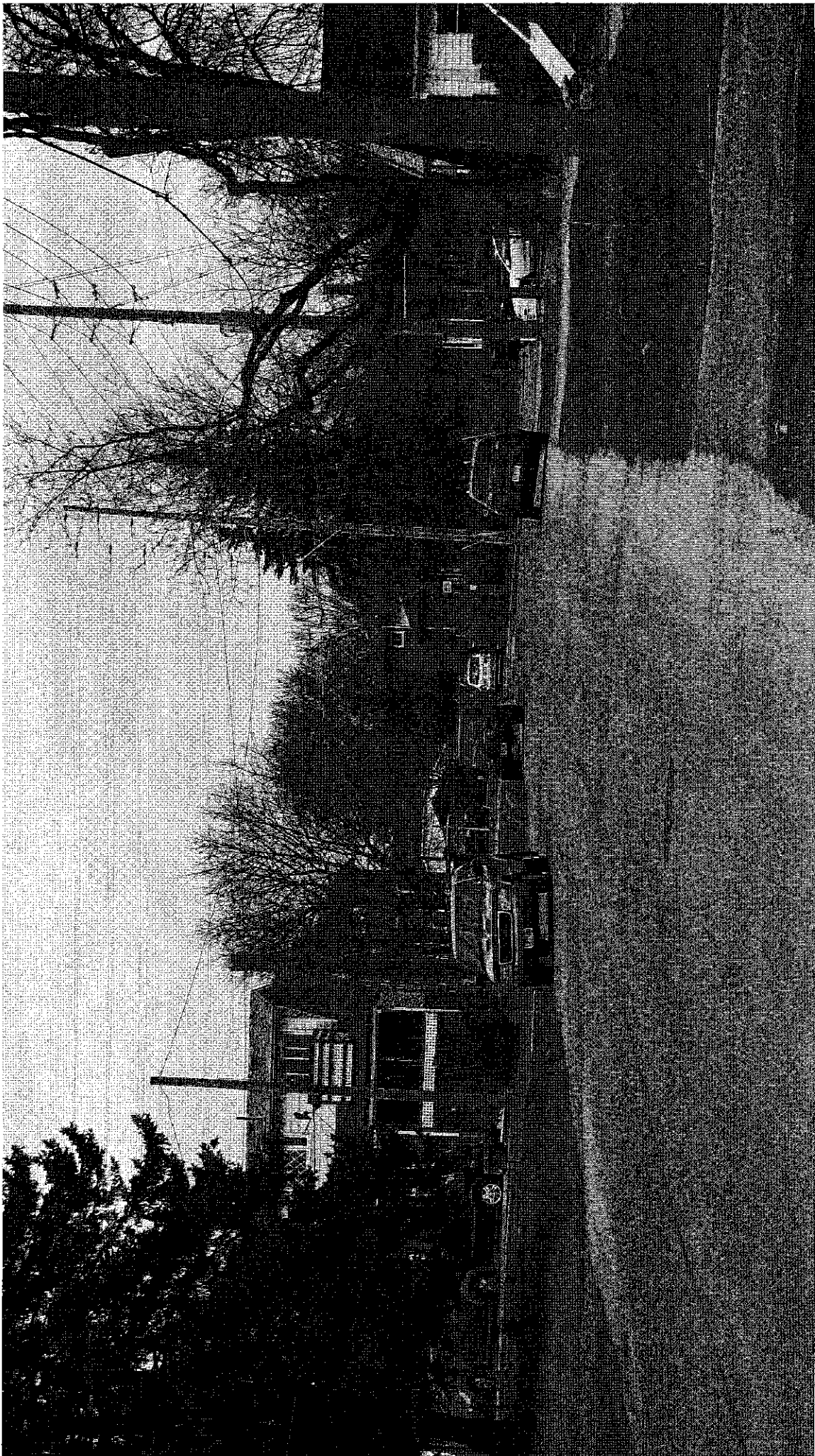
Sincerely,

Halina Kiluk

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| <input checked="" type="checkbox"/> Receive | <input type="checkbox"/> Resolution |
| <input type="checkbox"/> Direction Required | <input type="checkbox"/> Resolution / By-Law |
| <input type="checkbox"/> Community Services | For |
| <input type="checkbox"/> Corporate Services | <input checked="" type="checkbox"/> Appropriate Action |
| <input checked="" type="checkbox"/> Planning & Building | <input type="checkbox"/> Information |
| <input type="checkbox"/> Transportation & Works | <input type="checkbox"/> Reply |
| | <input type="checkbox"/> Report |



I-206)



I-2(c)

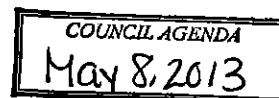
ENBRIDGE

500 Consumers Road
North York, Ontario
M2J 1P8
PO Box 650
Scarborough ON M1K 5E3

Shari Lynn Spratt
Supervisor Regulatory Proceedings
Telephone: (416) 495-5499
Fax: (416) 495-6072
Email: EGDRRegulatoryProceedings@enbridge.com

April 25, 2013

VIA COURIER



To: Clerk of Municipalities within Proposed GTA Pipeline Area

| | |
|--|--|
| City of Brampton Peter Fay, Clerk Clerk's Office 2 Wellington Street West Brampton, ON L6Y 4R2 | City of Mississauga Crystal Greer, Clerk Office of the Clerk 300 City Centre Drive Mississauga, ON L5B 3C1 |
| City of Richmond Hill Donna McLarty, Clerk Clerk's Office 225 East Beaver Creek Road Richmond Hill, ON L4B 3P4 | City of Toronto Ulli Watkiss, Clerk Clerk's Office 100 Queen Street West, 13 th Floor Toronto, ON M5H 2N2 |
| City of Vaughan Jeffrey Abrams, City Clerk Office of the Clerk 2141 Major Mackenzie Drive Vaughan, ON L6A 1T1 | Town of Milton Troy McHarg, Clerk Clerk's Office 150 Mary Street Milton, ON L9T 6Z5 |
| Town of Markham Kimberly Kitteringham, Town Clerk Clerk's Department 101 Town Centre Blvd. Markham, ON L3R 9W3 | |

**Re: Enbridge Gas Distribution Inc. ("Enbridge")
EB-2012-0451 - Greater Toronto Area ("GTA") Project
Ontario Energy Board (the "Board") Notice of Application**

On December 21, 2012, Enbridge Gas Distribution Inc. filed a "Leave To Construct" Application with the Ontario Energy Board in respect to certain natural gas pipelines and related facilities in the Greater Toronto Area, known as the GTA Project. The GTA Project has a western component, referred to as Segment A and an eastern component, referred to as Segment B.

On February 12, 2013, Enbridge filed an amendment to the application and evidence to notify the Board of three changes to the proposed route for Segment A, including a change in the starting point. The new starting point lies along the original proposed routing.

I-3(a)

April 25, 2013

Page 2 of 2

Further to the above noted submissions, on April 15, 2013, Enbridge filed additional updates to the application and evidence for the project. A summary of the updates can be found at Exhibit A, Tab 2, Schedule 4.

As a result of the updates from April 15, 2013 the Board has directed Enbridge to notify parties of the Amended Application. Accordingly, enclosed please find the Notice of Amended Application and a copy of Enbridge's Updated Application for the EB-2012-0451 proceeding.

All evidence filed with the Board for the GTA Project is available on the Enbridge website at the following link: www.enbridgegas.com/gtaproject.

Please contact me if you have any questions regarding the GTA Project.

Yours truly,



Shari Lynn Spratt
Supervisor Regulatory Proceedings

Encl.

| | |
|--|---|
| <input checked="" type="checkbox"/> Receive | <input type="checkbox"/> Resolution |
| <input type="checkbox"/> Direction Required | <input type="checkbox"/> Resolution / By-Law |
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| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Appropriate Action |
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| <input checked="" type="checkbox"/> Transportation & Works | <input type="checkbox"/> Reply |
| | <input type="checkbox"/> Report |

I-3(b)

Ontario Energy
Board

Commission de l'énergie
de l'Ontario



EB-2012-0451

NOTICE OF AMENDED APPLICATION

Enbridge Gas Distribution Inc. has requested approval of the methodology to establish a rate for transportation services related to its application for approval to build two segments of pipeline in the Greater Toronto Area

Enbridge Gas Distribution Inc. applied on December 21, 2012 to the Ontario Energy Board (OEB) for approval to construct two segments of underground natural gas pipeline and associated facilities ("Original Application"). A Notice for the Original Application (EB-2012-0451) was issued by the OEB on March 5, 2013.

On April 15, 2013 Enbridge amended the Original Application by asking the OEB to approve a methodology to establish a rate for gas transportation services for TransCanada Pipelines Limited on one of the two segments of the proposed pipelines ("Amended Application").

Note to Registered Intervenors

Intervenors that have already registered in the EB-2012-0451 proceeding do not need to file a separate intervention request for the Amended Application, as they are already intervenors.

The Ontario Energy Board's Role

The OEB will hold a hearing to consider whether Enbridge's request for approval to construct the two segments of pipeline (and associated facilities) and transmission rate methodology should be approved.

Have Your Say

There are several ways you can get involved in the process:

- You can apply for intervenor status, which will allow you to participate more actively.
- You can file a Letter of Comment with the OEB.
- You can become an observer which allows you to receive OEB documents and monitor the proceeding but not take an active role.

To learn more about how to participate, please visit
www.ontarioenergyboard.ca/participate

Deadlines

To become an intervenor or an observer, your deadline to file documents with the OEB is **10 days** from the publication or service date of this notice. If you miss this deadline, the hearing will proceed without you. You will not receive any further notice of the proceeding.

If you choose to file a letter of comment, you must file it no later than **30 days** from the publication or service date of this notice.

Personal Information

Your personal information is treated differently depending on how you choose to participate.

If you file a letter of comment or request to become an observer, your name and the content of your letter to the OEB will be put on the public record and on the OEB's website, but your personal telephone number, address, fax number or e-mail address will be removed from the letter. Any business information will be public.

If you choose to become an intervenor anything you file with the OEB including your name and personal contact information will be placed on the OEB website and will be available for the public to view.

Written vs. Oral Hearings

The OEB has not determined whether it will hold a written or oral hearing in this case. That decision will be made later in this process.

Learn More

To learn more about this hearing and your options to get involved, please visit our website at www.ontarioenergyboard.ca/participate or phone our Consumer Relations Centre at 1-877-632-2727. You can access all documents related to this case by searching the file number EB-2012-0451 on the OEB website.

This hearing will be held under sections 90, 98 and 36 of the *Ontario Energy Board Act*, 1998, S.O. 1998 c.15 (Schedule B).

Addresses**The Board:**

Ontario Energy Board
P.O. Box 2319
27th Floor
2300 Yonge Street
Toronto ON M4P 1E4
Attention: Board Secretary
Filings:
www.pes.ontarioenergyboard.ca/eservice/
E-mail: boardsec@ontarioenergyboard.ca
Tel: 1-888-632-6273 (Toll free)
Fax: 416-440-7656

The Applicant:

Enbridge Gas Distribution Inc.
P.O. Box 650
500 Consumers Road
Toronto ON M2J 1P8
Attn: Mr. Norm Rykman
E-mail: EGDRegulatoryProceedings@enbridge.com
Tel: 416-495-5499
Fax: 416-495-6072

I-3(e)

Counsel of the Applicant:

Mr. Scott Stoll
Aird & Berlis LLP
Suite 1800, Box 754
Brookfield Place, 181 Bay Street
Toronto ON M5J 2T9

E-mail: ssoll@airdberlis.com

Tel: 416-865-4703

Fax: 416-863-1515

DATED at Toronto, April 24, 2013

ONTARIO ENERGY BOARD

Original Signed By

Kirsten Walli
Board Secretary

ONTARIO ENERGY BOARD

IN THE MATTER OF the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15 (Schedule B);

AND IN THE MATTER OF an application by Enbridge Gas Distribution Inc. under section 90 and 91 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15 (Schedule B) for an order or orders granting leave to construct a natural gas pipeline and ancillary facilities in the Town of Milton, City of Markham, Town of Richmond Hill, City of Brampton, City of Toronto, City of Vaughan and the Region of Halton, the Region of Peel and the Region of York;

AND IN THE MATTER OF an application by Enbridge Gas Distribution Inc. under section 36 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c. 15 (Schedule B) for an order or orders approving the methodology to establish a rate for transportation services for TransCanada Pipelines Limited;

LEAVE TO CONSTRUCT APPLICATION:

GREATER TORONTO AREA PROJECT

1. The Applicant, Enbridge Gas Distribution Inc. ("Enbridge") is an Ontario corporation with its head office in the City of Toronto. It carries on the business of selling, distributing, transmitting and storing natural gas within Ontario.

I-3(g)

Updated: 2013-04-15
EB-2012-0451
Exhibit A
Tab 2
Schedule 1
Page 2 of 12
Plus Attachments

2. Enbridge hereby applies to the Ontario Energy Board (the "**Board**") for leave to construct the Greater Toronto Area Pipeline Project (the "**GTA Project**") as described herein. The purpose of the GTA Project is to: (i) support future customer growth for the period 2015 to 2025; (ii) eliminate distribution system constraints, (iii) diversify gas supply entry points into the Enbridge distribution system; (iv) reduce operational risks; and (v) provide improved reliability, risk mitigation and cost savings for upstream gas supply.
3. Update No. 1 and Update No. 2 are amendments to the original Application filed on December 21, 2012 and are a result of further discussions with TransCanada PipeLines Limited ("**TransCanada**") and Union Gas Limited ("**Union Gas**"). As a result of these discussions, TransCanada and Enbridge have entered into an arrangement in which TransCanada will receive certain transportation services from Enbridge utilizing a portion of the proposed facilities. Enbridge does not currently have an existing rate for such service. Details of these discussions are provided in the evidence at Exhibit A, Tab 3, Schedule 1, page 10. The elements of the transportation services arrangement between Enbridge and TransCanada for shared use of this pipeline can be found in Exhibit E, Tab 1, Schedule 2.
4. Update No. 1, filed on February 12, 2013, discussed changes to the originally filed project scope. The primary changes were:
 - i. Shortening of Segment A;
 - ii. Shared usage of Segment A with TransCanada; and
 - iii. Relocation of the Parkway West Gate Station.

These changes allow for optimized use of existing infrastructure and a coordinated build

out of required future infrastructure in and around the GTA. Additional amendments to the evidence have been filed within this update, Update No. 2, which are the corresponding project costs, construction schedule, economic feasibility, and details on the shared usage of Segment A with TransCanada. The changes are described below and a summary of the changes within Update No. 1 and No. 2 can be found in Exhibit A, Tab 3, Schedule 4

5. The GTA Project consists of two segments, Segment A and Segment B, each of which are described below.

Segment A

6. Segment A is intended to connect to the TransCanada Mainline system and provide delivery of gas to Enbridge's Albion Road Station. Segment A is located in the Region of Halton, Region of Peel, Town of Milton, City of Brampton and the City of Toronto. Segment A also connects to Union Gas which will be further described below. A map of Segment A may be found in Attachment Figure 1.

Segment A – TransCanada Bram West Interconnect to Albion Road

7. Subject to National Energy Board ("NEB") approval, TransCanada proposes to construct an interconnection point, called the "Bram West Interconnect" and create a new single point distributor delivery area called Bram West and add it to the TransCanada Tariff. Enbridge will have in-line inspection equipment at this interconnection point.

I-3(Li)

8. Enbridge will construct a pipeline from the Bram West Interconnect to the Albion Road Station. The proposed route is approximately 20.9 kilometres ("**km**") long and begins at the proposed Bram West Interconnect, with TransCanada's Mainline system, located south of Highway 407 between Winston Churchill Boulevard and Heritage Road in the City of Brampton. The route is on the north side of a generally west-east trending Parkway Belt West Plan corridor, and predominantly within a designated Utility Corridor, or road right-of-ways, for the length of the route.
9. This pipeline will terminate at the existing Enbridge Albion Road Station near Highway 427, Albion Road and Indian Line. As part of the GTA Project, Enbridge's Albion Road Station will be expanded to accommodate the new connection and odourization, metering, regulation and other ancillary equipment.
10. TransCanada and Enbridge are continuing dialogue regarding the shared use of the Bram West to Albion Road pipeline to serve both transmission and local distribution needs. This arrangement will eliminate the need for duplicative pipelines/facilities resulting in less environmental and community impacts. Enbridge does not currently have a methodology or a rate applicable to the transportation service to be provided to TransCanada. Enbridge is seeking approval of the methodology that will be applied to develop a rate ("**Rate 332**") for the transportation service in order to provide TransCanada with a means to determine their future payment obligations and pursue regulatory approvals. Accordingly, Enbridge and TransCanada have determined the request for such approval should precede TransCanada's application to the NEB. Enbridge will be seeking approval of the new rate,

I-36j)

Rate 332, in a subsequent rate proceeding, EB-2012-0459, when the rate impact of the GTA Project will be considered.

11. To accommodate the anticipated needs of both companies and their customers, the Bram West to Albion Road pipeline has been designed as extra high pressure ("XHP") with a Nominal Pipe Size ("NPS") of 42 inches or NPS 42. In the event that market conditions do not justify a NPS 42 pipe size, or TransCanada¹ does not receive the requisite regulatory approvals from the NEB, Enbridge would request this Board approve Segment A being comprised of a NPS 36 pipeline between Bram West and Albion Road. In such circumstances, Enbridge will file an update to the evidence to reflect such change.

Segment A – Parkway West

12. In addition to the Bram West to Albion pipeline described above, Segment A includes other facilities in the vicinity of Union Gas' proposed Parkway West and existing Parkway Compressor facilities near Highway 407 and Derry Road in the Town of Milton, Region of Halton. The proposed Enbridge Parkway West Gate Station will connect to Union Gas and tie into the existing Enbridge NPS 36 Pipeline (the "**Parkway North**" pipeline) which is located on the west side of Highway 407. This connection will require the installation of approximately 315 metres ("m") of NPS 36 pipeline to complete the tie-in. This pipeline will also be located west of Highway 407 and south of Derry Road in the Town of Milton, Region of Halton.

¹ Further detail is provided at Exhibit E, Tab 1, Schedule 2.

I-3(k)

13. Enbridge also proposes to upgrade the existing valve manifold at the existing Parkway By-Pass (located on the west of Highway 407 south of Derry Road and directly west of the Parkway Gate Station) to include pressure regulation between the existing Enbridge NPS 36 "Parkway North" pipeline and the existing Enbridge NPS 36 XHP "Mississauga Southern Link" Pipeline (the "MSL" pipeline) that currently operate at different pressures.

Segment B

14. Segment B is proposed to be NPS 36 XHP pipeline and the modification and construction of station facilities. A map of Segment B may be found in Attachment Figure 2. The GTA Project - Segment B will be constructed within the Region of York, the City of Vaughan, the City of Markham, City of Toronto and the Town of Richmond Hill.
15. The Segment B pipeline commences at Enbridge's Keele/CNR Station which will be modified to connect to the proposed NPS 36 XHP pipeline.
16. The Segment B Preferred Route is approximately 23 km long and begins at Enbridge's Keele/CNR Station located on Keele Street, approximately 400 m north of Steeles Avenue in the City of Vaughan.
17. The Segment B Pipeline exits the Keele/CNR Station and travels northeast for approximately 15.4 km, within the Parkway Belt West Plan Area and primarily within the Utility Corridor designation area, to the north-south trending hydro transmission corridor between Pharmacy Avenue and Warden Avenue, in the City of Markham.

18. The Segment B Pipeline turns south to continue along the hydro transmission corridor to McNicoll Avenue, where the hydro transmission corridor ends and continues within the Enbridge owned north-south trending Buttonville utility corridor.
19. The Segment B Pipeline continues south within the utility corridor and terminates just north of Sheppard Avenue, connecting to an existing Enbridge NPS 36 pipeline. The Pipeline travels within Utility Corridors (including the Parkway Belt, Buttonville Corridor) for the majority of pipeline length.
20. Enbridge proposes to construct the Buttonville Regulation Facility ("**Buttonville Station**"), south of Highway 407 and east of Rodick Road in the City of Markham, to tie the new NPS 36 XHP east-west and north-south portions into the existing NPS 30 XHP Pipeline (the "**Don Valley**" pipeline) in the area of the intersection of the two pipelines.
21. Enbridge also proposes to expand the existing "Jonesville-Eglinton Regulation Facility" ("**Jonesville Station**") located within the existing utility corridor north of Eglinton Avenue East and Jonesville Crescent in the City of Toronto. The expansion will provide additional support for the existing NPS 36 XHP pipeline feed into the existing NPS 30 XHP Don Valley pipeline running south from the Jonesville Station to Station B.
22. The route and location for the GTA Project was selected by Dillon Consulting Inc. ("**Dillon**"), an independent environmental consultant, through the process outlined in the Ontario Energy Board's *"Environmental Guidelines for the Location, Construction, and Operation of Hydrocarbon Pipelines in Ontario"* (Sixth Edition, 2011). Input from the public, area stakeholders, Métis and First Nations was sought during the route selection

I-3(m)

process and was incorporated into the final alignment decision. Enbridge will continue to update the Métis and First Nations regarding the results of the archeological studies.

23. The route selection and the environmental and socio-economic impact assessment of the proposed facilities are provided in the "*GTA Project: Environmental Report*" (the "**Environmental Report**") found at Exhibit B, Tab 2, Schedule 1, Attachment 1. The proposed measures outlined in the Environmental Report will be used to mitigate any potential environmental impacts. An amendment to the Environmental Report is included with Update No. 1 at Exhibit B, Tab 2, Schedule 1, Attachment 4.
24. In addition to the consultation completed as part of the Environmental Report, Enbridge has consulted, and continues to consult, with interested stakeholders. An amendment has been filed as part of Update No. 2 to include public consultation on the changes outlined in Update No. 1. The amendment can be found at Exhibit B, Tab 2, Schedule 2, Attachment 5.
25. Enbridge has included draft agreements at Exhibit D, Tab 1, Schedule 2 that will be offered to affected landowners where the need for an easement arises.
26. There are five (5) individual landowners that will be impacted by the proposed construction. As these individuals are not yet a party to the proceeding, Enbridge has redacted their identities from the matters filed in the public record. Enbridge has filed two copies of the unredacted information regarding the five landowners confidentially with the Board in a separate sealed envelope.

E-3(n)

27. Enbridge has filed certain financial and economic information in confidence, pursuant to the Board's *Practice Direction on Confidential Filings* and the *Rules of Practice and Procedure*. Two copies of the unredacted information have been filed in a separate sealed envelope.
28. The updated estimated cost of the GTA Project is \$623.7 million. The amended project costs, schedule, and economic feasibility calculations have been provide in the evidence submitted as part of Update No. 2. This evidence has been updated based on the shared usage with TransCanada, the shorter length of Segment A and the larger pipe size. The corresponding revenue requirement for services provided to TransCanada can be found at Exhibit E, Tab 1, Schedule 2. The vast majority of the estimated costs have not yet been committed to or incurred. Access to certain information in the economic modeling has also been filed confidentially.
29. Enbridge hereby requests the Board maintain this information in confidence to preserve the integrity of, and ensure customer confidence in, the procurement process. Further details regarding the request for confidentiality are provided with the cover letter to the sealed envelopes containing the unredacted information.
30. Enbridge does not object to the confidential information being made available to intervenors in this proceeding subject to such intervenor providing a declaration and undertaking to maintain the confidentiality of the information and to only use such information for this proceeding.

I-3(6)

31. The proposed in-service date for the GTA Project is prior to November 2015 in order to be available for the winter of 2015. In order to meet the in-service date, construction is scheduled to commence no later than December 2014. Exhibit C, Tab 2, Schedule 2 indicates the proposed construction schedule.
32. The permitting process will require several weeks to, in some instances, more than one year. Procurement lead times may also require more than one year. Therefore, Enbridge requests that the Board establish a schedule for this Application such that a Decision and Order can be issued by September, 2013.
33. A list of interested parties is provided at Exhibit A, Tab 2, Schedule 3 and the list of permitting authorities is provided at Exhibit D, Tab 1, Schedule 3. The list of interested parties and the list of permitting authorities have been updated with Update No.1 and Update No. 2, respectively.
34. Enbridge requests this Application be conducted in English.
35. Enbridge requests the Board issue:
 - i. such directions and orders as the Board deems appropriate for the notice and proper review, consideration and processing of this Application;
 - ii. such orders as are necessary or advisable for the proper protection, handling and access to the confidential information described herein;
 - iii. pursuant to section 90 and 91 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15 (Schedule B), an Order(s) granting leave to construct the GTA

Project - Segment A, including Bram West to Albion Road Station, as either NPS 42 or NPS 36 pipeline, and other facilities as described herein;

- iv. pursuant to section 90 and 91 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15 (Schedule B), an Order(s) granting leave to construct the GTA Project - Segment B as described herein;
- v. pursuant to section 97 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15, Schedule B, an Order approving the form of easement agreements found at Exhibit D, Tab 1, Schedule 2, Attachment herein;
- vi. in order to determine the conditions under which TransCanada will be provided service, pursuant to section 36 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c-15, Schedule B an Order granting approval for a methodology to determine the rate, Rate 332, in respect of the transportation service provided to TransCanada.

36. Enbridge requests that copies of all documents filed with the Board in connection with this proceeding be served on it and on its counsel, as follows:

| | |
|-------------------------------|--|
| The Applicant: | Regulatory Affairs Enbridge Gas Distribution Inc. |
| Address for personal service: | 500 Consumers Road Toronto, ON M2J 1P8 |
| Mailing Address: | P. O. Box 650 Scarborough, ON M1K 5E3 |
| Telephone: | (416) 495-5499 |
| Fax: | (416) 495-6072 |
| E-Mail: | EGDRegulatoryProceedings@enbridge.com |

| | |
|--|--|
| The Applicant's counsel: | Scott Stoll Aird & Berlis LLP |
| Address for personal service and mailing address: | Suite 1800, Box 754 Brookfield Place, 181 Bay Street Toronto, Ontario M5J 2T9 |
| Telephone: | (416) 865-4703 |
| Fax: | (416) 863-1515 |
| E-Mail: | ssoll@airdberlis.com |

DATED April 15, 2013 at Toronto, Ontario.

ENBRIDGE GAS DISTRIBUTION INC.
By its counsel

AIRD & BERLIS LLP

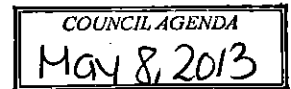
Original Signed by

Scott Stoll

I-4

Carmela Radice

From: Diana Haas
Sent: 2013/04/30 11:58 AM
To: Carmela Radice
Subject: FW: (For Inclusion in Information Items for Council) OMB Decision 2013 ERRONEOUS AND INSULTING
Attachments: Traffic Review - Mississauga Road- V 1 Final (Tam) 2013.ppt



From: Angela DiLegge
Sent: 2013/04/30 9:20 AM
To: Crystal Greer; Diana Rusnov; Diana Haas
Cc: Angela DiLegge; Debbie Thomson
Subject: (For Inclusion in Information Items for Council) OMB Decision 2013 ERRONEOUS AND INSULTING

From: Katie Mahoney
Sent: 2013/04/29 5:05 PM
To: Angela DiLegge; Debbie Thomson
Subject: FW: OMB Decision 2013 ERRONEOUS AND INSULTING

Hi Mr. Lee requested that this email be sent to Council, can you send it to clerks for inclusion in the information items for Council.
Thanks

Katie Mahoney
Councillor, Ward 8
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1
Tel: 905-896-5800
Fax: 905-896-5463
Email: katie.mahoney@mississauga.ca

| | |
|---|--|
| <input checked="" type="checkbox"/> Receive | <input type="checkbox"/> Resolution |
| <input type="checkbox"/> Direction Required | <input type="checkbox"/> Resolution / By-Law |
| <input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services <input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works | For <input type="checkbox"/> Appropriate Action <input checked="" type="checkbox"/> Information <input type="checkbox"/> Reply <input type="checkbox"/> Report |

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From: Mel Lee [REDACTED]
Sent: April-29-13 4:04 PM
To: Katie Mahoney; Ben Phillips; Marcia Taggart; Ed Sajecki; Mary Ellen Bench
Cc: 'Vince Mammoliti'; Weber Cathy; [REDACTED]; [REDACTED]; [REDACTED]; Debbie Thomson; Angela DiLegge; Kai Tam
Subject: Re: OMB Decision 2013 ERRONEOUS AND INSULTING

Katie

I-4(a)

Dr K Tam's presentation attached was not allowed by the lawyer for Dunpar. Without city legal representations we were seriously disadvantaged.

City absence in fighting the reneged deal of OMB 1 ruling further allowed the chair to punish your taxpayers with 6 more units than the 59 thought of. That could have stopped it.

As to Traffic

1 Who will be accountable for signing off on a builder funded report for rubber stamping to the Ministry of Transportation, a report that had exactly same numbers of traffic as the 6 year old traffic one day study done in 2007? No growth in 6 years? A builder paid study done on a single day, and done at one location only in 2012 if it was actually done at all.

2. Will the builder be liable for all costs associated with any widening of Mississauga Road, traffic lights, and expansions at the major intersections north and south?

Your scenic heritage Mississauga Road cannot handle this over intensification. You have experienced the pain! Council will have this on their legacy.

Regardless, your voters and taxpayers feel again that the city has thrown us under the bus from day one with zero legal assistance, and now without any help even in the form of even a city manager or mayor letter to the judge, moral suasion all while using circles of influence to stop this product development.

As the co chair of the LTC HOME Family Council, who vehemently oppose this development, told many of us, " Its like bringing Detroit on to Mississauga Road".
FOREVER

Please review and send to council HELP US Thank you.

We will continue to fight for Mississauga. It's about "Preserving Mississauga Road"

Name one resident who would want these 4 storey towns on 15" lots with double balconies and tandem garages in their back yard?

Mel Lee

Mississauga Residents for the Preservation of Low Density and the Environment off Scenic Historic Mississauga Road

From: Katie Mahoney <Katie.Mahoney@mississauga.ca>
To: "Vince Mammoliti" [REDACTED]
Cc: Mel Lee [REDACTED]; Ben Phillips <Ben.Phillips@mississauga.ca>; Weber Cathy
[REDACTED]; "[REDACTED]" <[REDACTED]>;
"[REDACTED]" <[REDACTED]>; [REDACTED];
[REDACTED]; [REDACTED]; [REDACTED];
[REDACTED]; Debbie Thomson <Debbie.Thomson@mississauga.ca>; Angela DiLegge
<Angela.DiLegge@mississauga.ca>
Sent: Monday, April 29, 2013 12:52:56 PM
Subject: RE: OMB Decision 2013 ERRONEOUS AND INSULTING

Thank you for your email, and your comments.

As I understand the OMB decision, paragraph 26, is that Dunpar will need to file a revised zoning by-law with the Board (not the city) that will reflect the revised number of units and Gross floor area that the Board approved. The Board will then issue its final Order, and the City of bound to comply with an order issued by the Ontario Municipal Board.

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From: Vince Mammoliti [REDACTED]
Sent: 2013/04/28 11:55 AM
To: Katie Mahoney

I-4(C)

Cc: Mel Lee; Ben Phillips; Weber Cathy; [REDACTED]; Debbie Thomson

Subject: Re: OMB Decision 2013 ERRONEOUS AND INSULTING

Hi Katie,

I understand that this is a sore point for everyone. As Mel and friends have pointed out we believe there is a fair amount of errors on the information provided by Dunpar to win over the OMB.

Can you provided us assistance on the following:

In the OMB Decision the traffic was claiming that not much change If traffic studies where done in September 2012. There has been bridge work done on the overpass on Mississauga Road and the 403. Sign states July 2012-September 2013. I have found that even traffic on my street on Bridlepath that cut-through traffic had gone down. My belief is that others have found faster alternative routes. Well as it has shown in the past that commuters will eventually return to there most optimal commute route. This making note that the traffic count is not a true reflection of normal traffic patterns. I have also seen wording of widening Mississauga road. I thought that was not possible under the Heritage Scenic Route designation of Mississauga Road.

Last point in the document section [26] its stated that this can only move forward if the City pass the by-law to allow the changes for Dunpar.

What happens if the city does not pass the by-law?

Please assist here,

Regards,

Vince

On Mon, Apr 15, 2013 at 4:44 PM, Katie Mahoney <Katie.Mahoney@mississauga.ca> wrote:
Mr. Lee,

I have as yet not received the OMB decision.

Under the Ontario Planning Act, and the rules under which the OMB operate the decision is not appealable, I will get the correct wording.

I need to read the decision before I comment further.

Katie

Katie Mahoney
Councillor, Ward 8
The Corporation of the City of Mississauga
300 City Centre Drive
Mississauga ON L5B 3C1
Tel: 905-896-5800

Fax: 905-896-5463

Email: katie.mahoney@mississauga.ca

I-4(d)

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From: Mel Lee [REDACTED]

Sent: April-15-13 4:03 PM

To: Katie Mahoney; Ben Phillips

Cc: 'Weber Cathy'; [REDACTED]

Subject: Re: OMB Decision 2013 ERRONEOUS AND INSULTING

Katie In addition to below.

No doubt you read page 6 (25) "The board would heave reduced the unit count to 59 units even with a "Modicum" of planning evidence in opposition because Dunpar was party to a settlement that was the result of some level of analysis in the first instance."

So does this mean the city not even representing a position affected us all for the increased density of now 65 units now apparently being allowed, with the point (26) that "The Board will withhold its final order until a revised by law is filed substantially in the form of Exhibit 18b with appropriate adjustments to the number of units (57 townhouses) and the gross floor area (less than 1.052 by 3 units) " ?

Katie this must be appealed especially before council and planning commits to creating a revised by law as the Board suggests.

I-4(e)

Please lets strategize on what we all can do together to stop these actions.

Mississauga Residents for the preservation of low density and the environment off Scenic Historic Mississauga Road

From: Mel Lee <[REDACTED]>
To: Katie Mahoney <katie.mahoney@mississauga.ca>; Ben Phillips <Ben.Phillips@mississauga.ca>
Cc: 'Weber Cathy' <[REDACTED]>

Sent: Monday, April 15, 2013 12:54:30 PM
Subject: OMB Decision 2013 ERRONEOUS AND INSULTING

Hi Katie

Just received the OMB April 10th 2013 report as they had my mailing address incorrect.

We are shocked at the non decision that continues to lean heavily towards Dunpar.

In particular General Comments (23) page 5 are erroneous with the statement:

" The residents were not directly concerned with matters of privacy, overlook and physical compatibility and density transition that would normally be the issues addressed in the City's planning report"

The issue of privacy, overlook and height was always at the for front such that the builder agreed to reduce the height and hence instill more privacy with three storey units facing the home owners on the north. You know that.

Then to further add insult they do not use the plan that was agreed to under duress, but rather say in (24) " The contrary planning evidence was like the sound of one hand clapping"

Residents are most upset and ask for your involvement in the continued fight to stop the development from proceeding on Scenic Historic Mississauga Road. I-4(f)

Your comments and suggestions for action are most welcome.

This "moustache" on the Mona Lisa will be permanent if we let it happen on councils watch!

Mississauga Residents for the preservation of low density and the environment off Scenic Historic Mississauga Road

Traffic Data Review of Mississauga Road

(Eglinton to Burnhamthorpe Section)

Dr Kai K. Tam, PhD Engineering, Prof Eng., Ret.

Formerly 30 years with Ministry of Transportation (roads)

4605 Badminton Drive Mississauga

Critique of Dunpar Paid for Traffic Impact

**Traffic Impact Assessment Addendum
Proposed 72 Unit Residential Development
4390 Mississauga Road
City of Mississauga**

**October 13, 2011
16-06091-004-T04**

Company hired by Dunpar

**ROBERT K. WANLESS,
P.Eng.**

**Vice President, Transportation Planning Department
Principal**

I-405

Traffic Review

- **Traffic Count/Study**
- **Level of Service – Wait Time**
- **Trip Generation (Vehicle Trip per Unit)**

Traffic Count

Mississauga Road

Badminton Drive

13 Sept. 2011 (Tues)

- N. Leg: 1758/1752 = 3530
- S. Leg: 1790/1723 = 3548

Peak Hr (7-9 am)

- N. Leg: 965 S. Leg: 971

Peak Hr (16-18 pm)

- N. Leg: 1082 S. Leg: 1090

Retirement Home

9 May 2007 (Wedn)

- N. Leg: 1767/1754 = 3556
- S. Leg: 1791/1723 = 3532

Peak Hr (7-9 am)

- N. Leg: 908 S. Leg: 909

Peak Hr (16-18 pm)

- N. Leg: 1041 S. Leg: 1035

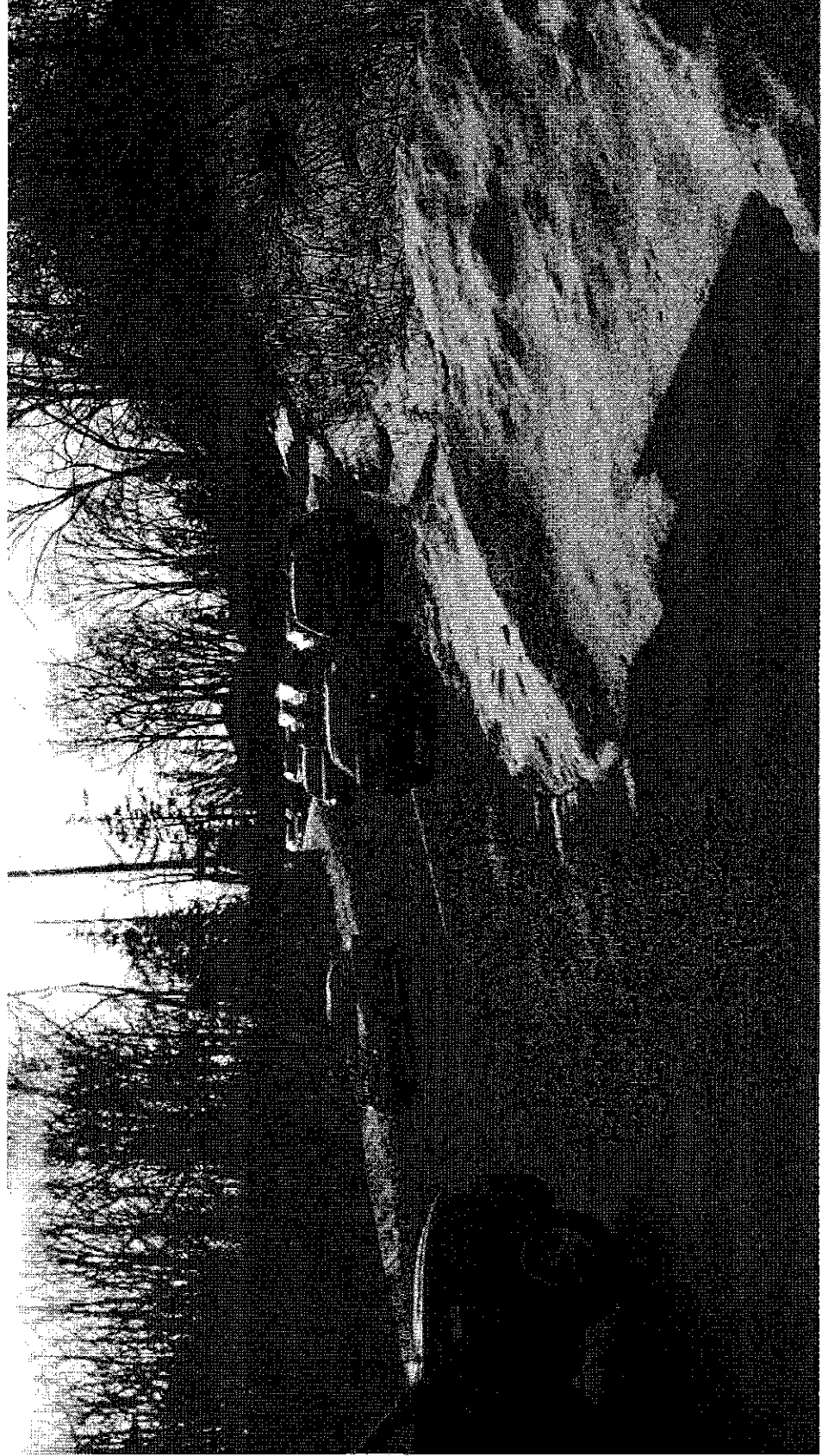
I-4(k)

Eglinton & Mississauga Road



Burnhamthorpe & Mississauga Roads

(regular day 8:05 am in Feb 2013)



I-4(1)

Traffic Study Inadequate (1)

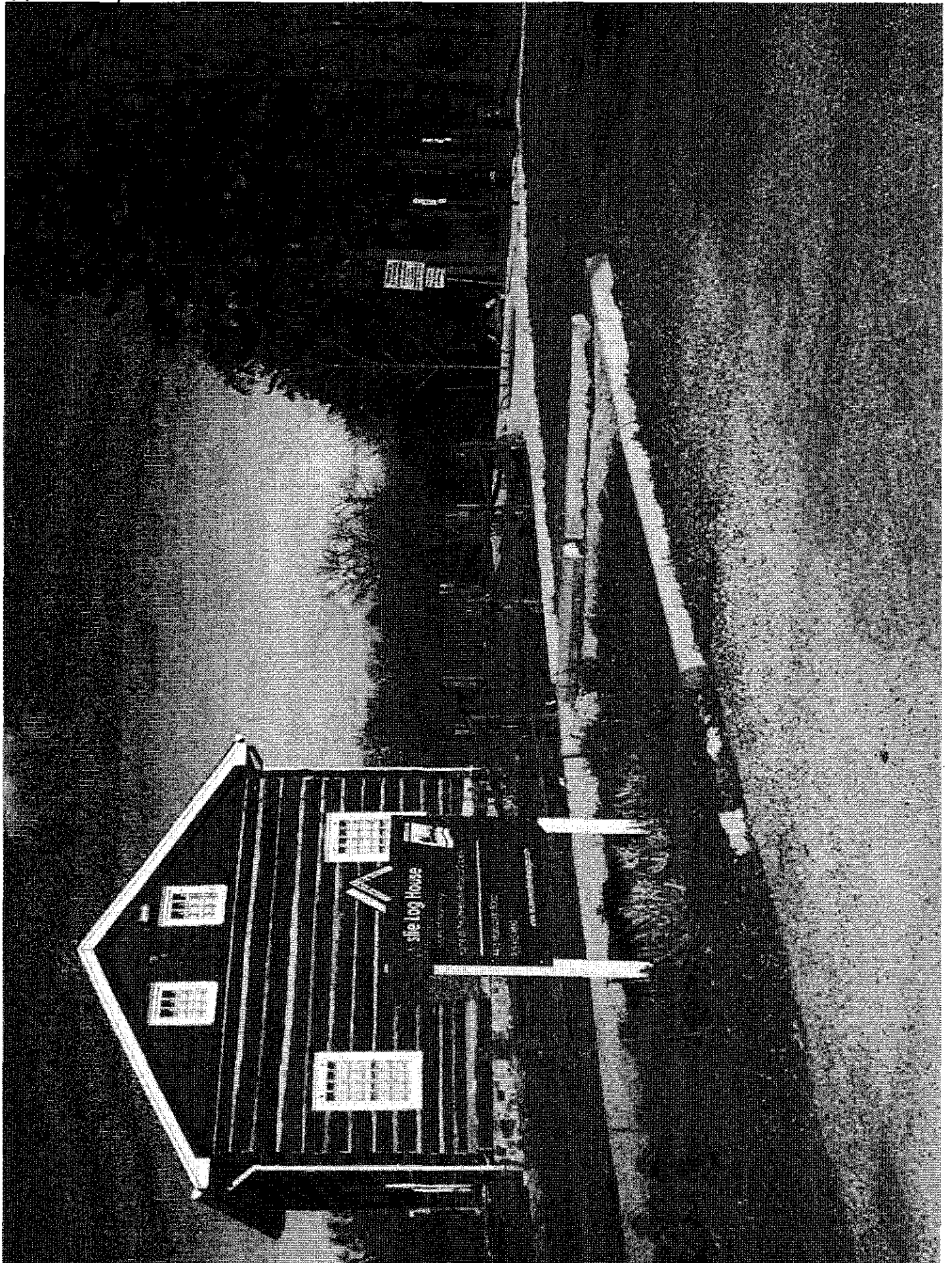
I-4(m)

1. Extensive traffic study (AADT and ADST) should be conducted for such significant development by Dunpar, esp. on important *scenic route* like Mississauga Road. Single day count totally inadequate!
2. Dunpar data shows no change in 4 years (2007 to 2011) – questionable?
3. Mississauga Road traverse three (3) major city roads (Eglinton, Burnhamthorpe, Dundas, leading to QEW) – not considered?
4. Only bridge overpass between Creditview & Erin Mills – not considered?

Traffic Study Inadequate (2)

5. **Bottle necks at Burnhamthorpe/Woodchuck Lane – not considered?**
6. **Scenic road – Fall & Summer traffic much more - 13 Sept 2011 traffic count by Dunpar, back to school, U of T traffic?**
7. **Croatian Park traffic, esp. during summer picnic gathering/parties – not accounted for?**
8. **Croatian Church Weekend Masses & Special events/functions – not considered?**
9. **Increasing Heritage House cultural tours/visitors and use of meeting facilities – not considered?**

I-4(8)

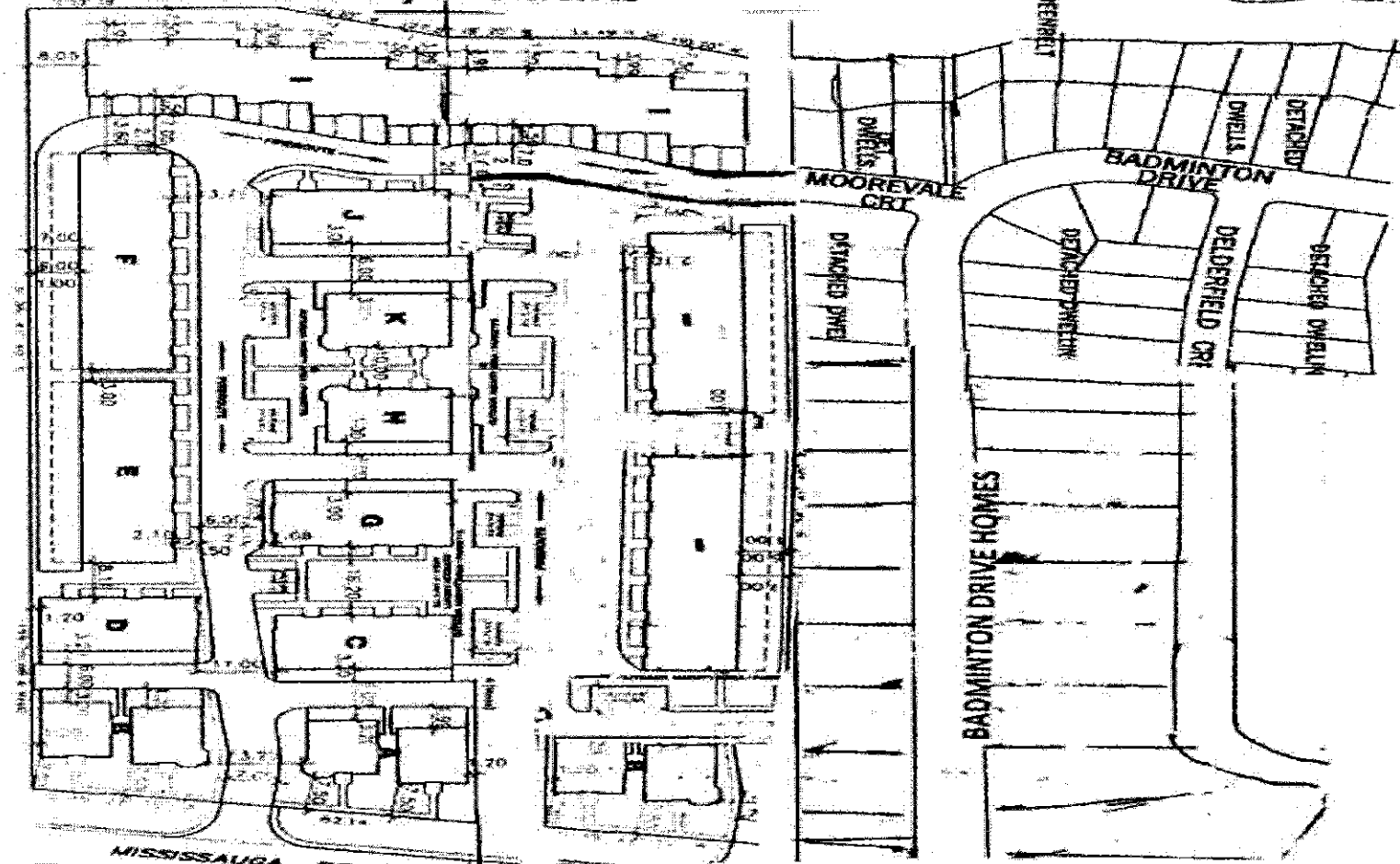


Traffic Study Inadequate (3)

- 10. New HUSH developments – 4 cars per not accounted for?**
- 11. New Credit Mills plaza at the Streetsville tracks plus new homes - plus a upscale deli grocery store (like Longos store), and retail with business units upstairs (2 storey only) – not considered?**
- 12. New 63 detached homes to be built on Melody Crt. off Miss Rd – not considered?**
- 13. New homes along Barbertown?**
- 14. Potential large LTC/STC buildings on orchard lands?**
- 15. Projected use of Garden centre land for detached ?**

I-4(g)

POSSIBLE Garden Centre Projected Use Simulated by Residents



Dunpar Lands on left Side, POSSIBLE Garden Centre Projected Use Simulated by Residents

Rezoning asks for 60 FOUR Storey Towns and 8 Four Storey Semis

Garden Centre Land on Right side

When land sold future 44 FOUR storey Towns and 4 Four Storey Semis

Land is Unattractive to Detached Dwellings if Towns and semis are build of any quantity on Dunpar land next door

TOTAL FORECAST 104 Four storey towns and 12 Four Storey Semis

CONCEPT PLAN

This is a Ministry of Health Long Term Care Facility MM LHM

Not a seniors apartment as PDC states



Traffic Study Inadequate (4)

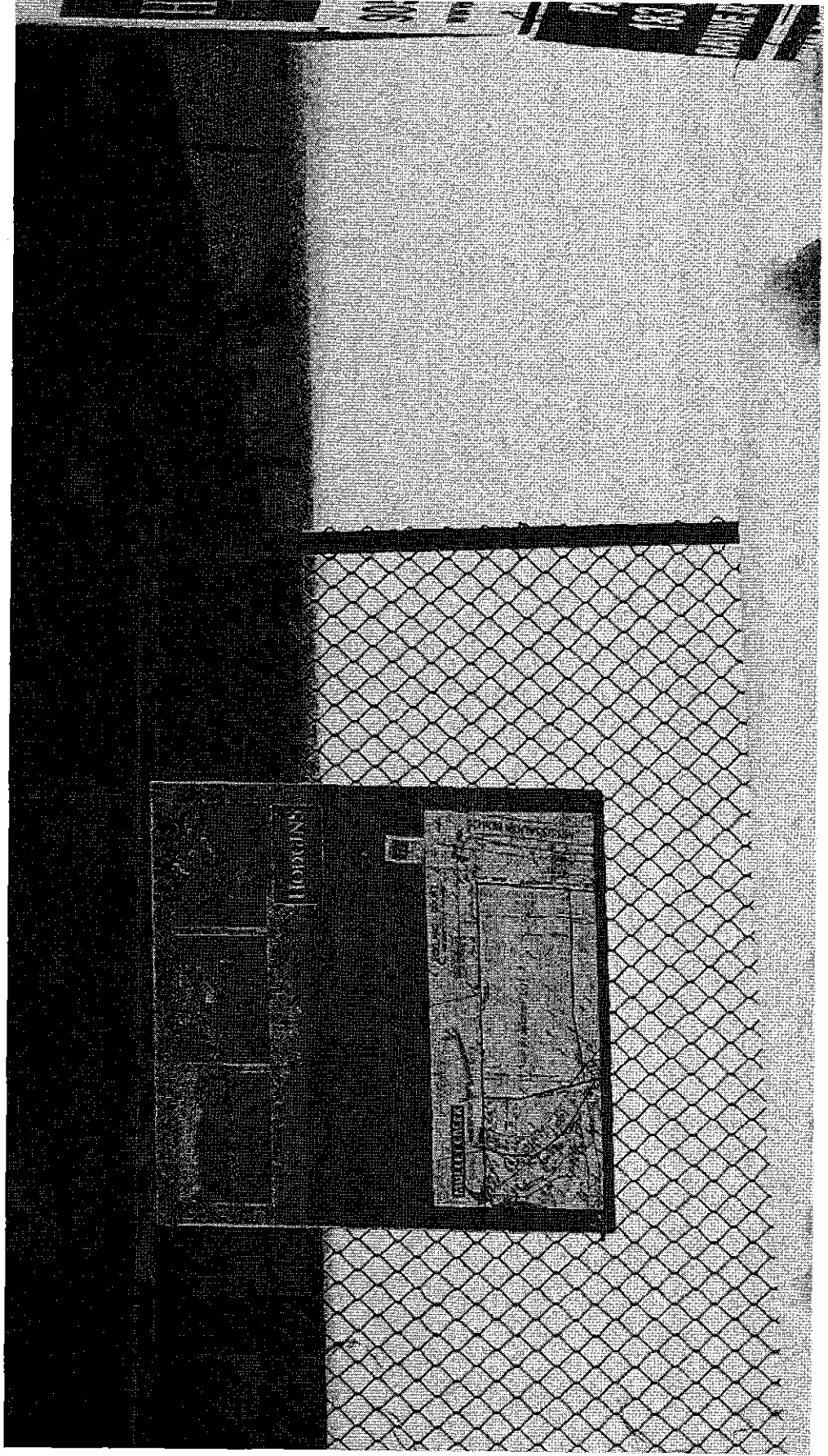
15. New developments south of the Hwy 403 overpass – not considered?

16. Even based on a traffic growth rate of 4%/yr and the current traffic volume of ?3500, traffic will easily exceed 5000 AADT within 7 – 9 yrs, i.e. heavy traffic category - fails to project short & long term future traffic

I-405

I-4(s)

South of 403 Overpass 1



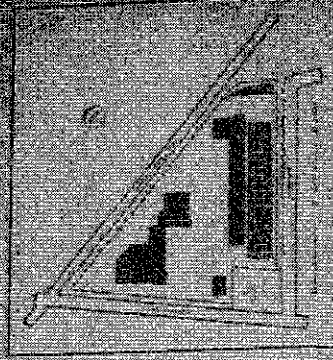
I-4(u)

Melody Crt.

NOTICE: OFFICIAL PLAN AMENDMENT, REZONING AND PLAN OF SUBDIVISION

AN APPLICATION HAS BEEN SUBMITTED TO THE
CITY OF MISSISSAUGA TO DEVELOP THIS SITE FOR:

**COMMERCIAL CENTRE, DETACHED
DWELLING UNITS, GREENBELT
AND GREENBELT BUFFER**



Owner: 1731860 Ontario Limited

Agent: John D. Rogers & Associates Inc. (905) 512-3500

For further information, phone the City of Mississauga Planning and Building
Department (905-896-5511) and refer to file #02-17019 (W11)

Level of Service – Wait Time

Mississauga Rd at Eglinton Road



(Acknowledgement: Neighbour)

I-4(6)

Level of Service – Wait Time

(Hwy capacity Manual 2000 service criteria)

I-4(m)

- a) Report states 12 – 16 sec/veh peak hour (Level C or better) – Disagree!
- b) Often wait time more than 30 seconds - (i.e. Level D or higher, D = *“Long traffic delays occur. Motorists emerging from the minor street experience significant restriction and frustration. Drivers on the major street will experience congestion and delay as drivers emerging from the minor street interfere with the major through movements”*)
- c) Manual 2000 calls for **“Average Total Delay”** – Dunpar’s analysis does not represent the true delay we experienced

Trip Generation (Vehicle Trip per Unit)

- **The Dunpar conclusion:** *“The proposed residential development at the subject site includes 8 semi-detached dwelling units and 64 townhouse units, which is only a slight increase from the previously proposed 51 townhouse units.”* - **incorrect.**
- **Fails to account for many units that will be multi family or student rentals, raising the number of cars per unit to 3 or 4 times**

I-4(x)

I-4(v)

Table 2
Trip Generation *** Trip/unit**

| Use | Magnitude | Vehicle Trips | | | | |
|--|-----------------------|------------------------|--------|------------------------|-------|--------------------|
| | | Weekday A.M. Peak Hour | | Weekday P.M. Peak Hour | | |
| | | Inbd. | Outbd. | Total | Inbd. | Outbd. |
| Semi-Detached Family Housing | 8 Units | 5 | 13 | 18 | 7 | 4 |
| Residential | | | | | | |
| Townhouse | 64 Units | 7 | 32 | 39 | 21 | 17 |
| Development | | | | 55 | | |
| 1) Proposed Residential Development (August 2011) | 72 Units | 12 | 45 | 57 | 28 | 21 |
| | | | | 73 | | |
| 2) Proposed Residential Development (February 2008) | 51 Units Townhouse | 11 | 33 | 44 | 26 | 19 |
| | | | | | | |
| 1)-2) Difference between the August 2011 and February 2008 unit counts | +21 Units | 1 | 12 | 13 29 | 2 | 4 22 |

Conclusions

- **Dunpar's traffic study is grossly inadequate;**
- **Dunpar's estimate on Level of Service is at the wrong Level;**
- **Dunpar's calculation on Trip Generation is erroneous.**

Carmela Radice

From: Mel Lee <mel@cityofmississauga.com>
Sent: 2013/05/01 7:22 AM
To: Katie Mahoney; Marcia Taggart; Ed Sajecki; Ben Phillips; Mary Ellen Bench; Carmela Radice; Debbie Thomson; Angela DiLegge; George Carlson; Nando Iannicca; City Manager; Diana Haas
Cc: Kai Tam; [REDACTED]
Subject: Brad Butt P9; bob.dechert@parl.gc.ca
Attachments: FIRE Miss New. LIABILITY RISKS at LTC HOME with 22 plus 8 backing/siding on to property
Dunpar 4 storey Towns Block E,F 12 and 10 unites overlooking privacy of patients,staff at- LTC-Home.jpg; Dunpar 4 storey towns with Tandem Garages on Burnhamthorpe site 130K.jpg; Burnhamthorpe Road site 10 tandem garages and AC's under second floor balcony planned to face LTC Home on Scenic Mississauga R; NIABY_v2_smaller.jpg

The following is provided for assistance in helping patients and staff avoid risk and loss of life in Leisureworld Specialty Care LTC Home on Scenic Mississauga Rd.

Who would be liable if the fire reported in Miss News (story below) happened at Dunpar 4 storey towns backing and siding onto LTC Home?

It is known that patients could die from anxiety seeing the fire and trucks outside their bedrooms or from traffic congestion delays for EMR to get a loved one to hospital.

Who will pay for possible destruction to LTC Home and re location of patients and staff?

Would other LTC Homes even be available for intake?

Who will pay for window fire screen automatic shutters, approximately \$500,000, as on the south side of the LTC Home for hydro line potential fires?

Blanket lawsuits could abound especially if city approved at OMB# 1 tandem 20 plus garages, 40 fuel laden vehicles, under wooden decks with a wooden Berlin Wall at illegal height between residential properties.

I-5(a)

Then another 80 staff and guests cars with fuel on the other side of the wooden on cement wall 15 foot high barrier as at Burnhamthorpe but on hydro lines not a LTC Home.

Did planning actually approved this as did fire Marshall in OMB 1 in 2008 As our mayor says "Homework must be done". Questionable?

OMB never appreciated this as city never spoke of issues at the hearing. Liability?

Please put this on record at council and in your files. Planning and council knows of the electrical fires that did occur at the Burnhamthorpe Dunpar project with same 4 storey product

We are here to "Preserve Historic Mississauga Road for future generations" and illicit our cities support now. No "MOUSTACHE" on the Mona Lisa as Councillor Namdo stated well.

Our mayor told Mississauga New that she would "do her very best to protect the interest of residents, adding that city council will make their position clear should Dunpar take this to the OMB again"

Where is the mayor now. Didn't even show up at OMB to show face. Residents are very upset with what they see is nothing more than city political LIP SERVICE

Help save your namesake road. You can.

Else "Don't blame me for the gas plants: Wynne... will be "Don't Blame me for moving the LTC Home: Mahoney & McCallion

Mississauga Residents for the Preservation of Low Density and the Environment off Scenic Heritage Mississauga Road

The following is to-days Mississauga news.

Fire breaks out in City Centre apartment

| | |
|---|---|
| <input checked="" type="checkbox"/> Receive | <input type="checkbox"/> Resolution |
| <input type="checkbox"/> Direction Required | <input type="checkbox"/> Resolution / By-Law |
| <input type="checkbox"/> Community Services <input type="checkbox"/> Corporate Services | For <input type="checkbox"/> Appropriate Action <input checked="" type="checkbox"/> Information |
| <input type="checkbox"/> Planning & Building <input type="checkbox"/> Transportation & Works | <input type="checkbox"/> Reply <input type="checkbox"/> Report |

I-5(b)



Apartment fire. A fire broke out on the balcony of an apartment on the 11th floor of 35 Kingsbridge Garden Circle early this evening. *Photo by Shae Birch*

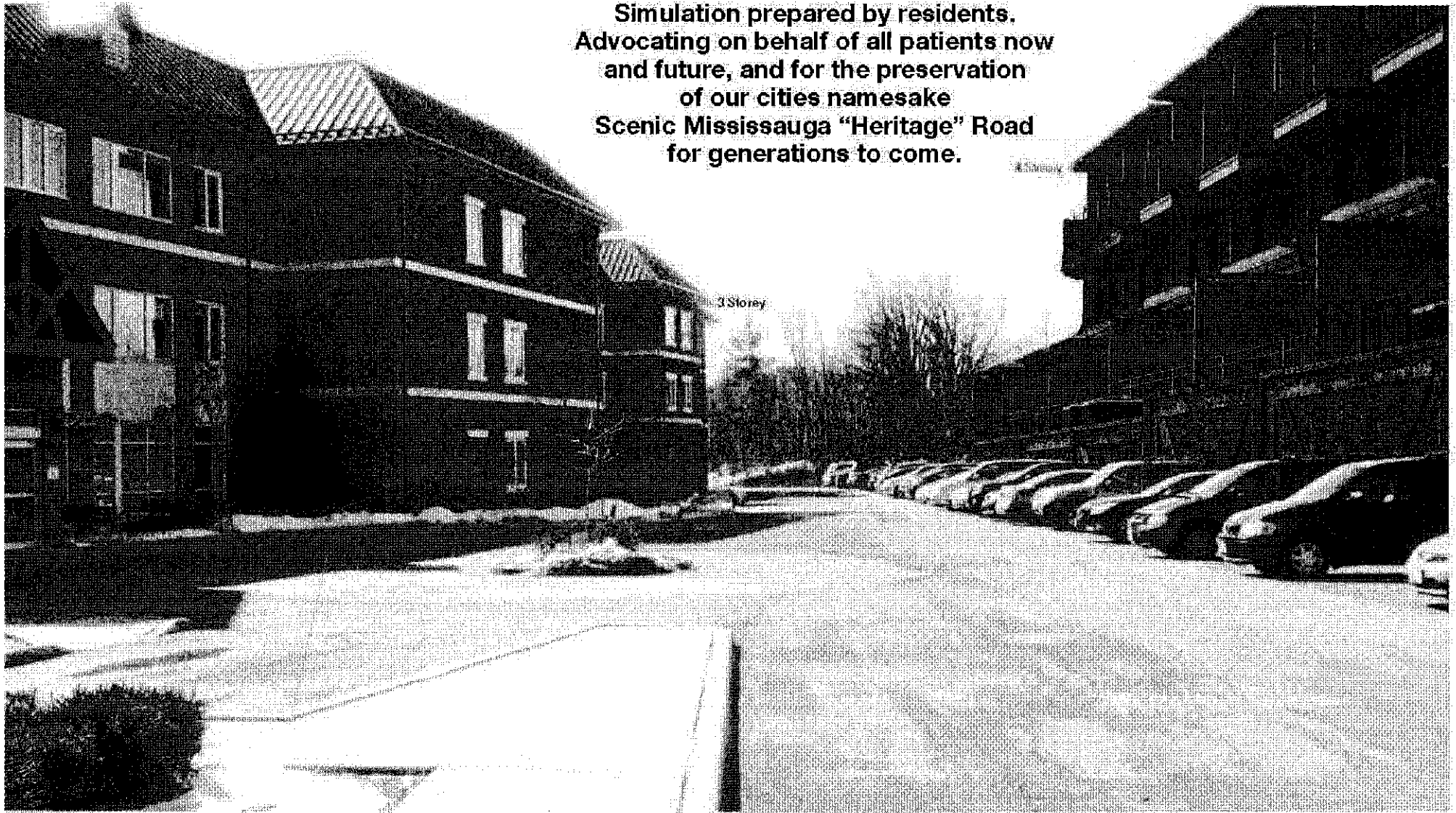
MISSISSAUGA - Mississauga firefighters are battling a blaze that broke out inside a high-rise apartment in the City Centre around the dinner hour tonight.

Emergency crews responded to a call from 35 Kingsbridge Garden Circle, where a fire erupted on the 11th floor at about 6:15 p.m.

Firefighters have called additional trucks to the scene, but haven't yet upgraded the fire to a two-alarm blaze.

There are no reports yet on injuries or damage.

Simulation prepared by residents.
Advocating on behalf of all patients now
and future, and for the preservation
of our cities namesake
Scenic Mississauga "Heritage" Road
for generations to come.



STOP OVER INTENSIFICATION – Would you want this overlooking your backyards and bedrooms?
Minimum of 44 balconies peering into patient bedrooms and staff areas. Minimum of 22 air conditioners humming.
Traffic, parking, noise, safety, shadow, environment issues, all to be considered.
Dead end lane behind fence to service 22 tandem garage doors, 44 cars, fumes, lights and noise.

105-I



I-Std)

I-5(e)



Not In Any-body's Back Yard

STOP FOUR STOREY TOWNS ON MISSISSAUGA ROAD

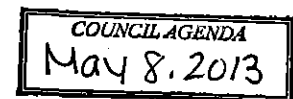
Mississauga Residents for the Preservation of Low Density
and the environment off Scenic Historic Mississauga Road



D-1(a)

[insert date]

[insert address]



Dear Minister Lebel,

On behalf of the Great Lakes and St. Lawrence Cities Initiative, we are writing to you to congratulate the Federal Government on its recently announced ten-year commitment to public infrastructure funding. The Cities Initiative wishes to propose a new category of eligible projects for federal funding, to support shoreline protection and restoration work. We would welcome an opportunity in the near future to discuss this proposal.

The Great Lakes and St. Lawrence Cities Initiative is a coalition of 103 mayors from Quebec, Ontario and the United States, representing over 16 million citizens. Our mission is to work together towards the protection, restoration and enhancement of this extraordinary resource.

The members of the Great Lakes and St. Lawrence Cities Initiative are coastal communities that have a shared interest in protecting and restoring their shorelines, which play a central role in their economic prosperity and quality of life. Increasingly, the shorelines of our inland coastal municipalities are feeling the effects of changing weather patterns. Severe storms and abnormally high tides are causing accelerated erosion in the estuary and the gulf of the St. Lawrence. Record low water levels in the Georgian Bay, Montreal and Lake St. Pierre areas are causing serious problems with municipal water infrastructure, shoreline access, and marina and harbor activity. At the same time, severe storms and higher water temperatures are increasing nutrients loadings into the Great Lakes, accelerating the growth of algal blooms in the nearshore. These changes have a significant impact on the state of the shores, affecting the quality of life for shoreline citizens, shoreline access and economic development of shoreline municipalities.

For these reasons, we propose that the federal government introduce a new category of eligible projects for federal infrastructure funding for measures related to restoration, protection and enhancement of the shoreline and nearshore area.

These eligible project could include works to prevent or address erosion, reconstruction of water systems or other infrastructure affected by low water levels, more extensive use of buffer strips, berms and storm water management ponds to keep nutrients on the land and out of the lakes, and remedial clean-up of shoreline contaminated sites to unlock their economic

D-1(b)



Great Lakes and St. Lawrence Cities Initiative
Alliance des villes des Grands Lacs et du Saint-Laurent

value. By making such project eligible for funding, the Federal government could help shoreline municipalities address the unique challenges facing them.

We recognize that there are many competing priorities for public infrastructure funding, and that the bulk of funding must go to vitally important investments in public transit, roads and bridges, and water and wastewater infrastructure. At the same time, for those municipalities who choose to prioritize shoreline protection and restoration projects, creating an additional category of funding from which to choose would provide the assistance that they need.

We would welcome a meeting with you to discuss this proposal further.

For more details and to set a meeting date, please have your staff contact Robert Masson at Robert.masson@bell.net.

Thank you in advance for your attention to this matter.

Sincerely,

| | |
|--|--|
| <input type="checkbox"/> Receive | <input type="checkbox"/> Resolution |
| <input checked="" type="checkbox"/> Direction Required | <input type="checkbox"/> Resolution / By-Law |
| <input type="checkbox"/> Community Services | For |
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Appropriate Action |
| <input type="checkbox"/> Planning & Building | <input type="checkbox"/> Information |
| <input type="checkbox"/> Transportation & Works | <input type="checkbox"/> Reply |
| | <input type="checkbox"/> Report |

Régis Labeaume
Mayor of Quebec City
Treasurer, Great Lakes and St. Lawrence Cities Initiative

Keith Hobbs
Mayor of Thunder Bay
Vice-Chair, Great Lakes and St. Lawrence Cities Initiative

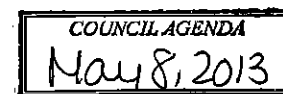
cc. Hon. Peter Kent



D-2

[insert date]

[insert address]



Dear Minister Lebel,

On behalf of the Great Lakes and St. Lawrence Cities Initiative, we are writing to you to express our concern over conditions impacting the shorelines of the Great Lakes, St. Lawrence River and its tributaries. We also wish to meet with the minister in this regard in the coming weeks.

The Great Lakes and St. Lawrence Cities Initiative is a coalition of 101 mayors from Quebec, Ontario and the United States, representing more than 16 million citizens. Our mission is to work together towards protection, restoration and enhancement of this extraordinary resource, in the spirit of sustainable development.

The Great Lakes and St. Lawrence River are already feeling the effects of climate change. Severe storms and abnormally high tides cause serious erosion in the estuary and the gulf of the St. Lawrence, on top of record low water levels in the Georgian Bay, Montreal and Lake St. Pierre areas. At the same time, severe storms and higher water temperatures are accelerating the growth of algal blooms in the nearshore, covering long stretches of Great Lakes shoreline in algae. These changes have a significant impact on the state of the shores, affecting the quality of life for shoreline citizens, shoreline access and economic development of shoreline municipalities.

For these reasons, we call on the federal government to increase its support to shoreline municipalities for all measures related to restoration, protection and enhancement of the shoreline and nearshore area. We feel that it is important that a share of the recently announced \$14 billion over 10 years devoted to the renewed infrastructure for cities, be allocated for this purpose.

More specifically, the Cities Initiative asks that actions to restore and upgrade shorelines and to improve the quality of nearshore waters be considered in the eligibility of projects in the next round of infrastructure funding and that municipalities be allowed to prioritize projects that are most needed in their communities.

D-2(a)



We would be pleased to meet with you in order to discuss these issues further.

For more details and to set a meeting date, please have your staff contact Robert Masson at Robert.masson@bell.net.

Thank you in advance for your attention to this matter.

Sincerely,

Régis Labeaume
Mayor of Quebec City
Treasurer, Great Lakes and St. Lawrence Cities Initiative

Keith Hobbs
Mayor of Thunder Bay
Vice-Chair, Great Lakes and St. Lawrence Cities Initiative

cc. Hon. Peter Kent

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| <input type="checkbox"/> Receive | <input type="checkbox"/> Resolution |
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